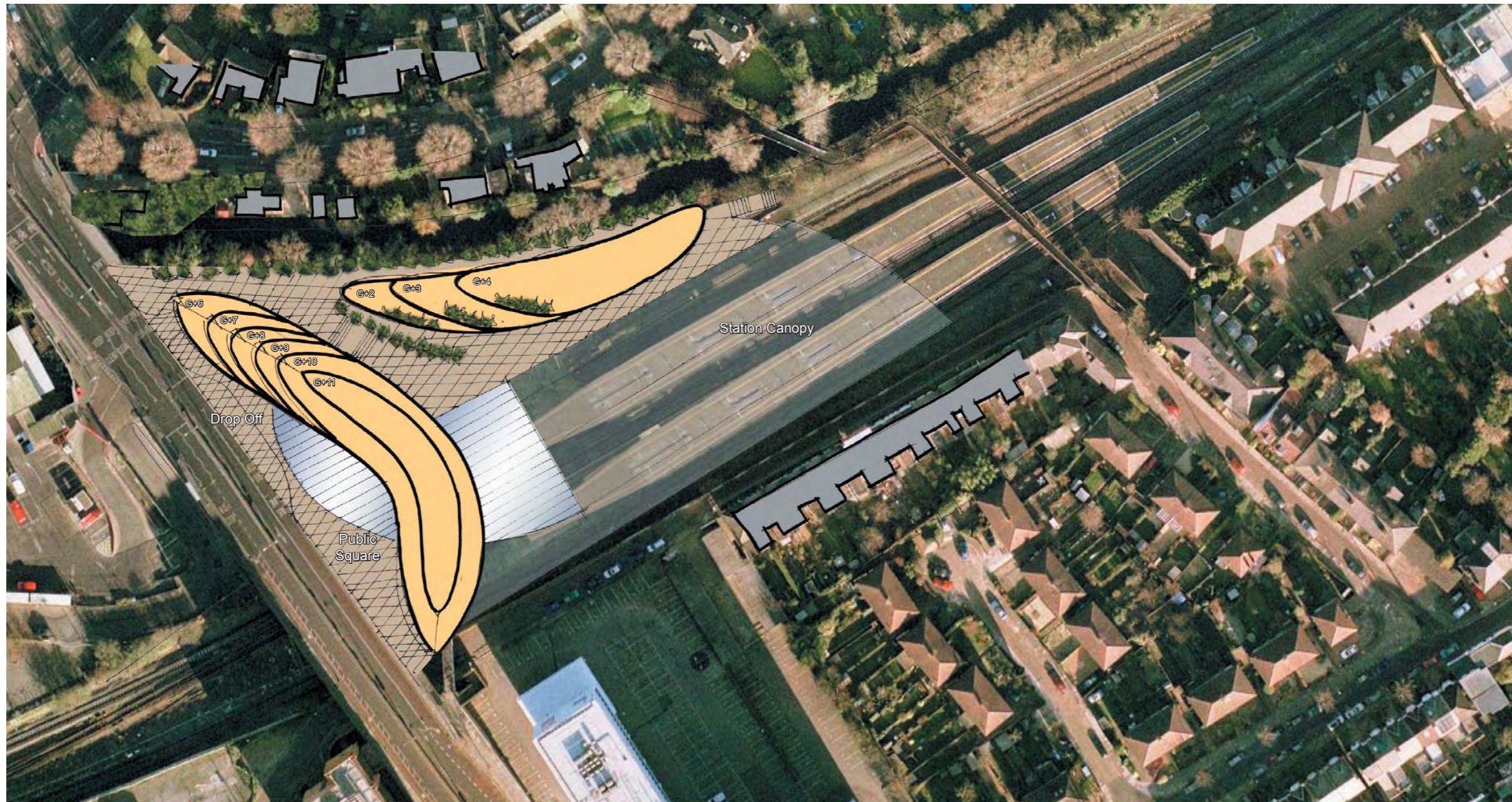




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Appendix A-3: Design Evolution Images

NOVEMBER 2008.



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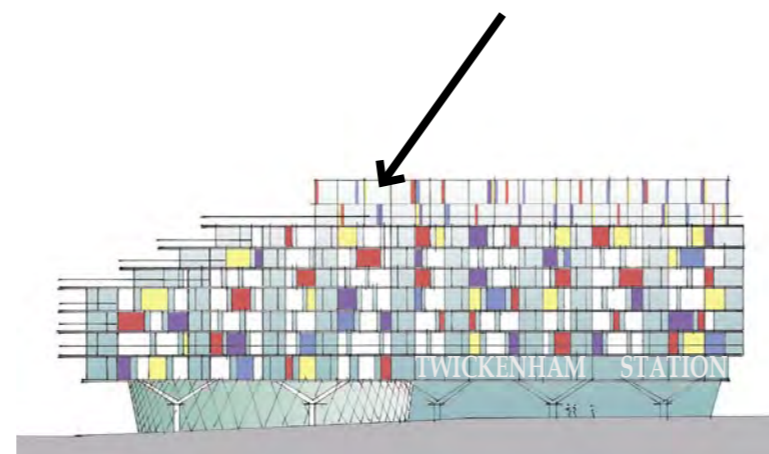
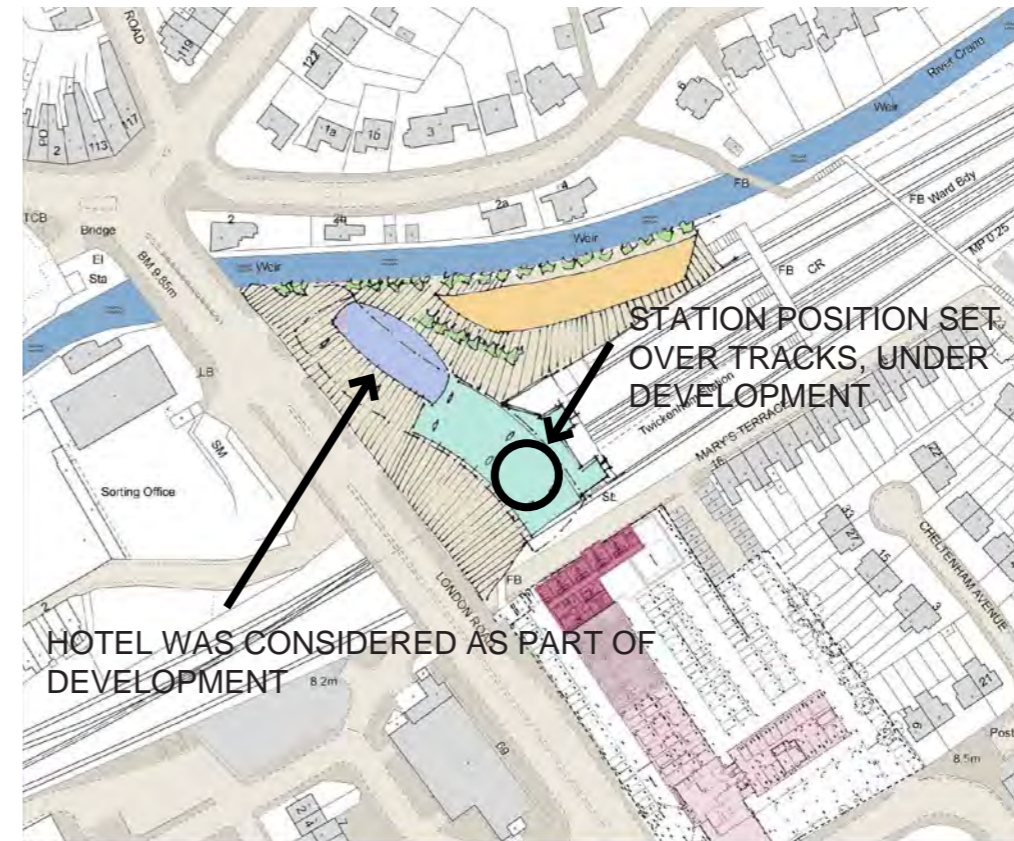
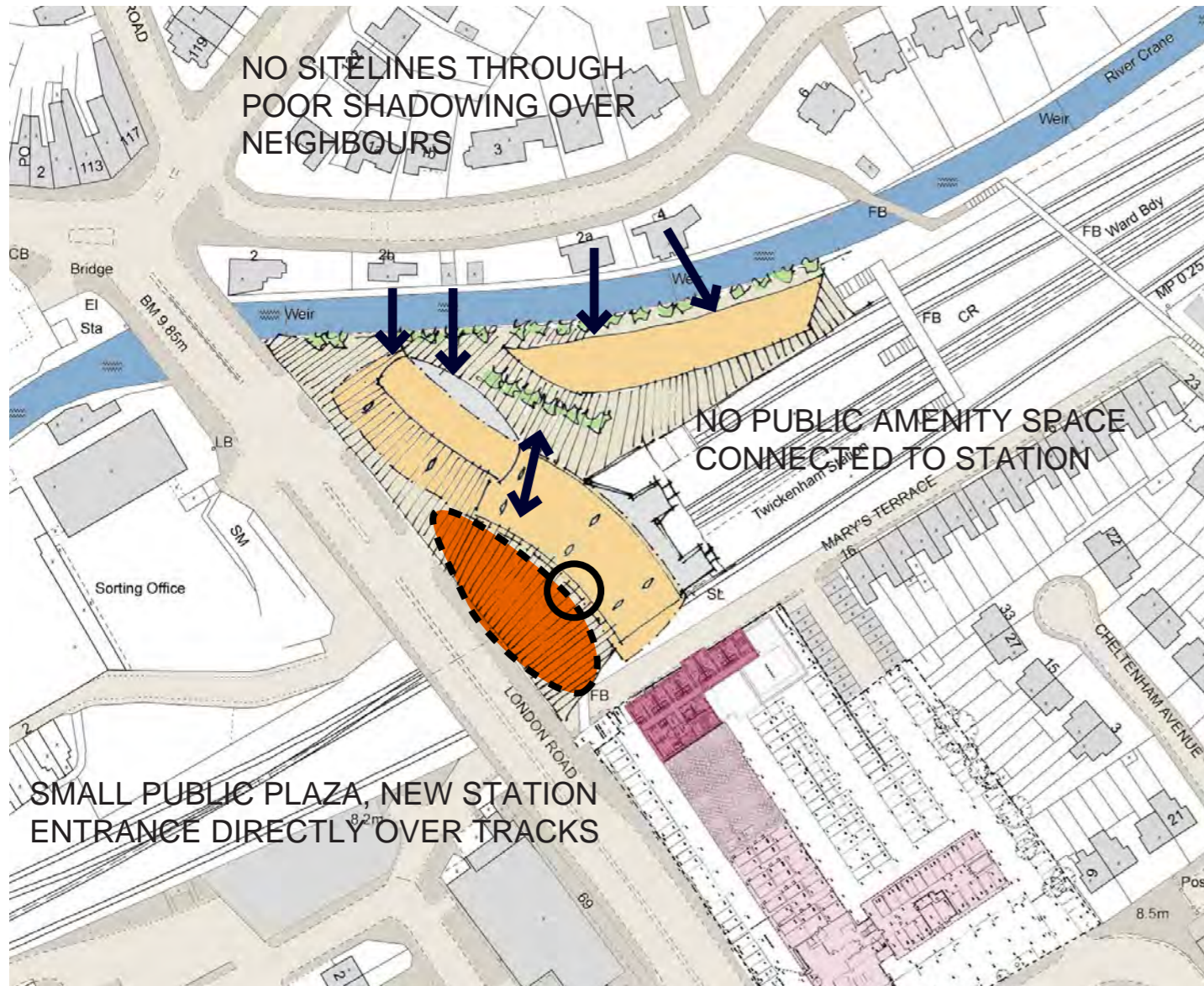
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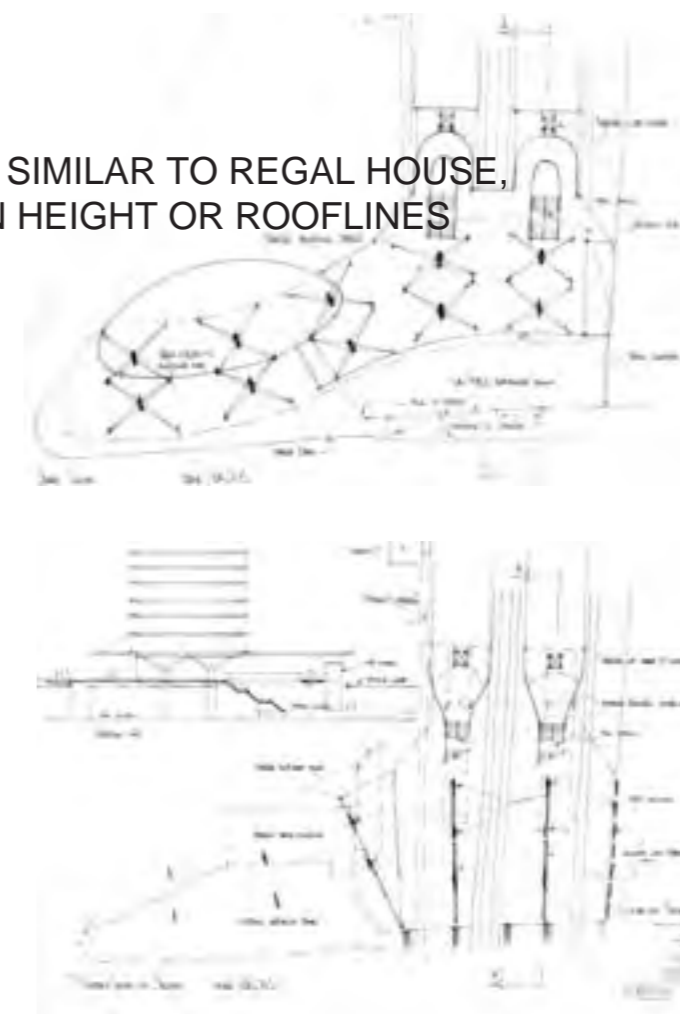
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Curved scheme drawing a line from Regal house to corner of site.

Single large building mass at front of site = lack of site permeability and poor daylighting to neighbouring properties. Medium sized towers to rear to achieve required residential numbers.








MASSING TOO SIMILAR TO REGAL HOUSE, NO VARIETY IN HEIGHT OR ROOFLINES

# NOVEMBER 2008.

## INITIAL PROPOSALS TO RAFT OVER TRACKS TO RELEASE SITE POTENTIAL

Key

-  Station Concourse on Raft Structure
-  Reception / Access to Commercial Building Above
-  Public Concourse
-  Extent of Raft Structure
-  Commercial Building Above shown Dotted

Proposed Redevelopment  
Showing Topographical  
Survey Information



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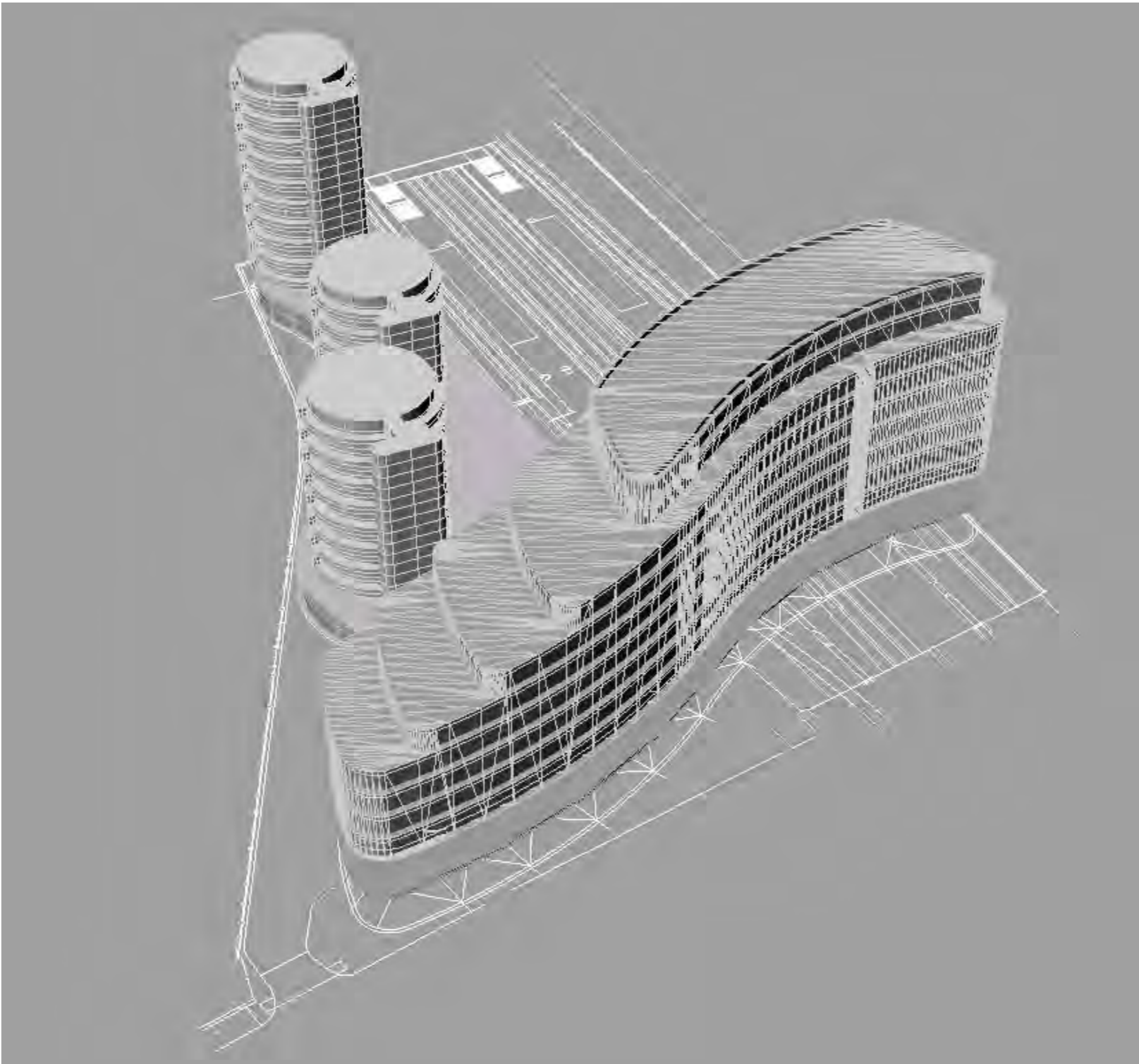
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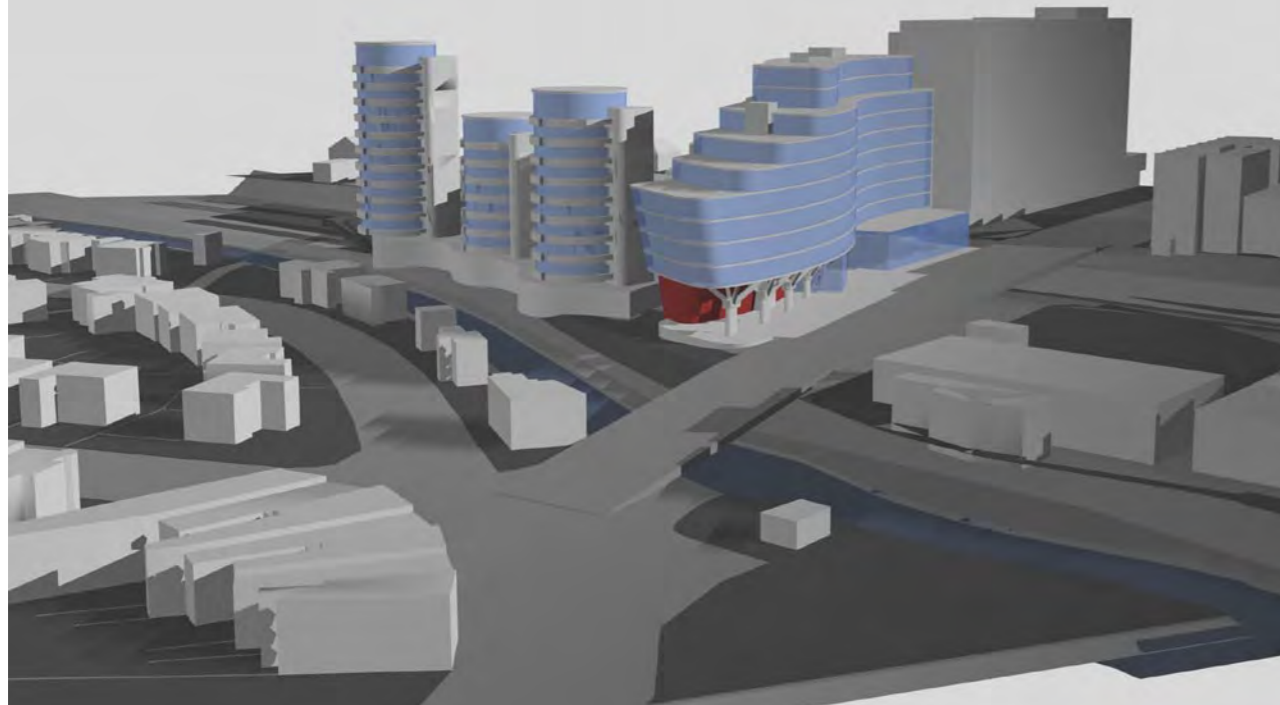
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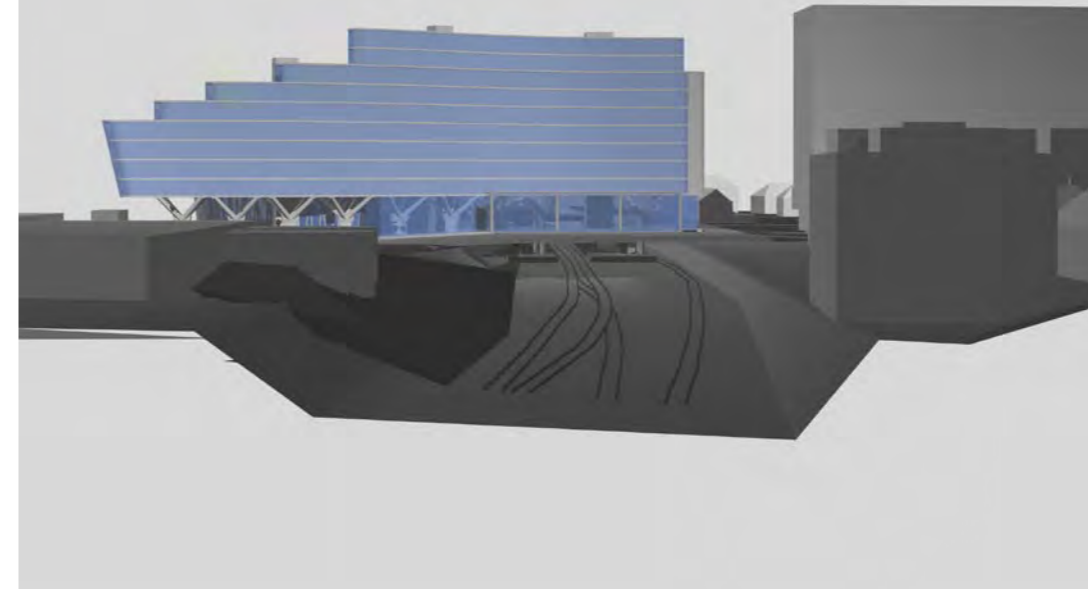
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SCALE TOO HIGH AGAINST RIVER FRONTAGE



MASSING TOO SIMILAR TO REGAL HOUSE, NO VARIETY IN HEIGHT OR ROOFLINES



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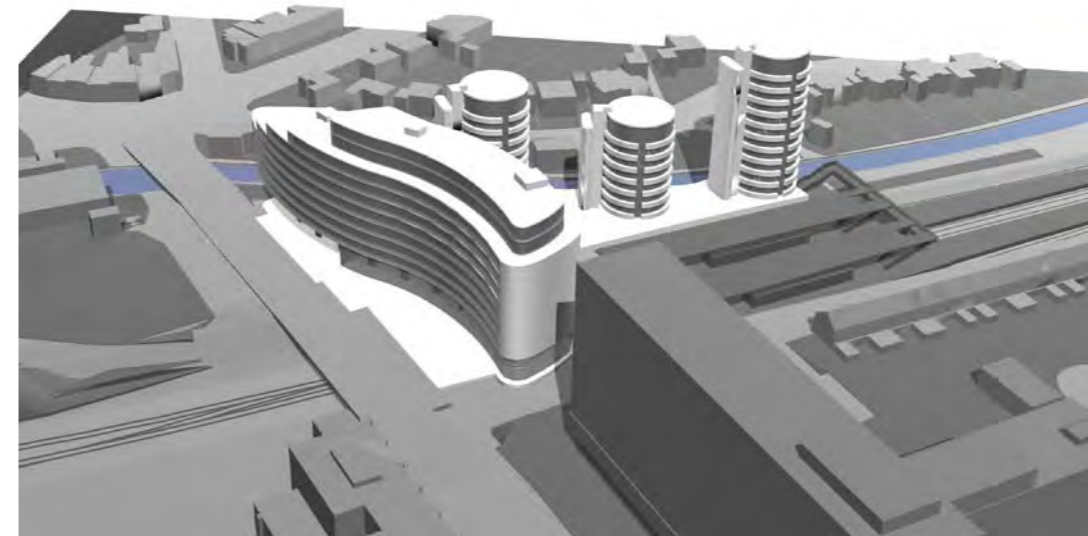
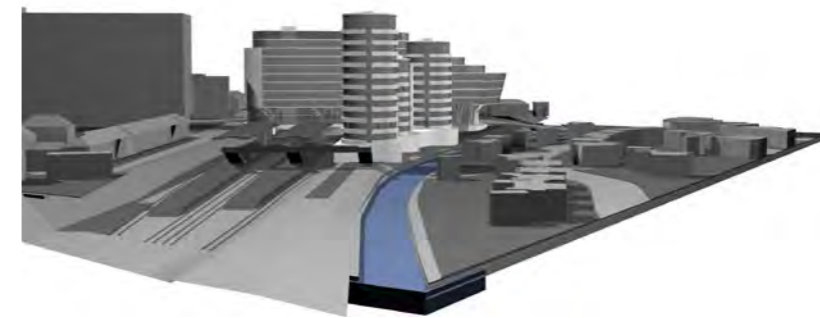
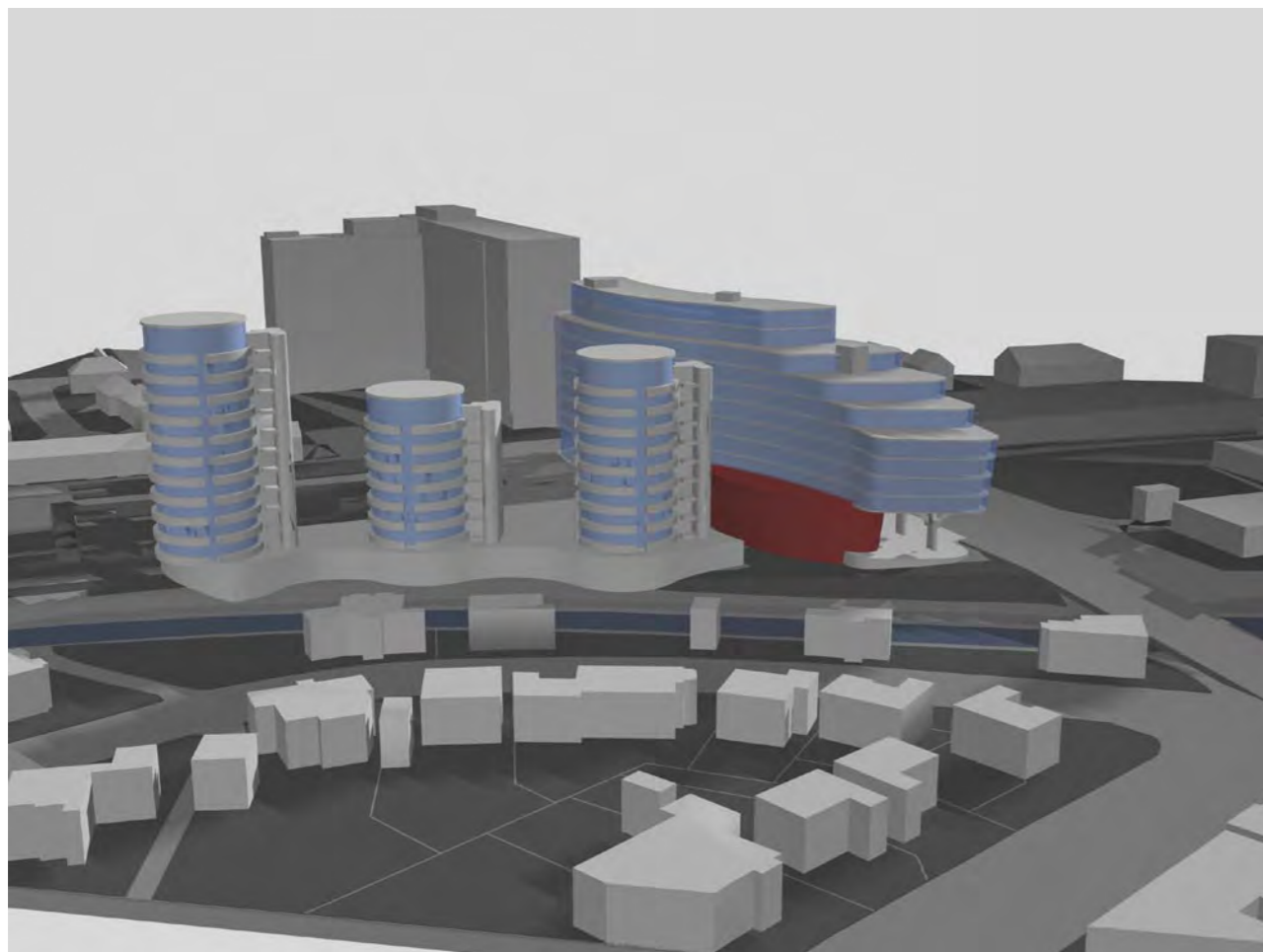
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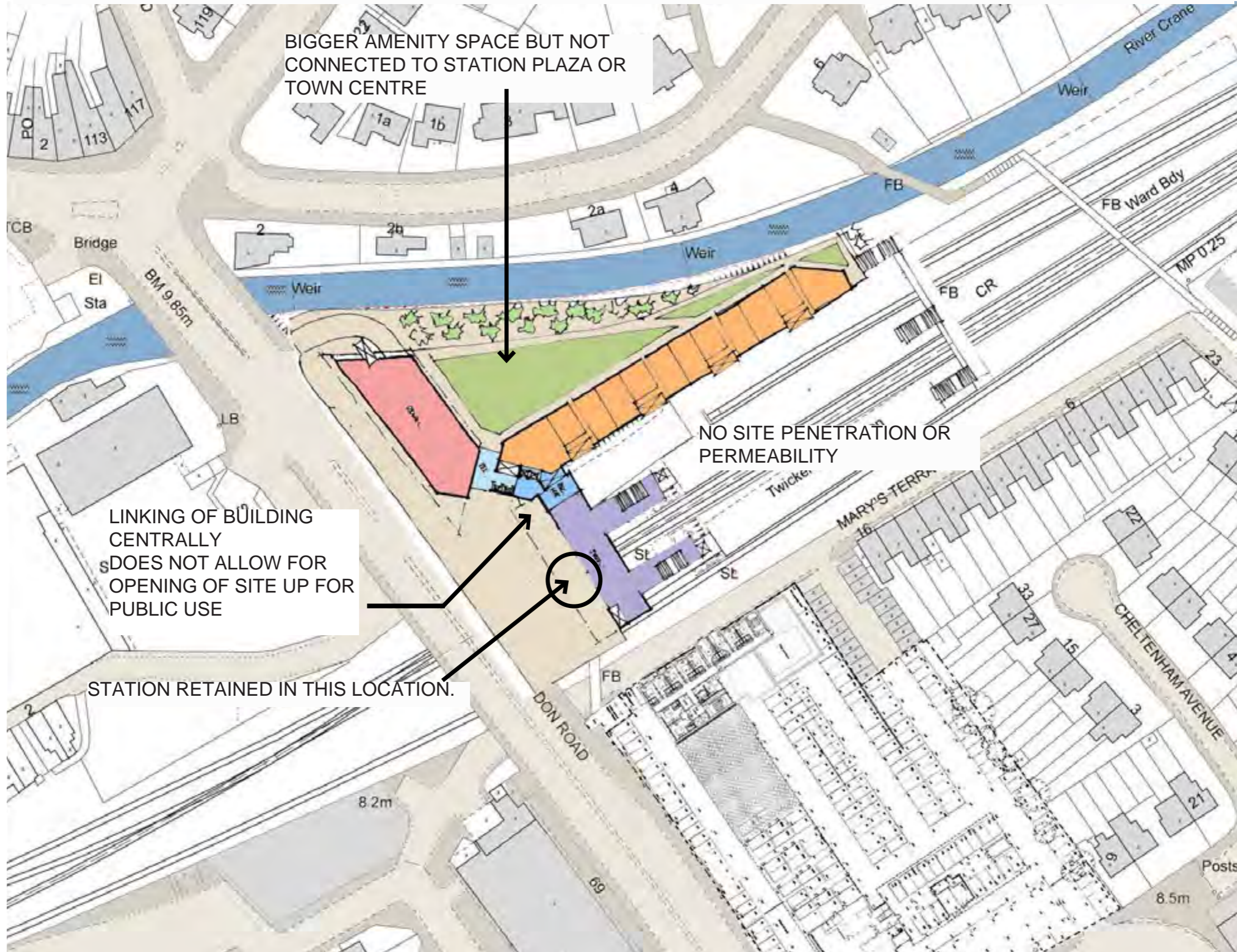
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DEPARTURE AWAY FROM ORGANIC FORM TOWARDS CLUSTERS OF BUILDINGS TO VARY MASSING



- Residential
- Retail
- Affordable
- Hotel
- Station

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June 2009

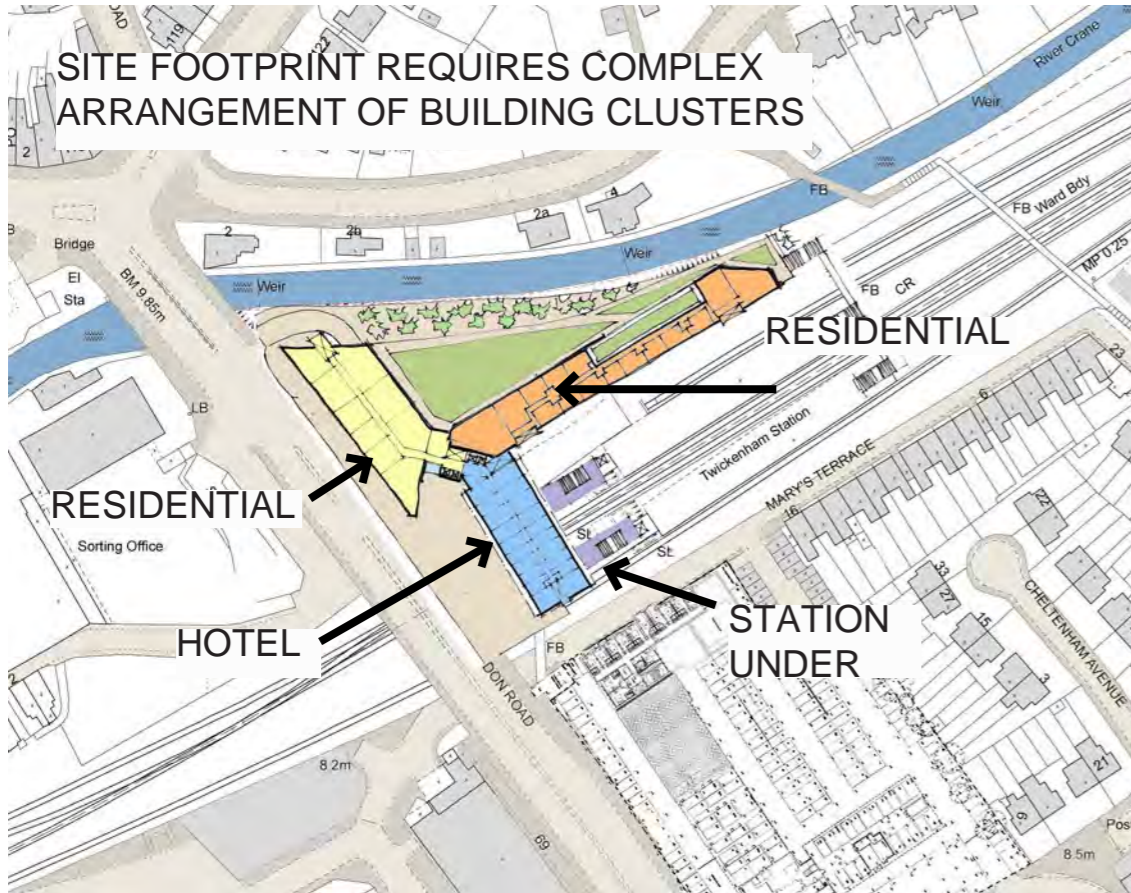
Ground Floor

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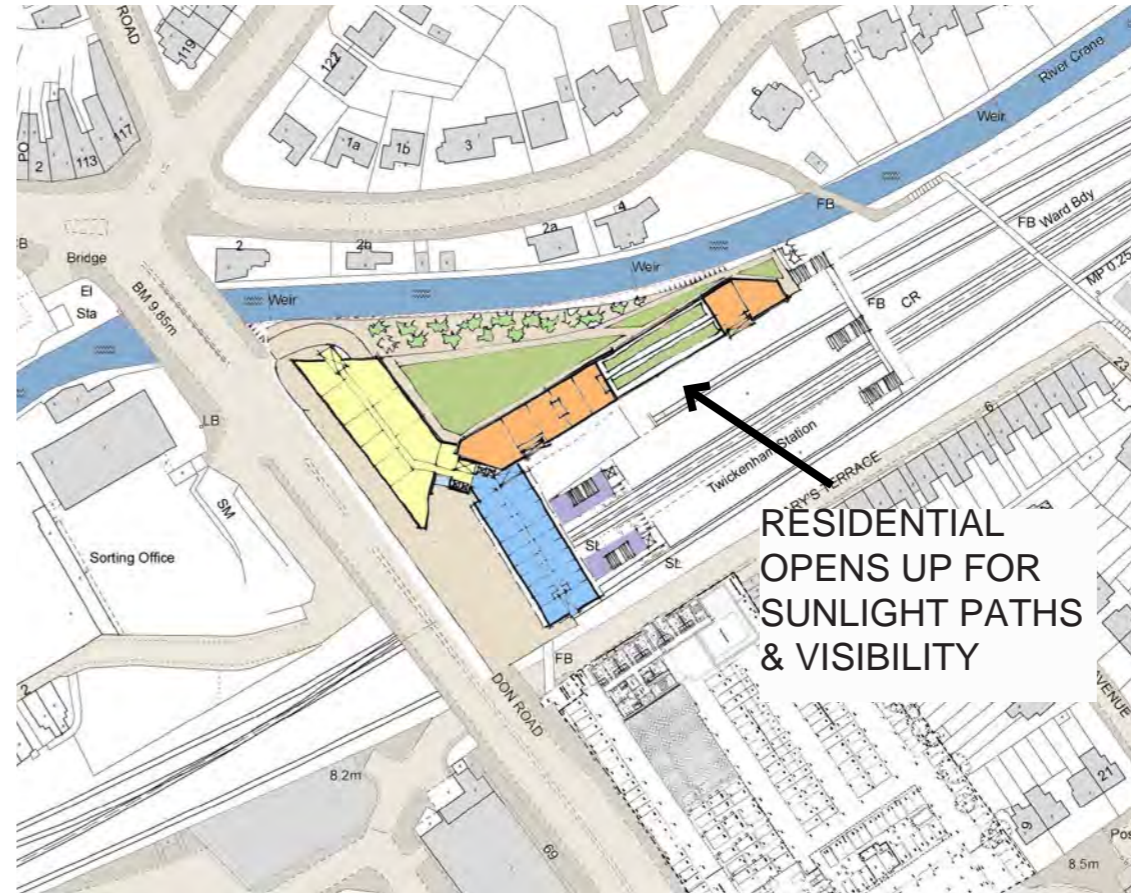
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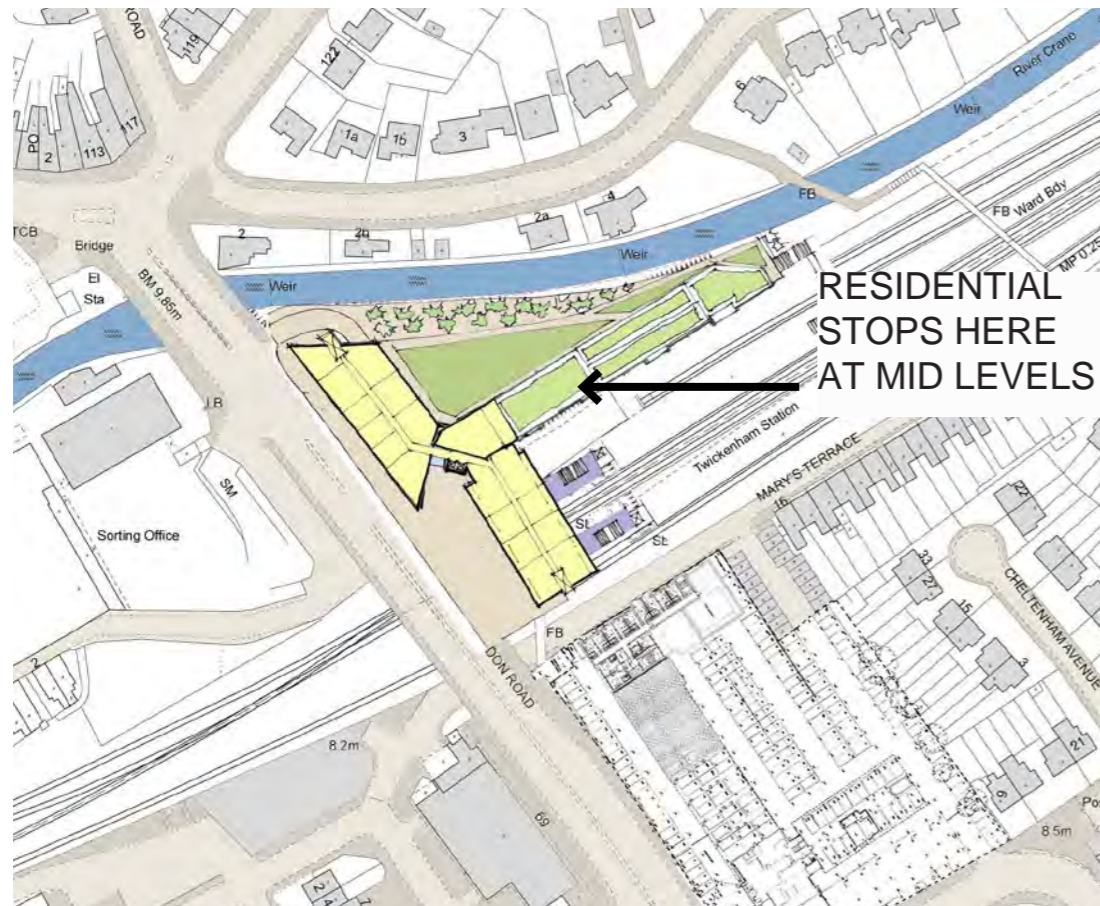
SITE FOOTPRINT REQUIRES COMPLEX ARRANGEMENT OF BUILDING CLUSTERS



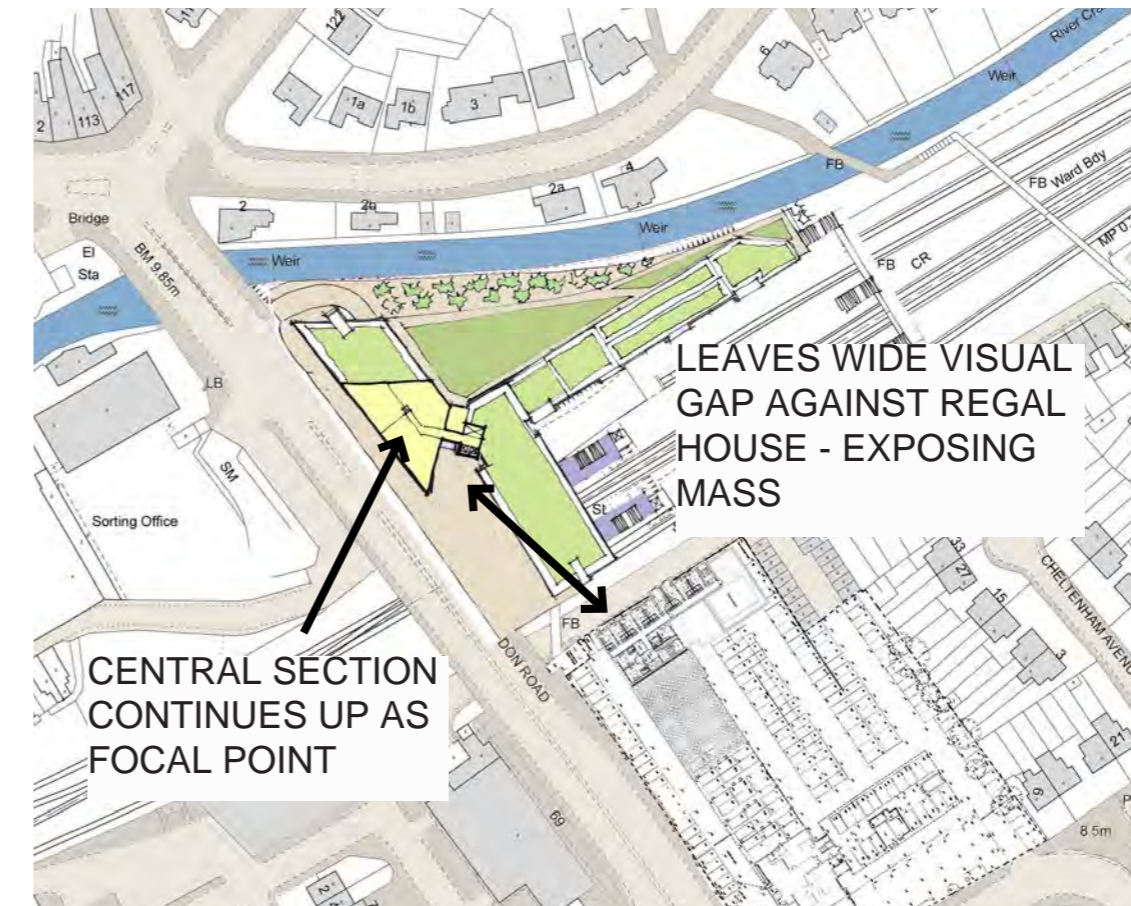
1ST FLOOR LEVEL



2ND/3RD FLOOR LEVELS



MID FLOOR LEVELS



TOP FLOOR LEVELS

JUNE 2009

Splitting site into separate elements to maximise difficult site topography. Buildings join in centre.

Good clarity, emphasis over station, public plaza at front.

Bad for site permeability, public amenity and visual aspects of daylight & sunlight on neighbouring properties.



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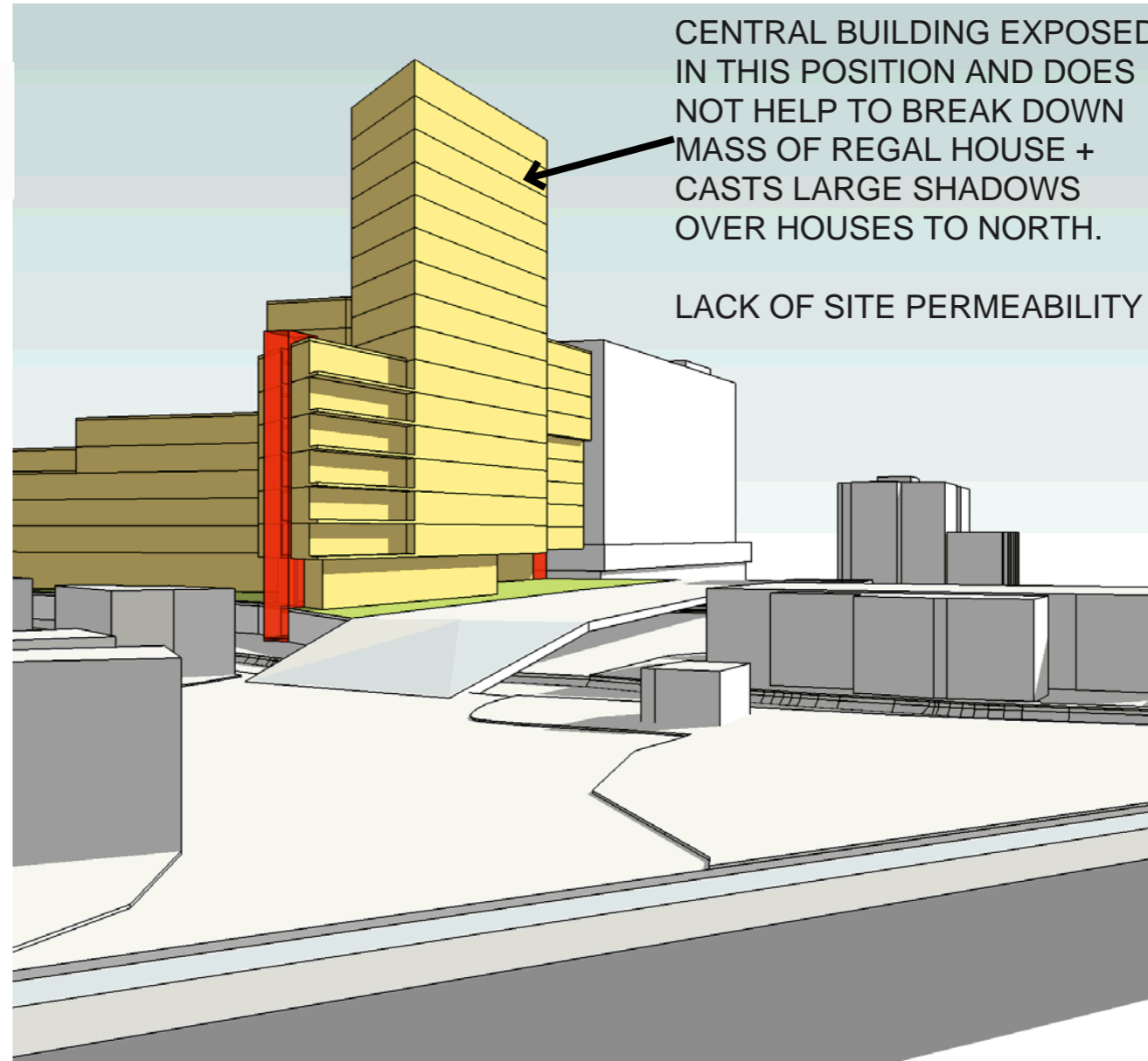
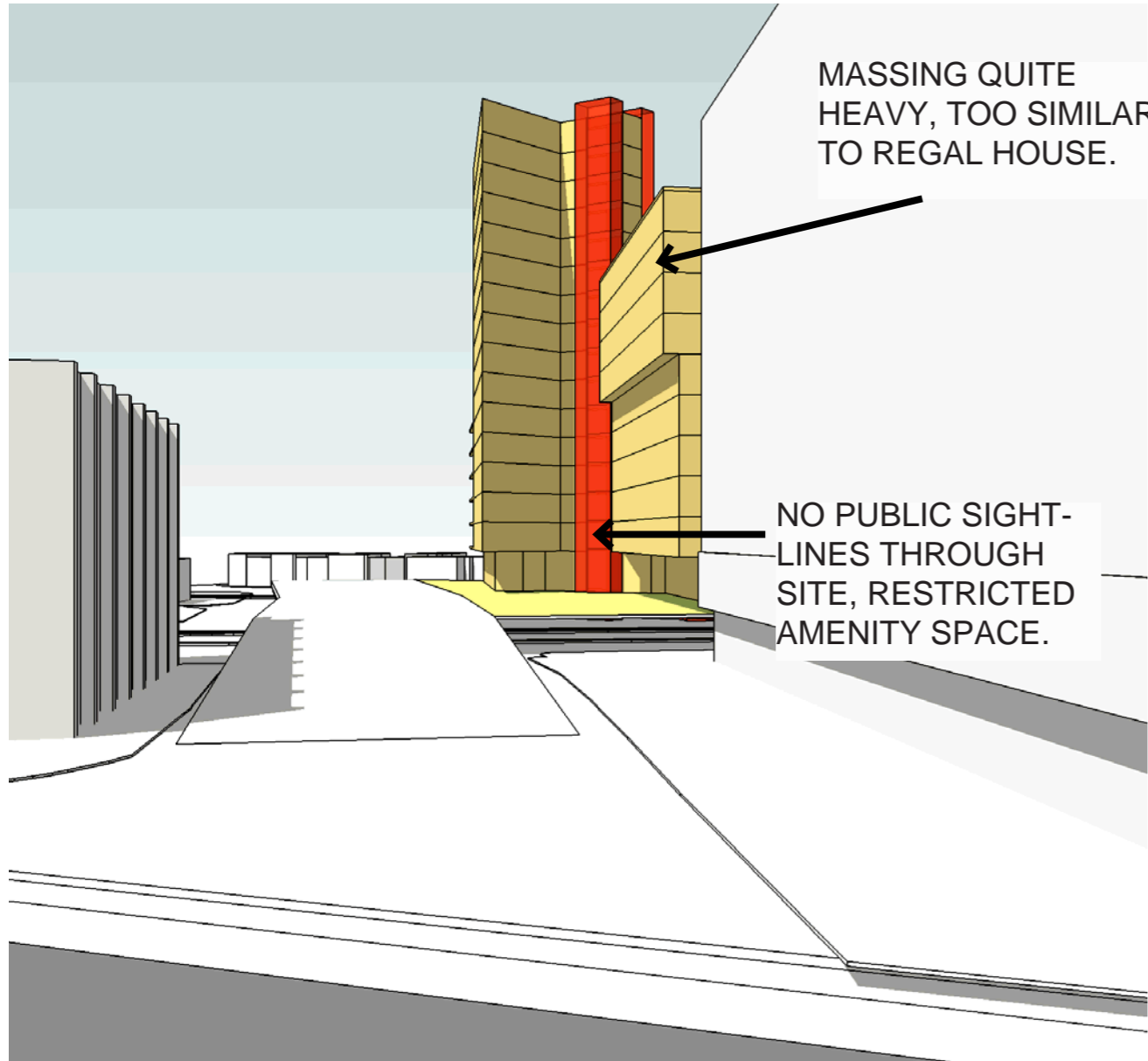
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3D Views

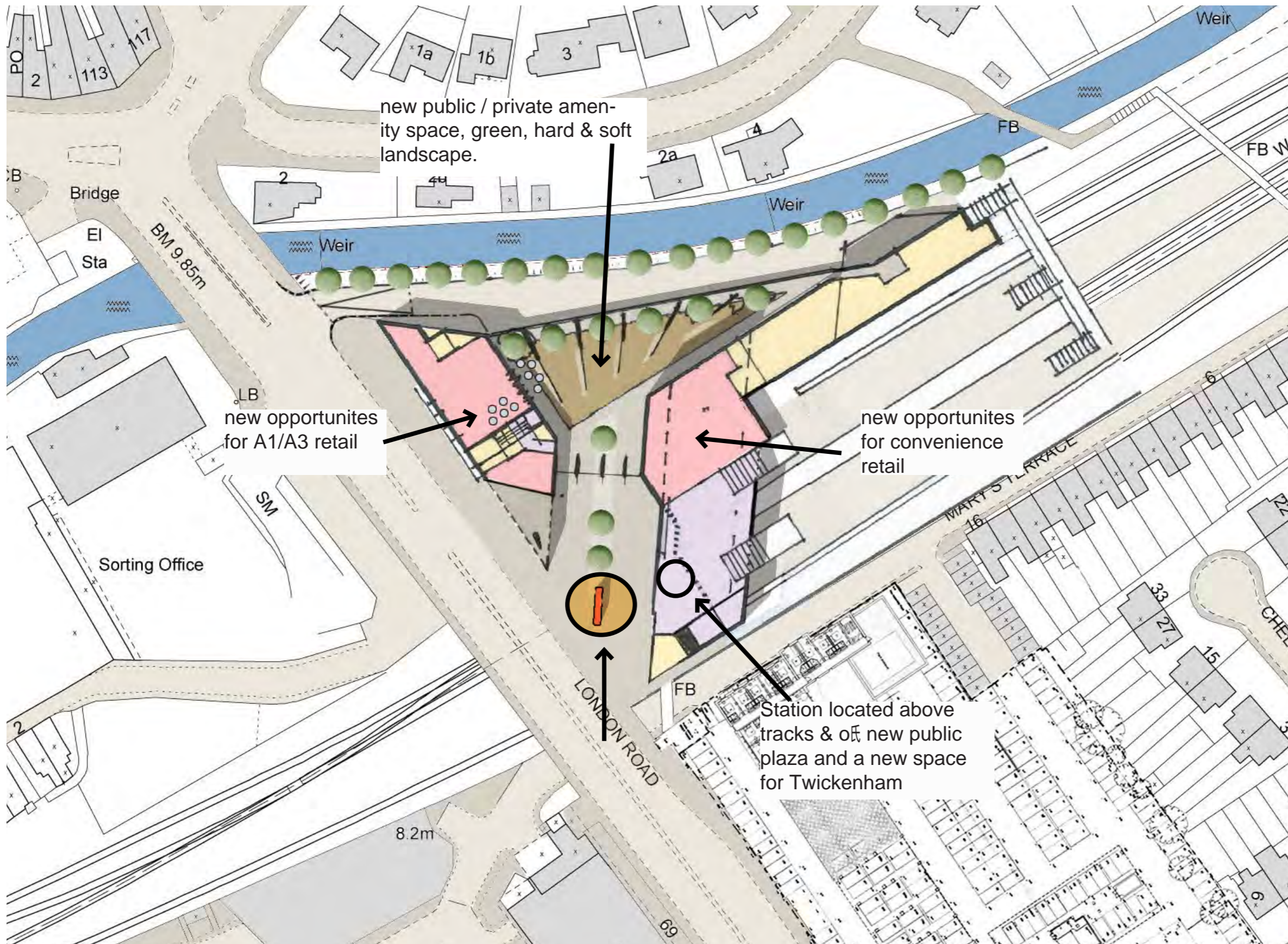
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Ref: KXXXX\Boards\InDesign\XXXX-DOC-DATE-NAME-REV-PGD.indd

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CLUSTERS OF BUILDINGS REMAIN, ARRANGEMENT ALTERED TO OPEN UP SITE FOR PUBLIC SPACE AND PERMEABILITY. BUILDINGS TO DEFINE NEW STATION LOCATION.



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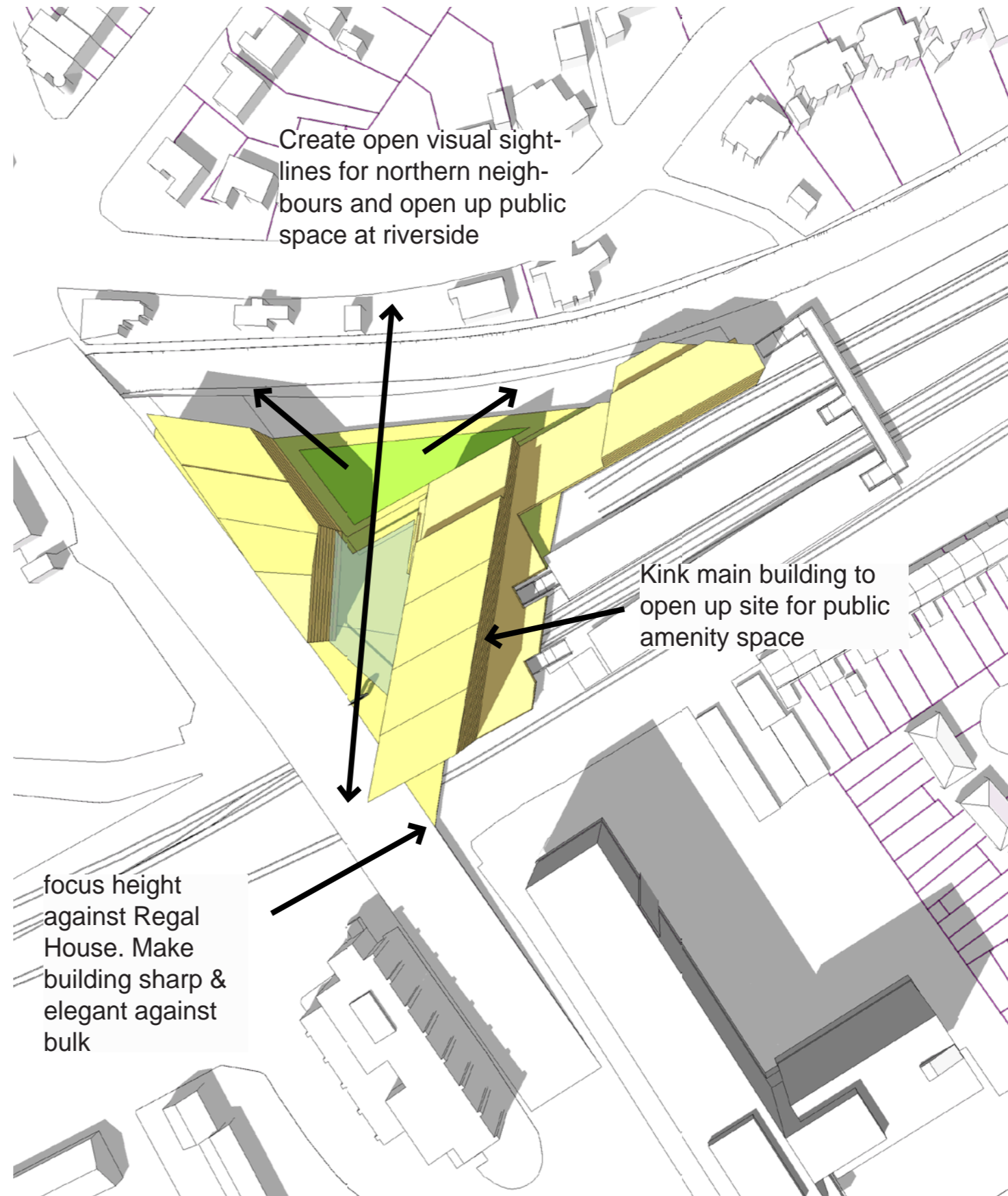
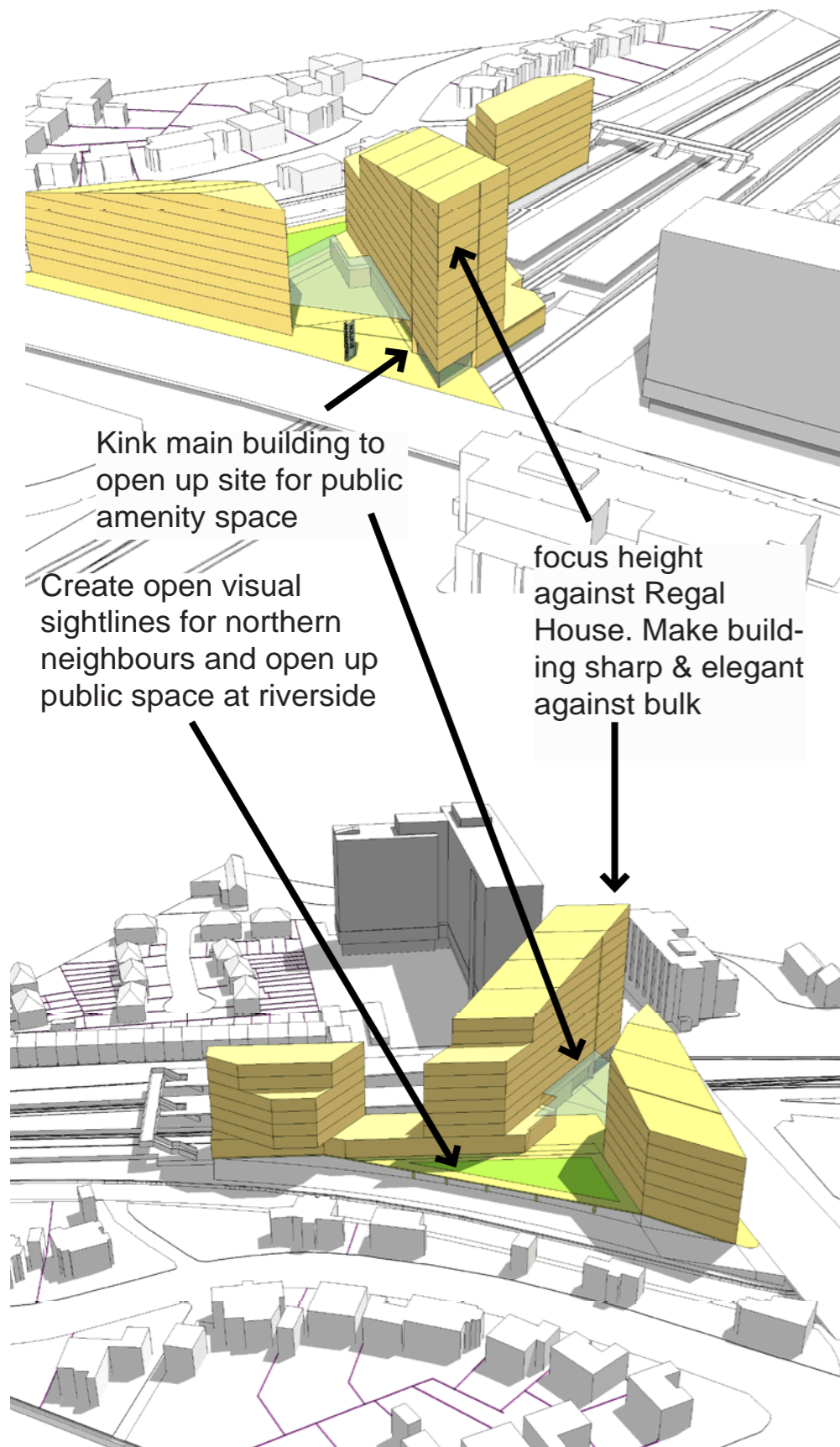
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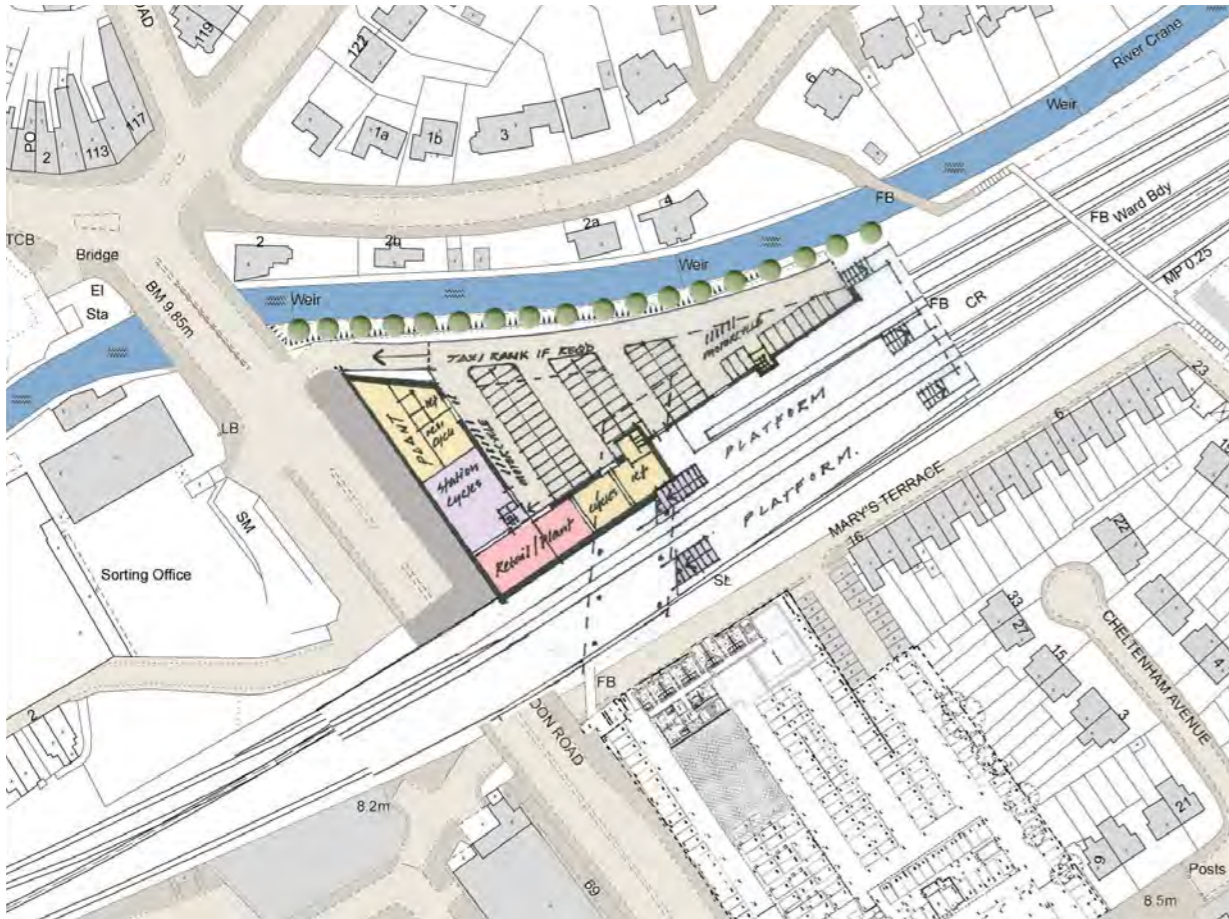
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**3D Views**

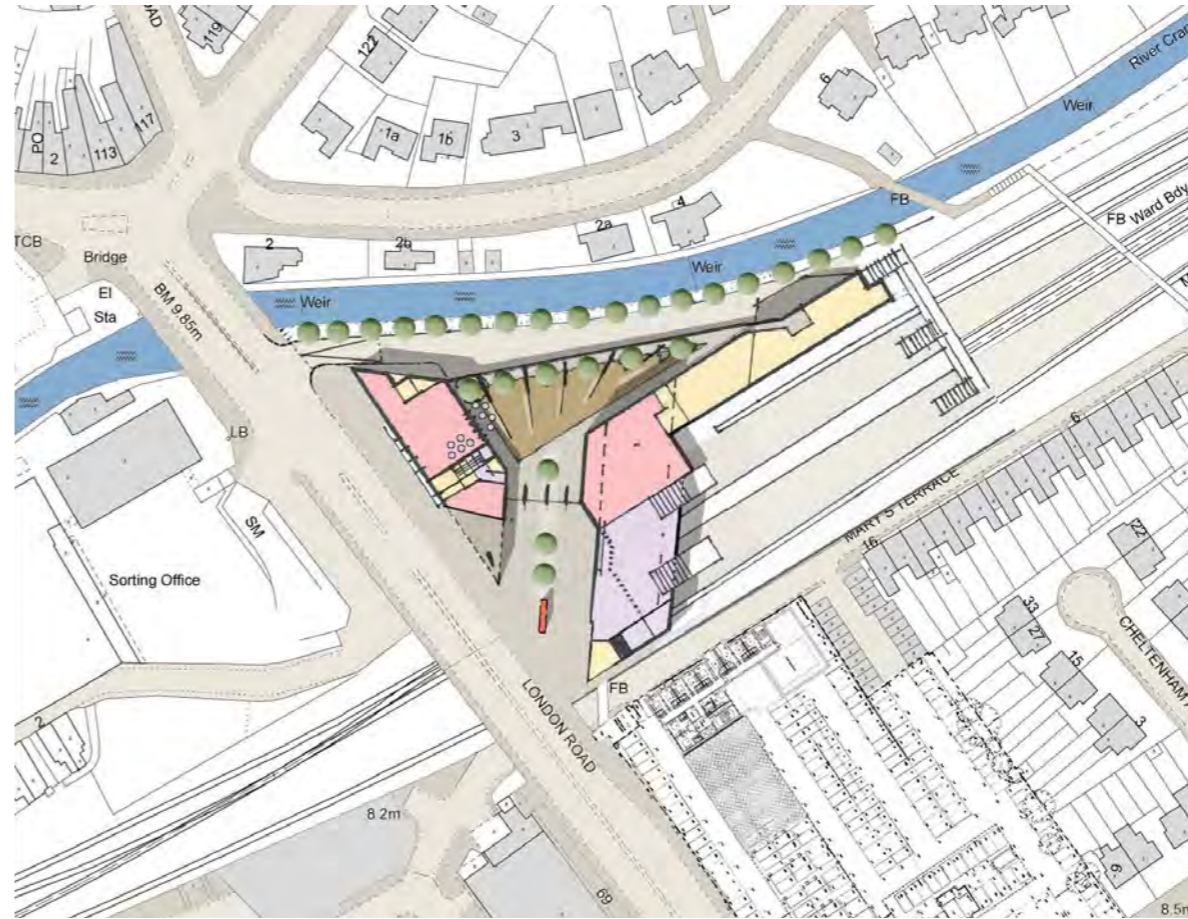
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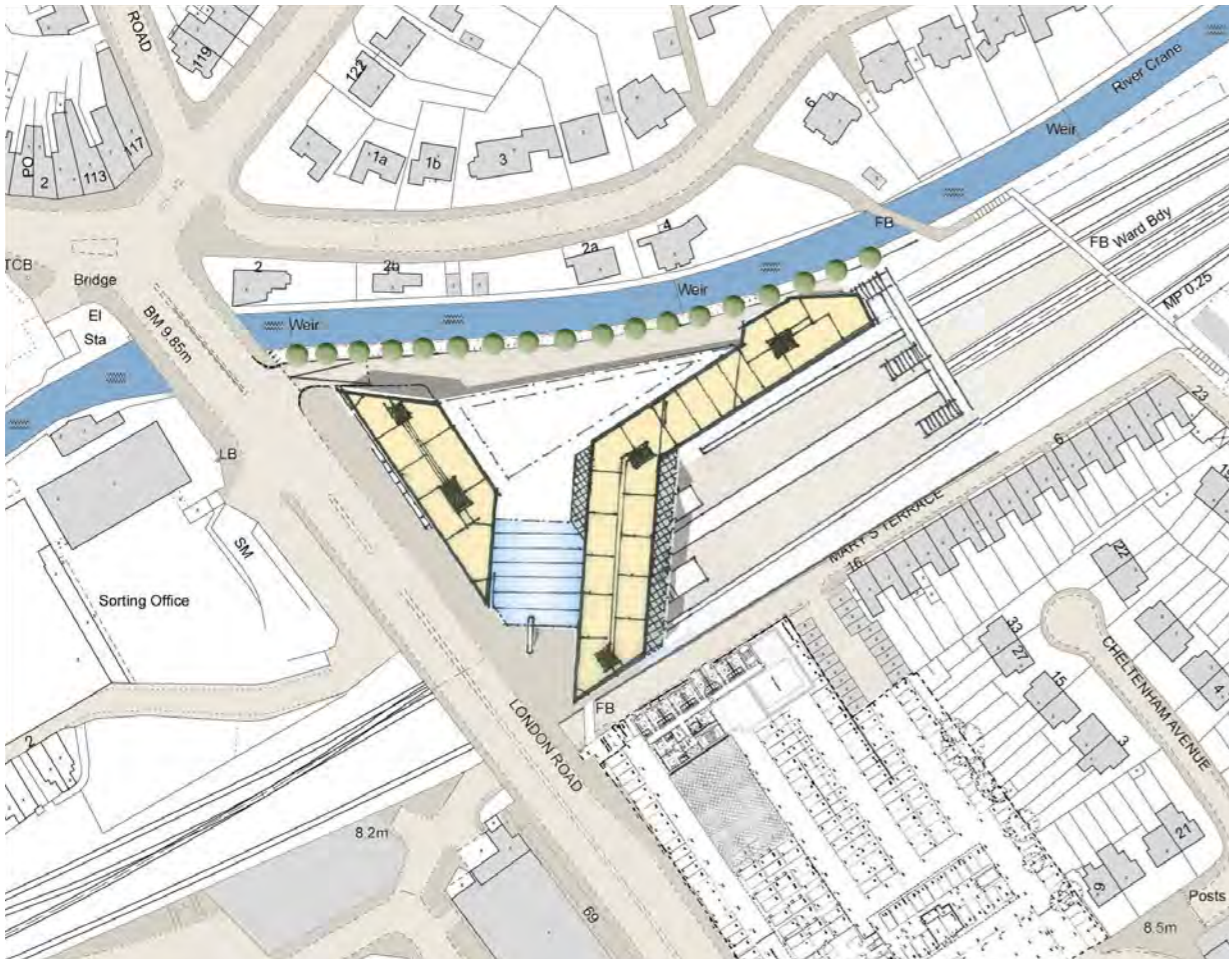
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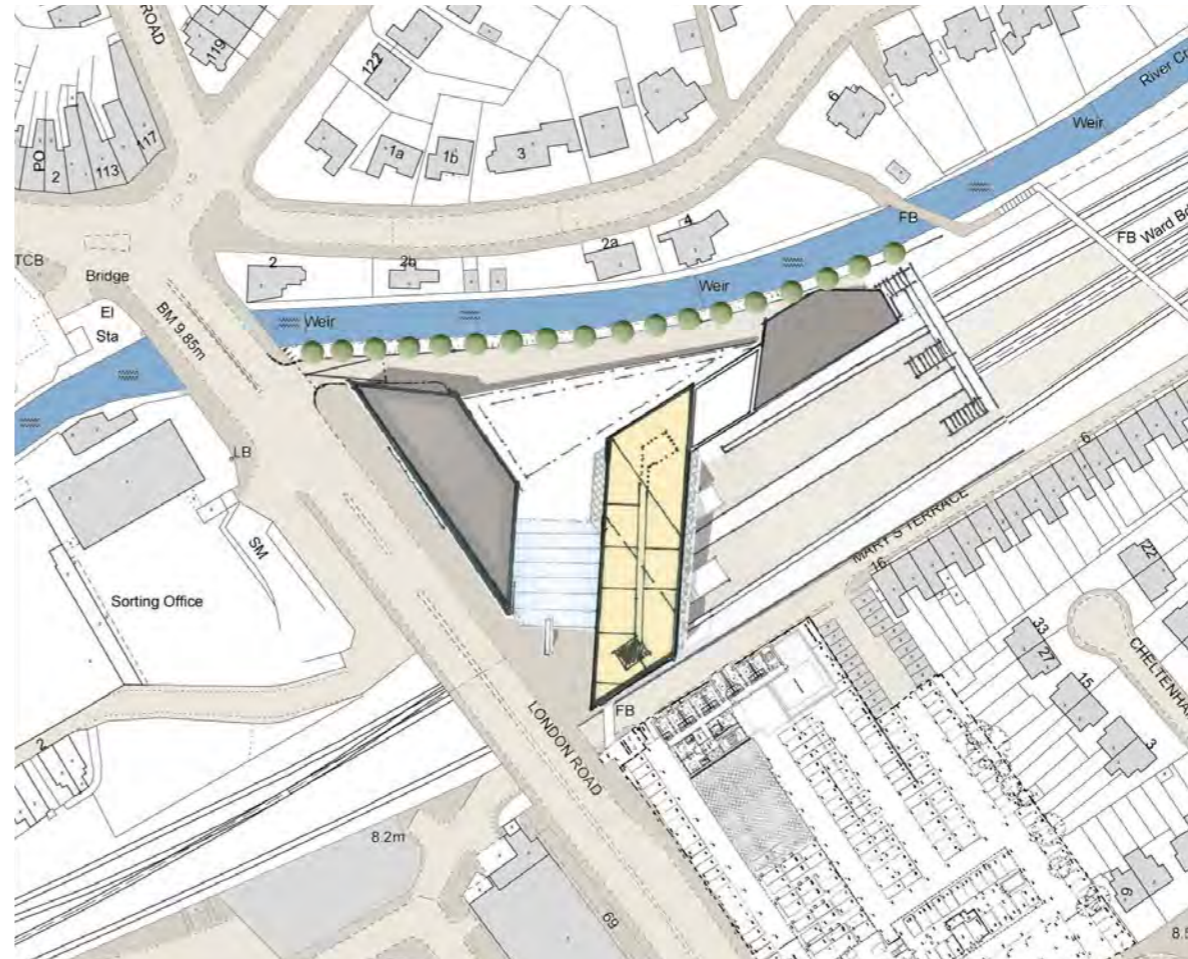
TRACK LEVEL



BRIDGE (GROUND) LEVEL



1ST/2ND FLOOR LEVELS



TOP FLOOR LEVELS



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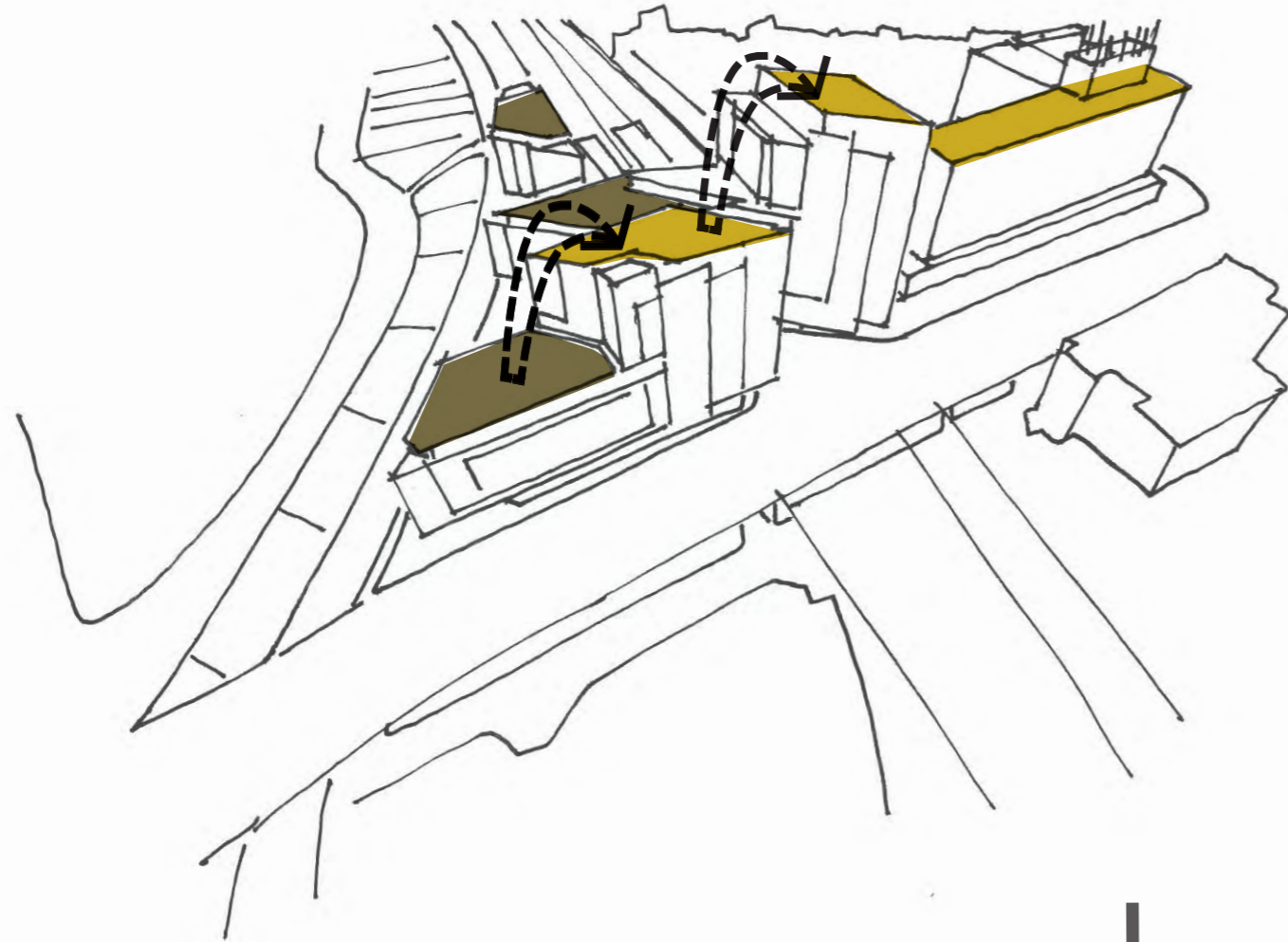
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DECEMBER 2009



Key aspects of the design involve stepping the scale of the buildings, reading as a homogenous development whilst maintaining a delicate balance of mass and materials in the site context.

The proportions of the buildings aim to create elegant structures that achieve appropriate height for the situation - aiming to play against the large bulk of regal house and pin-point the station at the centre of the site. The main block achieves a greater height than regal House just where a slim corner feature penetrates the streetscape. The scale then cascades down towards the North, dropping down to create a series of pavilion type buildings against the River Crane.



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ADJUSTMENT TO MAIN BLOCK TO VARY FORM AND CREATE MORE VISUAL INTEREST



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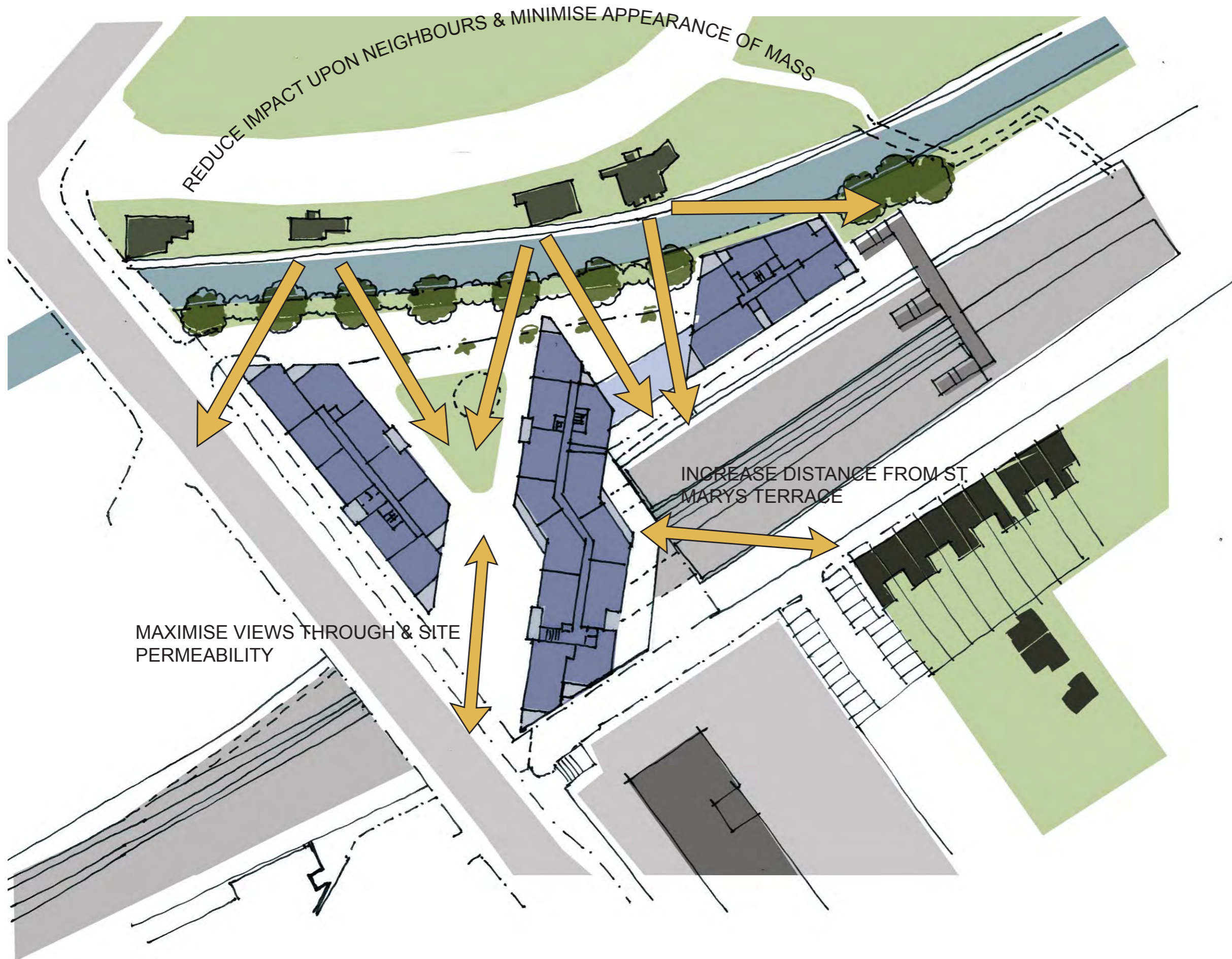
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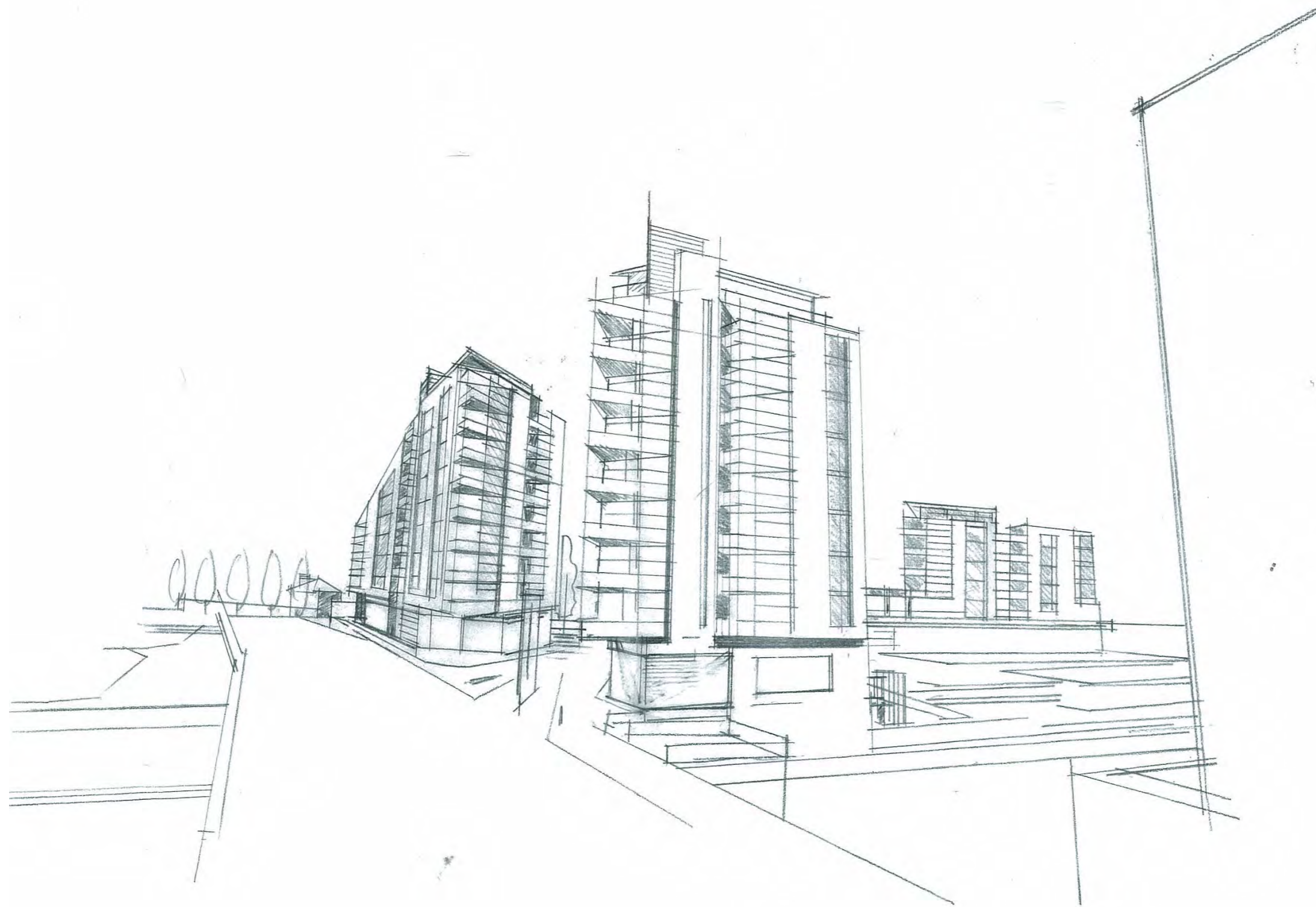
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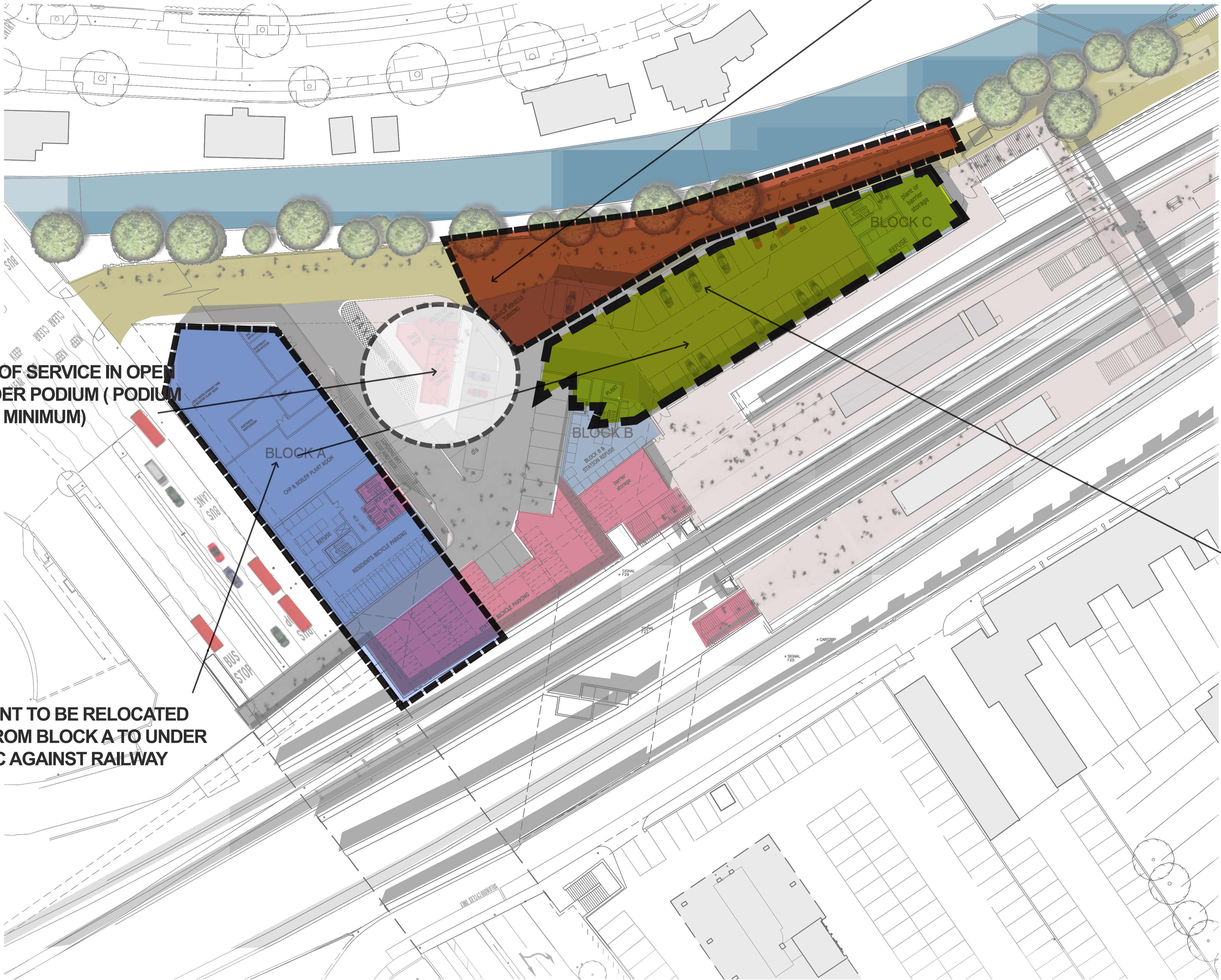
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# Previous Track Level Plan Changes

RIVERSIDE WALK AMENDED HERE TO CONNECT TO NEW STAIR POSITION, NO OVERSAILING BUILDINGS, ARRIVAL POINT BESIDE RIVER APARTMENTS AND CLEAR PROGRESSION UP TO STATION PLAZA.



## Key

- Public/ Servicing
- Station Car Parking
- Residential Ancillary
- Station

TAXI & DROP OF SERVICE IN OPEN AIR, NOT UNDER PODIUM (PODIUM REDUCED TO MINIMUM)

ALL PLANT TO BE RELOCATED AWAY FROM BLOCK A TO UNDER BLOCK C AGAINST RAILWAY

CAR PARKING REMOVED FROM UNDER BLOCK C. RESIDENTIAL UNITS DESCEND ALL WAY DOWN TO RIVER LEVEL TO CREATE RESIDENTIAL SPACE WITH 'TOWN HOUSE' FEEL TO ARCHITECTURE.

# Previous Podium Level Plan Changes

MUCH REDUCED PUBLIC SPACE & REMOVAL OF PODIUM HERE  
 - LESS 'GRAND GESTURE' MORE FUNCTIONAL TRANSITION SPACE

**Key**

- Retail
- Residential
- Station & Plaza
- Landscape
- Public Circulation

WIDE STAIR RELOCATED TO HERE

CLEARER GEOMETRY FOR STATION ENTRANCE - SIMPLER PUBLIC SPACE MORE OPEN TO HIGH STREET

STRONGER STATION WAYMARKING/ PUBLIC STRUCTURE HERE

BLOCK C REDESIGNED TO CREATE 'MEWS DEVELOPMENT' DOWN TO RIVERSIDE. NO OVERHANGING, BUILDING PULLED BACK FROM RIVER. DUAL ASPECT & DUPLEX UNITS TERRACING DOWN.

BUILDING CUT SQUARE IN THIS CORNER TO AVOID OVERLOOKING HOTEL

REDESIGN OF RESI ENTRANCE LOBBY & RETAIL UNIT PULL BLOCK B BACK FROM STREET TO ALLOW CLEAR VIEWS OF STATION ENTRANCE



# Massing & Height

1. REMOVE 1 FLOOR ( + DUPLEX CORNER ) TO BLOCK A
2. LOWER TERRACING TO RIVERSIDE
3. STEPPING BACK OF UPPER FLOORS AWAY FROM LONDON RD

REMOVE 2 FLOORS ( + DUPLEX CORNER ) FROM TOP OF BLOCK B (NOW 1 STOREY LOWER THAN REGAL HOUSE).

PUSH BACK BLOCK B TO BE LESS PROMINENT FROM HIGH STREET & OPEN UP STATION PLAZA



# Massing & Height



# Massing & Height

## PROPOSED CHANGES

BLOCK C REVISED TO TERRACE DOWN TO RIVER LEVEL REDUCING MASS AT HIGH LEVEL -(DOTTED LINE SHOWS PREVIOUS DESIGN)

2 FLOORS REMOVED FROM TOP OF BLOCK B NOW 1 & 1/2 STOREYS LOWER THAN REGAL HOUSE.

PULL BACK FROM RIVERSIDE STEPPING AWAY FROM HOUSES.

PULL BACK BLOCK B LESS PROMINENCE FROM HIGH STREET

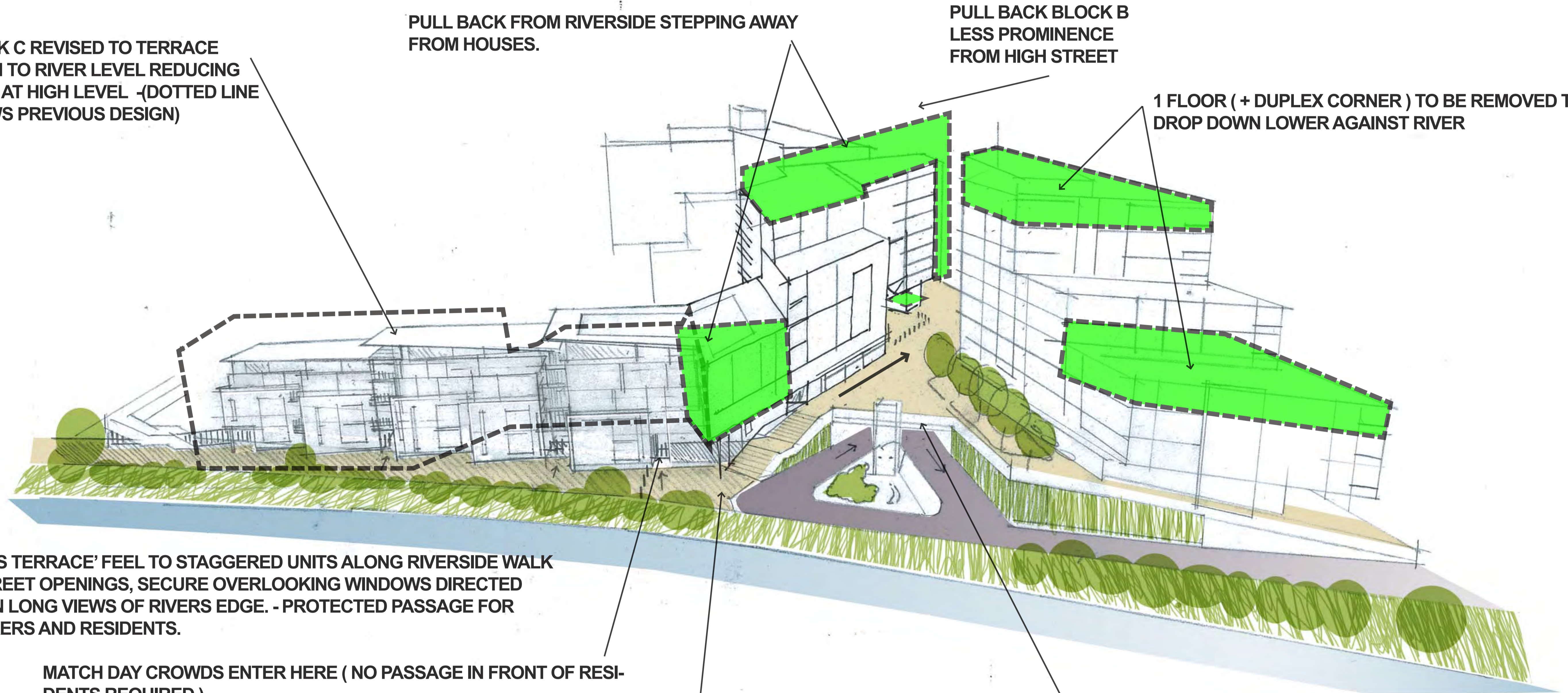
1 FLOOR (+ DUPLEX CORNER ) TO BE REMOVED TO BLOCK A DROP DOWN LOWER AGAINST RIVER

'MEWS TERRACE' FEEL TO STAGGERED UNITS ALONG RIVERSIDE WALK DISCREET OPENINGS, SECURE OVERLOOKING WINDOWS DIRECTED DOWN LONG VIEWS OF RIVERS EDGE. - PROTECTED PASSAGE FOR WALKERS AND RESIDENTS.

MATCH DAY CROWDS ENTER HERE ( NO PASSAGE IN FRONT OF RESIDENTS REQUIRED.)

CLEAR SEPARATION OF PEDESTRIAN ROUTES & VEHICLE ROUTES

PODIUM CUT RIGHT BACK TO REVEAL TAXI/KISS N RIDE DROP OFF AREA WITH DIRECT LINKS TO STAIR & STATION FORECOURT



# Massing & Height

## KEY CHANGES

REDUCE HEIGHTS

REDUCE EXTENT OF PUBLIC AMENITY SPACE AT REAR

NO OVERHANG OF BUILDING  
LESS CAR PARKING AGAINST RIVER WALK



# Massing & Height

