

STATION APPROACH – DESIGNER APPOINTMENT

CABINET

15 July 2016

THE OVERVIEW AND SCRUTINY COMMITTEE

18 July 2016

REPORT OF STATION APPROACH PROJECT BOARD

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RECENT REFERENCES:

CAB 2702 – Station Approach, Winchester – 8 July 2015

CAB 2716 – Station Approach Design Brief – 17 September 2015

CAB 2759 – Station Approach Project Update – 13 January 2016

CAB 2802 – Station Approach – Report on Design Competition – 8 June 2016

EXECUTIVE SUMMARY:

The report provides Cabinet with further advice relating to the Station Approach Design Competition and invites Cabinet to decide whether to award a contract for architectural and related services to Bidder B.

RECOMMENDATIONS:

TO CABINET:

- 1 That Cabinet decides whether a) to appoint Bidder B to provide architectural and related services in respect of the Carfax site (up to submission of a planning application) and public realm strategy elements of the Station Approach project or b) not to make any appointment.

- 2 In the event that Members agree to appoint Bidder B to develop the design for the Carfax site up to planning:
- (i) That the Assistant Director (Estates & Regeneration) be authorised to retain the existing Cost and Valuation Consultants to continue to provide advice on the cost and viability of the project up to and including the submission of a planning application;
 - (ii) The Assistant Director (Estates & Regeneration) be given delegated authority to procure (including selection of evaluation method and award of contract) the appointment of Mechanical & Electrical and Structural Engineers and such other advisers as are necessary to progress the detailed design to planning;
 - (iii) That Bidder B be invited to develop the design for the Carfax site and to consult the public in accordance with a programme to be agreed with the Assistant Director (Estates & Regeneration) in consultation with the Leader;
 - (iv) That prior to the submission of a planning application a further report be submitted to Cabinet to consider the suitability of the final design and the viability of the development;
 - (v) That the Assistant Director (Estates & Regeneration) be authorised to market the office and retail accommodation and to seek expressions of interest from prospective occupiers;
 - (vi) That the Assistant Director (Estates & Regeneration) be authorised to negotiate conditional agreements for lease with prospective tenants;
 - (vii) That further enquiries be made by officers into the most suitable way of progressing the development of the housing element of the project, including by way of direct development sale of the residential element or a form of joint venture;

TO THE OVERVIEW AND SCRUTINY COMMITTEE:

- 3 That in accordance with Financial Procedure Rule 7.3, The Overview and Scrutiny Committee considers whether there are any matters of significance which it wants to draw to the attention of Cabinet, a portfolio holder or Council.

TO COUNCIL:

- 4 That having regard to any comments of The Overview and Scrutiny Committee, Council endorse the approach taken by Cabinet.

CABINET

15 July 2016

THE OVERVIEW AND SCRUTINY COMMITTEE

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STATION APPROACH – DESIGNER APPOINTMENT

REPORT OF STATION APPROACH PROJECT BOARD

1 Introduction

- 1.1 At its meeting on 8 June 2016, Cabinet confirmed its intention to take forward the development of the Station Approach project to provide both commercial and residential space to support the economic development of the city. It also agreed that Bidder B was the preferred bidder, following the procurement process which had been undertaken.
- 1.2 Cabinet decided to defer the award of the contract for the design (to planning application stage) of the Carfax site and Public Realm Strategy pending design advice from the Council's RIBA advisor and legal advice on the extent to which the Bidder B design can evolve during the period from award of contract to the submission of a planning application. Cabinet has now to decide whether to confirm the appointment of Bidder B and award a contract, or not award a contract at all and to restart the process by which it translates the requirements for the development of the area into a built form with which it is willing to proceed.
- 1.3 This report covers the legal and design issues which arise if Cabinet has decided that there is a financial and economic case to continue to develop the project. It provides Cabinet with the feedback from the RIBA advisor on how the design could be expected to evolve from the appointment of the architect, through to the submission of a planning application. It also provides advice from Leading Counsel on the legal issues relating to the procurement process and design competition.
- 1.4 Elsewhere on the agenda for today's meeting, Cabinet considers financial and economic advice relating to the potential performance of the development proposals.
- 1.5 Cabinet will note the Overview and Scrutiny Committee agreed the following recommendations at its meeting on 13 June 2016:
 - a) That Cabinet be advised that the Committee continues to endorse Cabinet's intentions to take forward Station Approach.
 - b) That Cabinet also be advised that the Committee does not believe that the process has delivered a scheme that it is prepared to endorse

(NOTE: Councillor Stallard asked that her vote against (b) above be recorded in the minutes).

- 1.6 Public comments received in response to the exhibition of the two competition entries are now available on the Council's website although as previously noted in CAB2716 these are not a factor to be taken into consideration by Cabinet as part of their decision making as to whether to appoint Bidder B or to abandon the design competition process.

2 Advice on the Bidder B Scheme

- 2.1 At the request of Cabinet, the Council's RIBA Client Advisor Tina Frost, and a second RIBA Advisor (Ben Marsden of the Jestico + Whiles architectural practice who has had no prior involvement in the process) were asked to provide a commentary on the highest scoring proposal and the comments of the design jury on Bidder B's scheme. In the event that Cabinet decides to appoint Bidder B, Cabinet will note this external assessment of the proposals as submitted and how they might be expected to evolve through the normal process of moving a large and sensitive development proposal through the public engagement and planning process. The RIBA Advisors' report as is attached to this report as Appendix 1 and speaks for itself.

- 2.2 It is now for Cabinet to decide whether to award the contract for professional services to Bidder B. In making that decision, it should take into account only whether it is satisfied, as client, with the concept design submitted by Bidder B, as a basis for a design which can commence the process which may lead to a planning application.

3 Legal Advice

- 3.1 Throughout the process, officers have been assisted and guided by external legal advice from Trowers LLP. In addition, advice from Leading Counsel has been sought following Cabinet's meeting of 8 June 2016.

- 3.2 The legal advice is privileged and is therefore set out in Exempt Appendix 2. Members should take account of the advice in reaching their decision.

- 3.3 The contract permits and contemplates the development of the winning bidder's concept design (as evaluated), as part of the process leading to the submission of a planning application. The planning application must be "based on" this concept design.

- 3.4 If the Council wishes to proceed, it should formally appoint the winning bidder and enter into the contract. This will then allow the process of developing the design to submission of a planning application, as provided in the contract.

3.5 Conclusion

- 3.6 The proposals from Bidder B represent the winning architect's analysis and response to the Council's Design Brief and to the site. It is the scheme which scored highest under the evaluation model which had been agreed and published prior to the procurement being undertaken, and is the only one to

which the contract to develop the Carfax scheme to submission of planning application, and the Public Realm Strategy, may be awarded. The procurement process has ensured that only bidders with relevant and appropriate experience were included in the process. Bidder B can therefore be expected to provide a sympathetic design response and work with a client to meet their requirements. The Council's RIBA advisors consider the proposals of merit and capable of further improvement during the process leading to the submission of a planning application, something with which Bidder B would no doubt agree.

- 3.7 If the Council wishes to proceed with developing new employment and business opportunities at Station Approach, as well as residential accommodation, then awarding the contract to Bidder B would be a reasonable and justifiable decision and would ensure that the process retains momentum.
- 3.8 If the Council does not consider that it should award the contract to Bidder B but still wishes to proceed with some form of development, it will first need to reconsider its Design Brief and then determine the process by which it appoints a design team to progress the project. It is considered unlikely that a second design competition would have credibility with potential participants and therefore the feasible routes would be to offer the site to the commercial market for developers to bring forward proposals constrained by the Brief or to appoint an architect and other consultants to work on the project from the Design Brief 'upwards' – the same process adopted in relation to Silver Hill. Under either route, it is likely to take some time to bring alternatives forward.

OTHER CONSIDERATIONS:

4 COMMUNITY STRATEGY AND PORTFOLIO PLANS (RELEVANCE TO):

- 4.1 The Station Approach Regeneration Scheme is a key action in the Leader's Portfolio Plan 2016/17, and will directly contribute to the Council's aim to support the local economy by protecting and enhancing high value employment opportunities. Income from a developed scheme will also assist the Council in protecting services to the public as Government grant disappears.

5 RESOURCE IMPLICATIONS:

- 5.1 If an appointment is made, the Council will be committed to moving the scheme forwards towards a planning application and incurring the fees required by the highest scoring team, as set out in the report to Cabinet in June (CAB2802 refers).
- 5.2 In parallel with this, there will be further work required in order to prepare other strategies to support the work towards preparing a planning application which is not included in the architect's fee e.g. mechanical, electrical and structural advice. It would also be advisable to retain Grant Thornton to provide ongoing financial advice, as well as Vail Williams for valuation advice

and Mace for costs advice. Report CAB2823 therefore recommends budget provision being made, to cover the costs of this.

- 5.3 Depending on the mechanism for delivery of the development after planning permission is granted, the fees may be recoverable via any commercial return from the development i.e. capital receipt, ongoing revenue, etc.
- 5.4 The estimated cost of developing the Carfax Site is up to £62 million. If the Council agrees to proceed to the next stage of the project, a further report would be brought to Cabinet to consider the final option and agree funding at that stage. It is only at that stage that any requirement for borrowing would become necessary.

6 RISK MANAGEMENT ISSUES

- 6.1 Appendix C to report CAB2823 sets out the significant risks associated with this stage of the Station Approach Regeneration Scheme.
- 6.2 Exempt Appendix 2 covers the legal risks associated with the project.
- 6.3 The principal risk arising from the project itself is that the Council contracts with the highest scoring design team and pays for the necessary design work but then does not proceed with development. This would mean that fees incurred could not be recovered from the financial return on the development. This is a standard commercial risk for projects of this nature which will need to be taken into account.
- 6.4 The next most serious risk is considered to be the impact of not proceeding with a project at all and the delay (and associated cost of delay) that will be incurred.
- 6.5 The City Council assembled the Carfax site by purchasing the County Council's land interest at market value. While the site is currently let for temporary uses, a failure to redevelop the land in a timely way will result in the loss of economic opportunity for residents, increased costs, loss of income as a result of the failure to utilise the site to its economic capacity, loss of rates income, and the potential loss of spending in the local economy if local firms leave the city as a result of the lack of suitable accommodation.

BACKGROUND DOCUMENTS:

<http://www.winchester.gov.uk/planning/major-sites/station-approach/>

APPENDICES:

Appendix 1 – RIBA Client Advisor report

EXEMPT APPENDIX 2 – Legal Advice

**Winchester City Council
Winchester Station Approach Design Competition**

**RIBA Client Adviser Review
of
Bidder B's Best & Final Offer Design Submission**



Prepared by:

RIBA 
Client Adviser

Tina Frost, Fluent Architecture Ltd

and

Ben Marston, Jestico + Whiles

Table of Contents:

Executive Summary

- E1 – The Client Advisers
- E2 – Structure of the Report
- E3 – Overall Objective of this Report
- E4 – Quality of the Scheme as it stands

Part A – Review of the Scheme Proposals for the Carfax Site

- A1 – Summary of the Proposals
- A2 – Strengths of the Proposals
- A3 – Weaker elements of the Design Proposals
- A4 – Opportunities for further enhancement of the Quality of the Proposals
- A5 – Station Square
- A6 – The former Registry Office (Railway Refreshment Inn)
- A7 – Turning the Corner
- A8 – Relationship of the Office Building ground floor to grade level
- A9 – Rotating the Axis of the Office Building
- A10 – Diagonal Route from Railway Station to Sussex Street/ Gladstone Street
- A11 – Introduction of an additional type of Use
- A12 – Exploring modulation of the massing
- A13 – How the residential accommodation relates to grade
- A14 – How use of materials can enhance overall design quality
- A15 – Enhancing the quality of Northgate Yard and the public realm
- A16 – Developing the residential unit designs
- A17 – The car park design

Part B – The Cattlemarket Site Concept Design

- B1 – Summary of the Proposals
- B2 – Strengths of the Proposals
- B3 – Areas for improvement through design development
 - B3.1 – The Office Building
 - B3.2 – The Andover Road frontage
 - B3.3 – Worthy Lane frontage
 - B3.4 – The residential architecture
 - B3.5 – East-West desire line
 - B3.6 – Setting of the Winchester Club

Part C – Next Steps & Conclusion

- C1 – Normal next steps in developing designs from RIBA Stage 2 to a Planning Application
- C2 – Conclusion

**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

Case Studies:

Location:	Development:	Architect:
Cambridge:	Accordia	Feilden Clegg Bradley Studios/ Maccreehanor Lavington Architects/ Alison Brooks Architects
Harlow:	Newhall Be	Alison Brooks Architects
Hounslow:	Brentford Lock	Duggan Morris Architects
London:	Alphabeta, EC2	Studio RHE Ltd
	Corner House, W1	DSDHA
	Fitzroy Place, W1	Lifschutz Davidson Sandilands / Sheppard Robson
	German Gymnasium & Pancras Square Development, N1	Allies & Morrison/ Conran & Partners/ David Chipperfield Architects
	Regent's Place	Farrells
	5 Hanover Square, W1	Squire & Partners
	8 St James's Square, SW1	Eric Parry Architects
	10 Portman Square, W1	Jestico + Whiles
	131 Sloane Street, SW1	Stiff + Trevillion
Newcastle-upon-Tyne:	The Malings	Ash Sakula Architects
Southwold:	Tibby's Triangle	Ash Sakula Architects

Images:

Front Cover image:	Bidder B Best & Final Offer Submission, Bird's Eye View of Carfax Site, April 2016
Other images:	As credited beneath images.
All others:	© Tina Frost.

Version	Status	Issue Date	Author
V9	For Cabinet	07.07.16	Tina Frost & Ben Marston

Winchester Station Approach Design Competition RIBA Client Adviser Review

Executive Summary

Through the Winchester Station Approach Design Competition, Winchester City Council has received a Best and Final Offer from Bidder B. This describes a concept design for development of the Carfax and Cattlemarket sites as mixed-use schemes, together with an outline strategy for development of the public realm within the Station Approach area.

The proposals for the Carfax Site are developed to RIBA Stage 2 (Concept Design) level whereas the proposals for the Cattlemarket Site are at a RIBA Stage 1+ level.

The City Council has requested that Tina Frost, as retained RIBA Client Adviser to the Council, together with a second RIBA Client Adviser, Ben Marston, undertake a review of Bidder B's concept design submission and advise the City Council on best practice approaches to further enhancing the design quality of the scheme, to achieve an optimal design for a planning application.

This report sets out the Client Advisers' joint advice to the City Council.

E1 - The Client Advisers

This report is jointly authored by Tina Frost and Ben Marston:

Tina Frost

Tina Frost is a RIBA Client Adviser and Director of Fluent Architecture Ltd. She has been working with Winchester City Council since October 2015, providing advice relative to the Station Approach Design Competition.

Tina participated in the evaluation of the Pre-Qualification Questionnaires and was part of the Council's Competitive Dialogue team. She was not involved in the evaluation of the Best and Final Offer submissions.

Tina is an experienced Client Adviser, currently appointed on a number of public-sector-led mixed-use developments. She is a member of the South + East Design Panel.

Ben Marston

Ben Marston is a RIBA Client Adviser and Director of Jestico + Whiles Architects. He has had no involvement in the Station Approach project, prior to his appointment in June 2016 to co-author this report.

Ben is an experienced Client Adviser as well as leading on the design of workplaces and educational buildings within his architectural practice. He also has considerable experience in residential design and the masterplanning of sites.

E2 - Structure of the Report

The report sets out our key comments on the design proposals for the Carfax and Cattlemarket sites and makes recommendations for future development of the designs within the normal course of RIBA Stages 2 and 3.

We have commented on the public realm proposals in relation to these two sites but have not reviewed the overall Station Approach public realm strategy, other than to conclude that it is an appropriate basis for further development.

We have illustrated our commentary with case study examples of recently-built and acclaimed developments.

E3 - Overall Objective of this Report

The overall objective of this review is to assist the City Council in achieving excellent quality design proposals, which meet the priorities stated in the Council's Design Brief.

E4 - Quality of the Scheme as it stands

The scheme overall presents a strong design proposition, which we believe, has the basic components in the correct places on the respective sites. Clearly, more detail development has been accomplished with respect to the Carfax site proposals over those at the Cattlemarket site.

The schemes appear to be highly efficient, and have been driven to maximise the development potential of the respective sites. On the Carfax site, it is evident that the layouts have been constrained by the need to work to a structural grid defined by the necessary sub-surface car-parking beneath.

On both sites, whilst obviously balancing the need for commercial viability, it may be advantageous to the design quality to relax the space requirements slightly to allow for greater vitality in massing, layout and modelling of the respective buildings. Getting pedestrian permeability right will be crucial to the success of the scheme: the routes *through* the residential courtyard on the Carfax site, being currently more successful than the routes *around* the large commercial building.

We admire the rigorous logic of the scheme thus far and have every confidence that the Bidder's demonstrated skill in elegantly relating efficient layouts to well-proportioned facades will be taken forward into the next evolution of the design. There is a liveliness to the roof forms, which hints at further opportunities to introduce delight and richness to the scheme. The Carfax site design is very well-mannered, which on this scale may tend towards an overly institutional appearance: the introduction of minor disruption of the design, through greater variety of massing could lend it syncopation and further enhance its urban contribution.

Part A – Review of the Scheme Proposals for the Carfax Site

A1 - Summary of the Proposals

The BAFO design proposes office and retail uses to the northern part of the site with residential accommodation to the southern part. Public realm between and around these buildings provides pedestrian routes across the site from the station to Sussex Street and a new landscaped courtyard (called Northgate Yard). A car park is provided on two levels below the development and is accessed via Gladstone Street.

The office development has its primary entrance on Station Road and is a simple rectangular form with floorplates either side of a central linear atrium. The retail units are at grade on Station Hill.

A2 - Strengths of the Proposals

We welcome the mixed-use nature of the development. The combination of office, retail and residential uses will bring activity to this key site within the city centre and will contribute to the City's daytime and evening economy, ensuring that the new amenity spaces are well-used throughout the day and seasons.

We consider that the scheme proposes a maximum quantum of development on the site, with buildings of generally appropriate height and massing. The quantum has been driven by the commercial viability and is acceptable in townscape terms but the design quality of the scheme might be enhanced by some minor reduction in the massing. This is discussed further in our commentary.

We admire the clarity of logical layout, which results in an office design, which meets the commercial brief excellently. The office entrance has prominence on Station Road and direct relationship between the entrance and the office core, meaning that the building is efficient and is easily legible for a first-time visitor.

The arrangement of floor plates either side of a central atrium means that the building can be subdivided easily to meet multiple tenancing arrangements.

We think that the simple layout of the two decks of car parking are appropriate for a public car park which will be used often by first-time visitors. It is important that such a car park has an intuitive arrangement, so that drivers can quickly locate available spaces and move through and out of the car park.

The structural grid of the car park carries through directly to the buildings above, which avoids the cost and additional height of a transfer structure.

The scheme layout provides permeability to this island urban site. There are walking routes across the site and these reference the character of other 'found' routes in the local urban context.

Northgate Yard has potential to be a delightful addition to the City's courtyard and garden spaces.

Winchester Station Approach Design Competition

RIBA Client Adviser Review

The overall language of the architecture and the roofscape suits the site and its urban context, and the difference in character between the commercial and residential elements is both positive and appropriate.

A3 - Weaker elements of the Design Proposals

In reviewing the design proposals, we are aware that they are concept designs at RIBA Stage 2. Whilst they are based on designs developed during the Competitive Dialogue stage, since Close of Dialogue they have been taken forward without client input to the BAFO submission. Not surprisingly this means that there are some elements, which may not fully achieve the client's quality aspirations and we recommend that they are reviewed in the next stage of design development.

These points will be discussed in the subsequent sections of the report, but in summary we feel that the weaker elements of the scheme as submitted are:

- How the office and retail building addresses the corner of Station Hill and Station Road and in particular the stark contrast of the two facades, which meet at this corner.
- The raised walkway along the northern and eastern edges of the office building.
- The uniformity of the massing across the site.
- The uniformity of the roofscape.
- The current application of the materials strategy.

A4 - Opportunities for further enhancement of the Quality of the Proposals

The BAFO submission is a concept design and we consider that in the normal course of design development towards a planning application, there is scope to refine the design brief and to further enhance the design quality of the proposals.

In subsequent sections of this report, we will be considering these points:

- How could the quality of Station Square be further enhanced to give a greater sense of welcome and arrival? **(A5)**
- Does the former Registry Office merit retention and how would this affect the design? **(A6)**
- How could the design address the corner of Station Hill and Station Road more positively? **(A7)**
- How should the ground floor of the office building relate to the site grade level? **(A8)**
- Would there be a benefit to rotating the axis of the office building? **(A9)**
- Is a diagonal route across the site a key design priority? **(A10)**
- Would the scheme benefit from introduction of an additional type of use? **(A11)**
- Could the massing be more modulated to provide more response to the context? **(A12)**
- Should the residential buildings sit at grade or on a podium? **(A13)**
- How can the selected materials be used to further enhance the quality of the design? **(A14)**

Winchester Station Approach Design Competition

RIBA Client Adviser Review

- How could the environmental quality of Northgate Yard be improved? **(A15)**
- Could there be greater links between the new Northgate Yard and the existing Records Office garden and open space at the Carfax junction? **(A15)**
- Are the residential units the optimal layouts? **(A16)**
- Could the car park strategy be improved? **(A17)**

We consider that the scheme should achieve both commercial efficiency and provide urban quality. We think that both are achievable through development of the current proposal, with some adjustment having been explored as outlined above. This may require a relaxation in the floor area demands to provide more flexibility in the massing and detailed layout.

A5 – Station Square

We support the proposal to create a sense of arrival through a new ‘square’ between the railway station and the new commercial building. In A6 and A7 we comment on how the new office development can contribute to the appreciation of this public space.

We would encourage the client to engage in stakeholder consultation with Network Rail/ South-West Trains/ bus operators/ taxi operators etc. as well as with highway engineers to identify ways of delivering the functional requirements of the transport interchange whilst enhancing the pedestrian and cyclist experience.

The new kiosks suggested on land outside the ownership of the City Council could add to the delight of this public realm, if carefully designed and detailed.

We would recommend thorough analysis of the levels in this part of the site as minor adjustments may reap benefits. The current crossing point from the Railway Station towards the former Registry Office is on more of a slope than is ideal. In sections A6 – A9 inclusive, we consider how the new retail units can also contribute to the character of this square.

A6 - The Former Registry Office (Railway Refreshment Inn)

There is only one existing building on the Carfax development site: the former Registry Office. The Design Competition required that bidders should consider whether or not to retain this building. In order to meet the objectives of the brief for both a viable and high quality urban scheme, the design proposals have assumed a clear site.

If it is possible commercially to relax the floorspace demands, there could be merit in re-considering whether the former Register Office could be retained and the office building set back or around it. This building would convert to a retail, bar or restaurant use, which could enhance the liveliness of the new Station Square. Alternatively, it could fulfil a cultural function, if funding and use can be identified.

The former Railway Refreshment Inn is reported to date from the 1860s (although map evidence suggests a later date of between 1897 and 1909) and is the last surviving of several public houses that occupied the Carfax site. Together with the station, it gives a hint of

Winchester Station Approach Design Competition RIBA Client Adviser Review

Winchester's late 19th and early 20th century urban experience. An application to list this building was considered in February 2015 and concluded that it did not meet the criteria for statutory listing, on grounds including lack of special architectural interest, lack of rarity and degree of alteration¹. There is however some local community support for retention of this building.

There are some recent relevant examples, which demonstrate new commercial developments around retained *listed* buildings. The new developments provide new settings for the existing buildings and give them new opportunities to be appreciated in the current day. They also introduce a slight disruption to the contemporary efficiency-driven design approaches, which adds a richness of varied scale and materiality to the developments. As listed buildings, these examples have a clearly demonstrated and acknowledged heritage value, which is not the case with the former Registry Office.

Although the following examples are in London, the principles of this type of approach can, we believe, be applied in Winchester – but with the caveat noted above that this would impact the commercial floor space provision and therefore would be likely to affect the viability of the development:

¹ http://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=1425331&resourceID=7

**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: German Gymnasium and Pancras Square Development, London N1

Description: 150 cover brasserie restaurant in converted Victorian gymnasium, adjacent to Kings Cross and St Pancras railway stations and new Grade A office development.

Client: Argent Group Plc

Architect: Allies & Morrison / Conran & Partners (German Gym)
David Chipperfield Architects (One Pancras Square)

Completion: 2016 (German Gym)/ 2013 (One Pancras Square)

Awards: AJ Retrofit 2016 Awards (German Gym - currently shortlisted)
RIBA London Award 2014 (1PS)

Other: BREEAM Excellent (German Gymnasium) BREEAM Outstanding (1PS)

This recently completed scheme sandwiched between Kings Cross and St. Pancras Station in London is relevant as it shows how an existing historic building can sit very comfortably in the foreground of a larger modern commercial development. In this case, the historic Grade II listed German Gymnasium, which was built in 1864 – 65, in front of the Pancras Square office development.



Winchester Station Approach Design Competition
RIBA Client Adviser Review

CASE STUDY: Fitzroy Place, London W1

Description: Residential & Commercial mixed-use development of former Middlesex Hospital site. 140,000sqft & 80,000sqft Grade A offices, restaurant and 291no. residential units (open market & affordable) around public landscaped garden and retained Fitzrovia Chapel.

Client: Exemplar & Aviva Investors
Architect: Lifschutz Davidson Sandilands & Sheppard Robson
Completion: 2015
Awards: New London Architecture Award 2016 (currently shortlisted)
Other: BREEAM Excellent (offices)

Example of new commercial and residential development around a retained Grade II* listed chapel. The scheme opens up a formerly closed city block to provide a publicly accessible courtyard garden with walking routes to adjacent streets.



A7 – Turning the Corner

We consider that it is important that the new development acknowledges the importance of its site opposite the Railway Station and accepts its urban role in ‘turning the corner’ of Station Hill and Station Road. The architecture of any new building must respond to the corner condition.

This does not necessarily mean that the office entrance should be located on the corner. The office building is important to itself but not to every visitor to the City. It is not a public building. The office should have a prominent entrance, which clearly addresses the street but this does not in our view need to be literally on the corner.

The office building has an admirable clarity of logical layout and meets the commercial operational brief excellently. It provides a central atrium core with unobstructed and good size floor plates to either side*. There would be inefficiencies in distorting this layout to achieve a corner entrance.

The Bidder’s drawings and schedules propose retail uses along the Station Hill and Station Road frontages and we think that these are positive uses in that they introduce an active frontage and uses, which are relevant to passersby. This is further explored in A8 below.

*It is noted that there may need to be additional staircase escape cores as shown on the Bidder’s design strategy diagrams.

**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: 10 Portman Square, London W1

Description: Mixed-use building providing Grade A offices (133,425sqft/ 12,425sqm) & retail (10,763sqft/ 1000sqm). Located within the Portman Estate Conservation Area. The building has 7 floors.

Client: British Land/ McAleer & Rushe

Architect: Jestico + Whiles

Completion: 2014

Awards: Surface Design Awards 2014; New London Architecture 2014 (shortlisted)

Other: BREEAM Excellent

This London West End office occupies an urban block on Baker Street in London W1. There was a commercial value advantage in this particular setting to achieving the prestige of a Portman Square address and therefore a corner entrance was designed with a linking circulation area to the main centrally-placed core.

This worked excellently in this scenario where the value increase more than offset the inefficiency of the excess ground and 1st floor circulation area and the slight drop in net:gross.



[Image credit: Jestico + Whiles]

This would not be the case in Winchester, where there is unlikely to be commercial uplift for an entrance on the corner.

Winchester Station Approach Design Competition RIBA Client Adviser Review

It is noted that the elevations proposed for the Carfax office building are almost an extrusion of the cross section of the scheme, which is one elevational approach, but not the only one.

Rather we feel the issue is more how the architecture of the building 'turns the corner'. We think that turning the corner and providing a welcoming development can be achieved through:

- Review of the occupant mix at grade. The section drawings and some diagrams indicate that Retail (A1/ A3) units could occupy the northern half of the office building ground level. This would provide uses, which would be enjoyed by the general public.
- Revision of the architectural expression of the corner itself. At present there is a distinct difference between the North and West elevations. This is clearly a deliberate consequence of the chosen architectural aesthetic of extrusion, which is not necessarily a bad one, but is inherently directional. There are other ways the same building plan could be elevated. A corner element could be introduced which provides an intermediary architectural expression between these two faces.
- There is then opportunity to emphasise the corner through height or elevational treatment and thus differentiate it and introduce variety to the block.

The following case studies are examples of recent commercial developments in sensitive urban locations, including Conservation Areas, which have explored different corner expressions. Although each of these is built to a budget beyond the potential of a site in Winchester, they illustrate how similarly scaled buildings can be given different architectural expressions through choice of materials and proportions, in response to their particular site contexts.

**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: 8 St. James's Square, London SW1

Description: Office building providing 65,000sqft/ 6085sqm across eight floors. Located on a corner site within the St. James's Conservation Area.

Client: Green Property
Architect: Eric Parry Architects
Completion: 2015
Awards: RIBA Award 2016
Other: BREEAM Excellent

A replacement for an interwar office building, facing on to a garden square and with immediately adjacent listed building neighbours. Applauded by the RIBA judges as:
'a wonderfully crafted building, which sits well within a sensitive context. The materiality of the building is both playful yet respectful to its surroundings, the varying scales and window types are a bold, brave move that illustrate masterful skill and original thinking. There are many beautiful, subtle details'.



**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: 5 Hanover Square, London W1

Description: Mixed-use office (47,532 sqft/ 4415sqm), residential (5,984sqft/ 517sqm) and art gallery building occupying a prominent corner site on Hanover Square, within the Mayfair Conservation Area.

Client: Misui Fudosan & Stanhope

Architect: Squire & Partners

Completion: 2012

Awards: New London Architecture Award (Commendation) 2012

LABC Building Excellence Award 2013

Other: BREEAM Excellent

The façade plays with the scale of building – window openings in the dark grey/ black brick façade span across two floors. The deep window reveals are lined with white marble and additional shading is provided through vertical bronze fins.



A8 – Relationship of the Office Building ground floor to grade level

As commented above under A7, we see merit in retail units on Station Hill. These units do not have to mimic the uniform extent of the office floorplate above and they could step their ground level with grade. This would introduce a direct relationship between the public realm and the retail units, which would offer distinctiveness to individual units as well as a more lively and interesting frontage.

We think this intention was already shown in the Bidder's sectional and elevational drawings, but was not reflected in the final plans drawings.

We are unconvinced by the elevated walkway/ deck access, and think that the retail frontage should step down with the pavement down Station Hill.

We think that ideally the retail units would also turn the north-east corner of the building at grade to set up a reciprocal relationship with the proposed kiosk buildings next to the Records Office. We appreciate that this would require a slight shift in the entrance arrangement for the car park but would think it worthy of design testing.

Avoiding steps along Station Road would also be beneficial but we can see that the Bidder is using these to keep the height of the office building down by setting its ground level datum below the rising external grade. This could be tested further in design development but the intention is laudable and the direct relationship of street and ground floor less important if there is no direct access.

An alternative approach to Station Road is discussed in A9 below.

A9 - Rotating the Axis of the Office Building

We think that it is correct that there is a direct relationship between the office entrance and the office atrium. This means that the logical location for the office entrance is at the centre point of the façade. We have however considered whether the office building entrance works best on Station Road or on Station Hill.

We have concluded that the location as proposed by the Bidder is sound, but that there would be merit at this concept stage in assessing the advantages or not of rotating the axis of the office building through ninety degrees, to place the entrance on Station Hill.

Rotating the atrium from east-west to a north-south alignment may introduce a less efficient building layout overall as the floor plates would (we think) become longer and thinner and no longer retain their optimum size and proportions. However it could bring benefits to the public experience of the building as it would place the retail units on the west side of the building where they would contribute to the liveliness of Station Square more directly and any outdoor seating areas would benefit from afternoon and evening sunlight. There would also be a more reciprocal relationship with the existing station retail units.

Within the current design concept, this rotation could be explored as part of concluding RIBA Stage 2. It should be considered alongside the comments in sections above on how the floor levels relate to grade and the activation of the street frontage.

A10 - Diagonal Route from Railway Station to Sussex Street/ Gladstone Street

We do not think that there needs to be a direct, linear connection between the Railway Station and the junction of Sussex Street and Gladstone Street. We think a 'found', meandering route, which is known to local people is more in character with the urban context. There is no large capacity attractive onward route from the junction and although there was a diagonal route explored in earlier options, it therefore does not merit being presented as the main arrival artery to the City centre for first-time visitors. We think it would be better to focus on improving the Station Hill and Station Road public realm.

We do feel that the meandering route(s) across the site can be improved however. We are not convinced by the elevated deck walkway and we think there is opportunity to soften the steps at the centre of the development through adjustment of the plant deck layout and without impacting the car park layout.

It would in theory be possible to introduce a diagonal route through the existing pragmatic and logically laid out structural column grid. This would however shift the core to one side and would introduce significant inefficiencies to the building. The route would have to be of considerable breadth and height to provide a pleasant experience. We do not recommend such change of design. Neither would we suggest a 'tunnel' diagonal route through the scheme.

Regardless of the point made under A6 about reconsidering the retention of the Registry Office building, if there is some relaxation to the quantum of space required in the building, there may be possibilities in addressing the massing on the corner to also work a more inviting route around the commercial building.

A11 – Introduction of an additional type of Use

The scheme as proposed provides office, retail and residential accommodation together with public realm and car parking uses. This combination of uses is a good strategy for providing a varied and active development across a sizeable site.

The existing Hampshire Records Office introduces a further educational and cultural use to the site.

Would the scheme be further enhanced by introduction of a cultural, educational or other use within the new built area? We do not think that the scheme *needs* an additional use but at this concept design stage there is always merit *in exploring* the potential benefits of minor adjustments of the uses.

There could be an interesting synergy between a new cultural or commercial use and the existing Records Office.

We would recommend detailed appraisal of the day-to-day operation of the Records Office (how people visit and use the building). It would be helpful to consult with the County Council on future proposals for the Records Office to understand how its operation may change in coming years: rather than introducing a new use within the development itself, the use of the Records Office may itself evolve.

A12 – Exploring modulation of the massing

As stated above, we consider that the massing is generally appropriate for the Carfax Site and does not present overdevelopment of the site. A key part of the brief was to achieve sufficient value from residential development to enable the redevelopment in the first place.

In our opinion, the scale and height of development should be considered an appropriate maximum given the city centre location and the need to achieve viability. There is variety in height to buildings in this area of Winchester with some taller residential (4-storey houses on Sussex Street) as well as the obviously large scale Elizabeth II Court Hampshire County Council offices over car parking.

We think that the quality of the design could be further enhanced by some subtle modulation of the massing, which would disrupt the uniformity of the scheme. This modulation may give the following benefits:

- A stronger relationship to the surrounding context.
- Improved environmental quality of the spaces between and around the new buildings.
- Greater variety and interest to close and long-distance views of the site.

Three dimensional studies, both computer and physical models will assist in developing the proposals and establishing the optimal relationship of the new buildings and uses to the Records Office and buildings on surrounding streets. We would very much welcome, indeed would regard it as essential, for 3D models to be used to develop the design further. We note these have not been used in the design development to date during the bidding process.

3D models could be used to explore the potential for minor re-siting of the residential blocks on the Sussex Street/ Gladstone Street corner of the site and to explore further the optimal site levels around the Records Office.

The current layout of the new residential provides a slight splay relative to the Gladstone Street terrace, which in some ways is beneficial to the relationship of the two elements. We are not sure that there would be substantial improvement in changing the arrangement but this could be easily explored through design development. This element is towards the edge of the car park and therefore there would be more scope to play with the grid and alignment. We are also aware that the Territorial Army site may come forward for redevelopment in the near future and this should be further considered, particularly as it may introduce further height and massing.

We think that there could be benefit to reducing the height of the residential building directly opposite to the existing Gladstone Street terraced houses. This might be achievable without loss of floorspace, through investigation of the potential of the roof volume. We think that there is opportunity to discretely infill part of the valleys of the pitched roofs, allowing the roof profile to be brought down significantly, and thus reduce the height overall.

These studies will also need to be informed by consideration of the optimal sense of enclosure/ openness of Northgate Yard.

Winchester Station Approach Design Competition RIBA Client Adviser Review

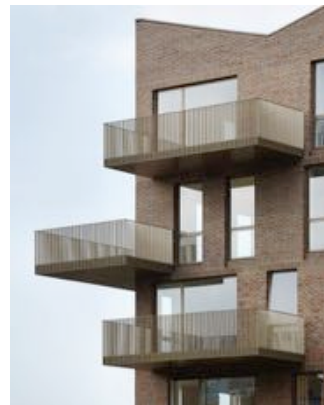
The scale on Station Road is appropriate and the long elevation drawing shows that this will form an elegant set piece.

From a distance, given the consistency of overall height, all of the roofs in the current design could merge to give the impression of a larger and more industrial building, which is not the design intent. Introducing some variety of height and exploring options such as tiled or slated roofs for the residential elements could provide the variety and modulation which would lend further delight to the scheme.

CASE STUDY: Brentford Lock, Hounslow

Description: 45no. unit residential development
Client: ISIS Waterside
Architect: Duggan Morris Architects
Completion: 2014
Awards: RIBA Stirling Prize Midlist 2015, RIBA National Award 2015

Top floor flats benefit from the additional space within the pitched roof, which enhances the character of these units. The RIBA judges complemented the scheme's *'exceptional degree of finesse and restraint, creating a distinctive presence'*.



[image credits: Duggan Morris Architects]

**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: The Malings, Newcastle-upon-Tyne

Description: 76no. unit residential development of houses and flats
Client: Carillion/ Igloo/ Gentoo Construction
Architect: Ash Sakula Architects
Completion: 2016 (anticipated)
Awards: Housing Design Project Award 2013

This dense development on former industrial land shows how a specific locally-derived architecture can address a sloping site and provide a lively and interesting scheme through its syncopated roofscape and massing and courtyard spaces, which link to surrounding streets. The buildings of 3- to 5-storeys step up the hillside, using an interlocking approach, which stacks units whilst providing front doors at grade. Six-storey 'tower houses' provide further variety of massing.



[image credits: Ash Sakula Architects]



A13 – How the residential accommodation relates to grade

The residential buildings as currently designed do not sit at grade. There are much debated pros and cons to homes being placed at street level and we are aware that in the close local context there are examples of front doors directly on to the pavement, homes above commercial premises, homes set back behind front gardens or planters. Issues of privacy and safety must be considered alongside efficiency of site use and activation of frontages. Accessible homes, in line with Lifetime Homes guidance, are, we believe, a fundamental requirement.

The scheme currently elevates the housing above the car park. The slope of the site means that the level that the housing is raised above grade varies across the site.

We consider that Sussex Street presents a reasonably harsh environment as it is dominated by heavy traffic, frequently backing up from the Carfax junction. This is unlikely to be resolved as the road is part of the main city centre circulation system. We therefore think that homes opening directly on to this street would need some form of threshold or buffer.

We appreciate that podiums may give an overly hard edge to the pedestrian experience however. We would suggest that options for incorporating other forms of defensible private space should be explored, which would allow the housing to be at grade. The units could be maisonettes rather than individual houses.

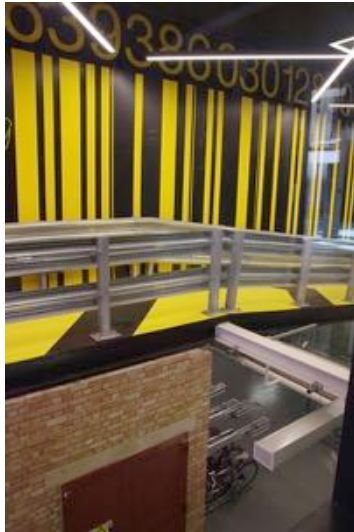
Much of the podium on Station Road is formed by the cycle ramp. There are excellent examples in the Netherlands, and also now in the UK, of how cycle ramps can be designed as a feature of a building, giving animation and activation to frontage.

CASE STUDY: Alphabeta, Finsbury Square, London EC2

Description:	Grade A offices (220,000sqft/ 20,400sqm adaptable single or multi-tenant office space over eight floors).
Client:	Resolution Property Ltd
Architect:	Studio RHE Ltd
Completion:	2015
Awards:	RIBA London Award 2016
Other:	BREEAM Very Good

This project involved remodelling of the dated Triton Court office buildings to provide high quality contemporary workspace. Alphabeta is situated at the meeting point of Shoreditch (Tech City) and the City of London and the design brief required office premises, which would respond to the requirements of both the creative technology industry and the financial sector.

A key feature of the building is the cycle ramp, which allows cyclists to cycle down from the street-level Worship Street entrance to the large cycle store in the basement. This is visible from the street and from the atrium reception area, contributing to the dynamic atmosphere within this new working environment.



It is also an architectural style choice whether to express a podium or not. Design development exercises could look at whether continuing the upper façade treatment to ground level would provide a better pedestrian experience.

In conclusion, we think that the Bidder's general approach of raising the residential above the car parking is correct and that the direct relationship of the new housing to the new Northgate Yard is a very positive one.

A14 – How use of materials can enhance overall design quality

We think that the material palette is well chosen and that there is nothing inherently wrong in the selection of brick, timber and glass for the new buildings. Through normal design studies, the architect will be able to investigate the way that these materials are brought together and their detailing.

The strategic choice of where each material is used could also be further explored. An option might be to acknowledge the island nature of the site and use brick to the outer faces of the site and timber to the courtyard facades.

Environmental studies could also assess the optimal aspect for closed and open facades and the alignment of windows to key views. At present the scheme shows west-facing glazed office facades, which will require shading to prevent overheating and internal glare control measures.

The following case studies are examples of architects' careful selection and use of materials to suit particular and sensitive local contexts. Whilst we agree that the materials selected for development on the Carfax (and Cattlemarket) sites should respond to the materials seen within the Winchester built environment, these examples show that contemporary high quality architecture can be delivered by referencing rather than repeating local buildings.

**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: Corner House, London W1

Description: Mixed-use commercial and residential (open market and affordable) development within the Charlotte Street Conservation Area.

Client: Derwent London
Architect: DSDHA
Completion: 2015
Awards: RIBA London Award 2016

A six-storey load-bearing brickwork development, occupying a corner site in Fitzrovia. The RIBA judges said:

'the building is exemplary of how apparent ordinariness can be lifted to an enjoyable and delightful piece of townscape and equally a place to live'.



**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: 131 Sloane Street, London SW1

Description: 135,000sqft mixed-use (office, retail & restaurant) development with 6 storeys on Sloane Street and 2 storeys to rear courtyard.

Client: Cadogan
Architect: Stiff + Trevillion
Completion: 2015
Other: BREEAM Excellent

New flagship retail and office development within the Hans Town Conservation Area. The depth and angling of the façade brings a liveliness to the multi-bay façade. To Pavilion Road at the rear of the site, the scale reduces and relates to existing mews properties. A central courtyard mediates the 1500mm different site levels between the two road frontages.



**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: Tibby's Triangle, Southwold

Description: 34no. unit residential development including 10no. affordable homes on former brewery site.
Client: Adnams/ Hopkins Homes
Architect: Ash Sakula Architects
Completion: 2008 – 2011
Awards: Housing Design Awards 2008, 2012; What House Gold Award 2011

The residential development is tenure-blind with the affordable units pepper-potted throughout. The scheme is built around a new market square with shops and café. The elevational treatment uses a restrained palette, referencing the local context and vernacular. Although the form and scale are different to Winchester, there is relevance in a scheme, which delivers contextually-sensitive and contemporary housing.



[image credits: Ash Sakula Architects]



Winchester Station Approach Design Competition

RIBA Client Adviser Review

We note that the sustainability strategy for both the Carfax and Cattlemarket sites involves significant elements of photo voltaic panels, but these have not been really shown in the visuals and sketches to date. The orientation of the buildings on the Carfax site is appropriate for PVs to be incorporated on the southern slopes, but this, in their current configuration, would not be so successful on the Cattlemarket scheme although at an earlier design stage. We would also encourage that the integration of PVs be considered early as they effectively become a roof 'material' with a different reflective quality to metal, slate or tile.

A15 – Enhancing the quality of Northgate Yard and the public realm

We would recommend use of 3D models to explore how minor adjustments of the siting and height of the buildings around Northgate Yard could deliver benefits in the environmental quality of this space. It is important to model and understand the daylighting and sunlight of this courtyard as well as further understand the spatial qualities.

We think there is potential to link the open space at Carfax Junction, the Records Office Garden and Northgate Yard as a sequence of garden spaces. There are many delightful small-scale public gardens and courtyard spaces within the City and Northgate Yard clearly draws on these precedents. The Records Office Garden itself is an example of a small space given character and interest through its sense of enclosure, shape and the central sculpture.

Across the Carfax scheme, there are some interesting spaces proposed, and the documents show some interesting diagrams addressing the urban fabric. We would recommend further parallel consideration of the 'negative space' within the design, i.e. the space between the buildings and allowing this to influence the built form further. We would encourage greater exploration of these spaces between buildings – drawing the space between buildings, the pedestrian routes and found spaces. This is particularly applicable when considering the spaces around the commercial office building and its relationship to the Station Hill, the Records Office and the connection diagonally across the site.

In developing proposals for the public realm, we would recommend further detailed analysis of the site levels around the Records Office and consideration of the environmental impacts of Sussex Street (noise and air quality impacts from traffic). Tree and ecology surveys may also provide useful information to support an enhanced diversity of the environmental offer.

A16 - Developing the residential unit designs

We recommend further development and testing of the residential unit layouts during the course of RIBA Stage 2/3 design development. The units should be discussed with sales agents to ensure best value is generated for local market requirements. There appear to be some unusual unit forms, which have the potential to be interesting homes, but equally do need to also be viable in the market.

A17 – The car park design

In terms of site levels, the best places for entry and exit to the car park would be either side of the Records Office, where access from the lowest site level would be possible, minimising the need for ramps, and away from surrounding residential. This however is not possible due to highways restrictions on entrances / exits close to major road junctions, and restricted vehicular access on Station Hill.

We see a clear logic in the car park design proposed. Gladstone Street is already part of the main circulation route around the city centre and provides an access point to surface car parking. It is a significant vehicular route.

Splitting the in and out ramps and adding an entrance from Station Road would lose the efficiency of the car park. It would also mean that the pedestrian connectivity from Station Road to Northgate Yard would be lost, as this would become a vehicular ramp, to the detriment of the scheme.

Split-level car parks only work well at a smaller scale. This is necessarily a large car park and it will be much more easily understood by the general public if it is organised as proposed over two simple floor plates.

We think there is opportunity to soften the levels of the footpath steps and terraced gardens through further design of the plant deck. This would achieve the desired effect of encouraging permeability and access across the site, but avoid alteration of the simple car park levels.

We note that the car park ventilation strategy seems to be optimistic given the limited amount of free area ventilation apparently available in the cross-sections. Whilst this may seem a detail, we would recommend this is reviewed as a priority as it could have a significant impact on layout and ventilation if natural ventilation is pursued, or on costs if ultimately more mechanical systems are required. We also note that where vents are shown in section, they do not appear to be shown in plan, the implication being that there is a step-over ventilation grill surrounding many of the buildings. This should be clarified, as it could significantly affect how the building is approached and interfaces with the site.

**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: Regent's Place, London NW1

Description: Large-scale office development with new public realm (privately-managed).

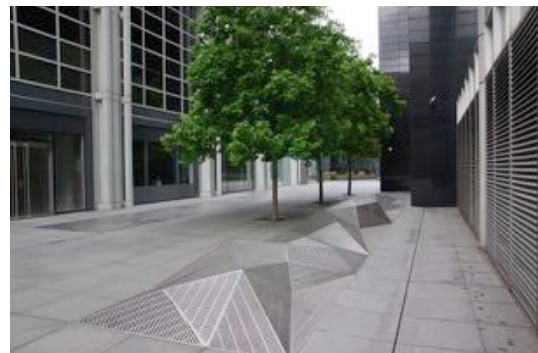
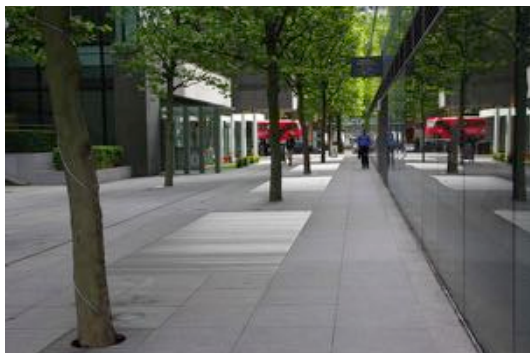
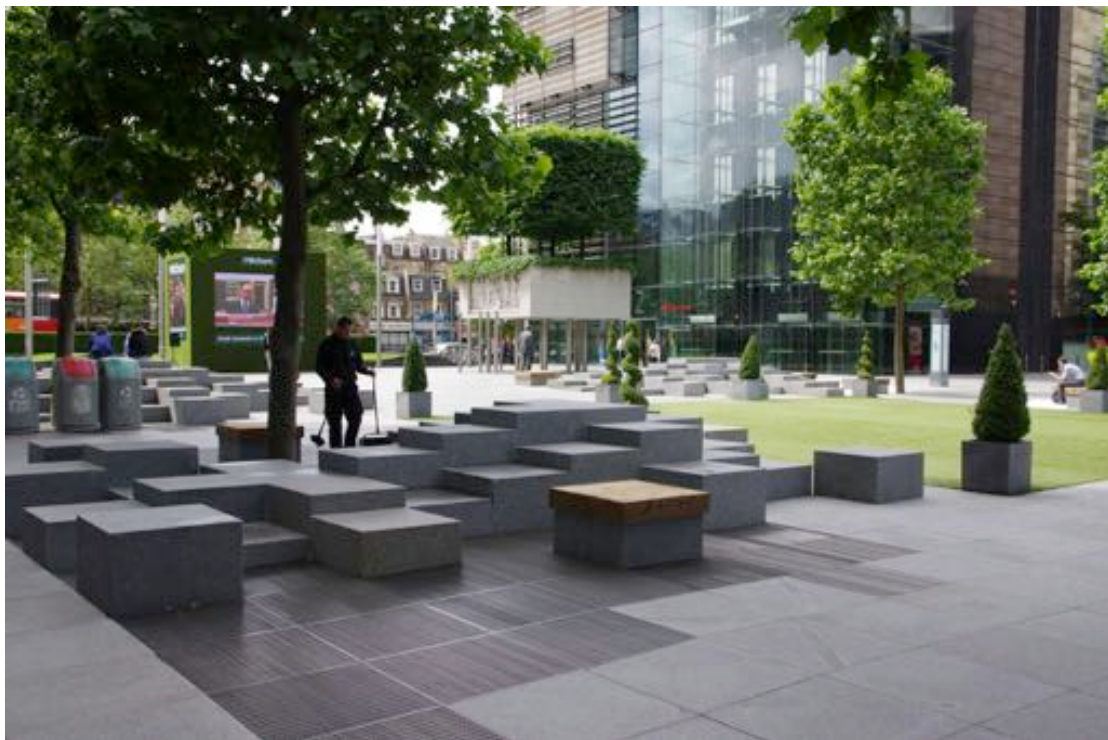
Client: British Land

Architect: Farrells (masterplan & some offices)

Completion: 2014

Awards: London Office Development of the Year 2010 (shortlisted)

Extensive multiple building development across 13-acre site. Includes retail, restaurant, theatre, public realm and office uses. There are basement car parks and plant areas, which require incorporation of air intake and exhaust vents within the landscaped areas. These have been integrated into outdoor seating and walkway areas.



Part B – The Cattlemarket Site Concept Design

B1 – Summary of the Proposals

The BAFO design proposes office use to the southern part of the site and residential, stretching north along Andover Road and Worthy Lane, either side of the Winchester Club. The residential is proposed as a mix of unit types with 60% private and 40% affordable. A car park is provided on two levels below the development and is accessed via Worthy Lane.

B2 – Strengths of the Proposals

In our view, the outline scheme proposes significant development but not overdevelopment. In common with the Carfax Site, the design has the basic components in the right place on the site, with the commercial office building located at the southern end closest to the station.

The office building is broadly commensurate in massing to that across Andover Road. The strategy of a residential layout arranged in terraces around private garden spaces and massing broken in scale by roof forms seems appropriate for the context and scale of the site.

B3 – Areas for improvement through design development

B3.1 - The Office Building

We consider that a better relationship to the urban context could be achieved through a revision of the form of the office building.

The atrium is driven by the overriding desire to retain the view of the Cathedral from the upper part of Andover Road. Having walked the site, we are unconvinced that this view is so significant that it should limit the form of development on this part of the site. We do recognise that the Local Plan requires it to be considered in design.

The entrance to the building sits somewhat oddly addressing the low scale Worthy Lane cottages opposite. We wonder whether a more unified single building would be more appropriate than the two separate office buildings currently proposed at the junction and to the north on Andover Road.

We do not think it is right to replicate the Carfax site aesthetic on the Cattlemarket site. The two sites have different contexts and it is an accident of timing that they are being developed together or in succession. In that respect, earlier figuregrounds of the commercial building on the apex of the site were more successful. It may be, particularly if it is judged that the view of the Cathedral is required, that through careful mapping of the view corridor and developing that in tandem with the building figureground that an interesting singular form may evolve.

B3.2 - The Andover Road frontage

A tree-lined street would provide an attractive gateway to the City centre. This should be explored as part of design development. It may impact the quantum of residential that can be delivered on the site.

It may be possible to make the triangular open space at the north of the site slightly smaller: the benefits that it offers need to be further explored.

B3.3 - Worthy Lane frontage

The existing site trees are part of the character of Worthy Lane and we applaud the bidder's intention to retain a leafy frontage to this road.

As part of normal RIBA Stage 2 and 3 activities, a tree consultant (arboriculturalist) will be appointed by the client to undertake a tree survey, which will establish the quality of the existing trees across the site. The tree consultant will be able to advise on retention and/or replacement of trees and the space and growing conditions that they will require, in order to thrive. It would also be normal to consult the highways department, to ensure that new trees are acceptable as street trees.

B3.4 – The residential architecture

The Design Brief has required a design, which is 'of its time'. It therefore does not need to replicate the form of 19th century housing opposite the site, whilst responding to it. The typologies included in the BAFO documentation are encouraging in this respect.

We think that a mixed development of apartments and houses can deliver a rich and interesting built environment, which will support a mixed community. There are good examples of housing developments which have been inventive with their offer of communal and private amenity spaces to provide characterful developments.

We would encourage the Bidder to explore massing and roofscape approaches through 3D models and design studies. The advantage of the proposed end-on gables to Worthy Lane is that they provide a lively and varied elevation to a relatively long building. The gables articulate and break up the form. We would encourage the architect to break their own rigour from time-to-time to provide moments of idiosyncrasy and delight, which in a singular development provide the characteristic of the city fabric, which has developed organically through many increments and times.

The following examples demonstrate how thoroughly contemporary housing can reference and interpret local character and built form to create sculptural and innovative architecture.

**Winchester Station Approach Design Competition
RIBA Client Adviser Review**

CASE STUDY: **Accordia, Cambridge**

Description: 378no. residential units including affordable housing, delivered as houses and apartments in a landscaped setting.

Client: Countryside Properties Plc

Architect: Feilden Clegg Bradley, Alison Brooks Architects, Maccreanor Lavington,

Completion: 2006

Awards: RIBA Stirling Prize 2008

Housing Design Awards 2006 Civic Trust Award 2007

The site planning and the individual house and apartment designs have been inventive to deliver a high-density scheme, whilst retaining mature trees. Private amenity space is provided in a variety of courtyards, verandas, terraces and decks rather than private gardens and is supplemented by high quality communal gardens and open spaces. Cambridge promotes cycling and walking: the impact of private cars is minimised through the development, the mews streets becoming extensions of the private homes.



[top & lower left: housing by FCBS; lower right: Maccreanor Lavington]

Winchester Station Approach Design Competition RIBA Client Adviser Review

CASE STUDY: Newhall Be, Harlow

Description: 84no. houses based on a 'terraced courtyard house' model.

Client: Linden Homes Eastern

Architect: Alison Brooks Architects

Completion: 2012

Awards: RIBA National Award 2013, Housing Design Award 2013

The architect increased the density of this suburban development, through halving the private gardens and replacing them with roof terraces. The value generated across the development enabled the individual units to be upgraded to include larger windows, ground floor studies and habitable roofspace. The RIBA judges commended the:

'efficient mix of new and familiar house typologies united by a strong geometric and material consistency, inspired by the sculptural roof forms and simple materials of traditional Essex barns'.

The houses used pre-fabricated timber construction and are clad in black weatherboarding.



[image credits: alisonbrooksarchitects.com]

B3.5 - East-West desire line

The detail site layout and how movement across the site is accommodated should be explored further in design development. The Bidder's design already allows for permeability through the development but the alignment of the routes and the nature of the routes can be further explored to give optimum connectivity.

B3.6 – Setting of the Winchester Club

We think that the design of the open space and the layout of the new buildings around the Winchester Club should be explored through 3D modelling, to provide a fuller understanding of how the existing building sits on the slope and how the new buildings would create a new setting. The boundary treatment will be an integral part of the design development of this area.

Part C – Next Steps & Conclusion

C1 - Normal next steps in developing designs from RIBA Stage 2 to a Planning Application:

Due to the constraints of the competition process, it was not possible to undertake some of the recommended RIBA Stage 2 activities, such as stakeholder consultation, before submission of the Best and Final Offers. The Council has also not had the opportunity until now to formally provide feedback to the design team on the concept design. In the normal course of taking the designs forward from their current state to a Planning Application at RIBA Stage 3, the following activities will take place and each of these will inform the design development:

- Feedback on the design – this will re-engage the client and design teams in discussions about the design development. Design is an iterative process and the constructive feedback from the client team and the Client Advisers' report will assist in development of the design.
- Stakeholder consultation can commence, which again will inform the design brief.
- The commercial appraisal of development options, which is the subject of a separate study, will assist in finalising the project brief.
- Expanding the design team – this will give opportunity for integrated and co-ordinated design with the full introduction of engineering, landscape and urban design consultants.
- Expanding the analysis & knowledge base – further surveys will be commissioned and these will provide technical information, which will feed in to the development of the design.
- Understanding & responding to local urban context – pre-application consultation will commence with the Local Planning Authority to ensure that the development proposals align well to local and national planning policy.
- Understanding & responding to public concerns – public consultation and engagement will be planned and integrated into the design development programme.
- Developing the design brief to meet end-user requirements and taking of commercial sales / lettings agents' advice.
- Informing the design through consultation with accessibility consultants & community safety advisors.
- Improving quality through materials and detailing – the normal consideration of materials palettes and design strategies, including appraisal of lifecycle and maintenance requirements.
- Exploration of form through computer and physical models. The latter we think would be hugely beneficial for these sites.

C2 - Conclusion

We have full confidence that the selected Bidder will develop a rich and delightful scheme for Station Approach, taking forward the strengths of the competition design and enriching them further through detailed testing and exploration of options.