

## **Citation for Adaptive Reuse of the former Tanjong Pagar Railway Station (TPRS)**

The evaluation panel commended the winning team which adopted a subtle and sensitive design approach in re-purposing the former Tanjong Pagar Railway Station into a multi-functional community building. The design solutions reflect a “light touch” and understated elegance which is economical and consistent with the interim nature of the community use of the building.

While the intrinsic character of the station building is largely retained in its original form, the proposed design interventions were calibrated to transform the building, both externally and internally, into a more inclusive civic and community space for public use and enjoyment.

The design approach is both pragmatic as well as forward looking. The re-envisioned foreground to the National Monument building is framed by a generous landscaped garden called the Station Green that takes over the land occupied by the existing surface car park. This space also doubles up as a community open space for the surrounding residential community. This allows the public realm to be expanded through the use of landscapes that connect the front of TPRS right through the building to the Rail Corridor.

With plans for a new Circle Line MRT Station to be built beneath the railway platforms, the evaluation panel welcomed the proposal to have an additional MRT station entrance emerging from between the platforms and to resurrect the use of the railway platforms and station building for the new train line.

The brief called for design solutions in the event that a large portion of the former railway platforms affected by the Circle Line Station construction needs to be replaced. The evaluation panel appreciated the design team’s use of modern yet elegant forms of lightweight steel structures for the reconstruction of the affected platforms. They are contrasting yet complementary to the original design of the remaining railway platforms that are being retained on site. This use of steel for both the trusses and platforms harks back to the industrial period of the railway era when steel was commonly used for railway infrastructure.

The panel felt that while the new steel platforms were effective in re-interpreting the sense of history and place at TPRS, there is room for refinement in the detailed design of the new platform canopies as well as the extensive roof cover spanning over the proposed new station entrance. They also felt that more can be done to clearly segregate the flow of pedestrian and cyclist movements within the site and their connectivity to the surroundings and to the rest of the city. Nevertheless, the overall sensitiveness and realisable nature of the design scheme strongly warranted its selection as the winning scheme.