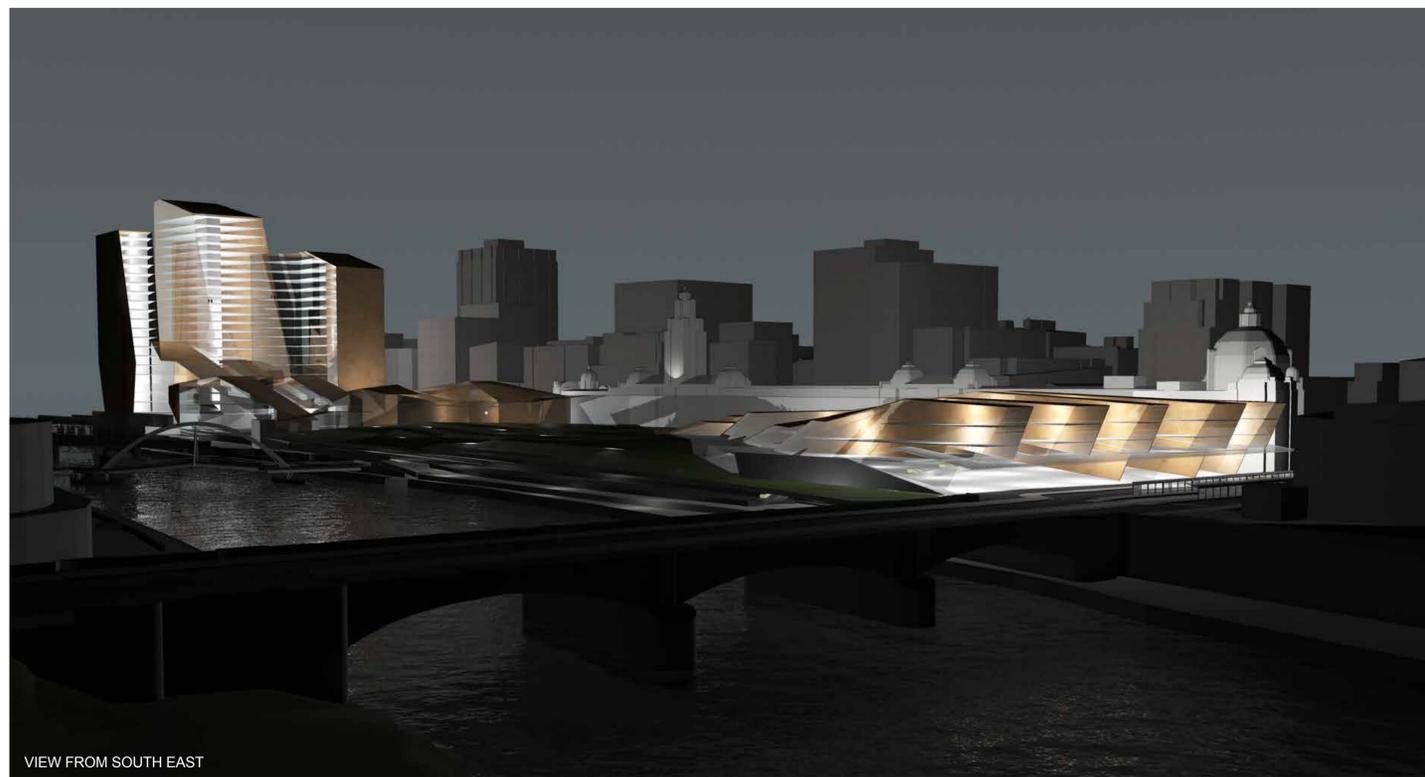


PRINCES BRIDGE VIEW



VIEW FROM SOUTH EAST

**EXECUTIVE SUMMARY**

The project makes a significant contribution to the public realm of Melbourne by recognizing that the project is a major addition to the city fabric, first and foremost as a train station and a public space. The public benefit of retaining the existing historic structure, delivering a major new public urban park, multi-layered waterfront promenade, wintergarden/conservatory grafted to the existing station buildings, and a highly articulated public domain overlay, will allow this project to take its place in the suite of international quality design outcomes of Melbourne.

**MELBOURNE'S 'THIRD HOME'**

Flinders Street Station precinct is one of Melbourne's (collective) 'third home' places. Where the 'first home' place is an individual or shared dwelling and the 'second home' is the workplace with colleagues/associates; a 'third home' place facilitates and fosters broader, more creative, social and community interaction. Third home places are the 'anchors' of community life.

**THE WELCOME MAT**

The design proposal recognises the essential public nature of the Federation Square 'floor' and transforms it, rolling it across Swanston Street, through new portals, into an urban garden.

**THE FRONT DOOR**

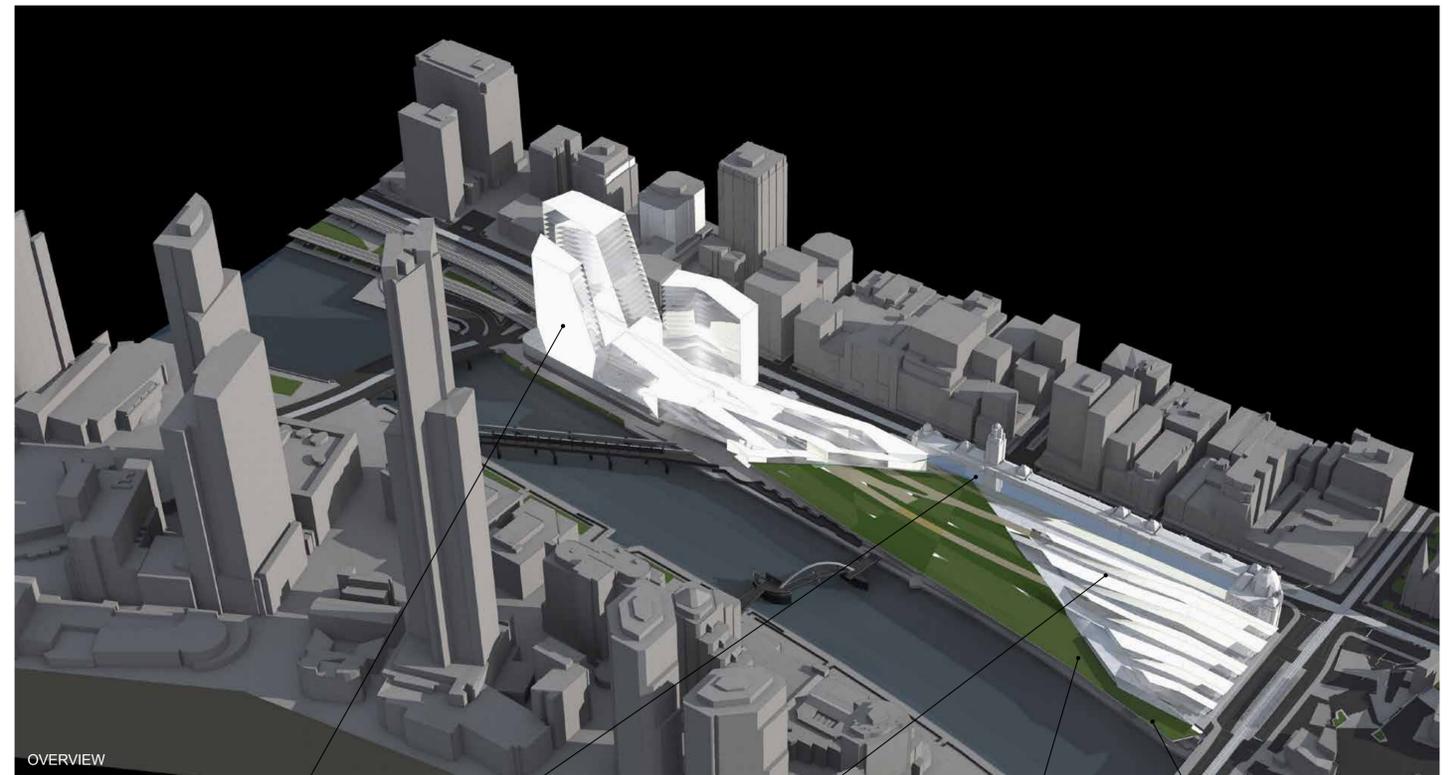
Many comings and goings, into and through the city, occur at the Station entries. People have met at the clocks for years. The proposal multiplies many fold, the opportunities for connections, meeting places, social spaces and opportunities to explore, through this front door.

**MELBOURNE'S LIVING LOUNGE**

Once home to 'lounge spaces' for travellers awaiting trains, family or friends, the Station precinct is reinvented as a place for Melbourne's people and visitors alike, linked to a range of activities, spaces and places. Creation of a welcoming and restful space, amid the pace of a transit hub, underpins the proposal - expanding historical and cultural contexts of the site. It becomes a destination in its own right.

**WALLS, HALLS, SPACES, ARCADES, PLACES AND LANES - THE MELBOURNE GRAIN**

Although Melbourne is a city of grand boulevards, it is also a city of fine arcades and gritty lanes. The proposal translates the city's essence (diversity of scale and urban grain, with its garlands of green, fine arcades and robust lanes) into a formal language and morphology that defers to heritage elements, but becomes emboldened where constraints diminish.



OVERVIEW

**The New Neighbour on the Western Side**

Beyond the great southern garden space, fragments of the site texture rise, defined by railway 'lanes' that replicate the convergence of the train lines below - melting into increasingly significant elements. With consideration of shadow impacts, taller built forms are derived and developed from the typology of the eastern portion of the site, offering mixed use - commercial, office, residential or a boutique hotel.

**The Conservatory**

Celebrating Melbourne as a Garden City, in a contemporary reinterpretation of glazed conservatories and 19th century arcades, a respectful transition between heritage and contemporary built forms provides an indoor garden space. These garden rooms give opportunity for plantings and positively render a potentially difficult join. Adaptive reuse of the Administration building restores access to the ballroom and other facilities, for functions and events and supplements the 'creative quarter' with smaller incubator office spaces and galleries.

**Public Rooms + Railway Arcades**

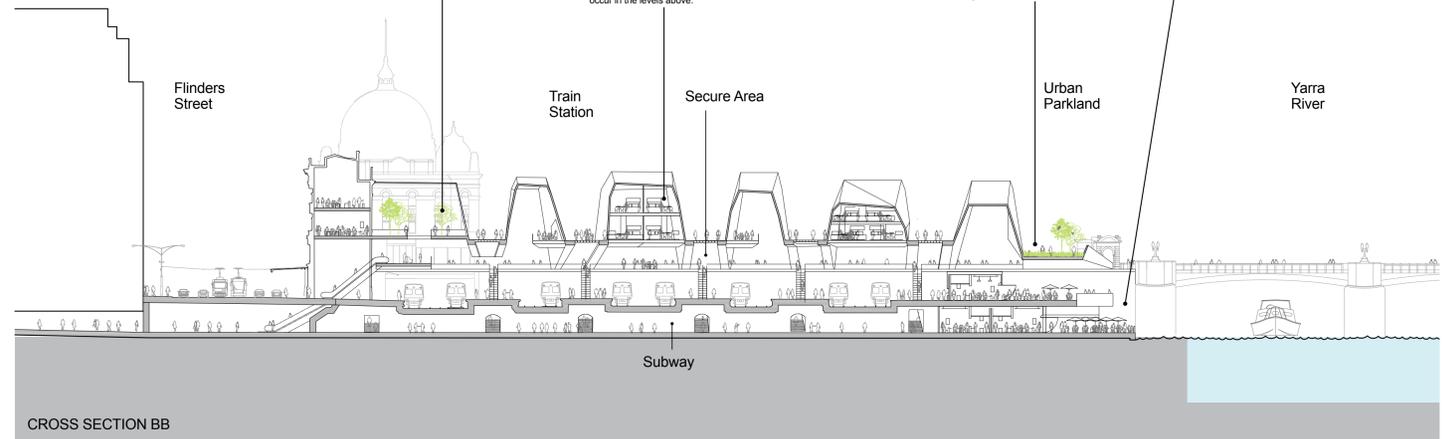
Generated by site constraints - the proposal reinvents challenges into opportunities. The design proposal recognises the contribution of a creative base to an urban and tourism precinct, by making spaces available for creative people and community groups. It also recognises the democracy of a successful city, providing access for all ages and abilities, offering a plurality of settings that give vibrancy, vitality, meaning and a sense of inclusion. Spaces over platforms and tracks are spanned, becoming visual channels and built connectors: forming walls and defining spaces into rooms or laneways for movement, access, day-light and air. These fine grain rooms and passages form a new 'creative quarter' for Melbourne. Acting as 'urban seeds' and 'incubator spaces' they incorporate retail activities, with food and beverage outlets on public thoroughfares. Offices and subsidised studio spaces (for artists, writers, designers and 'makers') occur in the levels above.

**The Front Garden/Green Roof**

Recognising a need for a sequence of intimate squares and a large civic green space - unlike anything currently available within the Hoddle grid - the Flinders Street green space includes areas to lie in the sun, roll on the lawn and spread a rug out to view the New Year's Eve Fireworks. This garden-lawn, forming a green roof to the spaces below, provides soft respite and thermal comfort - much needed relief from the urban heat island. Adapted to large user numbers, activities and footfalls, this different kind of 'planted floor' has considerable variations in materials, textures and forms. Cut-outs, glazing and extrusions reveal the strata of activities, allow light to filter into the deepest layers and expel train fumes. The great garden accommodates alfresco dining in various forms, from community bbq pavilions to perimeter commercial outlets at the Yarra's edge. Angled terraces protect key site lines, reduce shadow impacts on both Yarra banks and allow the heritage elements of the station to stand 'proud'.

**The Yarra Connection**

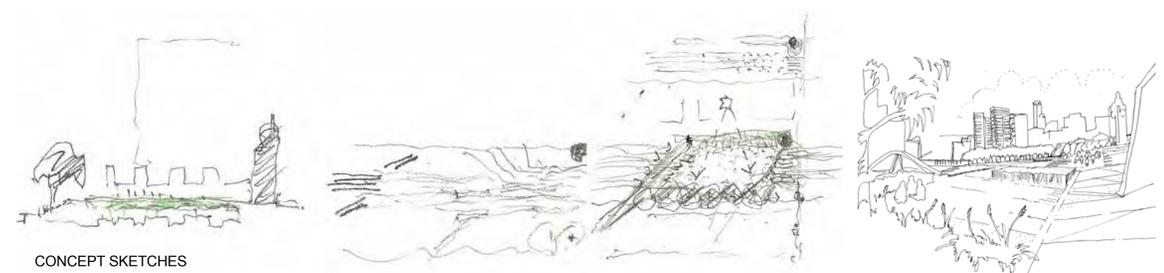
A series of city shaping projects, embracing the river and creating a chain of spaces and places, from the sports precinct to Docklands, has occurred in recent years. On the north bank, Federation Square started to reconnect city to river and activated the heritage bluestone vaults. Birrarung Marr provides a welcome green and water link, but is more distant from the heart of the city. The design proposal recognises the potential of the Flinders Street Station precinct - as the missing link - the 'gap' in the urban/water landscape and creates a dynamic connection with the water-edge-as-promenade, to points beyond.



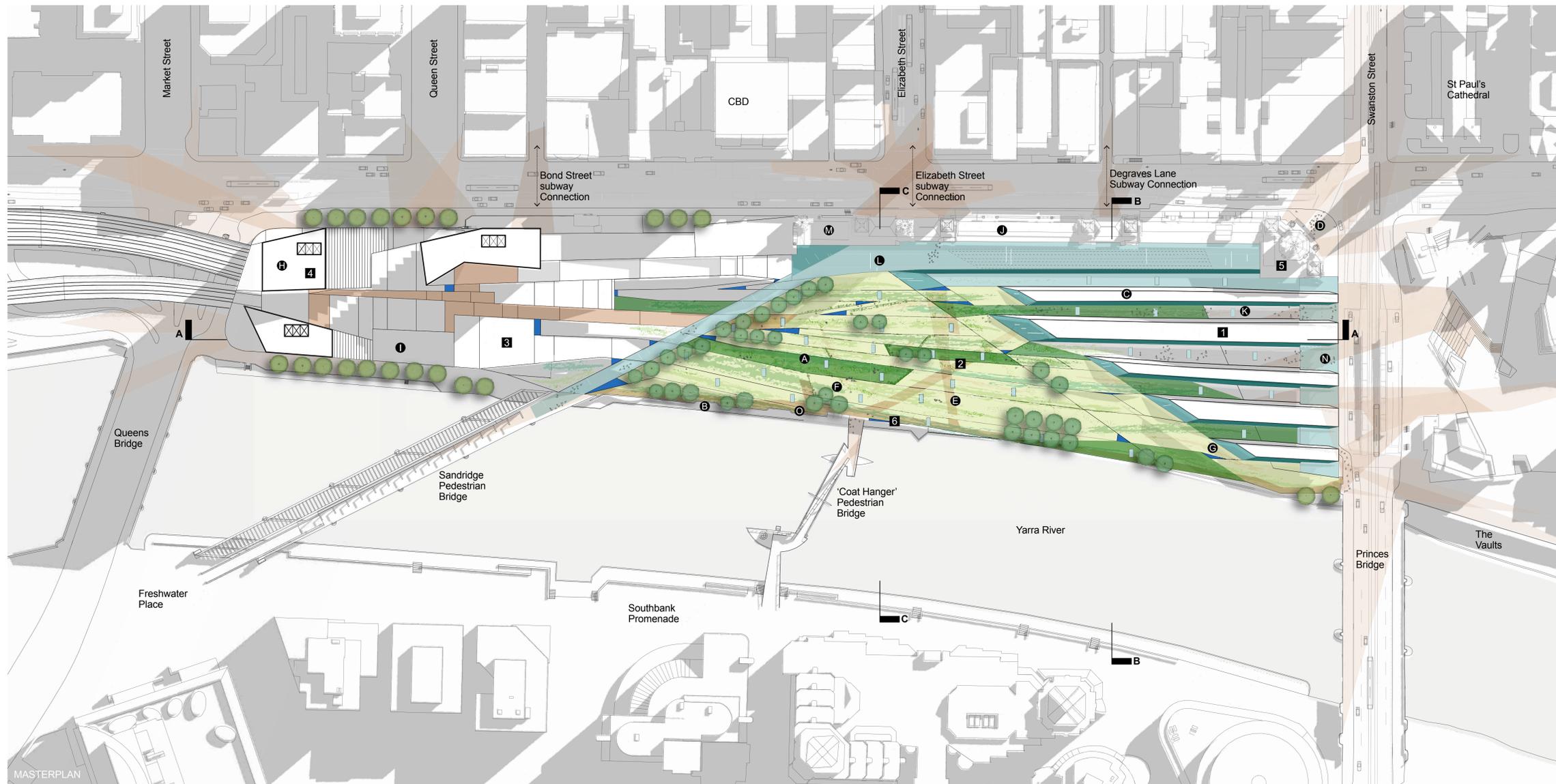
CROSS SECTION BB



URBAN CONTEXT



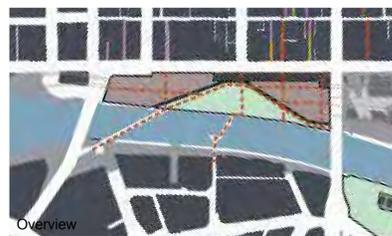
CONCEPT SKETCHES



## MASTERPLAN KEY

- |  |   |
|--|---|
| <b>1</b> Train Station/<br>Main Public Entry | <b>A</b> Juan will win the office footy-tipping competition and host a grand final breakfast here at the Front Lawn public BBQs                               |
| <b>2</b> Urban Parkland<br>"The Front Lawn"  | <b>B</b> Jeff will run the docklands water shuttle from Flinders Dock No.2  |
| <b>3</b> Medium Rise<br>Development          | <b>C</b> Every weekday morning, between 8.14 am and 8.36 am, Radha will change from the Sandringham to Epping line on this concourse                          |
| <b>4</b> Higher Rise<br>Development          | <b>D</b> Nancy will take her daughter Maria here and reminisce about how she met her father   |
| <b>5</b> Heritage Elements                   | <b>E</b> On 19 April 2020, in the following long grasses of the front lawn, Elizabeth will pose for her wedding photos with the Melbourne skyline as backdrop |
| <b>6</b> River Promenade                     | <b>F</b> Master Wu will teach Tai Chi here, daily at sunrise  |
|  | <b>G</b> Every Monday morning at 9.30 am Tam and his executive team will meet here at the River Cafe to plan their business development and working week.     |
|  | <b>H</b> Bonnie will work here with 1264 others, carbon neutrally   |
|  | <b>I</b> Akira will work here as a waiter while studying engineering  |
|  | <b>J</b> Ruby-Matilda will attend after-school ballet classes here on Wednesdays and then meet her Dad, under the clocks, before they catch the train         |
|  | <b>K</b> Abdu will come via the Metro to meet his mates here every Thursday afternoon for a bit of skateboarding  |
|  | <b>L</b> The longest lunch will be hosted on a two hundred metre long table in the conservatory   |
|  | <b>M</b> Sophie will hold her 50th birthday celebration here in the refurbished ballroom + function rooms   |
|  | <b>N</b> Etta will play music here, busking to earn money so she can travel overseas  |
|  | <b>O</b> Every Sunday, Carl will take an early morning run through here and along the river bank  |

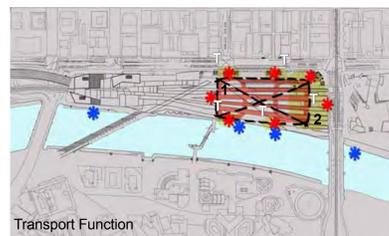
## EVALUATION CRITERIA



### OVERVIEW

The Flinders Street Station precinct functions on many spatial levels – for transport, movement, waiting, social interaction, economic exchange, information and wayfinding. The design proposal meets the objectives and functional requirements of the brief by:

- improving circulation and flow of passengers from mode to mode and platform to platform
- respecting heritage elements and allowing clever, adaptive reuse of a valued icon
- embedding itself into the established Melbourne urban form - improving connectivity between key precincts of the central city, while establishing distinctive destination qualities
- expanding the public realm in the station precinct – creating opportunities for site and heritage appreciation - with insertion of new facilities and a grand, new, flexible, public open space
- ensuring the asset and investment can benefit all Victorians
- developing a significant new place, in a highly connected part of the established city centre, to allow leveraging of the existing (and future) considerable public and private investment in required infrastructure
- demonstrating a strong understanding of context with respect for heritage and sustainability considerations and, simultaneously, establishing a distinct design outcome, worthy of this major iconic location and Melbourne's reputation for design excellence.



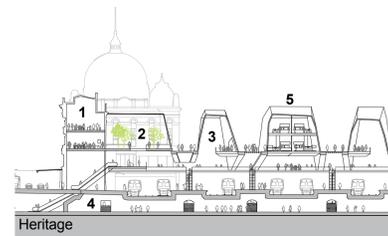
### TRANSPORT FUNCTION

The design recognises the importance of the free flows of people from to and through multiple transport modes. Flinders Street Station, along with Southern Cross Station, forms a major multi-modal transport interchange that must be adaptable to the anticipated massive increase in passenger numbers. When the Station opened in the early 20th century, Melbourne's population was less than 500,000 people. With a growing population of over 4,200,000 today, projected passenger movements are expected to rise from 150,000 to over 400,000 per day. Current passenger movement spaces are clearly inadequate to cater to this demand. While recognising the need to increase the civic spaces, the design proposal importantly creates a clearly designated and intuitive ticketed area that allows flow of movements from: The Street > to the concourse > to the ticketed areas > to the platform exchange area > to the subways > Melbourne Metro > to the river edge ferries and water taxis

The proposal caters for future growth and incorporates structural and service strategies that will allow station operations to continue with minimal impact during construction. The proposal's built form and landscape, combined with clear signage and way-finding strategies, will improve conditions for all future transport users.

### Transport

1. "Station Box"
  2. Main public interface and access to "Station Box"
- ★ Subway entries to ticketed level  
★ River Access  
★ Ticketing



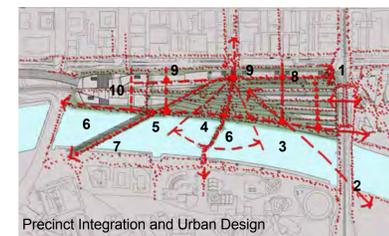
### HERITAGE

The heritage built form is an iconic landmark of Melbourne - a much treasured and loved collection of buildings and landscape elements that has sadly become disused and run down over time. As noted previously, current and future transport requirements are substantially different to those when the station was built – straining the existing fabric to provide for a 21st Century transport hub. No concept of universal access existed when Flinders Street Station was built. Building regulations have changed markedly in the ensuing century. Sustainable urban forms and buildings are now the norm and not the exception.

Respectful adaptive reuse of the iconic buildings is required to ensure that, while being preserved and enhanced as much as possible, the heritage elements do not obstruct a redevelopment that respects the past, but looks towards the future. The key views and vistas are preserved and framed in the design proposal. Rather than becoming museum artefacts, the buildings are embraced and given new uses and functions, while simultaneously ensuring their integrity is enhanced and maintained. The proposal's well considered enhancement of Flinders Street Station, allowing contemporary forms to sit side by side with heritage buildings and streetscapes, is a key factor in Melbourne's enduring liveability.

### Heritage

1. Adaptive re-use of heritage Station buildings
2. New glass conservatory as link between old + new
3. New elements reflect scale + integrity of site
4. Enlivened subway engages precinct connections
5. New buildings add arcade character



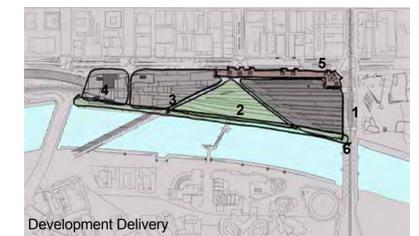
### PRECINCT INTEGRATION AND URBAN DESIGN

The Hoddle Grid of central Melbourne is the dominant urban form, shaping the city for more than 150 years. Further delineation of this grid and increased permeability offered by the lanes and arcades is one of the keys to Melbourne's walkability and liveability. Ironically, Flinders Street and the Station itself have become significant barriers that terminate this great interconnected network. While the subways offer some connectivity to the river from Flinders Street itself, they are unsuitable for contemporary conditions and the volumes of users and potential users. The design concept builds upon the existing network and enhances the connectivity, both north-south, to create a never-before-available opportunity: to develop an east-west link through the site.

The proposal draws from the established streetscape palette of the City of Melbourne and Federation Square, while creating opportunities for new street types, furniture and integrated public art. Programming of activities can see Flinders Street Station shift from being a five minute walk away from the action to being fully integrated into the busy calendar of Melbourne events and celebrations - from New Year's Eve fireworks to the Moomba festival. The proposal recognises the site's integral connections and relationship with adjacent venues and associated events – as a backdrop or embarkation point with direct links to the arts venues, Federation Square, Southbank and Freshwater Place and beyond.

### Precinct Integration and Urban Design

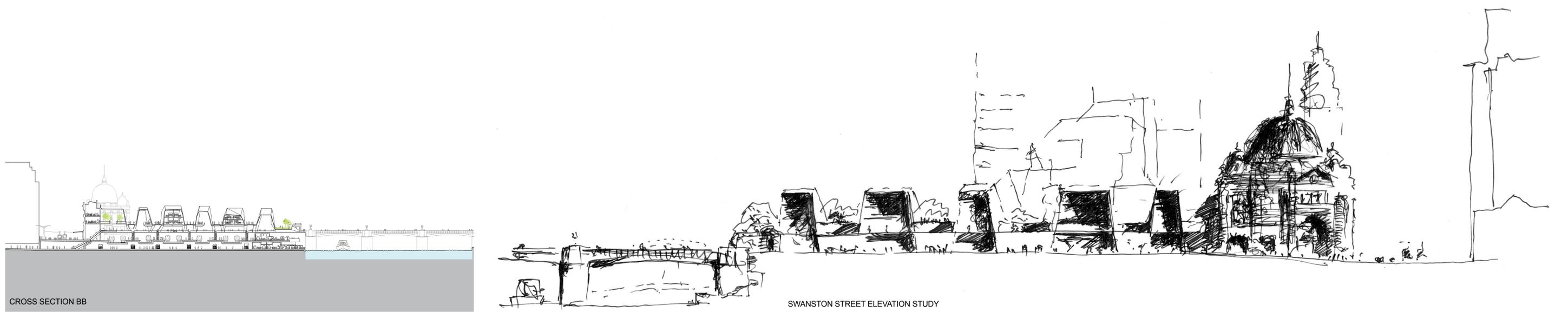
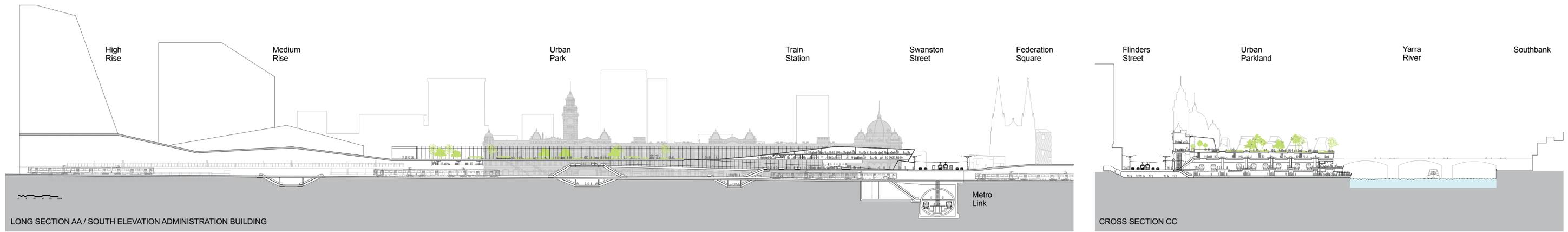
1. Public Realm/Precinct Connectivity
2. Swanson Street Frontage
3. Visual/landscape connection to Gardens
4. Degraives Subway to Yarra
5. Elizabeth Street Subway
6. New Subway
7. River Promenade
8. Bridge Connectivity
9. Conservatory Armature
10. Flinders Street Frontage
11. East-west connection



### DEVELOPMENT DELIVERY

Melbourne's Railway system was originally developed by private enterprise. The proposal recognises the difficulty in working above a "live" rail network and the considerable expenditure required to secure "air rights" above the rail infrastructure – balanced by successful results in terms of space and place creation.

- The proposal suggests that a potential way of developing this strategic site is by a Public Private Partnership, with place-making, social and community opportunities enshrined as key performance indicators and deliverables.
- Risk to the State should be transferred, as much as possible, to the private sector. At the same time, rewards must be commensurate with the risk. Incentives must be considered to maximise return in a build operate and transfer method of delivery.
- Trade-offs for protection of heritage assets and providing low rental studio and community spaces may come in the form of development bonuses, such as taxation status and/or appropriate envelopes (on those areas of the site that can accommodate increased development without detriment to the public realm).
- Concession rights to develop non-core elements – the ability to innovate in exchange for rights including site advertising, naming rights (in non-core station areas) could be considered as financial development incentives.



View from St Paul's Cathedral



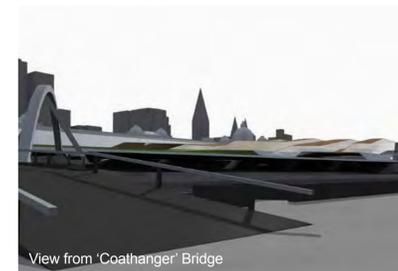
View from Princes Bridge



View from Queens Bridge



View from Elizabeth Street



View from 'Coathanger' Bridge



View from Sandridge Bridge



View from Federation Square

**COMPLIANCE STATEMENT**

The project makes a significant contribution to the public realm of Melbourne by recognizing that the project is actually an addition to the existing city fabric, first and foremost as a train station and as a public space.

A seamless and legible passenger experience is proposed with the introduction of a new ticketed level to deliver a secure, flexible, legible and highly accessible train departure and arrival sequence.

The design maximizes natural light, ventilation and shelter for the common optimal passenger comfort.

To future proof the urban strategy, all proposed future access points, track configurations and platform extensions, MMRT and other intermodal connections are accommodated and enhanced by coupling them with activation of streets, subways, arcades, the river edge and intersection points.

Contemporary architectural form, adaptive re-use of heritage buildings and appropriately scaled interstitial forms are consistent with the principles of the Burra Charter.

The proposal advocates an exemplary multimodal train station, major public space sequence and development potential to underpin the public infrastructure investment. The clock tower, iconic dome and the majority of heritage street frontages have been retained as far as practical in perpetuity.

The proposal extends and enhances the existing Melbourne street scale and street grid, both east-west, north-south and diagonally.

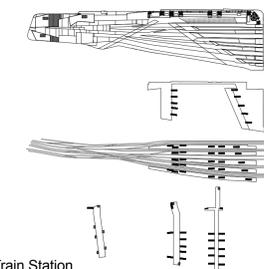
North and south boundaries are proposed to be fully activated, since the ticketing area has been separated from yet interconnected with these edges.

The proposed Yarra Promenade delivers to Melbourne a multi-faceted outdoor dining and entertainment opportunity, connected literally and visually with Federation Square, Southbank and adjacent streets and lanes, extending the established variable grain of the city.

The proposal is considered appropriate for partial self funding subject to future economic conditions.

No significant departures from the brief are proposed.

The public benefit of retaining existing historic fabric, delivering a major new public urban park, multi-layered waterfront promenade, wintergarden conservatory grafted to the existing station buildings, and a highly articulated public domain overlay delivers for Melbourne an outcome of international quality.



Diagrammatic Layers of Train Station

Urban Park + Built Form

Public Concourse + Ticketing

Platform + Train Tracks

Subway