

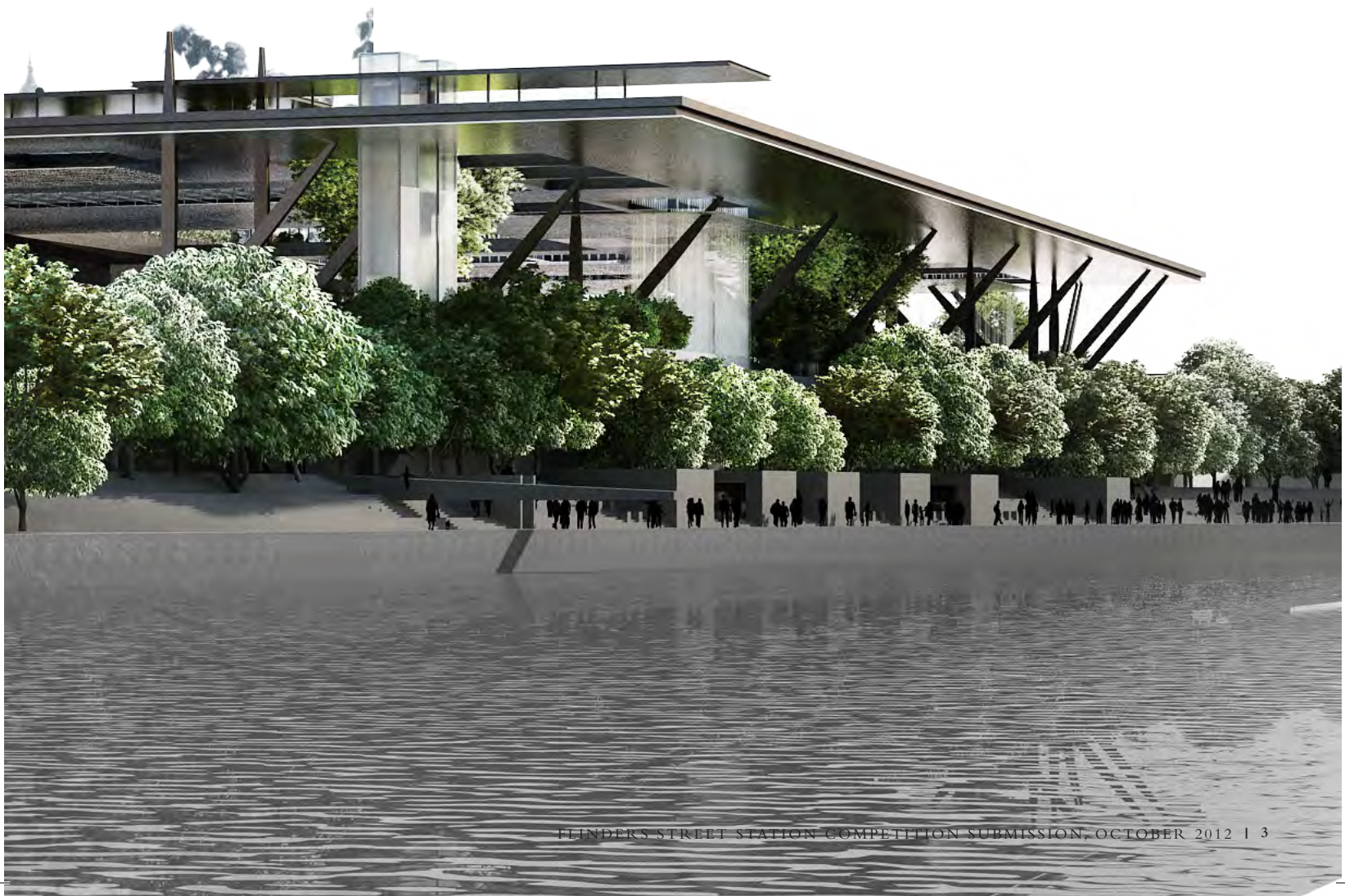


This brochure is part of the project submitted in October 2012 by studioMilou architecture and studioMilou singapore for the international competition of Flinders Street Station, Melbourne Australia.



View from the Southbank of the Yarra River at Sandridge Bridge

a spectacular and comfortable station,
a unique space for meeting, dining, retail, working, living in the City



As an elegant Balcony, opening onto the Yarra, the city and the surrounding monuments and institutions, the project reaches out to the urban and natural environment. Carefully balancing the heritage conservation, functional requirements and development potential of the site, the “River Station” creates a unique destination for travellers and visitors alike.

This Loggia is composed of finely adjusted layers of garden spaces, cafes, public art, and shallow water ponds reflecting movement and light on the station floor. The roof design is both an environmentally sensible shelter for inclement weather and protection from heat for station users, as well as the key architectural feature of the new station.



View of the public pedestrian hall and the roof terrace of the new station overlooking the Yarra Riverbank

a river station,
landscaped and bathed in natural light open to the city

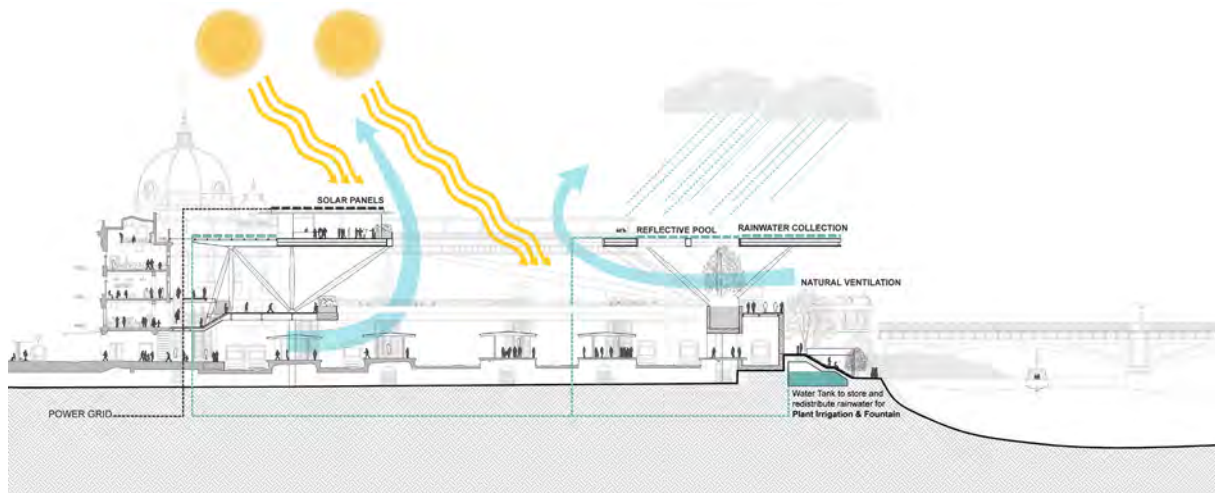


Environmental Aspects

Overall, the building is designed to meet the highest environmental standards. The architectural design ensures that the station is naturally ventilated, creates shaded areas and provides natural light. Allowance is made to collect rainwater for maintenance in the garden areas, and to generate electricity with thousands of square metres of solar panels integrated into the roof design. The station landscape approach helps to lessen the effects of harsh weather by providing wind breaks during winter and shading against strong sun during summer providing comfort to the station users.



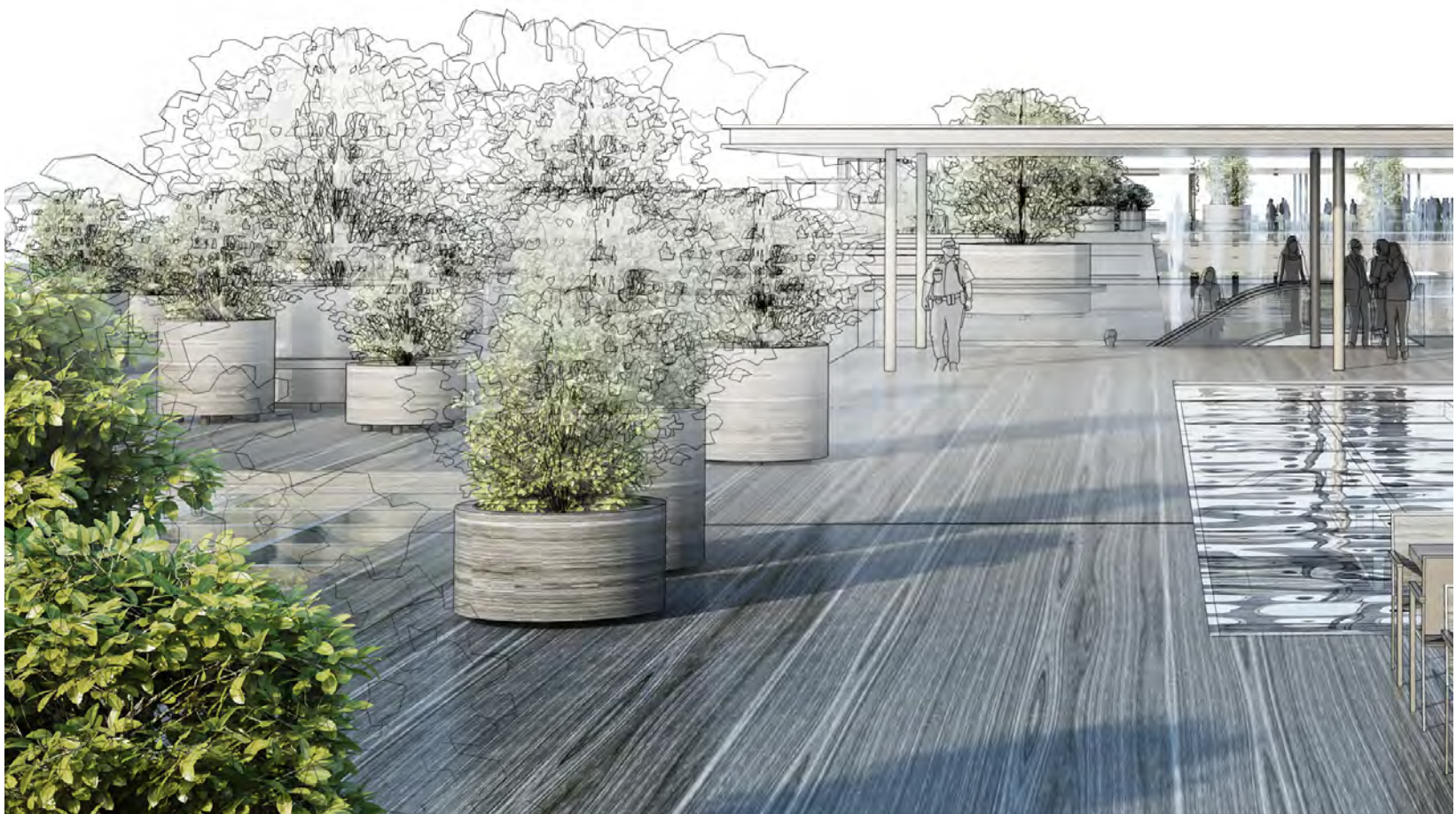
View of the pedestrian space in the new station as a large balcony over the Yarra River



Schematic Section B-B' incorporating the climatic and environmental factors



An expansive roof terrace gives the city a new public space with vantage points creating visual links in all directions. On the large roof terrace giving spectacular views over the City of Melbourne, a further 2,000 m² of restaurants and cafes will be created with access to an additional 2,500m² of the exterior terraces overlooking the cityscape.



View on the roof terrace of the new building with reflective pool, landscape and outdoor extension of the cafe and restaurant

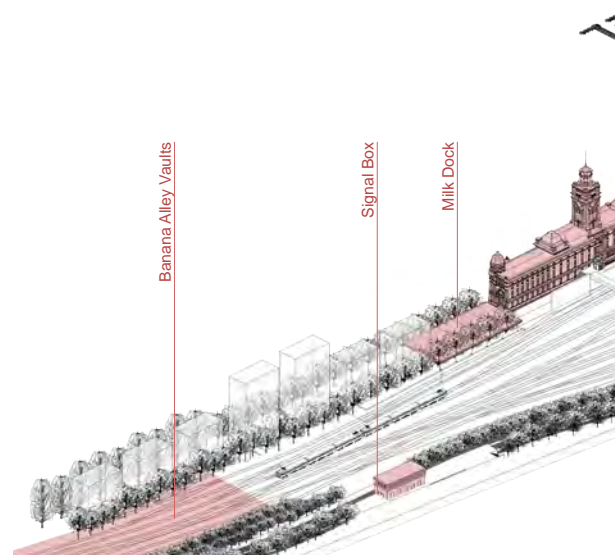
a loggia, delicately adjusted to the historic architecture
of the Flinders Street Station

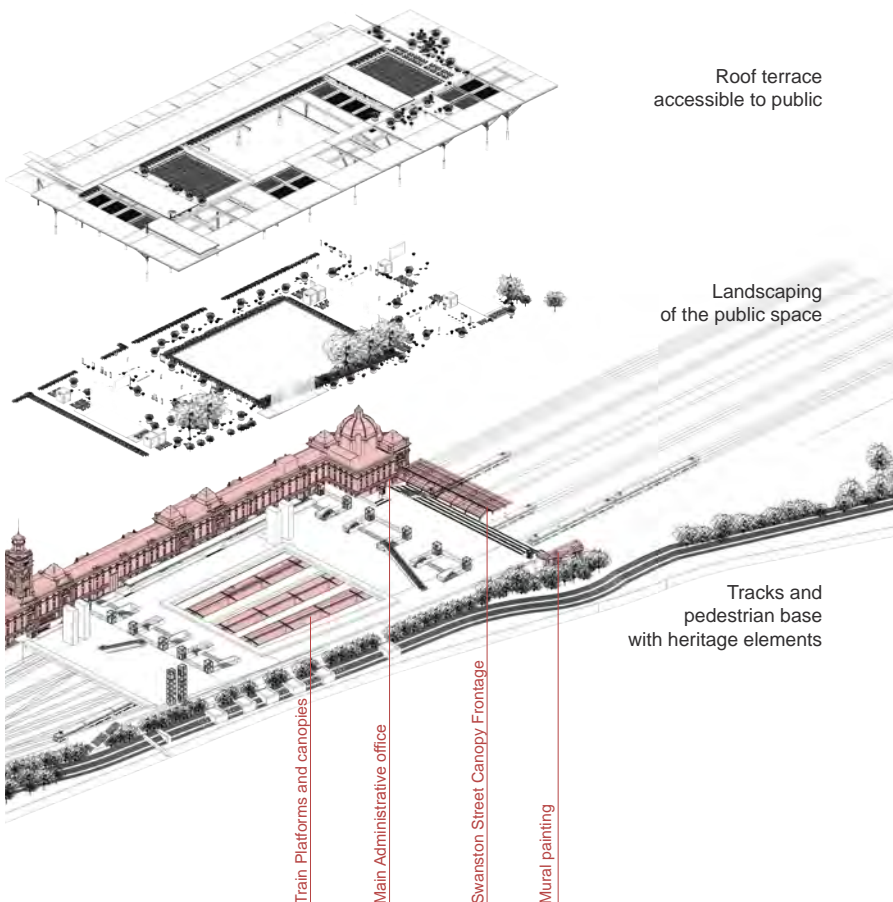




Station Infrastructure

In an encompassing landscape approach, the design allows the complex requirements of the brief to fall into place easily. The linkages occur simply, the interior circulation moves freely with no obstruction of the views. The traveller becomes a visitor and the visitor a traveller, moving with ease through the station to the trains, the tramway system, the river shuttles and the future MMRT. With regard to railway infrastructure, the project takes into account the future track design highlighted in the brief without interfering with the current track layout of the station. The need for future platform extensions to a minimum of 230 m for platforms 6-10 is accommodated on the eastern part of the site.



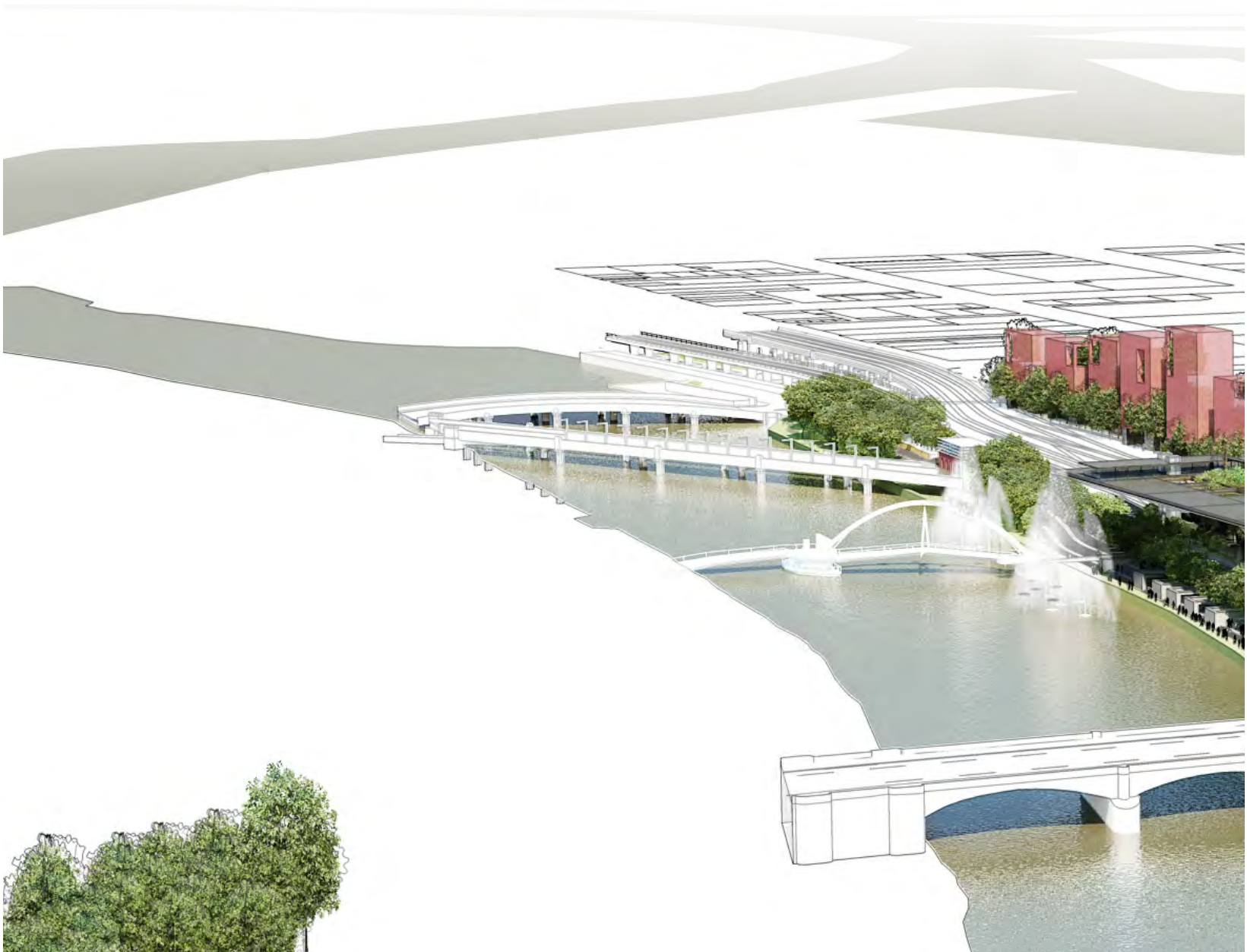


Heritage

The design proposes to restore, retain and conserve all the heritage elements of the historical site. The architecture of the new extension to the station respects the roof line of the existing station and does not impact visually on the Flinders Street façade.

Other heritage elements such as the Banana Alley Vaults, Milk Dock (Parcel Dock), Signal Box 'A' and the existing Platforms will also be retained and restored to ensure the historical integrity of the site. The Milk Dock will serve as bicycles parking lots for the station and the structural elements of the Swanston Street façade and Platform canopies will be retained and glazed to enhance visual connectivity and easy way-finding.

The new roof and its supporting structure, follows the line of the conserved Administration Building and is carefully aligned and juxtaposed to respect this important historic building. The new structure will be built in the designated areas within the railway platforms as indicated in the brief.



Micro-tower cluster at the Western End (Low density option - 6,700 m²)



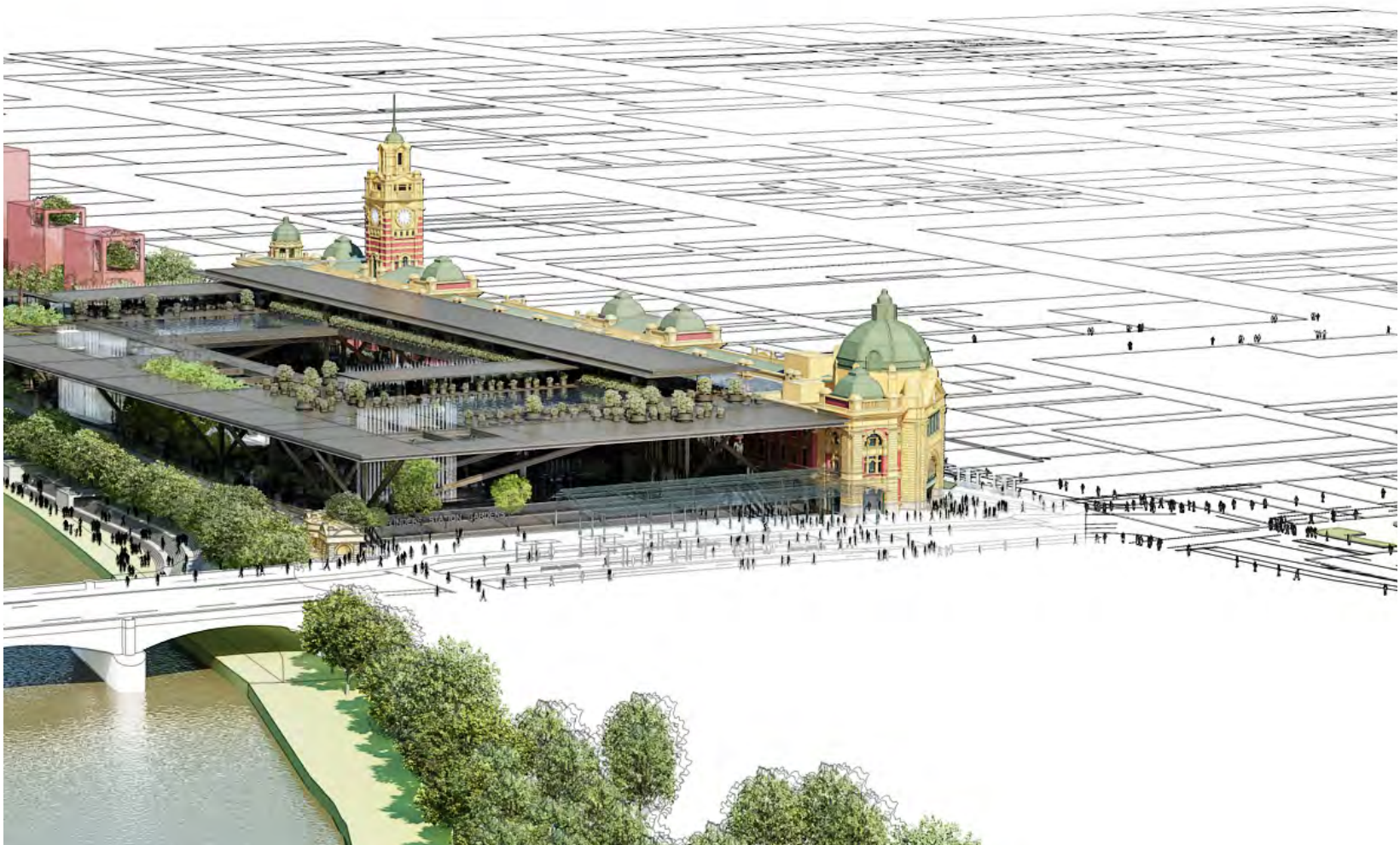
Micro-tower cluster at the Western End (High density option - 20,000 m²)

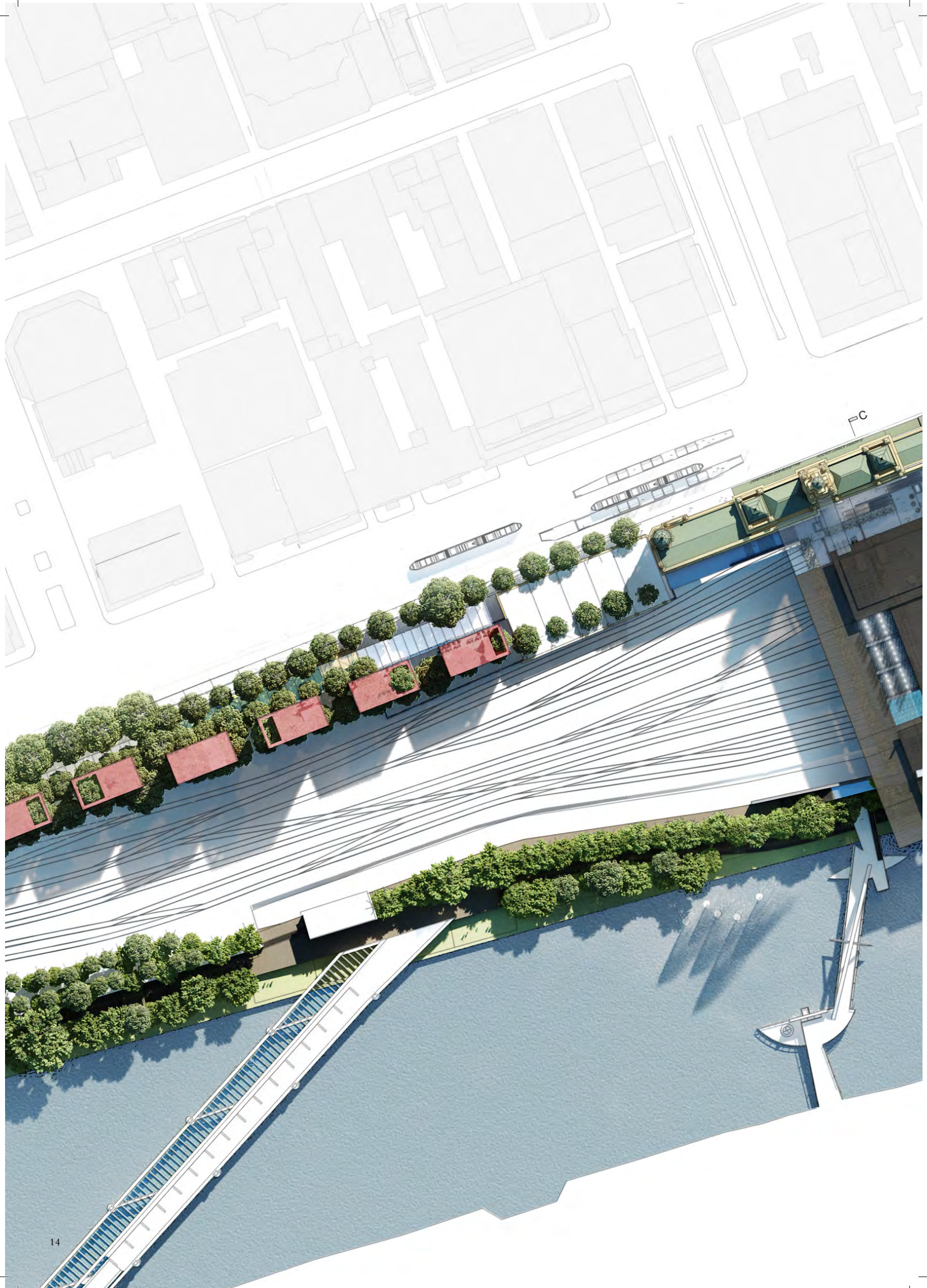
The design aims to maximize the income-generating potential of the project by:

1/ 5,930 m² of retail, café and restaurant space in the Administration Building, the new station hall and on the banks of the Yarra River.

2/ the inclusion of thousands of square metres of mixed-use spaces to the north-west of the site in the form of clusters of micro-towers (refer to low density option and high density option above). These low rise towers would be built to the highest environmental standards and are harmoniously set in the garden areas above the Banana Alley Vaults.

income-generating elements of the design







Urban Design Master Plan

a balcony over the river

The project takes advantage of the station's location between the city grid and the Yarra. The new architectural interventions pay homage to the Yarra, reviving the river bank and landscape south of the CBD, expressing the intention to 'welcome' the river at the threshold of CBD. Like a balcony open on three sides, the new station reinforces connections between the site and its environs. Generous circulation spaces and extensive landscaping form the character of the new "River Station".

Competition Submission

In November 2011, an international design competition to help rejuvenate and restore Melbourne's iconic Flinders Street Station was launched by the Minister for Major Projects Denis Naphine and State Premier Mr Baillieu. The competition sought the best ideas from across Australia and around the world to re-energise the station and its surrounds, preserve its heritage and improve transport functions. The Victorian Government committed to a \$1 million prize pool for the design competition. Designs will be expected to address the station's transport function, heritage requirements, urban design and integration with its surrounds as well as providing a value for money proposal.

The competition will be conducted in accordance with the Australian Institute of Architects' competition guidelines and international best practice including strict anonymity process for the first stage. In June 2012 the jury was announced and included:

Victorian Government Architect Professor Geoffrey London (jury chair) <
 Professor Rob Adams, Director of City Design, Melbourne <
 Caroline Bos, UNStudio Architects, Amsterdam <
 George Calombaris, Restaurateur, Melbourne <
 John Curtis, International Managing Partner, Freehills, Melbourne <
 Cassandra Fahey, Cassandra Complex, Melbourne <
 Peter Lovell, Lovell Chen, Architects and Heritage Consultants, Melbourne <
 Gillian Miles, Department of Transport, Victoria <

A total of 118 designs have been lodged for the Victorian Coalition Government's Flinders Street Station International Design Competition at the close of Stage 1 entries. Of the final entries for Flinders Street Design Competition the majority came from Victorian based architects who make up 82 per cent of the Australian contingent. Of the international registrations, 20 per cent are from the United Kingdom, 13 per cent are from the United States with Italy being the next largest group at 11 per cent. A further 25 registrations came from a range of countries such as Austria, Canada, China, Germany and South Africa.

The selection of six shortlisted architects for the Flinders Street Station Design Competition representing a mix of local and international entries was announced on 14 October 2012.

The shortlisted designers are: (listed in order of registration)

Ashton Raggatt McDougall (Melbourne) <
 John Wardle Architects + Grimshaw (Australia and UK) <
 Hassell + Herzog & de Meuron (Melbourne and Switzerland) <
 NH Architecture (Melbourne) <
 Eduardo Velasquez + Manuel Pineda + Santiago Medina (Columbia via University of Melbourne) <
 Zaha Hadid Architecture & BVN Architecture (UK and Melbourne) <

The competition submission (3 Boards in B1 format) given in september 2012 by studioMilou, is presented in the following pages



View from the Southbank of the Yarra River at Sandridge Bridge

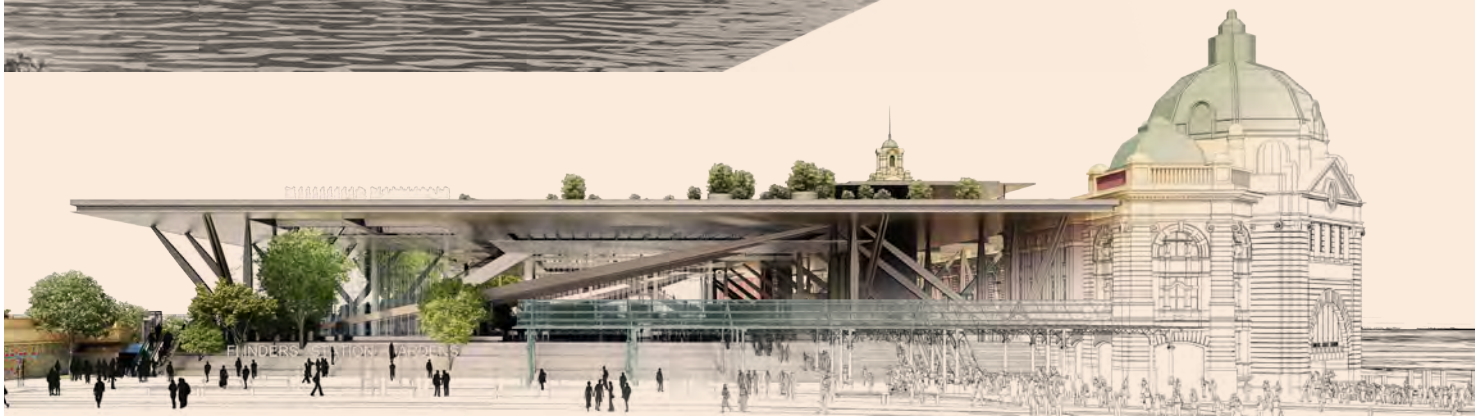
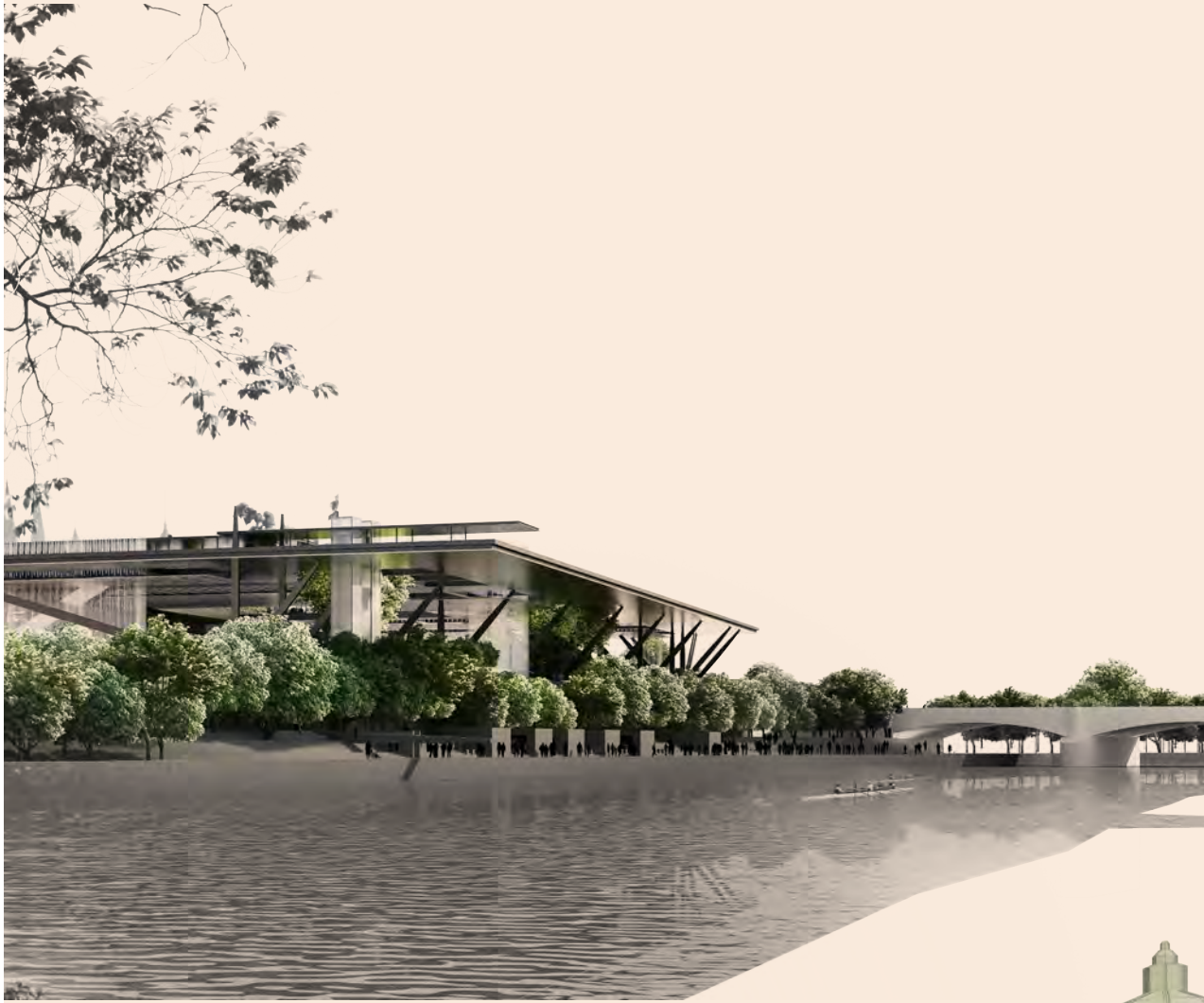


Perspective of the project from Elizabeth Street



View on the roof terrace of the new building with reflective pool, landscape and outdoor extension of the cafe and restaurant

A LOGGIA, DELICATELY ADJUSTED TO THE HISTORIC ARCHITECTURE OF THE FLINDERS STREET STATION



View of the main entrance of the new station from Federation Square Plaza

A River Station, landscaped and bathed in natural light open to the city



As an elegant Balcony, opening onto the Yarra, the city and the surrounding monuments and institutions, the project reaches out to the urban and natural environment. Carefully balancing the heritage conservation, functional requirements and development potential of the site, the "River Station" creates a unique destination for travellers and visitors alike.

Water, gardens and natural light merge to give a spectacular visual coherence to the multiple functions and ambitions encompassed by the project.

Flinders Street Station becomes a Loggia, delicately adjusted to the historic architecture. The station's complex and expanding operations are absorbed with ease within the scale of the project, and in parallel, unique spaces are created for meeting, dining, retail, working, living....

The project restores, retains and conserves all heritage elements of the site and creates a design at once ambitious yet always mindful of the historical and emotional place of Flinders Street Station for Melbourne. The new extension to the station is kept lower than the historical Flinders Street Station buildings which remain the highest architectural elements in the new project.

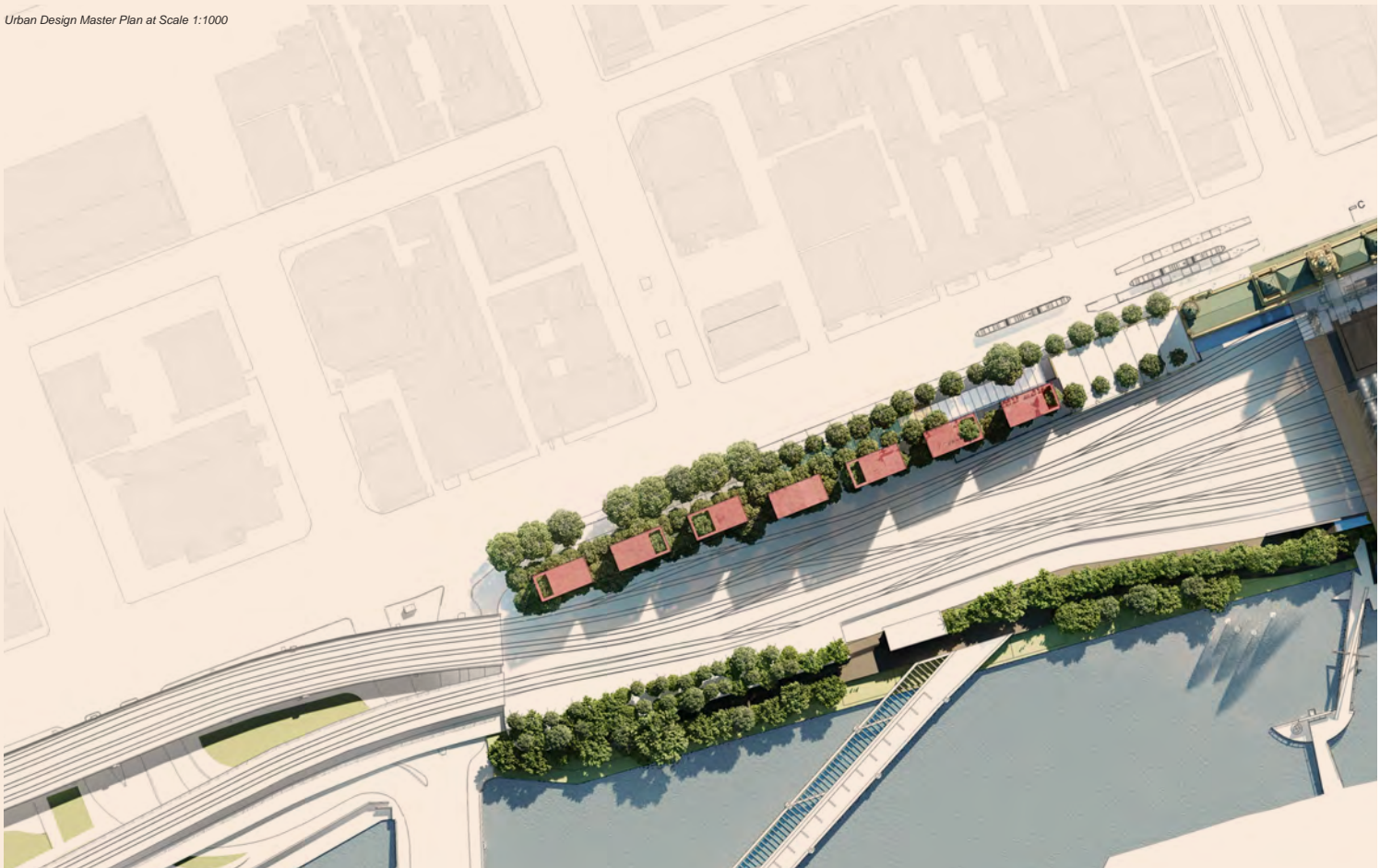
An expansive roof terrace gives the city a new public space with vantage points creating visual links in all directions.

This Loggia is composed of finely adjusted layers of garden spaces, cafes, public art, and shallow water ponds reflecting movement and light on the station floor. The roof design is both an environmentally sensible shelter for inclement weather and protection from heat for station users, as well as the key architectural feature of the new station.

Expanded walkways within the new Station reach to the Banana Alley Vaults. Large public gardens at the north-west end of the site include clusters of micro-towers designed for multiple usages and built to the highest environmental standards. These new buildings will subtly echo the colour schemes and features of the existing station, the design of the towers and the gardens by the river will reinvigorate this area visually and offer new income-generating possibilities.

EXECUTIVE SUMMARY

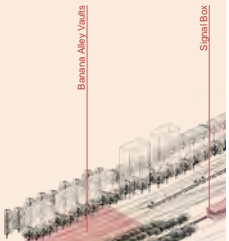




New station from St Paul's Church



View of the pedestrian space in the new station as a large balcony over the Yarra River



Isometric showing the layering of the new station design



View from the tramway station of a detail of the main entrance structure with the conservation of the mural painting

In an encompassing landscape approach, the design allows the complex requirements of the brief to fall into place easily. The linkages occur simply, the interior circulation moves freely with no obstruction of the views. The traveller becomes a visitor and the visitor a traveler, moving with ease through the station to the trains, the tramway system, the river shuttles and the future MMRT.

The project opens spectacular views and creates multiple and expansive visual connections with the river, the city, Southbank, Federation Square, the Botanical Garden and beyond. It provides thousands of square metres of new retail, cafés and restaurant spaces, all integrated into this landscaped "River Station".

The design proposes to restore, retain and conserve all the heritage elements of the site by making minimal architectural interventions. The architecture of the new extensions to the station will not be visible from any point in the CBD.

To the north-west of the site, the design includes a large public garden built above the Banana Alley Vaults. Clusters of low rise micro-towers within this garden, built to the highest environmental standards, will provide thousands of square metres for mixed-use spaces (residential, offices, retail, community services and arts...).

Project design

The design proposes to restore, retain and conserve all the heritage elements of the site by making minimal architectural interventions. The architecture of the new extensions to the station will not be visible from any point in the CBD.

Other heritage elements such as Milk Dock (Parcel Dock), Signal Platforms will also be retained at historical integrity of the site. The bicycles parking lots for the station are retained and glazed to enhance visual way-finding.

The new roof and its supporting structure of the conserved Administration building aligned and juxtaposed to respect the building. The new structure will be integrated into the areas within the railway platforms.

Administration Building Usage

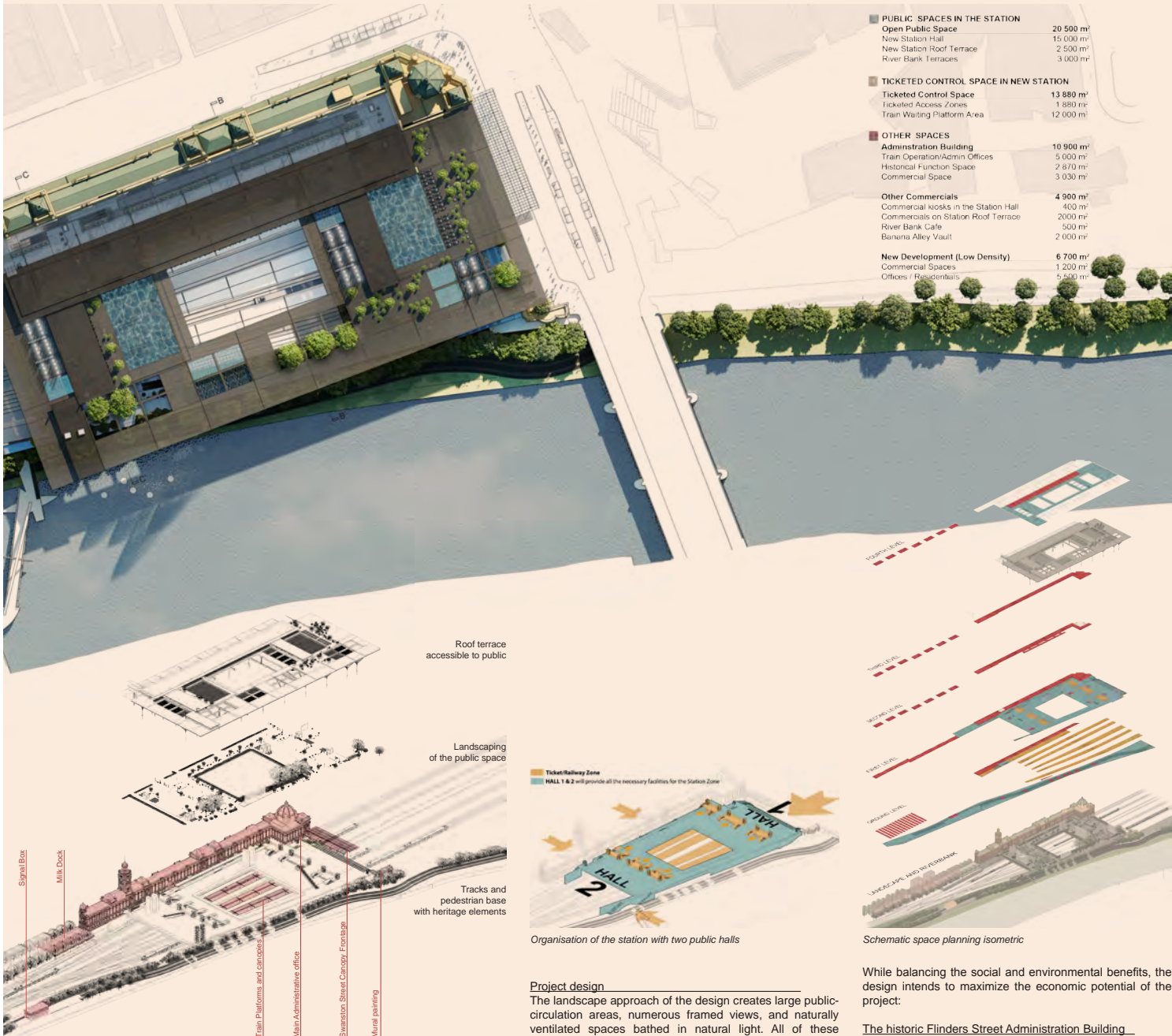
The historic Administration Building will be restored and converted into spaces, offices, and function rooms. The Railways Institute spaces such as billiard room and concert space will be opened to the public with access to lobbies at Elizabeth and Degraves.

EVALUATION CRITERIA

Overall Merits

Heritage

A RIVER STATION, LANDSCAPED AND BATHED IN NATURAL LIGHT OPEN TO THE CITY



PUBLIC SPACES IN THE STATION	
Open Public Space	20 500 m ²
New Station Hall	15 000 m ²
New Station Roof Terrace	2 500 m ²
River Bank Terraces	3 000 m ²
TICKETED CONTROL SPACE IN NEW STATION	
Ticketed Control Space	13 880 m ²
Ticketed Access Zones	1 880 m ²
Train Waiting Platform Area	12 000 m ²
OTHER SPACES	
Administration Building	10 900 m ²
Train Operator/Admin Offices	5 000 m ²
Historical Function Space	2 870 m ²
Commercial Space	3 030 m ²
Other Commercials	
Commercial kiosks in the Station Hall	400 m ²
Commercials on Station Roof Terrace	2000 m ²
River Bank Cafe	500 m ²
Banana Alley Vault	2 000 m ²
New Development (Low Density)	
Commercial Spaces	6 700 m ²
Offices / Residential	1 200 m ²
	5 500 m ²

of the new station and heritage elements

store, retain and conserve all the historical site. The architecture of station respects the roof line of the old impact visually on the Flinders

uch as the Banana Alley Vaults, Signal Box 'A' and the existing ined and restored to ensure the ite. The Milk Dock will serve as station and the structural elements ade and Platform canopies will be ance visual connectivity and easy

orting structure, follows the line tration Building and is carefully > respect this important historic e will be built in the designated tforms as indicated in the brief.

age
Building will house commercial on rooms. The Former Victorian uch as the ballroom, gymnasium, space will be restored and re-cess through the new entrance sgraves entrances.

Urban Intentions

The project takes advantage of the station's location between the city grid and the Yarra. The new architectural interventions pay homage to the Yarra, reviving the river bank and landscape south of the CBD, expressing the intention to 'welcome' the river at the threshold of CBD.

A Balcony over the Landscape

Like a balcony open on three sides, the new station reinforces connections between the site and its environs. Generous circulation spaces and extensive landscaping form the character of the new "River Station".

Restoration and improvements to the existing buildings ensures the historical continuity of the old and new parts of the station. The project is inspired by the historical and sentimental importance of Flinders Street Station as a meeting place for Melbourne. The renewed station is a destination for all, day and night, transformed into a more functional and attractive precinct with significant new commercial and public spaces to work in, to meet, to linger in comfort, to stop for coffee, a snack or fine dining or to shop. The new Flinders Street Station becomes a microcosm of the best of Melbourne. The project extends landscaping to the Banana Alley Vaults at the west end, creating a new sweep of greenery around the station. With proposed new micro-towers, the project further revitalise the site with new activities and developments at the western end of the site.

Urban Design Integration

Organisation of the station with two public halls

Project design

The landscape approach of the design creates large public-circulation areas, numerous framed views, and naturally ventilated spaces bathed in natural light. All of these contribute to the comfort of the visitor, and to the clarity of the circulation.

Spatial organisation and division of zones

The new Flinders Street Station will have two large access halls looking out over the Yarra River. These halls will be connected by large landscaped walkways, one along the Yarra, the other along the Heritage facade. Each hall will have identical facilities for the public (ticketing areas, waiting areas, information systems and ticketed barrier zones giving access to the platforms). This design with two access halls will naturally mitigate the passenger flow and provides additional capacity to meet the growing requirements of the train station.

Intermodal connectivity

The proposed access halls also serve as main gathering and dispersal points to all other modes of transport. The new halls open up the station, giving better visual and physical connectivity to the river, the city and other modes of transport. The proposed large access halls provide additional infrastructure for the future to support connection to MMRT. Connections to Yarra River via a system of stairs and lifts bring station users to the bridges and river shuttles.

Railway tracks

The project takes into account the future track design highlighted in the brief without interfering with the current track layout of the station. The need for future platform extensions to a minimum of 230m for platforms 6-10 is accommodated on the eastern part of the site.

Transport Function

Schematic space planning isometric

While balancing the social and environmental benefits, the design intends to maximize the economic potential of the project:

The historic Flinders Street Administration Building

It is estimated at this stage 5,000 m² of the Flinders Street Administration Building will be used for activities related to the operation of the station, while the remaining 5,900 m² will be used for commercial purposes, including historical function spaces, restaurants, shops, cafes, etc.

The New Flinders Street Station

New commercial spaces (kiosks) of approximately 400 m² are arranged along the main public circulation routes. These new commercial spaces also open into large terraces of 1,800 m² protected by the roof and landscaping.

Roof Terrace

On the large roof terrace giving spectacular views over the City of Melbourne, a further 2,000 m² of restaurants and cafes will be created with access to an additional 2500m² of the exterior terraces overlooking the cityscape.

Banks of Yarra River and landscaping of Banana Alley Vaults

Along with the landscaped bank of the River Yarra, 500 m² of restaurants and cafe spaces will be created opening onto new terraces of 3,000 m² along the river activating the river bank. Public passageways through the Banana Alley Vaults linking the river and Flinders Street will be provided, along with a further 2,000 m² of viable commercial spaces.

The micro-tower cluster to the north-west of the site

The western portion of the new development will create between 6,700 (low density option) to 20,000 m² (high density option) of commercial and mixed-use space on Flinders Street and in the Banana Alley Vaults garden.

Development Delivery



View of the public pedestrian hall and the roof terrace of the new station overlooking the Yarra Riverbank



Sectional Perspective showing the operation of the railways and the public hall



Schematic Elevation along Yarra River



Perspective from the south end of Princes Bridge

In the new station, passengers will be able to move easily from each of the entrances along generous new walkways. Interior circulation will be easy and efficient, and perspectives will open out in multiple directions. Intermodal connections between the Yarra River, the railway, the tramway, the MMRT, and automobile, pedestrian and cycle traffic will be smooth, providing a very clear, legible and intuitive way-finding environment.

With regard to railway infrastructure, the project takes into account the future track design highlighted in the brief without interfering with the current track layout of the station. The need for future platform extensions to a minimum of 230 m for platforms 6-10 is accommodated on the eastern part of the site.

The design integrates and meets the brief regarding the conservation of the Flinders Street Station, including decorative and secondary elements of historical authenticity of the building.

- Swanston Street Canopy Frontage
- the flexibility to retain all or most
- Flinders Street Footpath Canopy
- Mural painting on the south end
- Banana Alley Vaults, Parcel Dock
- Platforms and Platform canopies be retained and roof glazed)

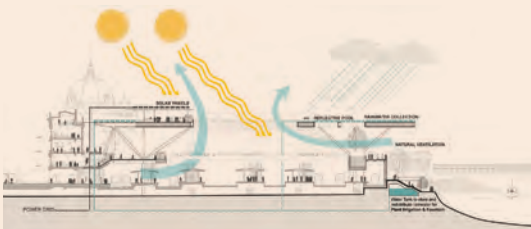
COMPLIANCE STATEMENT

Wayfinding and Connectivity

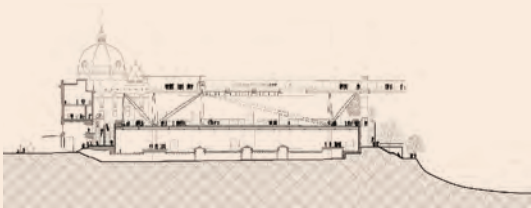
Railway Infrastructure

Heritage Preservation

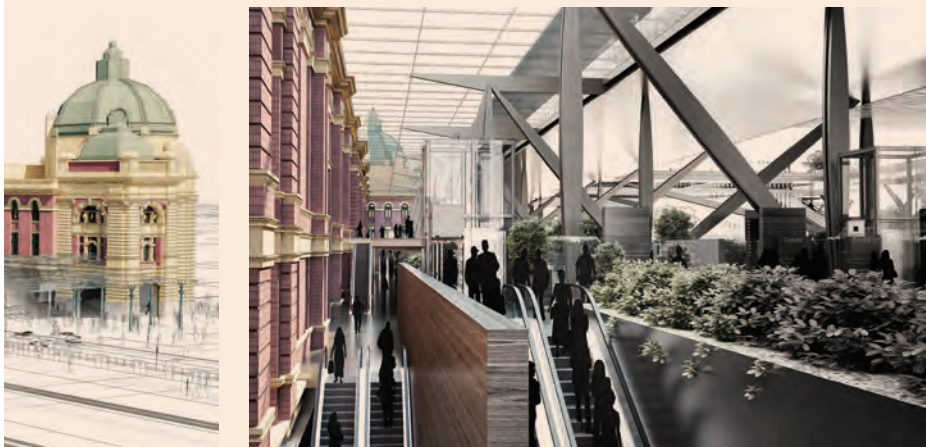
A SPECTACULAR AND COMFORTABLE STATION, A UNIQUE SPACE FOR MEETING, DINING, RETAIL, WORK



Schematic Section B-B' incorporating the climatic and environmental factors



Schematic Section C-C'



Vertical circulation from Elizabeth Street entrance linking different levels of the new station



The design meets all the requirements of preservation of the historic elements, including the key elements, elements that contribute to the building. Frontage (Design approach has been most of the canopy) Canopy at the end of the concourse. Level Dock and Signal Box canopies (Structural elements will be added)

Overall, the building is designed to meet the highest environmental standards. The architectural design ensures that the station is naturally ventilated, creates shaded areas and provides natural light. Allowance is made to collect rainwater for maintenance in the garden areas, and to generate electricity with thousands of square metres of solar panels integrated into the roof design.

The station landscape approach helps to lessen the effects of harsh weather by providing wind breaks during winter and shading against strong sun during summer providing comfort to the station users.



Wayfinding in the station/garden

The design takes account of the need to carry out construction in such a way as not to interfere with the functioning of the station. The construction of two entrance halls will allow the construction phases to be scheduled in a convenient and straightforward manner:

- Phase 1 Construction of entrance hall on the west of the site with continued operation of the present entrance;
- Phase 2 The new west entrance hall will become the sole entry point to the station during the second phase of the construction on the east side of the site.



The riverbank from Queens Bridge (Low density option)



Micro-tower cluster at the Western End (High density option - 20,000 m²)



Micro-tower cluster at the Western End (Low density option - 6,700 m²)

The design aims to maximize the income-generating potential of the project by:

- 1/ 5,930 m² of retail, café and restaurant space in the Administration Building, the new station hall and on the banks of the Yarra River.
- 2/ the inclusion of thousands of square metres of mixed-use spaces to the north-west of the site in the form of clusters of micro-towers (refer to low density option and high density option above). These low rise towers would be built to the highest environmental standards and are harmoniously set in the garden areas above the Banana Alley Vaults.

Environmental Aspects

Feasibility and Construction Phases

Income-generating Elements of the Design

WORKING, LIVING IN THE CITY

Acknowledgements

The following team members of studioMilou singapore and studioMilou architecture were involved in the project.

Jean François Milou
architect & chief designer



Goh Janis Hui Zhen
senior architect



Yhanh Trung Nguyen
architect



Goh Jia Rong
architect



Jason Yaw Leong Tan
architect



Suzanne Ogge
head of heritage & museum projects



studioMilou wants to thank the team for their help on the competition submission:

Charmaine Boh, Eudora Tan, Ho Wenmin, Joanne Koay, Luther Seet, May Leong, Melanie Mason, Pamela Choo, Philip Burns, Siow Zhi Xiang, Valentin Milou, Rafidah Rashid and Howard McCorkall, construction director from McCorkall Constructions: Melbourne/Perth, Advisor to SMS on technical and building issues.

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