Interventions towards a Multicentral Urban Field
between transfers and concentration in suburban centres
Drawing Representation
The drawings, writings and the thoughts represented in this document were made by a constant reworking of each other. They are reworked and are as such constantly in flux and shifting, often controlled but sometimes unexpected. When possible these re-workings were done simultaneously, to keep the noting of ideas broad, inefficient and slow. They therefore become recursive.

The drawings are made purposefully to represent other techniques than those used. When one thinks to look at a hand drawing it is often computer generated, photo montages often have a process that started as a hand sketch. This is done to create confusion and unexpected moments of delight. Out of practical reasons this is often done in separate layers that are then overlayed on top of each other as part of a digital process. They represent the joy I had in making them as well as the constant flux of this beautiful city we live in.

This is the palimpsest.
Interventions towards a Multicentral Urban Field
between transfers and concentration in suburban centres

A research project submitted in fulfilment of the requirements for the degree of Master of Architecture

Rutger Pasman

School of Architecture and Design
Urban Architecture Laboratory
RMIT University
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Declaration

I certify that except where due acknowledgement has been made, the work is that of the author alone; the work has not been submitted previously, in whole or in part, to qualify for any other academic award; the content of the thesis is the result of work which has been carried out since the official commencement date of the approved research program; any editorial work, paid or unpaid, carried out by a third party is acknowledged; and, ethics procedures and guidelines have been followed.

Signed:

Rutger Pasman

Date:
Acknowledgments

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All images and drawings by author unless noted otherwise.
Preface

This Master of Architecture has been undertaken within the Urban Architecture Laboratory at RMIT. It has been written, if one speaks of writing architecture, and re-written over the course of two years.

Write a paragraph, read After the City, update a tag, formulate a title, add a diagram on pg 96., update the bibliography, scroll, re-render perspective for base drawing, redraw North Eastern part of plan drawing, paint the verandah, edit chapter four, re-read Public Domain, design a housing complex, write and abstract for Transferium Project, scroll, redefine the neighbourhood, attend a lecture, write brief for design studio, cut back on the recursiveness, adjust colour scheme diagrams, organise a master class, do additional drawing for the On; Places project, focus! Enjoy!
Introduction
Urban Field
Following the realisation of the lack of spatial discussion behind Melbourne’s rapid metropolitan growth, a comparison is made between the urban development there and in other urban areas worldwide. The idea of a denser Network Urbanism is brought up as a study in diversity and a way of reconsidering some ideas about Melbourne’s current sprawl.

Observations
Various network phenomena are observed abroad and are investigated in its origin and current state. As stims in the sprawling landscape the attention is focused on various typologies of transfer and forms of these nodes are looked at, in The Netherlands and Japan, on different scales of development.

d Prequel: re-group St. Andrews!
d Scenario is developed to investigate and design around the idea of peripheral living in Melbourne’s North Eastern urban fringe. The scenario is a direct reaction to the recent bushfires in the area and investigates the direct relationships between peripheral living, natural disasters in human habitat and the influence of Melbourne’s rapid metropolitan growth.
Transferium Project
Based on a public transport travel time distances measured in minutes to designated centres, four areas of investigation are found and studied. The project tests various ideas of transfer and its further development on one area. The project aims to refer to a locality and a sense of place contrasting its hypermodern programmatic character.

On; Places
The project continues the previous work but redefines its premise. New forms of transport usage, through the idea of a commuting village, a physically designated transfer between suburbia and the urban-scape and the recognition of a mini network, are exploited and designate three areas of investigation on various scales; regional, suburban, urban.

In one of the areas a scenario is developed to intensify and strengthen existing facilities and linkages through small recognisable projects that aim to unite the identity of a new urban form. These projects then lead to new opportunities of denser development.

a New Dawn
The project revisits the area of investigation of the Transferium project but uses the various scales of thinking of the On; Places project. The intention of the project is to re-shift the lopsided idea of Metropolitan Melbourne westwards following current development trends in that direction.
a Prelude: re-group St. Andrews!
Background
The project is an investigation of human habitation in the North Eastern edges of Metropolitan Melbourne. The Black Saturday bushfires devastated large parts of this area and define an initial brief for the project. The area is strangely attached to the metropolitan area, as it holds most of its water catchments, provides for a direct landscape experience for short breaks, and houses many people and businesses on the periphery of metropolitan Melbourne.
Expanding city
Metropolitan Melbourne is growing rapidly. This project seeks to find sites of potential habitation/recreation within this peripheral area.

Scale
Initial investigations define the area as a plot scale. The average 15 acre sized lots are almost a functional hybrid of the homestead of rural Victoria and the theatrical and manicured quarter-acre lots of outer suburbia. This means that lots are neither entirely productive (rural) nor entirely recreational (suburban). Their scale provides you not only with a sense of contact to nature but a physical attachment through maintenance and use.

Bushfires
“The firestorm that swept through Victorian forests, fields and towns on February 7, 2009 caused unspeakable sadness and loss for thousands of Australians. The scale of the destruction was catastrophic. More than 200 people lost their lives. More than 800 presented to hospital with injuries, some with horrific burns. More than 1800 homes were destroyed and more than 500,000ha were burnt. More than 15,000 people registered as affected by the fires at relief centres and other official areas.”

Observations

Failure
The fire displays the failures of individual preparation and protection against larger (natural) forces. Communication failure and the rapid loss of basic facilities, electricity and water supply exit routes to a safer shelter, forces us to think differently about living in the bush.

Clearings
With the danger presenting itself from all sides only large clearings, often in combination with direct access to larger areas of water, provide a safe refuge to inhabitants. The Marysville oval became a last refuge for inhabitants and CFA fire-fighters, while the rest of the town burned. A look at aerial photography of the surrounding landscape shows that these clearings are omnipresent. However, most of them are on private lands and therefore not necessarily accessible by neighbours.

Paths
Many victims of the fires were caught in their escape. The lack of a multitude of escape routes forced them to face the firestorm.

Facilities
Many buildings including homes were lost by failing and/or insufficient facilities. When the water pump gives way, due to a disconnection of electricity supply buildings become undefendable. Only a concrete bunker may then provide safe shelter. Often these facilities are financially unavailable for many inhabitants.

Community
Though once people come together, there are many success stories where many hands working simultaneously successfully defend properties from devastating firestorms. Together they save buildings and provide each other with facilities, care and advice.

Figure 6. developing strategies: clearings
Figure 7. developing strategies: Community
Figure 8. developing strategies: linkages
Layering
A new form of communal living can be investigated that might lead to close knit community that organises themselves around clearings, not property boundaries, interconnected through informal paths that offer shared locations for infrastructure that might double as financial/ recreational facilities outside the bushfire season.
Pressure
Then there is the ever growing pressure of metropolitan Melbourne’s growth. The effects on this landscape are visible through the so-called ‘tree-change’, weekend activities that draw visitors from the city. It also means less residents with experience in living on this fire-prone land.
Double Layering
Using the existing topography and planning guidelines one can plan new but unexpected connections throughout this landscape. They can take the form of recreational, informal and cleared trails that, in case of emergency, connect a multitude of escape possibilities. Through these new right-of-way paths a communal infrastructure can arise which can be shared with back-lot neighbours. One can think about facilities in the daily recreational and functional sense (stables/shed/dam/tennis courts/etc) but also about shared equipment, fire plans and escape routes.
Within a fire-prone area, such as on the southern edge of the Kinglake National Forest, the clearing can offer safety, through a direct connection to water, often a dam or creek. Using these clearings instead of the plot boundary as another guide to set up the infrastructure of paths and objects one suddenly has the tools to re-organise the area that will protect it from natural and human disasters. The variety in density will offer an attractive landscape that offers vast areas of 'Australian bush' intertwined with small characteristic conglomerations of habitation.
Figure 16. safer places
Figure 17. re-group St. Andrews
Figure 18. new mini-communities
A PRELUDE: RE-GROUP ST. ANDREWS!
Summary

The project shows how we commonly live within the periphery. By building and layering new ideas upon the current infrastructure of the region we should not only be more protected against nature’s will but also strengthen the existing social, cultural and economic values. The scheme creates small additions to the existing landscape, like paths and objects, and looks at reorganising the habitat of that landscape through the extended use of clearings and their infrastructure. With the slowness of time this reorganisation can be achieved through planning and create stronger, safer and a more dynamic set of communities. By using planning as a device to reorganize the physical aspects of these communities we can protect the habitat from the stresses of the metropolitan area and create an additional natural landscape of refuge.

The project introduces some ideas of a network urbanism, be it set in the specific peripheral conditions of Melbourne’s North West. Further more the project suggests a communal spatial approach to create a shared identity, and an additional look into metropolitan Melbourne is necessary.
Urban Field
Development pressure
Melbourne is growing rapidly. About 1800 new inhabitants arrive every week in Metropolitan Melbourne. These numbers are not specifically rare though, as Melbourne has had phases of enormous growth throughout its existence. However the current ‘boom’ is not fed by the strong immigration policies of the post-war era and planning for this larger metropolitan growth is fairly recent.

The trends of city living combined with aspects of affordability and conflicting land use on the fringes make the development pressures on the Central Business District (CBD) and its surrounding suburbs more intense.

Nevertheless there are new estates out ‘in the sticks’, mainly in the west. i.e. Caroline Springs to Toolern. The Urban Growth Boundary (UGB) that was first set in Melbourne 2030 has undergone several revisions since the original publication.

The result of the post-war population boom is a suburban flatness that was delivered by the rise of the automobile and the idea of the Australian Dream; a suburban house with a garden. Throughout the later part of the 20th century this pancake of sprawl that was once envisioned as the white-picket-fence dream is now what Kunstler calls a ‘technosis externality clusterfuck’1

Not only costly, but environmentally destructive and culturally desocialising2.

Partly due to the rise in petrol prices and a demand in smaller households the original Australian Dream of a suburban house seems in doubt. On the fringes the conflicting land use of agriculture, water catchment or National Parks, combined with topographical limitations and sheer distance/ travel time make the suburban dream less desirable.

More people find the energetic, cultural, social and economic cityscape of the CBD and its immediate surroundings more desirable and the preferences are therefore rapidly changing accordingly. Part of the change in preferences is the urge to be ‘in the action’.

Melbourne @ 5 Million: CAD
Over the last 100 years Melbourne has grown as a centrally focused city fanning out from the Central Business District (CBD). With Melbourne @ 5 million, Victoria’s latest planning framework, Melbourne’s growth is described around the idea of creating a true metropolis.3

This urban model is envisaged as a large central core with transportation spokes leading to multiple mini-CBDs.

The main reason the Victorian Government chose to update the previous plan for the city’s development, Melbourne 2030, with Melbourne @ 5 million (December 2008) is that only seven years in, the population projection has risen 25 per cent to five million. Melbourne 2030 envisaged the city at

1). Kunstler 2004
2). Peters 2005
3). Department of Planning and Community Development 2008
just over four million people within the same time frame.⁴

The Hoddle Grid (CBD) is still seen as the metropolitan area’s largest centre of activity with the greatest variety of uses and the most intense concentration of development. The designation of an additional six Central Activities Districts (CAD) will allow metropolitan Melbourne to move away from the idea of one large inner centre to a number of centres in the suburbs, and they will be the focus of a substantial proportion of (future) employment growth and public investment. All of the six CADs have refined their structure plans in recent years.⁵

Aside from these CADs, there are also twenty Principal Activity Centres (PAC) that are mainly located around large existing shopping centres. Strikingly eight of these PACs have no rail connections to the other CADs or CBD.

Other districts seem to be missing out entirely, however active they are, and need to rely on other foci, like private institutions, universities and hospitals for growth and investment.

Density
Besides searching for density in the six CADs as described in Melbourne @ 5 Million, Professor Rob Adams, the City of Melbourne’s Design and Urban Environment director, argues for additional strategies of densification along major on-street public transport routes.⁶ This is necessary to meet the target of population growth and for the city to become more liveable, affordable and environmentally sustainable. Adams suggests an additional one million inhabitants can occupy urban corridors along the major on-street public transport routes while providing stable, greener suburban areas in between.

It is interesting to note that the major on-street public transport routes in metropolitan Melbourne are all part of the gentrifying inner city neighbourhoods that surround the CBD. This disconnects the efforts of the other CADs while at the same time seriously disturbing the attractive, well functioning neighbourhood character of some of the inner city suburbs i.e. Fitzroy, Richmond. Brunswick.

Placemaking
What defines this attractive, well functioning neighbourhood character? According to the structure plans for the six CADs they involve large public sculptures, fantastic urban architecture, latte sipping residents, families in autumn coloured parks, the practicing of oriental dances, smiling kids in busses and trams holding balloons, characteristic historic buildings, spices and other colourful foods, well designed public spaces full of people, lots of large trees, outdoor cafe’s and people on bikes, but certainly not suburban shopping malls.

Jane Jacobs describes the sidewalk as a natural environment that provides accidental meetings between the familiar and the strange, the safety of ones own turf, and a healthy upbringing through expanding discoveries for children.⁷ It is important to note this is all happening in a space that has no specific purpose for any of these qualities and is

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⁴ Singermann 2010
⁵ see for example Frankston Tafe to Bay, Box Hill Structureplan, etc.
⁶ Adams 2008
⁷ Jacobs 1961, pg. 29
The public parks, town squares and other large designated public spaces however are destinations themselves and therefore rarely offer these accidental benefits. In the current Post-Modern Neo-Liberal capitalist society these accidents are often unwanted, overlooked, scripted, and/or replaced by technological inventions ranging from CCTV to Facebook. The discovery of life on urban sidewalks of Jacobs is now found in transitional spaces like train stations, airports and the Internet but also in commercial centres such as malls and leisure parks. According to the French anthropologist Marc Augé these are the spaces where urban life currently shows itself in its most honest way. Following Augé’s description of these transition spaces as non-places Hajer and Reijndorp argue they are not truly public either and therefore offer a different kind of ‘public’ experience. This is not the shared public experience of individuals coming together purposefully but the anonymous gatherings of loners ‘en route’. Yet in metropolitan Melbourne CADs structure plans these spaces are often undesirable within their central precincts for exactly Auge’s reasoning. They are spaces, not places.

By reversing the perspective and looking at these spaces instead we can search for elements of context and add them to a more current debate on urban life within the metropolis, with the option to strengthen them as fragments in the urban field, or to better connect them to the more defined places within that same urban field.

**Transport**

If the search is for density we need to start re-looking at transportation, as urbanisation is currently a process that has little or nothing to do with the city of yesteryear. It is not living nor working but mobility that is the central given data of influence in giving form to the current metropolis. It generates the spaces we use as a public although they may be of a private domain. This is revealed by car ownership being part
of the Australian Dream for offering a flexible and individual model of escape. Car ownership is the major driver in the development of new neighbourhoods on Melbourne’s fringe. However on a day to day basis this is experienced in short trips to the local mall, kindergarten and standing in traffic on the commute to or from work. The car becomes an object of desire that defines one’s identity in a specific period of time.

Public transport lacks these individual qualities and ambitions but can offer a stable and hassle free journey from point A to point B. In an urban design view this means there are opportunities to combine the daily car trips to mall, kindergarten, gym, etc. at these points into nodes of urban intensity. This intensity may be a result of programmatic combinations. The concentrations at Point A or B then become destinations themselves. Mobility must thus be seen as a carrier for public encounters not necessarily as a system.

Here the enormous dollar figures that are involved in the construction and maintenance of any form of transport are joined to the specific need to be smarter about them through design, (see inset).

Network Urbanism
Imagine the force field around a high-tension power line, crackling with energy and ready to flash over and discharge 20 000 volts at any point along its length, and you have some idea of the nature of the modern city as it enters the last decade of the century.  

The paradigm shift in thinking about the urban metropolis, however slowly it may have occurred, also lifted the pressures on older established urban centres. In Europe this results in mini-networks around a larger city that forms a fragment of a larger system that is itself a fragment of a continental urban blue banana. On the other side of the Atlantic it leads to ‘edge cities’ that attach themselves to nodes of infrastructure. 

This development of multicentral thinking only reached Australian shores in the Melbourne @ 5 million framework. By stepping away from the traditional central notion of thinking metropolitan Melbourne needs to be seen as a multicentric urban metropolis with transportation spokes connecting the centres. However the European and American Metropolis’ show us that centrality doesn’t stand on its own. In the European model for

A good example of how architecture can influence civil construction as highways and train lines is found in OMA’s Euralille, an international business centre and high-speed train station, that reflects their effort not to control, but to coordinate and celebrate the flows of movement, capital, and entrepreneurial nomads. Endorsing Koolhaas’ description of the role for a ‘new urbanism’, the master plan manipulates the highway, rail, subway and building infrastructure for ‘endless intensifications and diversifications, shortcuts and redistributions’. It is important to note that while the plan separates out the mixed-uses, the section integrates them, reproducing an intensified version of a sprawl landscape of non-planned juxtapositions of unrelated objects and superimposed programs and modes of circulation.

Figure 29. OMA’s Euralille (source: Nederlands Architectuur Instituut (NAI))
example, the network consists of smaller networks in a particular hierarchy. Expressed in this line of thinking is the notion of capturing the urban boundaries in segments of time to reach somewhere else, not distance. Lerup notices that this idea of accessibility goes hand in hand with the shift from a stationary city to a mobile city. The pedestrian of the traditional urban centre has become a driver. The CADs of *Melbourne @ 5 Million* should contain other dimensions of centrality to truly become central.

**Field**
The new metropolis urbanism that evolved is one of a continuous field. It spreads in a fragmentary approach in development to some form of urban organisation. This form itself is nevertheless often irrelevant to the fragments that are emerging to describe the *locale* within the field. There are selective elements within this field that imbue a hidden hierarchy that give it order and provide the ability for residents to navigate. The urban field becomes an amoeba that discards what is no longer needed and steadily reinforces what is necessary.

**Stims**
This amoebaeian urban field becomes highly adaptable so that fragmentary interventions become affordable for developers and governments to take advantage of. The 'natural' development of active collisions and the interaction between humans and products sends ripples across the field. These are the stims Lerup suggests may be temporal activities or more solidified through built form.

In a Melbourne suburban context these stims may be found at the local oval, the shopping strip or the school hall.

**Subcentre**
Subcentres are concentrations of urban centred facilities that are not located in the city, have a multipurpose program and top regional facilities. The area has a metropolitan feel and a distinctive identity. A real subcentre is the largest concentration of such facilities outside the city itself and should preferably be located at a transport interchange.
Often these subcentres are born out of a singular functional background, such as media in Hilversum, offices in La Defense or department stores along Tokyo’s Yamanote line. The integration of urban and cultural infrastructure, into the physical being of the department store is the result of the *keiretsu*, a Japanese form of cooperation by which links and associations are formed among a wide range of corporations and interests. Starting to emerge at the beginning of the 20th century, the *depato* has now developed into an all-encompassing concept that reaches deep into Tokyo’s urban field. (see also page 48). They have become catalysts and sources of identity for further developments in subcentres as Ginza, Shinjuku, Ikebukuro and Shibuya.

**Seibu Ikebukuro**
The Japanese example of the *depato*, a department store concept unique for its origin, has transformed the urban centres along Tokyo’s Yamanote line. The integration of urban and cultural infrastructure, into the physical being of the department store is the result of the *keiretsu*, a Japanese form of cooperation by which links and associations are formed among a wide range of corporations and interests. Starting to emerge at the beginning of the 20th century, the *depato* has now developed into an all-encompassing concept that reaches deep into Tokyo’s urban field. (see also page 48). They have become catalysts and sources of identity for further developments in subcentres as Ginza, Shinjuku, Ikebukuro and Shibuya.

**Tokyo’s Yamanote line.** The diversity and layering of a multifunctional mix follows if the subcentre can gain enough catchment. Sudjic describes the various layerings of the Japanese Seibu stores where individual elements strengthen each other. Although this strengthening of functional mix might be for economical, social or cultural reasons, the result often is that of a dynamic urban variation. This urban variation that the development of a subcentre entails generally means a welcome change to the standardised conditions of expanding neighbourhoods around the city. And in addition to specialist architecture and an attractive design mix of (medium) skyscrapers, a wider variation of functions is also possible. Hence the subcentre addresses the housing needs of different types of households other than that of the single family.

**Hypermodernism**
In Europe the architectural discourse that follows seems to be about an acceptance of the age of globalisation and the non-places of Augé that define it. The diversity of the times and spaces emerging offer new challenges for architects to investigate and search for new typologies. However an undercurrent of contemporary...
traditionalism is very active in the developers world but almost ignored in the academic discourse. 24

New Urbanism
Some form of this traditionalism has its roots in the Post-Modernist theories of the 1970-80’s. Another influence is crossing the Atlantic in the form of New Urbanism. Ibelings describes cynically how New Urbanism is comparable to Starbucks, trying to find a niche in the European market with an American interpretation of the European café. 25

Capsular Society
All the privatisation in the current globalised world makes that the current urban field can be seen from two other theoretical frameworks than the ones described before. That of the infinite open network as infrastructure, and that of the capsular society. The term capsule, first coined in the architectural debate by Peter Cook in the mid sixties, 26 is often described as a sense of loss, both of personal public interaction within the urban field as Jacobs shows, and also the loss of craft in the now mechanised building industry. Like the car that drives through the infinite network, our homes become off-the-shelf products that we temporarily inhabit. We become consumers of our own homes. The behaviour that is generated is best seen in the food courts of suburban malls where people are exposing their personal experiences, the sharing of a meal, into the public domain, undistracted by others cleaning the tables nearby, continuously numbed by the subdued music from an unseen sound installation above. This is a harsh distance away from the activated livelihood of Melbourne’s laneways. One might question if this entortung 27 has to do with the actions that define a life or the products that occupy it. The architectural impact of such a society is formed by a sense of security and control. 28 Made visible in the large internalised objects within the suburban field it offers the passer by blank walls with surveillance cameras monitoring. At the other side of the journey awaits the home, behind the fence.
Figure 37. Collective and individual city. Holmsglen, Chadstone, Oakleigh
Observations
Comparative research

Being born and raised in the Netherlands my initial confrontation with the sprawling urban field after moving to Melbourne needed a strong reorientation of daily practices and conceptual understanding of the metropolis. The lack of visual connection to the (agricultural) landscape or the meeting of friends in another city, with another dialect, unknown streets and shops, however minimal that difference might be, was one that might have been a naive yearning of the new immigrant. However, as said, it needed some understanding of scale, growth directions and transport routes through a direct comparison.

Randstad

The Randstad is a term describing the ring of cities that developed independently in the western region of the Netherlands. It is a system of cities connected through various modes of transport around an empty, agricultural heart. It contains all the major cities of the Netherlands. These cities grew rapidly during the so-called Golden Age, from the mid 17th century onwards, when the Dutch culture was as thriving as its global trade was. Unlike the spoils shown in the capitals of other major colonial powers, London, Madrid and Paris, the Dutch invested mainly in the creation of land, through the creation of polders surrounding their major ports and cities. Though not the crackling high-tension powerlines of Sudjic, the resulting pre-industrial transport system, by horse drawn canal tow boats, was very sophisticated and stimulated decentralisation of essential facilities.\(^1\)

\(^1\) Government in Den Haag, university in Leiden, banking and commerce in Amsterdam. This decentralisation may also be traced back to a Calvinistic traders tradition that fought the major powers (Catholic Church, Habsburg Empire, etc.) and grew by incorporating the expelled. The negotiation that followed is constant and diverse; the term ‘polderen’ is currently still used to describe a continual debate that leads to the least bothersome outcome. The negatives of the absolute contained too many risks in the Dutch landscape (read: culture).
After struggling to convince on a regional scale the successful pre-war Modernist city planning (AUP) was shelved and developed into the notion of the conurbation of cities, towns and villages that form the Randstad. The separation of functions (however non-absolute) carried over from the 17th century start to inform functions within the larger urban system. Thus city like Rotterdam doesn’t need to create its own banking sector and can focus on becoming the largest port in the world. From 1995 onwards, the growing concern for the Randstad is still the acceptance of a contiguous urban region of residential areas, industrial estates and small villages with limited facilities for its ever-growing catchment.
Fears rose for a sudden and unplanned appearance of a Los Angeles-like region. The lack of space in cities and the great need for housing and commercial space means that the Green Heart is gradually being threatened to be converted into a new housing or industrial area, something that few are happy with.  

This leads to various new moderations of the metropolitan planning concept, usually in a state of change following national elections. Since 1995 the discussion is led by the Deltametropool, (a continuous urban landscape in the west of the Netherlands), the North Wing and South Wing, (a separation of urban developments) and more recently (2008) a return to the Randstad concept. However among all these frameworks the daily usage of the urban system is determined by small villages and a diversity of urban and agricultural landscapes, not very different from those of the 17th century.

Middle Ground
During the large urban expansions of the 20th century it is these towns and villages that start to fulfil functions within the urban field that the major cities of the Randstad could not. This means that at the turn of that century places like Zoetermeer, Almere or Nieuwegein house not only a significant number of people but also form the backbone of regional or national economies. The functional demands on these towns and cities, become layered with a local, a regional or even a national influence; they start competing with each other and with the major cities for business and institutions.  

Projects are purposefully filling the gaps or making markings to halt the invasion of the agricultural landscape. Whichever form they take, they contribute to a more diverse and interactive metropolis.
In metropolitan Melbourne the ongoing drift to expansion sees new centres of attention arising with each new development. The suburban township talked about in the news is at risk of becoming forgotten in a decade. i.e. we talk about Deer Park then of Caroline Springs then of Toolern, etc. By the time we discuss Toolern, Deer Park is struggling with its aging building stock or dated urban ideals. The question might be if we should look to Melbourne’s field of suburban fabric to find the places that naturally gain a status of centrality?

**Typologies of transfer**

When looking at global examples of urban centres in large metropolitan fields we find advantages in the concentration of economic activity. Near rail, bus and tram stations this has the potential to make public transport a more attractive option to working, shopping or entertainment. See inset fig. 46. This means reducing road congestion in and around city centres.

For the Laboratory of the Food and Consumer Product Safety Authority the architects were fully aware of the strangeness of their functional brief inserted into the neighbouring residential area. The now demolished vast shipyards of the area’s past seems closer related to this national testing facility, in scale and material and regional importance and so offer a historical context for the building. The architects choose to fully use this to their advantage and adapt the idea of a ‘Chimera’, to understand their brief better and design the individual elements which are then glued together and coated with a material that reflects the history of the surrounding context. A diagram shows how the mythological monstrous creature attaches itself to the regional and national networks, of various modes of transport and distribution.

The young practice of Monolab, among others, explored the notion of integrating infrastructure with the surrounding context in a series of studies made for the Ministry of Transport, Public Works and Water Management. They investigate how national infrastructure, varying from major highways, railways etc. could be interwoven with its surrounding context as much as possible. By creating case studies Monolab shows that 60% of traffic on a particular part of highway has a local or regional destination and the average travel distance on that highway of no more than 8km. Through a technique of spreading traffic-flows they suggest a separation of speeds and destinations. Attached to the slower lanes they propose Infra-deck’s that might develop into ‘a place which can be urbanised’.

6). Visser 2005
7). Venhoeven 2009
Transferium

When car usage in the city centres is discouraged through rerouting, the pedestrianisation of streets, parking difficulties and the improvement to public transport linkages, transfers between different modes of transport are automatically improved. The time delays generated by congestion in inner city neighbourhoods can also be avoided. In the Netherlands these transfer hubs between different modes of transport gave rise to a new word: Transferium. Easily accessible by car, offering free and secure parking facilities and well connected to public transport these highly visible facilities start to offer a large range of functions not necessarily found in the city centre or the suburban landscape on the village edges.

Provoost describes how Rem Koolhaas’ office OMA uses the concept of the Transferium to dissipate the boundary between city and non-city. The compression of program delivers an espace piranesien from the Star Trek era, where a carwash and a McDrive hover above the intersections of public transport, car parks and public squares. She notes a similar breaking of the boundary between the various design disciplines such that OMA’s proposal develops into an Infrarchitecturbanism.⁶
Rotterdam

The city of Rotterdam is for its urban development strategies in constant negotiation with the Port of Rotterdam, a separate authority that deals with all port-related activities. This varies from container terminals to distribution centres that nestle themselves on the edges between highways and city. Recently the Port Authority is opening up to a more diverse and urbanised development which results in a pandemonium of port related functions integrated with traffic, entertainment and commerce. The Kralingse Zoom Transferium should be seen in this political and urban context.

Area description

The Kralingse Zoom Transferium is located on the east side of Rotterdam. Initially part of the typical agricultural landscape of the Netherlands the area developed quickly in the post-war 20th century, the area used to be a typical example of the ‘caught in the middle’ urban tissue. The Modernist Alexanderpolder (1953-1961) in the north east is based on a plan by Lotte Stam-Beese and announced the coming of age of TeamX initiator Bakema. The housing mammoths like ‘ships in the field’ are still presenting themselves to the A15 Highway that connects to the Transferium. Within 10 minutes one can also find themselves at the lake on the north, in a lecture at the Erasmus University, driving near the town of Dordrecht or overlooking Rotterdam’s skyline from the banks of the Maas river.

Strategic development

The transformation of the The Kralinge Zoom metro station, initially built in 1982, to a designated Transferium led to the consecutive development of Rivium I, II and III. These young and relative urban business parks offered cheaper and better accessible office spaces for the region. Due to their direct connection to the Transferium they became very well connected to the National, Regional and local networks and therefore offered time-saving benefits. They added another segment of the commercial market rather than compete with the...
Figure 51. Transferium Kralingse Zoom and Rivium brainparks in context (Photo Credit: Google Earth)
CBD of Rotterdam. The transferium is connected by said metro, has direct connection to the A15 highway offers free car parking and is since its upgrading to Transferium the end station for regional busses.

New Technologies
Instigated by the city of Rotterdam, a strange but purposefully created PPP, consisting of the Erasmus University, ANT (a joint venture between a public transport company, a technology investor and a steel constructor) and Phillips among others, designed a pilot project for a new mode of public transport. Backed by national and local government money a road-based driverless, electronic people-mover connects the Rivium business parks to the Kralingse Zoom Transferium since 1999. The little shuttles fit a maximum of ten passengers and runs every 3 minutes during peak hours. On other times between 6am and 9pm during weekdays the system works like an elevator, upon entering the passenger calls the people-mover through a button indicating a destination or direction. As an ongoing experiment the service was free of charge in it’s first four years. The ParkShuttle is currently in its second generation, with an increased capacity and has found permanent offspring at Schiphol Airport, and has done temporary exhibition runs during large scaled events in Antibes, Delft, Hanover, Monaco, Utrecht and Versailles.

The project is important as it breaks new grounds in the research of technological fields ranging from optical guidance to ticketing systems. It contributes and becomes an iteration of a knowledge based economy.


Figure 52. ParkShuttle Rivium
Figure 53. Diagram Kralingse Zoom Transferium and Rivium office parks

1. Kralinse zoom transferium
2. Brainpark I
3. Rivium (Brainpark II)
4. Rivium (Brainpark IIa)
5. Brainpark III
6. Future expansion
7. Rotterdam central station
8. CBD CoolSingel station
Amsterdam
Part of the AUP of the early 20th century is marked out in the sixties expansion of Amsterdam to the south east. The progressive urban design of the time resulted in the ghetto’s of the nineties where crime and poverty created a sense of detachment for its residents to the traditional city.

Area description
The district may still not be the most desirable as a residential area of Amsterdam, but the huge range of shops, the Amsterdam Arena and the new entertainment area (mega cinema, concert halls) now make this site an attraction for visitors from the region and across the country. On weekdays, the many offices in the area will supply for an influx of thousands of people. Within the Amsterdam region the South east has the largest concentration of urban facilities after the historical centre of Amsterdam itself. For all these people, residents and visitors the easy access to that historical centre by metro but also by car is a major factor of visiting the South East.

Arena
In the Amsterdam Arena, a 55,000 spectator football stadium, a Transferium is included and finances part of the basement car park of the Stadium. Larger, mostly corporate functions like conference rooms and dining facilities now become an integrated part of the stadium design and make the facility an active centre during weekdays as well.

Masterplanning
During the revised master planning of the area in the early nineties initiatives were sought to support a 24hr economy in the area to relieve the pressures on the historical centre. This results in several night time functions in the area as well as daytime functions as offices and housing to complete the cycle with specific weekend activities in the stadium itself and the neighbouring Homeware cluster.

Public space; Arena Boulevard
A broad pedestrian boulevard lined by retail is connecting the stadium, and thus its car park to the train and metro.
station and so connects the various modes of transport via a procession. All major functions have an address on this boulevard that transforms itself following the time span of the activities that inhabit it. This may vary from shoppers, to business lunches, Football crowds and/or a Caribbean Carnival in the space of a couple of days.

AMSTERDAM ARENA TRANSFERIUM:

1. **Amsterdam Arena** Stadium/capacity 52,000
2. Bijlmer Arena Station/train/metro/bus
3. **Arena Boulevard**
4. Villa Arena Furniture
5. Heineken Music Hall/Poppodium
6. Office Towers
7. ING Real Estate Global HQ
8. Living Tomorrow project
9. Amsterdam Design Centre

Figure 56. Amsterdam Arena Transferium diagram
Tokyo
The urban centre of Tokyo’s Metropolitan Area is defined by its major element of infrastructure; the Yamanote Line. This train line not only connects and defines the major sub-centres of the region but also leads into peculiar developments that define local character within. Mostly defined by market forces the sub-centres developed into highly characterised conglomerations of transition and identity, through accessibility and its cultural and commercial mass. The city becomes defined by a multitude of elements organised by the train line. Thus one can enjoy the village feel of Tokyo neighbourhoods, turn the corner and be confronted with the forces of urbanism of the region.

At a smaller scale this may result in suburban train stations that become hubs of human interaction; shopping for example becomes part of the same structure. Similarly on a regional scale the market forces seem to be playing out a retail expert view of urbanism; the dumbbell effect of the classic shopping centre is superimposed on metropolitan Tokyo. The privatised developers are linked in the *Keiretsu*, and as such develop anchors on the end stations of their line. The Seibu Group is the anchor of several sub-centres along the Yamanote line and lures the citizens to the outskirts via projects like the Seibu Dome, home of their Saitama Seibu Lions, a Pacific League baseball team.

13). Ashihara 1998
14). Chung 2001
Figure 59. diagram Yamanote line and Seibu line expansion
Transferium Project \
Background

At the beginning of 2010, following the St. Andrews project it seemed to me there is an uncertainty within the discussion about metropolitan Melbourne. The Age newspaper started a Project Melbourne¹, in which they tried to outline current development trends and sought public response. Rob Adams presented his *Transforming Australian Cities* several times around the city². However at the same time discussions and initial design exercises are about the massive expansion towards the west that will physically connect metropolitan Melbourne to Melton, 35km to Melbourne’s west. This made me consider having a glance at Melbourne as a whole and think about ideas that might not be on either side of the polarising debate.

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²). Rob Adams presented several lectures through 2008-2009 discussing the themes and outlines of *Transforming Australian Cities*.
Figure 60. Communal usage Melbourne Western suburbs
Greater Melbourne
The project looks at Greater Melbourne not through the idea of locality or the archipelago of enclaves, seen as capsules themselves, but through the idea of accessibility. It searches for the in-between zones which do not seem to have a strong identity though are well connected throughout metropolitan Melbourne’s urban field.

Overall investigations
A series of zones within 15 minutes travel time from the CBD and at least one CAD have been identified and investigated to a local and regional potential. Various public facilities like large big box retail, hospitals and university campuses currently settle within the fabric of suburbia without strengthening the local ties of the suburban communities.

15 minutes from Sunshine
The project expresses interest in strengthening these ties by using layers of local, ecological and historical connections and at the same time offering regional facilities with the 15 minute accessibility from Melbourne’s CBD and the CADs of Broadmeadows and Footscray.

Sunshine
Sunshine is harvester town. This is where the Australian agricultural machine industry made its name. The Sunshine Harvester Works was the largest industrial enterprise in Australia in the 1920s. In the 1940’s the town grew upon this industry and drew immigrants from the Mediterranean. With the demise starting in the late sixties and eventually the loss of the industry an enormous void, physically as well as socially, culturally and not least, economically, appears in the centre of the town. At the same time of this demise the incentives of the car orientated suburban dream was at its height. The landscape that has emerged since is one that is of a curious mix of loss and opportunities, missed or taken, with scars slowly healing.

With the debate of Melbourne 2030, and following that of Melbourne @ 5 million, Sunshine needs to reposition itself as a centre.

**Airport link**

Not only the void or the relative closeness, in travel time, to CBD and CADs offer new area’s of opportunities, but also various other debates in Victorian politics. The Airport link is a still suggestive train line that should link the Tullamarine International Airport to Melbourne’s CBD. Sunshine would be the first stop on this line coming from the airport. a window to the world. On a local scale this means that currently adjustments are planned to sink the train tracks to erase some at grade crossings near Sunshine’s centre. Another debate suggests the planning for future usage of double-stacked rail freight wagons for a smoother container transport to and from Melbourne’s port and others places in Victoria and the rest of the country.

This requires clear train passage of 7.1m.

**Railway link to Broadmeadows**

Similarly in the long term there are calls for a railway link to the CAD of Broadmeadows which would be interesting for that district as it brings another stream of potential visitors, but also to Sunshine itself as it strengthens the connections to the north and settles as the natural centre. The Regional Rail Link in Melbourne’s outer west, is another rail project that broadens Sunshine’s catchment.

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4). Brimbank City Council 2006

The public debate about the Airport Rail Link seems to fluctuate every five years. The current Skybus service has a 5-year period contact. The next political debate about about the Link will be expected in 2014.

5). Brimbank City Council 2006
Figure 67: Aerial view Albion station and surroundings (Photo Credits: Nearmap)
Figure 68. Fifteen minutes from Sunshine
Albion station area
Albion station is a small commuter station on the Sydenham (Watergardens) line. The V-line to Bendigo, and beyond, is also running through the station but does not stop. Several local buses stop at the station and the 390 spaces car park is regularly overloaded. The station is in the immediate vicinity of the currently abandoned Darling Flour Mills and the Albion VR, D.C. substation, both of significant heritage value. The station has a direct connection to Ballarat Road (Western Highway).

Car orientated infrastructure
There are large facilities in the neighbourhood of the station, ranging from education, healthcare and commercial/big box retail and entertainment. Current on-site parking requirements and zoning laws require vast tracts of land and do not allow for time shared carparking. This leads to single storey development well connected for car use, but hardly for any other mode of transport. Also the separated nature of programmatic use results in a car orientated infrastructure. The big box retail wants to be a singular object that is recognisable as well as comfortably accessible by car. The concentration of these objects in the landscape demand also another outlook on this comfort, in public opinion this is usually not in its benefit.

Ideal transferium model
In an ideal model these functions would be consolidated so they become more accessible for pedestrians and public transport. The car parking can double up for various functions surrounding it at different times. A better use of time
1. Albion Station
2. bus station
3. bicycle storage and facilities
4. entry and lobby for program above
5. north eastern entry
6. existing powerstation (disused)
7. existing flourmill (disused)
8. outdoor cinema/ stage
9. reinstated creek and wetlands
10. new bike and pedestrian linkages
11. The Sunshine Club
12. Malthese Community Centre
13. new development opportunities
14. existing Harvey Norman

Figure 71. Plan
sharing and a consolidated management plan can reduce the area reserved for car parking significantly. This could be integrated with a programmatic scenario that facilitates a daily commute. The combinations of several functions along this commuter’s journey can create the overlaps needed for a model that then could become the basis for further development of the direct surroundings of the station’s precinct.

**Plan**
In plan these initial ambitions are achieved by using the site context. The railways and station is sunken to accommodate the double-stacked wagons for intensive container transport. This sinking also helps in the proposed grade separation at Anderson Street. It gives the station an street level pedestrian crossing connecting the East and West entries. The traverse has retail functions and is attached to a new designated bus station with taxi stand and bicycle parking. The volume is topped with a flat but angled plane of car parking that replaces the existing car parks. The plane is directly connected to Ballarat Road via an on-ramp for quick connections to the Western Highway further west of the site. Water run-off of the parking deck is filtered in a series of ponds and wetlands that form part of a greater network, including the natural re-instatement of Stony Creek. This helps to bring reminisces of the pre-development landscape and to suggest and ecological understanding of that landscape, itself a romantic notion of the agricultural connection of the old factories. This green area is so diminishing the divide between the East and the West currently separated by the rail yards. Activities that can be part of this wetland can spill over, on weeknights and weekends, onto the parking deck. This can include a series of events for times when the car park is underutilised; i.e. a night market, weekend sports or performances or a driving school instruction area. A small stage with cinematic screen could be maintained and programmed from the already proposed youth centre that inhabits the Albion VR, D.C. substation. This heritage building, as well as the

7) Brimbank City Council 2006
Figure 72. Plan Transferium

iconic Darling Flour Mills, is referred to in the traverse of the station, through glimpses of sight at important functions within the station. The sequence that leads the traveller is so guided by Sunshine’s historical icons. Aside from the Youth Centre, other functions may be part of the reuse of the heritage buildings; they could include a sports centre/childcare, family centres and alike. Their current scattered existence over Sunshine can be brought together to stimulate a diverse and active feel of the precinct. This will directly counter the vast environments of the big box retail North and further West of the precinct. Lands directly to the West can be made available for further development. Similarly it is conceivable that development could be built above the car parking plane.
Figure 73. Section
Figure 74. Cross section showing relationship between heritage, Transferium and possible new development sites.
Arrival and sense of place

The sequencing of arrival at the proposal as described is a response to the discussion led by Marc Augé. The non-places that he describes seem to have settled themselves in the suburban field around Sunshine. The decline of the successful pre-war industrial complex has left gaps in this field that has only been partially filled up. The objects, but also the emotions (non physical beings) are part of a car dominated culture. The project attempts to bring some kind of human contact back to the area. Not necessarily in a traditional sense, as with the New Urbanists, or in the designer skills of the post-modernist architects but by references of the existing context within the pragmatisms of the infrastructural challenge. The programmatic mix may stimulate some sense of a traditional main street time-warped into the 21st century. The main street does not only become a space for retail but engages with subcultures and the accidental meeting of the stranger. As such the project tries to break open the closed systems of the capsular society.

8). Augé 1992
9). De Cauter 2001

Figure 75. sequential arrival...
Figure 6. ...and ...
Figure 77. ...referencing context
Summary
The project can be described as an object in the field. Starting out as a translation of the phenomena seen in the Transferia in the Netherlands the projects tries to reorientate the site to its context. The observation that Sunshine is greater than the parts it is made of, or those it lacks, tie it into the network that forms the Western part of metropolitan Melbourne. The unique position the location of the proposal plays in this field is marking the transition to a multicentral field. Its local centrality is gained through its metaphysical connection to the site’s heritage.
In the suburbs I, I learned to drive
And you told me we’d never survive
Grab your mother’s keys we’re leavin’

The Suburbs, The Arcade Fire. The Suburbs 2010

Background
Following the Transferium project it felt necessary to take a step back and re-look at Metropolitan Melbourne to reinvestigate the original outset for a further development. The Transferium project might be seen as an attempt to put all the observations made during the process into one building. It is like the Amsterdam Arena but without the further additional layering of program and variation of programmatic use. This project is taking the time and effort to look more closely at similar locations within Metropolitan Melbourne and searches to intensify its unique qualities.

Figure 79. Early comparison diagram Metropolitan Melbourne and Randstad (mirrored)
**Straight comparison**

By overlaying the Randstad over the metropolitan Melbourne a sense of understanding in distance and relationship becomes clear. An earlier draft drawn on the skewed Victorian grid shows the comparison with the Randstad in a mirrored version, as it is not trying to make the exact comparison and therefore doesn’t compare a Geelong with Rotterdam. What it does show is the morphological diversity within the Randstad as well as the vast expanding ‘greyness’ of metropolitan Melbourne.

A second version shows a comparison with the South Wing of the Randstad model in which the distinction is sought to find the urban influences of particular centres. It shows how the urbanisation patterns follow the transport lines and neighbourly offshoots spreading out from there. A similar drawing is made for Metropolitan Melbourne in which the CADs and the Transit Cities are shown as the highly activated centres of the historical city centres of the Randstad. Although not entirely comparable this shows the desired result of the Melbourne @ 5 million framework. Also clear is the spread of these activity centres in relationship to each other, compared to the relative compactness of the South Wing.
In the final version the attempt is made to combine the intensities of both earlier versions. The comparison is a straight one in which the Port Phillip Bay starts to represent the role of the empty, unbuilt void of the Green Heart. It shows that localities like ’t Gooi, roughly the area between Amsterdam, Almere, Amersfoort and Utrecht, with Hilversum at its heart is a fairly contained but condensed area overlayed over a large part of the vast tracts of Melbourne’s eastern suburbs. In the Randstad this is an area where media is the most visible economic driver, but a situated in a landscape filled with natural reserves, holiday parks, agriculture and villas for the Dutch socialite. Though the spreading at first seems uneconomic and inefficient it delivers a diverse and activated landscape in which various subcultures can find their locality easily. These sub cultural groups might have connections to similar groups within other mini-networks alike.

The overlay shows also the secondary, more provincial ring of cities based around the Randstad. They often perform a strong provincial role, but most of them now take on one of Inter-regional hub. The band of cities in the south so form the transfer of influence between the Randstad and the Vlaamse Ruit (Brussels, Antwerp Gent, Bruges) and similarly the city of Arnhem serves a catchment of nearly 20 million inhabitant’s within a hundred kilometres, covering the Randstad, the Vlaamse Ruit and the Ruhr area. With the High Speed Train network developed from the late eighties onwards, Arnhem becomes the new centre.

Overlay
When looking bluntly at the map of the Amsterdam region we can see a variety of landscapes stretching from coastal dunes, small villages, industrial ports, and the old city of Amsterdam itself. Remarkable is how in a programmatic use the landscape outside of the city play a role in the daily lives of many of Amsterdam’s inhabitants. Events are stimulated to inhabit those landscapes that are less defined by a primary function but more by those requirements of neighbouring areas.

1). Geyter 2002
2). Atelier Zuidvleugel 2006
Figure 82. Comparison Metropolitan Melbourne/ Randstad
Figure 83. Metropolitan Amsterdam (source: Topografische Dienst, Emmen)
Figure 84. Zandvoort beach (Photo Credits: Heather Poole)

Figure 85. Dancevalley '08 (Photo Credits: Rutger Geerling)

Figure 86. Prinsengracht Amsterdam
A similar closer look at the sprawl of metropolitan Melbourne show that the same kinds of stims start to emerge. They are of a different scale and are sometimes mono-functional and therefore harder to identify as true stims. They often have a relationship with each other or with similar functions in different suburbs.

Some examples of suburban stims:
- Oval
- School
- Sports club
- Health care
- Church
- Shopping strip
- Mall
- Take away restaurants

Opportunity of a middle ground.
In the original central city a journey from home to that city/ work/ school-destination is actually separated in several smaller journeys. A walk to the station, a train ride to the city, followed by another walk to the destination. Smaller events accompany the traveller, varying from a take-away coffee to picking up clothes from the dry cleaner.
With the multicentric proposal of *Melbourne @ 5 million* this same journey becomes two sided. The CAD might become a second city-destination.

The project proposes a new form of intensification at those moments where the various scales of connectivity seem to overlap.
By projecting a twenty minute walking radius on Melbourne’s CBD and six CADs a diagram starts to show the outline of *Melbourne @ 5 Million*’s multicentral concept. When taking the diagram further and showing the various travel times by public transport (train) a star-like figure starts to emerge. The intensity is further made visible when we incorporate slower public transport routes as trams (see Melbourne CBD, Footscray and Box Hill) and the circular Smartbus system (see Ringwood and Dandenong). Notable is the commitment to the more established south eastern suburbs in the form of CADs and an idea of commitment in the Transit Cities of Melbourne’s West. As these western Transit Cities are less defined in the
New forms of transport transitions/usage
Although characteristic for the specific locations of the overlap chosen the categorical separation of each is helpful in looking at the various scales of those chosen places.

Commute
Similar as the peripheral living conditions around St. Andrews (see pages 13-23) the landscape on Melbourne’s west and North West is scattered with villages of a distinct character. Although distanced from the city many of its residents are commuters and therefore are attracted by the urban facilities of the city. These facilities nestle themselves in the (sub)urban fabric although they might be unrelated to their direct context. (TOKYO)

Transfer
At the moment in a journey where the suburban field transfers into a more urban field the experience of the
traveller changes. Sometimes hard to pinpoint, the characteristics are very different from each other. When the speed and mode of transport shifts in such a way the opportunity arises to use this as an advantage and strengthen the role of the context it is situated in. (AMSTERDAM)

Use
Often in the suburban field there are well developed facilities. However because they are part of that field and not necessary in a condensed situation as an activity district might be, they lack a sense of shared identity and linkages between the facilities (read: stims) (ROTTERDAM)

Sunshine
Regional
Sunshine has a historical connection to the rural backdrop that form part of the commuters villages; it housed the largest agricultural manufacturing enterprise for more than 90 years. With its direct connections to rural Victoria by V-line and large underutilised character it offers a unique chance to facilitate regional objects.

Essendon
Suburban Linkage
The area around Essendon and Moonee Ponds stations show signs of indecision and the market seems to demands a schizophrenia in retail stock and public (and private) facilities. Instead of forcing a choice or direction this can be taken as an advantage. Made visible in the procession over the Puckle Street and Hall Street is the transfer between a different speeds of train station on one side and tram and bus station on the other.

Caulfield
Mini Network
The area spreading from Caulfield to Oakleigh, with Chadstone, Holmesglen and East Malvern in between is looked at as its facilities are already well defined, well connected by car and public transport but the area lacks cohesion between the facilities.

Figure 100. Essendon and Moonee Ponds Station areas

SMARTBUS 903 to FOOTSCRAY

TRAM to FOOTSCRAY

TRAM to BROADMEADOWS

TRAIN to CITY

TRAIN to Airport West

Procession: transfer of speed
The university and the TAFE have no relationship to each other. Yet the infrastructural reserve to promote that internal connection has always been there. The outer circle train reserve run through the area with the possibility of connecting three separate train lines. By extending the current Alamein line, bridging the Freeway and connecting it up to the Dandenong line the stations of East Malvern and Oakleigh start to take on a different role. As the first one will sit on a node that connects to the Glen Waverley line the station area can be further intensified when the tramline is extended over Waverley Road and around the Waverley oval. Both the nodes and spokes of this Mini Network can be intensified and simultaneously provide a unique identity to the area.
Figure 104. Caulfield-East Malvern mini-network connectivity
Three scales, three areas of investigation
The project of the Mini Network is conceived by simultaneously investigating three scales; that of the individual building, that of the neighbourhood and that of the Mini Network itself. This has as a consequence that the transferium model as seen in Sunshine only applies in the scale of the Mini Network. On the smaller local scales this might result in another programmatic mix, such as the inclusion of bicycle storage (with the possibility of introducing a free bike scheme). These smaller scales of the objects could start to interact with the local context. The project may pick up multiple nodal points to demonstrate this shift of scale and the attachment to the specific locality but I choose to investigate on the most interesting ones, that of the University, the oval and the township. Three designs are made, although strongly familiar to each other as their purpose is not only to react to the local stims but also to define a shared identity.

New linkages
New linkages are proposed to interweave the existing public transport network. A lack of understanding the Mini Network focuses each element on Melbourne and not on each other. By creating the interconnectivity through the Mini Network the opportunity is introduced for the stims in this Mini Network: facilities and places associate themselves with the network. The shared identity is created via the insertion of small catalysts that form the glue between the extended linkages. This is the initial phase. In east Malvern this might lead to a larger form of Transferium as this is the node where multiple modes of transport come together. In all nodes of the Mini-Network this may lead to additional development, as there are large potential development plots already available in the vicinity of the stations. This shifting in scales, the new linkages and the available developable lands around these places are the major drivers to manipulate their identity.
Figure 105. Intervention on the Mini Network
Oakleigh
Closest to Dandenong CAD is the town of Oakleigh. The term township may be appropriate as the area has a strong identity through its red-bricked buildings of past glory days. However the town is also divided by the infrastructure that made it so successful. The infrastructure creates barriers that cuts through the bonding elements and give the township currently a feeling of being run down. By the insertion of a small building attached to the existing station Oakleigh can become part of the larger Mini Network and take on a unique position within it. The building incorporates several functions that already happen on the station square leading into the retail heart. The attempt is made to clean up the current clutter of individual elements that now inhabit the station area. This will give the township a new entry that connects it to the Mini Network and the wider world.
Figure 107. perspective Oakleigh
East Malvern
The area around East Malvern station is in a unique position. The Glen Waverley train line of which the station is currently part of follows the Monash Freeway. If the once proposed trace of the outer ring train line is extended to connect to the Dandenong line the station and its immediate surroundings spawn a huge potential as it becomes the nodal intersection of the lines. This puts East Malvern within twenty minutes of Melbourne CBD, Dandenong and Box Hill CADs. When the tramline is similarly extended, over Waverley Road, the connection to Caulfield in the mini network is made. The proposal attaches uses this to attach itself to the neighbouring community oval and provide shelter, storage and energy production. The small scaled intervention can realign the thinking about the unique position it has within the Mini Network instead of that of an uncertain suburban township.
Figure 109. perspective East Malvern
Caulfield

Closest to the CBD in the Mini-Network is Caulfield. This is a well-established neighbourhood with the advantage of having plenty of facilities in its direct surroundings. The train station is a major hub in the south eastern network and plans are being made for an addition underground connection to the CBD, following the St. Kilda Road trace. On the eastern side of the station is Caulfield Racecourse where the large car parks are currently being investigated to support future development. On the eastern side of the station Monash University has a large campus bringing a young and vibrant feel to the precinct. The drawback of these large attractive plots of land is that they separate the functional mix and greaten the distance for any denser living from the station precinct. Therefore the project nests itself against the raised rail yards, and tries to use the student lifestyles to incorporate its functions. The proposal hold a new student hub, a sports field, bicycle storage, sheltered bus stops and offers a new entry for Caulfield railway station by giving it a clear identity. That identity is given by using a similar architectural language as the hubs in Oakleigh and East-Malvern.

Figure 110. Section Caulfield
Figure 111. perspective Caulfield
Summary
The project starts to place the research in a larger discourse. The comparison made with other metropolises show the almost absurd sprawl of metropolitan Melbourne in a wider context. One can also argue its shows the opposite of the other metropolises. The project tests the ideas observed in the Randstad, that of small towns and villages and has them superimposed on the suburban field. The proposal might be small in the designed outcome but suggest a larger framework, that of the Mini Network. The notion of forming a unique identity within this network offers the opportunity for the network city to compete with the designated CADs.

Objects start to emerge out of the Urban Field. They pop up as small objects attaching themselves to some kind of community service. In the longer term they support a larger development. This might be development that will happen anyway, but as such might use the transferia as an anchor to guide their identity and position within the suburban field.
a New Dawn
a New Dawn
Background
The project will revisit certain aspects of the Transferium project, while also taking into consideration the ideas and observations of the On; Places project. This might seem as a straight revisit, however it overlays the three scales as observed in a new project. The near future expansion of greater Melbourne westwards will counter Melbourne’s history of lopsided growth to the East. Major investments are already made in creating the initial infrastructure to support that growth. Though because of greater speed, economics and other external factors the facilities on this new western fringe will not be of any familiar standard or scale. The project will search for spaces within the town centre of Sunshine to position these facilities.

By using them to generate another layer of intensity in the Sunshine area the opportunity presents itself for Sunshine to place itself firmly as the centre for the Western suburbs.

Return to Sunshine
With the implementation of the Regional Rail Link, connecting Sunshine to the Geelong line, while serving the proposed western developments, Sunshine returns to its origin; that of Braybrook Junction as it was named before 1907. The new additional catchment the Regional Rail Link will create for Sunshine is a positive challenge for the area to exploit, but it will also put pressure on the existing facilities in healthcare, education and entertainment. Sunshine should take

Figure 113. New forms of transport transitions and catchments in Sunshine
Figure 114. Project scope within the expanded urban field of Melbourne’s West

- Melton
- Toolern
- Laverton North
- Caroline Springs
- Broadmeadows
- Cragieburn
- Sunshine
- Melbourne
these pressures on to transform them into elements to vitalise its heart. As such Sunshine forms a condensed example of changes currently in progress in the suburban field.

Issues
As discussed the rail yards at Sunshine will undergo changes to facilitate the double-stacked wagons for container transport and grade separations at the crossings on Anderson Road. Part of the upgrade in relation to this is the renewal of the overpass that currently connects East and West on top of the station. A redesign of the overpass should bring better connectivity between the two halves that the railway cuts. Because of current car parking requirements the area consists largely of on grade parking.
Figure 117. Project scope

1. Sunshine Station
2. Bus station
3. RT Polland Gardens
4. Britax LTD
5. Our Lady of the Immaculate Conception Primary School
6. Derrimut Hotel
7. Sunshine Health Medical Clinic
8. CentreLink site development
9. Sunshine Leisure Centre
10. KG Chaplin Reserve
11. VisyCare Hub
12. Sunshine Library
13. HV McKay Memorial Gardens
14. Sunshine Marketplace
15. Sunshine Plaza
3 Scales of thinking

Neighbourhood
On a local scale the station area is limited in the connections for pedestrians and bicycles. Due to the traffic requirements of its industrial past and the parking requirements of current times the town centre of Sunshine is difficult to cross as a pedestrian. A close knit development can provide a sense of greater comfort for the pedestrian and bicyclist.

Sunshine
Similarly connectivity to the neighbourhoods of Sunshine is severely undercut by a tradition of car usage. There are good trails nearby, along Kororoit Creek and Stony Creek but they are hard to reach from the town’s centre. The opportunity exists to stimulate public spaces that are attractive for people to gather upon, at various times of the day, and to tie them together, and connect them to the mentioned trails. Using these trails and as such creating a network of public spaces will have the ability to better connect large facilities as the Sunshine Hospital further north and the Victoria University campus with the station area. Many of the community’s smaller services, as churches and child care facilities, can so become part of this network and as such provide a viable identity.

Regional
Here is the ‘classic’ Transferium as an object. In this project it may be
Figure 121. Plan
about the redefinition of the overpass to a roundabout around which the transport issues are resolved. The station becomes an integral part of the design and the undercrofts shelter the bus station and taxi facilities. The 'void' created by the roundabout delivers a large event-space that expresses Sunshine’s regional abilities.

**Overlap**
Although the project is separated in the three scales the design is intended to be a flawless integration of the three. The interactions between these three scaled projects adjust itself to the context if necessary. The strong shape of the new overpass, transformed into a large roundabout signifies the centrality of the project. The stations platforms in its central void become strange intrusions into the landform. The idea of the landform is to create a moment of recluse, while attending to specific views that connect it to the context. Once the passenger transfers himself outside of this landform, via the station he is suddenly exposed to the potential dynamic street life surrounding it. The transferium is to clean up the clutter of the current station precinct by incorporating most of the transport related functions and organising these in a strong and clear shape. The current bus station is as such redesigned with a clear organisation of its platforms and a single direction of departure. In such a way the project opens lands currently occupied by these functions.
for a compact future development. Most of the lands made available are large plots and are so able to hold programs that relate to the unique regional context Sunshine is facilitating. They may include generic programs as housing to meet demands in the single person households, offices to generate a daytime street life, but may also include more specific programs that attach themselves to facilities already available in the neighbourhoods surrounding Sunshine. With the latest expansion the Sunshine Hospital, (2010), may now nestle itself in the town centre for specific hospital functions. Similarly Victoria University can strengthen its connection to the town centre and station. The current trend for students of the university is to travel by car as public transport is too far away or too irregular in its services.⁵

SCALE 1: Neighbourhood; CONNECTION
On a local scale the pedestrian and bicycle connections to the town centre are improved and made clearly identifiable. The linkages connect the transferium, where storage and other facilities are integrated in the design, to the Creek trails and the neighbourhoods surrounding the town centre. The scale

4) see also: Silver Tomas Hanley Health Architecture http://www.sth.com.au/, last accessed on 21/03/2011
5) Brimbank City Council
is suggestive of a personal scale. The experience is optimised for the slowness of these modes of transportation.

SCALE 2: Sunshine;
PUBLIC SPACE
By suggesting street frontages on the proposed future development current public spaces will be much clearer defined. The network of public spaces then becomes sequential, connecting to the large open spines of the Kororoit Creek and the Stony Creek. Within the sequence large spaces for events are suggested that can each hold its own identity.
SCALE 3: Regional; OBJECT
As a better defined regional centre Sunshine’s transferium can start to influence its immediate surroundings by attracting the larger facilities in the region to settle in the town centre. Similar to the Amsterdam Arena it could trigger development based on a 24 hour economy.
Plan
When combined the three scales of the proposal merge with the existing context of the Sunshine town centre. The reorganisation of the station precinct into a transferium-like object frees up new lands to be developed. These developments can be the new stims in the suburban field as they have the ability to facilitate regional needs.

Summary
The project shows how various scales can interact with each other to become a shared part of the greater whole. The regional ambitions Sunshine could exploit are given space to materialise. The proposal is suggestively adjusting the context to a new era in which the town centre performs central functions for a growing region. Instead of becoming a minor node within the suburban field Sunshine can facilitate growth that supports a varied, diverse and ambitious population.

1. Sunshine Station
2. Bus station
3. HV McKay Memorial Gardens
4. Parsons Reserve Silo
5. Kororoit Creek
6. CentreLink site development
7. Sunshine Leisure Centre
8. Sunshine Plaza
9. Sunshine Marketplace
10. Transferium Project site
11. Victoria University
12. VicRoads
13. Police & Law courts

Figure 132. Plan overview
Figure 133. Bird’s-Eye view
Conclusion
Conclusion
The projects presented here suggest an intense look at the suburban field is needed if Australian cities are to keep on the growing at the current rate. The developments at the periphery of our cities is slowing due to its sheer distance, topographical context along with other forces. The comparisons made with urban conurbations overseas show that different options are available. The multinodal model as presented in *Melbourne @ 5 million* is a viable and necessary step but at the same time doesn’t bring the speed or scale which is needed. Interventions as seen in the Transferia in the Randstad show how it is possible to introduce development in the existing urban fabric. Connections to a local context are important to strengthen a connection to the land and its history. The notion is made that these kinds of connections can give a sense of place, a spatial quality that looks for a slower life, and as such contributes truly to its users. These local characteristics can spawn specific public qualities in the built environment and can become the true stims within the urban field. The comparison also shows how distance and connectivity relate to a network urbanism. The scale of acceptable travel times is varied and demands a hierarchy. The journey as such can include more elements of a public urban life and be condensed into a series of urban stims that facilitate functions on a variety of scales and as such give a definition of the character of place.

The projects demonstrate only some of these possible varieties in scale and hierarchy. Metropolitan Melbourne presents more potential stims to investigate. As such the research is as incomplete as any document is. However, like the multinodal model of *Melbourne @ 5 million* these potential stims offer another layer to the palimpsest.
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