It is essential to an architect to know how to see. I mean see in such a way that the vision is not overpowered by rational analysis.

Luis Barragan

Like the river itself, our interventions within it should reflect the convergence of enormous energies powered by winds, enclosed in a natural order. The river represents a flow, a natural and eternal discharge and connection. As such, all things are possible within its natural order.

The city for a long time has dealt with the idea of connecting places on the river in a conventional way; going against the current of the natural order of things that need to emanate from such an endeavour.

Our intent is to allow for the convergence of many possibilities, natural possibilities, to happen. The river is the obvious public place elements such convergences might flow connecting to the landscape, connecting to nature, connecting to the history of the place, connecting culture. Nothing is excluded from the possibility of connecting in the place.

Our intent is to do this in a poetic way; a way which will, when completed, represent our culture, not the familiar default position of a European way with buildings in space. In the sense, our intent is to create something greater than a string of fine objects in a river.

Our intent is to create a Public River within a nature and from where all are able to enjoy the communion of a city. Our proposal is therefore to create not a series of generic projections into the river, but to create a series of memorable spaces along the river. Spaces which enable the embarking and disembarking of journeys along the river. Spaces which reinforce the natural and experiential qualities of the river. Spaces which provide opportunities for engagement with the river edge, and which respond to the differing morphologies and social contexts of each site.
The significance of this terminal as discussed in the interim presentation includes the connectivity potential to Queen Street, the city centre and Southbank via Victoria Bridge by use of existing paths of travel. The potential for engagement with the Riverside Expressway and making it into an urban Park is also an exciting possibility with this terminal. The consideration of making a park that repeats the now familiar experience of Millers Park in the vicinity can be an opportunity within the reach of the project.

Infill development such as that which was developed in New York’s “Skyline Project” can be offered in this precinct and the character of the precinct should enable an urban outcome in a manner that is not possible for other terminals. The existing historical buildings adjacent to the Terminal build an urban expectation that can be offered, albeit to the curtilage of the terminal in order to facilitate a generous experience for commuters. The extensive ramping system proposed in the terminal’s access way presents a re-use opportunity for the historical access at this site.
The terminal was entirely lost in the January floods. Due to the steep site, an opportunity is harnessed to extend the landscape at the same level as the roof structure to provide an additional recreational or urban park at that level.

It is noted that the sequence of movement experiences in this terminal is more dramatic due to the contours of the site and as such the play of light and dark in this sequence of experience is enhanced by structure that moves from being above to being below the pedestrian in that sequence.

This acts to enable the experience to be one of the landscape as opposed to an experience of adjacency at other stops.

The sandstone layered character of the existing wall is added to in a further layer and from which area, the views to the dry-dock can be juxtaposed in a unique experience particular to this site alone.
The pedestrian link from the suburban setting is considered a significant connector where an existing square is developed into a first sequence to the commuter experience; identifying the position of entry whilst at the same time enabling a subtle connection to the desired landscape setting below it. This terminal may be seen as a significant one on the river as it is one of the last of the suburban terminals for the city-cats.

An opportunity is gained, for the purpose of staged construction and non-closure of the existing terminal, to rebuild a new terminal adjacent. In so doing, the existing amenity building at the site is retained and re-used as part of a sequence of movement that enables people to move through that structure on a path that orients and re-orient views to the landscape.
The opportunity is harnessed for the terminal to align with the street grid and as such improve access and legibility to the existing street network and pattern. The original location is proposed to be the new location and in so doing, the proposal avoids the telecommunications service cables under the site. In this way the historical position of the terminal is able to engage with the pedestrian paths and the street.

This terminal provides an opportunity for immediate infrastructure to the adjacent park areas (in a similar way to Regatta Terminal). The promotion of people's informal use of the terminal is a critical matter considered as important in the daily use of the terminal building in the water. People using the park can extend that use into a ‘water’ experience whether or not they are using the river craft for travel purposes.
PONTOON PLAN

1. GANGWAY ALL IN CORK, CORKBACK FINISH
2. GANGWAY WALL STRUCTURE
3. GANGWAY ROOF SLAB
4. STRUCTURAL STEEL FRAME
5. ROOF PURLINS
6. TRANSLUCENT SHEETING
7. MESH SHEETING
8. EDGE TRIMMER
9. PRECAST BEAM
10. PRECAST SURROUND
11. STEEL STRUCTURE
12. CONCRETE ROOF SLAB
13. METAL SHELL SUPPORTS
14. PILECAPS
15. STEEL PILES
16. CONCRETE SUBSTRATUM
17. STEEL INFILL SUPPORTS
18. STONE
19. CONCRETE SUBSTRATUM
20. STRUCTURAL STEEL FRAME
21. BOUYANCY
22. HDPE FENDER SUPPORTS

MOVEMENT SEQUENCE 1:
1. PONTOON EDGE

MOVEMENT SEQUENCE 2:
2. PONTOON SECTION

MOVEMENT SEQUENCE 3:
3. RAMP/PONTOON CONNECTION
4. GANGWAY CONNECTION

MOVEMENT SEQUENCE 4:
5. GANGWAY REMOVAL

MOVEMENT SEQUENCE 5:
6. GANGWAY LAND CONNECTION