



GARDEN GATEWAY

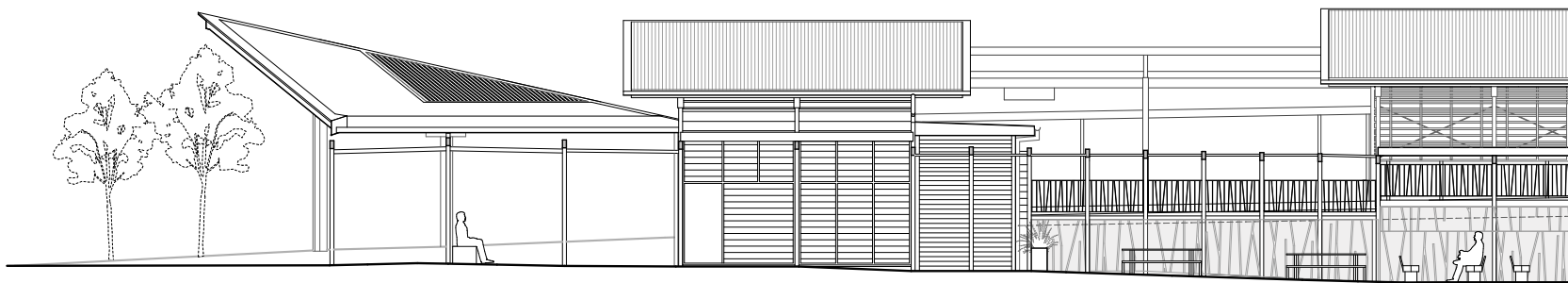
ARCHITECT Bark Design Architects
PROJECT Noosa Junction Station
LOCATION Noosa Junction, Queensland

Bark Design Architects has established a gateway with a difference: a delightfully welcoming, precisely crafted and deliciously green space that speaks much about what lies ahead for visitors arriving in Noosa.

Words **Margie Fraser** Photography **Paul Bradshaw; Christopher Frederick Jones**



31



Let's be clear: there's Noosa and there's Noosa Junction. To set the scene, Noosa is a stunning beachside town nestled into the arc of one of Queensland's few north-facing beaches. Wedged between a tranquil bay and a wide river, the sand isthmus looks to the distant, impressive dunes of Forty Mile Beach and their famously striated 'coloured sands'.

Glamorous eateries, shops and hotels line its main drag, Hastings Street, without compromising on a cool, casual style that is almost a brand in itself. But the real clincher here is in the bewitching natural beauty of the adjacent hill and National Park, boasting a koala-laden forest edged by granite coves and an azure sea.

Noosa Junction, on the other hand, is Noosa's gateway. Any seasoned traveller hears alarm bells at the mention of gateways as they tend to the pedestrian end of the journey – those points of arrival and departure that so often fall short of expectations and premeditated imaginings. Noosa Junction is no different. Basically a shopping centre on the inland side of the Noosa Headland promontory, it sports acres of carparks, busy roads and roundabouts. As a precursor to the astonishing beauty of its *raison d'être*, Noosa Junction did little to hint at the gifts and pleasures ahead. Until now.

Bark Design Architects director Lindy Atkin says the station speaks much about what lies

over the hill for travellers. "Our idea was not to build a monument, but instead to provide a welcome gesture that responds to the green environment and introduces the built form in a gradual, filtered way."

Sunshine Coast councillor Russell Green was impressed with Bark Design Architects' response to its brief to design an open, light and airy bus station for the Noosa Junction entrance. "For many people, the new Noosa Junction Bus Station is not only the gateway to Noosa Junction, but to the whole Sunshine Coast," says Green.

"Council wanted to ensure the new station reflected the Coast's natural look and feel and not only did the result meet this brief, it has also provided a facility that will encourage more residents to use public transport."

TransLink interim CEO Matthew Longland was equally pleased with the result, saying the station has reinvigorated the local landscape. "It is a precisely crafted and delightfully welcoming interchange for residents and visitors to appreciate," Longland says.

Atkin and co-director Stephen Guthrie worked with Brisbane-based engineers Sinclair Knight Mertz to balance the requirements of a TransLink bus station design with a 'Noosa-look-and-feel' experience.

The given site is a shared zone between two major roads. An expanse of wetlands to the

east is abundant with melaleucas and strappy grasses. The wildness dissolves and develops into a more formal arrangement of plantings as it closes in towards civilisation, where large figs and shady pandanus palms sit amongst grass lawns.

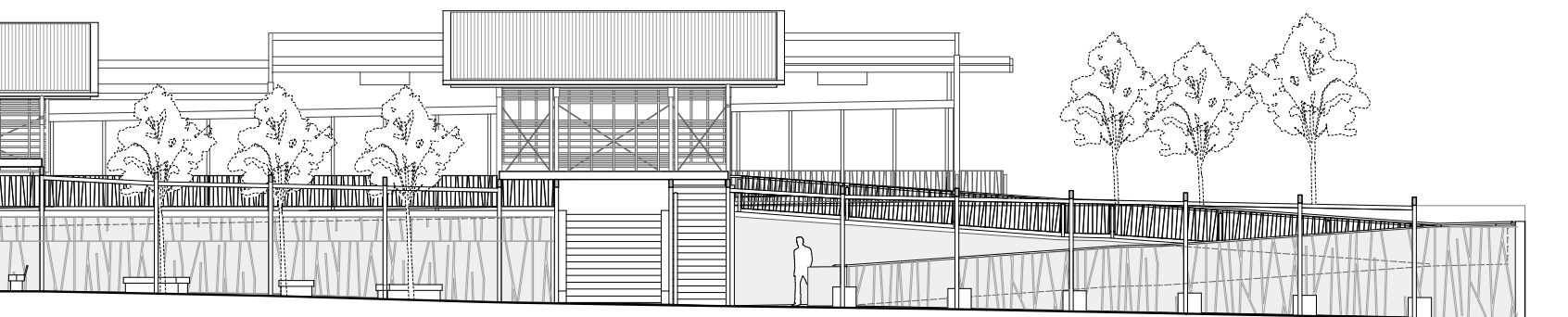
Buses take a sweeping arc from the main street and round the key northern point of the building, to then rest alongside its main pedestrian circulation spine behind and below.

A powerful welcoming point is in the wide-open gesture of a large steel roof overhang. It is the first part of the building registered by passengers arriving on foot or by bus. Rigidly anchored by impressive galvanised steel pillars and beams, the roof canopy floats and settles lightly like a piece of folded origami. Here and elsewhere, Bark Design has cleverly developed a pleasing tension between rigidity of form and organic, freeform lines: a combination of strength and lightness.

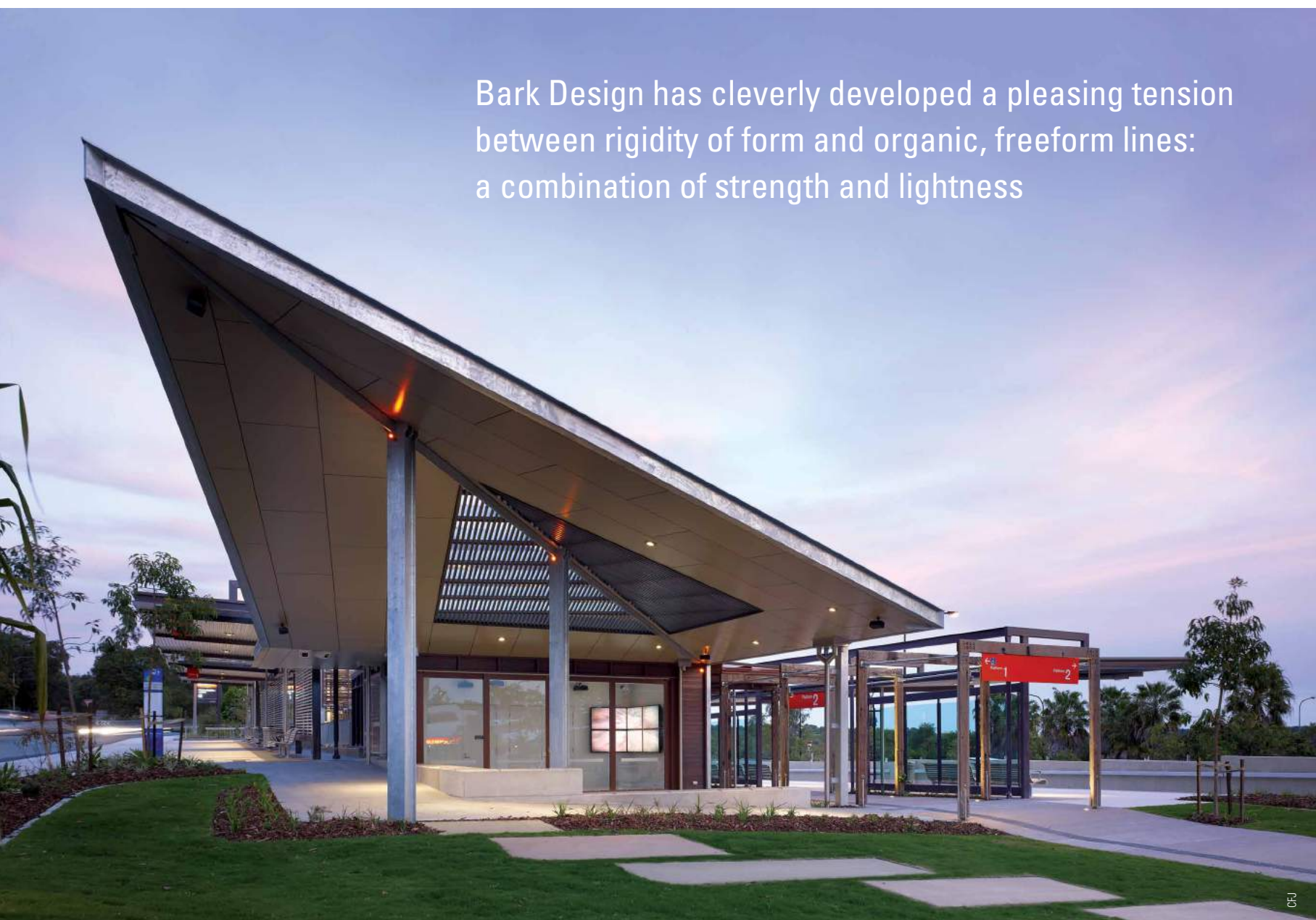
The roof is a parasol for refuge from sun or rain, a sculptural canopy that also introduces elements of vernacular architecture and materials. The steel components offer an unadorned simplicity and functionality that are not surprising in a public space, but nevertheless are servile to and strike a balance with the more domestic readings of other materials and surfaces: lime-washed ply ceilings, glass, timber-framed sliding doors, chamfer board walls, and recycled timber posts among them. ➔



The architects' idea was not to build a monument, but instead to provide a welcome gesture that responds to the green environment and introduces the built form in a gradual, filtered way. Buses arrive from the road to the east and sweep around the welcome zone to the parking and disembarkation zone on the western side

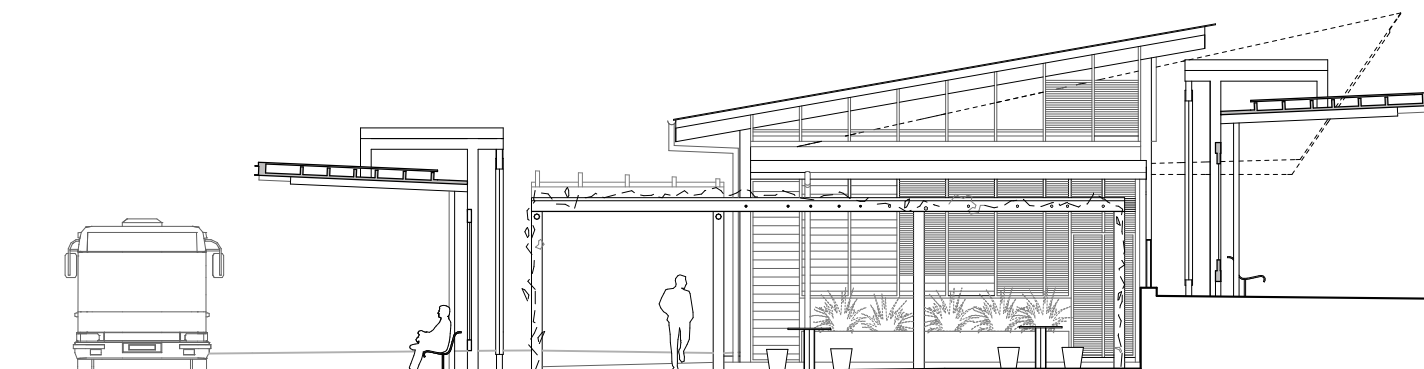


LONG SECTION



Bark Design has cleverly developed a pleasing tension between rigidity of form and organic, freeform lines: a combination of strength and lightness

ABOVE: A wedged roof tilts to the north, pointing to the leisure zones of Noosa Headland and beach. The deep shelter serves as gathering and information point for the Noosa Junction bus station, and sports a glass wall ready for interpretive installations by local artists



CROSS SECTION

A consistent play with transparency and permeability is achieved through the use of open spaces and foliage-as-canopy, as well as through the virtue of the strength of the steel structures which allow for large overhangs and cantilevers

The sharp point on the northern end of the canopy acts as a built-in orientation device leading to the 'promised land'. The untreated galvanised steel is part of the raw and honest material palette, and its expression is highlighted at night with runnels of silver lights. The solid pillars enable a vaulting, welcoming cantilever and unintimidating meeting place and surveillance point. An information pod sits under the overhang: its wall of glass acting as the canvas for video and soundscape artwork commissioned by the local council.

Continuing the landscape element through the terminal was a primary incentive in the design, and this is memorably achieved through a vine-encrusted arbour that runs along the site's east-west axis. The arbour introduces a rustic element in its recycled timber posts (which originate from a 1930s wharf deck in Mackay) that are fixed with steel braces. A series of

'garden rooms' peel off the spine, establishing protective courtyard spaces that nestle into the natural slope of the hill.

"There are three main pods with gardens between," explains Guthrie. "The information pod, the shade pod and the stair pod are defined by a pergola floating garden, a grove garden, a vertical garden and a melaleuca grove, all brought to life by Rob Wadell from Guymer Bailey Landscape."

Destined to be shady sub-tropical havens once the trees have established themselves, each space takes on a different character and amenity. Travellers can sit and write a postcard, re-pack a bag, or dine at purpose-built tables. A unisex amenities block (fully ventilated but secured with battened screening) also opens to a garden courtyard space, and the various gardens provide observation decks to register which buses arrive and leave. The breezy outdoor waiting rooms are also stop-off zones for pedestrians and cyclists who've made their way from Sunshine Beach (to Noosa's immediate south) through a tunnel which lands at the eastern end of the arbour.

The arbour is rapidly becoming vine-laden. It acts as a transition zone between garden courtyards and embarkation platforms, as well as an attractive loggia for inter-beach traffic.

Platforms are fitted in standard TransLink shelter fittings, but instead of using regular flat profile counterparts, Bark added acoustic properties to LYSAGHT SPANDEK® ceiling panels made from COLORBOND® steel in the colour Surfsmist® by perforating them.

"The SPANDEK® can be applied to very shallow pitches," says Atkin, "which looks so much more refined and allowed for a simple profile."

The textural play of the perforated material was also a lure for Bark. Between the solid-shade LYSAGHT SPANDEK® sections are other added extras. Clear polycarbonate roof panels are lined beneath with white polycarbonate cut-outs abstracted from pandanus, throwing leafy silhouettes onto the paths below and providing a forested croft through which to see the sky or stars.

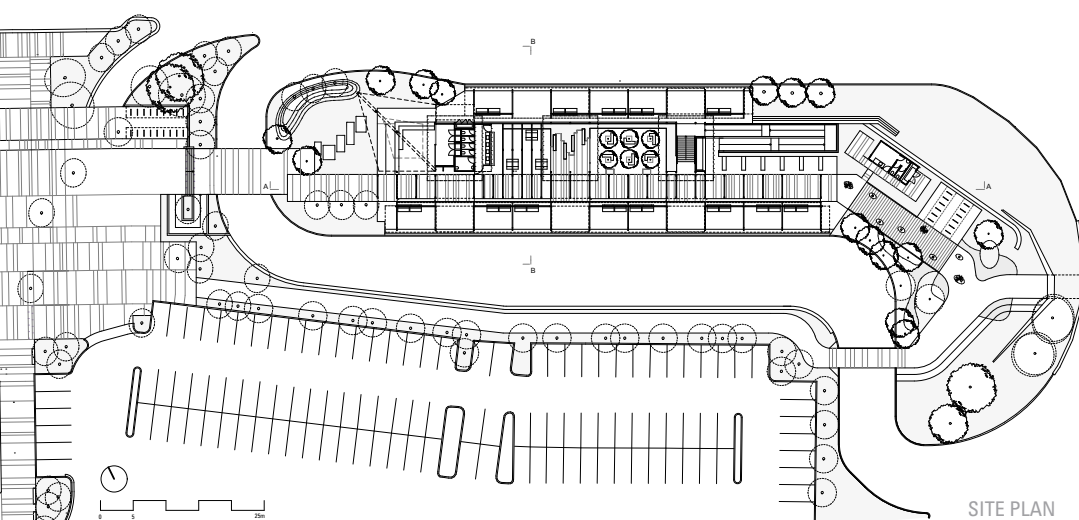
A consistent play with transparency and permeability is achieved through the use of open spaces and foliage-as-canopy, as well as through the virtue of the strength of the steel structures which allow for large overhangs and cantilevers. A sense of the sky, the sun, the clouds and the stars is paramount, and shelter is largely confined to an edge condition rather than the execution of a giant dark shed mentality.

Another virtue of the strength and magnitude allowed by the use of steel is its ability to mediate between the larger-scale buildings beyond. The bus station seems to lift its cap and greet the two- and three-storey buildings yonder with ease, integrating between the scales with commanding efficiency. **SP**



ABOVE: Pandanus palm motifs form part of the translucent inset panels in the waiting zones

BELOW: The site plan and image shows how gardens are incorporated in the plan, mitigating between eastern and western roads. A circulation spine is made of recycled timber. The colonnade forms an arbour between garden rooms and bus drop-off zones





PANEL SAYS

This new transport interchange at the main entrance to Noosa Junction provides a contemporary and very prominent welcome to the famous holiday destination. We particularly like the “spidery” quality of the fine steel work, which supports a soaring cantilevered roof. The two elements eloquently reflect the look and feel of Noosa, thereby creating a truly regional response. The project features a skilful use of structural steel to achieve the desired effect of permeable space at platform level, while the pandanus tree-like pattern in the glass ceiling creates a delightful shadow-play on the ground that helps to elevate this project above typical public transport hubs.



PROJECT Noosa Junction Station **CLIENT** Sunshine Coast Council and TransLink Transit Authority **ARCHITECT** Bark Design Architects **PROJECT TEAM** Stephen Guthrie, Lindy Atkin, Christoph Klein, Peter Morrison, Phil Tillotson, Matt Hughes, Viggo Johnsen, Anthony Mitchell **STRUCTURAL ENGINEER** Sinclair Knight Merz (SKM), Brisbane **CIVIL ENGINEER** SKM **ELECTRICAL ENGINEER AND LIGHTING DESIGN** SKM **BUILDER** Golding Contractors **STEEL FABRICATOR** Scott and Ensell **SHOP DRAWING CONTRACTOR** SA Coppin Steel Detailing & Design **CLADDING CONTRACTOR** Cribb Construction **LANDSCAPE ARCHITECTS** Robert Waddell, Adrian Sheppard, Guymer Bailey Landscape **PRINCIPAL STEEL COMPONENTS** Roofing: LYSAGHT SPANDEK® made from COLORBOND® steel in the colour Woodland Grey®; Flashings & gutters: COLORBOND® steel in the colour Woodland Grey®; Ceiling panels: perforated LYSAGHT SPANDEK® made from COLORBOND® steel in the colour Surfmist®; Structural steel: fabricated columns and beams; pod columns; roof edge beams; roof tie struts; vertical bracing; rafters; walkway frame purlins; fascia purlins **PROJECT TIMEFRAME** July 2010 - August 2011 **BUILDING SIZE** Under-roof area: 1113m²; Project area: 12,800m² **TOTAL PROJECT COST** \$10 million