

# peculiar places .03

Challenging the accepted idea of a 'successful' public realm

CATALOGUE

Cover image: *Alice in Wonderland*, 2010  
directed by Tim Burton

T|i|C|k|L|e



## About TiCkLe

Tickle is **Taylor Cullity Lethlean**'s vehicle for research, discourse, collaboration and innovation.

Tickle aims to challenge, generate, capture, disseminate and archive, through a wide range of media and sources research investigations, manifestos, exhibitions, lectures and symposiums and other such investigations and events undertaken by Tickle.

Tickle will generate a discourse that informs the practice's work and creates a dialogue between Tickle and the broader design disciplines.

Tickle is to be facilitated through a culture of staff involvement, shared discourse and formed alliances.

Tickle is to be facilitated through the identification and establishment of project / research relationships.

Tickle will speculate on the future of landscape architecture and emerging practice, and how TCL may continue to contribute meaningfully and challenge existing paradigms.





# Introduction

Peculiar Places was a tickle initiated exhibition that sought to defy the consumerism of landscape. Investigating the peculiar places in our cities and challenging the global conformity and design of our public realms. It was a challenge accepted with gusto and within the pages of this booklet are the results submitted by friends and colleagues.

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# Calling for exhibitors

PECULIAR PLACES WILL CHALLENGE THE ACCEPTED IDEA OF A 'SUCCESSFUL' PUBLIC REALM AND SHUN TRENDS FOR GLOBAL CONFORMITY IN THE DESIGN OF OUR CITIES.

Dear friends and colleagues,

We invite you to participate in an exchange of ideas that seeks to challenge accepted urban orthodoxies.

Peculiar Places is a conceptual experiment that will explore the uniqueness of cities and compare urban spaces. We are intrigued in their multiplicity: the peculiar, colloquial, typological, ephemeral. What is idiosyncratic to your city?

Culminating in an exhibition and a publication, curated by Tickle, Peculiar Places, is the first of many future conversations and collaborations that opens a dialogue between design practices.

Simply select what you believe is your cities more idiosyncratic public realm asset. This street, plaza, lane, canal, roof, tunnel etc may be an overt condition, a hidden typology or your cities best kept secret.

Convey with the most appropriate representational technique its distinctiveness, through image, text and/or moving image. Responses should be short, sharp, punchy and site specific.

By contributing, you will generously offer an opportunity for other cities and designers to expand their knowledge, engage in dialogue, challenge ideas and develop a rich culture of design thinking.

Tickle will collate your investigations to form a new 'discursive' city: an exhibition and subsequent publication that will engage and reveal the unknown idiosyncrasies of global cities.

SUBMISSION ENTRY CLOSED  
FRIDAY 18TH JUNE 2010

"Peculiar Places is a conceptual experiment that will explore the uniqueness of cities and compare urban spaces."





## Submissions

(alphabetical order)

Alma du Soleil  
Aspect Melbourne  
BKK  
Boffa Miskell  
Bret Miligan  
Bridget Keane  
Cesar Torres  
Christian Lindle  
Convic  
Craig Mc Lean  
Gini Lee  
Ian Dryden  
Karolina Haldin  
Mark Haycox

### Oculus

- Katie Cooper
- Simon Trick
- Shareen Alford
- Alexandra Gaunt
- Daniel Firns
- Jessica Hodge
- Emma van lint
- Julia Pressick
- Ben Nacard

### Outr

Patricia Fonseca  
Robert Owen  
Sacha Martin & Lauren Gillard  
Shirley Laila  
Sidh Sintusingha  
Tanya Court

### Taylor Cullity Leathlean

- Joe Morgan-Payler
- Agata Kiminikowska
- Campbell Morris
- Chris Johnstone
- Elly Russell
- Emily Ogilvie
- Katie Cudal
- Lisa Howard
- Nick Loschiavo and Andrew Blight
- Noelle Teh
- Scott Adams and Perry Lethlean
- Sigrid Ehrmann
- Simone Bliss
- Nicky McNamara

### Urban Initiatives

# Peculiar Places Exhibition

FRIDAY 3RD SEPTEMBER 2010









steps... instead of streets...  
 ...public backyards ...secret gardens ...city balcony  
 ...parrots ...grand views



SAN FRANCISCO, CA | TELEGRAPH HILL

a perfect street grid interrupted... an outcrop... a scar... an anomaly...  
 ...a unique place ...a different way to engage the city  
 ...perched on top the hill ...protected under its shadow



**SUBMISSION TITLE:** Telegraph Hill  
**AUTHOR:** Alma du Soleil  
**FIRM:** AECOM  
**LOCATION:** San Francisco, USA

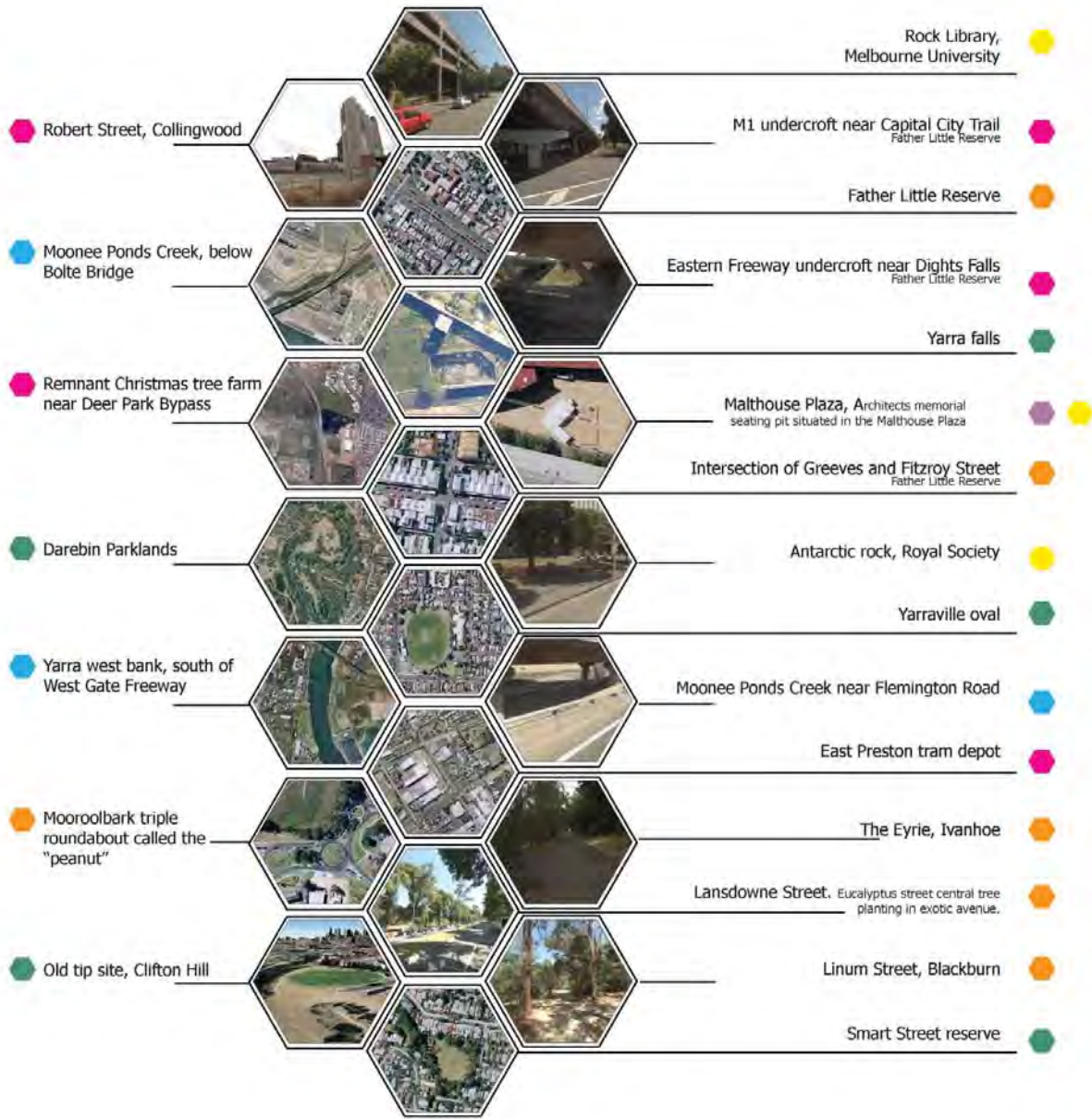


PECULIAR SPACES  
STUDIO PICKED SPACES

PS. Studio members all put forward their most peculiar place in Melbourne. Here are the results.

TYPE OF SPACE

- Infrastructure crossed with a designed space
- Designed space
- Infrastructure leftover space
- Street
- Memorial or oddity
- Infrastructure leftover space crossed with waterway
- Public Open Space



SUBMISSION TITLE: Peculiar Spaces Studio Picked Spaces  
AUTHOR: Aspect  
FIRM: Aspect  
LOCATION: Melbourne, Australia

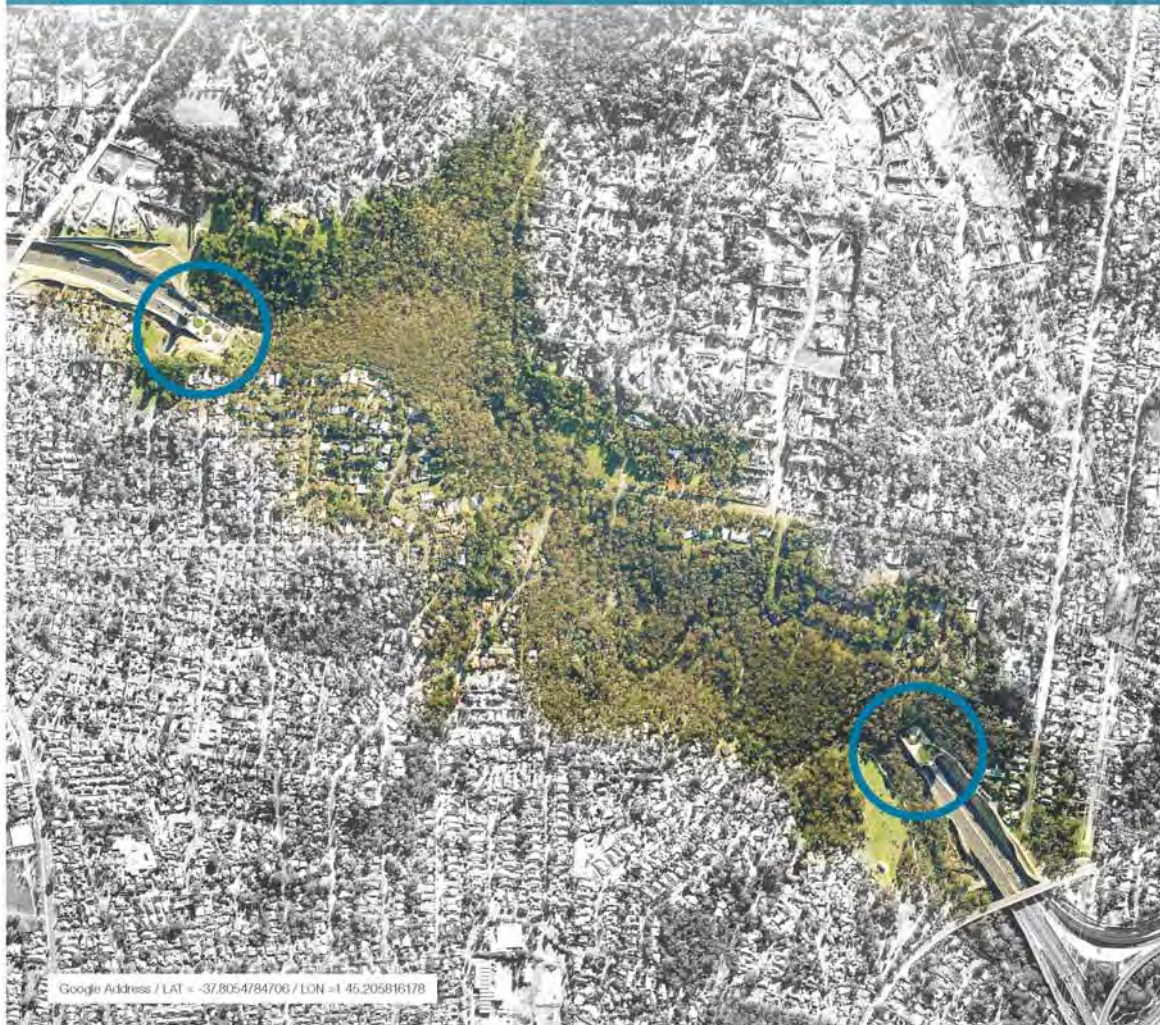


## MULLUM MULLUM PODIUM LANDSCAPES - EASTLINK FREEWAY

### WHY IS IT PECULIAR ?

A highly designed roof garden, in an obscure location.  
A public space far from the public, within bushland.  
A landscape designed out of infrastructural necessity.  
Not out of poetic translation.

An oddity, a piece of aesthetic urbanity misplaced into suburbia. On the top of a tunnel entrances. A tunnel that goes under remnant indigenous bush land in the eastern suburbs of Melbourne.



PROPOSED PUBLIC LANDSCAPE

ASPECT Studios

**SUBMISSION TITLE:** Mullum Mullum Podium Landscapes

**AUTHOR:** Aspect

**FIRM:** Aspect

**LOCATION:** Melbourne, Australia

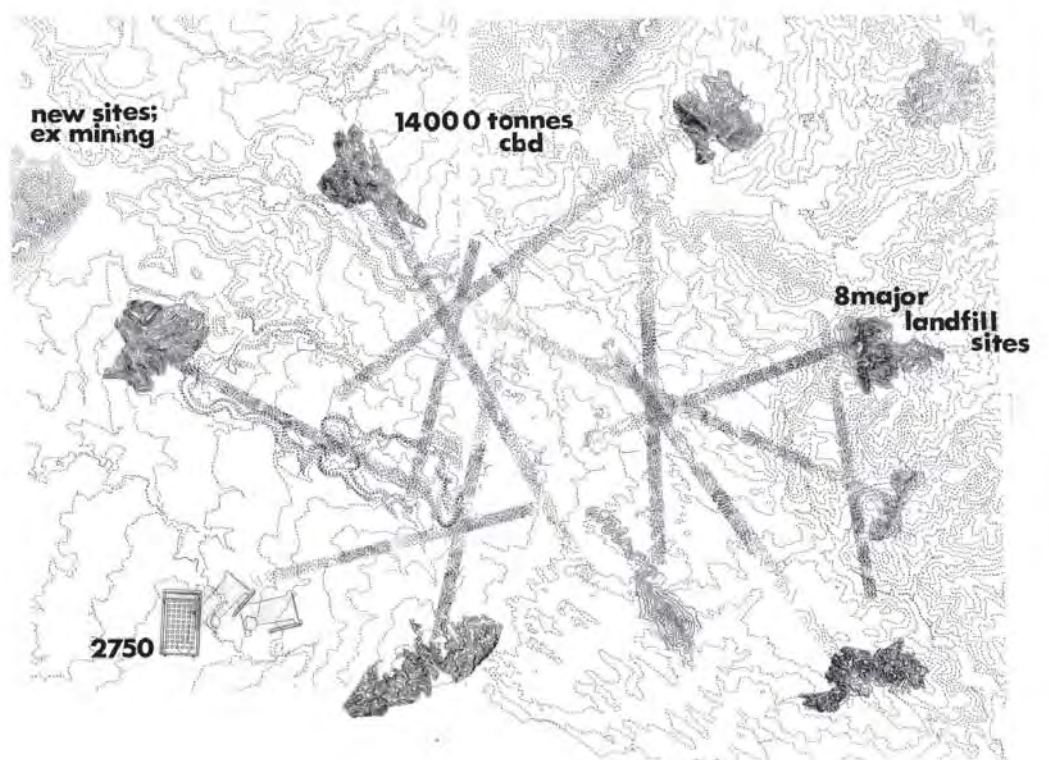


peculiar perspective:  
rubbish tip as doppelganger of the city



Rather than investigate the realm the public inhabits, here the peculiar is seen as the realm that the public provides the raw material for - the rubbish tip. Occupying the voids left behind by mines and quarries, the tip is part of the continual reformation of the landscape / city.

The organisation and growth of the tip is revealed through the lens of Google earth and is seen to emerge in the city as the ubiquitous street furniture in the everyday streetscape. The bin is a portal for the making of new landscapes a peculiar infrastructure of the public realm that indicates and responds to a much larger set of processes of production, consumption and disposal.



google earth: transpacific landfill, clayton

SUBMISSION TITLE: Rubbish tip as doppelganger of the city

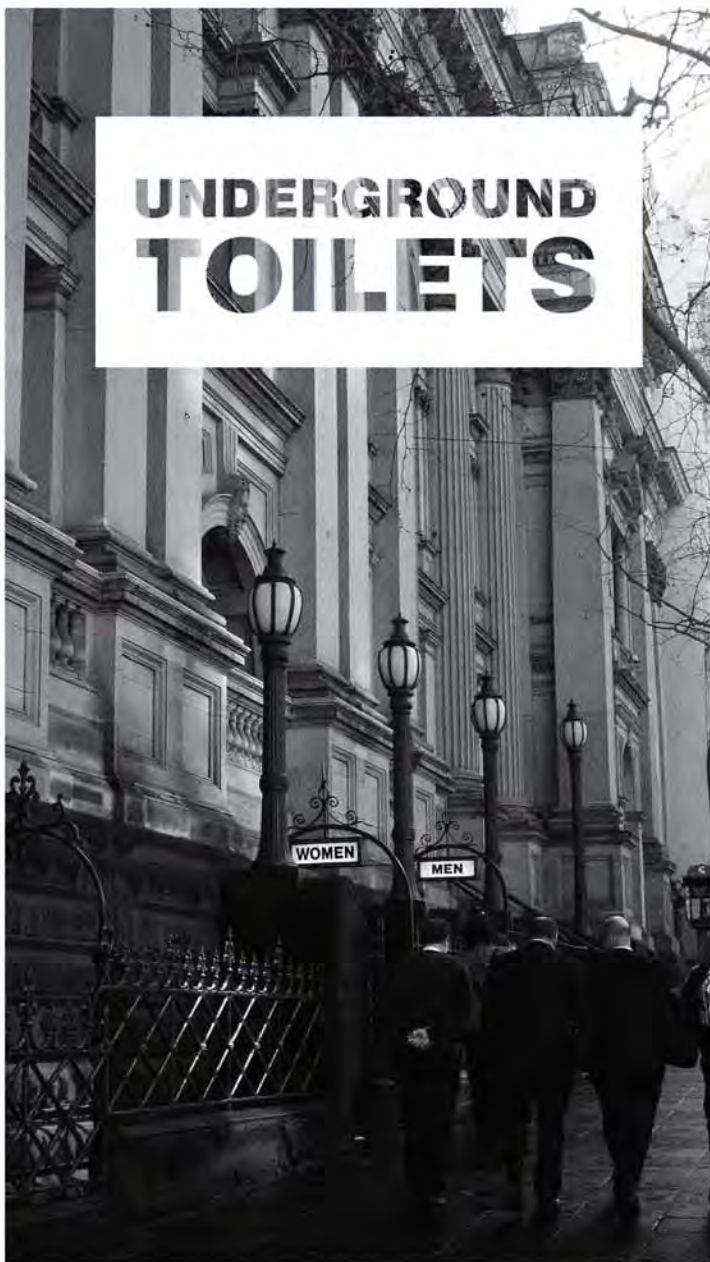
AUTHOR: Bridget Keane

FIRM: RMIT

LOCATION: Melbourne, Australia



# UNDERGROUND TOILETS



## HISTORIC PUBLIC TOILETS OF MELBOURNE

Public toilets are places of exchange. These are the necessary and vital parts of our existence. Toilets are familiar, used on a daily basis and yet at times, are relegated to the forgotten or unmentionable parts of our lives. When well designed, these spaces can become grand civic spaces that offer a multitude of possibilities for human interaction, delight and most importantly, exchange!

Until the late 19th century, very limited public toilet facilities were available in Melbourne. Public toilets were only available in hotels, and men were inclined to relieve themselves in the city's laneways. Women faced even more severe problems, as it was not considered respectable to enter hotels.

By 1892, Melbourne's underground drainage and sewerage system was established. This major engineering feat paved the way for the first underground public toilets to be opened in Russell Street in June 1902. Designed by Melbourne City Surveyor Adrian C. Mountain, the toilets provided facilities for both men and women. And the toilets were comfortable indeed, compared to their streetside predecessors. With lighting and electric fans, the Russell Street toilets' walls were lined with enameled tiles. An attendant was on hand for both men and women, providing towels, soap, brushes and toilet paper for the cost of a penny.

— Extract by historian Dr Kerry Jordan —



## UNDERGROUND PUBLIC TOILETS ON THE VICTORIAN HERITAGE REGISTER

- Russell Street, near Bourke Street. Melbourne's first underground public toilets. Decommissioned.
- Queen Street, near Collins Street. In use; for men only.
- Elizabeth Street, outside the GPO building. In use; for men and women.
- Elizabeth Street, corner Victoria Street. In use; for men and women.
- King Street West Melbourne. Decommissioned.
- Flinders Street. Decommissioned.
- Faraday Street. Carlton. In use; for men and women.
- Gordon Reserve, corner Spring Street and Macarthur Street. In use; for women only.
- Melbourne Town Hall, Collins Street. In use; for men and women.



**SUBMISSION TITLE:** Underground Toilets  
**AUTHOR:** Shannon Mayen and Tim Black  
**FIRM:** BKK  
**LOCATION:** Melbourne, Australia



# Soho\_le Square



The Peculiarities of this particular place are its familiarity to local Aucklanders: as an eye sore or oasis. A residual hole in the ground forged during the first construction phase of a large comprehensive mixed use development. A 'sign of the times' the development wears the effects of the economic crisis: dereliction and uncertainty. It is the steady deterioration and then transformation of this place that is of interest to us, its reincorporation into the urban landscape as another type of valued and interesting place.

The site of the former DWK Yeast and Vinegar factory at the periphery of Auckland's CBD, the so named 'Soho Square' sits at the tipping point between the Ponsonby Road ridge (also known as P-Rd) and the Grey Lynn slopes (an inner city suburb known for its festival and free spirit). Soho Square sits between the 'strip' and the 'suburb'.

The constructed remains have been embraced by the bohemian artisan spirit that permeates Grey Lynn's streets and villas. Like New York Soho's post industrial buildings, this mess of concrete, steel and earth has been seized by the counter culture, re-interpreted and expressed as park, seaside, lake, and wilderness; loved in a way that the proffered commercial development was never embraced.

Within a short time natural processes work away at the site, the steel begins to rust, the plastic caps on the re-bars fade, adventitious plants take hold and the earthworks fritter away, rain water collects in a large basin lake. A raupo wetland emerges with the rains. Swallows feed on midges at dawn and dusk, nature takes hold. The rising waters are periodically pumped out lest the site transforms to total lake assuming even more value as a place of urban respite and city nature.

The levels of water flow, inundation and drainage are transcribed on the concrete cliff walls as the water rises and falls. The thrum of the pump is drowned out the noise of the city, as the soak hole is filled and the water bubbles - up and out.

The periphery of the site is a thickened edge, caged with safety fencing, expectant re-bars and steel, littered with the evidence of late night congregations. "Keep Out" and other more witty, subversive signage compete for attention and play on the site's interstitial fate. At night a detritus line of discarded cans, bottles, clothing and flotsam is drawn between the half light of Ponsonby Rd and the darkness of Soho, a peculiar anywhere place for the revelers.

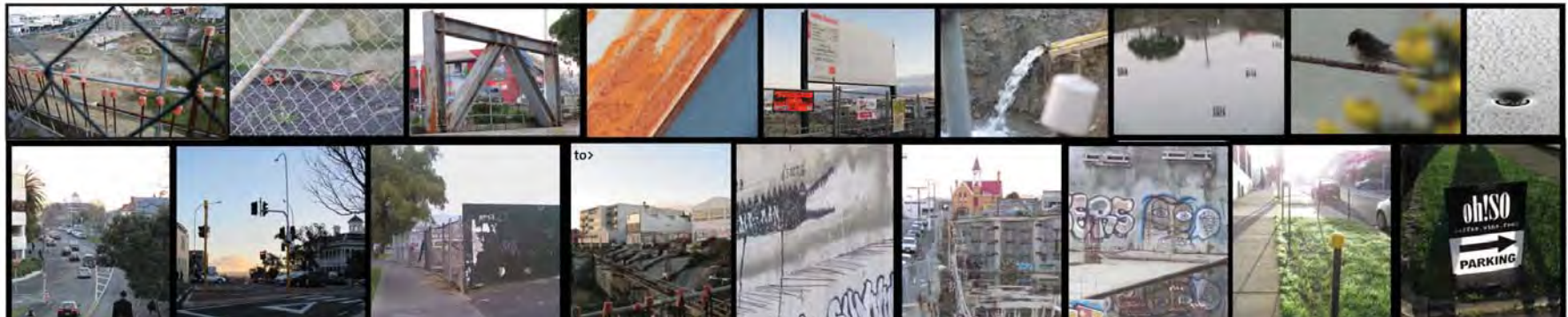
This former industrial site worked away quietly in the heart of Ponsonby for years,

its yeasty fragrance and pungent astringent air testimony to the working class suburbs and heritage of its surrounds. The concept of its much hailed mixed use re-development was not greatly cared for by locals who have instead inherited a wasteland of opportunity and peculiar interest. This will not be this site's final state but this memory will enrich the local history and be the place of stories told...

Down the road a popular café named "ohISO" plays mockery to this place in adventitious anticipation of what the future will bring.

[www.boffa miskell.co.nz](http://www.boffa miskell.co.nz)

Boffa Miskell



**SUBMISSION TITLE:** Soho\_le Square  
**AUTHOR:** Rachel de Lambert & Sam Bourne  
**FIRM:** Boffa Miskell  
**LOCATION:** Auckland, New Zealand



# An Edible Fix: Portland's Food Carts

Brett Milligan, Free Association Design  
Portland Oregon, U.S.  
freeassociationdesign@gmail.com



## The Art of the Cart

Each food cart is an urban experiment in design craft – and if it succeeds it remains. As long as a food cart has operable wheels and a tow bar, it is considered a vehicle by the city, and thus is exempt from building and zoning codes. This minimal requirement fosters nomadic adaptation and allows for a wide range of architectural design expression. But most importantly food carts work by offering desirable and informal culinary experiences. Each mobile kitchen is designed to be intentionally unique, reflecting the culture and skills of the chef and distinguishing it from its neighbors. Within a single pod of carts one can encounter Korean BBQ, potato dumplings, Croatian pitas, crawfish jambalaya, fire-roasted pizza (yep - in a cart!), peanut butter and jelly Belgian fries, fried pot pies, vegan frito pie, tacos, pork schnitzel sandwiches and other gastronomical adventures.



## Adaptation

In the past decade food carts have rapidly colonized the city of Portland. Local government encourages their proliferation by making permits easy to obtain, and renting space on car parks, vacant lots and brownfields is relatively cheap. The placement of these semi-mobile street kitchens creates hybrid space that blurs the boundaries between public and private. This effect is most pronounced where the carts tend to group together in symbiotic ensembles. These 'pods' assume a variety of configurations, each of which responds to the specifics of the urban void it inhabits.

For example, in the aerial linked to the photo above, approximately 35 food carts have grouped together to form a vibrant public promenade of diverse culinary delights, nearly 100 meters in length. Each food cart abuts the edge of the private lot, merging with and appropriating the adjacent public sidewalk. In the example to the right, a pod of food carts have taken over the brownfield of a former gas station, using their carts to create an enclosed space complete with shared picnic tables, shelters, and overhead lighting (as the aerial reveals, Google's satellite imagery is not updated fast enough to keep pace with the dynamic and spontaneous nature of these spaces). The around-the-clock improvised space has a carnival atmosphere, catering to lunch, dinner and late-night revelers.



**SUBMISSION TITLE:** An Edible Fix: Portland's Food Carts  
**AUTHOR:** Brett Miligan  
**FIRM:** Free Association Design  
**LOCATION:** Portland, Oregon, USA



# PECULIAR MAPS

University of California, Berkeley  
Berkeley, CA 94720-1840



Portofino, Italy



G. Pless, G.C. Pless, M. Gasparini, Facoltà di Architettura di Genova  
Provincia di Genova - Albaro (to S. Stefano)



Portofino, tourist view  
Photograph by Schani Siang



Plaza de España  
Photograph by Schani Siang



Seville, Spain



Most apto  
Municipio de Sevilla - Ayuntamiento de Sevilla



Genoa, Italy



Mario Carpi, Stefano Fata e Eugenio De Andrea  
Comune di Genova - Rivoluzione della città



Genoa, tourist view  
Photograph by Schani Siang



Praça do Comércio  
Photograph by Schani Siang



Lisbon, Portugal



Região  
Turismo de Lisboa - Central



Granada, Spain



Barrio de Albañales  
Comunidad de Turismo, Comercio y Deportes - Turismo Andalúz



La Alhambra  
Photograph by Schani Siang



London Eye  
Photograph by Schani Siang



London, England



London  
City of London



Madrid, Spain



Comunidad Municipal Promoción de Madrid  
Patrimonio de Turismo de Madrid



Plaza Mayor  
Photograph by Schani Siang



Eiffel Tower  
Photograph by Schani Siang



Paris, France



Paris  
Galerie Lafayette

The Peculiar Places collaboration asked for submissions that identify particular urban qualities of our current area of residence, and these were to be located in a Google Map image. During our recent Europe trip through which we collected maps from tourism bureaus and information centers, we feel that comparing the tourist map and Google Maps of the same place will be an interesting project which may reveal the peculiarities of each individual city: "something you couldn't find anywhere else."

Google maps and tourist maps are two visual representations of areas that highlight different relationships between elements of specific spaces, and both sources of information are free (at least for non-commercial uses). Google Maps rely on "widely-recognized" standards for naming and

mapping conventions: so all places mapped by using Google Maps will be represented the same (for example, main roads are represented in yellow, secondary roads in white, highways in gold, etc.). While these conventions facilitate legibility and comprehension of the map, they also remove some specificity and uniqueness of place: what makes a city peculiar may be lost when seen through a Google map image. Example of this is La Alhambra in Granada (Spain), a palace complex constructed with Islamic and 16th-century Christian architecture. A Google Maps search of this site will only show Calle Real, the street leading to the complex. Caribbeo, paths, circulations, gardens, fountain and pools are invisible in the Google Maps view, and one has to refer to the Satellite View (aerial image) to discover the rich detail of the site that reveals the complexity of La Alhambra. In contrast, the tourist map of Granada indicates with a combination of text, symbols, lines and shaded areas the location of important buildings, gardens, palaces, but shops and even a hotel. The tourist map, at any other map, sacrifices accuracy to better communicate to its readers the city's essential and the possibly the peculiar.

This project examines the differences between Google Maps and tourist map imagery. It compares portions of eight tourist maps with their corresponding Google Map screen capture. Most of the tourist maps are produced by tourism offices (although in some cases business tourism (BETC) and Galleries Lafayette) are the ones who offer these documents to visitors. The tourist maps shown are kept to its original scale and matched with similar scaled Google Maps to illustrate how specific and important details are highlighted or hidden from the reader.

The portions represented here focus on the most iconic elements and most common tourist views to the landmarks in each city.

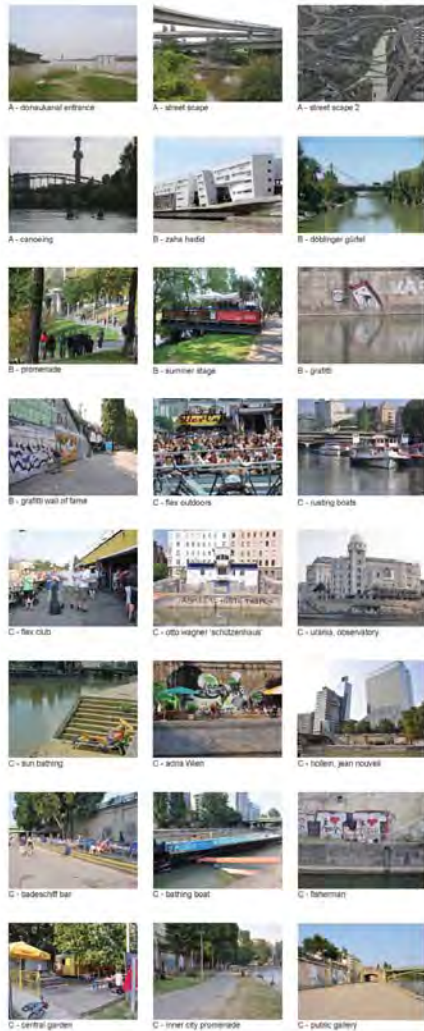
Caesar Torres Bistamante  
Schani Siang

SUBMISSION TITLE: Peculiar Maps  
AUTHOR: Caesar Torres Bistamante & Schani Siang  
FIRM: California Polytechnic State University  
LOCATION: California, USA



# donaukanal

vienna, austria



**A**  
Danube water enters the Donaukanal shortly after the river enters Vienna. The first 500m are dominated by numerous freeway bridges. Subsequently a Graffiti Wall of Fame shows some of the best works in Vienna. The remaining stretch consists of a freeway on both banks and a small strip of vegetation next to a path along the channel. The promenade is predominantly used by people doing long distance sports such as cycling, inline skating....

**B**  
The broader bank and the diverted freeway give this stretch more recreational qualities, with quite a number of people sunbathing on the grass slopes. Closer to the city the 'Summer stage' is located, consisting of about 10 diners, partly situated on decks over water. Both sides of the channel are heavily populated creating a substantial influx of regular users.

**C**  
On a length of only 2km the inner city portion consists of a continuous pier and is the most diverse part of the Donaukanal in terms of use. This stretch holds playgrounds, clubs, unused historic buildings (Schulzenhaus), bathing boats, an art market, a graffiti wall of fame, landing piers for boats, rich fishing grounds.... Most recent development is concentrated here.

**D**  
Similar to section B this stretch represents a more park like situation with in this case two pedestrian promenades running along the river banks.

**E**  
This is the least frequented part with no major road running along the channel. Dams are following the course of the water partly covered in dense vegetation and occasionally with a fisherman's hut. The water flows back into the Danube at about where the city boundary lies.

Up until the middle ages the Donaukanal held the main riverbed of the Danube. Vienna was founded on an elevated terrace right next to the river, where inhabitants were safe from flooding. By 1700 the term 'Donaukanal' (Danube channel) appeared, the main river by then had moved further east.  
In the 1890's the last structural adjustments were carried out. Its present overall appearance still dates back to this era. Since then the channel has a length of 17.3km and an average width of 44m.

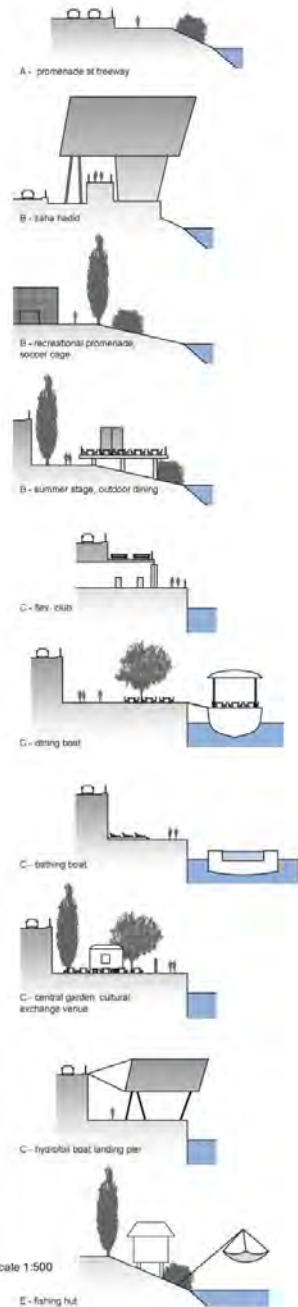
After the second world war attempts were made to convert the northern shore into a recreational promenade. In the successive 50s and 60s traffic planning put a hold to these efforts. In this time the Donaukanal was further developed into a main traffic axis. Up until this point many people especially in summer used the channel for recreational purposes, locals referred to the river as 'Lido of Vienna'. This changed with the onset of mass tourism and the Italian beaches being affordable for everyone.

Twenty years ago the city of Vienna adopted the strategy to selectively target invest in suitable projects rather than invest on a complete redesign & redevelopment. Numerous projects since then have been realised leaving a patchwork not only of styles and influences of three decades but also of failed initiatives, such as a 70m long boat rusting along next to the recently opened landing pier for hydrofoil boats connecting Vienna with Bratislava.

The continuous but slow process of development leads to a never ending output of new strategies and solutions on how to populate the channel. This diversity is represented in the variety of sections as shown on the right hand side of this panel.

In recent years more projects have been funded than ever before, partly following trends like in other European cities (e.g. urban beaches), but also helping smaller more alternative projects, such as 'central garden', along.

The future holds even more projects to be realised: spa boats, a floating sports ground, a freight ship converted into an art platform, a floating gourmet market, more beaches, boat taxis, restaurants. Most of these undergoings are of larger scale and oriented towards an all year use, with the long harsh winter being a crucial criteria for establishing long term.



peculiar places - christian lindle - atelier lindle\_bukor - office@lindle\_bukor.net

SUBMISSION TITLE: Donaukanal  
AUTHOR: Christian Lindle  
FIRM: atelier lindle\_bukor  
LOCATION: Vienna, Austria





SUBMISSION TITLE: Skateistan  
 AUTHOR: Convic Design  
 FIRM: Convic Design  
 LOCATION: Melbourne, Australia





# Amsterdam canal corridor - Prinsengracht

Prinsengracht (Prince's Canal) is the fourth and the longest of the main canals in Amsterdam. In the late 16th and early 17th century, immigration was driving explosive growth in Amsterdam. The population grew from 30,000 to 160,000 inhabitants with only London and Paris larger cities in Europe. Prinsengracht was planned as part of an expansion project and intended mostly to house a growing elite.

The building blocks, 4-5 stories are double-sided, with the closed gardens on the inside and urban street and canal on the outside. The courtyards gardens are wonderfully quiet and peaceful places in the city. Many are private, but some are semi-public. During the year, there is an open garden day, and a concert series in the gardens. The office of Vista landscape and urban design, where I work is located on the Prinsengracht and has its own walled garden, overshadowed by the famous Anne-frank oak tree. Some of the internal spaces are divided fully into private gardens, while others maintain a communal garden.

In contrast to the lush courtyards, the street side of the blocks is distinctly urban. The street consists of a narrow footpath, single lane street, pedestrian scale lighting and expensive (€5/hr) parking with a line of elm trees. Cyclists have priority of cars and in an accident between a car and bike, the car is almost always held responsible. There is almost a total absence of traffic signs with the guiding rule being to give way to the right.

Although the mass transport of goods no longer takes place on the canals, the 25m broad Prinsengracht remains a working part of the city, and a focus for social and recreational activities. Many festivals find their place on the water in Amsterdam and Prinsengracht, as the longest canal in Amsterdam, is the focus of many of these. The gay pride parade is a flotilla of decorated boats and barges. The Queen's Day national holiday includes a parade of everything orange and thousand of boats of all sorts, and the Prinsengracht concert is the highpoint of the classical and jazz music festival when boats jam into the canal around the floating stage

outside the Pulitzer hotel and it is possible to traverse the canal from boat to boat. In summer, the route along the canals and out to the Amstel is a favourite for recreational boaters. The profile of the canal and streets with its bridges and cafes is perfect for watching and being watched.

Prinsengracht is also home to some of Amsterdam's 2600 houseboats, now very expensive because of the limited number of moorings, they are usually incapable of moving under their own power. Not all have connection to mains sewers and so discharge their waste directly into the canal. This and the subsequently high levels of E. coli is one of the main reasons why swimming in the canals is not recommended.

The combination of water in a strong urban form, dense but not high buildings with diverse uses, a programme of events throughout the year, pedestrian and cycle accommodation and a willing public makes the Prinsengracht a wonderfully active and successful part of Amsterdam.



Building. Closed blocks, mostly 17th century houses with private or semi-private internal courtyards. 4-5 stories.



Streets. Narrow footpath approx 1.5m, single lane road approx 3m, angle or parallel parking. Repeated on each side of the canal.



Water. 25m wide, 2.5m deep. Water level is 40cm below sea-level. Water is continually let in and pumped out to maintain quality.



Major public spaces. Noordermarkt (church and market), Westermarkt (church and gay-monument), and Amstelveld (flowermarket and playground)



Internal space. Predominately private gardens, there are also some 'hofjes', semi-public courtyard gardens with almshouses around them.



Bridges act to restrict traffic movement and focus activities. The hilliest part of the city and scene of the most bike accidents (especially when icy)



Noordermarkt with Saturday bio-market



Anne-frank house and museum. Tourist hot-spot



The gay-monument on the westermak is the site of an information kiosk and an important gathering point



Cafe's abound near bridges because carparking gives way to pavement allowing for more extensive seating



The Westermak and gay-monument is a focal point during gay pride



The Van Brien hofje, Prinsengracht 85-133



During gay-pride, the Prinsengracht, as the longest canal, is the location for the water-parade

**SUBMISSION TITLE:** Amsterdam canal corridor - Prinsengracht

**AUTHOR:** Craig McLean

**FIRM:** Vista

**LOCATION:** Amsterdam, Netherlands



Queen's Day, the national holiday includes a boat parade open for all



An old barge make an ideal terrace on the water for a cafe to expand



Prinsengracht cafe. Cafe's often find more space for seating on the other side of the street



Although better known on the Herengracht, the Prinsengracht has its share extensive private courtyard gardens.



The Prinsengracht concert on its floating stage is the highpoint of the classical / jazz music festival in August.



Amstelveld, usually a sleepy square with playground and flowermarket, also hosts several large concerts throughout the year



The pedestrian / cycle only 'Skinny Bridge' originally from 1691, is decorated with 1200 lightbulbs, and is a tourist favourite.

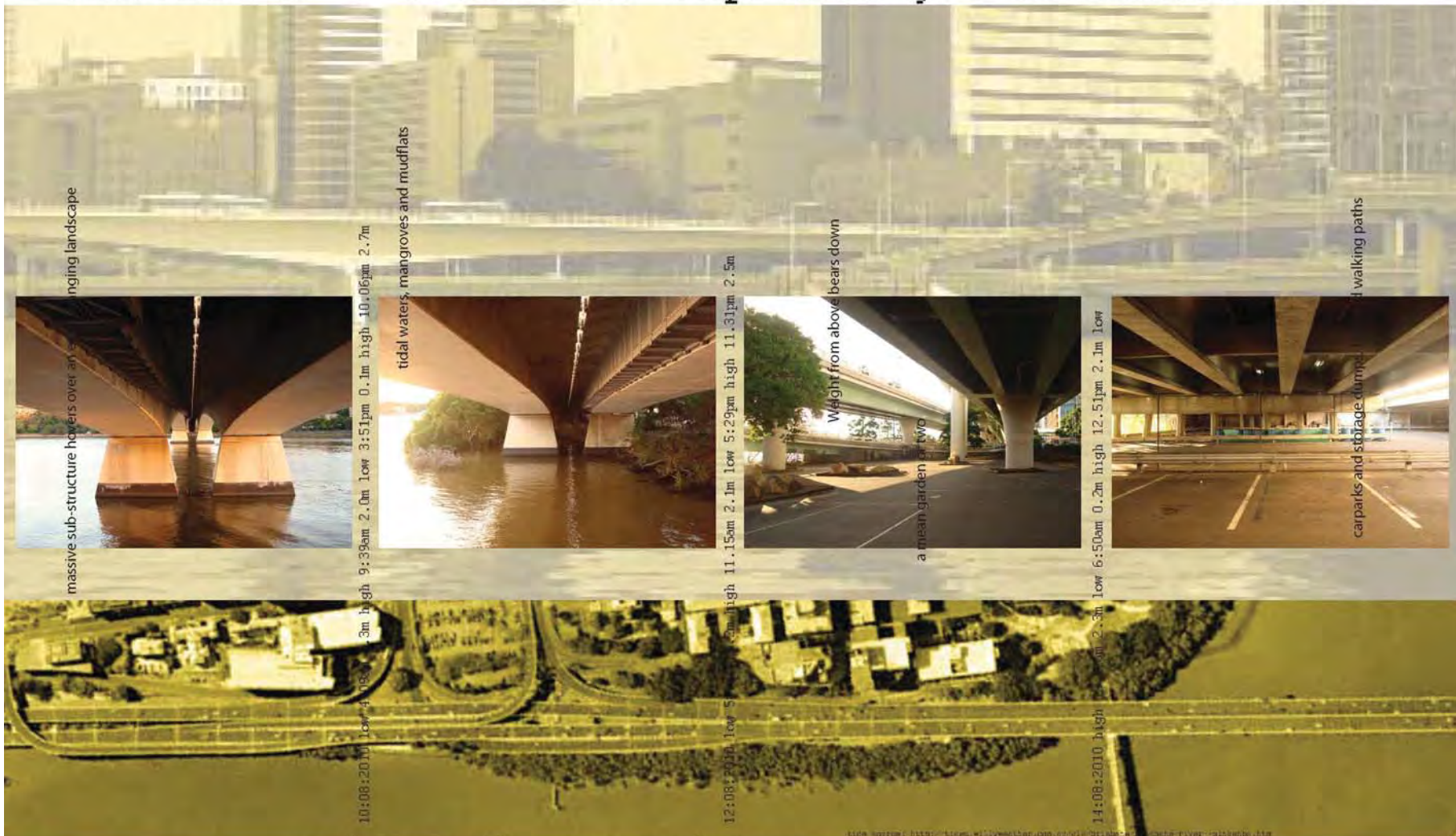
Panorama of the inner side of the Prinsengracht from Browersgracht to the Amstel river



Craig McLean



# riverside : under the expressway : brisbane 2010



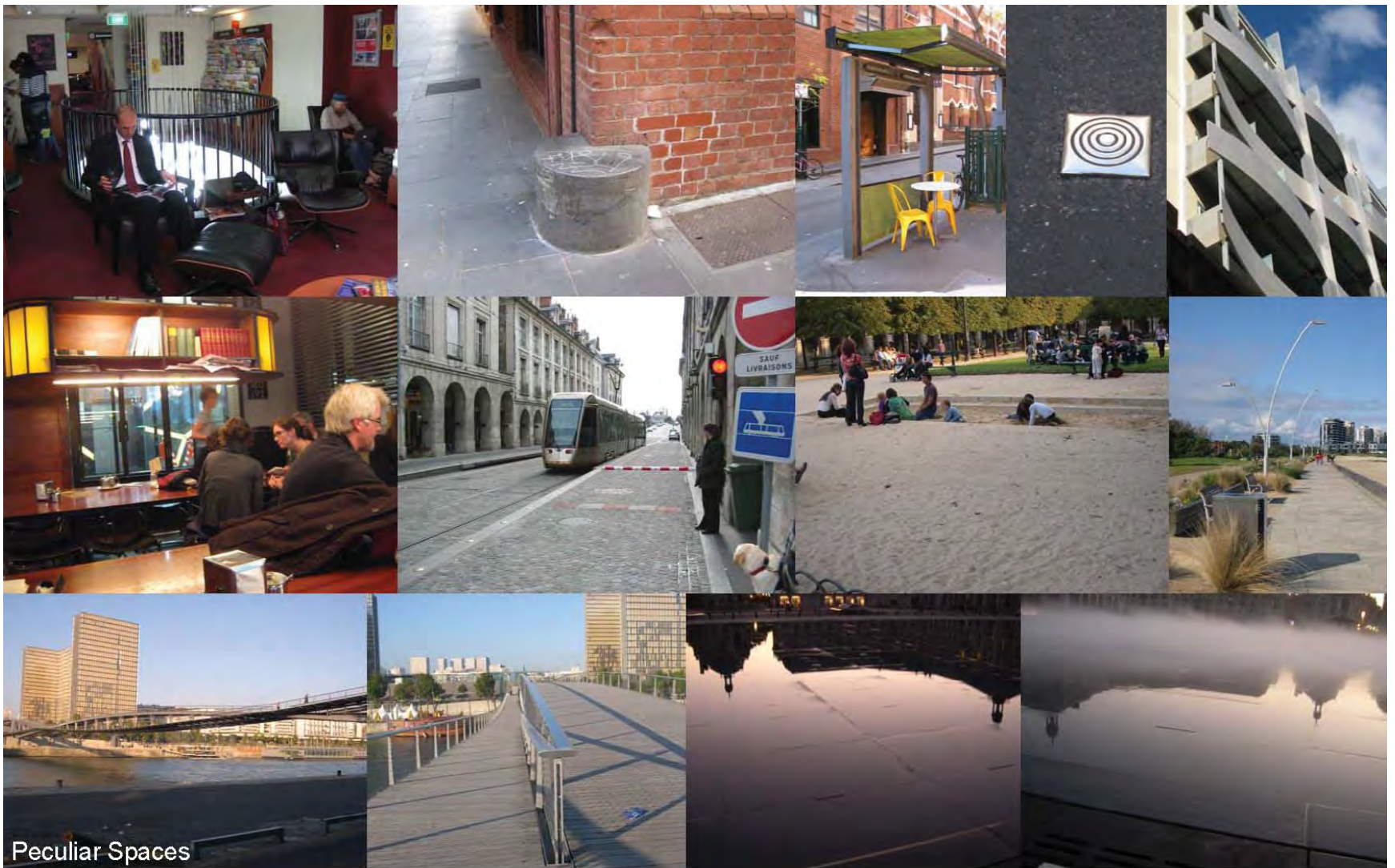
**SUBMISSION TITLE:** riverside : under the expressway : brisbane 2010

**AUTHOR:** Gini Lee

**FIRM:** Queensland University of Technology

**LOCATION:** Brisbane, Australia





## Peculiar Spaces

Top Left: Mag Nation-Elizabeth St-Melb, Bollard Punch Lane-Melb, Punch In Café-Melb, Marker-Bourke St-Melb, Car Park Façade-Manjester Ln-Melb,

Middle Left: Journal-Flinders Ln-Melb, Orleon Tram Stop-France, Sand Pit-Place De Voges, Paris, Sandridge Beach-St Kilda-Melb,

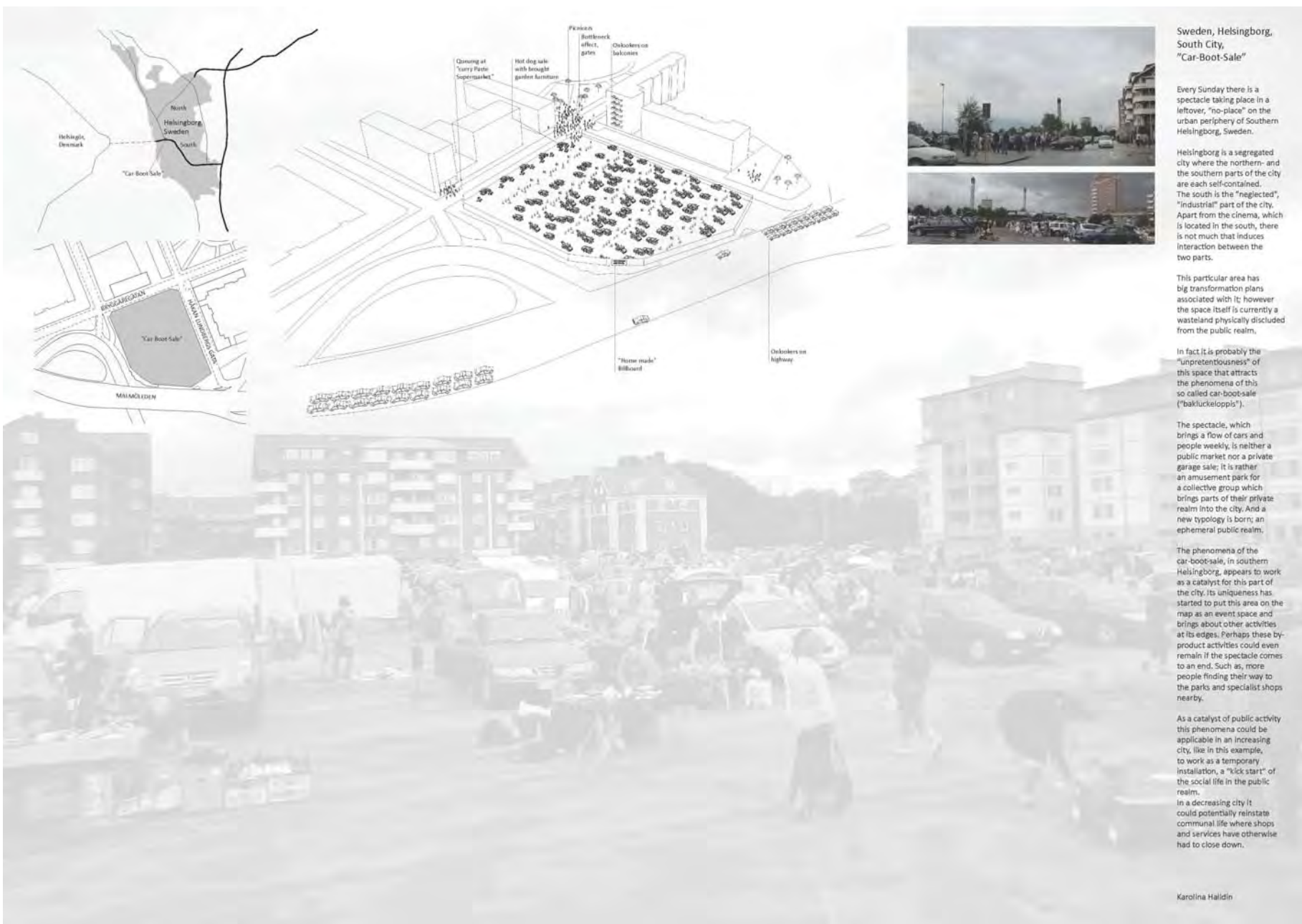
Lower Left: Ped Bridge-Paris, Ped Bridge-Paris, Water Feater-Bordeaux, Water Feater-Bordeaux,

**SUBMISSION TITLE:** Peculiar Spaces

**AUTHOR:** Ian Dryden

**FIRM:** Dryden & Crute

**LOCATION:** Melbourne, Australia



## Sweden, Helsingborg, South City, "Car-Boot-Sale"

Every Sunday there is a spectacle taking place in a leftover, "no-place" on the urban periphery of Southern Helsingborg, Sweden.

Helsingborg is a segregated city where the northern- and the southern parts of the city are each self-contained. The south is the "neglected", "industrial" part of the city. Apart from the cinema, which is located in the south, there is not much that induces interaction between the two parts.

This particular area has big transformation plans associated with it; however the space itself is currently a wasteland physically discluded from the public realm,

In fact it is probably the "unpretentiousness" of this space that attracts the phenomena of this so called car-boot-sale ("bakkullopplis").

The spectacle, which brings a flow of cars and people weekly, is neither a public market nor a private garage sale; it is rather an amusement park for a collective group which brings parts of their private realm into the city. And a new typology is born; an ephemeral public realm.

The phenomena of the car-boot-sale, in southern Helsingborg, appears to work as a catalyst for this part of the city. Its uniqueness has started to put this area on the map as an event space and brings about other activities at its edges. Perhaps these by-product activities could even remain if the spectacle comes to an end. Such as, more people finding their way to the parks and specialist shops nearby.

As a catalyst of public activity this phenomena could be applicable in an increasing city, like in this example, to work as a temporary installation, a "kick start" of the social life in the public realm.

In a decreasing city it could potentially reinstate communal life where shops and services have otherwise had to close down.

Karolina Halldin

**SUBMISSION TITLE:** Car Boot Sale

**AUTHOR:** Karolina Halldin

**FIRM:** Arkitekterna Krook and Tjader A3

**LOCATION:** Malmo, Sweden

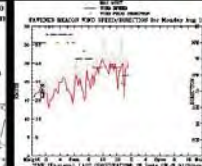
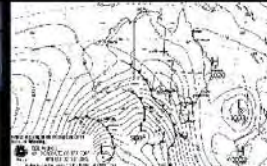
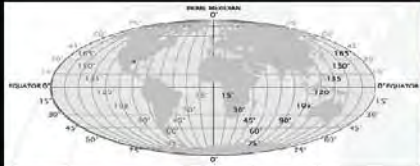


FWK 37° 56.912' S 144° 55.622' E

The Beacon takes the name of one of Melbourne's forefathers - John Pascoe Fawkner.

Fawcner Beacon is located in Port Phillip Bay 6km west of Hampton and 11km south of Melbourne.

As a weather station - The Beacon provides primary climatic information that we each reference in our daily lives.



"The Beacon" marks the location of 37° 56.912' S longitude & 144° 55.622' E latitude from the Greenwich mean line and is the last turn in the Bay's shipping channel into Melbourne.

To ships hauling global trade - it is an innocuous "way to" point at the very end of their journey.



The marker is the location of the Yarra River's eastern bank during the last ice age.

What it will mark in 100 years time?



The Beacon for me was the boundary of an adventurous adolescence on the Bay where slow hot summer days were spent long boarding, jumping and splashing in its shadows.

Mark Haycox



It's legs are home to seals and fish, the summer playground of dolphins and the occasional fairy penguin.



To the people of Melbourne's bay side - it is a place just on the horizon that has, in its many guises over the decades, become etched in people's memory and mind map of the Bay as a place of fun, adventure and mystery.

The Beacon is a peculiar but important place to many. Its location has deep meaning - it has seen tears from those scattering ashes of loved ones - it is the race marker for yachts and sailboarders.

Peculiar Places Exhibition - September 2010 - Mark Haycox

SUBMISSION TITLE: FWK 37° 56.912' S 144° 55.622' E

AUTHOR: Mark Haycox

FIRM: Vic Urban

LOCATION: Melbourne, Australia

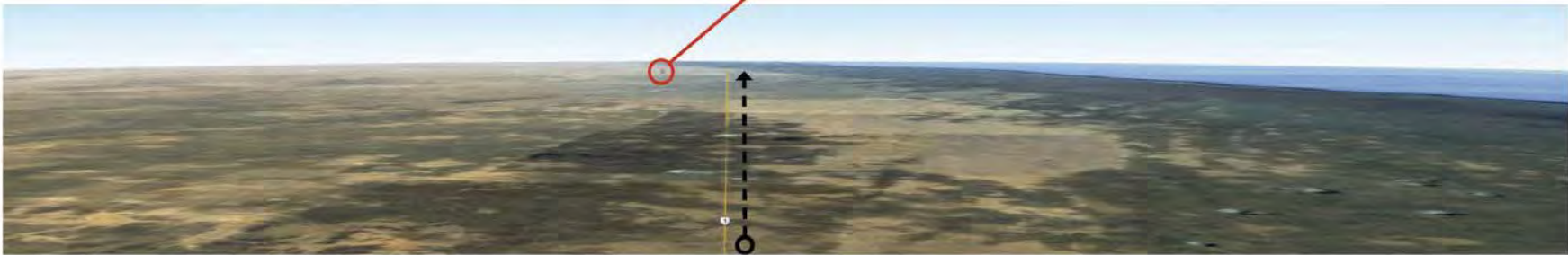




## 90 MILE STRAIGHT

BETWEEN BALLADONIA AND CAIGUNA IN WESTERN AUSTRALIA, APPROX 1000Kms EAST OF PERTH IS THE WORLD'S LONGEST STRAIGHT ROAD - 146.6Kms WITHOUT EVEN THE SLIGHTEST DEVIATION. IT FORMS A PART OF THE EYRE HIGHWAY ACROSS THE COUNTRY AND UP UNTIL THE EARLY 70's WAS AN UNSEALED ROAD.

NEAR THE EASTERN END OF THE STRAIGHT, CONSTRUCTION COMPANY 'READYMIX' LANDED A TENDER TO PERFORM QUARRYING OPERATIONS AND SUBSEQUENTLY CARVED THE COMPANY'S LOGO INTO THE LIMESTONE SURFACE WITH A GRADER IN 1965 TOWARDS THE END OF THE 90 MILE STRAIGHT. IT IS VISIBLE FROM GOOGLE EARTH AND MEASURES 3.2km ACROSS. IT IS WIDELY REGARDED AS THE FIRST COMMERCIAL LOGO VISIBLE FROM SPACE. FOR A TIME IT WAS THE WORLD'S LARGEST ADVERTISING LOGO. APPARENTLY IT WAS DONE AS A 'LARK' AND IS A CLEAR DEMONSTRATION WHY YOU SHOULDN'T SPEND TOO MUCH TIME IN THE DESERT.....



**SUBMISSION TITLE:** 90 Mile Straight

**AUTHOR:** Daniel Firms

**FIRM:** Oculus

**LOCATION:** Sydney, Australia

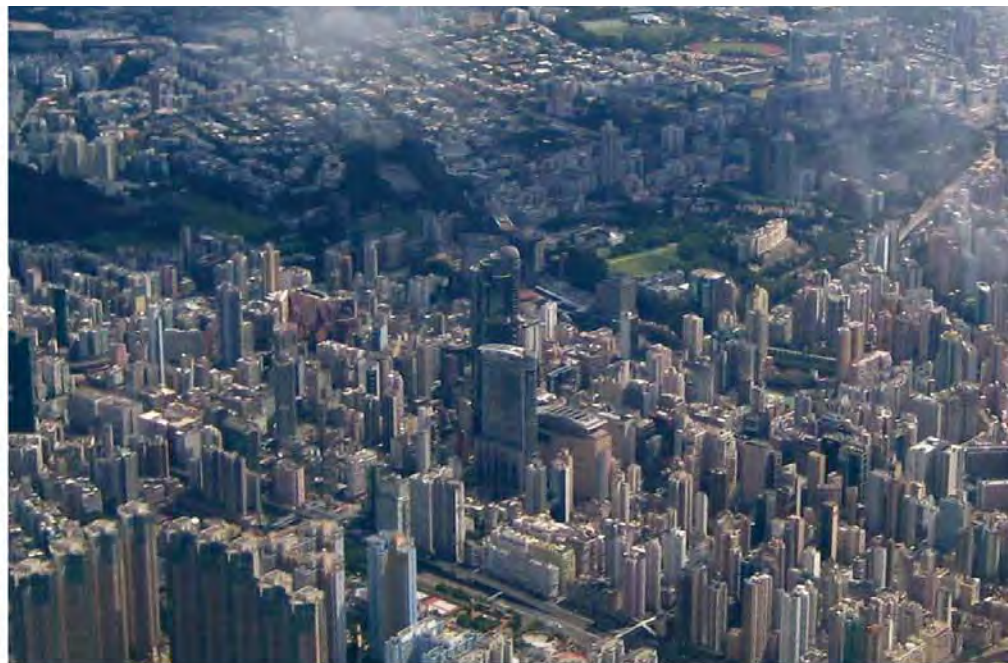




cahill expressway sandstone cutting  
main road no. 592, opened 1957  
270° loop

**SUBMISSION TITLE:** Cahill Expressway on-ramp  
**AUTHOR:** Ben Nacard  
**FIRM:** Oculus  
**LOCATION:** Sydney, Australia





## Mong Kok - Hong Kong

*densist city in the world : 130 000 people / km<sup>2</sup>*

*compared to 4,023 km<sup>2</sup> in sydney (city) (according to very reliable wikipedia)*

*Signage defines space - walls and roof  
reduces scale of buildings*

**SUBMISSION TITLE:** Mong Kok - Hong Kong

**AUTHOR:** Jessica Hodge

**FIRM:** Oculus

**LOCATION:** Sydney, Australia





a new artwork by  
warren langley  
creates a forest of  
golden trees 'holds  
up' the freeway in  
a nearby remnant  
public space.

the two metre clearance of bulwarra road by the western distributor creates a space unlike any other in sydney. the experience of driving or walking under it is memorable due to the extreme proportions.



## THE BULWARRA ROAD UNDERPASS

**SUBMISSION TITLE:** Bulwarra Road Underpass

**AUTHOR:** Julia Pressick

**FIRM:** Oculus

**LOCATION:** Sydney, Australia





# Last House Standing

## Bayly Street Fremantle. WA

peculiar places

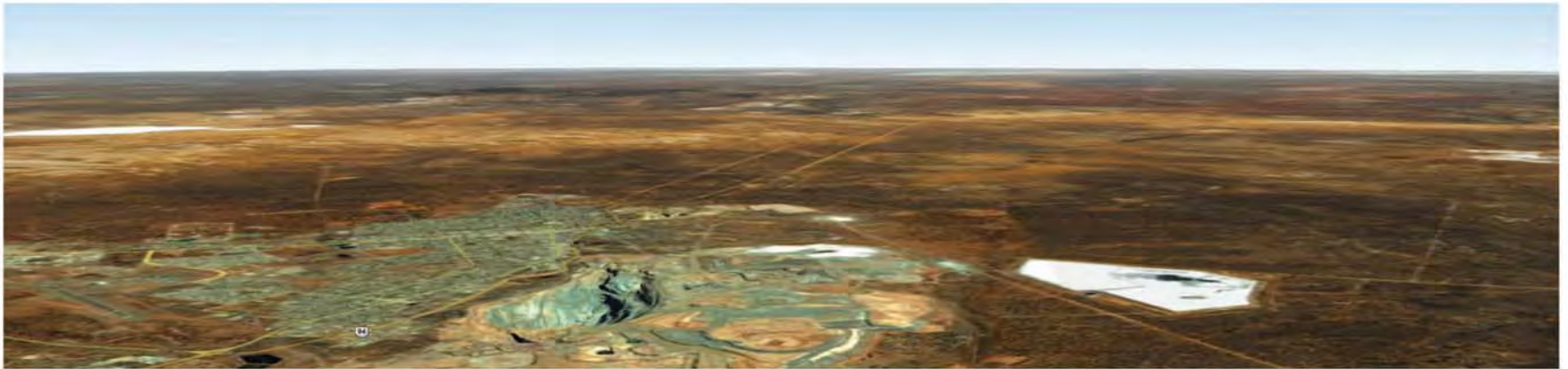
**SUBMISSION TITLE:** Last House Standing  
**AUTHOR:** Alexandra Grant  
**FIRM:** Oculus  
**LOCATION:** Sydney, Australia





## KALGOORLIE SUPERPIT

THE LARGEST OPEN-CUT GOLD MINE IN THE WORLD. THE ENTIRE PERTH CBD CAN FIT INSIDE THE PIT AND BE COMPLETELY ENCLOSED. THE PIT FOLLOWS THE TELLURIDE MINERAL SEAM WHICH GOES UNDERNEATH THE TOWN OF KALGOORLIE. THE PIT HAS ALREADY BEGUN TO EAT AWAY AT THE TOWN'S EDGES, AND WILL EVENTUALLY EAT INTO MUCH OF THE TOWN CENTRE.



**SUBMISSION TITLE:** Kalgoorlie Super-Pit

**AUTHOR:** Daniel Firms

**FIRM:** Oculus

**LOCATION:** Sydney, Australia





**sydney harbour bridge - between the girders**  
- a beautiful space that we can all see but none of us can get to

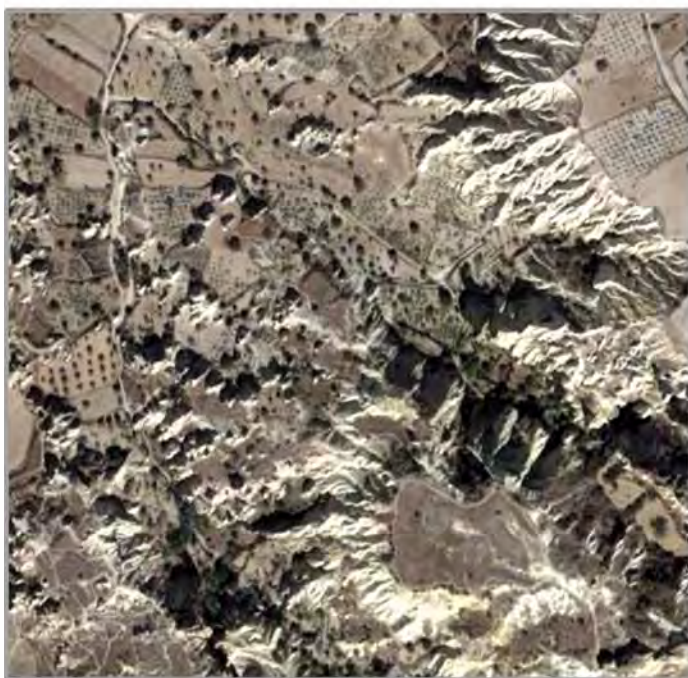
**SUBMISSION TITLE:** Between the Girders  
**AUTHOR:** Shahreen Alford  
**FIRM:** Oculus  
**LOCATION:** Sydney, Australia





## PECULIAR PLACE: **CAPPADOCIA - TURKEY**

FLEEING FROM ROMAN PERSECUTION, EARLY CHRISTIAN'S CREATED CITIES INSIDE UNIQUE UPRIGHT SANDSTONE ROCK FORMATIONS. SIMILAR TO A WHITE-ANT MOUND THIS PECULIAR CITY WAS CREATED THROUGH THE SUBTRACTION. RATHER THAN ADDITION OF MATERIALS. PLACES TO LIVE, EAT AND WORSHIP WERE ALL CREATED WITHIN THE CONFINES OF THE ROCK & ALL WERE CONNECTED THROUGH AN INTRICATE NETWORK OF VERTICAL & HORIZONTAL TUNNELS.



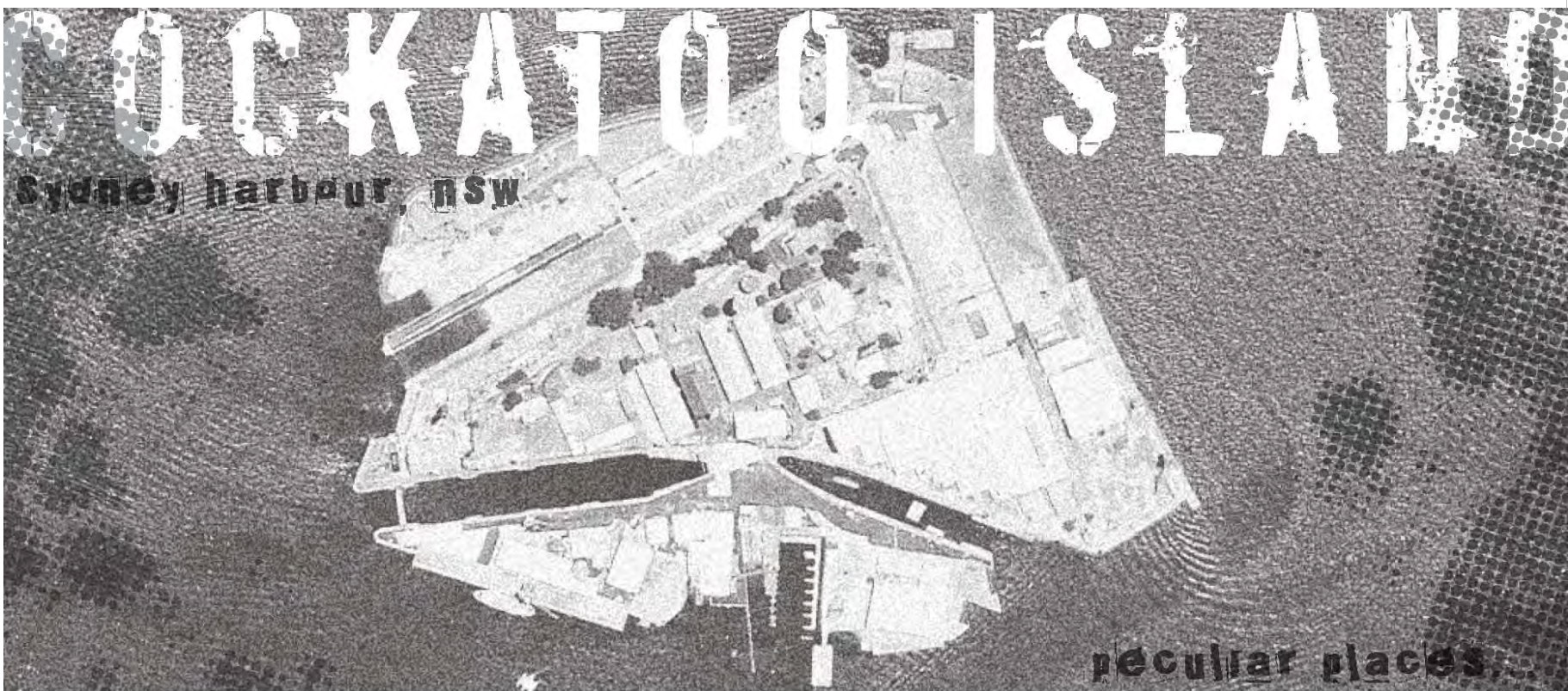
**SUBMISSION TITLE:** Cappadocia - Turkey

**AUTHOR:** Simon Trick

**FIRM:** Oculus

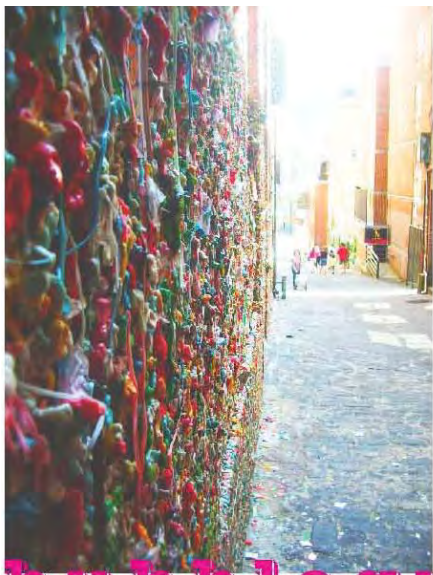
**LOCATION:** Sydney, Australia





**SUBMISSION TITLE:** Cockatoo Island  
**AUTHOR:** Emma van Lint  
**FIRM:** Oculus  
**LOCATION:** Sydney, Australia





bubblegum wall. post alley. Seattle



© 2010 Google Report a problem



**SUBMISSION TITLE:** Bubblegum Wall

**AUTHOR:** Emma van Lindt

**FIRM:** Oculus

**LOCATION:** Sydney, Australia

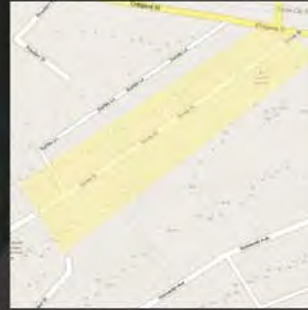






## SURREY STREET, DARLINGHURST:

This cramped street has a wonderful glow and sense of abundance. The irregular branching and awkward growth of the trees adds to the feeling of compaction within this narrow street.



**SUBMISSION TITLE:** Surry St, Darlinghurst

**AUTHOR:** Katie Cooper

**FIRM:** Oculus

**LOCATION:** Sydney, Australia



**GRAVITY HILL**  
OUTR Perspective  
Woodend, Victoria, Australia

Gravity hill, also known as magnetic hill (and sometimes mystery hill or gravity road), is a place where the layout of the surrounding land produces the optical illusion that a very slight downhill slope appears to be an uphill slope. Thus, a car left out of gear will appear to be rolling uphill due to gravity.



**BOTTLENECK SHOPPING**  
OUTR Context  
Istanbul, Marmara, Turkey

Optimistic optimism meander in and out of the 4 hour each way peak hour freeway traffic as the 180,000 vehicles pass from the Asian to the European side of Turkey to go to work each day via one of two bridges that connect the divided landscapes. Whilst sitting in the 3 lane freeway traffic jam you'll have the opportunity to buy a variety of food and accessories.



**SUPERSIZE**  
OUTR Whack  
Itu, São Paulo, Brazil

Sitting in the centre of Praça Pedro Miguel, in Itu, São Paulo, Brazil is an oversized telephone so large that it remains out of reach and unusable. Throughout the world oversized objects exist within the landscape and have become something of a cult phenomenon often known to be tourist attractions or simply as place makers.



**DISTRICT HEATING**  
OUTR Expectations  
Manhattan, New York, USA

Why heat one building at a time when you can heat a whole city district? District heating is a system for distributing heat generated in a centralized location for residential and commercial heating requirements such as space heating and water heating. District heating plants can provide higher efficiencies and better pollution control than localized boilers.



**HOCK TURN**  
OUTR Sequencer  
Melbourne, Australia

As a result of reconfiguring Melbourne's traffic flow in order for pedestrian and vehicle traffic to run more smoothly throughout the city, the hock turn was invented. This is a right hand turn from the left hand side of the road in response to the traffic signals. Melbourne is the only city in the world in which this peculiar traffic condition exists.



## MNEMONIC ASSEMBLAGE

OUTR's "Peculiar Places" entry evolves from five individually chosen "Peculiar Places" each existing at different scales and locations world wide.

"...Your gaze scans the streets as if they were written pages: the city says everything you must think, makes you repeat her discourse, and while you believe you are visiting Tamara you are only recording the names with which she defines herself and all her parts" Italo Calvino, Invisible Cities

As Sherlock Holmes would commonly say when you have eliminated the impossible, whatever remains, however improbable, must be the truth...? What ever the truth may be, a method of reasoning, a process of elimination, the going back and forth and linking of clues in the field of information, a process of Cartesian reasoning potentially for Holmes. From the singular Cartesian system to a multiple systems of mapping; seeing cognitively, mapping the visible and invisible, the self referential, a referencing of movement through space, the twists and turn and subtle undulations where relational positions emerge. The visual mapping where is not defined as a distinct figure or landmark but where referencing occurs through the qualitative dimension which when pasted together form the map. With each case Holmes would be sensitive to the underlying structures and shifts in the city; the city's hidden clues, the invisible forces at play, the hidden lines which demarcate diverse territories, the rustling of objects in obscure corners, the sudden movement of trees by a passing gust of wind the affect of the multiple forces at play; these leading to an unraveling and formation of the city which is often unknown or hidden unless actively sort. Constructing the city isn't a static or singular act but cumulative and intertwined in its viewing of the world and its making.

**OUTR** OFFICE OF  
URBAN  
TRANSFORMATIONS  
RESEARCH

**SUBMISSION TITLE:** Mnemonic Assemblage

**AUTHOR:** OUTR

**FIRM:** Office of Urban Transformations Research

**LOCATION:** Melbourne, Australia







# THE TICO WAY : wayfinding in San José, Costa Rica

Patricia Fonseca, AECOM.  
San José, Costa Rica

## The Typical Commercial Landmark

The Musmanni bakery chain is the initial point of reference of many homes in Costa Rica. So much so, that Francela for example, has had two consecutive addresses based on a Musmanni location. It could of course just be a coincidence, or perhaps it's due to the fact that there are over 100 Musmanni bakeries in the country.



Francela's Parents' Residence:  
"Road towards Barva, from Musmanni, 100 meters East and 25 meters North."



Francela's Current Residence:  
"Maria Auxiliadora, from Musmanni, 25 meters East and 75 meters South."

## The Ironic Point of Reference

The Caldera Highway was recently completed in early 2010. This new highway would connect the Central Valley with the Pacific Coast without having to pass through the steep slopes of Cambrónero, the route of the old highway.



New Caldera Highway Supervisor's Office:  
"On the old highway towards Atenas, from the Boyero monument, 800 meters West, diagonal from the Cooperativa gas station."

## Expanding from the central grid....



As the city of San José grew over the years, its central grid disappeared. Urban planning strategies were hardly developed or implemented and as a result the city grew organically. New streets were never named, new homes and businesses never numbered...and so, Costa Rican wayfinding became a unique characteristic of the Tico way of life.

## The Natural Element

Costa Ricans are renowned for their forests, biodiversity and conservation. In the Metropolitan Area, trees also play an important role as icons. This prominent mango tree in the Escazu neighborhood has become the key landmark for its neighborhood, perhaps due to the fact that it stands practically on the street itself, but large and magnificent trees have become part of the collective memory.



Katherine's Residence:  
"From the Mango Tree, 100 meters south, 400 meters west, 200 meters south and 300 meters West, corner house on the right."



Costa Rica's address:  
"From the Earth's Equator, 10° North and 84° West. Small green country between the Pacific and the Caribbean."

Costa Ricans (or Ticos as they're known) have quite a peculiar system for wayfinding. Home and business addresses are not usually given with street names and building numbers...rather landmark points of reference are used, along with the distance in meters or blocks, and cardinal directions.

Our wayfinding therefore creates an experience at the street level and a collective memory of landmarks, regardless of whether or not they still exist. Costa Ricans rarely use maps, and when they explore their city in plan view with the help of Google Earth for example, they are astonished to find a city that is unrecognizable to them from above. Simply, it is not the way they view, or identify with, their city.

Of course, this way of wayfinding is not without its obstacles. What should happen, you might ask, if an old iconic tree that was always used as a reference finally dies? What of the pharmacy that shut down and is now a corner market? What if you don't know which way is North or South? Or most importantly, what if you are not familiar with the referenced landmark in the first place?

The answer is that you are constantly aware of changes in your city. You develop photographic memory and a collective memory is shared among Costa Ricans. You remember that churches always face West, and since every town has a church you'll always know in which direction you're going.

And you discover that what might be a landmark to you, might not be a landmark for someone else...

SUBMISSION TITLE: The Tico Way  
AUTHOR: Patricia Fonseca  
FIRM: AECOM  
LOCATION: San Francisco, USA



Thought Forms  
SITES OF REGENERATION

Popping up all over the city are mind spaces for the evolution of visionary thinking, feeling and seeing, sites of regeneration, nodes for the ecology of mind.



"We may say that 'mind' is immanent in these circuits of the brain which are complete within the brain. Or that mind is immanent in circuits which are complete within the system brain plus body. Or, finally, that mind is immanent in the larger system - man plus environment."<sup>1</sup>

The fragmentation of society (including within the individual) has detracted from the paradigm where reality is viewed as fundamentally connected and interdependent, as an ecosystem, as impenetrable order.

Moving into the future, Thought Forms are sites for the re-emergence of consciousness towards an ecology of mind. An integrated world that gives insight into the depth and subtlety of the multidimensional layers of existence. This concept implicitly brings global concerns, sustainability and compassion to the forefront of awareness.

A big thing  
A little thing  
Another thing  
Something  
In front of a point in time

Bits & Pieces  
Put together  
To present a semblance  
Of a whole

Lawrence Weiner

Bioform Building

411 - 415 Collins Street, Melbourne  
Concept Proposal 2016  
'Dead Space' (filled with light) 'Self-Sustaining Biosphere'  
Elaine Bai, Organic Restaurant and Wellness Centre.

The Bioform is an example towards the notion of impenetrable order that reflects a sustainable, integrated site considering 'ecology of mind' and environment.

Peculiar Places

Place: "For we are where we are not"<sup>1</sup>  
Submission: Fine Art Services  
Robert Owen and Joanna Buckley  
Date: August 2010

<sup>1</sup> Gregory Bateson, *Steps towards an Ecology of Mind* 1972.  
<sup>2</sup> David Byrne, *On Contingency*, 1996.  
<sup>3</sup> Pierre-Jean Louis, *Leipziger*, p399/38.  
<sup>4</sup> Mind Reading <http://www.associated.com/news/2009/01/090112114754.htm>



SUBMISSION TITLE: Thought Forms  
AUTHOR: Robert Owen & Joanna Buckley  
LOCATION: Melbourne, Australia





Some might call me old  
what's so peculiar about  
Well I guess it really de  
what context you are aski  
been said that I don't re  
here that I should have  
Melbourne or Sydney but  
in Perth being well pro  
the only public space th

Allow me introduce myself,  
Street Mall situated in th  
position, within the City o  
attract such a diversity of pe  
the shoppers, the busines  
bums (which are occupying  
again, they are almost bec  
of the furniture) and the  
I hope I haven't misse

Sometimes they just u  
thoroughfare or a meetin  
well I guess I am situated i  
location to access the tra  
network. Others stay thou  
come to spend their har  
cash in the shops filtere  
perimeter. There is such a  
new retailers are popping up

If you visit, you will notice  
street trees offer the perfe  
shopping experience. But  
about the shopping, you  
dine. Oh and have you  
seeing, this is ideal to relax a  
watch, now this is one of m  
activities. As I mentioned  
attract such diversity, am  
and offer such an experi  
such an active space, m  
the perfect people watching  
And if you're into it, you  
enjoy a lag. Yep I'm on  
last public places you ca

Sometimes I even put  
entertainment, checkout  
paper for what's coming  
are you still asking me  
peculiar? Well if I haven  
made myself clear enough

Malls as public spaces  
smaller cities like Perth. Th  
is imperative and often  
the success of these spac  
are central and accessib  
infrastructures. So old  
maybe, successful  
as they offer this cross  
the "one stop shop ex

**SUBMISSION TITLE:** Murry Street Mall  
**AUTHOR:** Sacha Martin & Lauren Gillard  
**FIRM:** City of Perth & Jenny Smith Gardens  
**LOCATION:** Melbourne & Perth, Australia



me old fashioned, or about a mask? really depends on are asking. It has don't really fit in id have moved to they but I'm happy well pretty much space that works.

myself, I'm Murray ted in the perfect o City of Perth. I rality of people from business people, occupying the seating most becoming part and the buskers. I missed anyone.

just use me a meeting places, situated in the ideal the train and bus stay though. They their hard earned littered around my a such a variety and popping up at the time.

will notice how my the perfect shaded rice. But it's not all ing, you can also ve you seen my o relax and people one of my favorite mentioned before I city, am functional in experience. I'm pace, making me watching location. o it, you can even p I'm one of the o you can smoke.

even put on some heckout the local coming up. Now king me why I'm I haven't already r enough. I recap.

spaces work in Perth. The location d often pivotal to use spaces as they accessible to other so old fashioned stful absolutely is cross over of shop experience."





# JEMBATAN 5 - JAKARTA - INDONESIA

SHIRLEY LAILA - ARCHITECT & LANDSCAPE ARCHITECT



## MY STREET

This hawker has a permanent spot on my street, just few doors down from my house! Look at him operating at night and then how he just leaves his stall during the day! I'm not sure why my neighbour even lets him do this! Perhaps they made a deal - few plates of fried noodle a day in exchange for the right to use the space!

But this raises the question of whether or not home owners actually own or be held responsible for the public area just outside their house! And this is always a grey area in Jakarta.



## MARTABAK ENTREPRENEUR

THIS IS A MARTABAK SHOP. MARTABAK IS A VERY POPULAR DESSERT HERE, AND ITS REALLY HIGH IN FAT AND CALORIES! ITS LIKE PANCAKE BUT THICKER AND VERY BUTTERY, ORIGINALLY FILLED WITH SESAME SEEDS, CHOCOLATE, PEANUTS AND CHEESE. BUT NOW THE POSSIBILITIES FOR ITS FILLINGS IS ENDLESS.

ANYWAYS, MEET MR IWAN - OWNER OF THIS SHOP. JUST FEW YEARS BACK, HE SOLD MARTABAK FROM A PUSH-CART, HE SHOWS AFTER DARK AND STARTS COOKING IN FRONT OF ONE OF A SHOPHOUSE. HE USES A PAIL OF WATER FOR WASHING AND A SMALL PORTABLE GAS TANK TO FUEL HIS FIRE. BUT BUSINESS HAD BEEN SO GOOD, HE NOW SELLS HIS MARTABAK FROM THIS LITTLE UNIT! I DON'T KNOW IF HE OWNS IT OR RENT IT, BUT HE IS LIVING THE DREAM! HE NOW OWNS 3 OTHER BRANCHES IN OTHER PARTS OF JAKARTA!



## HAWKER FOOD!

Agent behind my street, this guy took up his stall late afternoon near my house! But about behind him is a garage door to my neighbour's house which has recently rented out for food stalls. It's simply, and really - good spot for business because nobody is going to chase him away. And plus that he doesn't get chased, his food now is good!

Note how he has made himself comfortable by hanging up a plastic cover his push-cart with two wheels are hanging from a hook off the wall, which he has placed himself above!



## Anywhere is good!

He spent in this space! This stall had been set up in between 2 shops that opens at night! On the left is a coffee shop next, and the other is a restaurant!



## DENTIST BY DAY, GUITAR SHOP BY NIGHT

THIS IS AN INTERESTING STORY! YOU NEED TO HAVE A SHOP TO SELL MUSIC INSTRUMENTS! THIS GUY SELLS SECOND-HAND GUITAR IN FRONT OF THIS DENTIST OFFICE AND USES THE BRIGHT SIGN - THAT'S THEM PROMOTING A SERVICE TO UPLOAD SONGS TO YOUR HANDPHONE! AND SOME ON WHATSAPP! THEY STEAL THE ELECTRICITY FROM A NEIGHBOURING POWER POLE...



## JEMBATAN 5 AT NIGHT

There is a seamstress training school behind these stalls!



## SHOP OWNERS STRIKE BACK

A lot of shop owners are not happy about hawkers taking up the space in front of their shop at night! These hawkers don't clean up after themselves, and there will always be things left behind because they will use these things the next day when they are back. So there are a lot of ugly things left behind, and don't forget there is no public toilet nearby here!

So a lot of shop owners try to make a circuit for these hawkers, in this picture you can see that the owner has made a huge opening over the drainage system in hope that these hawkers won't use their drainage for purpose of business! But also, he wanted to hide the double used by the hawkers to close the gap!



## HAWKER FOOD!

THESE HAWKERS COME OUT ONLY AFTER DARK! AM NOT VERY SURE WHAT THE BUILDING IS USED FOR, BUT ITS DEFINITELY NOT ACTIVE AFTER SUN DOWN AND BECAUSE OF ITS LONG FACADE, IT HAS BEEN CHOSEN AS THE RIGHT SPOT FOR THESE HAWKERS TO SET UP THEIR TENT!

THERE IS ALSO ANOTHER STREET THAT HAS DOZENS OF HAWKERS BY THE ROAD SIDE LIKE THIS, AND IT IS RECOMMENDED AS ONE OF THE BEST FOOD STREETS IN JAKARTA! WELL TRY TO TAKE THE PICS FOR YOU TOOK IN NOT BLAME WHAT THE SHOPS SELL DURING THE DAY, ITS NEVER BEEN THERE IN DAYLIGHT!

SUBMISSION TITLE: Jembatan 5

AUTHOR: Shirley Laila

LOCATION: Jakarta, Indonesia

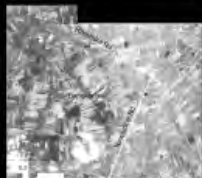


Thai cities and towns are places that constantly and spontaneously evolve through accumulated formal/informal local decisions and actions over time more than imposed 'plan/design'...



Rural linear villages along canals

Urban spatial pattern that is framed by rural pattern of rice paddies, layered by intuitive urbanism - a continuation of habits forged over centuries that concurrently conflict and synergize with imposed, modern planning and design sensibilities. Roads function as linear cities with suburbs sprawling along red-line side-streets (so) concerning former paddies. Form changes but the cultural mentality remains the same and vehicles, streets and footpaths retains the fluidity of the once predominant canal-side (Khlong) lifestyle and characterized by fixed and flowing Small and Medium Enterprises (SMEs) (and 'collective forms' of shophouses, utes, motorcycles and mobile vendors.



Imposed Thai-style modern city

Major roads are arguably the very few formally planned elements and in the case, road administrators planned for future widening of the road, hence the 6m setback. Another are bus stops, one located 15 meters north.

Bangkok's gridlocked traffic enhances the demand for local convenience, mainly supplied by mobile vendors (once on boats now on foot, motorcycle-powered, and in the back of transformed utes) paying their trades deep in far-flung suburbs (once villages). These provide urban conditions ripe for the 7-11 invasion (and today Thailand boasts the third largest number of 7-11 stores after Japan and the US) in refitted shophouses. One would think they'd wipe out the vendors (like they did with former local shophouse groceries), but no, they informally 'formed strategic alliances' that complements Bangkok's urban landscape after dark. Apart from the complementing functions of quick shopping and quick freshly cooked meals, 7-11s also provide bright lighting, source of electricity and water. This attracts food vendors, the more enterprising migrating from day-lit businesses in another time and space, and we have an alfresco mini-food court (and take-away) for dinner and late meals. Each vendor offers a different menu - with only one vendor selling drinks, probably the host 7-11's business policy.



Linear cities along roads and suburbs sprawling via side streets

The alfresco food court is the manifestation of organic synergies between local and global forms - a result of multiple and open-ended business deals/agreements (and everyone is in on the deal/out - including the government agents such as the local footpath police). Moreover this is a Thai socio-economic synergy between lower middle-class vendors and middle-class citizens in surrounding apartments and housing estates inside the sois. The vendors in turn, sustain the decades old fresh market 700meters up the road while the middle-class flock to Tesco-Lotus, a kilometre down the road...

Indeed, they are transforming "Peculiar Places" located right between the urban 'First' and 'Third' Worlds...

Sidh Sintusingha  
ABP, The University of Melbourne

1952

1981

2000

Empty plot of land utilized for parking or spill over business

Electricity source w/ meters for vendors

Storage space for vendors under condensing units

FROM PEDESTRIAN BRIDGE LOOKING SOUTH

Tallies w/ chairs have shared arrangement(s) b/w vendors

6-lane Nawamin Rd

\*If road expands, vendors will likely migrate into sois and/or condense into new foot path

Planned feature 6m setback

Vendors front street catering to take-away clients walking from bus stops and sois (side street)

'Champ' Pork ball noodles

My favorite Hainanese Capon chicken rice

Central Thai Curry noodles

Mitchai Pork satay catering

## Intuitive Urbanism:

ALONG NAWAMIN ROAD



## Bangkok's temporal alfresco food-courts

Grilled fish (Baromandi)

Curry chain parks & vendors parked curries for take-away

Pork then fried noodles in butter

Egg-noodles w/ vendors 'Fourth Prince' franchise

Fruit vendor arrives w/ tote

Tide & soybean-based desserts vendor

New vendors expand into sois

original vendors

ALONG PAK SOI NAWAMIN 98



Side of house' curry noodles Vendors jostle while waiting for customers

On typical table Fish sauce, sugar, ground chili, fresh chopped chili, in vinegar, rounded fresh chili in vinegar for taste customization

Vendors relax by 711 while their trade plays around

Instant noodles prepared 'Yum' style

Brisket fried pork skin Yum salad

Grilled fish-balls in sauce

Nui buying blended ice drink while Nui waits for Pak-thai

Students, street cleaners, motor-cycle taxi drivers, office workers, and servants, etc...

SUBMISSION TITLE: Intuitive Urbanism  
AUTHOR: Sidh Sintusingha  
FIRM: ABP The University of Melbourne  
LOCATION: Melbourne, Australia



CIBO



THURSDAY 8.00 PM

RHINO ROOM / CARPARK



FRIDAY 10.00 PM

FIRST CHURCH OF CHRIST SCIENTIST



SUNDAY 3.00 AM



MONDAY 1.00 PM



WEDNESDAY 10.00 AM



SUNDAY 10.00 AM

*puff*, our peculiar place, is the western side of Frome Road between North Terrace and Rundle Street in Adelaide. *puff* simultaneously documents our peculiar place and makes a proposal for it. *puff* enhances peculiarity. *puff* establishes a peculiar response to place, generated by the place itself. Indicators for *puff* include: the number of pedestrians, the number of coffee's being served, beers pulled and tickets issued from the Frome Road Carpark. *puff* makes visible the intensities and activities of city life, in real time. *puff* uses the skills of data analysis to create a single visual manifestation of a series of complex data collected from the four indicators.



CITY AS THEATRE  
Curtains



MOOD OF CITY  
Thermochromic Paint



LIGHTING THE CITY  
Sky Ear



ROBERT SMITHSON  
Glue Pour



RESHAPE THE CITY  
Silicone Implants

Indicator	detection	range	expression
# of people	sensor on footpath	0-∞	deflation/inflation
# of coffees	Counter attached to till or coffee machine	0-∞	Hue: Red/white
# of beers	Counter attached to till or taps	0-∞	Lighting off/bright dimmer switch gradient
# of cars	Tickets issued at carpark.	0-∞ capacity of carpark.	Thermo chromatic paint. White/psychedelic

DATA INDICATORS  
Puff Matrix



PLAN  
Puff Location

*puff*, describes the peculiarities as metaphorical object; curtains for doors, Robert Smithson's glue pour as oil slick and garbage bin exuding carrion, silicon implants as al-fresco dining and sidewalk umbrella, metaphor's that in turn inform a new understanding and reading of space.

SUBMISSION TITLE: Puff  
AUTHOR: Tanya Court & Daniel Hidvegi  
UNIVERSITY: University of South Australia  
LOCATION: South Australia, Australia





Location Map

There is a 3km section of raised railway line in Melbourne that runs between West Richmond and Clifton Hill Railway Stations on the Epping and Hurstbridge lines.

This rail line is raised above its surrounds on an earth berm that bisects the suburbs it runs through. When at street level, the line blocks all views to the west, only providing glimpses of trains gliding above the roof lines.

It can only be crossed at certain points where roads intersect it and bridges have been created. These intersection points are often where local stations are located as well as pubs, cafes and small milk bars.

Traveling by train along this section of line gives the passenger an interesting perspective into surrounding backyards and into distant views that are otherwise non-existent from the street level below.



Jeffrey St



Langridge St

# Raised Rail

**SUBMISSION TITLE:** Raised Rail  
**AUTHOR:** Joe Morgan-Payler  
**FIRM:** Taylor Cullity Lethlean  
**LOCATION:** Melbourne, Australia



# 端島

Gunkanjima/Hashima  
Battle Ship Island



Gunkanjima or 'Battle Ship Island' is about 16km off the coast of Nagasaki, Japan. It was populated from 1887 - 1974 as a part of coal mining operations on the island. At one stage it was the most densely populated piece of land in the world. It also holds claim to the site of Japan's first steel / concrete construction multi-story building. Over time the footprint of the island was constantly expanded with the fill excavated from the mine until the sea walls were erected which gave the island its current battle ship like appearance.

At the height of its growth Gunkanjima had schools, a cinema, a hospital and numerous apartment and service buildings. During the 1950's the rise in petroleum use around the world marked the decline of coal needs and as a result the mining operation on Gunkanjima became non-financially viable. In 1974 the island became abandoned and its structures were left to the fate of the seasonal typhoons.

AMPT/11

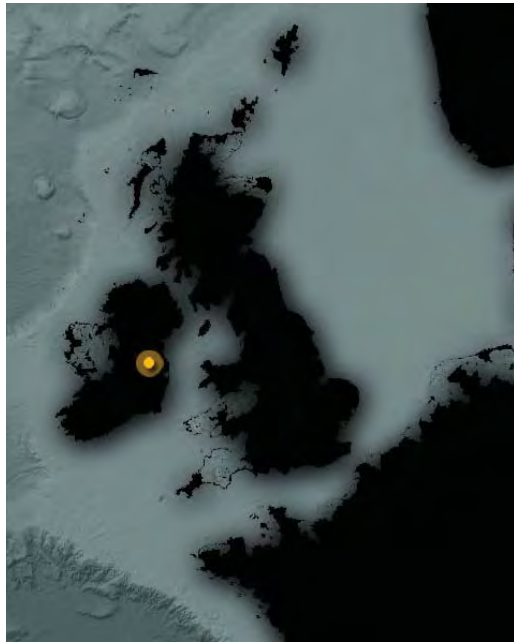
**SUBMISSION TITLE:** Battle Ship Island

**AUTHOR:** Joe Morgan-Payler

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia





# Newgrange, Ireland



Newgrange was built between circa 3100 and 2900 BCE, during the Neolithic period, in order to house the remains of the dead. It has also been speculated that it had some form of religious significance, particularly in regards to an afterlife, because it is aligned with the rising sun on the winter solstice, which floods the tomb with light. The Newgrange monument primarily comprises a large mound, built of alternating layers of earth and stones, with grass growing on top and a reconstructed facade of flattish white quartz stones studded at intervals with large rounded cobbles covering part of the circumference. The mound is 76 m (250 ft) across and 12 m (40 ft) high, and covers 0.4 hectares (one acre) of ground. Newgrange contains various examples of abstract Neolithic rock art carved onto it which provide decoration.

**SUBMISSION TITLE:** Newgrange, Ireland

**AUTHOR:** Agata Kminikowska

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia





1 2 3 4



## day - lights

a strange event is taking place on late sunny afternoons in richmond; a peculiar light show appears through thin slithers of void between the bike path and river wall where the monash freeway and yarra momentarily align and overlap. the sun reflects off the river projecting ribbons of light patterns onto the adjacent walls and substructure creating odd moments of tranquility beneath the hustle and bustle of the freeway and punt road above.

cm/tcl

**SUBMISSION TITLE:** day - lights

**AUTHOR:** Campbell Morris

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

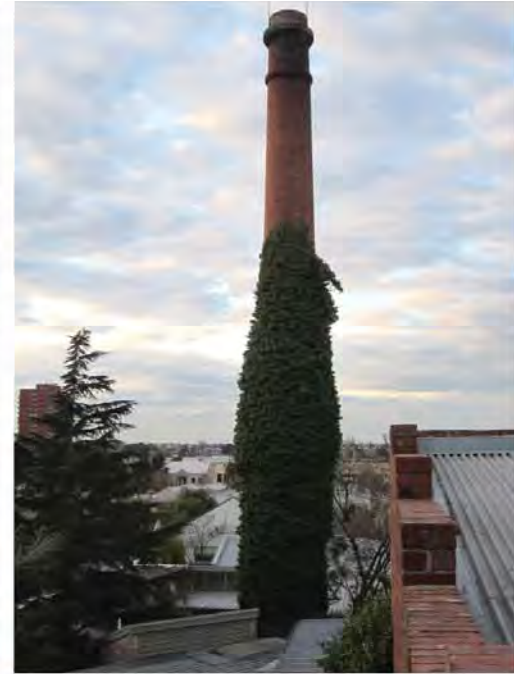




Fitzroy is an Inner Suburb of Melbourne, one of the grided suburbs that can be found in numerous places around the world. Within these grided cities there are always little peculiarities that shift the grid and a ripple is created that often seems to create a flow of small changes that make a peculiar place.

This block is the block where I live and as far as I know it is the only block with a street in Fitzroy with a curved alignment, a communally shared private pocket park and an industrial chimney. The chimney is the centre piece of the block and can be viewed through, around above and along the streets surrounding it...It even creates the bend in the road, apparently...Why this industrial chimney is still standing in the middle of what is now a largely residential area is particularly peculiar, I love that it is. If you ever walk through this part of Fitzroy you should check it out.

Chris Johnstone



# Peculiarly Particular



**SUBMISSION TITLE:** Peculiarly Particular

**AUTHOR:** Chris Johnstone

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia





We don't have an Uluru in Melbourne, but now we have CostCos'. CostCo's is a bigger than a Melbourne city block and bigger than the Etihad Stadium pitch. It's still pretty new so it hasn't been classified as sacred yet, but people prefer you don't climb to the top of CostCo's aswell.



There are 10 course meals in samples...



and then some...

A life supply of vegemite...



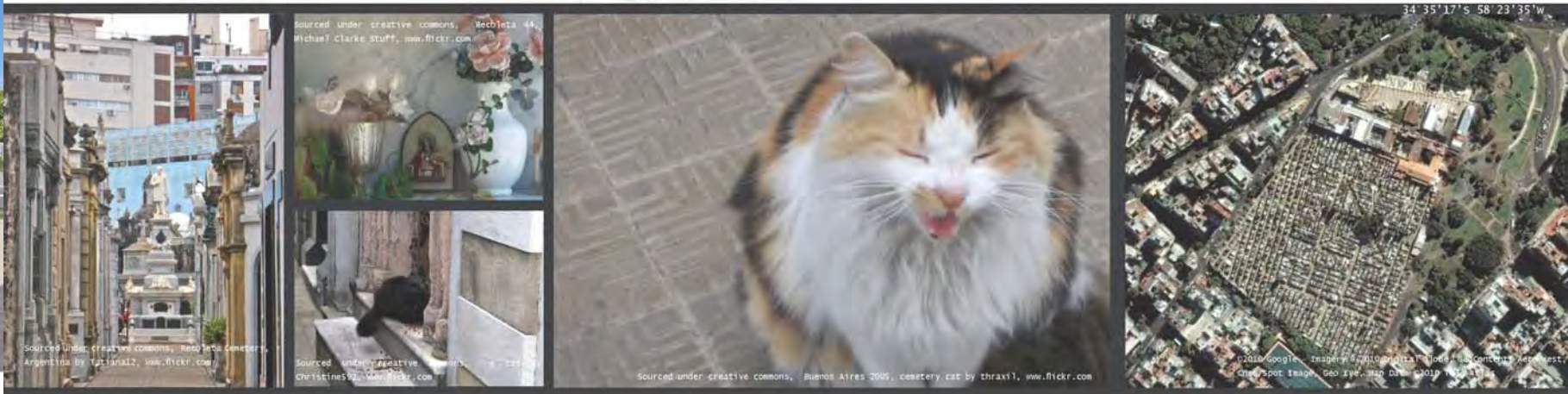
Next stop toilet paper sampling...



Elly Russell

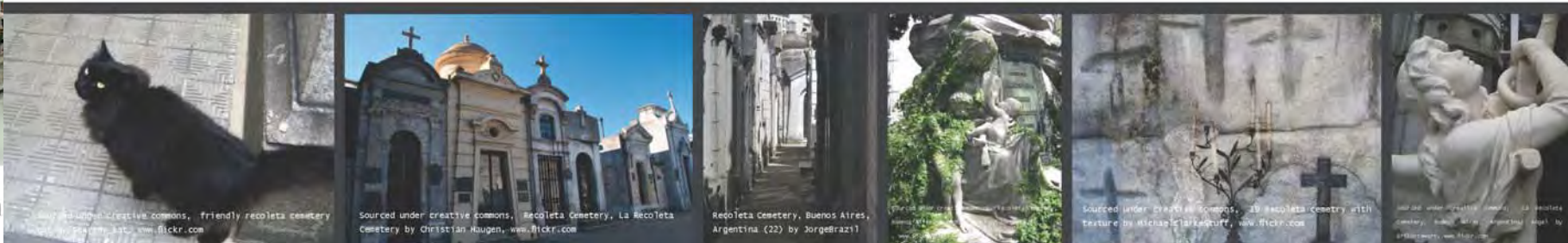
**SUBMISSION TITLE:** COSTCO  
**AUTHOR:** Elly Russell  
**FIRM:** Taylor Cullity Lethlean  
**LOCATION:** Melbourne, Australia





# RECOLETA CEMETERY

Most famous for its dead residents, including Evita and members of the Alvear family, Cementario Recoleta, known in English as Recoleta Cemetery, is also home to about 84 well-fed and well-treated cats. Ownerless, they roam among the tombs, and at 10am and 4pm, local neighbourhood women feed and take care of them. The cats parade quietly around the tombs, comfortable and lonely, draping sleepy limbs over the memories of the dead, watching. Listening. Lingering.



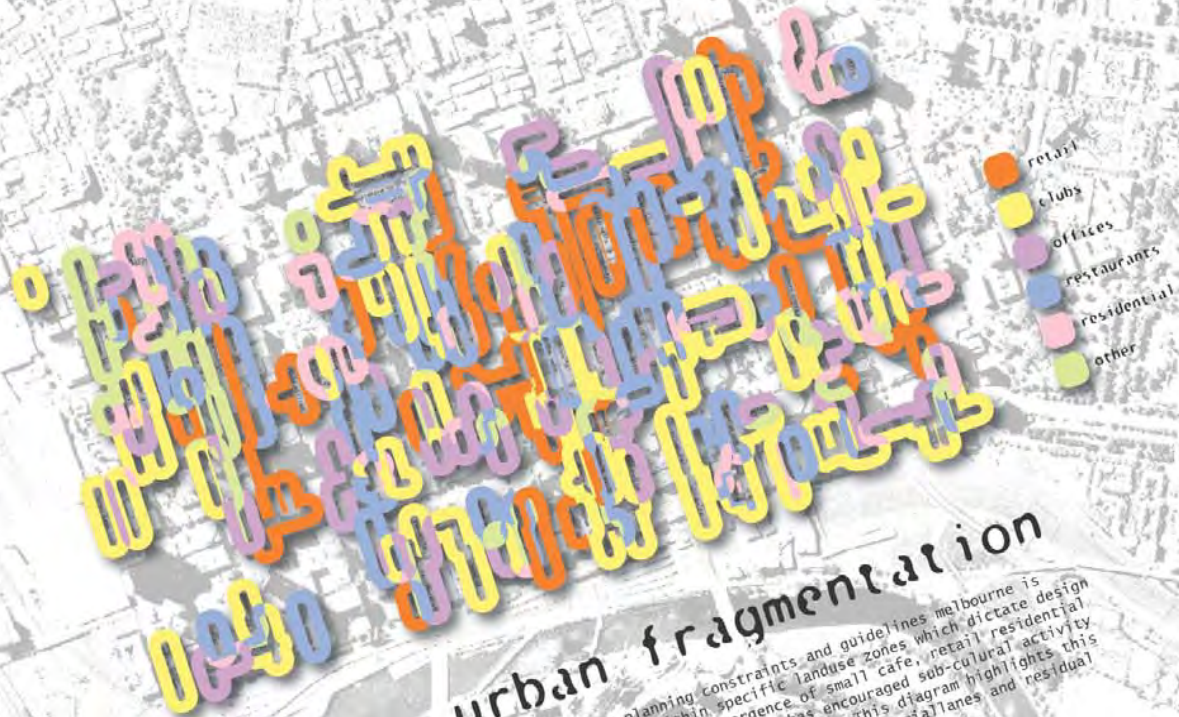
**SUBMISSION TITLE:** Recoleta Cemetery

**AUTHOR:** Emily Ogilvie

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia





## urban fragmentation

through ordinary planning constraints and guidelines Melbourne is typically organised within specific landuse zones which dictate design and activity. however the emergence of small cafe, retail residential etc inbetween spaces of buildings has encouraged sub-cultural activity which operates within a fragmented form. this diagram highlights this through is scope of major landuses around arteriallanes and residual spaces.

**SUBMISSION TITLE:** Urban Fragmentation

**AUTHOR:** Katie Cudal

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia



# STACKED INFRA- STRUCTURE

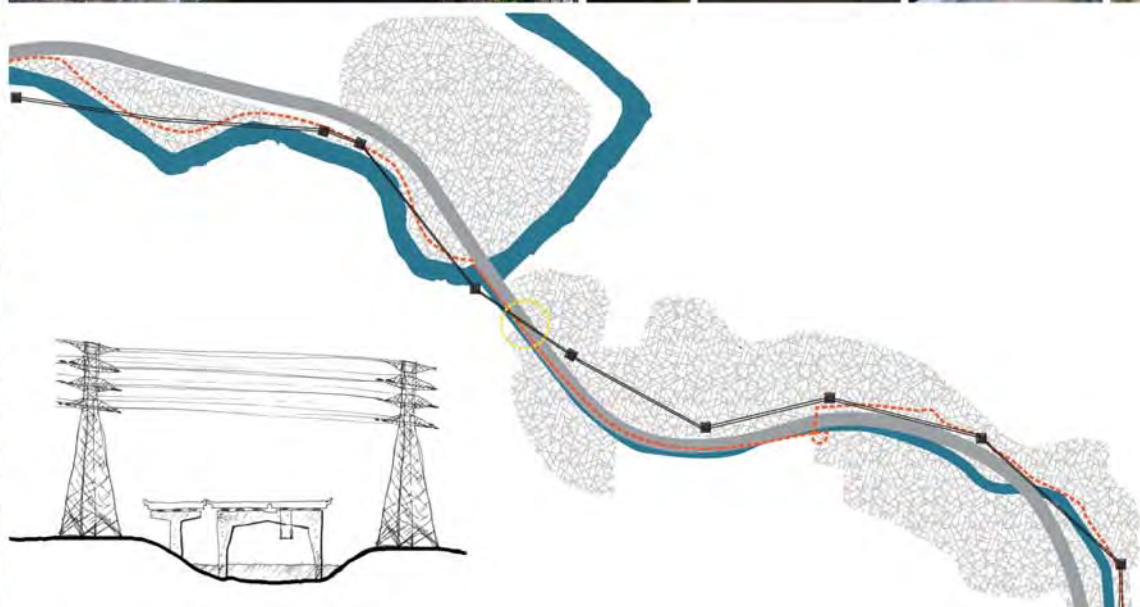


POWERLINES  
over  
FREEWAY  
on top of  
BIKE PATH  
on top of  
CREEK

## MONASH FWY, KOOYONG

In plan view, it appears to be only a freeway, but hiding beneath the freeway and strung from the concrete pylons, is a suspended bike path. Beneath the bike path lies the Gardiners Creek. The HV powerlines float above it all.

Along the length of the Gardiners Creek bicycle trail and the Yarra trail these infrastructures weave and cross for 20km. Only in locations such as these in Melbourne do we see such an optimal usage of space realised by stacking or grouping these infrastructures.



L J Howard

**SUBMISSION TITLE:** Stacked Infrastructure

**AUTHOR:** Lisa Howard

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia





'Little Italy'



'Little Lebanon'

Production: Nick L + Blighty  
Taylor Cullity Lethlean, VIC



Classic kitsch

VS



Creeping gentrification

...BUT WE LOVE IT!!



The motor car is King



Pedestrians work up the food chain

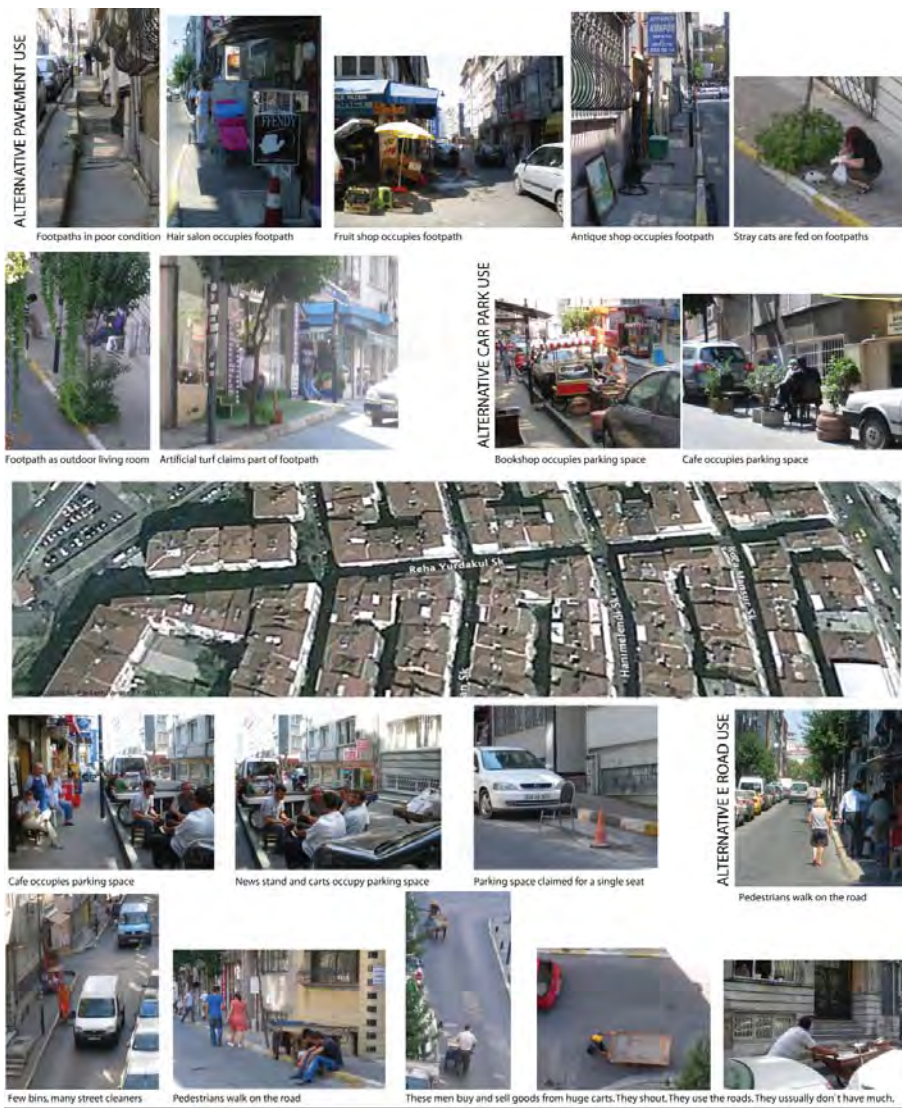


It's a retail smorgasbord of delights

THE LALOR SHOPS, THOMASTOWN

SUBMISSION TITLE: The Lalor Shops  
AUTHOR: Nick Loschiavo & Andrew Blight  
FIRM: Taylor Cullity Lethlean  
LOCATION: Melbourne, Australia





ISTANBUL  
Population -17 million  
Area - 5,343 km<sup>2</sup>

Reha Yurdakul Sk

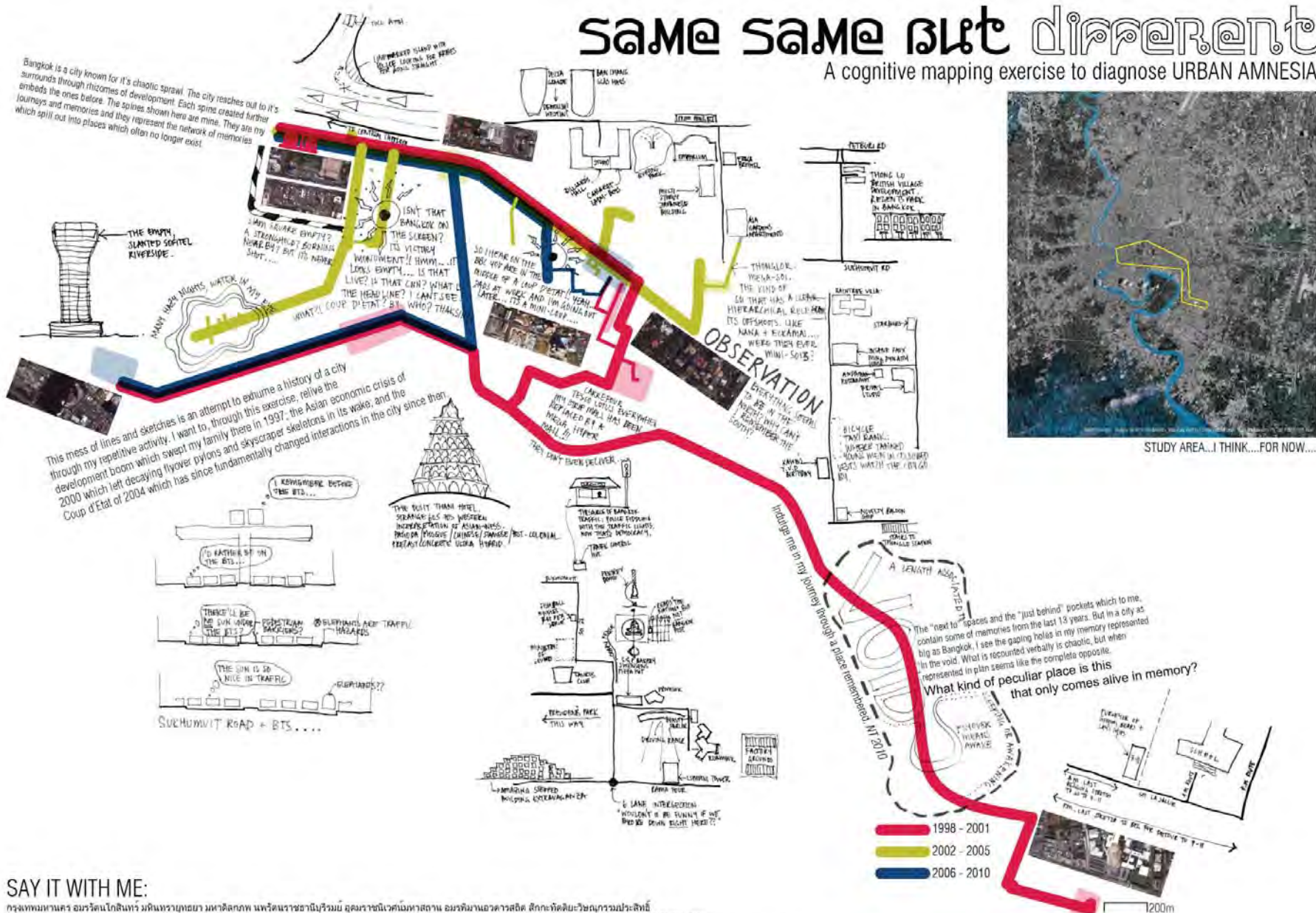
SISLI, ISTANBUL, TURKEY

**SUBMISSION TITLE:** Istanbul  
**AUTHOR:** Nicky McNamara  
**FIRM:** Taylor Cullity Lethlean  
**LOCATION:** Melbourne, Australia



## A cognitive mapping exercise to diagnose URBAN AMNESIA

Bangkok is a city known for its chaotic sprawl. The city reaches out to its surrounds through rithemes of development. Each spine created further embeds the ones before. The spines shown here are mine. They are my journeys and memories and they represent the network of memories which spill out into places which often no longer exist.



SAY IT WITH ME:

[illegible]

THE CITY OF ANGELS, THE GREAT CITY, THE ETERNAL JEWEL CITY, THE IMPREGNABLE CITY OF GOD INDRA, THE GRAND CAPITAL OF THE WORLD ENDOWED WITH NINE PRECIOUS GEMS, THE HAPPY CITY, ABUNDING IN AN ENORMOUS ROYAL PALACE THAT RESEMBLES THE HEAVENLY ABODE WHERE REIGNS THE REINCARNATED GOD, A CITY GIVEN BY INDRA AND BUILT BY VISVAMUKARMA

**AUTHOR:** Noelle Teh

**LOCATION:** Melbourne, Australia





Melbourne's beach, a sun soaked playground wedged between the Yarra and Maribyrnong Rivers and colourful shipping containers. A beach that reveals itself at low tide and requires a tinny to access.



**SUBMISSION TITLE:** Melbourne's Beach  
**AUTHOR:** Scott Adams & Perry Lethlean  
**FIRM:** Taylor Cullity Lethlean  
**LOCATION:** Melbourne, Australia





# ein ausflug auf's land

## airport berlin tempelhof

Birds are singing, people are walking, skating and cycling on the runway, playing football, taking their kids out to fly a kite.

The tranquility is surprising, only the imposing city skyline and the nearby Autobahn makes you realise you are not in the country but in inner-city Berlin.

Tempelhof Airport has opened its gates for public use. With a size of 380 ha it is larger than Central Park in New York. Its iconic airport building was once the largest building by area worldwide and is hailed as the 'mother of all airports'. Where originally American 'raisin bomber' aircraft landed to maintain the airlift during the Soviet blockade of Berlin, now friends are meeting for barbecues and sausage sizzles. Until the official development starts, Tempelhof Airport will remain Berlin's biggest playground.



All photos courtesy Tanya Galloway

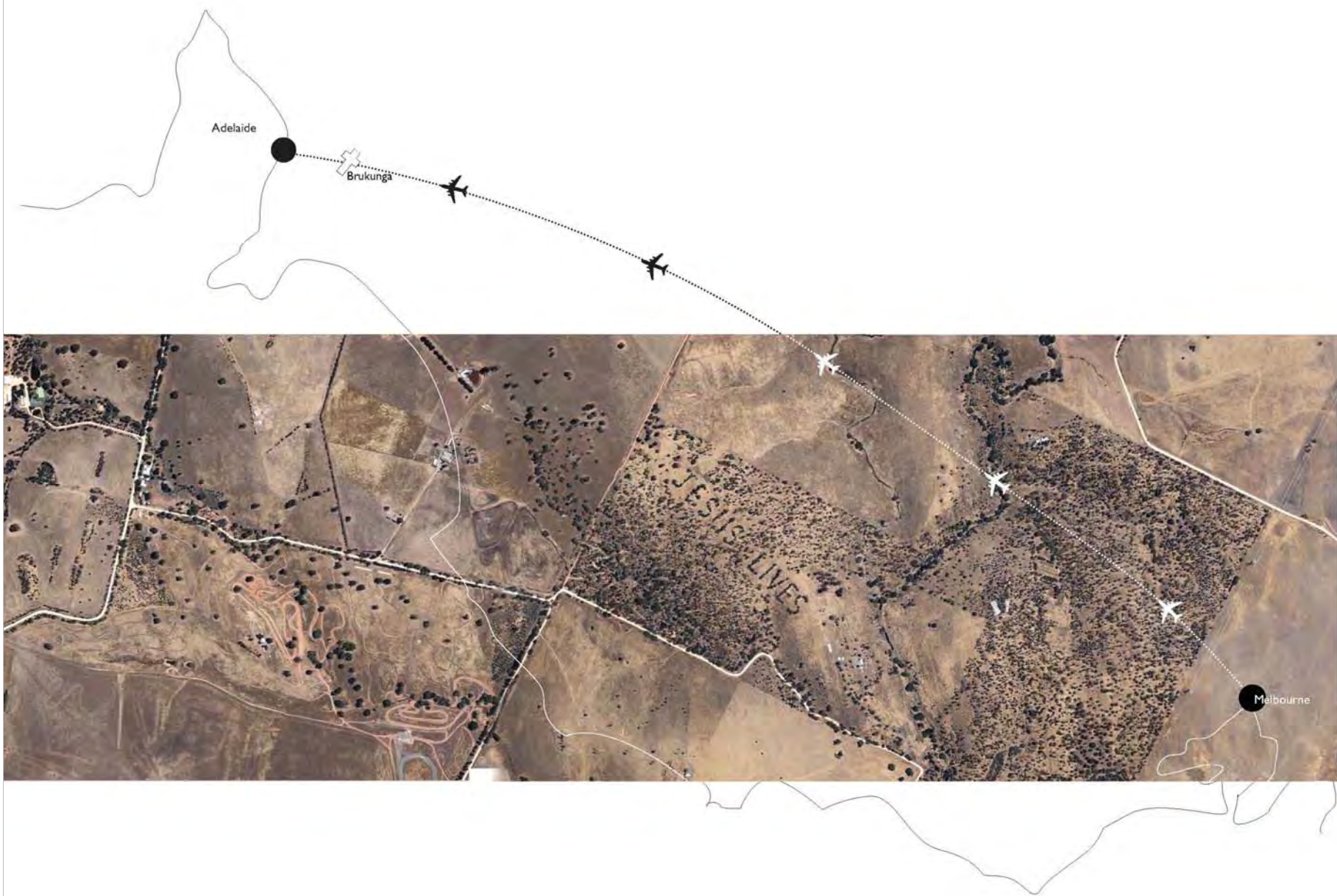
**SUBMISSION TITLE:** airport berlin tempelhof

**AUTHOR:** Sigrid Ehrmann

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia





**SUBMISSION TITLE:** Brukumga  
**AUTHOR:** Simone Bliss  
**FIRM:** Taylor Cullity Lethlean  
**LOCATION:** Melbourne, Australia





**-37.792779, 144.975505 PECULIAR PLACES**

**SUBMISSION TITLE:** -37.792779, 144.975505 Peculiar Places

**AUTHOR:** Urban Initiatives

**FIRM:** Urban Initiatives

**LOCATION:** Melbourne, Australia









## Appendix

In an effort to make this collection of submissions legible all written components from each panel have been extract and placed into this appendix for reference.

**SUBMISSION TITLE:** Mullum Mullum  
Podium Landscapes

**AUTHOR:** Aspect

**FIRM:** Aspect

**LOCATION:** Melbourne, Australia

WHY IS IT PECULIAR ?

A highly designed roof garden, in an obscure location. A public space far from the public, within bushland. A landscape designed out of infrastructural necessity. Not out of poetic translation. An oddity, a piece of aesthetic urbanity misplaced into suburbia. On the top of a tunnel entrances. A tunnel that goes under remnant indigenous bush land in the eastern suburbs of Melbourne.

**SUBMISSION TITLE:** Rubbish tip as  
doppelganger of the city

**AUTHOR:** Bridget Keane

**FIRM:** RMIT

**LOCATION:** Melbourne, Australia

Rather than investigate the realm the public inhabits, here the peculiar is seen as the realm that the public provides the raw material for - the rubbish tip. Occupying the voids left behind by mines and quarries, the tip is part of the continual reformation of the landscape / city.

The organisation and growth of the tip is revealed through the lens of Google earth and is seen to emerge in the city as the ubiquitous street furniture in the everyday streetscape. The bin is a portal for the making of new landscapes a peculiar infrastructure of the public realm that indicates and responds to a much larger set of processes of production, consumption and disposal.



**SUBMISSION TITLE:** Underground Toilets

**AUTHOR:** Shannon Mayen and Tim Black

**FIRM:** BKK

**LOCATION:** Melbourne, Australia

## HISTORIC PUBLIC TOILETS OF MELBOURNE

Public toilets are places of exchange. These are the necessary and vital parts of our existence. Toilets are familiar, used on a daily basis and yet at times, are relegated to the forgotten or unmentionable parts of our lives. When well designed, these spaces can become grand civic spaces that offer a multitude of possibilities for human interaction, delight and most importantly, exchange!

Until the late 19th century, very limited public toilet facilities were available in Melbourne. Public toilets were only available in hotels, and men were inclined to relieve themselves in the city's laneways. Women faced even more severe problems, as it was not considered respectable to enter hotels.

By 1892, Melbourne's underground drainage and sewerage system was established. This major engineering feat paved the way for the first underground public toilets to be opened in Russell Street in June 1902. Designed by Melbourne City Surveyor Adrian C Mountain, the toilets provided facilities for both men and women. And the toilets were comfortable indeed, compared to their streetside predecessors. With lighting and electric fans, the Russell Street toilets' walls were lined with enamelled tiles. An attendant was on hand for both men and women, providing towels, soap, brushes and toilet paper for the cost of a penny.

Extract by historian Dr Kerry Jordan

## UNDERGROUND PUBLIC TOILETS ON THE VICTORIAN HERITAGE REGISTER

- Russell Street, near Bourke Street. Melbourne's first underground public toilets. Decommissioned.
- Queen Street, near Collins Street. In use; for men only. Elizabeth Street, outside the GPO building. In use; for men and women.
- Elizabeth Street, corner Victoria Street. In use; for men and women.
- King Street West Melbourne. Decommissioned.
- Flinders Street. Decommissioned.
- Faraday Street. Carlton. In use; for men and women.
- Gordon Reserve, corner Spring Street and Macarthur Street. In use; for women only.
- Melbourne Town Hall, Collins Street. In use, for men and women.

“When well designed, these spaces can become grand civic spaces that offer a multitude of possibilities for human interaction, delight and most importantly, exchange!”



**SUBMISSION TITLE:** Soho\_le Square

**AUTHOR:** Rachel de Lambert & Sam Bourne

**FIRM:** Boffa Miskell

**LOCATION:** Auckland, New Zealand

The Peculiarities of this particular place are its familiarity to local Aucklanders: as an eye sore or oasis. A residual hole in the ground forged during the first construction phase of a large comprehensive mixed use development [1.]. A 'sign of the times' [2.] the development wears the effects of the economic crisis: dereliction and uncertainty. It is the steady deterioration [3.] and then transformation of this place that is of interest to us, its reincorporation into the urban landscape as another type of valued and interesting place.

The site of the former DYC Yeast and Vinegar factory [4.] at the periphery of Auckland's CBD [5.], the so named 'Soho Square' [6.] sits at the tipping point between the Ponsonby Road ridge (also known as P-Rd) and the Grey Lynn slopes (an inner city suburb known for its festival and free spirit). Soho Square sits between the 'strip' and the 'suburb'.

The constructed remains have been embraced by the bohemian artisan spirit that permeates Grey Lynn's streets and villas. Like the New York Soho's post industrial buildings, this mess of concrete, steel and earth has been seized by the counter culture, re-interpreted and expressed as park, seaside, lake, and wilderness; loved in a way that the proffered commercial development was never embraced.

Within a short time natural processes [7.] have taken hold, the steel begins to rust, the plastic caps on the re-bars fade, adventitious plants take hold and the earthworks fritter away, rain water collects in a large basin lake. A raupo wetland emerges with the rains. Swallows feed on midges at dawn and dusk, nature takes hold. The rising waters

are periodically pumped out lest the site transforms to total lake assuming even more value as a place of urban respite and city nature.

The levels of water flow, inundation and drainage are transcribed on the concrete cliff walls as the water rises and falls. The thrum of the pump is drowned out with the noise of the city, as the soak hole is filled and the water bubbles - up and out [8.].

The periphery of the site is a thickened edge, [9.] caged with safety fencing, expectant re-bars and steel, littered with the evidence of late night congregations. "Keep Out" and other more witty, subversive signage compete for attention and play on the site's interstitial fate. At night a detritus line of discarded cans, bottles, clothing and flotsam is drawn between the half light of Ponsonby Rd and the darkness of Soho, a peculiar anywhere place.

This former industrial site worked away quietly in the heart of Ponsonby for years, its yeasty fragrance and pungent astringent air testimony to the working class suburbs and heritage of its surrounds. The concept of its much hailed mixed use re-development was not greatly cared for by locals who have instead inherited a wasteland of opportunity and peculiar interest. This will not be this site's final state but this memory will enrich the local history and be the place of stories told...

Down the road a popular café named "oh!SO" plays mockery to this place in adventitious anticipation of what the future will bring. [10.]

[www.boffamiskell.co.nz](http://www.boffamiskell.co.nz)

"steel and earth  
has been seized by  
the counter culture,  
re-interpreted and  
expressed as park,  
seaside, lake, and  
wilderness; loved in a  
way"

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**SUBMISSION TITLE:** An Edible Fix:

Portland's Food Carts

**AUTHOR:** Brett Miligan

**FIRM:** Free Association Design

**LOCATION:** Portland, Oregon, USA

## Adaptation

In the past decade food carts have rapidly colonized the city of Portland. Local government encourages their proliferation by making permits easy to obtain, and renting space on car parks, vacant lots and brownfields is relatively cheap. The placement of these semi-mobile street kitchens creates hybrid space that blurs the boundaries between public and private. This effect is most pronounced where the carts tend to group together in symbiotic ensembles. These 'pods' assume a variety of configurations, each of which responds to the specifics of the urban void it inhabits.

For example, in the aerial linked to the photo above, approximately 35 food carts have grouped together to form a vibrant public promenade of diverse culinary delights, nearly 100 meters in length. Each food cart abuts the edge of the private lot, merging with and appropriating the adjacent public sidewalk. In the example to the right, a pod of food carts have taken over the brownfield of a former gas station, using their carts to create an enclosed space complete with shared picnic tables, shelters, and overhead lighting (as the aerial reveals, Google's satellite imagery is not updated fast enough to keep pace with the dynamic and spontaneous nature of these spaces). The around-the-clock improvised space has a carnival atmosphere, catering to lunch, dinner and late-night revelers.

## The Art of the Cart

Each food cart is an urban experiment in design craft – and if it succeeds it remains. As long as a food cart has operable wheels and a tow bar, it is considered a vehicle by the city, and thus is exempt from building and zoning codes. This minimal requirement fosters nomadic adaptation and allows for a wide range of architectural design expression. But most importantly food carts work by offering desirable and informal culinary experiences. Each mobile kitchen is designed to be intentionally unique, reflecting the culture and skills of the chef and distinguishing it from its neighbors. Within a single pod of carts one can encounter Korean BBQ, potato dumplings, Croatian pitas, crawfish jambalaya, fire-roasted pizza (yep - in a cart!), peanut butter and jelly Belgian fries, fried pot pies, vegan frito pie, tacos, pork schnitzel sandwiches and other gastronomical adventures.

“ This minimal requirement fosters nomadic adaptation and allows for a wide range of architectural design expression.”

“ While these conventions facilitate legibility and comprehension of the map, they also remove some specificity and uniqueness of sites”

---

**SUBMISSION TITLE:** Peculiar Maps

**AUTHOR:** Caesar Torres Bistamante  
& Schani Siang

**FIRM:** California Polytechnic State University

**LOCATION:** California, USA

The Peculiar Places collaboration asked for submissions that identify ‘particular urban qualities’ of our current area of residence, and these were to be located in a Google Map image. During our recent Europe trip through which we collected maps from tourism bureaus and information centers, we feel that comparing the touristic map and Google Map of the same place will be an interesting project which may reveal the peculiarities of each individual city - ‘something you couldn’t find anywhere else’.

Google maps and touristic maps are two visual representations of areas that highlight different relationships between elements of specific spaces, and both sources of information are free (at least for non-commercial use). Google Maps rely on “widely-recognized standards for naming and mapping conventions” so all places mapped by using Google Maps will be represented the same (for example, main roads are represented in yellow, secondary roads in white, highways in gold, etc). While these conventions facilitate legibility and comprehension of the map, they also remove some specificity and uniqueness of sites: what makes a city peculiar may be lost when seen through a Google map image. Example of this is La Alhambra, in Granada (Spain), a palace complex constructed with Islamic and 16th century Christian architecture. A Google Maps search of this site will only show ‘Calle Real’, the street heading to the complex. Corridors, paths, circulations, gardens, fountains and pools are invisible in the Google Maps view, and one has to recur to the Satellite View (aerial image) to discover the rich aerial image that reveals the complexity of La Alhambra. In contrast, the tourist map of Granada indicates with a combination of text,

symbols, lines and shaded areas the location of important buildings, gardens, palaces, bus stops and even a hotel. The tourist map, as any other map, sacrifices accuracy to better communicate to its readers the city’s essential and the possibly the peculiar.

This project examines the differences between Google Maps and touristic map imagery. It compares portions of eight touristic maps with their corresponding Google Map screen capture. Most of the touristic maps are produced by Tourism offices although in some cases business (such as HSBC and Galeries Lafayette) are the ones who offer these documents to visitors. The touristic maps shown are kept to its original scale and matched with similar scaled Google Map to illustrate how specific and important details are highlighted or hidden from the reader. The portions represented here focus on the most iconic elements and most common touristic views to the landmarks in each city.



**SUBMISSION TITLE:** Donaukanal

**AUTHOR:** Christian Lindle

**FIRM:** atelier lindle\_bukor

**LOCATION:** Vienna, Austria

A - Danube water enters the Donaukanal shortly after the river enters Vienna. The first 500m are dominated by numerous freeway bridges. Subsequently a Graffiti Wall of Fame shows some of the best works in Vienna. The remaining stretch consists of a freeway on both banks and a small strip of vegetation next to a path along the channel. The promenade is predominantly used by people doing long distance sports such as cycling, inline skating,...

B - The broader bank and the diverted freeway give this stretch more recreational qualities, with quite a number of people sunbathing on the grass slopes. Closer to the city the 'Summer stage' is located, consisting of about 10 diners, partly situated on decks over water. Both sides of the channel are heavily populated creating a substantial influx of regular users.

C - On a length of only 2km the inner city portion consists of a continuous pier and is the most diverse part of the Donaukanal in terms of use. This stretch holds playgrounds, clubs, unused historic buildings (Schützenhaus), bathing boats, an art market, a graffiti wall of fame, landing piers for boats, rich fishing grounds,... Most recent development is concentrated here.

D - Similiar to section B this stretch represents a more park like situation with in this case two pedestrian promenades running along the river banks.

E - This is the least frequented part with no major road running along the channel. Dams are following the course of the water partly covered in dense vegetation and occasionally with a fisherman's hut. The water flows back into the danube at about were the city boundary lies.

Up until the middle ages the Donaukanal held the main riverbed of the Danube. Vienna was founded on an elevated terrace right next to the river, where inhabitants were safe from flooding. By 1700 the term 'Donaukanal' (Danube channel) appeared, the main river by then had moved further east.

In the 1890's the last structural adjustments were carried out. Its present overall appearance still dates back to this era. Since then the channel has a length of 17,3km and an average width of 44m.

After the second world war attempts were made to convert the northern shore into a recreational promenade. In the successive 50s and 60s traffic planning put a hold to these efforts. In this time the Donaukanal was further developed into a main traffic axes. Up until this point many people especially in summer used the channel for recreational purposes, locals referred to the river as 'Lido of Vienna'. This changed with the onset of main stream tourism and the Italian beaches being affordable for everyone.

Twenty years ago the city of Vienna adopted the strategy to selectively target invest in suitable projects rather than invest on a complete redesign & redevelopment.

Numerous projects since then have been realised leaving a patchwork not only of styles and influences of three decades but also of failed initiatives, such as a 70m long boat rusting along next to the recently opened landing pier for hydrofoil boats connecting Vienna with Bratislava.

The continuous but slow process of development leads to a never ending output of new strategies and solutions on how to populate the channel. This diversity is represented in the variety of sections as shown on the right hand side of this panel.

In recent years more projects have been funded then ever before, partly following trends like in other European cities (e.g. urban beaches), but also helping smaller more alternative projects, such as 'central garden', along.

The future holds even more projects to be realised: spa boats, a floating sports ground, a freight ship converted into an art platform, a floating gourmet market, more beaches, boat taxis, restaurants. Most of these undergoings are of larger scale and oriented towards an all year use, with the long harsh winter being a crucial criteria for establishing long term.

**SUBMISSION TITLE:** Amsterdam canal corridor - Prinsengracht

**AUTHOR:** Craig McLean

**FIRM:** Vista

**LOCATION:** Amsterdam, Netherlands

Prinsengracht (Prince's Canal) is the fourth and the longest of the main canals in Amsterdam. In the late 16th and early 17th century, immigration was driving explosive growth in Amsterdam. The population grew from 30,000 to 160,000 inhabitants with only London and Paris larger cities in Europe. Prinsengracht was planned as part of an expansion project and intended mostly to house a growing elite.

The building blocks, 4-5 stories are double-sided, with the closed gardens on the inside and urban street and canal on the outside. The courtyards gardens are wonderfully quiet and peaceful places in the city. Many are private, but some are semi-public. During the year, there is an open garden day, and a concert series in the gardens. The office of Vista landscape and urban design, where I work is located on the Prinsengracht and has its own walled garden, overshadowed by the famous Anne-frank oak tree. Some of the internal spaces are divided fully into private gardens, while others maintain a communal garden.

In contrast to the lush courtyards, the street side of the blocks is distinctly urban. The street consists of a narrow footpath, single lane street, pedestrian scale lighting and expensive (€5/hr) parking with a line of elm trees. Cyclists have priority of cars and in an accident between a car and bike; the car is almost always held responsible. There is almost a total absence of traffic signs with the guiding rule being to give way to the right.

Although the mass transport of goods no longer takes place on the canals, the 25m broad Prinsengracht remains a working part of the city, and a focus for social and recreational activities. Many festivals find their place on the water in Amsterdam and Prinsengracht, as the longest canal in Amsterdam, is the focus of many of these. The gay pride parade is a flotilla of decorated boats and barges. The Queen's Day national holiday includes a parade of everything orange and thousand of boats of all sorts, and the Prinsengracht concert is the highpoint of the classical and jazz music festival when boats jam into the canal around the floating stage outside the Pulitzer hotel and it is possible to traverse the canal from boat to boat. In summer, the route along the canals and out to the Amstel is a favourite for recreational boaters. The profile of the canal and streets with its bridges and cafes is perfect for watching and being watched.

Prinsengracht is also home to some of Amsterdam's 2400 houseboats, now very expensive because of the limited number of moorings, they are usually incapable of moving under their own power. Not all have connection to mains sewers and so discharge their waste directly into the canal. This and the subsequently high levels of E. coli is one of the main reasons why swimming in the canals is not recommended.

The combination of water in a strong urban form, dense but not high buildings with diverse uses, a programme of events throughout the year, pedestrian and cycle accommodation and a willing public makes the Prinsengracht a wonderfully active and successful part of Amsterdam.

“ Prinsengracht remains a working part of the city, and a focus for social and recreational activities.”



**SUBMISSION TITLE:** Car Boot Sale  
**AUTHOR:** Karolina Halldin  
**FIRM:** Arkitekterna Krook and Tjader A3  
**LOCATION:** Malmo, Sweden

Every Sunday there is a spectacle taking place in a leftover, “no-place” on the urban periphery of Southern Helsingborg, Sweden. Helsingborg is a segregated city where the northern- and the southern parts of the city are each self-contained.

The south is the “neglected”, “industrial” part of the city. Apart from the cinema, which is located in the south, there is not much that induces interaction between the two parts.

This particular area has big transformation plans associated with it; however the space itself is currently a wasteland physically discluded from the public realm.

In fact it is probably the “unpretentiousness” of this space that attracts the phenomena of this so called car-boot-sale (“bakluckeloppis”).

The spectacle, which brings a flow of cars and people weekly, is neither a public market nor a private garage sale; it is rather an amusement park for a collective group which brings parts of their private realm into the city. And a new typology is born; an ephemeral public realm.

The phenomena of the car-boot-sale, in southern Helsingborg, appears to work as a catalyst for this part of the city. Its uniqueness has started to put this area on the map as an event space and brings about other activities at its edges. Perhaps these byproduct activities could even remain if the spectacle comes to an end. Such as, more people finding their way to the parks and specialist shops nearby.

As a catalyst of public activity this phenomena could be applicable in an increasing city, like in this example, to work as a temporary installation, a “kick start” of the social life in the public realm. In a decreasing city it could potentially reinstate communal life where shops and services have otherwise had to close down.

“ The phenomena of the car-boot-sale, in southern Helsingborg, appears to work as a catalyst for this part of the city.”

**SUBMISSION TITLE:** FWK 370 56.912'S

1440 55.622'E

**AUTHOR:** Mark Haycox

**FIRM:** Vic Urban

**LOCATION:** Melbourne, Australia

The Beacon takes the name of one of Melbourne's forefathers – John Pascoe Fawkner

Fawkner Beacon is located in Port Phillip Bay 6km west of Hampton and 11km south of Melbourne.

As a weather station - The Beacon provides primary climatic information that we each reference in our daily lives.

"The Beacon " marks the location of 37° 56.912' S longitude & 144° 55.622' E latitude from the Greenwich mean line and is the last turn in the Bay's shipping channel into Melbourne.

To ships hauling global trade - it is an innocuous "way to" point at the very end of their journey.

The marker is the location of the Yarra River's eastern bank during the last ice age.

What it will mark in 100 years time?

The Beacon for me was the boundary of an adventurous adolescence on the Bay where slow hot summer days were spent long boarding, jumping and splashing in its shadows. - *Mark Haycox*

To the people of Melbourne's bay side - it is a place just on the horizon that has, in its many guises over the decades, become etched in people's memory and mind map of the Bay as a place of fun, adventure and mystery.

The Beacon is a peculiar but important place to many. Its location has deep meaning - it

has seen tears from those scattering ashes of loved ones - it is the race marker for yachts and sailboarders.

" The Beacon for me was the boundary of an adventurous adolescence on the Bay where slow hot summer days where spent long boarding, jumping and splashing in its shadows." - *Mark Haycox*



**SUBMISSION TITLE:** 90 Mile Straight

**AUTHOR:** Daniel Firms

**FIRM:** Oculus

**LOCATION:** Sydney, Australia

Between balladonia and caiguna in western australia, approx 1000kms east of perth is the world's longest straight road - 146.6Kms without even the slightest deviation. It forms a part of the eyre highway across the country and up until the early 70's was an unsealed road.

Near the eastern end of the straight, construction company 'readymix' landed a tender to perform quarrying operations and subsequently carved the company's logo into the limestone surface with a grader in 1965 towards the end of the 90 mile straight. It is visible from google earth and measures 3.2Km across. It is widely regarded as the first commercial logo visible from space. For a time it was the world's largest advertising logo. Apparently it was done as a 'lark' and is a clear demonstration why you shouldn't spend too much time in the desert.....

**SUBMISSION TITLE:** Kalgoorlie Super-Pit

**AUTHOR:** Daniel Firms

**FIRM:** Oculus

**LOCATION:** Sydney, Australia

The largest open-cut gold mine in the world. The entire perth cbd can fit inside the pit and be completely enclosed. The pit follows the telluride mineral seam which goes underneath the town of kalgoorlie. The pit has already begun to eat away at the town's edges, and will eventually eat into much of the town centre.

**SUBMISSION TITLE:** Cappadocia - Turkey

**AUTHOR:** Simon Trick

**FIRM:** Oculus

**LOCATION:** Sydney, Australia

Feeling from Roman persecution, early Christian's created cities inside unique upright sandstone rock formations. Similar to a white-ant mound this peculiar city was created through the subtraction, rather than addition of materials. Places to live, eat and worship were all created within the confines of the rock and all were connected through an intricate network of vertical and horizontal tunnels.

"It is widely regarded as the first commercial logo visible from space. For a time it was the world's largest advertising logo."

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**SUBMISSION TITLE:** Mnemonic Assemblage  
**AUTHOR:**OUTR  
**FIRM:** Office of Urban Transformations Research  
**LOCATION:** Melbourne, Australia

GRAVITY HILL  
OUTR Perspective

Woodend, Victoria, Australia

Gravity hill, also known as magnetic hill (and sometimes mystery hill or gravity road), is a place where the layout of the surrounding land produces the optical illusion that a very slight downhill slope appears to be an uphill slope. Thus, a car left out of gear will appear to be rolling uphill due to gravity.

BOTTLENECK SHOPPING  
OUTR Context

Istanbul, Marmarma, Turkey

Optimistic salesmen meander in and out of the 4 hour each way peak hour freeway traffic as the 180,000 vehicles pass from the Asian to the European side of Turkey to go to work each day via one of two bridges that that connect the divided landscapes. Whilst sitting in the 8 lane freeway traffic jam you'll have the opportunity to buy a variety of food and accessories.

SUPERSIZE  
OUTR Whack

Itu, São Paulo, Brazil

Sitting in the centre of Praça Pedre Miguel, in Itu, São Paulo, Brazil is an oversized telephone so large that it remains out of reach and unusable. Throughout the world oversized objects exist within the landscape and have become something of a cult phenomenon often known to be tourist attractions or simply as place makers.

DISTRICT HEATING  
OUTR Expectations

Manhattan, New York, USA

Why heat one building at a time when you can heat a whole city district?! District heating is a system for distributing heat generated in a centralized location for residential and commercial heating requirements such as space heating and water heating. District heating plants can provide higher efficiencies and better pollution control than localized boilers.

HOOK TURN  
OUTR Sequence

Melbourne, Australia

As a result of reconfiguring Melbourne's traffic flow in order for pedestrian and vehicle traffic to run more smoothly throughout the city, the hook turn was invented. This is a right hand turn from the left hand side of the road in response to the traffic signals. Melbourne is the only city in the world in which this peculiar traffic condition exists.

MNEMONIC ASSEMBLAGE

OUTr's "Peculiar Places" entry evolves from five individually chosen "Peculiar Places" each existing at different scales and locations world wide.

"...Your gaze scans the streets as if they were written pages: the city says everything you must think, makes you repeat her discourse, and while you believe you are visiting Tamara you are only recording the names with which she defines herself and all her parts" Italo Calvino, Invisible Cities

As Sherlock Holmes would commonly say when you have eliminated the impossible, whatever remains, however improbable, must be the truth...?.What ever the truth may be, a method of reasoning, a process of elimination, the going back and forth and linking of clues in the field of information, a process of Cartesian reasoning potentially for Holmes. From the singular Cartesian system to a multiple systems of mapping ; seeing cognitively, mapping the visible and invisible, the self referential, a referencing of movement through space, the twists and turn and subtle undulations where relational positions emerge. The visual mapping where is not defined as a distinct figure or landmark but where referencing occurs through the qualitative dimension which when pasted together form the map .With each case Holmes would be sensitive to the underlying structures and shifts in the city; the city's hidden clues, the invisible forces at play, the hidden lines which demarcate diverse territories, the rustling of objects in obscure corners, the sudden movement of trees by a passing gust of wind the affect of the multiple forces at play; these leading to an unraveling and formation of the city which is often unknown or hidden unless actively sort. Constructing the city isn't a static or singular act but cumulative and intertwined in its viewing of the world and its making.



**SUBMISSION TITLE:** The Tico Way

**AUTHOR:**Patricia Fonseca

**FIRM:** AECOM

**LOCATION:** San Francisco, USA

## The Typical Commercial Landmark

The Musmanni bakery chain is the initial point of reference of many homes in Costa Rica. So much so, that Francela for example, has had two consecutive addresses based on a Musmanni location. It could of course just be a coincidence, or perhaps it's due to the fact that there are over 100 Musmanni bakeries in the country.

## The Ironic Point of Reference

The Caldera Highway was recently completed in early 2010. This new highway would connect the Central Valley with the Pacific Coast without having to pass through the steep slopes of Cambronero, the route of the old highway.

## The Natural Element

Costa Rican is renowned for its forests, biodiversity and conservation. In the Metropolitan Area, trees also play an important role as icons. This prominent mango tree in the Escazu neighborhood has become the key landmark for its neighborhood; perhaps due to the fact that it stands practically on the street itself, but large and magnificent trees have become part of the collective memory.

## Costa Rica's address:

"From the Earth's Equator, 10° North and 84° West. Small green country between the Pacific and the Caribbean."

Costa Ricans (or Ticos as they're known) have quite a peculiar system for way finding. Home and business addresses are not usually given with street names and building numbers.... rather landmark points of reference are used, along with the distance in meters or blocks, and cardinal directions.

Our way finding therefore creates an experience at the street level and a collective memory of landmarks, regardless of whether or not they still exist. Costa Ricans rarely use maps, and when they explore their city in plan view with the help of Google Earth for example, they are astonished to find a city that is unrecognizable to them from above. Simply, it is not the way they view, or identify with, their city.

Of course, this way of way finding is not without its obstacles. What should happen, you might ask, if an old iconic tree that was always used as a reference finally dies? What of the pharmacy that shut down and is now a corner market? What if you don't know which way is North or South? Or most importantly, what if you are not familiar with the referenced landmark in the first place?

The answer is that you are constantly aware of changes in your city. You develop photographic memory and a collective memory is shared among Costa Ricans. You remember that churches always face West, and since every town has a church you'll always know in which direction you're going.

And you discover that what might be a landmark to you, might not be a landmark for someone else...

As the city of San José grew over the years, its central grid disappeared. Urban planning strategies were hardly developed or implemented and as a result the city grew organically. New streets were never named, new homes and businesses never numbered...and so, Costa Rican way finding was become a unique characteristic of the Tico way of life.

**SUBMISSION TITLE:** Thought Forms  
**AUTHOR:** Robert Owen & Joanna Buckley  
**LOCATION:** Melbourne, Australia

Thought Forms - SITES OF REGENERATION

Popping up all over the city are mind spaces for the evolution of visionary thinking, feeling and sensing; sites of regeneration; zones for the ecology of mind.

"We may say that 'mind' is immanent in those circuits of the brain which are complete within the brain. Or that mind is immanent in circuits which are complete within the system, brain plus body. Or, finally, that mind is immanent in the larger system - man plus environment." 1

The fragmentation of society (including within the individual) has detracted from the paradigm where reality is viewed as fundamentally connected and interdependent, as an ecosystem, an implicate order<sup>2</sup>.

Moving into the future, Thought Forms are sites for the re-emergence of consciousness towards an ecology of mind. An integrated world that gives insight into the depth and subtlety of the multidimensional layers of existence. This concept implicitly brings global concerns, sustainability and compassion to the forefront of awareness.

A big thing

A little thing

Another thing

Something

In front of a point in time

Bits & Pieces

Put together

To present a semblance

Of a whole

Lawrence Weiner

Bioform Building

433 - 455 Collins Street, Melbourne

Concept Proposal 2005

'Head Space' (filled with Light). Self Sustaining Biosphere.

Elixir Bar, Organic Restaurant and Wellness Centre.

The Bioform is an example towards the notion of implicate order that reflects a sustainable, integrated site considering 'ecology of mind' and environment.

Peculiar Places

Place: "For we are where we are not" 3

Submission: Fine Art Services

Robert Owen and Joanna Buckley

Date: August 2010

1 Gregory Bateson, Steps Towards an Ecology of Mind 1972.

2 David Bohm, On Creativity, 1996.

3 Pierre-Jean Jouve, Lyrique, p59P59

4 Mind Reading <http://www.sciencedaily.com/releases/2009/03/090312114754.htm>

"Moving into the future, Thought Forms are sites for the re-emergence of consciousness towards an ecology of mind."

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**SUBMISSION TITLE:** Murry Street Mall  
**AUTHOR:** Sacha Martin & Lauren Gillard  
**FIRM:** City of Perth & Jenny Smith Gardens  
**LOCATION:** Melbourne & Perth, Australia

Some might call me old fashioned, what's so peculiar about a mall? Well I guess it really depends on what context you are asking. It has been said that I don't really fit in here that I should have moved to Melbourne or Sydney but I'm happy in Perth being, well pretty much the only public space that works.

Allow me to introduce myself, I'm Murray Street Mall situated in the perfect position, within the City of Perth. I attract such a diversity of people from the shoppers, the business people, bums (which are occupying the seating again, they are almost becoming part of the furniture!) and the buskers. I hope I haven't missed anyone.

Sometimes they just use me as a thoroughfare or a meeting places, well I guess I am situated in the ideal location to access the train and bus network. Others stay though. They come to spend their hard earned cash in the shops littered around my perimeter. There is such a variety and new retailers are popping up all the time.

If you visit, you will notice how my street trees offer the perfect shaded shopping experience. But its not all about the shopping, you can also dine. Oh and have you seen my seating, its ideal to relax and people watch, now this is one of my favorite activities. As I mentioned before I attract such diversity, am functional and I offer such an experience. I'm such an active space, making me

the perfect people watching location. And if you're into it, you can even enjoy a fag. Yep I'm one of the last public places you can smoke.

Sometimes ill even put on some entertainment, checkout the local paper for what's coming up. Now are you still asking me why I'm peculiar? Well if I haven't already made myself clear enough, i'll recap.

Malls as public spaces work in smaller cities like Perth. The location is imperative and often pivotal to the success of these spaces as they are central and accessible to other infrastructures. So old fashioned maybe, successful absolutely as they offer this cross over of the "one stop shop experience."

" I'm Murray Street Mall situated in the perfect position, within the City of Perth. I attract such a diversity of people from the shoppers, the business people, bums and the buskers."

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**SUBMISSION TITLE:** Jembatan 5

**AUTHOR:** Shirley Laila

**LOCATION:** Jakarta, Indonesia

## My Street

This hawker has a permanent spot on my street, just a few doors down from my house! Look at him operating at night and then how he just leaves his stall during the day! I'm not sure why my neighbour even lets him do this! Perhaps they made a deal – a few plates of fried noodle a day in exchange for the right to use the space!

But this raises the question of whether or not home owners actually own or be held responsible for the public area just outside their house! And this is always a grey area in Jakarta.

## Martabak Entrepreneur

This is a Martabak shop. Martabak is a very popular dessert here, and it's really high in fat and calories! Its like pancake but thicker and very buttery, originally filled with sesame seeds, chocolate, peanuts and cheese. But now the possibilities for its fillings are endless.

Anyway, meet Mr Iwan – owner of this shop. Just a few years back he sold Martabak from a push-cart, he shows after dark and starts cooking in front of one of a shop house. He uses a pail of water for washing and a small portable gas tank to fuel his fire. But business had been so good, he now sells his Martabak from this little unit! I don't know if he owns it or rents it, but he is living the dream! He now owns 3 other branches in other parts of Jakarta!

## Hawker food.

Again found on my street this guy sets up his fired rice business near my house too! That door behind him is a garage door to my neighbour's house which has recently moved out. So that house is empty, and voila... good spot for business because nobody is going to chase him away. And pray that he doesn't get chased, his fried rice is good!!!

Note how he has made himself comfortable by hooking up a plastic over his push cart with two ends are hanging from a hook off the wall, which he had placed himself obviously!

## Anywhere is good!

All space is fair – space! This stall has been set up in between 2 shops that opens at night. On the left is a 24 hour mini-mart, and the other is a restaurant.

## Dentist by Day, Guitar Shop by Night

This is awesome, who says you need to have a shop to sell music instruments. This guys sells second-hand guitars in front of this dentist' office and see the bright screen – that's them providing a service to upload songs to your hand phone! Awesome of what!?

They steal the electricity from a neighbouring power pole...

## Mini Petrol Station

This is day shot on Sunday of the same area where the hawkers were at night, as seen in my picture titled Hawkers.jpg. While the hawkers are resting, the guy on the left sells petrol by the litre! See the bottles on his push carts? Each bottles contain a litre of cheap fuels sold at Rp 5000 – each! Most of the

consumers are the public transport cars, like the blue car shown in this pic and lots of motorbikes buy their fuel from this street-side stall!

## Shop owners strike back

A lot of shop owners are not happy about these 'squatter hawkers; taking up the space in front of their shops at night! These hawkers don't clean up after themselves, and there will always be strings left behind because they will use these strings the next day when they are back. So there are a lot of unsightly things left behind, and don't forget there is no public toilet nearby too!!

So a lot of shop owners try to make it difficult for these hawkers in this picture you can see that the owner has made a huge opening over the drainage system in hope that these hawkers wont use their shopfront for place of business! But alas, its useless! Note the boards used by the hawkers to close the gap!

## Hawker food!

These hawkers come out only after dark! I'm not very sure what the building is used for, but its definitely not active after sun-down. And because of its long facade, it has been chosen as the right spot for these hawkers to set up their tents!

There is also another street that has dozens of hawker by the road side like this, and it is recognised as one of the best food streets in Jakarta! Will try to take the pics for you too! Im not sure what the shops sell during the day, ive never been there in daylight!



**SUBMISSION TITLE:** Intuitive Urbanism

**AUTHOR:** Sidh Sintusingha

**FIRM:** ABP The University of Melbourne

**LOCATION:** Melbourne, Australia

Thai cities and towns are places that constantly and spontaneously evolve through accumulated formal / informal local decisions and actions over time more than imposed 'plan/design'...

### **Rural linear villages along canals**

Urban spatial pattern that is framed by rural pattern of rice paddies, layered by intuitive urbanism – a continuation of habits forged over centuries that concurrently conflict and synergize with imposed, modern planning and design sensibilities. Roads function as linear cities with suburbs sprawling along root-like side-streets (soi) consuming former paddies. Form changes but the cultural mentality remains the same and vehicles, streets and footpaths retain the fluidity of the once predominant canal-side (khlong) lifestyle and characterized by fixed and flowing Small and Medium Enterprises (SMEs) ( and 'collective forms') or shophouses, utes, motorcycles and mobile vendors.

### **Imposed Thai - style 'modern' city**

Major roads are arguably the very few formally planned elements and in this case, road administrators planned for future widening of the road, hence the 6m setback. Another are bus stops, one located 15 meters north.

Bangkok's gridlocked traffic enhances the demand for local convenience, mainly supplied by mobile vendors (once on boats now on foot, motorcycle-powered, and in the back of transformed utes) plying their trades deep in far-flung suburbs (once villages). These provide urban conditions ripe for the 7-11 invasion (and today Thailand boast the third largest number of 7-11 stores after

Japan and the US) in refitted shophouses. One would think they'd wipe out the vendors (like they did with former local shophouse groceries), but no, they informally formed 'strategic alliances' that complements Bangkok's urban landscape after dark. Apart from the complementing functions of quick shopping and quick freshly cooked meals, 7-11's also provide bright lighting, source of electricity and water. This attracts food vendors, the more enterprising migrating from day-lit businesses in another time and space, and we have an alfresco mini-food court (and take-away) for dinner and late meals. Each vendor offers a different menu – with only one vendor selling drinks, probably the host 7-11's business 'policy'.

### **Linear cities along roads and suburbs sprawling via side streets**

The alfresco food-court is the manifestation of organic synergies between local and global forms – a result of multiple and open-ended business deals/ agreements ( and everyone is in on the deal/cut – including the government agents such as the local footpath police). Moreover this is a Thai socio-economic synergy between lower middle-class vendors and the middle-class citizens in surrounding apartments and housing estates inside the sois. The vendors in turn, sustain the decades old fresh market 700 meters up the road while the middle-class flocks to Tesco-Lotus, a kilometre down the road...

Indeed, they are transforming "Peculiar Places" located right between the urban 'First' and 'Third' worlds...

" Indeed, they are transforming "Peculiar Places" located right between the urban 'First' and 'Third' worlds..."

**SUBMISSION TITLE:** Puff

**AUTHOR:** Tanya Court & Daniel Hidvegi

**UNIVERSITY:** University of South Australia

**LOCATION:** South Australia, Australia

puff, our peculiar place, is the western side of Frame Road between North Terrace and Rundle Street in Adelaide. puff simultaneously documents our peculiar place and makes a proposal for it. puff enhances peculiarity. puff establishes a peculiar response to place, generated by the place itself. Indicators for puff include: the number of pedestrians, the number of coffee's being served, beers pulled and tickets issued from the Frome Road Carpark, puff makes visible the intensities and activities of city life, in real time. puff uses the skills of data analysis to create a single visual manifestation of a series of complex data collection from the four indicators.

puff, describes the peculiarities as metaphorical object; curtains for doors, Robert Smithson's glue pour as oil slick and garbage bin exuding carrion, silicone implants as al-fresco dining and sidewalk umbrellas, metaphors that in turn inform a new understanding and reading of space.

**SUBMISSION TITLE:** Raised Rail

**AUTHOR:** Joe Morgan-Payler

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

There is a 3km section of raised railway line in Melbourne that runs between West Richmond and Clifton Hill Railway Stations on the Epping and Hurstbridge lines.

This rail line is raised above its surrounds on an earth berm that dissects the suburbs it runs through. When at street level, the line blocks all views to the west, only providing glimpses of trains gliding above the roof lines.

It can only be crossed at certain points where roads intersect it and bridges have been created. These intersection points are often where local stations are located as well as pubs, cafes and small milk bars.

Travelling by train along this section of line gives the passenger an interesting perspective into surrounding backyards and onto distant views that are otherwise nonexistent from the street level below.

" data analysis to  
create a single visual  
manifestation of a  
series of complex data  
collection from the  
four indicators."



**SUBMISSION TITLE:** Battle Ship Island

**AUTHOR:** Joe Morgan-Payler

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

Gunkanjima or 'Battle Ship Island' is about 15km off the coast of Nagasaki, Japan. It was populated from 1887 - 1974 as a part of coal mining operations on the island. At one stage it was the most densely populated piece of land in the world. It also holds claim to the site of Japan's first steel / concrete construction multi-story building. Over time the footprint of the island was constantly expanded with the fill excavated from the mine until the sea walls were erected which gave the island its current battle ship like appearance.

At the height of its growth Gunkanjima had schools, a cinema, a hospital and numerous apartment and service buildings. During the 1960's the rise in petroleum use around the world marked the decline of coal needs and as a result the mining operation on Gunkanjima became non-financially viable. In 1974 the island became abandoned and its structures were left to the fate of the seasonal typhoons.

**SUBMISSION TITLE:** Newgrange, Ireland

**AUTHOR:** Agata Kminikowska

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

Newgrange was built between circa 3100 and 2900 BCE, during the Neolithic period, in order to house the remains of the dead. It has also been speculated that it had some form of religious significance, particularly in regards to an afterlife, because it is aligned with the rising sun on the winter solstice, which floods the tomb with light. The Newgrange monument primarily comprises a large mound, built of alternating layers of earth and stones, with grass growing on top and a reconstructed facade of flattish white quartz stones studded at intervals with large rounded cobbles covering part of the circumference. The mound is 76 m (250 ft) across and 12 m (40 ft) high, and covers 0.4 hectares (one acre) of ground. Newgrange contains various examples of abstract Neolithic rock art carved onto it which provide decoration.

**SUBMISSION TITLE:** day - lights

**AUTHOR:** Campbell Morris

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

a strange event is taking place on late sunny afternoons in richmond; a peculiar light show appears through thin slithers of void between the bike path and river wall where the monash freeway and yarra momentarily align and overlap. the sun reflects off the river projecting ribbons of light patterns onto the adjacent walls and substructure creating odd moments of tranquillity beneath the hustle and bustle of the freeway and punt road above.

**SUBMISSION TITLE:** Peculiarly Particular

**AUTHOR:** Chris Johnstone

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

Fitzroy is an inner Suburb of Melbourne, one of the grided suburbs that can be found in numerous places around the world. Within these grided cities there are always little peculiarities that shift the grid and a ripple is created that often seems to create a flow of small changes that make a peculiar place.

This block is the block where I live and as far as I know it is the only block with a street in Fitzroy with a curved alignment, a communally shared private pocket park and an industrial chimney. The chimney is the centre piece of the block and can be viewed through, around above and along the streets surrounding it...It even creates the bend in the road, apparently....Why this industrial chimney is still standing in the middle of what is now a largely residential area is particularly peculiar, I love that it is. If you ever walk through this part of Fitzroy you should check it out.

**SUBMISSION TITLE:** Urban Fragmentation

**AUTHOR:** Katie Cudal

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

Through ordinary planning constraints and guidelines Melbourne is typically organised within specific land use zones which dictate design and activity. However the emergence of small cafe, retail residential etc in between spaces of buildings has encouraged sub-cultural activity which operates within a fragmented form. This diagram highlights this through its scope of major land uses around arterial lanes and residual spaces.

**SUBMISSION TITLE:** Stacked Infrastructure

**AUTHOR:** Lisa Howard

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

MONASH FWY, KOOYONG

In plan view, it appears to be only a freeway, but hiding beneath the freeway and strung from the concrete pylons, is a suspended bike path.

Beneath the bike path lies the Gardiners Creek. The HV powerlines float above it all.

Along the length of the Gardiners Creek bicycle trail and the Yarra trail these infrastructures weave and cross for 20km. Only in locations such as these in Melbourne do we see such an optimal usage of space realised by stacking or grouping these infrastructures.

**SUBMISSION TITLE:** Same Same but Different

**AUTHOR:** Noelle Teh

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

Bangkok is a city known for its chaotic sprawl. The city reaches out to its surrounds through rhizomes of development. Each spine created further embeds the ones before. The spines shown here are mine. They are my journeys and memories and they represent the network of memories which spill out into places which often no longer exist.

This mess of lines and sketches is an attempt to exhume a history of a city through my repetitive activity. I want to, through this exercise, relive the development boom which swept my family there in 1997; the Asian economic crisis of 2000 which left decaying flyover pylons and skyscraper skeletons in its wake; and the Coup d'Etat of 2004 which has since fundamentally changed interactions in the city since then.

Indulge me in my journey through a place remembered. NT 2010

The "next to" spaces and the "just behind" pockets which to me, contain some of memories from the last 13 years. But in a city as big as Bangkok, I see the gaping holes in my memory represented in the void. What is recounted verbally is chaotic, but when represented in plan seems like the complete opposite. What kind of peculiar place is this that only comes alive in memory?

"This mess of lines and sketches is an attempt to exhume a history of a city through my repetitive activity."

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**SUBMISSION TITLE:** airport berlin tempelhof

**AUTHOR:** Sigrid Ehrmann

**FIRM:** Taylor Cullity Lethlean

**LOCATION:** Melbourne, Australia

Birds are singing, people are walking, skating and cycling on the runway, playing football, taking their kids out to fly a kite.

The tranquility is surprising, only the imposing city skyline and the nearby Autobahn makes you realise you are not in the country but in inner-city Berlin.

Tempelhof Airport has opened its gates for public use. With a size of 380 ha it is larger than Central Park in New York. Its iconic airport building was once the largest building by area worldwide and is hailed as the 'mother of all airports'. Where originally American 'raisin bomber' aircraft landed to maintain the airlift during the Soviet blockade of Berlin, now friends are meeting for barbecues and sausage sizzles.

Until the official development starts, Tempelhof Airport will remain Berlin's biggest playground.

