

# Portfolio Charles RW Sale



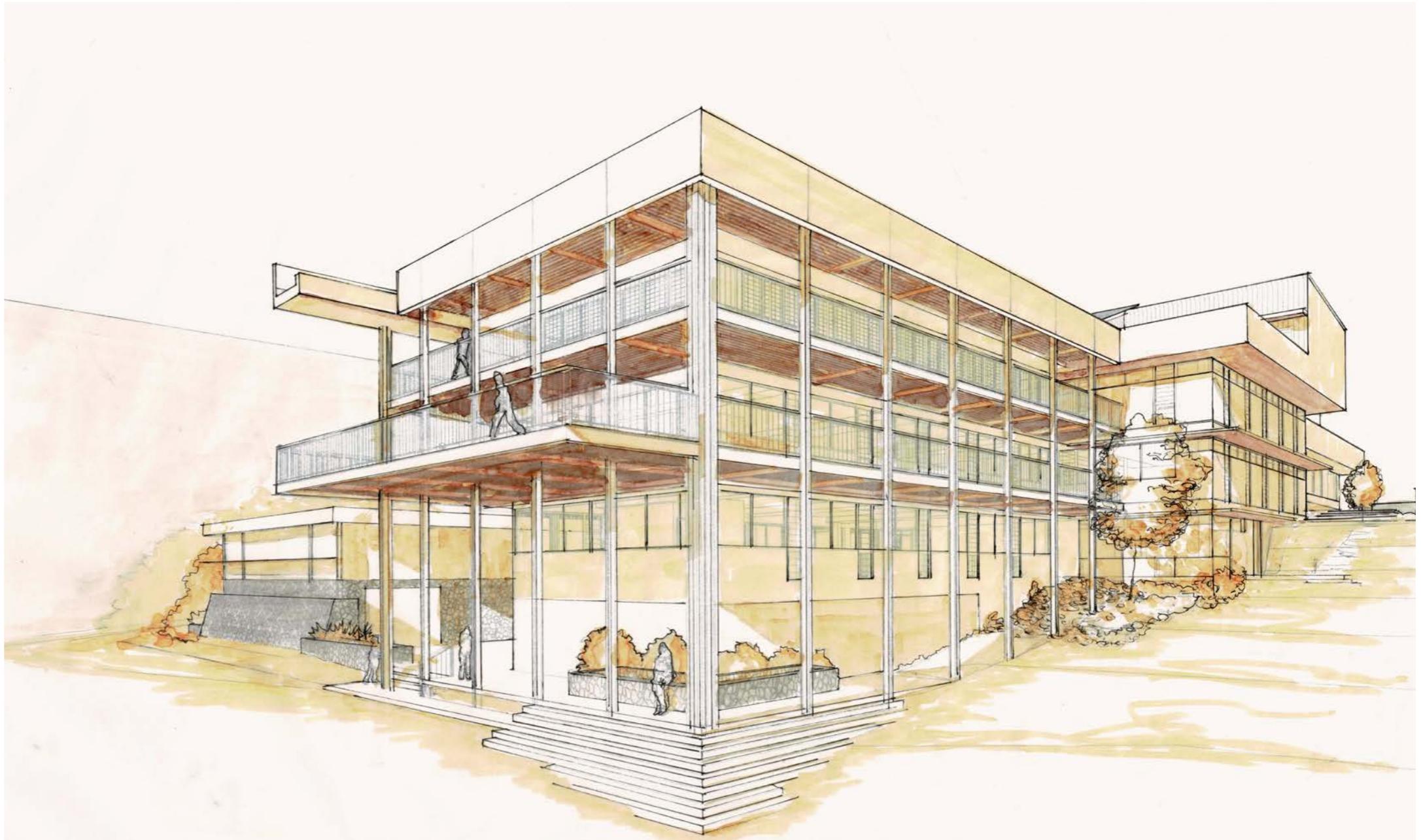
## PROJECT: ZELMAN COWEN AGAIN

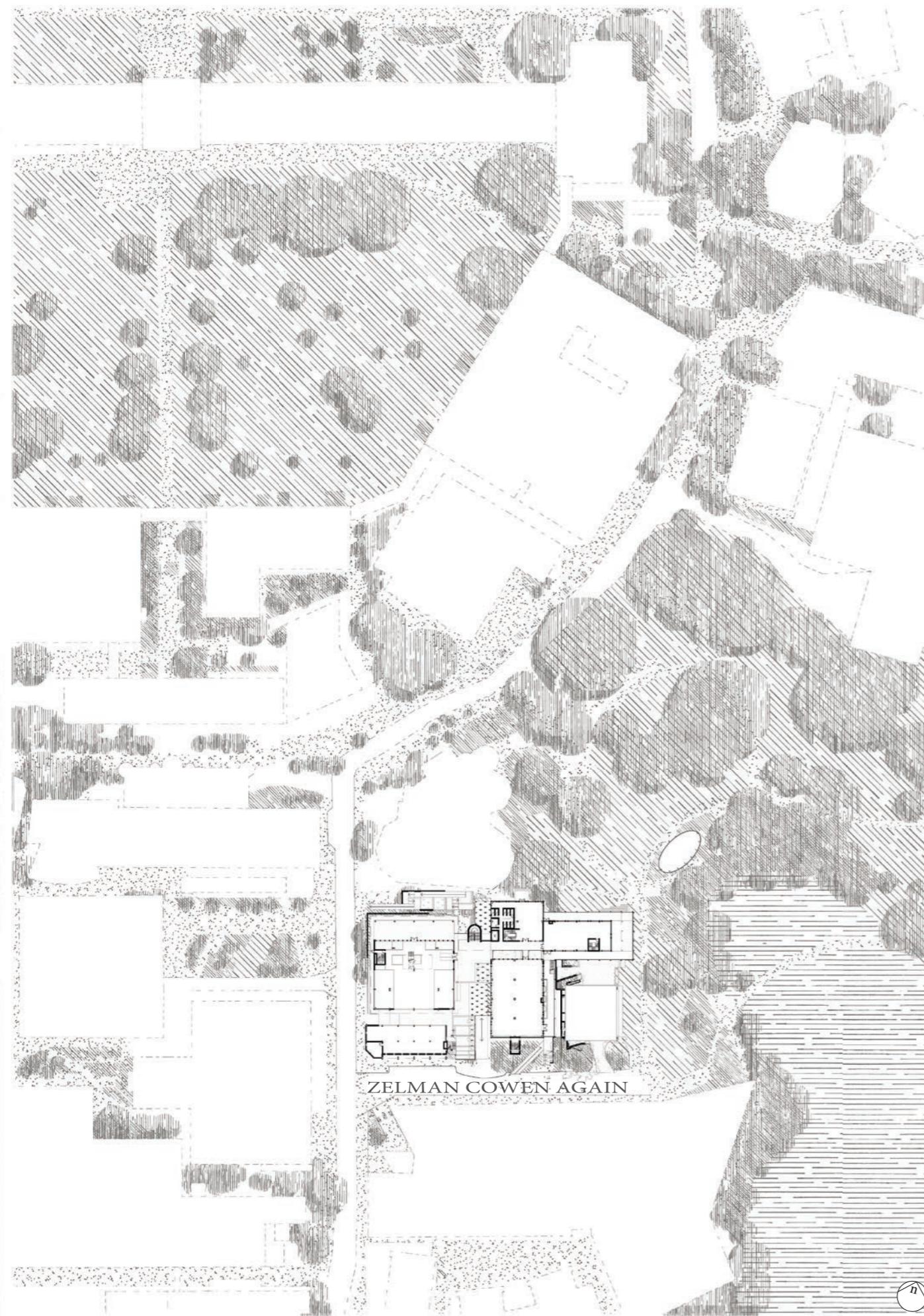
19th century architects - John Ruskin and Eugène Viollet-le-Duc - establish the primary dialectic of thinking around adaptive reuse: Ruin or Restoration. Of course, each is neither wrong nor right, but the duality acts as a way to establish thinking about the process of adaptive reuse.

These two old figures return to the fore following the flurry of creative destruction that Modernism wrought, with architects such as OMA's Rem Koolhaas and Lacaton Vassal bringing the question of adaptive reuse back into architectural discourse. These practices have provided a great grounding for this project and my own thinking around preservation and restoration.

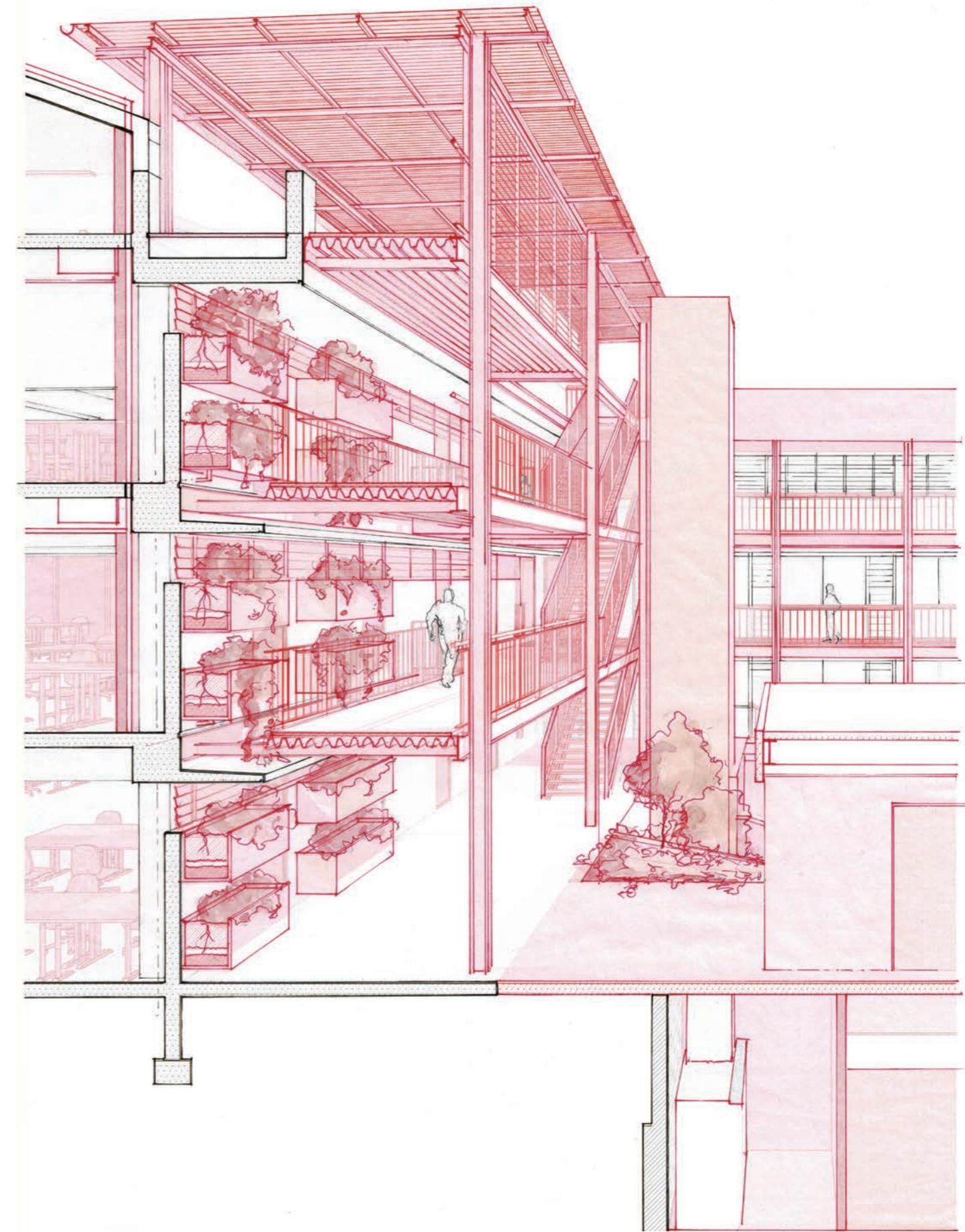
Further to this is the question of the Zelman Cowen building. The intention of the architect was studied and considered in light of changes to the St Lucia campus since the mid-1970s. Early photos show the building sympathetic to the topography of the hillside on which it resides, shrouded by trees and an apron of green separating it from surrounding buildings.

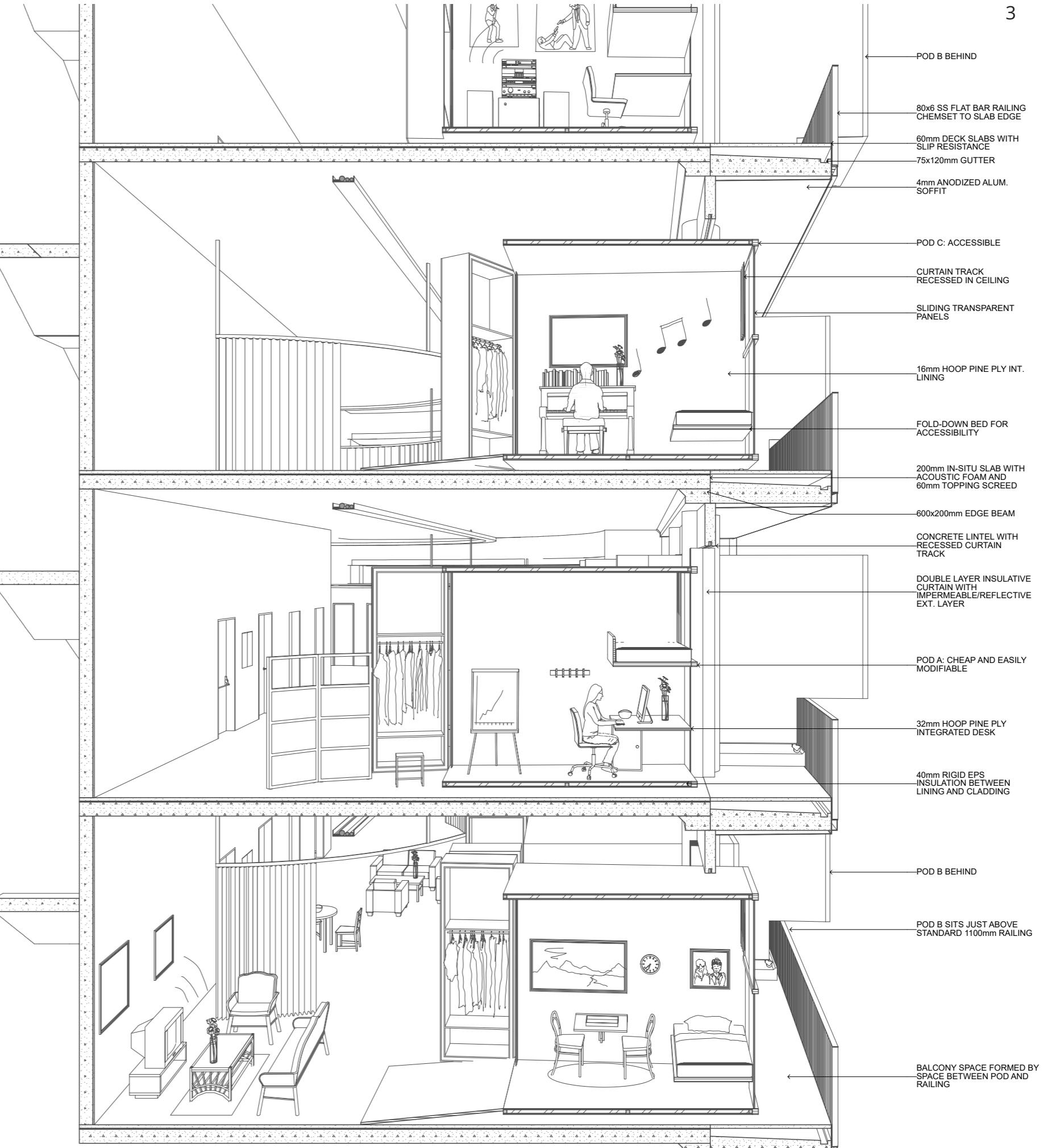
Today, the campus is markedly different and more crowded than it once was, with entries and axes having shifted its original intentions clouded. This scheme intends to provide greater clarity to the Zelman Cowen building, utilising judicious cuts to the existing fabric with minimal built intervention in order to achieve better wayfinding and provide equitable access to all areas.





ZELMAN COWEN AGAIN





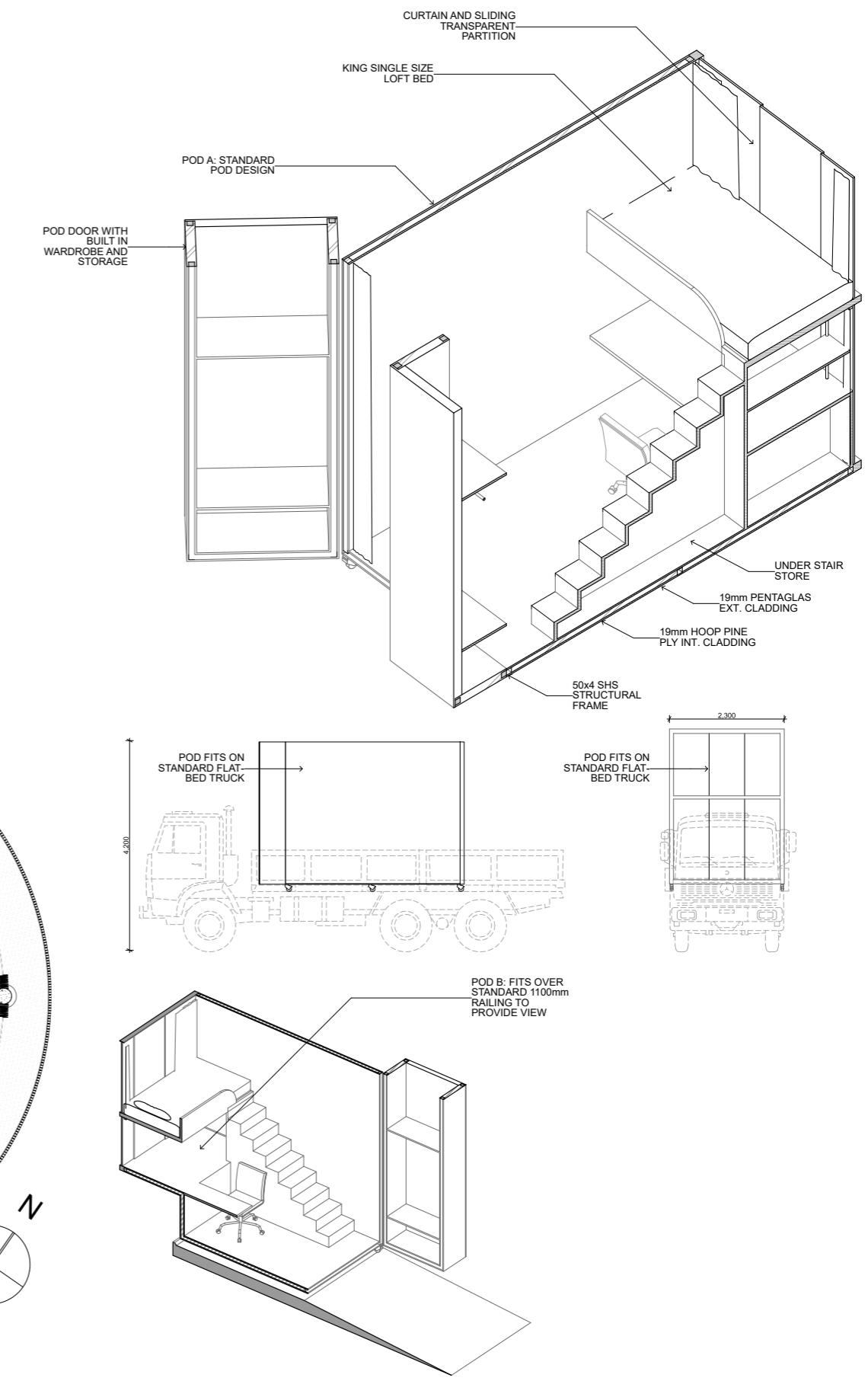
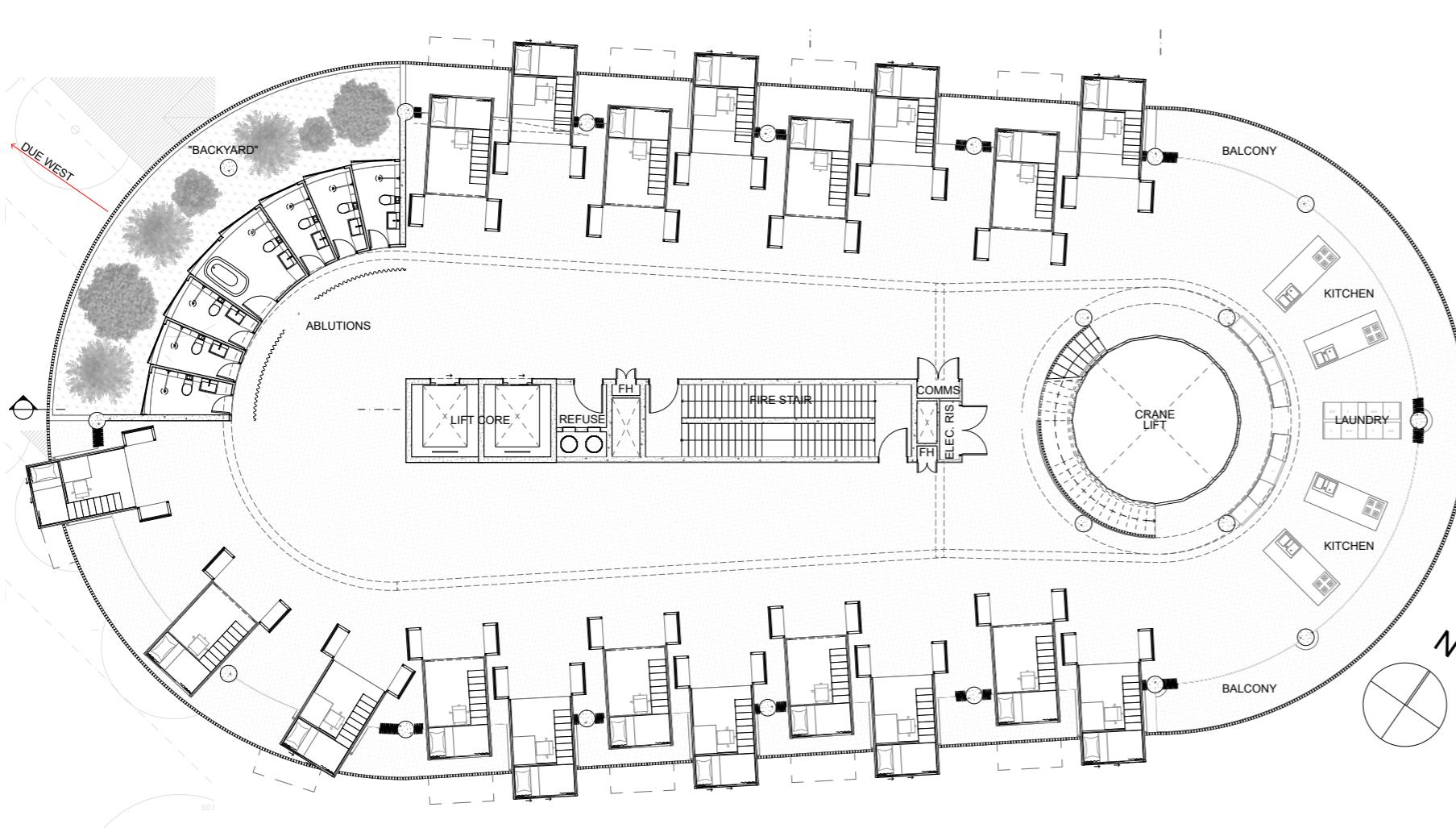
## PROJECT: CARAVAN

The ongoing thorny question of the housing crisis is found to be highly resonant in discussion of how we live in our cities. The status quo has worked very well for some, but has left many without access to stable or affordable housing.

Caravan aims to disrupt this through radically challenging models of ownership. Instead of a completely open commune model a-la Charles Fourier's *Phalansteria*, each tenant has a totally de-centralised living space in the form of a sleeping pod.

Inspired spatially by both the caravan park and the *TaxiBox*, Caravan stacks living floors in a traditional vertical apartment model but atomises the line of enclosure to individual sleeping pods. Pods are fully mobile allowing for total solar control; a tenant may move their pod the centre of the plan during hot summer months and to the edge during cool winters.

When a tenant wishes to move house (owing to changing life conditions or new work opportunities) they can pack their belongings back into their pod, take it down the large service lift, and directly into the waiting removalists truck. From here, the truck can then take them to a new Caravan development in another suburb or city.



## PROJECT: THE UNION FOREVER

This project contends with UQ's Union Complex, with the backdrop of growing threats to its continued existence as both an ideological and built construct. Completed in 1961, Fulton Trotter's set of subtropical modernist pavilions has faced the threat of demolition and a rapidly changing university and clientele.

Since its completion, the precinct has seen numerous piecemeal additions that have acted to congest the flow of the original plans. The intent of this scheme is thus to enhance the pavilion-like massing of the Fulton Trotter scheme, while implementing a new ground plane to resolve difficult junctions and inconsistent floor levels.

Preservationist considerations of the Burra Charter were considered, and critiqued.

Don Watson acted as course coordinator in tandem with John Macarthur, encouraging sensitive but critical engagement with the existing scheme.





### PROJECT: HERON ISLAND MARINE STATION

This project for UQ's Heron Island Research Station asks one to contend with what is an almost hostile environment. The baking heat, the noise of the noddy birds at day and the mutton birds at night and indeed their associated smells. Of course, these challenges to our senses are also those that give staying on the island a greater potency.

Construction of new facilities is difficult in such a remote location, and with such a unique ecosystem at play, any built intervention must be dealt with great care. As a result, simple, rugged materials were chosen with dimensions suitable for truck and barge transport. Construction typology is simple and tectonic, elevated to minimise interference with subterranean mutton bird habitats, and designed with passive solar and ventilation principles in mind.

The programme caters to administrative and public-facing functions, while providing a secondary didactic experience of the landscape through a series of platforms climbing through the forest canopy up to a deck with ocean views.



