

Darling Square NW Plot S96 Landscape Statement

14076

Rev F
August 2017



Site Plan NTS

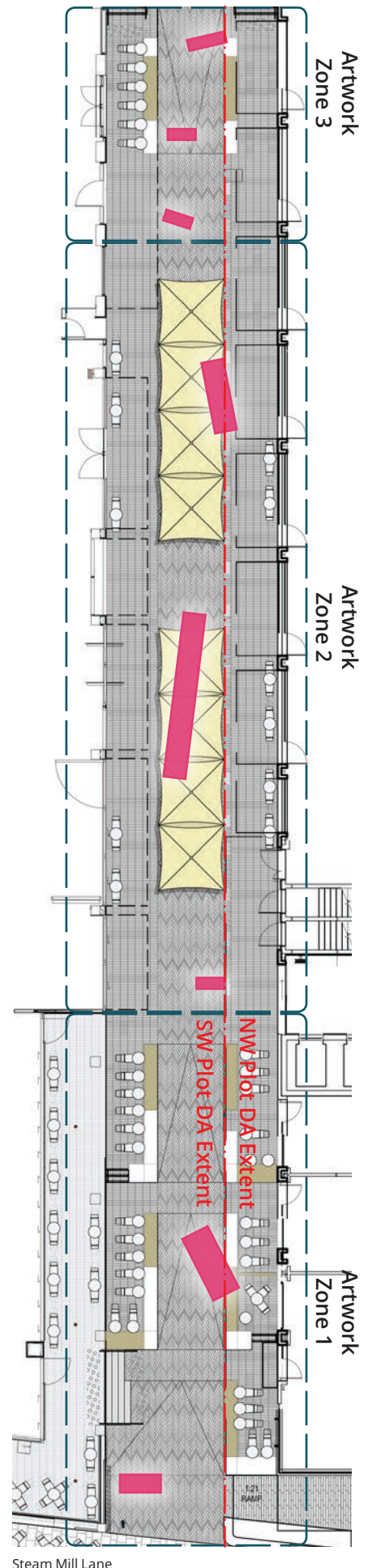
Steam Mill Lane - Furniture

This statement should be read in conjunction with ASPECT Studios S96 drawings dated June 2017.

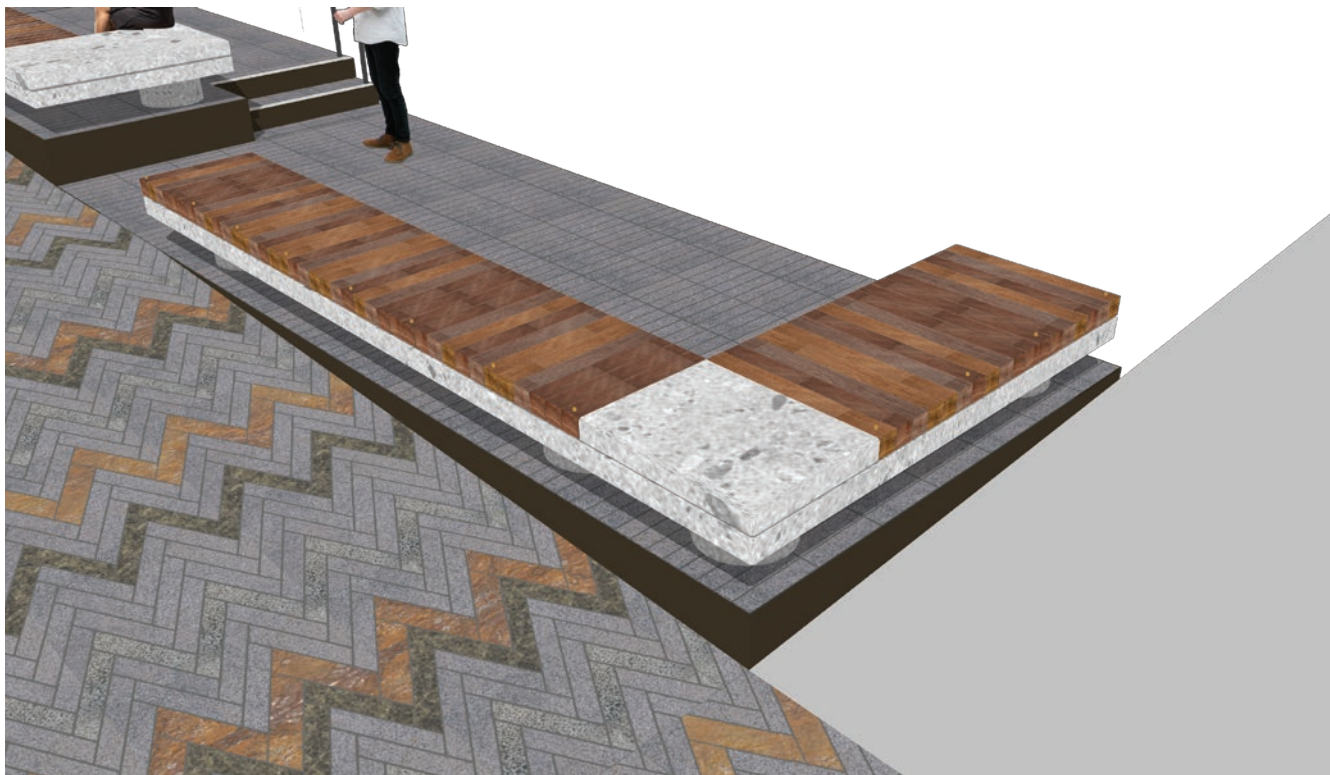
ASPECT Studios was commissioned by Lendlease to design develop the public domain proposal for Steam Mill Lane, previously known as Dickson's Lane, between the NW and SW plots. Steam Mill Lane will be an active, day and night retail laneway with a combination of fixed and moveable furniture and fine grained paving.

The eastern entrance to the laneway from Tumbalong Boulevard consists of an accessible 1:21 ramp with stepped terraces on either side. This design will allow for retailers to trade out from their tenancies without interrupting pedestrian movement and accessibility through the laneway. This design has been replicated to the western entrance, with terraces only required to the northern edge adjacent to the retail.

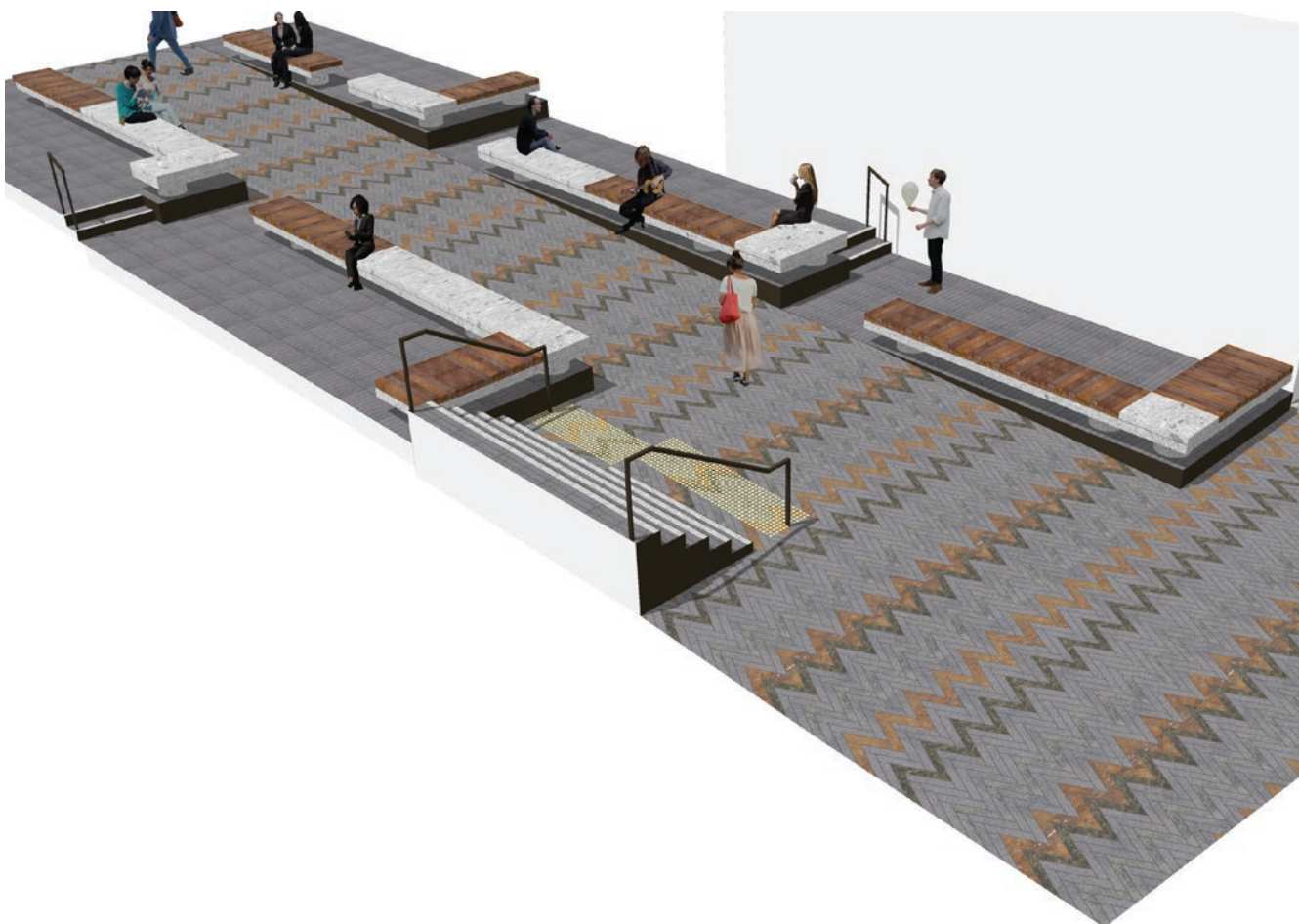
A combination of fixed and moveable furniture is proposed to the edges of the terraces to prevent the risk of tripping between the terraces and the central movement area. The fixed furniture is proposed to be constructed of a combination of precast concrete and hardwood timber. The fixed furniture will provide seating to the retail tenancies, in combination with a moveable retail furniture overlay (by the retailers). Moveable tables and seats can be pulled up to the fixed furniture elements for outdoor dining. The fixed furniture also performs another function, to prevent the moveable furniture overlay from falling or being accidentally dragged off the raised terrace edges. The fixed furniture is designed to be generously wide, min. 650mm in width, so that there is sufficient separation between retail patrons sitting on the fixed furniture and the circulation area of the laneway. The furniture may also be used as public seating elements when not in use by the retailers, due to their orientation to the laneway.



Steam Mill Lane



Indicative view of Steam Mill Lane furniture



Indicative view of Steam Mill Lane furniture

Steam Mill Lane - Public Art

The following text is extracted from the public art proposal by artist Peta Kruger.

The Steam Mill Lane catenary light project presents an exciting opportunity for contemporary artwork to interact with an audience 24 hours a day. It provides both residents and visitors with an immersive, creative space for daily use, which is a rarity in typical city and urban planning.

This catenary light concept recognises Steam Mill Lane as a historically layered and culturally rich site. Each artwork seeks to communicate the lively, eclectic and transformational nature of the space.

The proposal consists of approximately 8 key artwork pieces placed at varied intervals along the laneway. Each piece will have the appearance of abstract signage during the day, and neon lights at night. The shapes, colours and complexity of the pieces will encourage audience engagement and compliment the surrounding restaurant and café signage in the laneway. Inspiration has been drawn from nightlife cityscapes, lanterns, abstract painting and previous artworks within my practice.

Catenary light projects are typically designed to be viewed only at night, with daylight often revealing an unsightly series of cables and fittings. Integral to this concept artwork is the desire for the works to appear as beautiful during the day as they do when illuminated at night. This will be achieved through carefully designed and constructed multi-coloured, geometric metal shapes, which will conceal the majority of the cables and light fittings.

During the day, these pieces will seem like large-scale, colourful jewellery artworks that will, in the context of the laneway, be reminiscent of eye-catching street signage. As day turns into night, the sculptures (and thus the entire laneway) will undergo a striking transformation. Hitherto concealed lights will suddenly illuminate the negative spaces between the geometric metal panels, and in doing so reveal aspects of the work not visible to the daytime visitor. Such transformation will encourage audiences to return to the site for both day and night time viewing, as each time will afford an entirely different experience of the space.

Each catenary artwork can be viewed by pedestrians as a singular piece (up close) or as parts of a whole (the entire laneway artwork viewed from a distance). Each piece will be positioned such that it does not obscure another, and optimum views of the artwork in its entirety will be found at each end of the laneway. Additionally, individual pieces may act as meeting places for visitors to the laneway ("I'll meet you under the spiral circle...")

The position of each artwork within the laneway is sensitive to the character of designated zones. Zone 1 artworks are bold and complex to draw pedestrians into the laneway. Zone 2 artworks are designed to be viewed from either Zone 1 or Zone 3, as well as being visible through gaps between the umbrellas when standing directly below. Zone 3 artworks are comprised of smaller scale and softer geometric shapes to create a more low-key space that is different in character from Zone 1.

Careful consideration has been given to the brightness and spill of the lighting. While the sculptures may be brightly lit, the light fittings will be hidden by metal plates so that direct light will not create glare for residents and visitors. The metal panels will cover the sculptures from all sides, including from below and on top so they can be viewed from all vantage points, including the apartments.



Steam Mill Lane indicative perspective view - day



Example images of Peta Kruger's previous work

Steam Mill Lane - Public Art

Engineering and fixing of catenary artwork structures

Event Engineering have prepared initial concepts for fixing of the artworks to the NW and SW plots. The proposed positioning and maximum required quantity for the fixing points are illustrated in the elevations on the following page, and the approximate height of the fixings in the indicative section below. Illustrative details of the fixing points and structural outriggers are also shown over the page. These drawings have been prepared by Event Engineering and are subject to futher development.

On the SW Plot northern façade, the fixing points are proposed to be mounted directly on to the exposed columns and slabon the facade, not onto the louvred panels concealing the car park. Artwork 1 (refer drawing set), which is proposed to be wall mounted rather than catenary mounted, will be directly affixed to the building using a wall-mounted bracket such as those used for fixing wall mounted signage. Other artworks are mounted via a tensile catenary system, extending from outriggers attached as above to columns and slab.

On the NW Plot southern façade, the tensile catenary wire that supports the artworks will be tensioned to a ring on an outrigger structure as shown in the indicative details on the following pages. The outrigger structures will be mounted from the building structure (i.e. slabs and columns) and project out through the perforated car park screens.

The detailed design of the fixings will be further developed in collaboration between the Artist, Peta Kruger, and the engineer during detailed design. The collaborative approach will ensure that the mounting details are sensitive to the artwork and do not visually detract.

Wind Impact

CPP have been previously engaged to prepare a wind study report for the SW and NW Plots, including Steam Mill Lane. The CPP report indicates that the flows contributing to the highest velocities are horizontal in nature and south westerly in direction. The CPP report indicates that maximum gusts of 8-10m/s will be exceeded 5% of the time, which is classed as suitable for “Pedestrian Sitting”. This also passes the distress criteria (i.e. winds are not predicted to exceed gusts of 15m/s twice a year).

The catenary cables will work interdependently, and be tensioned appropriately to effectively resist expected wind loads. The detailed design of the cable tensioning system will be prepared by specialist catenary engineers, after initial concept design and prototyping of the Art has been carried out by the Artist.

Maintenance Access

Maintenance access to the artwork structures will be achievable using a cherry picker. The centre of Steam Mill Lane is designed to be a movement zone, with 3m of clear movement to the centre of the laneway. To the middle of the lane, where fixed umbrellas are proposed to be installed, the awnings to both the NW and SW plots are designed to be retractable, which will enable the cherry picker to be positioned either side of the laneway to efficiently access artworks. Maintenance periods will be coordinated with façade and retail shopfront cleaning to minimise disruption to the daily operation of the laneway.





Indicative section of fixing to SW and NW Plots Steam Mill Lane - NTS (Diagram by Event Engineering)

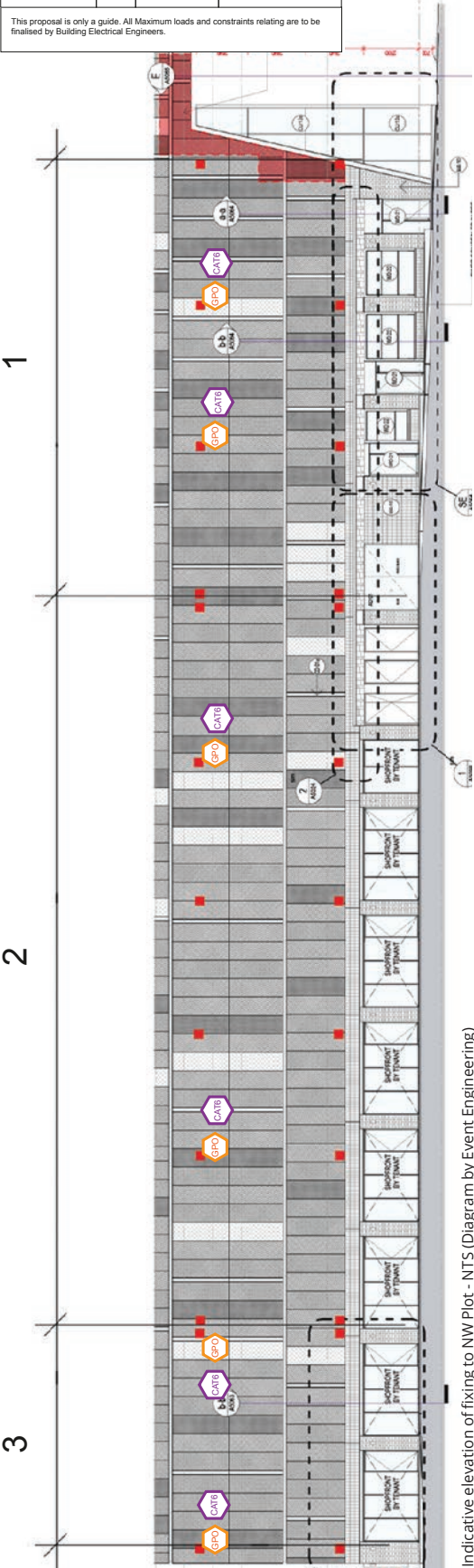
ITEM	QTY.	ADDITIONAL NOTE	ADDITIONAL NOTE
20amp Single-phase Circuit	12	6 Metres of Cable, Isolated	20amp Circuit Breaker Installed per Circuit

ITEM	QTY.	ADDITIONAL NOTE	ADDITIONAL NOTE
Cat6 Data Cable back to Patch	12	6 Metres of Cable, Terminate both ends	Test and Label both ends

This proposal is only a guide. All Maximum loads and constraints relating are to be finalised by Building Electrical Engineers.

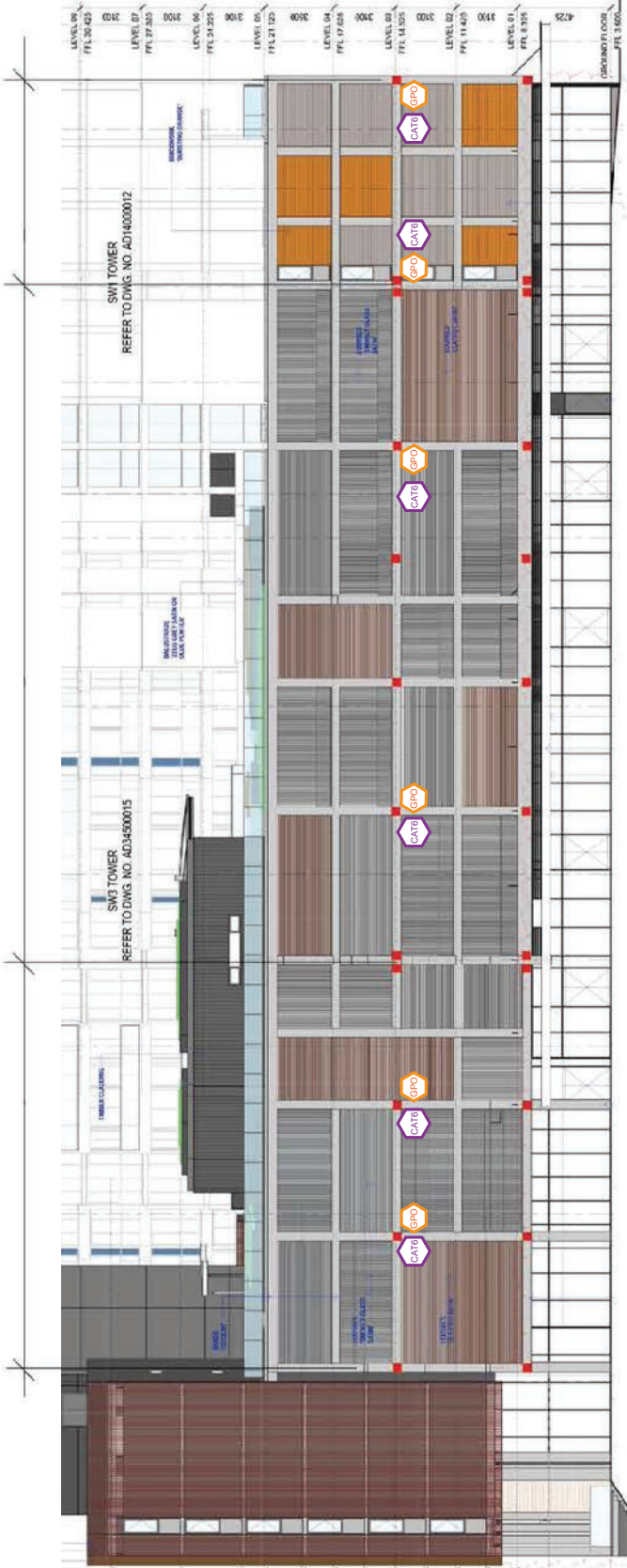
ITEM	QTY.	ADDITIONAL NOTE	ADDITIONAL NOTE
20amp Single-phase Circuit 	12	6 Metres of Cable, Isolated	20amp Circuit Breaker installed per Circuit
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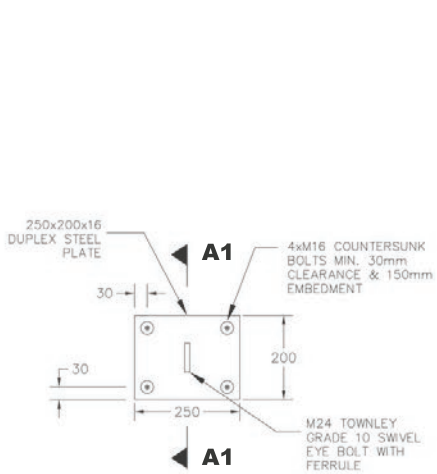


Indicative elevation of NW Plot - NTS (Diagram by Event Engineering)

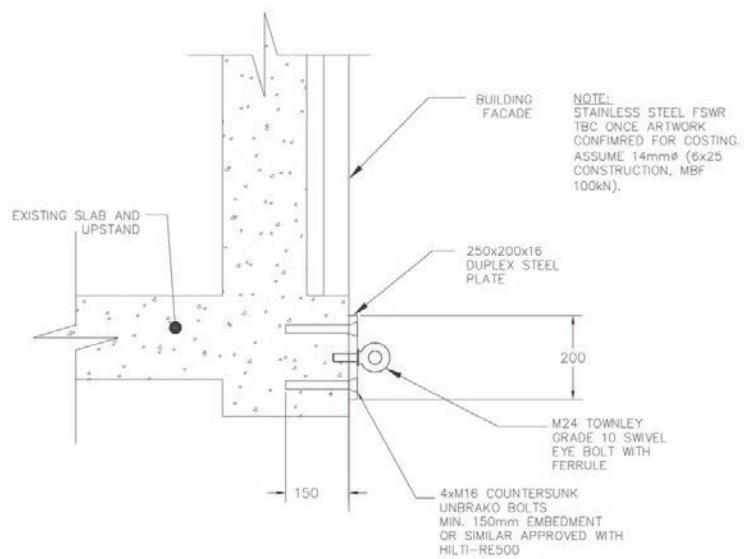
1 2 3



Indicative elevation of SW Plot - NTS (Diagram by Event Engineering)

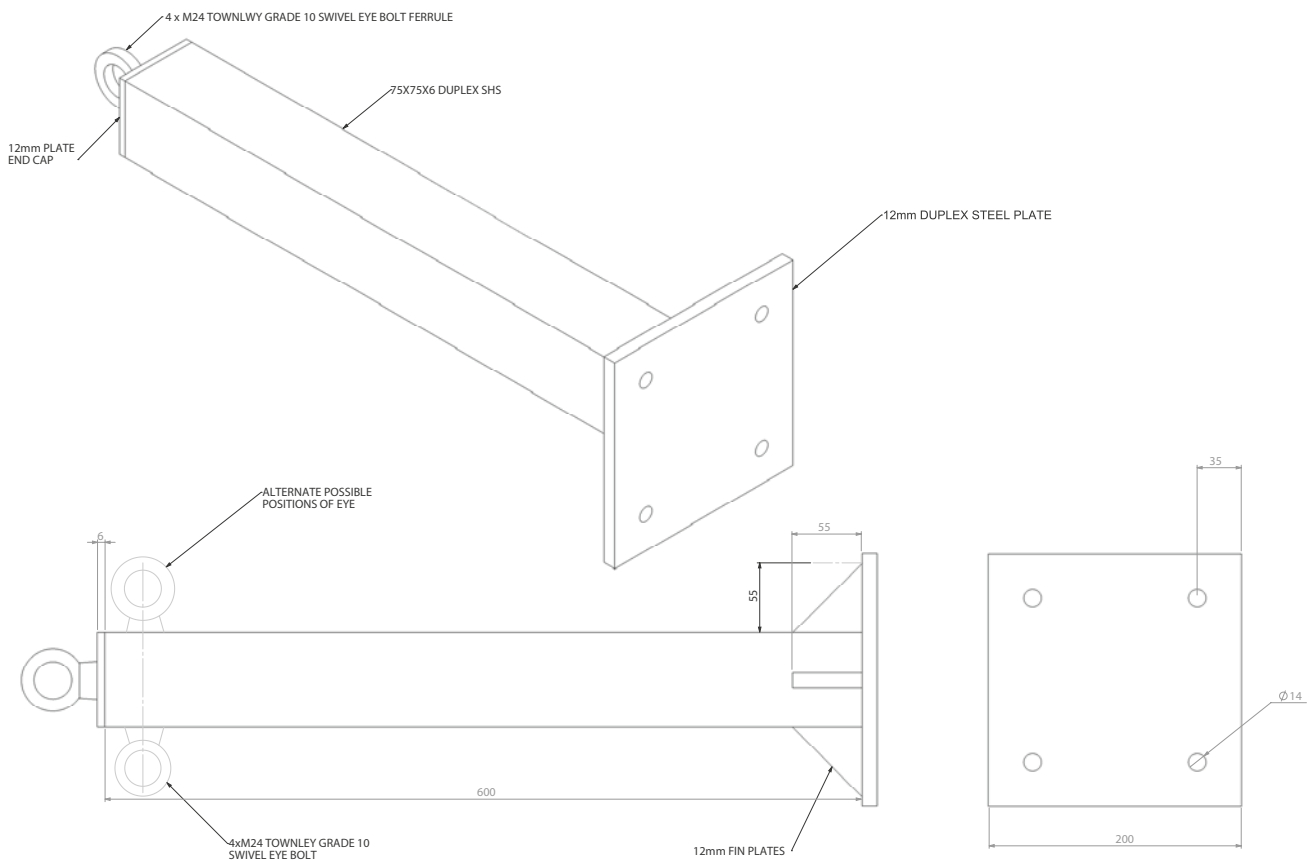


ELEVATION



SECTION A1

Indicative catenary fixing point - NTS (Drawing by Event Engineering)



Indicative outrigger detail - NTS (Drawing by Event Engineering)

Zollner Circuit - Trees

Across the Darling Square precinct, approximately 140 trees are proposed to be installed, which will provide a generous, green canopy and amenity to pedestrians using each of the spaces within. This figure does not include the 10 *Livistona* palms that were previously proposed to be installed on Zollner Circuit.

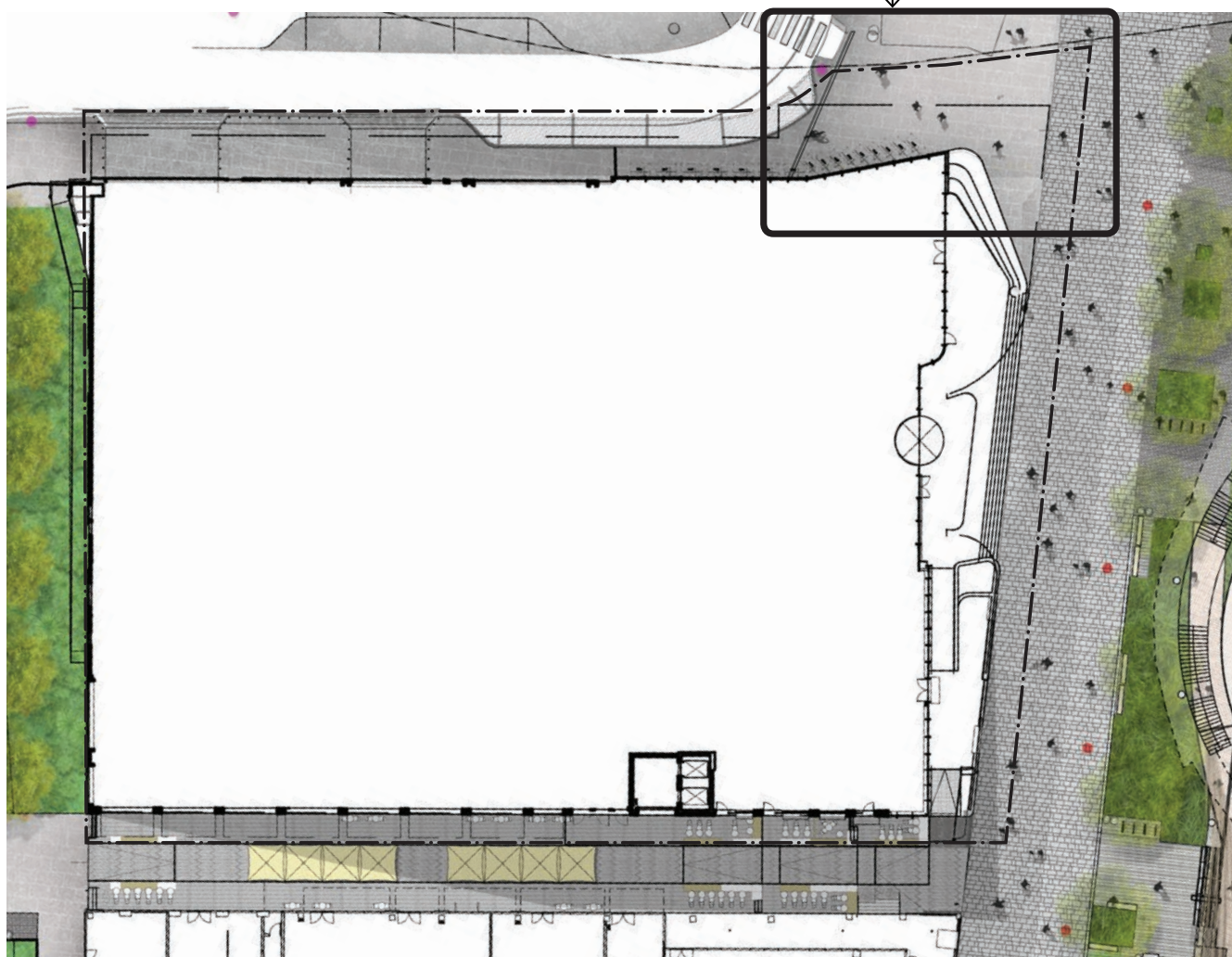
The previous proposal prescribed 10 *Livistona australis* palms to be located at the north eastern edge of the site, between the building and the Pier Street overpass. However, site investigation shows this area of the site is dense with services and there is insufficient root ball space for advanced trees to be installed. The services impacting on potential root zones for trees include high voltage electricity, high pressure gas mains and telecommunications cables.

The overhang of the NW Plot building, coupled with the proximity to the Pier Street overpass, also means that there is only a narrow space between the building and the overpass for any canopy to form. It is likely that the canopy of the proposed palm species would risk overhanging the carriageway of Pier Street, or impacting upon the NW Plot facade.

At ground level, the area is also dense with above ground elements such as columns to the NW Plot, the existing SHFA building under Pier Street and bike rails. Any additional elements in this area would significantly disrupt pedestrian paths of travel through the space.

ASPECT Studios recommends that trees are not installed in this area due to the reasons outlined above. The ground surface will be paved for pedestrian circulation and consistent with the surrounding area.

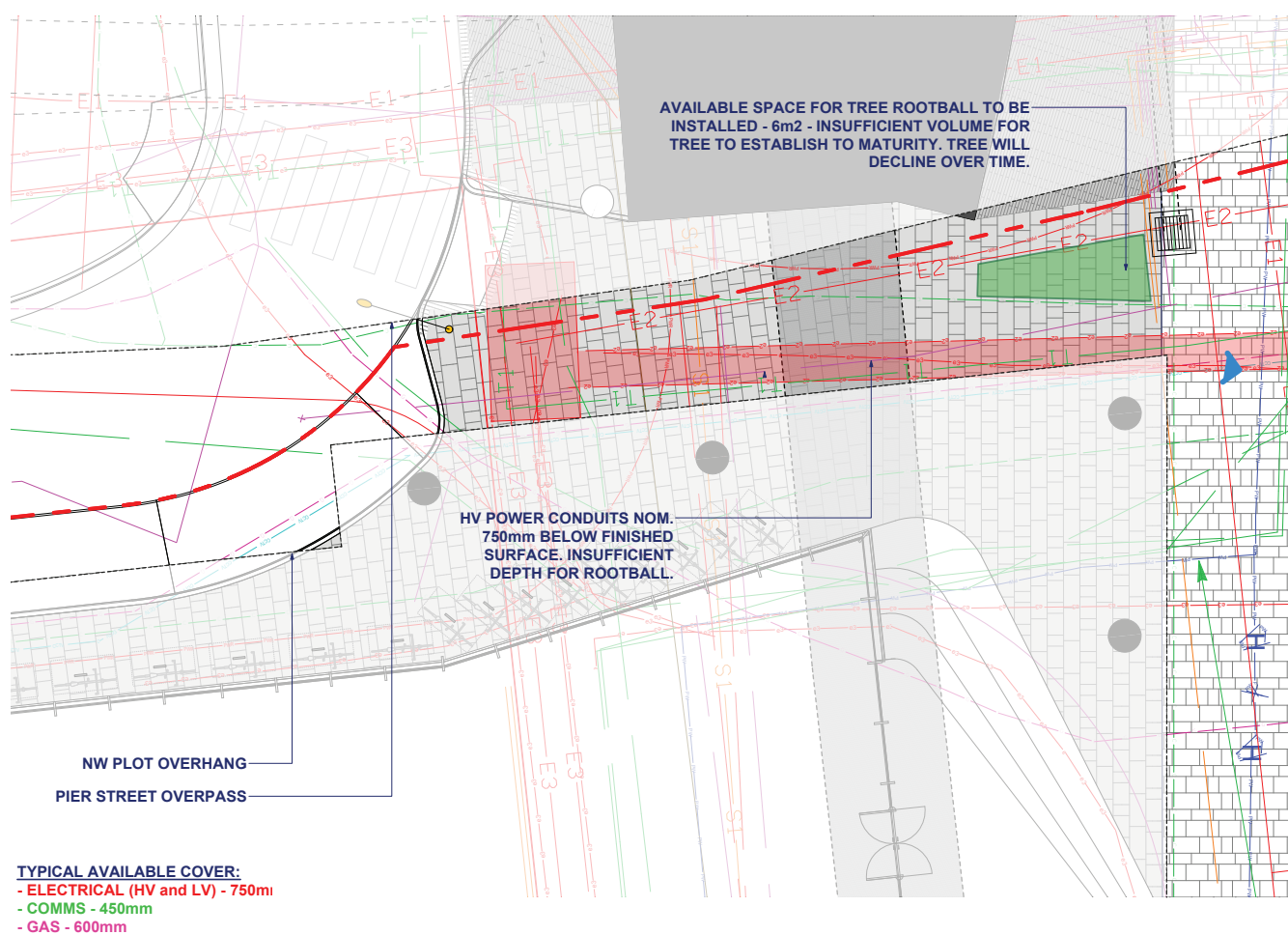
Proposed trees not able to be installed due to services clash. See drawing 14076-SSDA4-S96-003



Steam Mill Lane

Zollner Circuit - Trees

The below plan illustrates the services impacting on the area where trees were previously proposed.



Services constraints plan