

# SANDY BAY SHOPPING CENTRE STUDY

## AN URBAN DESIGN PROPOSAL



FIRST DRAFT - APRIL 2013

**PREPARED FOR HOBART CITY COUNCIL,  
INFRASTRUCTURE SERVICES  
ARCHITECTURAL PROJECTS UNIT.**





# INTRODUCTION

SANDY BAY SHOPPING CENTRE IS AN INNER URBAN RETAIL AND SERVICE CENTRE. PRIMARILY SERVING THE SOUTHERN SUBURBS OF HOBART, ITS HAS DEVELOPED FROM A TRADITIONAL SHOPPING STRIP TO A BUSY LOCAL HUB, CONTAINING TWO LARGE SUPERMARKETS AND A VARIETY OF SERVICE PROVIDERS AND RESTAURANTS.

ITS SUCCESS AND GROWTH IS IN PART A RESULT OF THE STEADY INCREASE IN THE SIZE OF HOBART'S SOUTHERN SUBURBS AND COMMUTER FRINGE, ALONG WITH THE RAPID EXPANSION OF THE NEARBY UNIVERSITY OF TASMANIA. HOWEVER, THE PRINCIPAL REASON FOR ITS SUCCESS CAN BE ATTRIBUTED TO SANDY BAY ROAD, A MAJOR URBAN ARTERIAL ROAD ON WHICH IT STANDS.



SINCE THE LATE 1980'S HOWEVER, THE PERCEPTION HAS INCREASINGLY BEEN THAT THE CENTRE IS NOT FUNCTIONING AS WELL AS IT COULD AS A PIECE OF TOWNSCAPE. IT APPEARS UNDER VALUED. ISSUES SURROUNDING CONFLICT BETWEEN TRAFFIC, PEDESTRIANS AND AMENITY, ALONG WITH A PERCEIVED LACK OF PUBLIC AMENITIES AND PARKING HAVE RAISED CONCERNS WITHIN THE LOCAL COMMUNITY AND BUSINESSES.

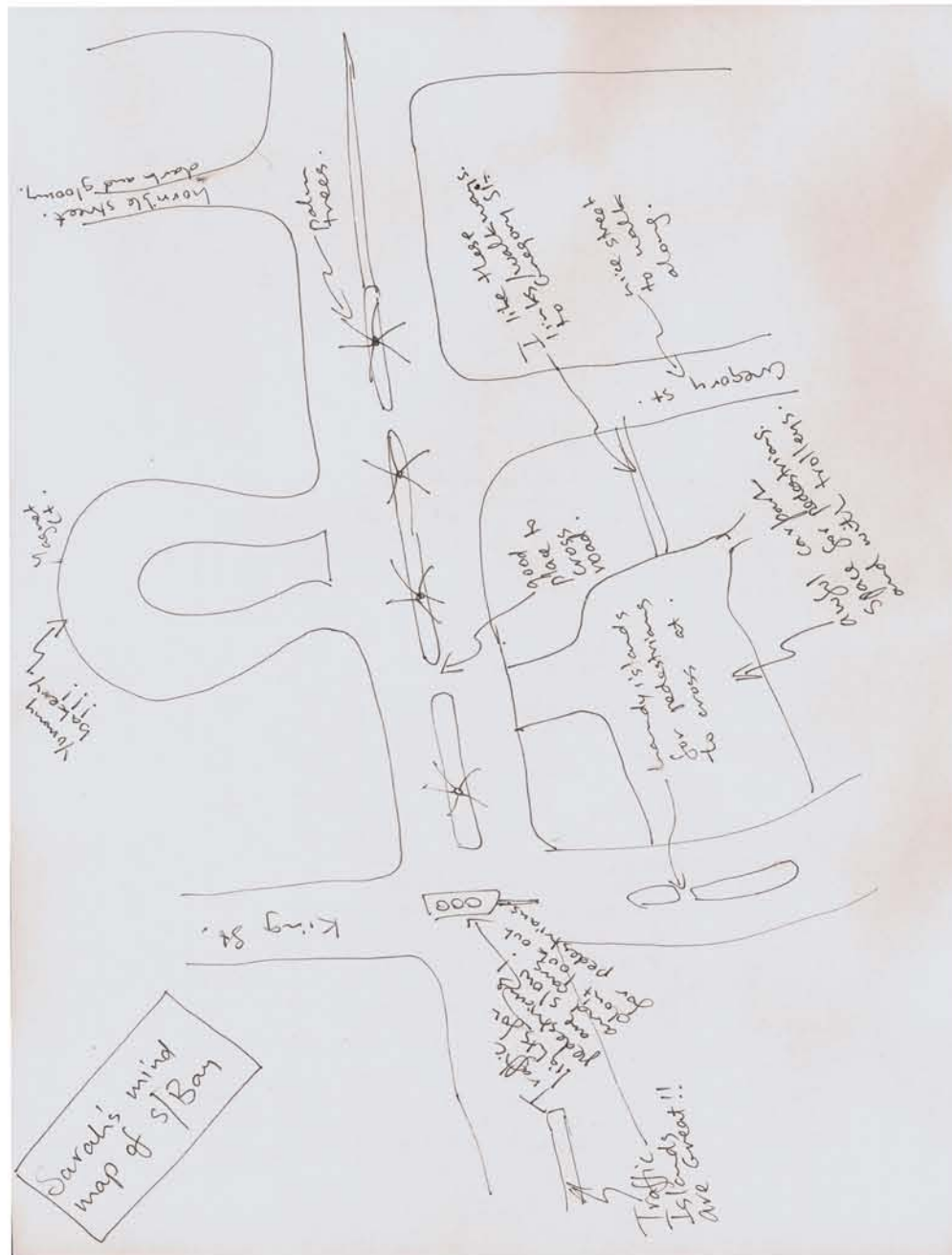


THE AIM OF THE STUDY WAS TO IDENTIFY EXISTING CONFLICTS AND PROVIDE AN URBAN DESIGN STRATEGY FOR THE CENTRE TO ENABLE ITS REINTERPRETATION AS A FLOURISHING PIECE OF TOWNSCAPE. ENVISAGED TO BE MULTI PARTNER, PHASED STRATEGY, THIS FIRST PHASE EXAMINES THE PUBLIC REALM AND POTENTIAL CHANGES CAPABLE OF IMPLEMENTATION BY THE CORPORATION.



# PART 1

## SURVEY, OBSERVATIONS, AND ESTABLISHING PRINCIPLES



EXAMINATION OF SANDY BAY SHOPPING CENTRE WAS UNDERTAKEN IN THREE DISTINCTIVE PHASES; INTERROGATIONS OF PAST STUDIES; SURVEY AND ON-SITE OBSERVATIONS.

HOBART CITY COUNCIL HAS UNDERTAKEN TWO SEPARATE STUDIES OF THE SANDY BAY SHOPPING CENTRE, FIRST IN FEBRUARY 1990 AND SECONDLY IN 1999 AS PART OF A STATUTORY REVIEW OF THE AREA. FIRST BOTH OF THESE STUDIES AND THE RESPECTIVE ISSUE IDENTIFIED WERE EXAMINED.

SECOND, SURVEYS WERE UNDERTAKEN, ONE DESK TOP AND A SECOND ON LOCATION IN SANDY BAY SHOPPING CENTRE. THE SAMPLE NUMBER WAS LIMITED TO 50 RESPONDENTS FOR BOTH AND AS SUCH THE LIMITATIONS OF THE SURVEY'S WERE FACTORED. HOWEVER, RESULTS WERE JUDGED TO BE BROADLY IN LINE WITH THE PRIMARY ISSUES RAISED IN THE GENERAL PUBLIC SURVEY'S OF THE PREVIOUS TWO STUDIES, WHILST NOT CONSIDERED TO REPRESENT A COMPLETE CONSENSUS OF OPINIONS. IN ADDITION, 2 COLLEAGUES WERE ASKED TO PRODUCE A MENTAL MAP OF THE AREA, TAKING NO MORE THAN 3 MINS, IN ORDER TO TEST THE RELATIVE STRENGTH OF 'PLACE' OF THE CENTRE.

LASTLY, A TOWNSCAPE SURVEY WAS UNDERTAKEN ON SITE, NOTING EXISTING ACTIVITY, CONFLICT, ISSUES, PROBLEMS AND OPPORTUNITIES.



WHICH PROVIDES THE NICEST SHOPPING ENVIRONMENT?



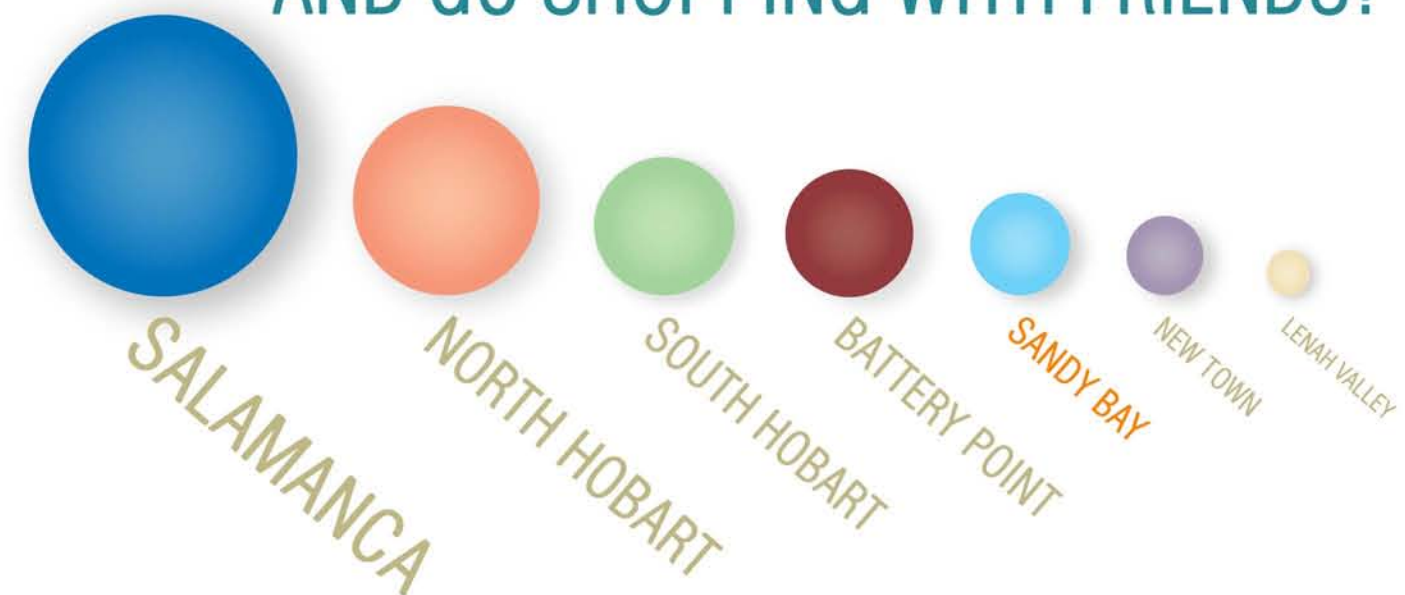
WHERE WOULD YOU GO TO DO YOUR OCCASSIONAL SHOP?



WHERE WOULD YOU GO TO BUY A PRESENT FOR A LOVED ONE?



WHERE WOULD YOU MEET UP AND GO SHOPPING WITH FRIENDS?



SURVEY - PREFERENCE QUESTIONNAIRE



WHAT BRINGS YOU HERE TODAY?

CONVENIENCE 73%

WORK 15% HABIT 6% QUALITY 3% OTHER 3%

DESPITE GIVEN THE OPTION, NOBODY CHOSE SOCIAL OR CHOICE IN RESPONSE.

HOW MANY PLACES ARE YOU VISTING  
WHILST HERE ?

THREE 34%

PLUS THREE 24% ONE 24% TWO 15% NONE 3%



DID YOU COME BY CAR?

YES

92%

BUS 4% WALK 4%

BY CAR, HOW FAR AWAY DO YOU LIVE?

UNDER 5 MINS AWAY 38%

BETWEEN 5 TO 9 MINS AWAY 38%

BETWEEN 10 TO 15 MINS AWAY 4%

MORE THAN 15 MINS AWAY 20%



## HOW DO YOU RATE SANDY BAY OVERALL?

POSITIVE **50%**

VERY POSITIVELY **15%** INDIFFERENT **15%** VERY POORLY **12%** POORLY **8%**

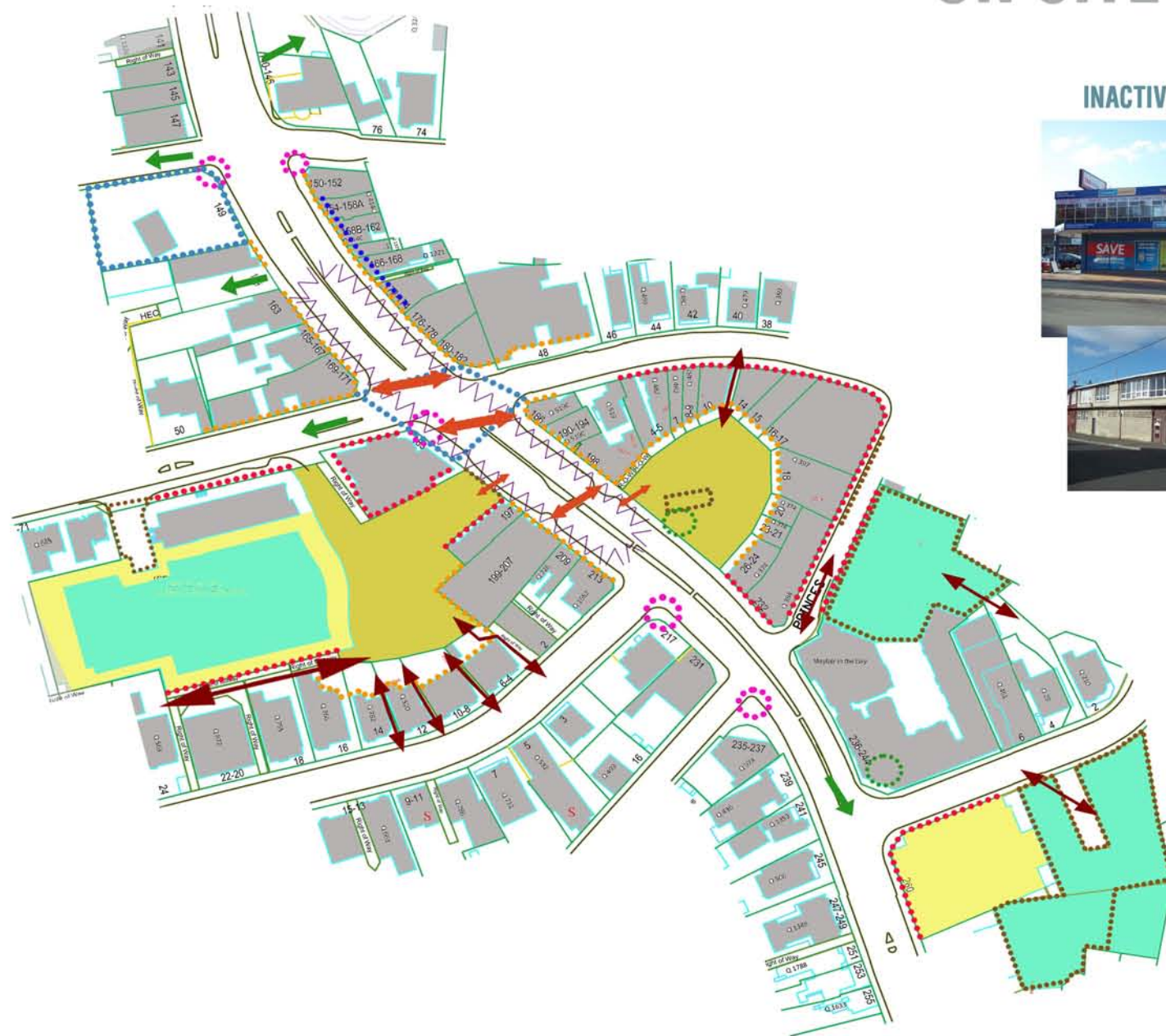
## COMMENTS

I LOVE THE SHOPS **IT'S TOO SPREAD OUT** IT NEEDS A FOOTBRIDGE  
NOT ENOUGH PARKING IT'S RUBBISH I GREW UP HERE **TATTY**  
TOO MUCH TRAFFIC **LOVELY STAFF** FRANKLY, ITS EMBARRASSING  
CROSSING THE STREET IS DANGEROUS **EVERYTHING'S IN ONE PLACE**  
**MAGNET COURT LOOKS TERRIBLE** IT'S MESSY TRADES OFF ITS REPUTATION



# EXISTING SITUATION - PROBLEMS AND OPPORTUNITIES

## ON SITE OBSERVATIONS



INACTIVE FRONTAGE



INTRUSIVE TRAFFIC NOISE



LACK OF ENCLOSURE



POOR PEDESTRIAN - VEHICLE INTERACTION



BRUTALIST INTERACTION



WEAK CORNERS



CAR DOMINATED PUBLIC OPEN SPACE



ACTIVE FRONTAGE



& QUALITY SHOPFRONTS



# SOME CONCLUSIONS.

IT HAS BEEN WELL ESTABLISHED THAT SUCCESSFUL PUBLIC SPACES GENERALLY HAVE FOUR DISTINCTIVE QUALITIES – THEY ARE ACCESSIBLE; THEY PROVIDE A RANGE OF ACTIVITIES; THEY ARE COMFORTABLE; AND THEY ARE SOCIABLE.

WHEN EXAMINING SANDY BAY HIGH STREET, IT IS CONSIDERED THAT IT FINDS IT INCREASINGLY DIFFICULT TO BALANCE EACH OF THESE EQUALLY IMPORTANT FACTORS WHILST ALSO MAINTAINING UNHINDERED TRAFFIC MOVEMENT AS A MAJOR ARTERY ROUTE. THESE FAILINGS APPEAR MORE ACUTE DUE ALSO TO IT SEEMINGLY NOT REFLECTING THE WIDER ASPIRATIONS AND EXPECTATIONS OF A SIGNIFICANT NUMBER OF ITS USERS. AS ONE INTERVIEWEE PUT IT SIMPLY, IT IS NOT AT ALL WHAT SANDY BAY 'SHOULD BE LIKE'.

## THE ACCESSIBLE, INCONVENIENT TOWNSCAPE

IT IS NOTED THAT A HIGH PROPORTION OF USERS WILL VISIT MORE THAN ONE DESTINATION WHEN VISITING THE HIGH STREET. HOWEVER WHILST THE AREA IS RELATIVELY EASY TO GET TO BY CAR, IT IS WHEN ONE LEAVES THE CAR AND ATTEMPTS TO NAVIGATE THROUGH THE TOWNSCAPE ON FOOT, AND THUS IN DIRECT INTERACTION WITH VEHICULAR TRAFFIC THAT PERCEPTIONS OF CONVENIENCE ARE ERODED. ATTEMPTING TO CROSS BUSY ROADS, NEGOTIATE TURNING TRAFFIC AND WAITING AT CROSSING POINTS LEADS TO A SENSE OF INSECURITY, BARRIERS TO FREE MOVEMENT AND FRUSTRATION. SENSE OF DISTANCE BECOMES WARPED AND SMALL WALKS BECOME PERCEIVED AS CHORES BEST AVOIDED.

## THE UNCOMFORTABLE WINDSWEPT TOWNSCAPE

UNLIKE MANY TYPICAL HIGH STREETS, SANDY BAY IS SET ON A WIDE BOULEVARD. THE RESULTING LACK OF ENCLOSURE MAKES IT DIFFICULT TO CREATE INTIMACY OR VIBRANCY, LEADING INSTEAD TO A SENSE OF DETACHMENT AND EXPOSURE. TRAFFIC NOISE DOMINATES AND WHEN COUPLED WITH A LACK OF A COHERENT ARCHITECTURAL FORM, STREET FURNITURE, FINE GRAIN OR PALLET OF MATERIALS, IT IS DIFFICULT TO GET ANY SENSE OF 'PLACE', UNDERSTANDING, AND THUS ATTACH ANY SENSE OF OWNERSHIP TO THE SPACE; AND WHEN SOMEONE NO LONGER FEELS LIKE THEY HAVE ANY OWNERSHIP OF A PLACE, THEY NO FEEL COMFORTABLE WITHIN IT, AND THUS NO LONGER CARE FOR IT.

## THE UNSOCIABLE TOWNSCAPE

SANDY BAY WOULD APPEAR TO HAVE AN INABILITY TO HOLD ONTO ITS VISITORS (AND THUS POTENTIAL CONSUMERS) BEYOND THE SIMPLE CONVENIENCE SHOP. A KEY FACTOR IS THAT UNLIKE MOST SUCCESSFUL HIGH STREETS, IT PROVIDES LITTLE OPPORTUNITY FOR SOCIAL INTERACTION (BOTH FORMAL AND INFORMAL). IT PROVIDES NO PUBLIC OPEN SPACE OR LINGERING POINTS SUCH AS PUBLIC SEATING FOR MEETING UP WITH FRIENDS, PEOPLE WATCHING OR SIMPLY A PLACE TO EAT A SNACK. REDUCING OR IN THIS INSTANCE DENYING ANY SUCH OPPORTUNITIES FOR INTERACTION LIMITS THE SPACES ABILITY TO PROVIDE A RANGE OF ACTIVITIES AND THUS REASONS TO UTILISE IT. IN BECOMING ONE DIMENSIONAL, IT FAILS TO MAKE FULL USE OF ITS POTENTIAL EARNING CAPABILITIES.



# BASIC PRINCIPLES

- **CREATE THEME AND NARRATIVE**

*TO REDEFINE HOW PEOPLE RESPOND TO AND SENSE OF EXPECTATIONS TOWARDS 'SANDY BAY' AS PLACE OTHER THAN SIMPLY A QUICK STOP SHOPPING LOCATION.*

- **STRENGTHEN PEDESTRIAN ROUTES**

*TO ENCOURAGE MOVEMENT AND A SENSE OF SAFETY AND OWNERSHIP OF SPACE AWAY FROM THE CAR TO THE PEDESTRIAN.*

- **STRENGTHEN STREETScape AND FORM**

*TO CREATE A GREATER SENSE OF SPACE, MOVEMENT THROUGH IT AND INCREASE THE ABILITY TO MAP AND UNDERSTANDING THE BUILT FORM.*

# BASIC PRINCIPLES

- **CREATE VIBRANCY TO STREET EDGES**

*TO BRING ADDED DIVERSITY TO THE STREET LEVEL EXPERIENCE AT A HUMAN SCALE LEVEL AND TO ADD GRAIN AND TEXTURE, RE-ENFORCING SENSE OF PLACE.*

- **INTRODUCE NEW LINGERING POINTS**

*TO BRING A GREATER SENSE OF OWNERSHIP AND POCKETS OF REFUGE TO THE USER WITH THE AIM OF ENCOURAGING LONGER STAYS AND DIVERSIFICATION OF USE.*

- **RE-FOCUS PUBLIC OPEN SPACE**

*TO REDUCE THE CAR CENTRIC APPROACH OF THE PUBLIC SPACE AND CREATE NEW SPACES FOR SOCIALISING, PLAY AND PEOPLE WATCHING*



# PART 2

## IDENTIFYING AND ESTABLISHING THEMES AND NARRATIVE.

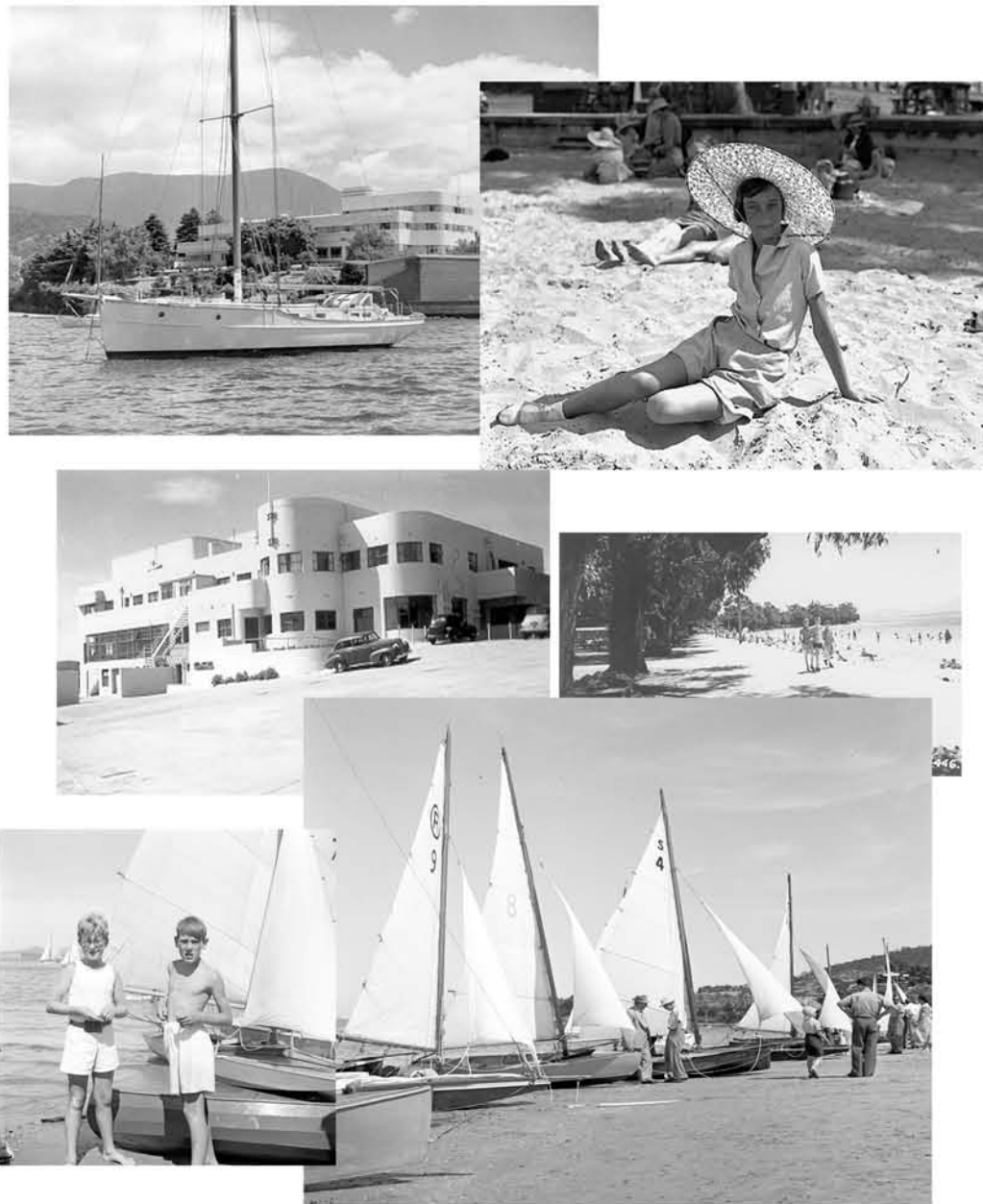
ONE OF THE PRINCIPLE IDENTIFIED ISSUES FACING SANDY BAY CENTRE IS ITS POOR SENSE OF COHERENCE OR 'PLACE'. THE LACK OF A CONSISTENT THEME IN SUCH OBVIOUS VISUAL TOWNSCAPE FACTORS, SUCH AS SHARED ARCHITECTURE OR PALLET OF SURFACE MATERIALS MAKES IT HARD TO FORM A CLEAR MENTAL IMAGE OF THE HIGH STREET.

ONE SHOULD BE AWARE OF WHEN ONE IS ENTERING A DEFINED SPACE BY SUCH CONSCIOUS TRIGGERS AS A CLEAR UNIFORMITY OF TEXTURES, MATERIALS, COLOURATION AND EVEN TYPOGRAPHY. IN OTHER WORDS, THE CLEAR 'HANDWRITING' OF THE SPACE.

IN ATTEMPTING TO ESTABLISH SUCH A THEME, ESPECIALLY WHERE ONE DOES NOT CLEARLY EXIST, THE POTENTIAL TO CREATE ONE THAT IS NOT TRUE TO THE PLACE CAN BE A POTENTIAL ISSUE. IT SHOULD THEREFORE SPRING FROM SOME EXISTING HISTORICAL OR SOCIAL CONTEXT.

WHEN SURVEYING SANDY BAY, IT WAS APPARENT THAT THE WIDER AREA HAS IN THE PAST BEEN HEAVILY ASSOCIATED AS THE BEACH PLAYGROUND OF HOBART. THE DESTINATION OF DAYTRIPS AND THE YACHTING 'CROWD'. SIMILARLY, IT GAINED THE REPUTATION AS BEING ONE OF HOBARTS MORE AFFLUENT AREAS, STILL REFLECTED TO A DEGREE WITH THE CONTINUED PRESCENCE OF HIGHER END BOUTIQUE CLOTHING STORES. ITS PERHAPS CONSIDERED ITSELF AS HOBARTS 'CHIC' SUBURB.

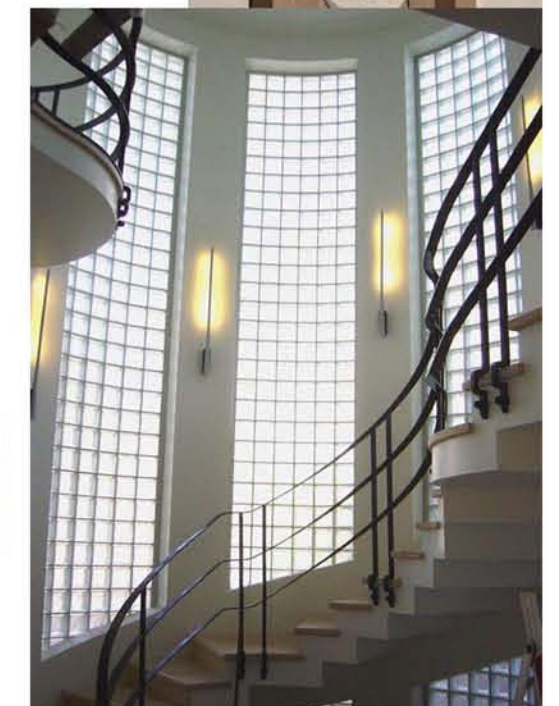
AND AS SUCH, UNLIKE OTHER PARTS OF HOBARTS INNER SUBURBS, THE ARCHITECTURE IS OFTEN MODERN OR ART DECO INFLUENCED, WHICH WHEN COUPLED WITH ITS WATERSIDE LOCATION AND FAMOUS PALM TREES CREATES ALMOST AN ECHO OF THE SOUTH OF FRANCE.



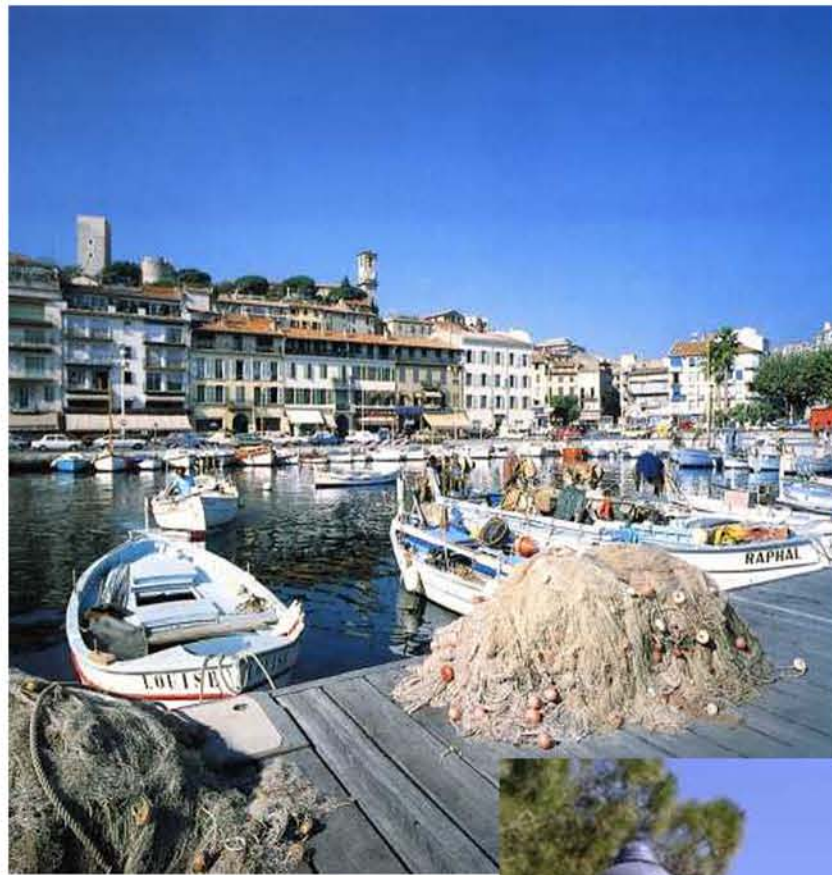




# ART DECO







# COTE D'AZUR







YACHTS





# PART 3

## ILLUSTRATIVE PROPOSALS.



\* PROVISION OF A SINGLE STANDARD PAVEMENT TREATMENT WITH AN AN ADDITIONAL 'SIGNATURE' PAVING SCHEME IN CORE AREAS. **STATED AIM - CREATE THEME AND NARRATIVE, STRENGTHEN STREETScape.**

\* RE-ENFORCE FORMAL AND INFORMAL PEDESTRIAN CROSSING POINTS WITH HIGH VISIBILITY ASPHALT COLOURATION AND STREET TREATMENTS. **STATED AIM - STRENGTHEN PEDESTRIAN ROUTES.**

\* PROVIDE NEW DESIGNATED AREAS OF SEATING WITH PLANTING THROUGH THE WIDENING OF SOME PAVEMENTS AND REMOVAL OF A SMALL NUMBER OF ON STREET PARKING SPACES. **STATED AIM - CREATE VIBRANCY, INTRODUCE NEW LINGERING POINTS, RE-FOCUS RE-FOCUS PUBLIC OPEN SPACE.**

\* PROVISION OF HIERARCHAL STREET FURNITURE UNIQUE TO SANDY BAY CENTRE TO HELP DEFINE AND SOFTEN PUBLIC SPACE. **STATED AIM - CREATE THEME AND NARRATIVE, STRENGTHEN STREETScape, RE-FOCUS PUBLIC SPACE.**

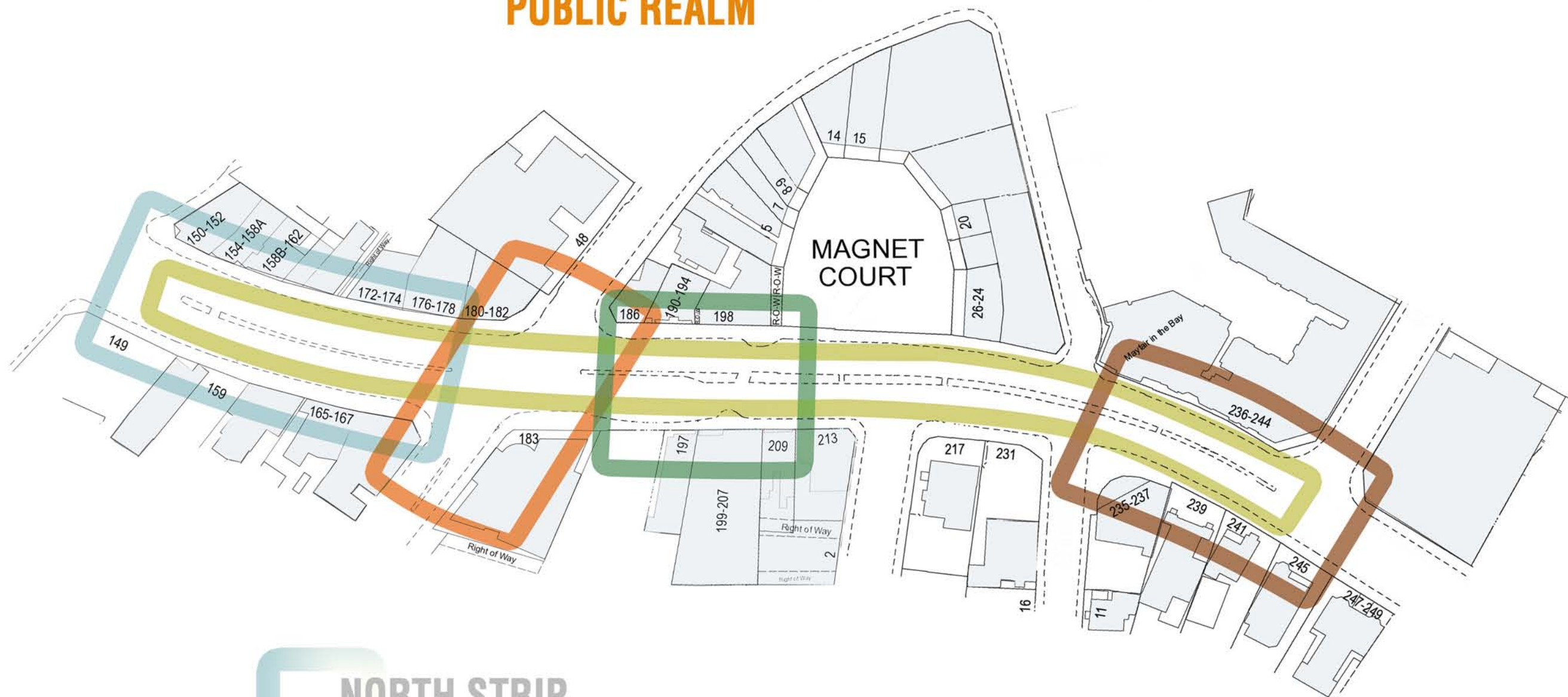
\* PROVISION OF NEW SCULPTURAL LIGHTING PIECES TO THE CENTRAL RESERVATION TO ENCLOSE, BRING DEFINITION AND RHYTHM TO THE SPACE WHILST ALSO ACTING AS A VISUAL REMINDER OF SPEED TO VEHICULAR TRAFFIC . **STATED AIM - CREATE THEME, STRENGTHEN STREETScape AND FORM, CREATE VIBRANCY.**



NOT TO SCALE - ILLUSTRATIVE PURPOSE ONLY

# SANDY BAY - PHASE ONE (DISCUSSION)

## PUBLIC REALM



 NORTH STRIP

 CENTRAL JUNCTION

 CENTRAL STRIP

 SOUTH STRIP

 RESERVATION

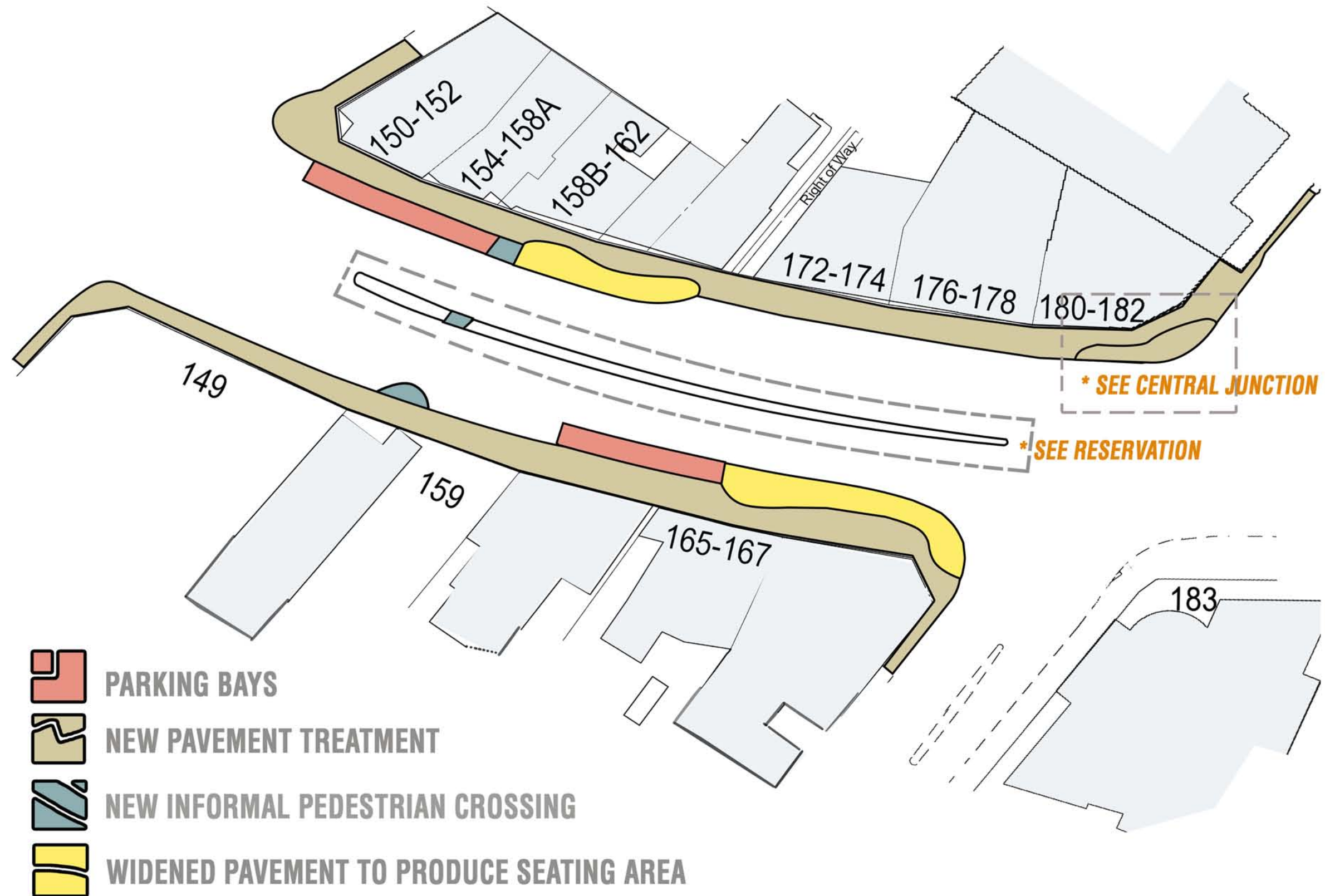




NOT TO SCALE - ILLUSTRATIVE PURPOSE ONLY

# SANDY BAY - PHASE ONE (NORTH STRIP)

# SUSPENSION OF 4 CAR PARKING SPACES PUBLIC REALM







## NEW SEATING AREA No.1\*

**JUNCTION OF SANDY BAY ROAD &  
KING STREET**

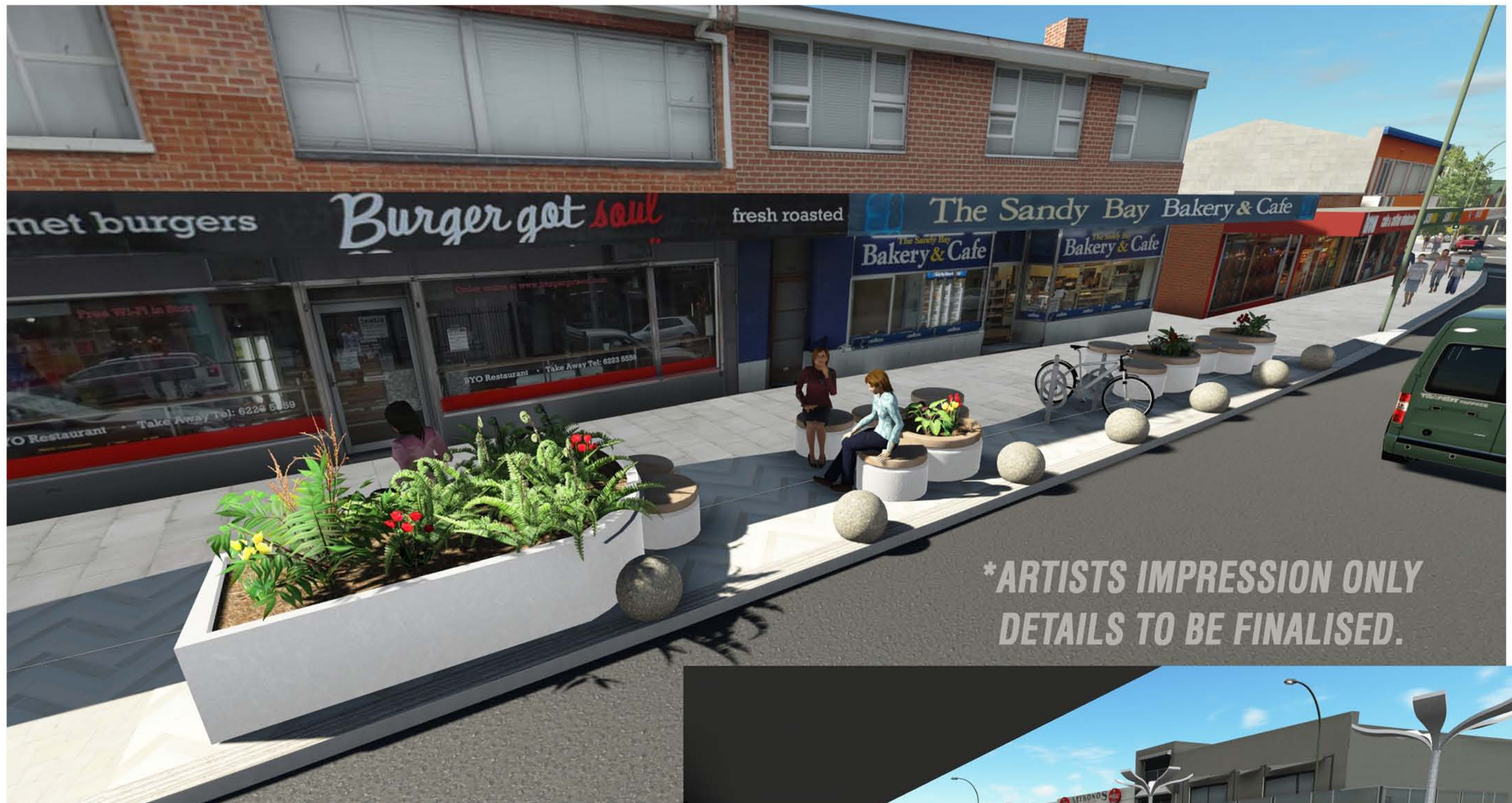






**NEW SEATING AREA No.1\***  
**JUNCTION OF SANDY BAY ROAD &  
 KING STREET**





# NEW SEATING AREA No.2\*

## NORTHERN CAFE'S & SANDY BAY BAKERY

(PAVEMENT WIDENED TO ENSURE CONTINUED WIDTH FOR EXISTING OUTDOOR DINING)







**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**



## **NEW SEATING AREA No.2\***

### **NORTHERN CAFE'S & SANDY BAY BAKERY**

**(PAVEMENT WIDENED TO ENSURE CONTINUED WIDTH  
FOR EXISTING OUTDOOR DINING)**





*\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.*



**NEW INFORMAL ROAD  
CROSSING POINT No.1\***

**NORTHERN CAFE'S  
& SANDY BAY BAKERY**





**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**



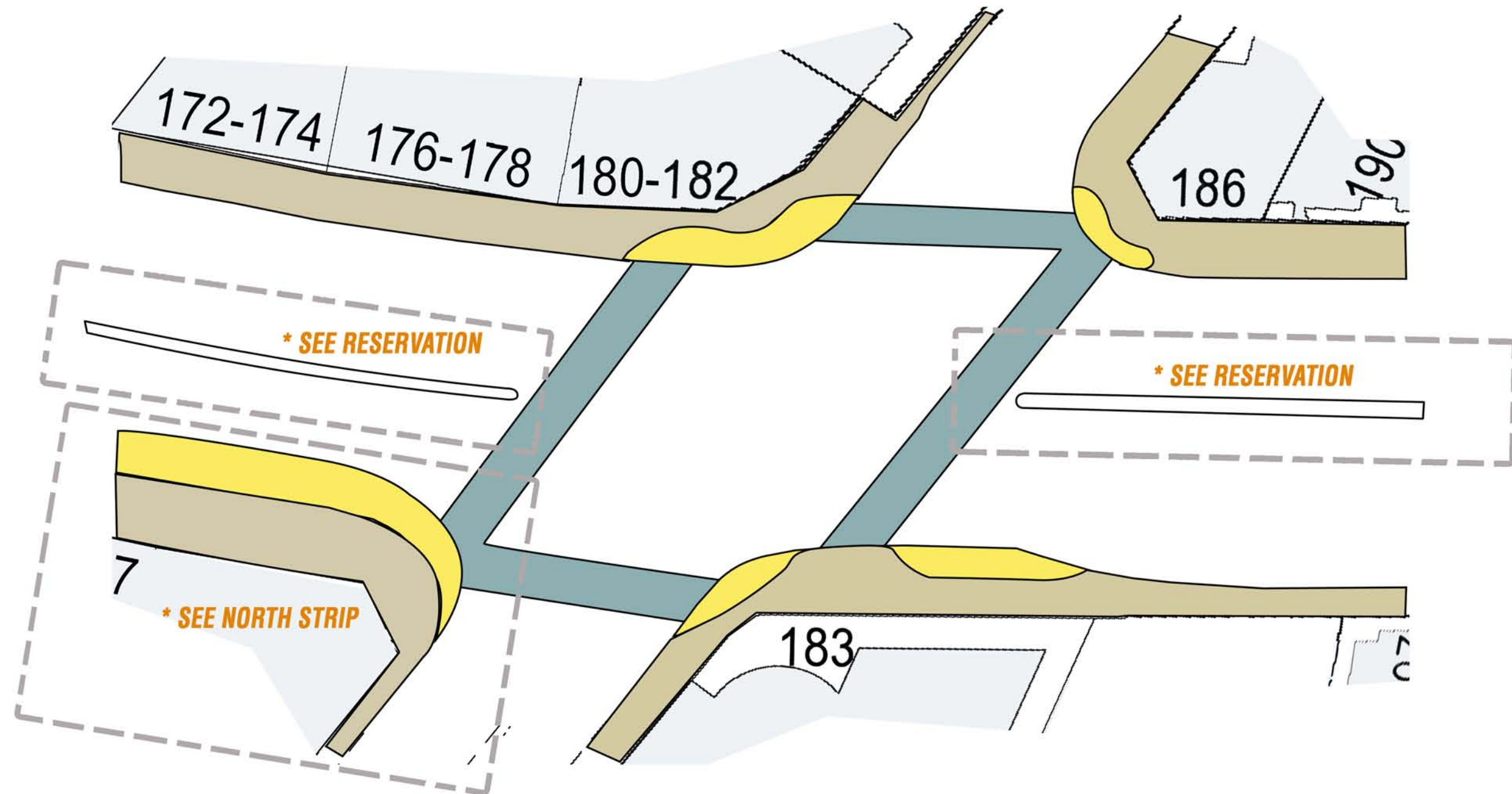
**CAR PARKING BAYS 1 & 2\***  
**SANDY BAY ROAD BETWEEN QUEEN STREET  
& KING STREET**



NOT TO SCALE - ILLUSTRATIVE PURPOSE ONLY

# SANDY BAY - PHASE ONE (CENTRAL JUNCTION)

PUBLIC REALM



 RE-ENFORCED EXISTING PEDESTRIAN CROSSING

 SIGNATURE PAVING

 NEW PAVEMENT TREATMENT





**RE-ENFORCED EXISTING  
PEDESTRIAN CROSSINGS\***

***JUNCTION OF SANDY BAY ROAD  
& KING STREET***





**RE-ENFORCED EXISTING  
PEDESTRIAN CROSSINGS\***

**JUNCTION OF SANDY BAY ROAD  
& KING STREET**



**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**



## **SIGNITURE PAVING & TREATMENTS\***

**JUNCTION OF SANDY BAY ROAD  
& KING STREET**



# RE-ENFORCED CROSSING SURFACE TREATMENT

## *WHY BLUE COLOURISED ASPHALT?*



*\* STUDIES IN SWEDEN, DENMARK, MONTREAL AND PORTLAND, OREGON HAVE CONSISTENTLY SHOWN THAT THE USE OF COLOURED ASPHALT IN AREAS OF HIGH POTENTIAL CONFLICT BETWEEN CARS AND BIKE RIDERS/PEDESTRIANS CAN REDUCE ACCIDENTS BY UP TO 38%.*

*\* STUDIES IN DENMARK HAVE SHOWN THAT THE COLOUR BLUE IN ROAD MARKINGS ARE EASIER TO SEE AND DIFFERENTIATE FROM OTHER COLOURS MORE COMMONLY USED FOR BIKE LANES, SUCH AS DARK REDS AND GREENS - INCLUDING TO THOSE WITH COLOUR BLINDNESS.*

*\* THESE STUDIES HAVE SHOWN THAT THE USE OF BLUE MARKINGS LED TO SIGNIFICANT INCREASE IN MOTORISTS MODIFYING THEIR BEHAVIOUR WHEN APPROACHING CONFLICT AREAS, WITH INCREASED AWARENESS AND A SLOWING OF SPEED.*

*\* IT HAS ALSO BEEN SHOWN THAT USERS OF BLUE BIKE LANES FELT MORE SECURE WHEN USING THEM IN COMPARISON TO OTHER COLOURED BIKE LANES AND MODIFIED THEIR OWN BEHAVIOUR ACCORDINGLY.*

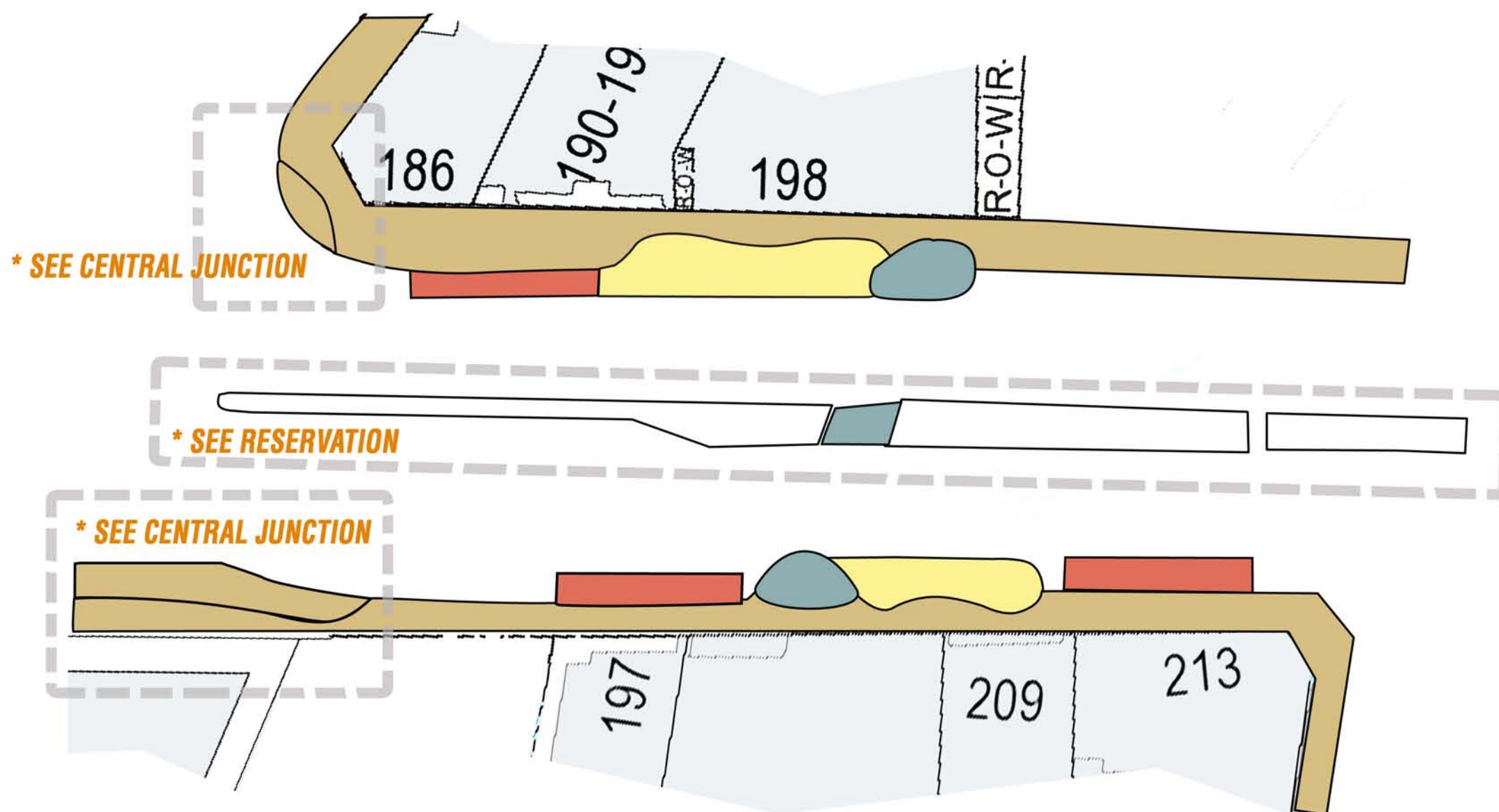




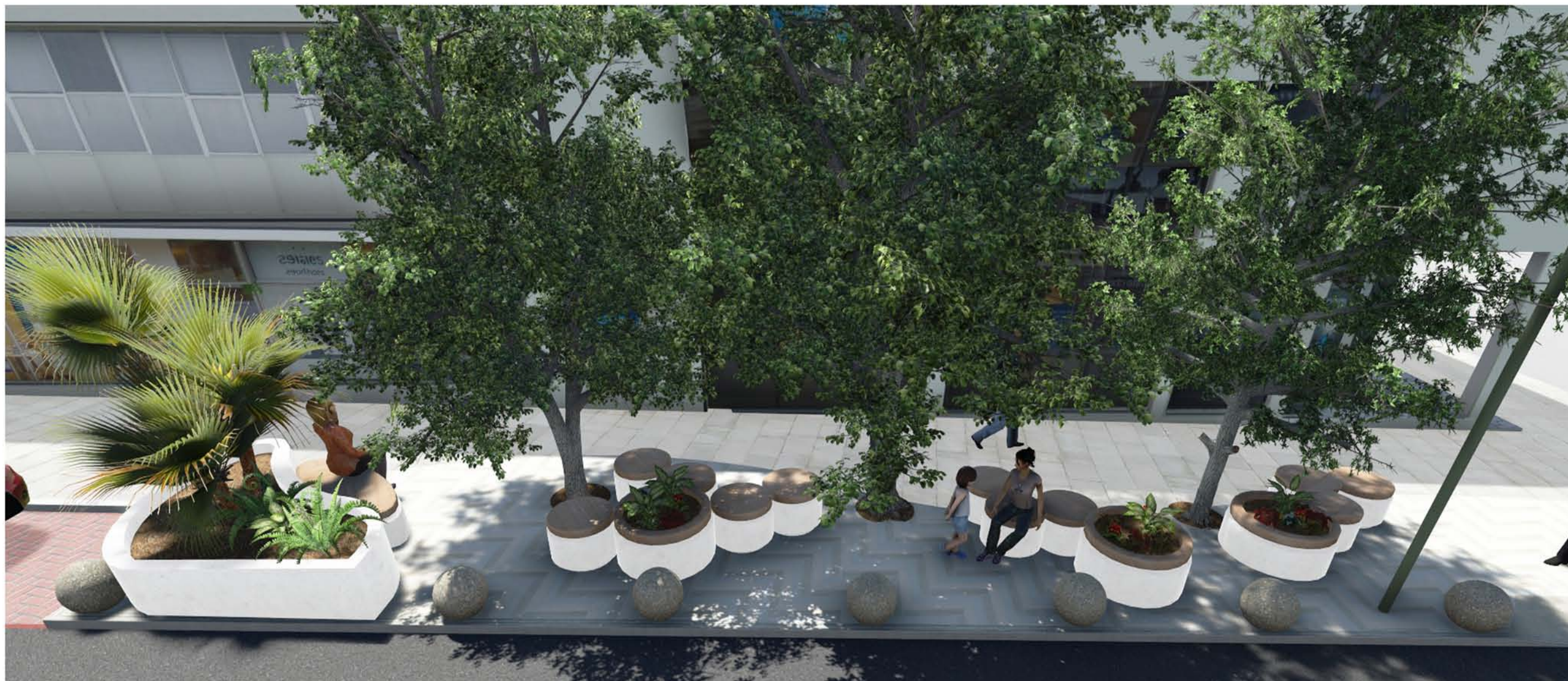
NOT TO SCALE - ILLUSTRATIVE PURPOSE ONLY

# SANDY BAY - PHASE ONE (CENTRAL STRIP)

# SUSPENSION OF 4 CAR PARKING SPACES PUBLIC REALM







**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**



## **NEW SEATING AREA No.3\***

**CENTRAL STRIP OF SANDY BAY ROAD BETWEEN  
KING STREET & MAGNET COURT**





**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**



**NEW SEATING AREA No.4\***  
**BETWEEN KING & GREGORY STREET**





*\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.*

## **IMPROVED INFORMAL ROAD CROSSING POINT No.2\***

***BETWEEN KING STREET & GREGORY  
STREET/MAGNET COURT***







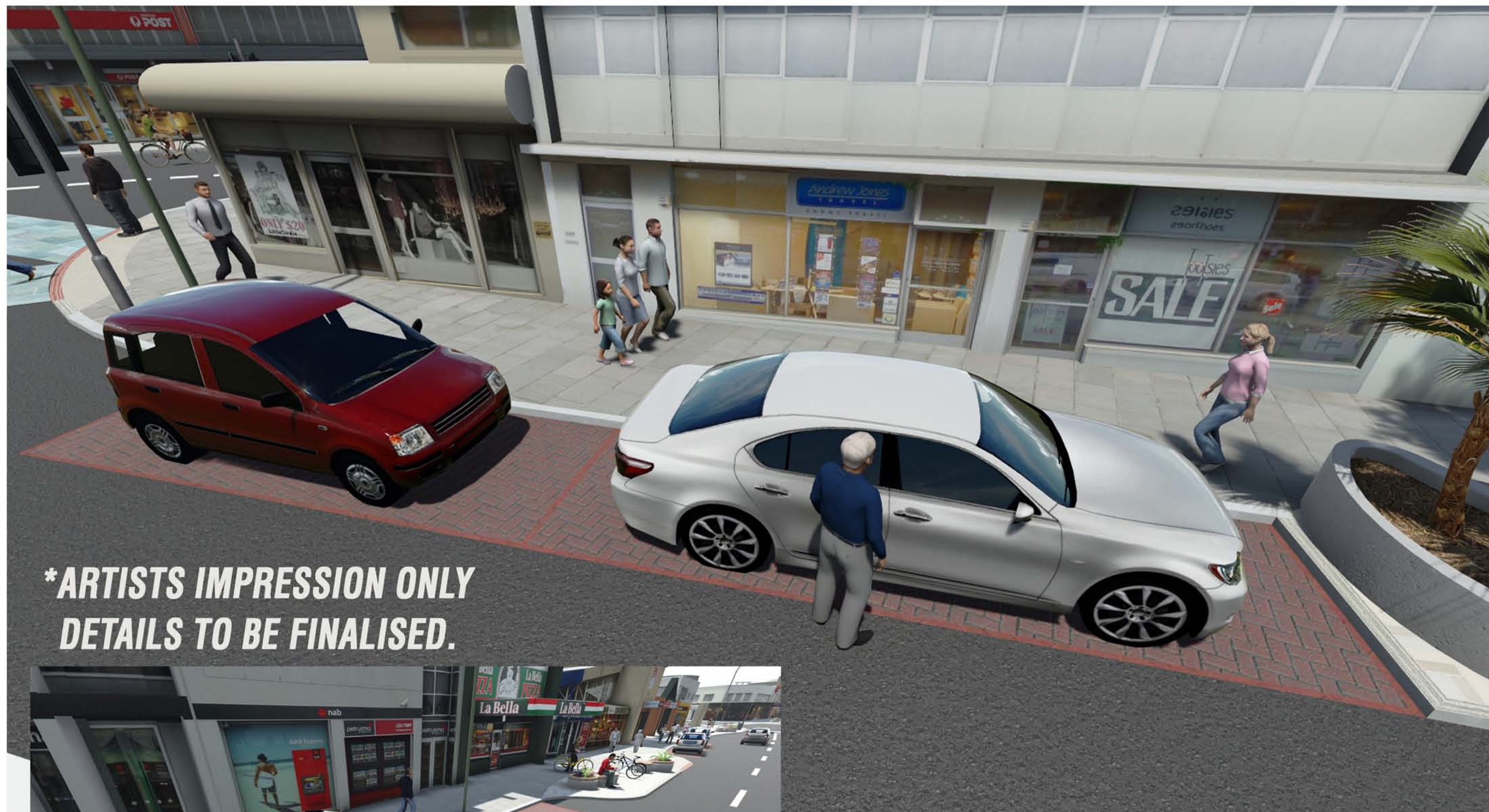
**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**

# **IMPROVED INFORMAL ROAD CROSSING POINTs No.3-5\***

***BETWEEN MAGNET COURT &  
RUSSELL CRESCENT***







**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**



**CAR PARKING BAYS 3,4 & 5\***  
**CENTRAL STRIP OF SANDY BAY ROAD  
BETWEEN KING STREET & MAGNET COURT**



NOT TO SCALE - ILLUSTRATIVE PURPOSE ONLY

# SANDY BAY - PHASE ONE (SOUTH STRIP)

PUBLIC REALM



NEW PEDESTRIAN CROSSING



NEW PAVEMENT TREATMENT



SIGNATURE PAVING



NEW POSTER COLUMN





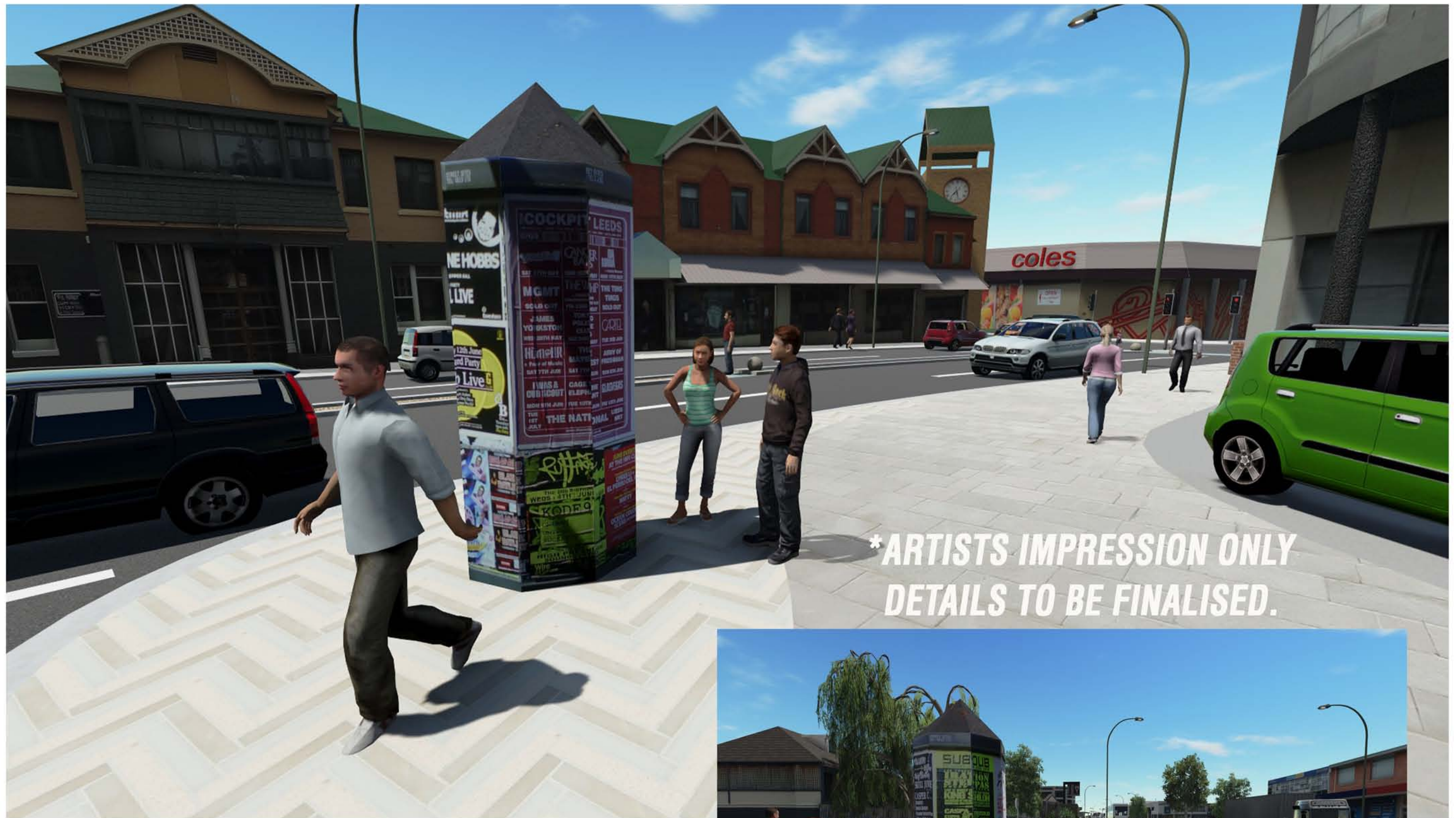
*\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.*

## **NEW FORMAL PEDESTRIAN CROSSING POINT No.1\***

***JUNCTION OF SANDY BAY ROAD  
& RUSSELL CRESCENT***







**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**

# **NEW POSTER COLUMN\*** **JUNCTION OF SANDY BAY ROAD & PRINCES STREET**

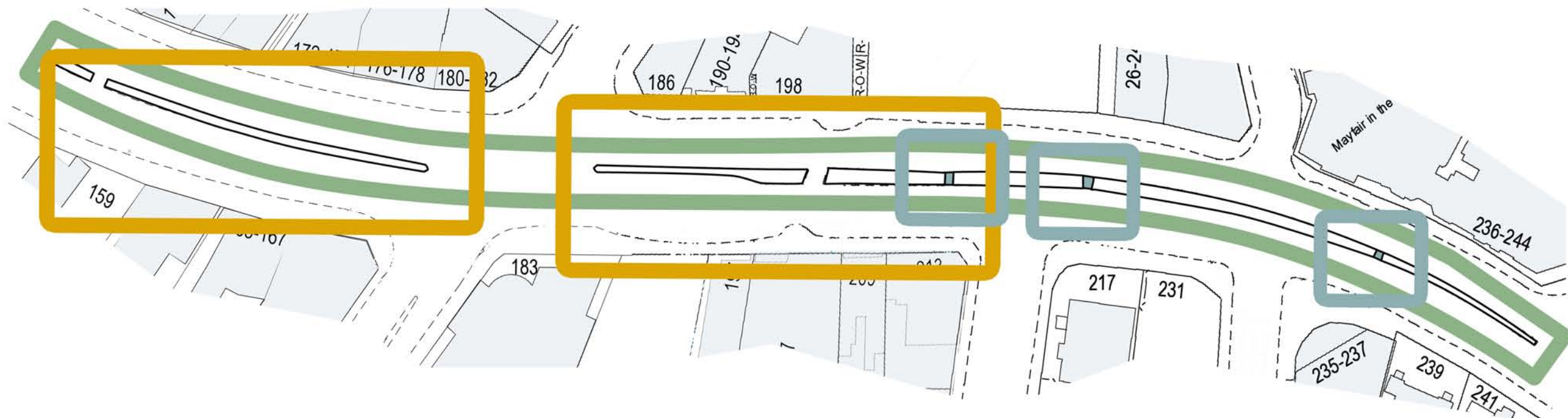




**NOT TO SCALE - ILLUSTRATIVE PURPOSE ONLY**

# **SANDY BAY - PHASE ONE (RESERVATION)**

## **PUBLIC REALM**



**SCULPTURAL CENTRE PIECE 'PALM' LIGHTING COLUMNS**



**NEW GRAVEL FINISH AND OR PLANTING**



**RE-ENFORCED INFORMAL PEDESTRIAN CROSSING**



**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**



## **SCULPTURAL 'PALM' LIGHTING\***

***CENTRAL RESERVATION OF SANDY BAY ROAD  
BETWEEN QUEEN STREET & MAGNET COURT***



# SCULPTURAL 'PALM' LIGHTING\*

**CENTRAL RESERVATION OF SANDY BAY ROAD  
BETWEEN QUEEN STREET & MAGNET COURT**



**\*ARTISTS IMPRESSION ONLY  
DETAILS TO BE FINALISED.**







## **POTENTIAL COMBINATIONS\***

**SCUPLTURAL 'PALM' LIGHTING & INFORMAL  
PLANTING BETWEEN QUEEN STREET &  
MAGNET COURT.**





# PART 4

## MATERIALS, TREATMENTS AND POTENTIAL SUPPLIERS

adbri MASONRY  
inspired living



Landscape Solutions - TAS

Paving



Slim, stylish and perfect for paths  
With the same colours and textures of the impressive 'Classic' series, Slimpave 30" have been created in a slimline format which makes them perfect for use in low traffic areas such as garden paths.  
These practical and durable clay pavers allow a great deal of design flexibility. You can be extremely creative and produce a wide variety of contrasting edges, bands or panels in complementary colours and patterns.



Slimpave 30"  
Clay



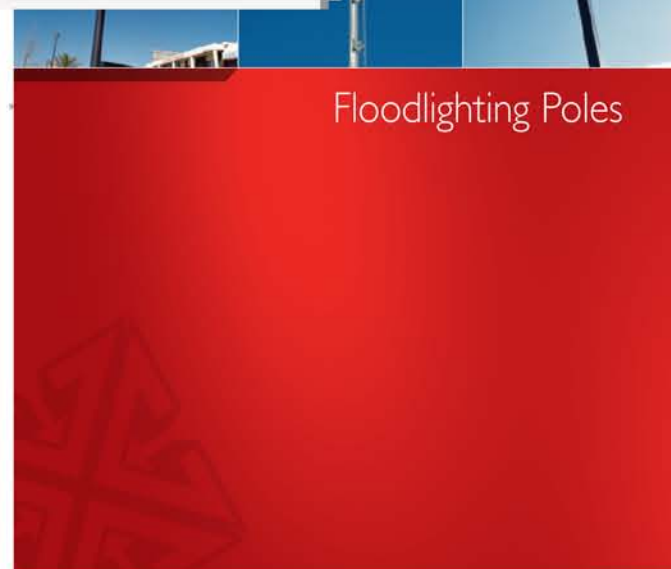
Paving Carriageway



INGAL EPS



Floodlighting Poles



Paving Havenslab®







## PRINCIPAL PAVEMENT TREATMENT

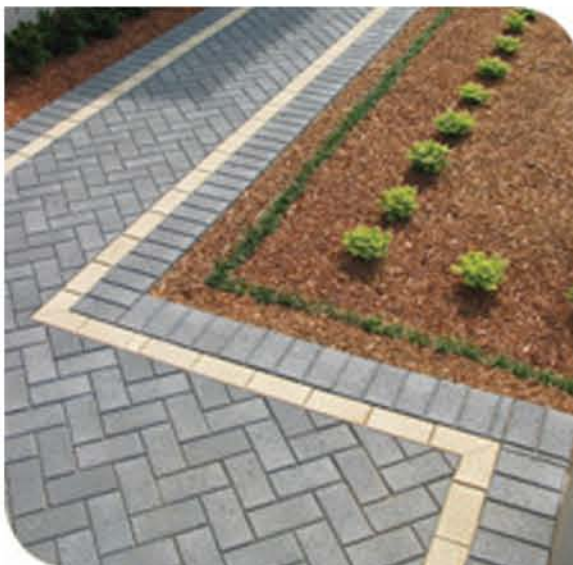
### ***PRESSED OR SAW CUT CONCRETE***

***APPROXIMATE AREA - 2020 sqm***

## SIGNITURE SURFACE TREATMENT

### ***QUARTZ STONE 200mm x 100mm PAVERS***

***APPROXIMATE AREA - 265 sqm***  
***POTENTIAL SUPPLIER - ADBRI MASONARY***



***Dune***



***Clay Ochre***



***Montgomery***





## PARKING BAY SURFACE TREATMENT

### ***PRESSED AND COLOURISED ASPHALT***

***APPROXIMATE AREA - 148 sqm***



## RE-ENFORCED CROSSING SURFACE TREATMENT

### ***BLUE COLOURISED ASPHALT***







## SIGNATURE SURFACE LIGHTING

### *LINEAR INGROUND UPLIGHT & SOLAR BRICKS*



**POTENTIAL SUPPLIERS - WE-EF (ETT100 LED)  
HOTBEAM (SOLAR BRICK)**

**THE INTENTION IS THAT THE SIGNATURE SURFACE PAVING REVEALS AN ADDITIONAL DIMENSION DURING TWILIGHT AND NIGHT TIME HOURS. PAVERS REVEAL THEMSELVES TO BE AMBIENT UP LIGHTERS, RE-INTERPRETING THE CHEVRON PATTERN OF THE PAVERS WHILST BRINGING A NEW DYNAMIC 'FEEL' TO THE SEATING AREAS, RE-ENFORCING BOTH THE SENSE OF PEDESTRIAN PRESERVE AND OF SPACE.**





# SCULPTURAL 'PALM' LIGHTING\*

## POTENTIAL 'IN HOUSE' PRODUCTION

*\*ARTIST IMPRESSION*



THE PROPOSED 'PALM' LIGHTING IS INTENDED TO ACT AS A CENTRE PIECE TO BOTH THE RESERVATION AND THE SANDY BAY HIGH STREET. A DELIBERATELY BESPOKE AND UNIQUE MIXTURE OF SCULPTURE AND STREET FURNITURE, THEIR PHYSICAL FORM WOULD PROVIDE DEFINITION AND VISUAL ENCLOSURE OF THE STREETScape. THEY WOULD PROVIDE OPPORTUNITY FOR DYNAMISM, RE-ENFORCE THE PROPOSED PALLET OF THE HIGH STREET WHILST ALSO PLAYFULLY REFERENCING SANDY BAY'S EXISTING PALM TREES AND THEIR ROLE IN CREATING ITS CURRENT CHARACTER.

BASED ON A CONCEPTUAL PIECE BY PHILIPS DESIGN, THE ORIGINAL PHILIPS DESIGN PROPOSED THAT THE 'PETALS' WOULD COLLECT SOLAR ENERGY DURING THE DAY, AND CLOSE LIKE A FLOWER AT NIGHT TO REVEAL LOW LEVEL 'LED' LIGHTING.

THE FINAL DESIGN WOULD BE THE SUBJECT OF COMMISSION WITH THE AIM THAT CONSTRUCTION WOULD BE BASED ON IN-EXPENSIVE CORE ELEMENTS SUCH AS 'OFF THE SHELF' METAL LIGHTING POLES ALTERED AND FITTED WITH SHEET METAL 'BRANCHES' TO COMPLETE THE FORM. FITTING WITH 'LED' LIGHTING EXTENDS ITS PHYSICAL IMPACT TO THE EVENING AND NIGHT TIME.

**POTENTIAL CONTRACTORS -**

**INGAL EPS HAYWOODS STEEL FABRICATION  
AMPERE ELECTRICAL MANUFACTURING LTD**







*\*ARTIST IMPRESSION*

## MODULAR CONCRETE AND TIMBER SEATING\*

**POTENTIAL 'IN HOUSE' PRODUCTION**

CONSTRUCTED FROM CONCRETE PIPING AND PURPOSE BUILT TIMBER 'CAPS', THE INTENTION IS TO PROVIDE AFFORDABLE, ROBUST AND FLEXIBLE MODULAR SEATING. EACH UNIT IS PLACED DIRECTLY ONTO THE PAVEMENT, ALLOWING FOR UNLIMITED MULTIPLES OF GROUPING STYLES WHICH CAN BE REARRANGED WITH EASE. THE TIMBER 'CAPS' ARE INTENDED TO REFERENCE THE DECKING OF YACHTS WHILST SOFTENING THE HARSH EDGE OF THE CONCRETE. 'CAPS' ARE REMOVABLE IF REQUIRED FOR MAINTENANCE AND A VARIATION ON THE THEME PROVIDES SMALLER PLANTERS IF DESIRED.

PURPOSE BUILT PRE-CAST MODULAR UNITS, THE PLANTERS ARE INTENDED TO FOLLOW THE DESIGN STYLE OF THE SMALLER PIPE SEATING. THE CURVED LINES AND USE OF MATCHING TIMBER RE-ENFORCES THE OVERALL DESIGN PALLET, WHILST PROVIDING SUBSTANTIAL AND ROBUST PLANTING POTENTIAL. THEY ALSO PROVIDE PHYSICAL SEPARATION OF USER FROM MANOEUVRING VEHICLES AND VARIETY TO SEATING OPTIONS WITH THE BENCH PROVIDING BACKREST AND POTENTIAL FOR ARM RESTS.



## CONCRETE PLANTERS WITH BENCH SEATING\*

**POTENTIAL 'IN HOUSE' PRODUCTION**

*\*ARTIST IMPRESSION*

POTENTIAL CONTRACTORS - PRE-CAST TASMANIA  
THE PRECASTERS