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Sydney's La Perouse Headland has long been a place of cultural significance to both indigenous and European Australians.

So when Randwick City Council decided to improve access to and across the site, it had to tread carefully - quite literally.

The result is a new pedestrian pathway and parking area that is as understated as it is functional - a contemporary, respectful response to the unique site conditions and access requirements of this important landmark.

Concrete features heavily in the response as the construction medium for both the pathway and the bollards on the edge of the carpark.

Corkery Consulting was engaged by Council to prepare the concept design for the site. The scope included the new pathway that, in effect, forms a new link in the regional Coastal Walk; traffic calming works to upgrade the Loop Road as a one-way system; and more efficient parking.

Noel Corkery, principal of Corkery Consulting, says the greatest challenge was in ensuring that the sweeping views across Botany Bay and out to sea were preserved.

"At the same time we needed to replace the steel crash barrier with an attractive element that was strong enough to stop vehicles from going over the headland cliff, while allowing pedestrians to gain access from their parked cars to the new section of Coastal Walkway," he says.
“The solution was a system of precast concrete bollards. We decided to use precast concrete to ensure we achieved the precise dimensions and control of colour and texture that we wanted.

“It also allowed us to create a distinctive profile for the precast wheel stops.

“The concrete bollards not only form a unifying urban design element but also provide seating along the full length of the Coastal Walk.”

Corkery worked closely with John Davoll at Denliz on prototypes that combined variations in aggregate type, colour and surface texture.

“This process allowed us to select the contrasting colours that we were after for the two types of bollards,” he says.

“John also coordinated the fabrication in Hanson’s Riverstone factory, delivering the precast elements to site and providing advice to the civil contractor on how best to install them.”

Precasting delivered a number of practical construction efficiencies and design objectives, a good example being the multiple bollard units used at each pedestrian crossing zone.

Denliz fabricated the moulds for these bollards in such a way that they could be cast as single units, using ‘false joints’ to create the appearance of multiple units.

This eliminated the need for installers to attempt to align the bollards perfectly, at the same time achieving the appearance intended by the designers.

The need for a robust and low maintenance pavement drove the choice of insitu, integrally coloured concrete for the pathway.

The exposed aggregate concrete provides a transition between the Coastal Walkway and the bitumen roadway.

The wheel stops are also set in concrete to create a stronger fixing that resists the impact of vehicle wheels.

Corkery says concrete was a logical response to the highly demanding environmental conditions on the exposed headland site.

“Concrete was an obvious choice in terms of durability and minimal maintenance, but we also wanted to ensure the combination of elements would create an attractive and distinctive new visual character for the Headland,” he says.

It’s an objective that has quite clearly been achieved, ensuring this important site will remain both accessible and culturally relevant to generations of visitors to come.

**Client** – Randwick City Council

**Landscape Architect** – Corkery Consulting

**Principal Contractor** – KK Civil Engineering

**Principal Engineer** – TTW

**Specialist concrete subcontractor** – Denliz, Hanson

**Precast Photographer** – Noel Corkery, Denliz