

CHANGING LANES 2020

Changing Lanes is a collaborative project funded by **Heart of the City** and facilitated by **Artweek Auckland**. A number of Auckland city centre spaces will be transformed by artist activations during **Artweek Auckland 2020**. The project aims to help create connections in our community, provide opportunities for artists and enhance public spaces.

BRIEF

Artists are asked to consult with stakeholders to develop a concept that responds to an issue and/or opportunity identified with the following principles in mind:

- Context of place – Concepts should be cognizant of both the physical and social environment, considering all of its user groups; businesses, residents, visitors alike.
- Heritage and/or potential of place – Where possible, signals to the history or future aspirations of the location.
- Bring to attention the uniqueness of the spaces as pedestrian walking routes, intimate city business locations and spaces and – especially alternative commuter's passageways especially during the current construction period.
- Acknowledge the impacts of COVID 19 on Aucklanders and the celebration that Artweek brings to the city to enjoy the art, transform space and uplift spirits.

MANDATORY

- Occurs in the public space.
Artists may work with whichever materials and methods of their choice however, are subject to health and safety and Council permitting requirements, appropriate durability, weight and security of the artwork.

EVENT DURATION

Each treatment/installation must be in place for the duration of **Artweek Auckland** festival; **10–18 October**. Installations need to be durable and sustainable for the 10-day period, night and day. Artists also need to factor in weather contingencies, in case of any potential damage to installations caused by weather. Aerial works are favoured to avoid deliberate or accidental removal of works or damage and tampering – note the limited availability of aerial fixing points in some of the specified locations. Artists are to use authorised installers and not attach anything onto the walls or windows of protected historic buildings.

Deliverables:

- Concept design
- Engagement with surrounding businesses and/or residents
- Creation, installation and break-down of installation – and all project management and co-ordination of additional contractors if relevant.
- **Any additional activation on Late Night Art – Tuesday 13 October**
- Complete all relevant permitting information for inclusion in the event permit in a timely manner and health and safety planning.
- Ensure site health and safety requirements are met.
- Evaluation

Spaces/Lanes suggestions for submissions:

Durham St East, Durham Lane, Lower Vulcan Lane, Lamp posts along High Street, Chancery Square – subject to property manager approval. Little High St – subject to Building Manager approval and Elliott Street. We are also open to other public spaces (in the arts quarter or High Street District of the city centre) – please include a recommendation for an alternative location as part of your submission (this would be subject to approval by Council or the building owner as part of the submission)

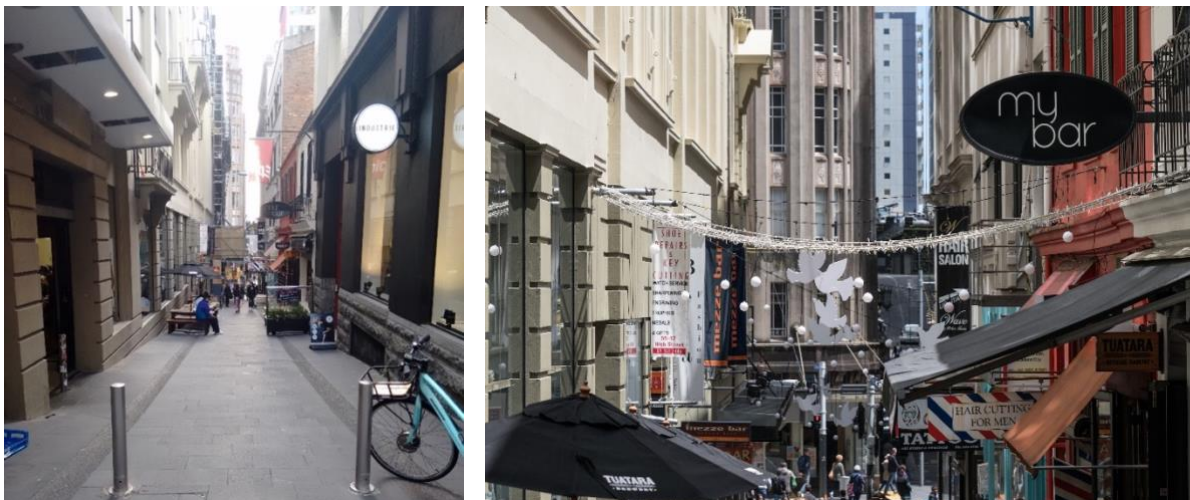
BUDGET: \$5000 + GST per site (including installation costs)

SUBMISSIONS DUE: 5PM, FRIDAY 10 JULY 2020

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DURHAM ST EAST

Durham Street East runs between Queen Street and High Street

**LANE INFORMATION:**

The nature of activity at street level is retail and hospitality, with offices and apartments on upper levels and large numbers of pedestrians using the street as a thoroughfare.

The laneway's property owner is Auckland Transport, and its use as part of Artweek's laneway art series will be sought with the permission of Auckland Transport via an Auckland Council event permit.

Key buildings in the lane include:

- The Premier Building (2 Durham St East), built in 1907 to provide professional office space in the city centre. Designed by Robert de Montalk in the Edwardian Italianate style it has gone largely unmodified with the interior still boasting pressed metal dado panels and ceilings
- The Met and Soho apartments overlooking the lane - these were converted from commercial space in 1999 and 2000

INSTALLATION INFORMATION:

Any artwork installations for this laneway will rely on utilising pre-existing points such as railings and brackets, rather than engineered fixing points that have been installed to support an installation. None of the points have been load tested and they can only hold lightweight installations. Any installations need to be very robust for the outdoor conditions but also light weight in nature, see some examples below.

The installers, Network Visuals, create a rope rigging between these points which provides a framework for the installation. The weight of the final structure should be under 10kg, which will not put any significant dead weight on the identified fixing points. The weight is spread across the rigging points, placing less weight on each point.

The materials should be a lightweight outdoor material and if it is made up of a single large section, the artist needs to ensure the material is such that wind is able to pass through it with little resistance, this will reduce any wind loading on the points.

The cost of the installation needs to be included in the budget.

KEY LOCAL STAKEHOLDERS**Property owners:**

Met and Soho buildings, 186-202 Queen St
 186 - 202 Queen Street
 6 Durham St East
 8 - 10 Durham St East
 12 Durham St East

Businesses:

Glassons, HYPE, Mezze Bar, Mojo, Renkon, My Bar, Dangerfield, Laserhaus, Hair Cutting For Men, Zhou's Alley
 A range of beauty (hair salon, massage) businesses and barristers in Premier Building

Bunting – Fluro Bunting installed between fixing points

Estimated weight 8kg

Suspended from various points within the lane – mixture of existing brackets & eyebolts



Changing Lanes 2019, Ross Liew, kè kù nài láo, Durham St East



Changing Lanes 2017, Brydee Rood, We come from the sea, we seek higher ground, Durham St East

DURHAM LANE

Durham Lane is a connector between major thoroughfares Albert and Queen Streets.



LANE INFORMATION:

A hidden treasure in the hustle and bustle of the city, Durham Lane is home to a number of eateries, bars and cafes including the Bluestone Room and Ding Dong Lounge and features a number of heritage brick buildings.

The laneway's property owner is Auckland Transport, and its use as part of Artweek's laneway art series will be sought with the permission of Auckland Transport via an Auckland Council event permit.

Durham Lane features the oldest remaining commercial building in Auckland, the Bluestone Store (now Bluestone Room), a heritage listed building made of basalt volcanic stone in 1861. Built as a warehouse for storekeepers Bernhard Levy and Nathan Goldwater, the warehouse was used by various companies including the Kiwi Boot Polish company. During the 1970s, it was a rock music venue.

The area features two artworks by John Radford, these are *Layer Plate* and *Lanechange* and a graffiti work by artist Otis Frizzell, located at the southern end of the lane.

INSTALLATION INFORMATION:

Fixing aerial points are limited in this lane and will require further investigation/consultation with Network Visuals. Installations at ground level are also an option but proposals will need to consider security and/or maintenance of installations over the course of Artweek e.g. removal of the installation each night and re-installing each day.

KEY LOCAL STAKEHOLDERS

Bluestone Room, Ding Dong Lounge, The Coffee Club, Spitting Feathers, Ibis Budget, Chapter Two Tattoo Studio, MoinMoin

VULCAN LANE

Vulcan Lane runs between Queen Street and O'Connell Street, crossing High Street.

An aerial artwork for Vulcan Lane may only be suitable for the lower lane as permanent aerial lighting is installed on fixing points in upper Vulcan Lane.



Changing Lanes 2016, Chris Berthelsen and Xin Cheng, Vulcan Lane



Christmas decorations in situ, Lower Vulcan Lane

LANE INFORMATION:

The nature of activity at street level is retail and hospitality, with hospitality and offices on upper levels. Large numbers of pedestrians use the street as a thoroughfare and Lower Vulcan Lane is also used as a public space with plenty of seating and frequent busking activity. The laneway's property owner is Auckland Transport, and its use as part of Artweek's laneway art series will be sought with the permission of Auckland Transport via an Auckland Council event permit.

Vulcan Lane was created as one of Auckland's initial colonial thoroughfares in the 1840s, connecting Queen Street and High Street in the town's commercial district as a narrow alleyway. A fire destroyed most of the street in 1850, after which buildings were rebuilt in brick. Vulcan Lane first housed clockmakers, coach smiths, solicitors, a general store, flour and grain merchants and bootmakers. But after the Queens Ferry and, later, the Occidental appeared, it was overridden by bookmakers, streetwalkers and peddlers. By the 1920s there were so many bookmakers in the lane it was christened Vultures Lane. The literary set, including Frank Sargeson and James Baxter, mingled with the journos soon after.

In 1923 it was recommended that Vulcan Lane become a one-way street, and in 1964, 27 retailers petitioned council to make it a pedestrian only thoroughfare. In 1967 the council allotted \$13,000 to pave Vulcan Lane as a pedestrian only street with seats and trees. Before the decade was out, the project was completed.

Vulcan Lane was originally called Victoria Lane. Vulcan Lane was a nickname given to the area because of the Vulcan Foundry on High Street. The lane itself and a number of buildings within it are classified as NZ Heritage listed – further information is available at www.heritage.org.nz

INSTALLATION INFORMATION:

The laneway is decorated at Christmas with lights and doves suspended overhead. These fittings may be able to be used for an aerial art installation (weight of the installation to be 10-15kg), in consultation with building owners and authorized installers – Network Visuals. Installations at ground level are also an option but proposals will need to consider security and/or maintenance of installations over the course of Artweek. In past years artists have removed the installations each night and re-installed them each day.

Fixing point 1, Queen St End



Fixing point 2, Queen St End



Fixing point 1, High St End



Fixing point 2, High St End



KEY LOCAL STAKEHOLDERS – LOWER VULCAN LANE

Property owners:

112 Queen St
 118 Queen St
 10 Vulcan Lane
 6 Vulcan Lane
 12 Vulcan Lane
 25 - 31 Vulcan Lane

Businesses:

Michael Hill, Partridges, Raw Power, Vultures Lane, Carats, Zambrero, Magic Hollow, Little Unity, Moochi, Better Burger, Sushi Factory, Cassette 9, The Occidental, The Gin Room, Sunglass Bar, Flavour Pitalicious, Broker House – Last Resort, Leigh Judd Law, Ganson Management, Mint Couture Wedding.

LITTLE HIGH STREET

The small 'L' shaped outdoor area off High Street. This is privately owned and is used regularly by pedestrians and delivery and service vehicles making it a little challenging for installations at ground level. Approval will be required by the building managers for use of this space in advance of any submission and consultation with surrounding businesses before installation.

BUSINESSES:

Stevens, Whitcoulls, Mezze Bar, DLA Architects Ltd, Mix Foundation, Barber Brothers, Ilium Salon



HIGH STREET LAMP POSTS

There are a series of lamp posts down High Street that could be suitable for hanging artworks. See example below. Installation would be required by a suitable installer and needs to be taken into account as part of the total budget.



CHANCERY SQUARE

This is a suitable location for a hanging installation – subject to approval from the property manager and weight and suitability of aerial installation. The cost of installation must be accounted for within the budget.



Changing Lanes 2019, Tracey Tawhiao, Chancery Square

ELLIOT STREET

This street is used to install Christmas decorations each year and there are a number of cross street single wire rigs that are suitable for hanging installations – see images below: Any installation for Changing Lanes would need to hang on the single wires and be lightweight and relatively small. The cost of installation needs to be considered for this site – within the budget and the proposal will need the final approval of the installers – Network Visuals.

