

03 Site Analysis
HERITAGE FABRIC

Original Fabric

Much of the original Wharf structure and fabric is still clearly identifiable in Wharf 4/5 today, in accordance with the guiding principles established in the Wharf 4/5 Conservation Management Plan.

Facade - Wharf



Facade - Internal



Ceilings, Truss + Lanterns



Ironbark Flooring



Column



03 Site Analysis

REFURBISHMENT

Vivian Fraser Adaptive Reuse [1985]

While the Vivian Fraser adaptive reuse has been highly awarded, it did present a substantial intervention to the existing heritage fabric.

However, it has been considered a successful repurposing and key concepts of the original refurbishment, including the long Walk, are being interpreted and maintained in the new proposal.

Theatre Bar at the End of the Wharf [TBATEOTW]



TBATEOTW remains unaltered, with the exception of an upgraded kitchen and the addition of a mezzanine function space in the location of the existing plant room and administration space.

The Walk



Fire Tunnel



Theatre



Mechanical Services



External Lift



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REFURBISHMENT - THE WALK

Vivian Fraser Adaptive Reuse [1985]

The journey along the Walk clearly demonstrates the introduction of new built form, building materials and building services. These are readily distinguishable from the heritage fabric, and enable the original use of the Wharf as a commercial goods warehouse to remain apparent.

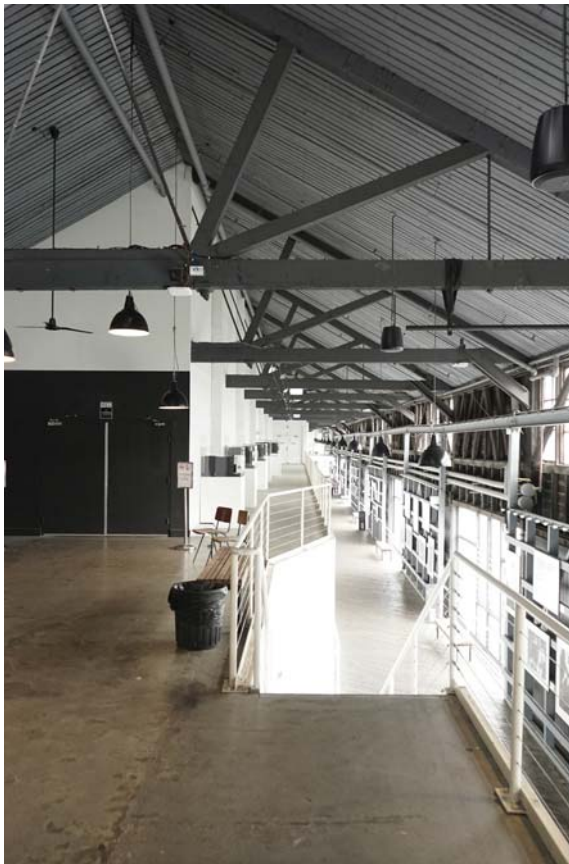
Walk Entry



Mezzanine Level / Fire Tunnel Under



Wharf 2 Theatre



The Walk [Looking South]



Theatre Bar at the End of the Wharf



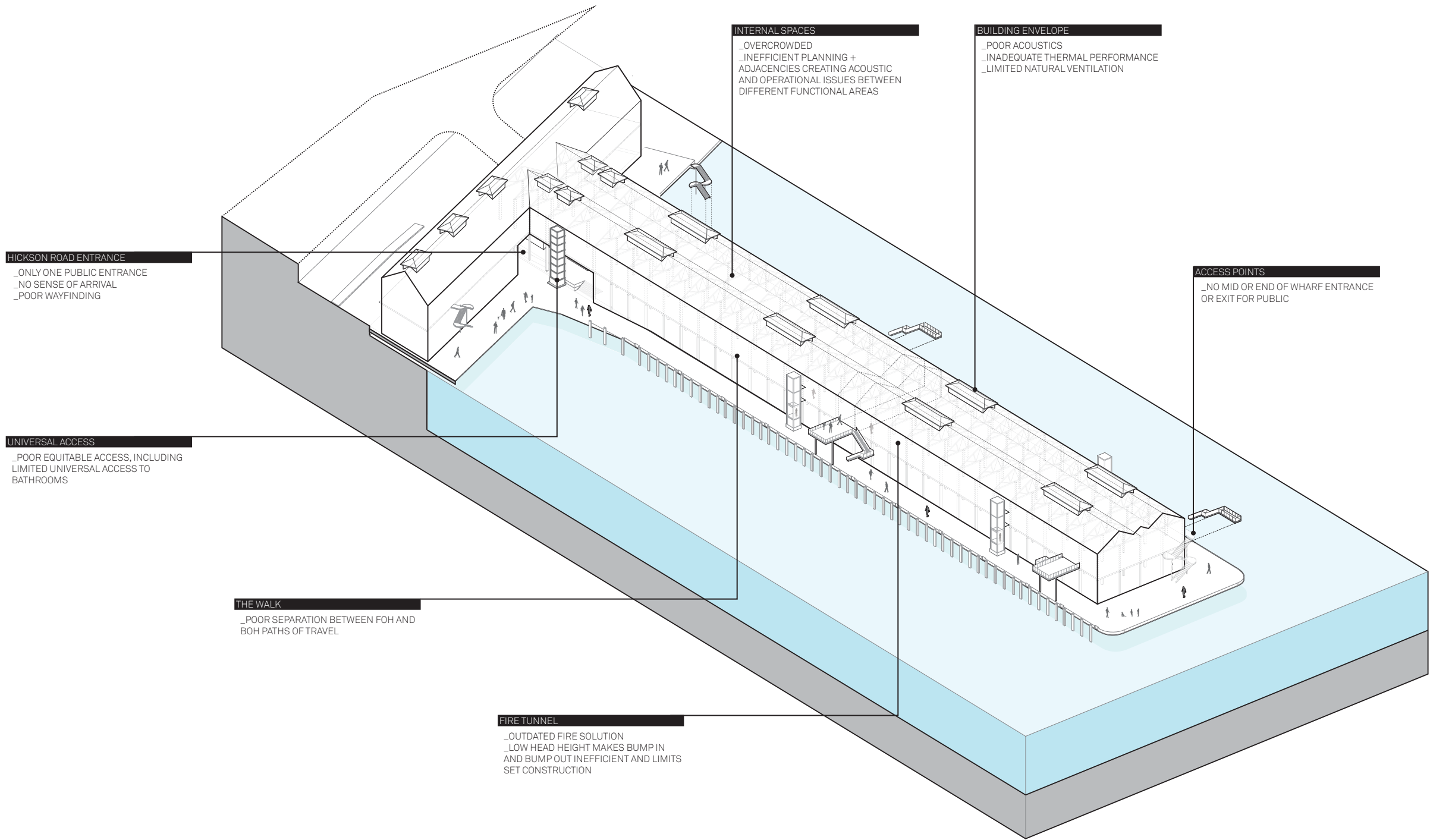
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WHARF 4/5 USES

Three Stages of Use

Wharf 4/5 has had a long and rich history, beginning with its original use as a wool store.

After thirty years of heavy use, the Wharf is no longer deemed to be fit for purpose and a number of issues require addressing to enable STC to continue to deliver world class theatre.



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ORIGINAL SHED

1922-1984

From 1922 to 1984, Wharf 4/5 operated as a Wool and Cargo store. The topography of the site meant that lower and upper sheds could be dedicated to 'goods in' and 'goods out' respectively, which enabled ships to be efficiently loaded and unloaded at the same time.

The travelling gantries were a critical element to efficient loading, able to be moved to the appropriate upper level loading door.

Pottinger Street provided strong links to the surrounding rail network.

