

WALSH BAY ARTS AND CULTURAL PRECINCT

RESPONSE TO SUBMISSIONS

SSDA 8671

APPENDIX 8:

TZG RESPONSE TO CITY OF SYDNEY SUBMISSION

WALSH BAY ARTS AND CULTURAL PRECINCT

RESPONSE TO SUBMISSIONS - SSD 8671

CITY OF SYDNEY

15 JANUARY 2017

Consultants

Architect	Tonkin Zulaikha Greer	Building Services Engineer	Arup	Catering Consultant	Sangster Design
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Cost Consultant	WT Partnership	Acoustics	Arup	Visual Impact Consultant	Ethos Urban
Heritage Architect	Tropman & Tropman	Traffic	GTA	Visual Impact Perspectives	Mogamma
Archaeologist	CRM	Theatre Planning	Arup	Construction Programming	Cadence
Theatre Planning	Arup	BCA Consultant	Blackett Maguire & Ass.	Operational Management	MI Associates
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Figure 1: Walsh Bay 1910

Source: Hurley, Frank 1910, Walsh Bay <http://nla.gov.au/nla.obj-229933307>

1. HERITAGE

1 a) External Lifts

City of Sydney Comment - 1 a)
Concern is raised regarding the height of the proposed external lifts and their visual prominence from key vistas when viewed from Sydney Harbour, particularly at the northern end of Pier 2/3. Consideration should be given to a reduction in height of the lift over-runs and locating these lift shafts further south along each elevation. It is also recommended that lift shafts and balconies are aligned symmetrically on the eastern and western elevations of the wharf buildings.

Response
A sympathetic and modest design approach has been adopted for all external additions to ensure that they respect the industrial character of the wharves and to minimise their visual prominence. A similar architectural language is proposed for the new lifts, stairs and gantries for both Wharf 4/5 and Pier 2/3 to clearly distinguish new elements from original fabric, to unify the composition and ensure visual consistency across the precinct.

Locating four of the lifts external to the building minimises the impact on interior significant fabric. Their impact on the exterior has been minimised by designing them as contemporary steel framed glazed elements that are as transparent as possible and reversible.

The external lifts are set back from the wharf edge by a minimum of two structural piling bays in accordance with Policy 9.6.5 of the Pier 2/3 CMP and positioned to relate to the internal uses they serve.

Internal functional constraints, related to the demanding requirements of access and egress to the performance venues, means that

it is not possible to move the lift shafts further south along the elevations or to align the lifts symmetrically on the eastern and western elevations of the wharf buildings. The internal planning itself has been strategically designed to minimise loss of heritage fabric.

The lift shafts have been designed to be as small as possible to provide equitable access and efficient goods movement within the Precinct. The height of the overall lift shaft structures has been carefully considered in terms of overrun, relationships to the original buildings and consistency within the Precinct.

The Statement of Heritage Impact includes an assessment of the proposed new steel platforms lifts and stairs which reads as follows:

The Detailed design is in keeping with the strong industrial character.

.... The industrial character is reinforced by the robust steel detailing. (p.141.)

Significant views and vistas to the site are conserved as demonstrated by the Visual Impact Assessment that accompanies the proposal. The existing industrial maritime character is conserved. New elements have been designed to respect this highly significant context.

The works retain and respect the landmark position of the Wharf as a strong visual element within Walsh Bay on the foreshores of Sydney Harbour. Works across the Walsh Bay Arts and Cultural Precinct will ensure that this position is retained and enhanced.

The size of the lift cars is as follows, with both the cars and shafts minimised to accommodate required passenger and goods movement and accessibility requirements:

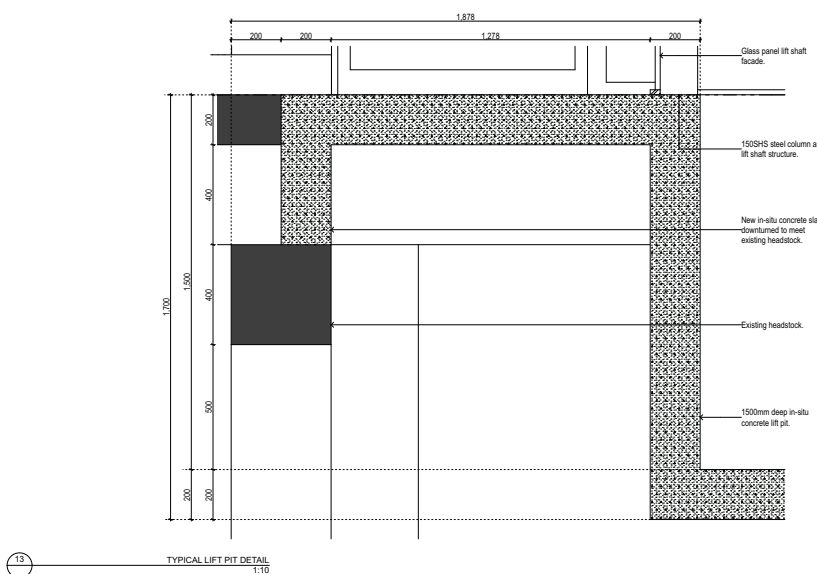
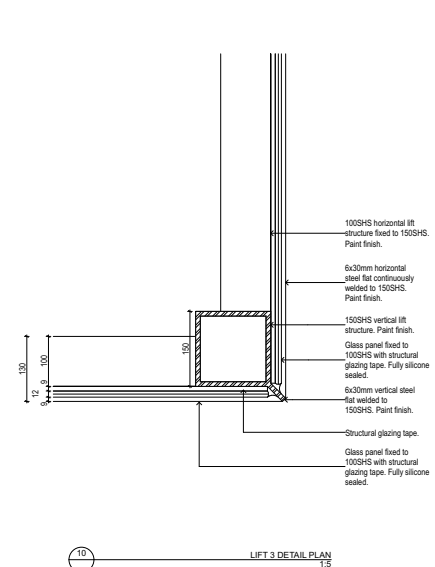
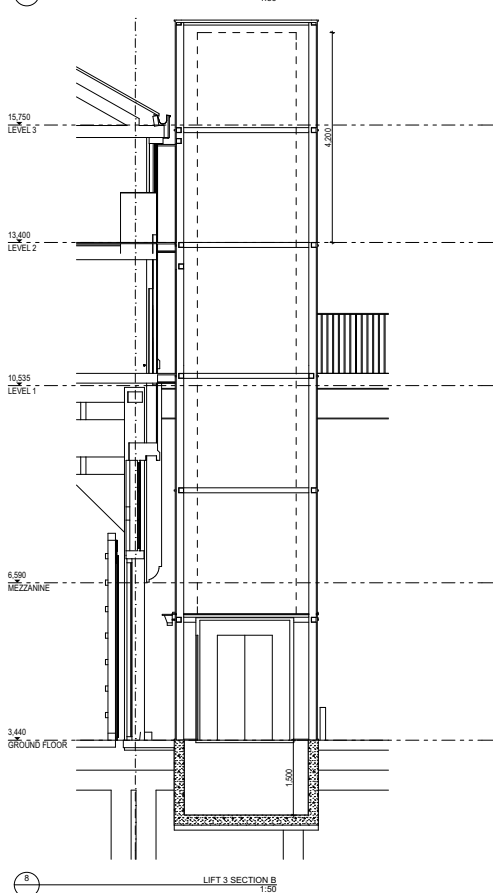
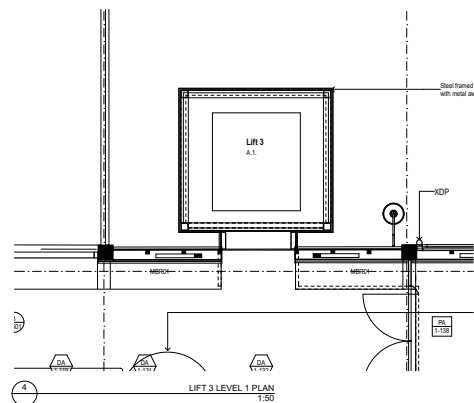


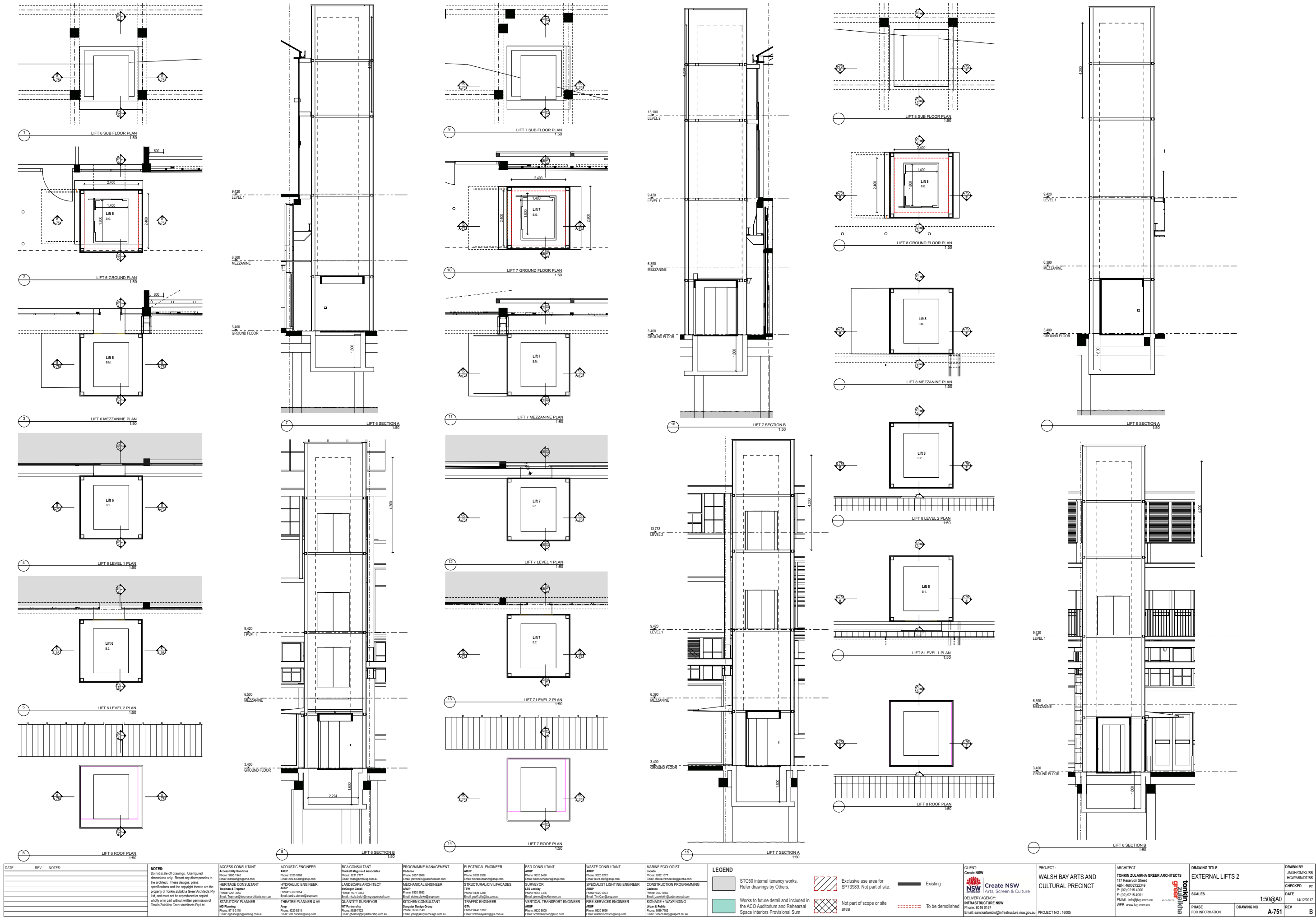
Figure 2: Existing view from Sydney Harbour.
Source: Mogamma 2017

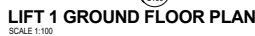


Figure 3: Proposed view from Sydney Harbour with new work highlighted blue.
Source: Mogamma 2017

LIFT #	LOCATION	PURPOSE/AREAS SERVED	CAPACITY	CAR SIZE WXDxH	OVERRUN
LIFT 3	Pier 2/3 West	People and goods lift Level 1 ACO Event Space and back of house (instruments) Level 2 ACO Offices Provides alternate public lift for Pier 2/3 if other internal lifts break down.	21 people	1600x2000x2400	4200
LIFT 6	Wharf 4/5 East	Mezzanine Level SDC Offices Level 1 STC public areas Level 2 STC Offices Replaces current external lift near SDC café Opens up vistas to the Precinct from entry	15 people	1400x1800x2400	4200
LIFT 7	Wharf 4/5 East	Level 1 STC public areas and theatre Level 2 STC public areas, theatre and function room	15 people	1400x1800x2400	4200
LIFT 8	Wharf 4/5 West	Goods lift Level 1 STC kitchen/back of house Level 2 STC back of house	15 people	1400x1800x2400	4200

2/16





LIFT STEEL MEMBER SCHEDULE		
MARK	SIZE	TYPE
LB1	100x100x6.0 SHS	BEAM
LB2	150x150x9.0 SHS	BEAM



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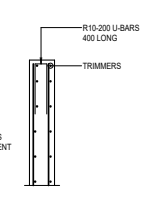
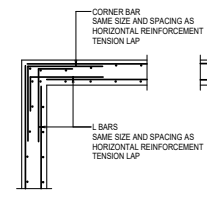
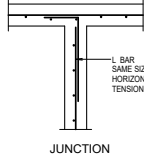
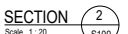
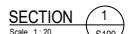
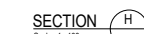
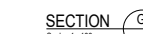
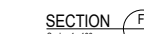
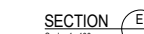
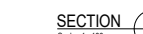
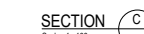
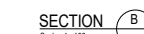
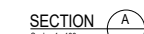
- 1. ALL LIFT PPT CONCRETE TO BE 40MPA MIN
- 2. ALL PT REINFORCEMENT TO BE STANDARD GFRP V-ROD UNLESS NOTED OTHERWISE
- 3. 265 DENOTES TWO GFRP BARS OF SIZE 5. REFER TO NOTES NO. 3001 FOR FURTHER GFRP DETAILS.

STEELWORK NOTE:

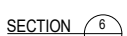
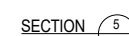
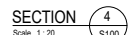
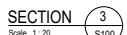
- 1. DWG AND SHOP DETAIL TO CO-ORDINATE SPECIFIC SITE RESTRICTIONS DUE TO SITE ACCESS AND MAN-HANDLING WEIGHTS. SHOP DETAILER TO PROVIDE SUGGESTED DRILLING DETAILS FOR TITW REVIEW. SITE TITW REVIEWERS ARE STRUCTURALLY ACCEPTABLE. ALL SITE WELDS TO BE TESTED, WITH CERTIFICATION SENT TO TITW FOR REVIEW. ALL WELDS TO BE APPLIED TO BE FULL STRENGTH BUTT WELDS. A SHOP DRAWING SHOP PROPOSED MEMORANDUM TO BE SENT TO TITW FOR REVIEW PRIOR TO ANY FABRICATION.
- 2. ALL STRUCTURAL STEELWORK SUPPORTING FIRE-RATED WALLS AND FLOORS TO BE FIRE-RATED.
- 3. ALL MEMBERS TO BE FULLY WELDED ALL ROUND UNLESS NOTED OTHERWISE ON RESPECTIVE DETAILS.
- 4. GLAZING & FININGS TO FACADE ENGINEERS DETAILS.
- 5. LIFTING BEAM DESIGN FOR MAXIMUM LIFTING LOAD ON 3.0 Tonne
- 6. FOR SOLD OLD BEAM STRAIN: SHAF. WALL. FRAMING INFL. TO BE LIGHT WEIGHT STEEL OR TIMBER STUD WALL. NOT STRAIN IN FL.

TENDER NOTES

1. These drawings are preliminary drawings issued for tender as an indication of the extent of works only. They are not a complete set of construction drawings.
2. To determine the full extent of work, these drawings shall be read in conjunction with the architectural drawings and other contract documents. Allow for all items shown on architectural and other drawings as not all items are shown on the structural drawings.
3. Should any ambiguity, error, omission, discrepancy, inconsistency or other fault exist or seem to exist in the documents, immediately notify, in writing, to the superintendent.
4. Rates shown on these drawings are for the final structure in place and do not allow for any wastage, rolling margins, over supply or fabrication




TYPICAL WALL PLAN DETAILS



Rev	1
A	1

AA...

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<p>STATUTORY PLANNERS MG Planning Phone: 9713 3114 Email: info@mgplanning.com.au</p>				<p>THEATRE PLANNING & AV Arup Phone: 9322 9316 Email: kate.koultouris@arup.com</p>		<p>QUANTITY SURVEYOR MT Partnership Phone: 9322 9422 Email: best@mtpartnership.com.au</p>		<p>TRAFFIC ENGINEER GTA Phone: 9448 1811 Email: best@mtpartnership.com.au</p>		<p>VERTICAL TRANSPORT ENGINEER ARUP Phone: 9322 9365 Email: elaine@mtpartnership.com.au</p>		<p>DELIVERY AGENCY: INFRASTRUCTURE NSW Phone: 8016 0133 Email: info@infrastructure.nsw.gov.au</p>		<p>SCALES As indicated @A0</p>											
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Rev	Description	By	Date																						
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2	ISSUED FOR TENDER	G.B.	N.F.B.																						

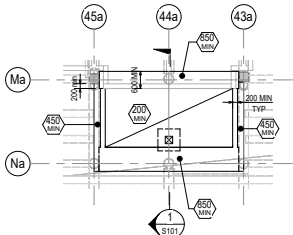
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CONCRETE NOTE:
1. ALL LIFT PIT CONCRETE TO BE 40MPa MIN
2. ALL PIT REINFORCEMENT TO BE STANDARD GFRP V-ROD UNLESS NOTED OTHERWISE.
3. S195 DENOTES TWO GFRP BARS OF SIZE #5. REFER TO NOTES ON DWG NO. S001 FOR FURTHER GFRP DETAILS.

STEELWORK NOTE:
1. BUILDER AND SHOP DETAILER TO CO-ORDINATE MEMBER SIZE RESTRICTIONS DUE TO SITE ACCESS AND MANUAL HANDLING HEIGHTS. SHOP DETAILER TO PROVIDE SUGGESTED SPACING DETAILS FOR TTM REVIEW. SITE WELD ALL MEMBERS IS STRUCTURALLY ACCEPTABLE. ALL SITE WELDS TO BE TESTED. WITH CERTIFICATION SENT TO TTM FOR REVIEW. ALL END TO END MEMBERS SPLICES TO BE FULL STRENGTH BUTT WELDS. A SHOP DRAWING SHOWING PROPOSED MEMBER SPLICES TO BE SENT TO TTM FOR REVIEW PRIOR TO ANY FABRICATION.
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4. GLAZING & FIXINGS TO FACADE ENGINEERS DETAILS.
5. LIFTING BEAM DESIGN FOR MAXIMUM LIFTING LOAD ON 3.0 Tonne
6. FOR SOLID CLAD INTERNAL SHAFT WALL. FRAMING INFILL TO BE LIGHT WEIGHT STEEL OR TIMBER STUD FRAME. NOT SHOWN ON ELEVATIONS.

TYPICAL SCISSOR DOCK LEVELLER

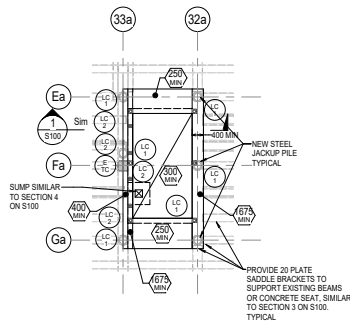


SCISSOR DOCK LEVELLER 1 PIT PLAN

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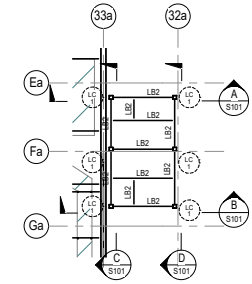
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LC	2	150x150x6.0 SHS

LIFT STEEL MEMBER SCHEDULE		
MARK	SIZE	TYPE
LB1	100x100x6.0 SHS	BEAM
LB2	150x150x6.0 SHS	BEAM



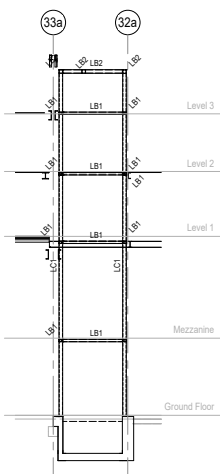
LIFT 2a & 2b GROUND FLOOR PLAN

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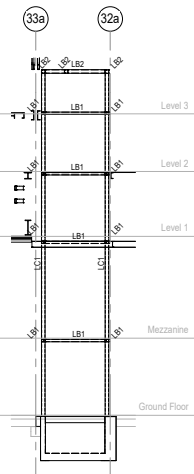
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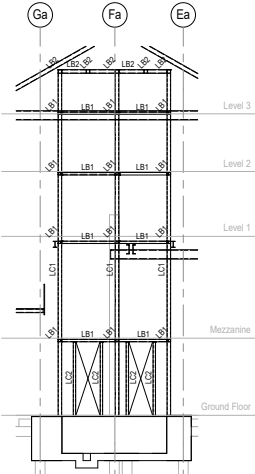
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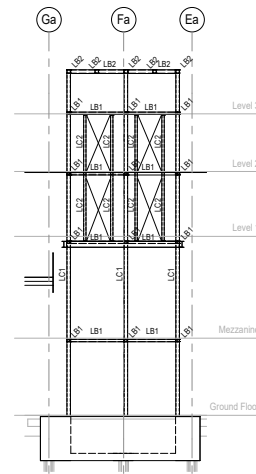
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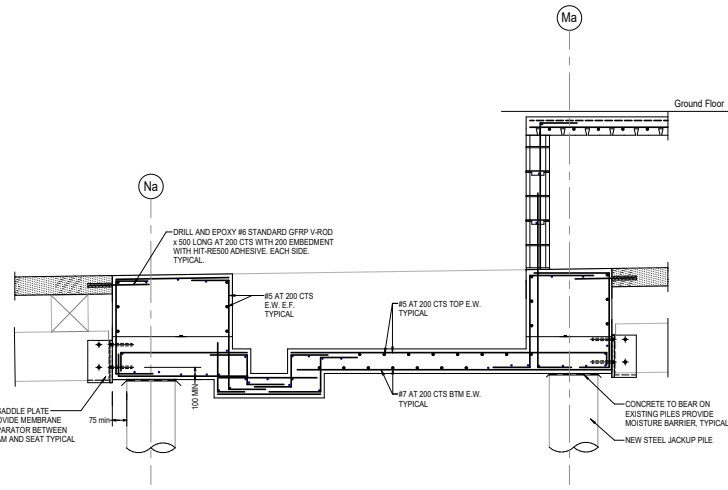
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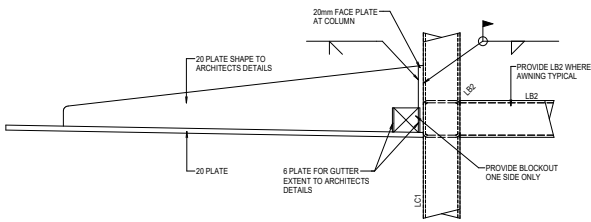
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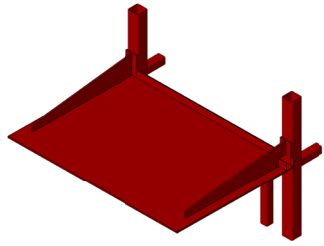


SECTION 1

Scale 1:20



TYPICAL LIFT AWNING ELEVATION



3D AWNING VIEW

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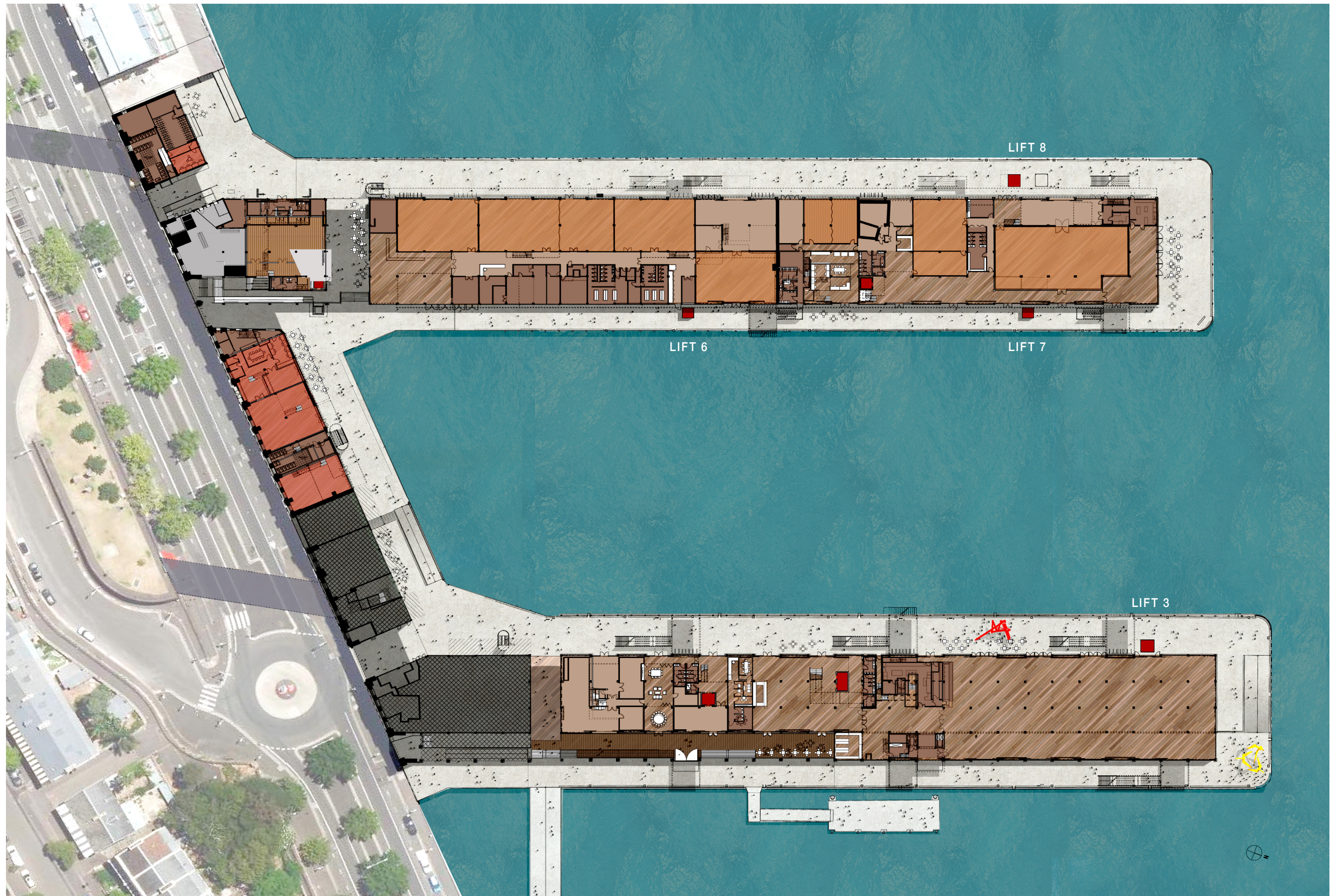


Figure 4: Ground floor plan showing lift locations
Source: Tonkin Zulaikha Greer Architects