

Melbourne, Australia

80 Collins Street

New +
Modernized

For over 175 years, Collins Street has been the most prestigious address for business in Melbourne. While Schindler had equipped 13 buildings on this street alone with mobility solutions, none of these projects had been as complex as 80 Collins Street.

Challenges and client brief

- NI and MOD executed at the same time
- NI: Long-standing distrust of double-deck elevators in the country
- MOD: minimum disruption

Schindler solutions

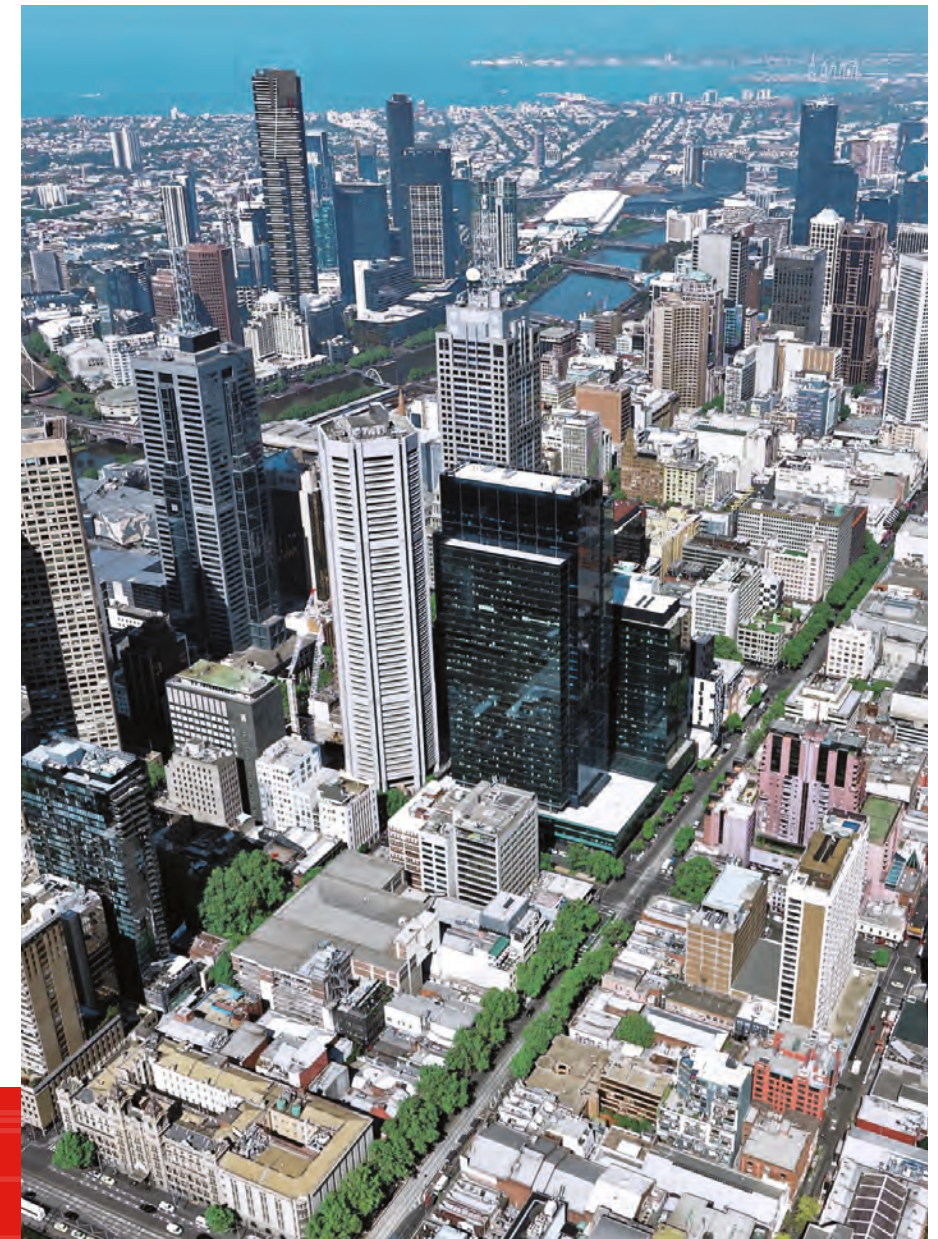
- Experienced and dedicated team, hitting milestones on time
- Schindler double-deck elevators + intelligent Schindler PORT system
- Meticulous planning and flawless execution

Investor
Dexus and Dexus Wholesale
Property Fund

Developer
QICGRE

Architect
Woods Bagot

General contractor
Multiplex



Project overview

2020

Construction end year

9

Double-deck
elevators

5

Hotel
elevators

19

Upgraded high-zone
elevators

166 m

Max travel height

7.0 m/s

Max speed

Schindler PORT

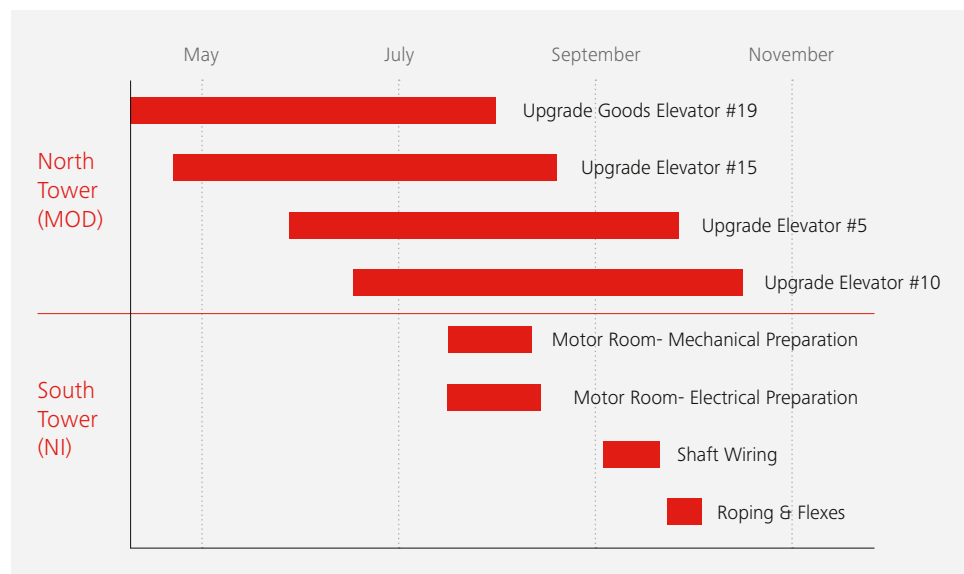
Elevator control

80 Collins Street was not only the first combined MOD (modernization) and NI (New Installation) project for the local Schindler team – it was also the first project in Australia to use modern double-deck elevators. Before 80 Collins Street, double-deck elevators had developed a reputation for being inefficient – among other things. Schindler helped to dispel that myth.

Project highlights

NI and MOD at once. 80 Collins Street is made up of three distinct buildings: a 52-story North Tower – a city landmark built in 1977 – a freshly built 39-story South Tower, and a new, swanky low-rise hotel. Our customer wanted both MOD and NI carried out simultaneously in one single project. To pull that off, solid project management credentials and a robust experience in both NI and MOD were needed.

Project schedule of 80 Collins



Schindler NI and MOD Project Manager, Peter Carlton, with 21 years of experience under his belt, fit that bill. He led this complex project, coordinating with all parties involved to ensure a smooth and timely delivery. For instance, hoisting the five 9-tonne machines powering the double-deck elevators to the motor room with a crane from the street required special permission from the Melbourne City Council weeks in advance. Thanks to meticulous planning, the hoisting was completed in only one day.

A project of that magnitude, because it involves many different parties, required careful logistical planning. “About half a dozen stakeholders would be at the handover for each elevator: general contractor, developer, and so on,” said Peter. “Hitting our program dates made everyone’s life easier.”



Double-deck elevators “reinvented”

NI: Giving double-deck elevators the credit they deserve. In the 1980’s, conventional double-deck elevators entered the Australian market – but failed to win over the Australian public, largely on account of “ghost calls”: when one of the double-deck elevators would stop for passengers, the other car would also stop mid-shaft, doors closed, without any indication given to passengers, who, more often than not, believed they were trapped. Double-deck elevators had developed a bad rap.

But data told a different story: our traffic simulation showed the compelling benefits of double-deck elevators, especially when used in conjunction with transit management technology Schindler PORT. Other benefits of the technology included:

- Terminals and signage directing passengers to the correct elevator
- Optimal grouping of upper-deck and lower-deck passengers
- Drastic reduction of unwanted stops
- In-car displays and audio announcements keeping passengers informed in the event of unwanted stops

Our engineer found another way to improve handling capacity even further: by slightly expanding the space originally intended for four elevator shafts, the building could house five shafts for five space-saving double-deck elevators. With experienced large project experts such as National Sales Manager Peter Foster and High-rise Engineering Manager Fernando Ferrao in our team, we worked closely with the architect for a year and a half to bring that plan to life.



3D rendering image of a fully glazed Schindler double-deck elevator

A journey to quality

Off-site preparation for perfect on-site execution.

The modernization of the North Tower took place in stages: the old elevator control system was replaced with Schindler PORT, and the old motors replaced with Schindler's energy-regenerative drives; new car interiors were fitted, but the car structures and the rails stayed. To ensure an efficient and timely dismantling of the old machines and installment of the new ones on-site, the installation team organized simulation training sessions offsite. To guarantee minimum disruption to the tenants, most of the heavy work took place during non-working hours.

The new double-deck elevators required even more planning: a small team of Schindler engineers and senior installers from Australia flew to Schindler's Shanghai campus – our main outpost in the Asia-Pacific region – to be trained on how to install double-deck elevators. One of the double-deck elevators was assembled in our Shanghai factory, providing them the opportunity to practice and perfect their technique, under the guidance of their more seasoned colleagues – before heading back to Melbourne for the real thing.



Schindler's Jiading campus in Shanghai, with factories, a 200m test tower, a R&D center, a training center, and the head office of Schindler China. It's been awarded a LEED Gold certification.

A sustainability superstar. 80 Collins Street was a flagship project for Schindler Victoria and for Melbourne. The new South Tower achieved a 6-star Green Star design rating, one of the highest sustainability rating performances in Australia. With our smart solutions, we played a key role in helping our client to deliver such an outstanding result. "We took a holistic approach and never settled," said Steve Newton. "At Schindler, we always strive for the best long-term solutions for our customers."

Landing hall of 80 Collins equipped with Schindler PORT terminals



“ At Schindler, we always strive for the best long-term solutions for our customers. ”

Steve Newton
Schindler Large Project Manager