

Eveleigh Locomotive Workshops

DOC #2

Development Application

for

**Proposed Technology Park Uses, Exhibition Space, Historic
Machinery Exhibits and Educational Facilities**

at

**THE LOCOMOTIVE WORKSHOPS
EVELEIGH**

for the

**AUSTRALIAN TECHNOLOGY PARK
SYDNEY LIMITED**

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Bays 1 & 2, North and South.

As shown on the accompanying drawing DA-02, the first two Bays (North) will be dedicated to a static display of the existing machinery. It is planned that controlled access to most areas in Bays 1 and 2 North will be possible. To enhance the interpretative opportunities that exist, it is expected that TV monitors running archival footage on video, of the machinery in use will be incorporated into the displays. The machinery will be conserved as a static display but this will not preclude long term future conservation to make it operational.

Bays 1 & 2 South are to be maintained as an operational workshop. This area is currently occupied (leased) to Wrought Artworks. It is recognised that a degree of incompatibility exists between blacksmithing operations and the proposed office use in the adjacent space, Bay 3 South. This Development Application cannot and is not, expected to address the detailed solution to this problem, suffice to say that it will require a detailed study of the current and proposed future operations of the existing, or any future tenant. The major problem would appear to be the noise, vibration and smoke created by use of heavy hammers and furnaces associated with the manufacture of some products.

It is the aim of the ATPSL to maintain the workshop as a 'working' exhibit and as such it will be necessary to accommodate visitors enable them to observe the operations in progress from a suitable vantage point and safe distance. Until the operational future of this area is determined it is not possible to plan how visitor interaction with the workshop will take place. Viewing areas both on the ground and raised up, to give an overview of the workshops have been discussed, with a preference expressed for the raised walkways to be confined to the perimeter of the spaces they overlook, rather than the centre of the space. There are Occupational Health and Safety aspects to the viewing arrangements for the operational workshop which will necessarily be the subject of future study.

Bays 3-9, North and South

It is proposed to create approximately 15,500m² of commercial space, by the introduction of a mezzanine level through most of these Bays. A variety of different spatial types will be achieved by the use of courtyards to vary the scale of the areas and to provide light and aspect, to the 'internal' offices via the existing roof lights above. The Bay 8 street will be relatively wide and open as it is the principal North South pedestrian access within the building.

The design philosophy for these areas is to create a hierarchy of circulation spaces such as 'streets', 'alleys' and courtyards that provide interest and variety for the otherwise internal offices. This will be similar in principal to the inward looking, internal spaces created in the recently completed National Innovation Centre, (New Engine Shed) where the internal aspect of the offices is invaluable in creating an attractive office environment.

In addition, the courtyards play an important role in providing a place within each Bay to exhibit machinery. The Machinery Study has identified items that may be moved within some Bays. There are some machines in Bay 4 North that must remain in-situ and the courtyard has been placed within that Bay so that this can be achieved and that the items remain as they were when last used. This is in keeping with their recorded significance and with the requirements of the CMP. This also applies to Bay 3 South, where the Machinery Study has identified 4 items that should be conserved in-situ.