

Objection To Development Application SSDA 178517 SSDA 178449

I wish to register the STRONGEST OBJECTION to the proposal outlined in State Significant Development Application SSDA 8517 and 8449.

The people of NSW have for over 25 years fought for the preservation of the remaining vestiges of the once great Eveleigh Railway Workshops. Successive management bodies have continually attacked the very essence of what makes this workshop internationally significant ; the workshops cavernous industrial spaces, industrial systems and moveable heritage collection.

The proposal by Mirvac for a supermarket loading bay to be constructed inside Bays 1 & 2 would destroy not only the original proportions of the space but also the intrinsic connection between the massive Davey Press its furnace and overhead gantry crane. Their solution of a childish mesh viewing window through an operational loading dock to view the furnace further demonstrates the total lack of understanding by Mirvac and its contracted heritage consultants to the international significance of the site.

The continued operation of the heritage listed Blacksmith machinery which was meant to be protected by Covenant in the sale agreements would be threatened by the inclusion of inappropriate retail food outlets in Bays 1 & 2 and adjacent annexes . Mirvac has not addressed any Occupational Health and Safety issues or issues in relation to the N.S.W Pure Foods Act anywhere in the document.

The reduction in available heritage space is readily evident in Mirvac's attempt to relocate deaccession and store a considerable part of the movable heritage collection. These steps are irreversible and will lead to a permanent and significant further diminishing of the collection. Similar previous approaches have lead to a vast quantity of Movable Heritage from this site already being disposed of through dubious means after questionable heritage reports were produced.

Mirvac's proposal continually mentions its heritage interpretation however during public consultation sessions and within this submission it is clear that their understanding of heritage interpretation is somewhat lacking with the majority of the proposed interpretations being heavily weighted towards the machinery being a sculpture or art alternative , and not educating and informing in the way heritage interpretation should be designed..

There will be unacceptable heritage impacts on the fabric and heritage significance of the building with the loading dock infill and travelator being massively over scale and dividing the building as was never intended, yet the report makes numerous assumptions of there being no heritage impacts, where there clearly is a visual historical and physical change proposed

Mirvac's attempts to pass off the destruction as a minor intrusion shows contempt and a total failure to address the heritage proposals contained in the Eveleigh Workshops Interpretive Plans previously prepared.

The application fails to address truck movements within the public domain, or provided traffic or pedestrian studies to the effects of trucks accessing the loading bay.

Access to the loading bay through the area of high pedestrian activity that Mirvac itself see's as the key access way to "activating" the site with the public.

Mirvac has only supplied a one line mention in this lengthy document of loading bay access as being "After hours".

The report suggests that other location options were never fully investigated for the supermarket and loading bay.

During community consultation session on 4th September 2017 Mr Stephen Simpson , Senior Project Design Manager Mirvac and Mr William Walker, Project Director, Mirvac repeatedly stated when questioned on the supermarket location; that the retail development was not commercially viable and it was only being included as a community service. That stated, the obvious long term aim of Mirvac is not the commercial viability of Bays 1,2,3,4a, rather to further degrade the heritage value and intactness of these Bays.

During the same meeting Mirvac refused to discuss why a supermarket located in the new building on the Southern side Locomotive Street with the car park and loading dock already in the building would not be a better and cheaper option which would have no adverse irreparable heritage impacts.

The commercial office infill of Bays 10 -13 further dramatically alters the historically significant space and proportion of the workshop with a further dramatic reduction in publically accessible space.

No mention has been made of narrow winding street access with high density residential proximity and the loading bays location accessed by a steep incline.

No mention has been made in relation to truck manoeuvring or queuing options.

No mention has been made of the location of waste disposal silage on site.

The inclusion of retail food outlets in Bays 1 and 2 while maintaining heritage blacksmithing operations as required in the heritage covenant accompanying the sale of the site to Mirvac, has not been addressed in relation to its incompatibility with the NSW Pure Food Act.

Smoke dust dirt and other contaminants airborne or on surfaces constitutes a breach of the Pure Foods Act 2003 and therefore a non compliance that would have to be removed in the interest of public health and safety. Department of Health Directive - Manufacturing and wholesale inspection programme MWIP Standard 3.2.3 Food Premises and Equipment Clause 19

Mirvac has failed to ; or more likely intentionally misrepresented the ability of an Industrial Presence (Blacksmith) and retail food outlets to co-exist and legally comply with NSW Health Regulations

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The submission State Significant Development Application SSDA 8517 / SSDA 8449

This Environmental Impact Statement should not be approved until all matters above are resolved in the best interest of preserving the states rapidly diminishing industrial heritage.

The issues must be resolved collaboratively with the community and relevant stakeholders.

The supermarket, loading dock and travelator must be relocated to another part of the site as they cannot be accommodated in the Locomotive workshop without unreasonable adverse environmental and heritage impacts.

The community is ever watching and state sponsored support in non compliant development cannot and will not be tolerated

Sincerely

David Matthews