

Hello,

My name is Matt Mewburn and I'm the incumbent blacksmith in Bays 1 and 2 south of the Locomotive workshops. I am a small business owner, so I will speak to the insecurities the DA presents while acknowledging that Mirvac is my landlord and it is a difficult position for me to find myself. To date, I have had many productive meetings with the team at Mirvac about my vision for this incredible heritage asset and I hope to (for mine and the blacksmithing communities sake) continue that positive relationship.

The points of disagreement below are known to them. I think that through this development process, with the right conditions and consultation, we can find the best outcome for this truly globally unique piece of history.

As a blacksmith I don't regard the way in which bays 3 through 9 are currently presented to be particularly sympathetic to the space. That erosion took place many years ago and because of this I have no concerns for the inclusion of retail or offices in this space. The sealing off of this area from Bays 1 and 2 was a significant strategic step to keep the last remaining working bays of the Eveleigh precinct kept in an environment where they could work to their potential without fear of intrusion or complaint of noise, dust, smoke or other integral parts of a working industrial space. It's on this basis that I want to ensure the shop not only retains this protection, but finds sympathetic enhancement of the area so it can continue to engage with people in a meaningful way.

The Loading Zone:

I have had several conversations with Mirvac about this issue and I still don't think it is the best option from not only a heritage aspect but from that of a visitor to the site. The proposed location will have several impacts including:

- 1) Diminishing the sense of scale of the space and the significant machines around it (namely, the Davy press)
- 2) The vast impact it will have on pedestrian traffic due to trucks driving through innovation plaza (which is the principal mode and route of transport for workers and visitors).
- 3) Finally, significant changes to the northern bays that will have to be made to accommodate it.

I would like to comment that there are other penetrations in the western end of the workshops that could accommodate the loading zone more adequately with access off Locomotive street. Regardless of the new loading zone, Locomotive st will be a continuing thoroughfare for trucks due to the need to service the rail maintenance facilities and the NEP building at the end of Loco st. It then makes sense to consolidate truck activity in this area. It also keeps the loading zone activities and waste disposal areas away from innovation plaza, a key area of social interaction, pedestrian gateway and front of house

from Redfern Station.

The western penetrations (Bay 7 or 8) share similar proximity to the proposed retail and could easily accommodate the offices above and around it. It would also have better ease of access for trucks and as was argued for the innovation plaza, could have scheduled deliveries enforced to reduce truck use on Loco Street in business hours. For my opinion these logistical points alone make a compelling alternative to that in the DA. Combined with the fact that it eliminates the need to impact upon the rich historical fabric of Bay 1 and 2, I feel it is very much worth further consideration.

Retail in Bays 1 and 2:

I want to get more clarity on any proposed used for the northern end on Bays 1 and 2. I agree with Mirvac's assessment that the current presentation is not very engaging and I would welcome enhancement of the working spaces but I need confidence that it won't include inappropriate retail spaces, cafes, etc. They have indicated that this is also their plan so my desire at this stage is to start solidifying conditions and keep that conversation going. This will help ensure that the space doesn't fall victim to a combination of a loose DA and a change in the design team who have more nefarious ideas on how to profit from the space.

Finally I also want to mention that the process of consultation with Mirvac to date has been very pleasing. There are a number of instances where they have modified or included plans after speaking to myself and others in the blacksmithing community that will greatly improve the way the shop runs and the way that the public can engage with it. This will have a positive impact on my business and I will be able to give back in an increasingly meaningful way as more people are introduced to the site.

I really believe that they see the value in this incredible space (bay 1 and 2) and the huge potential it represents for the commercial and non-commercial aspects. The current team are handling the challenges of the space very well and I need to ensure that any future modifications in the team can be directed by a strong obligation to continue in the same vane.

This submission is not a stoic obstruction but a call for continued positive commitment.

Best,
Matt Mewburn
Frogmore, NSW