

Dear Sir/Madam

OBJECTION: SSD 17_8517 and SSD 17_8449

I object to the proposed development outlined in application documentation for SSD 17_8517 and SSD 17_8449 for the following reasons.

The intrusion of penetrations and services (including travelator and delivery/loading dock) necessary to facilitate the provision of a supermarket within the Locomotive Workshop will give rise to unacceptable adverse impact on the heritage significance of the fabric of the building.

The location of a delivery loading dock in Bays 1 -2 will mean that the public is no longer able to appreciate the scale and grandeur of the Davy Press assemblage, unique in Australia, and proposed to be divorced from its furnace and overshadowed by the loading dock.

The scale, character and location of the travelator is inconsistent with this State significant industrial place, will erode the engineering, aesthetic and cultural significance of the place to an unacceptable degree.

The assertion that vehicular traffic will be removed from Locomotive Street to result in a 'more pedestrianised' route does not acknowledge the semi trailers and other vehicles that must continue to use Locomotive Street access to reach Channel 7, Global TV and Railcorp lands at the western end of the site.

The destruction of the original scale and space of Bays 1 and 2 and Bays 10 – 13 (Exhibition Hall), will remove from the site the only remaining vestiges of the original cavernous and exceptional workshop spaces, precluding any future understanding of the original aesthetic, architectural and engineering intent of the building or its former use to build and repair locomotives (with associated highly significant cranes). The reduction in spaces of original height, scale and proportion is an unacceptable outcome of the proposed development.

The signage proposed to the exterior of the building is excessive and unnecessary. It will result in excessive impact on views to the Locomotive Workshop and unnecessarily diminish the character of this State significant site.

The proposed development includes the relocation, deaccessioning and storage of considerable parts of the Moveable Collection. These steps are irreversible and will lead to a permanently and significantly diminished Collection. It will also irreversibly diminish the potential for research and interpretation of our shared cultural, social and working history.

The Eveleigh Collection is enormous and the expertise available to understand it diminishing due to the ageing cohort of former workers. Many items are part of assemblages that need to remain in tact. Much of the information on this Collection has been garnered to date through the generosity of former Workers and volunteers. No mention is made of these people and how their intellectual property will be protected and documented to achieve the interpretation outcomes proposed.

The ATP movable heritage collection derives much of its significance from its relationship to the Park and the wider Eveleigh Railway Workshops precinct. Removing items from a place will diminish or damage the significance of the built heritage, Collection and the place.

Continued use of the significant blacksmithing machinery is essential to maintain the significance of this equipment and the place in general. While the proposed development purports to provide opportunities for this to occur, it actually precludes continued blacksmithing activities into the future by co-locating these activities with incompatible retail and interpretation/museum type uses. As blacksmiths are required to wearing hearing protection, will retail workers customers also be required to do so?

The proponent has not provided details of how they have complied or propose to comply with the Public Heritage and Access Covenants that apply to the site:

- Including status of the Draft Management Plan for the Moveable Collection;
- update to the s170 register to demonstrate real impacts of the proposed development on the Collection;
- Conduct of priority heritage works identified in the draft MCMP, including conservation of the Davy Press assemblage, conservation of the forges;
- preparation of an updated Heritage Asset Management Strategy.

The proposed delivery and service vehicle route through the top of the ATP site and Innovation Plaza present unacceptable impact on public access and public safety within the site. This is the main route into and out of the site for pedestrians, and also the main route through the site for pedestrians and cyclists accessing Redfern and the Railway station. To propose such a dangerous conflict of uses at the entrance and the most pedestrianised part of the site cannot be justified.

The heavy reliance within the application documentation on 'cultural heritage tourism' with this use and strategy for making a successful destination totally undocumented does not provide any certainty that future operations will be able to meet the requirement for public access so important for this site of State significance.

The proposed development should not be approved until the proponent and Consent Authority can demonstrate publically:

1. The proposed development should not be approved until the proponent and consent authorities including the Heritage Council ensure:
2. The supermarket and associated loading bay and travelator are relocated to another part of the site, as they cannot be accommodated in the Locomotive Workshops without unreasonable adverse environmental and heritage impacts
3. The ongoing safe and convenient public access to the site and the moveable collection
4. The existing movable heritage collection is conserved and interpreted, without storage and deaccessioning except under circumstances where exceptional heritage outcomes can be demonstrated.
5. The ongoing use of the blacksmithing equipment and workshop and safeguard this continued use from conflict with proposed alterations such as the retail pod insertions in Bays 1 and 2 and proposed retail uses in adjacent bays.
6. compliance with the Heritage and Public Access Covenant can be fully demonstrated to the public including update of the s170 register to demonstrate the real actual impact of the proposed development on each element of the Collection
7. Compliance with the most recent final Management Plan for the Collection, *The Eveleigh Workshops Management Plan for Moveable Items and Social History* prepared by Godden and Mackay in 1996
8. Preparation of an interpretation strategy and cultural heritage tourism business plan in collaboration with community and stakeholders

Yours sincerely,

Mr Todd James McCoy B.App.A (Hons) UNSW
Thursday, 12th December 2017

