

Attention: Director, Transport Assessments
Planning & Assessment, Department of Planning
Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Date: 30th March 2020

Objection: Western Harbour Tunnel and Warringah Freeway Upgrade - SSI-8863

I write to express my strong objection to the Western Harbour Tunnel and Warringah Freeway Upgrade.

Global experience of toll road construction has demonstrated conclusively that projects like this increase air pollution, encourage more car use, fleece road users with exorbitant tolls and eventually fill the increased road capacity they create.

I object to this Project as it:

- Is based on false assumptions about public transport demand;
- Will not achieve its stated goal of addressing long-term traffic congestion in Sydney;
- Is also not properly tested against competing public transport projects;
- Fails to adequately address impacts on the community, especially noise, air quality and health impacts for local residents;
- Puts homes and businesses at risk of damage from vibrations, settlement and ground movement;
- Requires the compulsory acquisition and demolition of a number of homes;
- Will not require the filtration of exhaust stacks, at a risk to public health;
- Will pollute our harbour with toxic sediment putting Sydney Harbour's marine life at risk;
- Will have an adverse impact on greenhouse gas emissions and contribute to climate change; and
- Is not justified by any publicly released business case.

TOXIC UNFILTERED CHIMNEYS AN UNACCEPTABLE RISK TO OUR COMMUNITIES HEALTH

It is criminal for a government to approve and erect multiple unfiltered exhaust stacks, with the purpose of pumping toxic exhaust fumes across our community, into our homes and lungs. You have elected to place our health ahead of the cost of fitting the stacks with filters. This decision must be reversed and worlds best practice adhered to.

DUST MITIGATION NOT BEING ADHERED TO

From the time work started near the Iron Cove Bridge and the Rozelle rail yards, I have noted huge plumes of dust daily. The contractor is not adhering to guidelines watering down dust, which must be enforced as currently adding to pollution in the area and our health.

PAST DAMAGE TO PROPERTY INDICATES SAME OR WORSE TO PROPERTIES IN BALMAIN AND OUR HOME MORE AT RISK

The EIS plan has revealed the twin tunnels for this project will go directly under our recently renovated heritage home in Beattie Street Balmain. Having seen the shocking damage tunnelling 40 metres under sensitive heritage homes in Carrington Street Strathfield has caused (see links & photos below), we are being set up by the government and their contractor for similar and most likely far worse damage, given the enormous height of our home compared to those Strathfield (see image 1.)

<https://www.smh.com.au/national/nsw/farcical-sydney-residents-claims-over-westconnex-cracking-denied-20190110-p50qld.html>

<https://www.smh.com.au/national/nsw/living-in-fear-homeowners-blame-westconnex-for-cracked-walls-20181121-p50hbl.html>



1. HEIGHT OF HOME @ 103-105 BEATTIE ST BALMAIN MUCH HIGHER THAN THOSE HERITAGE HOMES DAMAGED BY TUNNELLING IN CARRINGTON ST STRATHFIELD.



2. CARRINGTON STREET STRATHFIELD HOMES WHERE DAMAGE IN FOLLOWING THREE PHOTOS OCCURRED DURING TUNNELLING .



3. CARRINGTON ST STRATHFIELD DAMAGE –CAUSED BY TUNNELLING 40MTRES BELOW



4. CARRINGTON ST STRATHFIELD DAMAGE CAUSED BY TUNNELLING 40MTRES BELOW



5. CARRINGTON STREET STRATHFIELD DAMAGE – TUNNELLING 40 METRES UNDER

Our home is the old Balmain United Friendly Society Dispensary which was opened in 1885 by Sir Henry Parkes and who also laid the first cornerstone. The Dispensary, as it was known was unique as downstairs it provided medical attention, cheap drugs and upstairs boarding for members who were ill. Please see links.

<https://balmainassociation.org.au/newsletters/contents/219%20199211.pdf>

Benevolent Societies

The Independent Order of Odd Fellows is one of the oldest benevolent organisations in Australia. It was launched in Sydney in 1836 in the White Horse Inn by William Moffitt. In an era when social security did not exist and most people died during their working career — before the age of 60 — the aim of the Friendly Societies was to encourage the saving of a set sum — then 5d (5 cents) — so that the member when ill could receive free medical help and income while away from work. An Odd Fellow's widow could be assured that her husband would receive a dignified funeral without further charge.

William Moffitt was a bookbinder in Liverpool when he was sentenced to transportation to NSW for seven years for stealing a quantity of tea. In Sydney, his sentence over, he became a leading bookbinder, printer and stationer. He was one of the richest businessmen in Sydney when he decided to establish the IOOF. In the 1860s Victoria became the stronghold of the friendly society mostly in the gold towns where they were attractive to people who risked their health in the mines.

The Balmain United Friendly Societies Dispensary opened in 1885 with 9 lodges with approximately 1,000 members. By 1889 the number of lodges had expanded to 13 with membership of some 1,600 and a new dispensary building was required. The site chosen was 103 Beattie Street. Henry Parkes was invited to lay the foundation stone and the event was marked by a procession which included local dignitaries. The Dispensary not only provided medical attention but also cheap drugs. After the Lodge doctor attended the patient the prescription was presented. A clean bottle and a cork was required from the member. This was duly inspected by the chemist and the prescription was refused if the container was unclean. The Dispensary functioned until 1947. It is now a boarding house.

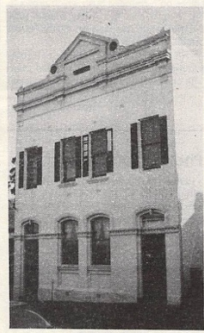
The prestige of the Friendly Societies in Balmain at that time can be judged by the nature of the social events. A band led a procession of 5,000 people to the United Dispensary annual picnic at Birkenhead in 1887. The financial strength of one lodge, the Protestant Alliance, was shown in 1889

by its acquisition of "the largest and handsomest banner" in Sydney at a cost of £100. Surprisingly, the IOOF was a pioneer of women's rights as from the 1890s women only could join the Rebekah Lodge. In the Bible it was Rebekah who kindly drew water from a well for a servant travelling with his camels.

One of the true identities of Balmain was Walter F Pineria who managed the Dispensary of the United Friendly Society for many years during the Great Depression and World War II. Mr Pineria then established his own chemist shop at 384 Darling Street. His association with the Balmain Hospital extended well before his appointment to the Board of Directors in 1960. His dedication to the principal of service above self was acknowledged in 1962 when he was appointed President of the Hospital Board, a position he held until his death in 1970. When the Hospital dispensary was opened in 1976, the Board named it the Walter Pineria Memorial Pharmacy.

Kath Flamey

Source: IOOF Update No 5, Balmain Class History, Lesley Lynch, Balmain Hospital Small Beginnings.



103 Beattie Street



Walter Pineria

Glebe Island Bridge — Sink or Swing

The National Trust has requested that the Heritage Council investigate the proposed demolition of the existing Glebe Island Bridge in the wake of continued statements from the RTA that it intends to demolish the historic structure, which is of great engineering significance.

The Glebe Island Bridge is listed on both the Register of the National Trust and the Register of the National Estate. It is also listed on the RTAs Section 170 Register as an item of heritage significance. The bridge is one of two surviving swing bridges in NSW, the other being the Pyrmont Bridge at Darling Harbour, both designed by Percy Allen, one of Australia's greatest bridge designers. It is believed that there are few surviving swing bridges in the world.

The Trust does not recognise that the existing bridge will not be necessary for vehicular traffic once the new Bridge is completed and calls for open discussion regarding alternative options for the conservation and use of the bridge. The bridge provides potential of connection of Pyrmont to Glebe Island and Balmain and may allow for the proposed light rail network to be extended. (From National Trust Quarterly October 1992)

POLICE GAZETTE

Police Blotter

Thursday 29 December 1859

Stolen or strayed sometime during the night of the 24th instant, from an enclosed paddock, adjoining the Balmain dry dock, two sheep the property of the PGO Company's ship "Columbian", one of the sheep is an English bred [sic], and of a white colour, the other is an Eden ewe with

black head, tail and legs, coarse wool, white body, and two large lumps under side of neck; any persons bringing the same to the steamship Columbian will be rewarded.

Thursday 16 August 1860

Stolen, between 8 and 9pm of the 13th inst., from the house of Hector Lolen, Adolphus Street, Balmain, the following, the property of Charlotte Warren, the servant: a clothes box containing one white petticoat, one small money box, containing one sovereign, one work box (very

common) containing some fancy soap; the clothing box was found in a lane off Adolphus Street, by Mr Henry Batt, the lock was broke open and the above stolen therefrom. An old monkey jacket and waistcoat was found near the place where the box was discovered. Value £2

Monday 18 March 1861

Stolen, between the hours of 3.30 and 10pm, of the 14th inst., from Bleak House, Balmain, the property of Philip Magrane, a silver plated candlestick value 12s.

NEWER HOMES ALSO DAMAGED IN PAST

Our relatives and their neighbours' lived in newer (less sensitive homes) in Isis Street Wahroonga. However this proved no protection as their homes also began cracking when the tunnelling for NorthConnex passed underneath. They received pre & post inspections via the contractor, however the network of hairline cracks which had sprung up during tunnelling were dismissed by the contractor and blamed on the weather. They have been left very bitter by the experience as it was the first time their home cracked in the 27 years they had lived there.

CONTRACTOR MUST BE HELD ACCOUNTABLE AND RESPONSIBLE FOR DAMAGE AND COMPENSATION

As we live in an older more sensitive home, similar to those in Carrington Street Strathfield, the tunnelling if it proceeds is set to cause major damage and potential collapse from vibration, ground movement and subsequent ground settlement (which can take up to two years to settle).

Prior to tunnelling taking place we require confirmation in writing of the following;

- That a vibration monitor be placed on our property when tunnelling approaches our property passes underneath and onwards within a 300 metre radius both ways.
- A noise monitor to be placed on our property when tunnelling approaches and passes under our property.
- Confirmation NSW Roads and Maritime Services have procured the satellite imaging technology referred to by RMS spokesman in AFR article on March 13 2019 (see link below) and that we will have access to this satellite imaging to review ground movement at time of tunnelling and subsequent ground settlement two years beyond.
- Depth of top of tunnel (ceiling not road level) which is planned below our property. Please note this should be from the contractor as actual levels shallower than EIS advised.
- Confirmation of an pre and post house assessment completely independent of the Contractor

<https://www.afr.com/companies/satellite-data-show-westconnex-damage-could-open-floodgates-on-claims-20190311-h1c8og>

Under the current terms, I have grave concerns for our community and in particular our home if this project proceeds. It is extremely sad that we are forced to try and protect ourselves from pollution and damage (which we know from past experience) will be caused to our homes by the contractor and all with the approval of the government. If NSW's Roads and Maritime Services agency are really prepared as they say they are (see AFR article link above) "to make contractors accountable for the damage they cause" then I would be happy for them to use my home as an example.

This project is a missed opportunity to transform our city's transport system to make getting around Sydney cheap, easy and fast without having to get into a car and pay a toll.

Yours sincerely,

Valerie Sundquist
103-105 Beattie Street Balmain 2041

Declaration of any reportable political donations made in the previous 2 years	NIL
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