

Submission  
No 578

## INQUIRY INTO IMPACT OF THE WESTERN HARBOUR TUNNEL AND BEACHES LINK

**Organisation:** Australian Labor Party, Balmain Branch

**Date Received:** 14 September 2021

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Labor

# Australian Labor Party

Labor

## Balmain Branch.

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The Balmain Branch of the Australian Labor Party respectfully respectfully acknowledges that we occupy the lands and waterways of the Wangal People of the Eora Nation, the Traditional Owners in the Grayndler Federal and Balmain State Electorates and the Inner West Council Ward of Balludari (meaning Leather Jacket). They have danced, sung their songs, woven and told their stories here for sixty millenia. We pay our respects to their elders past, present and emerging. Let us hear the voice of the First Australians in the Uluru Statement from the Heart. May we all always walk these precious lands gently and in peace. This is, was and always will be Aboriginal land; never ceded. Indigenous lives matter!

Friday 18 June 2021

Hon Daniel Mookhey MLC  
Chair  
Parliamentary Inquiry into the Impact of the  
Western Harbour Tunnel and Beaches Link Expressway.  
Parliament House  
Macquarie Street  
SYDNEY 2000

Dear Chair

**Submission of the Australian Labor Balmain Branch to the Parliamentary Inquiry into the Impact of the Western Harbour Tunnel and Beaches Link Expressway.**

The above is attached for the consideration of your Committee.

Thank you.

In Solidarity



Damien Stapleton.  
Secretary.



Labor

# AUSTRALIAN LABOR PARTY

Balmain Branch

**Submission to the Parliamentary Inquiry into  
the Impact of the  
Western Harbour Tunnel and Beaches Link Expressway.**

**Submitted by:**

Damien Stapleton

Secretary

Australian Labor Party

Balmain Branch

PO Box98, Balmain 2041

Friday 18 June 2021

**Submission to the Parliamentary Inquiry into the  
Impact of the Western Harbour Tunnel and Beaches Link Expressway from  
the Australian Labor Party, Balmain Branch.**

The Chair

The Hon Daniel Mookhey MLC and Inquiry Members.

Construction and operation of The Western Harbour Tunnel (WHT) affects the Balmain/Birchgrove/Rozelle communities more so than any other over the coming years, yet it provides the greatest inconvenience and offers no benefit whatever to those communities.

**The Balmain Branch of the Australian Labor Party therefore:**

1. Opposes the construction of the proposed Western Harbour Tunnel (WHT) as the project is a travesty of sound and evidenced-based public policy and will be an environmental disaster,
2. Firmly maintains to reduce carbon emissions, WHT should be abandoned and the proposed funding diverted to public transport and
3. Upholds the proposed the tollway will line the pockets of the private sector at the expense of the public good.

Chapter 3 of the Environment Impact Study (EIS), *Strategic context and project need*, is effectively the NSW Government's business case for WHT. This chapter is 24 pages. *Just 24 pages to justify a \$14 billion project!*

This chapter is deficient in three major aspects.

1. The traffic modelling is not fully explained nor is any evidence put forward that the figures were peer reviewed. Even using The NSW Government's own figures in its EIS tells that in 2037 it will be possible to drive from Parramatta to North Sydney 12 minutes at their destination faster with WHT than without it, meaning that the NSW public will be spending \$ 14 billion so vehicles from outside the Balmain, Birchgrove/Rozelle can arrive 12 minutes earlier.
2. The chapter devotes just two paragraphs on pp. 3-5 in discussing the current and projected congestion cost to the economy and how the project will get rid of this congestion. The figures used are not explained and the public is asked to accept the figures at face value. There is also no evidence provided that these figures were independently reviewed.
3. There is no analysis in the chapter examining potential benefits to the economy if the money was spent elsewhere. For example, the benefits of spending \$14 billion on education and health may far out way the benefits to the economy than the projected costs of traffic congestion.

Finally, the Branch is concerned that the costs quoted for construction of WHT may not be accurate given the cost "blowouts" of recent NSW government Infrastructure projects eg the Sydney Light Rail, Metro and Westconnex projects and requests the Committee to forensically examine costs quoted prior to the commencement of any major construction on WHT.