

Submission
No 87

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

Name: Name suppressed

Date Received: 8 June 2021

Partially
Confidential

I am a retired 71 year old living on the lower north shore for over 30 years who walks or cycles in both artarmon reserve and flat rock gully path network almost daily enjoying the tranquility and natural environment.

I am not aware of any business case for the beaches link. Access from the area west of lane cove and ryde to the northern beaches is through warringah road at frenchs forest which has been dramatically improved over the last couple of years. Currently artarmon to dee why is 35 mins out of peak hour.

75% of willoughby council residents who commented on the proposal were against it.

The proposed tunnel system is built through an old refuse tip that has been used for public enjoyment since the early 90s.

Why run the risk of disturbing this material by both the drilling process and the removal by many thousand vehicle movements around local streets and on middle harbour over a three year period.

The main cycle path running from lane cove through artarmon and naremburn is one of sydney's premier cycle routes and will be negatively affected for three years if this proposal goes ahead. In the context of the world attempting to reduce its carbon emissions it seems an outdated approach to actively encourage private vehicles driving for leisure purposes over long distances . The beaches link seems to be in this category .

In the circumstances i urge the committee to at minimum defer this project for two to three years to assess new traffic patterns in the light of the covid epidemic and if necessary amend the overall design to remove the beaches link.