

**Submission on the Environmental Impact Statement
for the Beaches Link and Gore Hill Freeway Connection
Project Application Number: SSI-8862**

Impact of the Beaches Link and Gore Hill Freeway Connection on Cammeray

Objection:

I object to the impact that the Beaches Link and Gore Hill Freeway Connection is going to have on the suburb of Cammeray.

Loss of Green Space

I object to the fact that a considerable amount of green space will disappear because of the proposed Beaches Link and Gore Hill Freeway Connection, and in particular the loss of green space on the Cammeray Golf Course.

The North Sydney Council was more bluntly accurate when it stated that there will be a permanent loss equivalent to “approximately five soccer fields”.

Source: North Sydney Council Minute of the Mayor dated 23 March 2020

A Western Harbour Tunnel Information booklet discreetly, or perhaps deceptively, describes it as “a portion of the Cammeray Golf Course”.

Source: and Booklet 20.032 “Cammeray temporary construction site”

While some of this green space will be returned to the public, such as Anzac Park and Rosalind Street East, there is still a lot which will remain in the hands of the tunnel operators. This particularly applies to the Cammeray Golf Course where it is proposed to build TWO permanent Motorway facilities – the first for the Western Harbour Tunnel and the second for the Beaches Link.

Loss of Trees and Vegetation

I object to the fact that the Beaches Link EIS does not include the impact of the destruction of trees on Cammeray. This was covered in the Western Harbour Tunnel EIS but it is surely relevant to the Beaches Link EIS as well.

The Beaches Link EIS only states quite vaguely “Landscape treatment - Retain and protect vegetation within the North Sydney precinct where feasible”.

Source: Beaches Link Appendix V page 46

It is the Western Harbour Tunnel EIS which states “There would be a discernible reduction of vegetation within Cammeray Golf Course” and “There would be the requirement to remove a large number of mature trees within the park, including vegetation along the Warringah Freeway boundary.”

Source: WHT Appendix V page 45 and 23

Many trees are therefore going to be removed from the area – or as it is euphemistically called, “direct impact”. At this stage more than 380 trees in the Cammeray area (Area 6) will be removed, though the *Western Harbour Tunnel and Warringah Freeway Upgrade* –

Arboricultural Impact Assessment states that “Finalisation of these numbers would be subject to completion of the project’s detailed design (post environmental impact assessment phase).” That can only mean many more trees will disappear.

Visual Impact – Motorway Facilities

I object to the proposal to build the Motorway Operational Facilities for the Western Harbour Tunnel and the Beaches Link tunnel on the Cammeray Golf Course.

Not only will these buildings take away valuable open space from the Cammeray community, they will be a visual eyesore if the bizarre design in WHT Appendix V reflects the final design of the finished building as seen in the photo below.



Figure 22-23 Proposed view (Day 1 of operation) from Ernest Street dwellings north to Cammeray Golf Course

The Beaches Link EIS is somewhat vague about the visual impact of the two motorway facilities in Cammeray:

- * Footprint of motorway facilities has been minimised to reduce impacts on Cammeray;
- * Motorway facilities, outlet and supporting infrastructure have been architecturally designed to reduce their perceived scale. The facilities would be subject to ongoing design development during future project design stages
- * The motorway facilities have been developed to reduce the perceived scale of the building and aid its integration with the surrounding context.

Source: Beaches Link Appendix V page 46

Yet it is clear in the WHT EIS and the Beaches Link EIS that the visual impact of these two buildings will be very large and out of character with the area.

“The Western Harbour Tunnel motorway facilities and ventilation outlet have the greatest potential for causing adverse visual impacts. This is due to the large magnitude of change (with a current lack of built form in Cammeray Park) and the tall nature of the ventilation outlet.”

Source: WHT Appendix V page 65

Visual Impact – Ventilation Stacks

I object to the overwhelming impact the Ventilation Stacks will have on the suburb of Cammeray. They are projected to be 30 metres high and 30 metres long, with a width which still seems to be determined.

Again, both EIS statements try to minimise the visual impact of these stacks on the surrounding area.

In the WHT EIS, the photos are deceptive in the angle and distance from the stacks, so that a true concept of their size is obscure.

The Beaches Link EIS merely states:

- * The Beaches Link ventilation outlet has been developed, as part of the Western Harbour Tunnel Warringah Freeway works, to reduce the perceived scale of the building and aid its integration with the surrounding context;
- * The design will ensure ventilation outlet is further architecturally designed to reduce perceived height and bulk

Source: Beaches Link Appendix V page 46

The WHT EIS states “The removal of vegetation along Cammeray Golf Course would be discernible, revealing direct views of the new infrastructure behind. The ventilation outlet would also form a new vertical element within the centre of the road corridor.”

Source: WHT Appendix V page 47

It is deceptive to focus only on the vertical nature of this “new element” and not mention the huge visual impact of its length and width.

Solution:

The Beaches Link EIS states that one of its key principles for the North Sydney precinct is to “Minimise visual impact of infrastructure at Motorway facilities at the Warringah Freeway on sensitive residential and open space receivers.”

Source: Beaches Link Appendix V page 46

I propose that, the only satisfactory way in which this key principle can be met is if 100% of the land resumed from the Cammeray Golf Course be returned to the community at the end of the construction period and that the two Motorway facilities be built underground.

The less we are able to see of the proposed buildings for the Motorway Facilities, the better.

Placing these buildings underground should present no problem for a project which is based on constructing underground works.

I also propose that any trees removed should be replaced by mature trees, not immature saplings. This will minimise the time needed for the replacement trees to reach a similar mature state to the removed trees.

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