

Chapter 4 Project development and alternative

The EIS has defined a new alternative 4C that has not been seen by the public for comment.

The premise for the tunnel and use of Balgowlah Golf club is based on the Volume of car and bus passengers that are exaggerated misnomer that has 66% of the population leaving the peninsula daily.

Roseville daily volume

Bus 9500, Cars 79000 Total per day 88500

Spit Bridge daily volume

Bus 34000 Cars 69500 Total 103500

Existing (pre COVID) week day travel demand Total is 192000

Overview

export

Employment location of resident workers

Northern Beaches Council area		2016	
Location		Number	%
Live and work in the area		67,576	52.1
Live in the area, but work outside		56,208	43.4
No fixed place of work		5,825	4.5
Total employed residents in the area		129,604	100.0

2016 Census figures for Northern Beaches for workers show Employment location per Nbc

56,208 leave the Beaches for work

Of these 24,154, work in Sydney city and 6681, work in north Sydney. ie 31000 – the majority of which would use public transport for those two locations

In looking at the link road thru BGC and car usage . there are no figures supplied

the total population for Seaforth to Manly and the Manly Vale is etc (post codes 2092, 2093 2094 and 2095) is 42,000 Based on the percentage for the whole of the Council you would be lucky to have 2,000 as possible tunnel users. A very low number and they have access roads via Condamine street and Balgowlah road for the majority of these vehicles

The Link road is not needed for this level of traffic .

The link Road A public road and set of traffic lights 100 metres from the tunnel entry creates a bottleneck for vehicle exiting the tunnel in a northerly direction .

This link road can not be considered a local road but it is via the EIS. If it were its two lanes would become one as it would be parked out . Then there is another set of traffic lights 300 metres from the first . Given the plan for open space there will have to be another crossing in the middle .

How can you consider that reasonable

Blue corridor option

The description of “ delivering new and improved open space and recreation facilities (subject to further community consultation)” Is a marketing false hood . A Golf course has existed for 95 years serving the community. There has been no discussion or consultation with the club on repurposing the area

The position of the tunnel traffic facility and the exhaust stack should be repositioned over the tunnel exit and the Dudley street road reserve and the area wher the houses are being acquired . Access can be via Dudley Street. This type of configuration is similar to what is proposed for Wakehurst Parkway. The orientation has to be North south not East west

A Link road would not be needed .

This then save the Golf course. There is no mention of the impact (destruction of there habitate)on the Eastern Water Dragon colony, nor the Kookaburras and other Bird life Nor the wolami pine

The diversion of Burnt creek takes it from being a creek to being a drain .

The creek from the Golf club side (eastern side)has not been disturbed for 50 years