

## Chapter 9 – Operational Traffic

Acquisition of Crown land at Balgowlah Golf Course would result in closure of the golf course.

**This should only be a temporary closure**

The project has been designed to optimise opportunities for the re-purposing of the remaining Crown land into new open space and recreation facilities. Final designs would be determined in conjunction with the Northern Beaches Council and through further community consultation. A dedicated consultation process jointly led by Transport for NSW and Northern Beaches Council would take place to give the community an opportunity to provide input to the final layout of the new open space and recreation facilities at Balgowlah. This consultation would be separate to the consultation for the Beaches Link and Gore Hill Freeway Connection environmental impact statement. This process would start after the environmental impact statement public exhibition period and well in advance of construction starting. As part of this consultation process, a community reference group would be established, with representative stakeholder groups and the community, to support Transport for NSW and Northern Beaches Council with the development of this important public space. The project would return an area, equivalent to around 90 per cent of the current open space, to the community as new and improved public open space and recreation facilities.

**Northern Beaches Council does not have a current Sports strategy so how do you determine future use. Where are all the displaced golfers going? Covid has showed the error and falsehood of the Sporting field strategy of The Northern Beaches Council**

Further information regarding future opportunities for re-purposing of the remaining Crown land is provided in the Chapter 20 (Land use and property).

All acquisition required for the project is carried out in a manner consistent with the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW) (Just Terms Act), the *Land Acquisition Information Guide* and the land acquisition reforms announced by the NSW Government in 2016. Transport for NSW has appointed a Personal Manager Acquisition to help land owners who may be affected by acquisition for the project. The Personal Manager Acquisition is in regular contact with these individuals to provide updates on the project and respond to questions and queries.

Refer to Chapter 20 (Land use and property) for further information.

Final works to be carried out within Balgowlah Golf Course including adjacent to the existing Burnt Bridge Creek would be subject to further design development. Development of the final layout of the new open space and recreation facilities would be undertaken in conjunction with the Northern Beaches Council and through further community consultation.

Every effort would be made to retain mature trees, however the dedicated consultation process would determine the final layout and this would influence decisions regarding vegetation.

**The Wollimbi pine on the course does not seem to have been identified How accurate is the documentation**

More information on vegetation removal and potential impacts can be found in Appendix W (Technical working paper: Arboricultural impact assessment)

Preference for tunnel ramps and construction to use Balgowlah Golf Course rather than impacting homes, Burnt Bridge Creek bushland or Seaforth Public School (west of Burnt Bridge Creek Deviation). **This does not apply it was 3or 4 versions ago**  
The modified surface connections at Balgowlah detailed in Chapter 5 (Project description) have been made to reduce community, bushland and private property impacts. The proposed tunnel alignment has been changed so that the tunnel ramps would be located in the centre of Burnt Bridge Creek Deviation. The revised tunnel alignment would also avoid impacts on private properties and minimise impacts to bushland west of Burnt Bridge Creek Deviation.

Part of the Balgowlah Golf Course would be used for a temporary construction support site and permanent facilities including a ventilation outlet and new access road, which would mean:

- ☐ Reduced construction impact on local residences and Seaforth Public School
- ☐ Less disruption to traffic and buses
- ☐ Opportunity to re-purpose the Balgowlah Golf Course as new open space and recreation facilities to improve amenity and help manage the growing shortfall in recreational space in the area, in line with Northern Beaches Council objectives. The final design of the repurposing works would be determined in conjunction with Northern Beaches Council and through further community consultation.

**Huge impact on thirty properties in Dudley street is not recognised**

Pedestrian and cyclist facilities provided as part of the 'Do something' scenario would generally improve the extent of the overall active transport network in Balgowlah and surrounds. The following is proposed as part of the project:

- ☐ New shared user paths would be provided along the eastern side of the new access road
- ☐ A portion of the existing shared user path along **Burnt Bridge Creek within the existing golf course would require minor adjustment due to a localised adjustment of the creek alignment**
- ☐ The existing box culvert crossing of Burnt Bridge Creek Deviation and adjacent pedestrian underpass beneath Burnt Bridge Creek Deviation would both be extended under the realigned road, maintaining existing connectivity across the widened Burnt Bridge Creek Deviation. This would connect to the existing shared user path at Dudley Street. Pedestrian fencing would be provided along the outside of the shared user path and the realigned section of Burnt Bridge Creek Deviation
- ☐ **New signal controlled** pedestrian crossings across the new access road at its interfaces with Sydney Road and Burnt Bridge Creek deviation would maintain connectivity to the existing Balgowlah Oval from Northern Beaches Secondary College – Balgowlah Boys Campus
- ☐ An **at grade signalised crossing** of the access road would provide access to the intersections of the Burnt Bridge Creek Deviation and the new public car park within the open space and recreation facilities area at Balgowlah.

The final layout of the new and improved open space and recreation facilities at Balgowlah including shared user paths are subject to a dedicated consultation process jointly led by Transport for NSW and Northern Beaches Council to give the community an opportunity to provide input (refer to Chapter 6 (Construction work) for further details). This consultation would be separate to the consultation for the environmental impact statement. This process would start after the environmental impact statement public exhibition period and well in advance of construction starting. As part of this consultation process, a community reference group will be established, with representative stakeholder groups and the community, to

support Transport for NSW and Northern Beaches Council with the development of this important public space.

Three sets of traffic lights in less than 300 metres on a new road that is supposed to be a major access

**Table 9-10 Modelled intersection performance on the Balgowlah and surrounds  
area(AM peak (8am–9am) and PM peak (5pm–6pm) during operation in 2027 and 2037)**

**Sydney Road/Manly Road/Burnt Bridge Creek Deviation**

AM peak D (48) B (26) B (28) B (27) B (26)

PM peak

**Frenchs Forest Road/Sydney Road**

AM peak B (21) B (29) B (25) C (32) B (28) C (40)

PM peak

**Sydney Road/Condamine Street**

AM peak C (33) B (24) B (23) B (26) C (29) B (26)

PM peak C (33) C (39) C (42) C (40) D (48) D (45)

**Condamine Street/Burnt Bridge Creek Deviation**

AM peak B (19) B (31) C (32) C (32) C (38) C (36)

PM peak B (17) C (35) C (40) B (16) C (38) C (41)

**Access Road/Sydney Road/Maretimo Street**

AM peak A (10) B (23) C (29) A (9) B (28) B (27)

PM peak A (9) B (20) B (20) C (30) B (27) C (30)

**Access Road/Burnt Bridge Creek Deviation**

AM peak N/A A (11) A (10) N/A A (14) A (14)

PM peak N/A A (11) A (11) N/A A (12) A (11)

Note: Cells shaded in dark grey denote an unsatisfactory LoS E or F

**Road network changes and access arrangements**

A new intersection with traffic signals connecting the new access road with Burnt Bridge Creek Deviation and the tunnel portals adjacent to the northern end of Dudley Street. This would include right turn lanes into the new access road from the Beaches Link off ramp and left turn lanes out of the new access road to the Beaches Link on ramp and Burnt Bridge Creek Deviation southbound. Non-tunnel northbound traffic on Burnt Bridge Creek Deviation would bypass these traffic signals .

A new signalised intersection would be provided at the southern end of the new access road to accommodate its connection with Sydney Road. Traffic movements north-south (and vice versa) through the intersection between Maretimo Street and the access road would not be permitted. The new intersection would include a pedestrian crossing across the new access road on the northern side of Sydney Road. Pedestrian connectivity between the new open space and recreation facilities, the Northern Beaches Secondary

College – Balgowlah Boys Campus and Maretimo Street would be provided via the existing pedestrian bridge to the west of the new access road and would continue to provide north south connectivity for pedestrians in the area. Pedestrian connectivity across Sydney Road to and from Maretimo Street would not be provided at the intersection .

Relocating the existing cul-de-sac at Dudley Street further south to accommodate construction of the new tunnel portals and the associated realignment of Burnt Bridge Creek Deviation.

Potential access impacts associated with the relocation of the cul-de-sac on Dudley Street are expected to be minor given remaining properties would still be accessible from Dudley Street.

Surface connections at Balgowlah would attract traffic demand from both east and west of Burnt Bridge Creek Deviation. The additional traffic from North Balgowlah could cross at Kitchener Street to access the new access road from Sydney Road east. This could increase traffic volumes on local roads between Kitchener Street and Sydney Road. Local area traffic management would assist in minimising increased traffic on local roads. Local area traffic management on Wanganella Street, Rickard Street and West Street could result in traffic using Woodland Street and Condamine Street instead, which would be more appropriate to the function of these roads. Local traffic management measures proposed would be discussed further and agreed with Northern

Beaches Council during detailed design. Beaches Link and Gore Hill Freeway Connection

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