

## A MIDDLE HARBOUR CROSSING THAT NEVER CAME

We have had two stories about structures that never transpired the Northern Beaches Railway and the Ocean Beach Pier at Manly. However we have another non-appearance in the convoluted history of transport on the Peninsula.

This mirage that never came to fruition, was grandly named the Sugarloaf Point Bridge with a plan to be opened in 1977 according to the then Minister of Highways, Mr P.H. Morton in April 1970. The bridge was to be an extension of the Warringah Freeway heading east from Naremburn to reach Sugarloaf Point, Castlecrag and then cross Middle Harbour to Pickering Point, Seaforth. While the Warringah Freeway still ends between Crows Nest and Naremburn, the name remains but there have been moves afoot to remove the name and acknowledge that Warringah is a bridge too far. While the Roseville and Spit bridges have been there since 1924, a higher bridge has been mooted since 1930. The Sugarloaf Point Bridge was a favourite of the then Premier and local member for Collaroy, and he was pushing hard for it. There were a number of designs for the bridge and one had a double deck with traffic being one way on each level. The roadway was designed to divide into three, one to head north to the Wakehurst Parkway the second a link to Condamine Street and a third extending towards Balgowlah . With the bridge coming in at Pickering Point, the road was extremely close to the Dalwood home. In 1970, the cost of this project was to be \$60 million but 42 years later this amount would approximate \$600 million. The bridge was to be of a substantial height and be approximately a kilometre in length. However it never came to pass and all we have is an artist's impression of what was meant to solve the transport woes of the Peninsula.