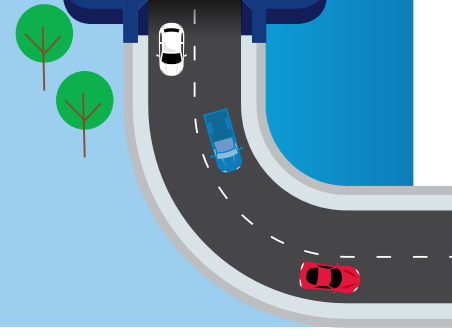
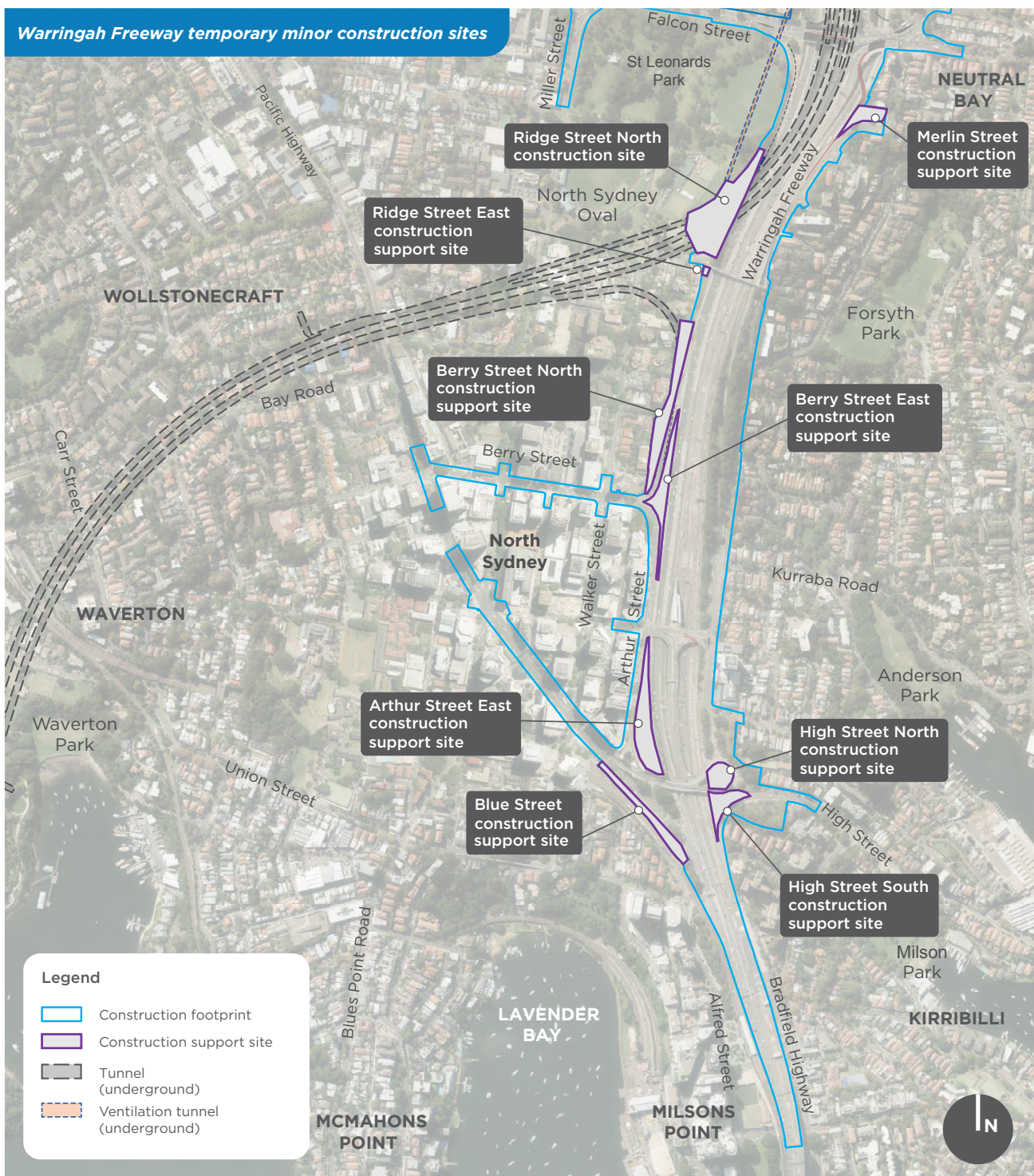


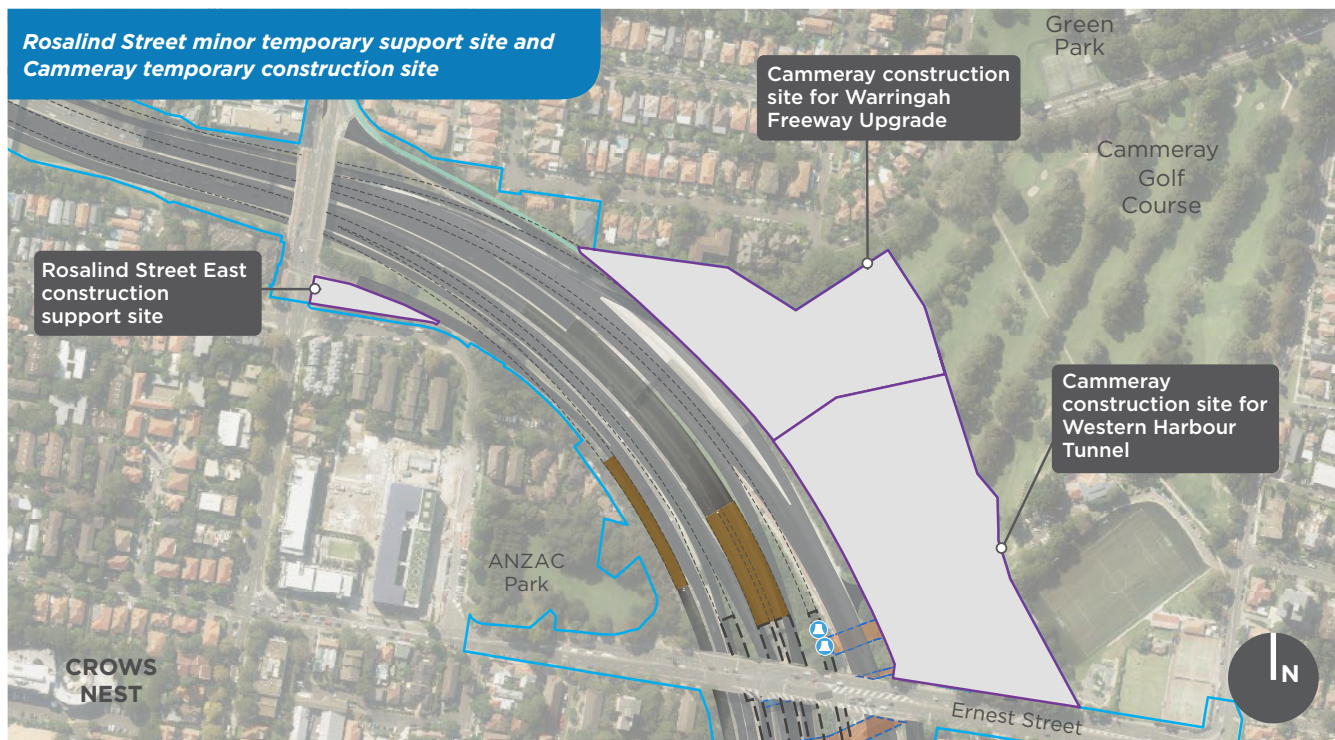
Western Harbour Tunnel and Warringah Freeway Upgrade



Warringah Freeway temporary minor construction sites

We will be establishing a number of temporary construction sites along the Warringah Freeway. Most of these sites will be minor construction sites to store materials and equipment and include construction worker amenities.





We will locate larger sites at the Cammeray Golf Course and Ridge Street North.

Our sites will provide support for:

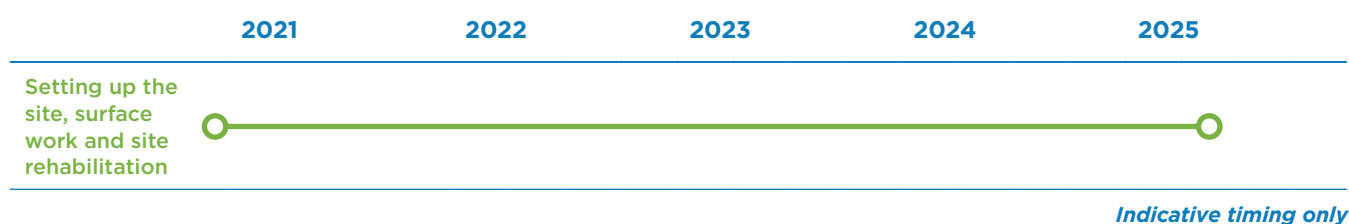
- bridgework
- general road work including widening of existing roads and building new pavement
- upgrades to local roads and intersections.

Our set-up of these sites will vary slightly, and may include:

- site offices
- staff amenities
- car parking for construction vehicles
- laydown facilities
- space for storage of plant, materials and equipment.

Because a lot of the work along the Warringah Freeway will need to be carried out at night to minimise disruption to this critical transport link, these sites will be operational outside of standard construction hours.

Indicative construction timeframe for Warringah Freeway support sites



Duration



You may see us in this area for around five and a half years as we upgrade the Warringah Freeway and carry out Western Harbour Tunnel work. This will include our setup, carrying out our construction work, then as we demobilise the site and prepare it for its future use.

Hours of work



To ensure we are working safely and keeping traffic moving we will need to carry out a lot of work outside standard construction hours, during the evening and night.

Noise and vibration



While we are building we will monitor noise and vibration to make sure it meets the appropriate guidelines. We will be using a range of measures to reduce the impact of our work, including:

- additional notification and consultation
- using acoustic sheds for 24 hour tunnelling activities
- laying out our sites so noisy equipment is shielded by other buildings
- turning off machinery and equipment when not in use
- working within standard construction hours
- staging our work to avoid extended periods of consecutive night work in one area
- installing hoards and temporary noise barriers.

You can learn more about how we measure and manage noise by visiting our interactive portal nswroads.work/whportal or by reading section 3 of our 'Guide to the EIS' nswroads.work/whportal-eisguide.

If you live near a minor construction site



We will have to build a number of minor construction sites to support our work during construction. These sites are generally used for storage of machinery, materials and equipment, worker amenities and parking. We have generally located these within the Warringah Freeway corridor.

The hours we work will vary depending on the type of work these sites are supporting, however, they are smaller and have less activity than our main sites.

If you live near surface work



Surface work will be required to connect the tunnel into the existing road network, carry out road upgrades, build new bridges, upgrade existing bridges and build the tunnel entry and exits. You will likely be able to hear some noise from these activities.

Work at these sites will be carried out in stages and some activities will be louder than others. For example, a site set up and earthworks tend to be louder than paving, bridge building and finishing work like line marking and installing lights.

If you live near the Warringah Freeway



The Warringah Freeway presents us with a challenge as we need to keep traffic moving while we work. To do this safely and keep traffic moving we will need to carry out a lot of work during the evening and night.

The noise from this has the potential to be temporarily disruptive to you, particularly at night. An out-of-hours work protocol will be developed in consultation with Department of Planning, Industry and Environment (DPIE) and the Environmental Protection Authority (EPA) and will be followed throughout construction. This will outline appropriate noise management and mitigation measures and will include measures such as providing respite, installing temporary noise barriers and staging our work so we are not working near the same residents for large durations of time. For more detail on the depth of tunnel in your local area, please see pages 24 and 25 of our 'Guide to the EIS' nswroads.work/whportal-eisguide.

Due to the safety risks of working next to live traffic, we will need to partially close the Warringah Freeway and may need to fully close it for short periods at night to allow certain work to be carried out more effectively. These activities will include paving, installing bridge sections and removing kerbs and medians.

We will be working closely with you to help minimise these impacts.

Traffic / vehicle movements



We have outlined the predicted impacts for the different smaller sites. Please note:

- a vehicle travelling in and out of the site is counted as two movements
- light vehicles include cars and utes
- heavy vehicles include trucks, machinery and equipment.

For information about peak vehicle movements during construction, please see page 33 of our 'Guide to the EIS' nswroads.work/whportal-eisguide.

Blue Street

Access in and out of the site will be via Blue Street and the Pacific Highway. At our construction peak, there will be about 315 light vehicle movements and 10 heavy vehicles movements daily.

We will maintain access to the rail corridor for all Sydney Trains contractors during construction.

High Street South

Access in and out of the site will be via High Street to the west. At our construction peak, there will be about 80 light vehicle movements and 15 heavy vehicles movements daily.

Traffic / vehicle movements



High Street North

Access in and out of the site will be via High Street to the west. At our peak, there will be about 65 light vehicle movements and 10 heavy vehicles movements daily.

Our work will mean we will need to permanently remove around 100 parking spaces on Alfred Street North. After our work is complete, we will replace these with around 20 new parking spaces. We will work with North Sydney Council on the implementation of these traffics changes.

Arthur Street East

Access in and out of the site will be via Arthur Street to the west with pedestrian access for personnel provided from Arthur Street. At our construction peak, there will be about 135 light vehicle movements and 10 heavy vehicles movements daily.

Berry Street North

Access in and out of the site will be via Berry Street and out of the site via Warringah Freeway. At our construction peak, there will be about 30 light vehicle movements and 130 heavy vehicle movements daily.

Berry Street East

Access in and out of the site will be via Berry Street to the west and vehicles leaving the site will be able to travel north via an access onto the Warringah Freeway. At our construction peak, there will be about 30 light vehicle movements and 30 heavy vehicles movements daily.

Ridge Street East

Access in and out of the site will be via Ridge Street to the north. Pedestrian and cyclist access across the Warringah Freeway will be maintained via the old bridge, until the new crossing is completed. At our construction peak, there will be about 70 light vehicle movements and 20 heavy vehicles movements daily.

We need to provide suitable access to our support sites. This will mean the temporary removal of some car parking spaces along Ridge Street during construction.

Merlin Street

Access in and out of the site will be via Military Road and Merlin Street. Some work associated with building the new southbound bus lane bridge will result in temporary disruptions to private property access. We will work closely with you to minimise this impact.

At our construction peak, there will be about 150 light vehicle movements and no heavy vehicle movements daily.

We need to provide suitable access to our support sites. This will mean the temporary removal of some car parking spaces along Merlin Street during construction.

Rosalind Street East


Access in and out of the site will be via Miller Street to the east and Rosalind Street to the south. No access will be permitted via Anzac Avenue. At our construction peak, there will be about 205 light vehicle movements and 15 heavy vehicles movements daily.

Contact the Western Harbour Tunnel and Beaches Link team

 nswroads.work/whtbl

 whtbl@transport.nsw.gov.au

 1800 931 189

 Customer feedback
Transport for NSW, Locked Bag 928
North Sydney NSW 2059

Visit our interactive web portal

Read the EIS, find out more
or ask our team a question.

 nswroads.work/whtportal



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 931 189.

Privacy Transport for NSW is collecting your personal information in connection with the Western Harbour Tunnel and Warringah Freeway Upgrade ("the Project"). In addition to collecting your name and contact details we may collect other information such as your submissions and other communications with us. We will retain and use this information for consultation purposes, including communications and analysis in connection with the Project. We will not disclose your personal information to third parties unless authorised by law and if we include your submissions in any public report we will not identify you. Providing your personal information is voluntary but if you do not provide it we may not include you on our stakeholder database and you might miss further consultation opportunities. Your personal information will be held by us and you can contact us to access or correct it. Please write to us at either whtbl@transport.nsw.gov.au or Transport for NSW, Locked Bag 928, North Sydney NSW 2059.