



Transport for NSW

Beaches Link and Gore Hill Freeway Connection

Middle Harbour and Mosman temporary construction support sites

This fact sheet outlines the key construction activities, timelines and the potential temporary construction impacts in your local area as outlined in the EIS. We encourage you to visit our interactive portal for more information, our interactive map, videos and to view the full EIS chapters.

Middle Harbour temporary cofferdams and crossing

We will be building temporary cofferdams in the harbour to support our tunnelling work. These cofferdams will be temporary and help connect the land tunnels with the immersed tube tunnels, in the harbour. These cofferdams will each be about the size of an Olympic sized pool. They are temporary and we will remove them once the work is finished.

These temporary sites will be water based, serviced by barges from the Spit West Reserve site at Mosman.

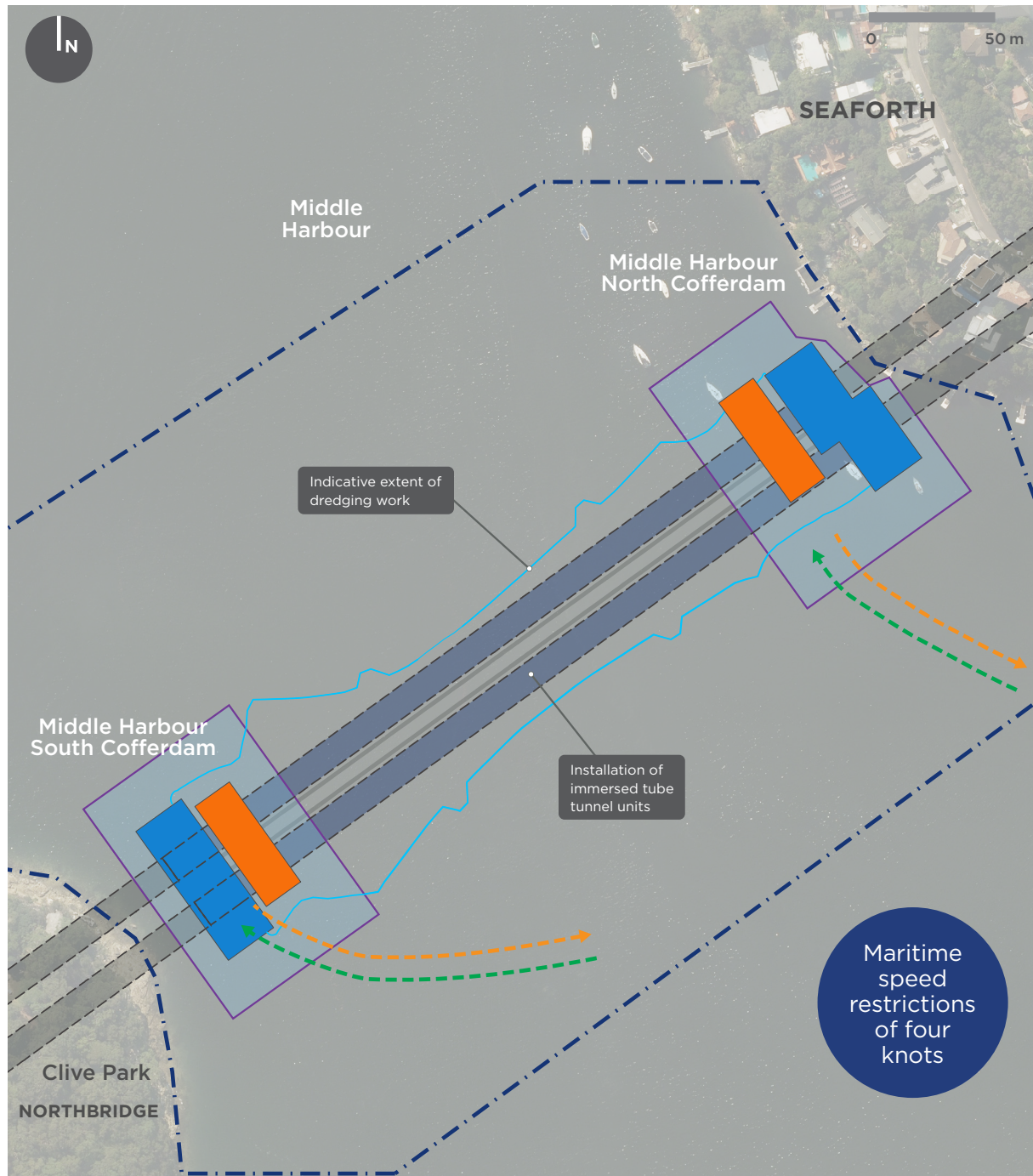
Our key activities include:

- building the temporary cofferdams including ground treatment, piling, and installation of internal structural steel supports
- removing the water from inside the cofferdams so we can work in dry conditions
- excavating within the cofferdam to reach the base level of the tunnel
- building the interface structures (the connection between the tunnels built underground and the immersed tube tunnels)
- supporting construction from the water, including the use of a work barge, barge movements for transfer of dredged material, deliveries and staff transport
- installing the immersed tube tunnel piled supports
- removing the cofferdams
- floating the completed immersed tube tunnel units to a temporary mooring site east of Clive Park in Middle Harbour for temporary storage
- installing the immersed tube tunnel units
- rehabilitating the site.



Artist's impression of backhoe dredge and south cofferdam works in Middle Harbour

Middle Harbour cofferdams temporary construction support site



Legend

- | | | |
|-------------------------------------|------------------------------------|--|
| Cofferdam | Tunnel (underground) | Site access - in |
| Pontoon | Immersed tube tunnel | Site access - out |
| Construction footprint | Indicative maritime exclusion zone | Indicative marine traffic control zone |
| Temporary construction support site | | |

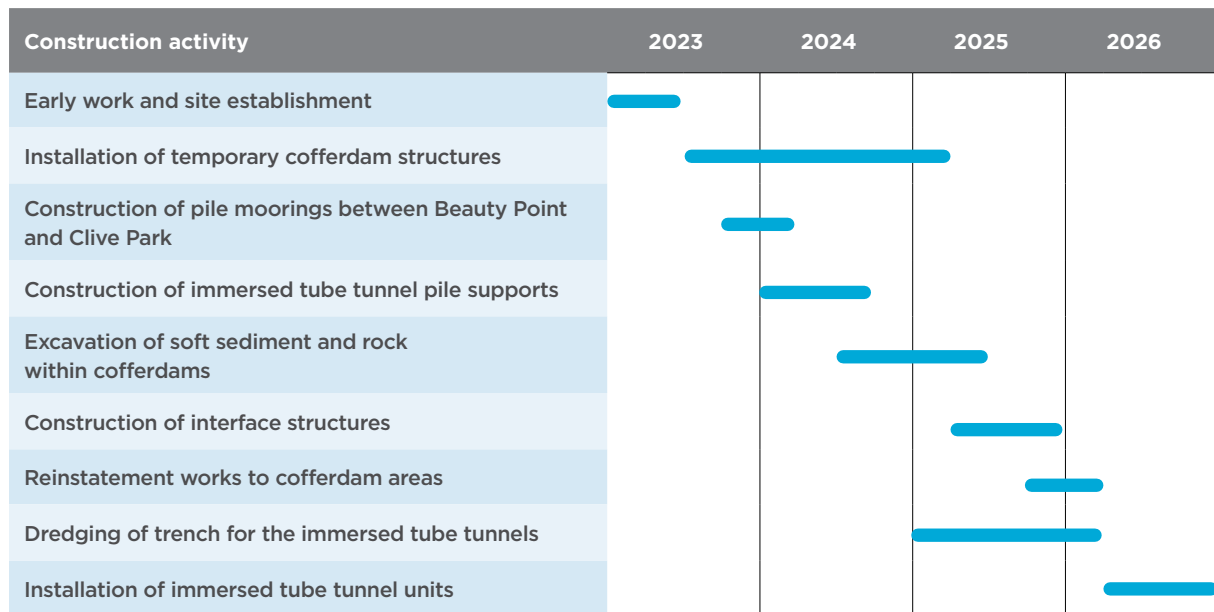
Temporary changes to navigational channels

We will be placing exclusion zones around the sites, for the safety of harbour users and our workers when on the water. Except on very limited occasions, a controlled and designated navigation channel for public watercraft will be available at all times.

Northbridge Sailing Club may be required to relocate some sailing courses away from the harbour crossing site.

We will have maritime speed restrictions of four knots in place around construction equipment. This will result in additional travel time of about three minutes, based on a worst-case scenario.

Middle Harbour cofferdams temporary construction support site indicative construction program



Duration



You may see us in this area for up to four years as we setup, carry out our construction work, then demobilise the site.

The construction peak at this site will be when we are dredging and constructing the cofferdams and will be up to two and a half years.

Hours of work



Our general site activities, rock hammering, piling, dredging and spoil haulage will be carried out during standard construction hours.

Some activities may be carried out up to 24 hours per day, seven days per week. This will include dewatering of cofferdams.

Casting of the concrete interface structures may require some out of hours work for the larger concrete pours.

Some transport by barge to the designated offshore disposal site may take place outside standard construction hours.

We recognise weekends are the busiest times for recreational boating, and this will be considered during detailed construction planning to minimise impact to recreational activities.

For any work outside the standard construction hours, the community will be notified in advance.

Vessel movements on the water



- Around 12 small boats movements per day (about the size of a water taxi) to ferry our workers between Spit West Reserve and the crossing location.
 - Four barge movements per day to support cofferdam construction, dredging, piling and tunnel unit immersions.
 - Around three barge movements per day for transportation of spoil to the designated offshore disposal site. This may be carried out outside of standard construction hours.
 - Around 48 barge movements per day for concrete deliveries (at peak of the concrete pour), which could take place outside of standard construction hours.
- One boat or barge travelling into and out of the site is counted as two movements.

Moorings



Some moorings will be temporarily impacted during operation of our temporary sites.

Alternative facilities (swing mooring or marina berth) will be provided nearby for the users of the three fixed jetties below Seaforth Bluff that will have access restricted during construction.

Mosman

Spit West Reserve

We will be setting up a temporary land- and marine-based construction support site at Spit West Reserve.

The land-based site at Spit West Reserve will provide a small car park, access road, laydown area, office, amenities and storage to support construction work.

The marine-based site will include a temporary floating immersed tube tunnel casting facility that will be connected to Spit West Reserve by two temporary jetties.

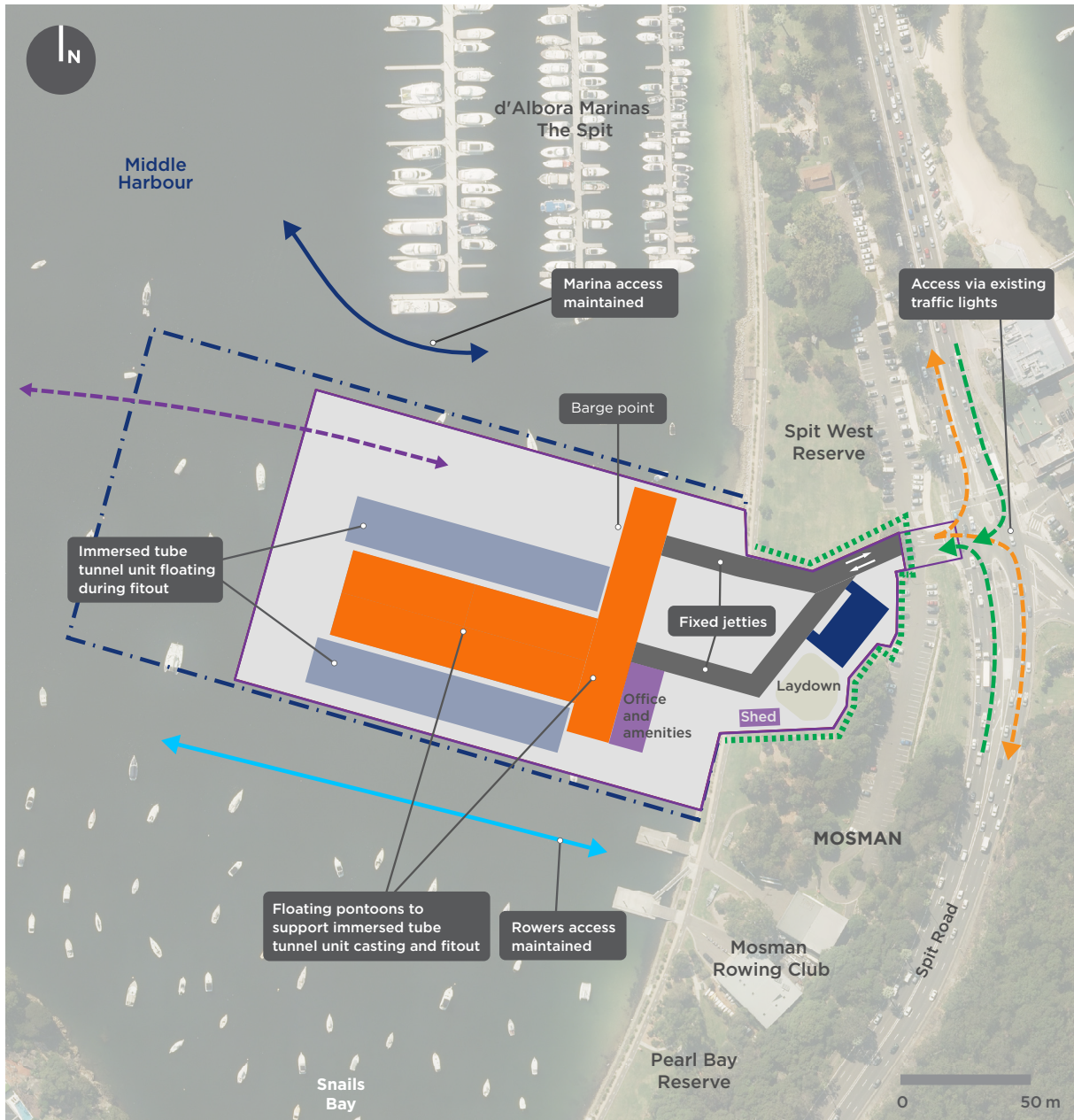
The floating facility and jetties will require the installation of temporary piling and associated marine structures.

The site will also provide barge support for the cofferdams, interface structures, tunnel unit support piles, dredging works, tunnel unit immersion and tunnel unit granular locking fill placement.














The Spit West Reserve and associated marine works will be supported also from the Balgowlah Golf Course temporary site including the concrete supply from a temporary concrete batch plant and worker parking, with workers being shuttled to the Spit West Reserve site. This is to minimise the land required at Spit West Reserve.



Spit West Reserve temporary construction support site



Legend

- | | | |
|---|---|---|
|  Temporary construction support site |  Indicative marine traffic control zone |  Mosman Rowing Club access |
|  Construction site buildings |  Construction support to immersed tube tunnel site |  Site access - in |
|  Pontoon |  Temporary pedestrian and cyclist path diversion |  Site access - out |
|  Floating immersed tube tunnel |  Temporary site access |  Marina access |
| |  Car park | |

Our key activities include:

- casting of the immersed tube tunnel units. The facility will support casting of two units at a time
- transporting the completed immersed tube tunnel units to the temporary mooring location in Middle Harbour for temporary storage before they are placed in position
- storage and transport of equipment, plant and personnel for the marine work
- providing support facilities for the marine work including limited storage area
- providing support for work associated with:
 - building the cofferdams
 - interface structures
 - immersed tube tunnel unit support piles
 - dredging
 - immersed tube tunnel installation
 - immersed tube tunnel backfill placement
- rehabilitating the marine and land-based sites.

Temporary changes to navigational channels

We will be placing exclusion zones around the sites, for the safety of you and our workers when on the water. Except on very limited occasions, a controlled and designated navigation channel for public watercraft will be available at all times.

We will have maritime speed restrictions of four knots in place around construction equipment. This will result in additional travel time of about three minutes, based on a worst-case scenario.

Spit West Reserve temporary construction support site indicative construction program

Construction activity	2023	2024	2025	2026	2027
Early work and site establishment	█				
Cofferdam support works	█	█	█	█	
Immersed tube tunnel unit pile support works		█			
Immersed tube tunnel unit casting and fitout		█	█		
Dredging support work			█	█	
Support for the installation of immersed tube tunnel units				█	█
Site rehabilitation				█	█



Duration



You may see us in this area for about four and a half years as we set up, carry out our construction work, then demobilise the site.

The construction peak at this site will be when we are casting tunnel units and providing barge support for cofferdams and dredging work and will be up to three years.

Hours of work



Our general site activities will be carried out during standard construction hours.

Concrete pours will be scheduled to take place within standard construction hours where possible, however casting of the tunnel units may require some out of hours work.

Support work (immersion and installation) for the immersed tube tunnel installation will be required on six occasions for continuous periods lasting between 24 to 48 hours for each unit.

For any work outside the standard construction hours, the community will be notified in advance.

Traffic/vehicle movements



Road access to site will be via Spit Road.

At our construction peak, there will be around 220 heavy vehicle movements and 200 light vehicle movements per day (a vehicle travelling in and out of the site is counted as two movements). This will increase traffic in the area by 7 per cent during peak construction. Overall, this is a small increase to current traffic volumes. To minimise impacts to traffic during peak periods and minimise the construction footprint, some workers and construction materials will be transported to the site from the Balgowlah Golf Course construction site, where required.

Vessel movements on the water



- Around 12 small boats movements per day (about the size of a water taxi) to ferry our workers to and from the cofferdams.
 - Around four barge movements per day for support of cofferdam dredging, piling and tube tunnel immersion.
 - Around 48 barge movements per day for concrete deliveries (at peak of concrete pour), which could take place outside of standard construction hours.
- One boat or barge travelling into and out of site is counted as two movements. During construction recreational water craft will have right of way over maritime construction vessels near the project.

Moorings in Middle Harbour



The site will require the temporary relocation of about 45 moorings in Middle Harbour for about two years.

Alternative swing mooring facilities will be provided.

We will be consulting with mooring users/boat owners to minimise the impact of relocation.

Mosman Rowers Club

We will work with Mosman Rowers Club to limit impact to the club and maintain safe access to the water via a designated and controlled navigation channel.

Northbridge Sailing Club

We will work with the Northbridge Sailing Club regarding the potential relocation of some sailing courses away from the harbour crossing site, for the safety and practicality of any racing events.

Impacts to Spit West Reserve

A floating work site will minimise impact to Spit West Reserve. The majority of the park will remain open during construction. An area of the public, recreational space will be temporarily closed during construction. Once our work is complete, we will rehabilitate the area and return this space to the community.

Foreshore access

Pedestrian access along the foreshore will be detoured around the site and provision will be made for a safe crossing of the construction access road.

Final form

We understand the importance of the Spit West Reserve and we are committed to consulting with Mosman Council and the community to restore our construction site and return it to the community.

Contact us



nswroads.work/blportal



[1800 931 189](tel:1800931189)



whtbl@transport.nsw.gov.au



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/blportal

Our phone line is monitored 24 hours
when work is taking place.



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Transport for NSW on **1800 931 189**.

Chinese (simplified)

若您需要口译员，请拨打 **131 450** 致电翻译与口译服务处 (TIS National)，并要求他们转拨 **1800 931 189** 致电 Transport for NSW。

Italian

Se avete bisogno di un interprete, chiamate il servizio traduttori e interpreti (TIS National) al numero **131 450** e chiedete di telefonare a Transport for NSW al numero **1800 931 189**.

Portuguese

Se necessitar de um(a) Intérprete, por favor, ligue para o Serviço de Tradução e Interpretação (TIS National), através de **131 450** e peça o telefone do Transport for NSW, através de **1800 931 189**.

Privacy Transport for NSW is collecting your personal information in connection with Beaches Link and Gore Hill Freeway Connection ("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.