

Western Harbour Tunnel and Warringah Freeway Upgrade

Quarterly community update

July 2025



We acknowledge the Traditional Custodians of the Country on which Western Harbour Tunnel and Warringah Freeway Upgrade are being constructed, including the Gadigal, Cammeraygal, and Wangal peoples, as well as the Aboriginal peoples of Emu Plains, and we pay respect to Elders past and present.



Western Harbour Tunnel (WHT)

WHT PDLP (Part 1) – Approved

In July–August 2024, we consulted the community and stakeholders on the draft Place, Design and Landscape Plan (PDLP) Part 1 – Infrastructure, Landscaping and In-Tunnel Design. On **10 June 2025**, PDLP Part 1 was **formally approved** by the NSW Department of Planning, Housing and Infrastructure.

View the approved plan: nswroads.work/wht

WHT PDLP (Part 2) – Berrys Bay

Transport for NSW (Transport), together with our delivery partner ACCIONA, is preparing to release the Berrys Bay PDLP Part 2 – Berrys Bay for community and stakeholder consultation in mid-2025. Early works commenced to establish the site on 23 June 2025. You can read the latest project news and notifications here: nswroads.work/berrys-bay



Aerial photo of Berrys Bay

National Reconciliation Week 2025

27 May – 3 June | #NRW2025 | Reconciliation.org.au

During National Reconciliation Week 2025, Transport and ACCIONA proudly celebrated and reflected on the importance of truth-telling, shared history, and the enduring strength of First Nations voices in shaping the future of the project.

As part of this celebration, we launched our project artwork and associated storyline – *Passing Knowledge*, honouring the powerful exchange of cultural knowledge, wisdom and resilience passed through generations. We were excited to unveil:

- custom-designed Aboriginal Personal Protection Equipment shirts for project personnel
- Aboriginal artwork featured in our in-tunnel design
- artworks celebrating our tunnel boring machines (TBMs) Aboriginal names.

These initiatives reflect our respect for Country, culture and community, and our ongoing journey towards reconciliation.

Tunnel boring machines – tunnelling between Birchgrove and Waverton

The WHT project is using slurry (or ‘soft ground’) tunnel boring machines (TBMs) to tunnel under Sydney Harbour. These TBMs will be the largest ever used in the Southern Hemisphere. Each TBM has a diameter of 15.7 metres, is 102 metres long (137 metres if including towed platforms), and weighs 4,350 tonnes.

Able to excavate 45-60 meters per week, the TBMs have innovative AI driven technology to help streamline operations and improve safety. To learn more about how these TBMs were built in the factory, please watch the ‘Western Harbour Tunnel, TBM Factory Acceptance’ video here: nswroads.work/wht-videos



Watch the video on how our TBMs were named on our website, ‘Western Harbour Tunnel, Passing Knowledge’ here: nswroads.work/wht-videos



Aboriginal artist Taleena Simon created the artwork on the cutterhead of the TBM Patyegarang



We’d like to know what you think...

We are committed to keeping you updated on our work activities in your area by sending weekly email updates, letterbox notifications, and knocking on your door to talk face to face. Please help us improve how we communicate with you by answering a few short questions in our survey by scanning the QR code.

Your feedback will help us understand what is working well and how we can improve.

Meet our TBMs – Barangaroo & Patyegarang

Our TBMs have been named after two remarkable Aboriginal women, Barangaroo and Patyegarang. Both women played culturally significant roles in the history of Sydney and its harbour.

Barangaroo was a fisherwoman who navigated Sydney Harbour in a traditional nawi (canoe). Patyegarang was a teacher and one of the first people to have taught an Aboriginal language to a non-Aboriginal person.

The TBM cutterheads feature artwork by Aboriginal artist, Taleena Simon, who created a design for Patyegarang which symbolically represents the journey along the path the TBMs will follow, highlighting the passing of Knowledge and connection to Country.



Taleena Simon's representation of Barangaroo



Taleena Simon's representation of Patyegarang

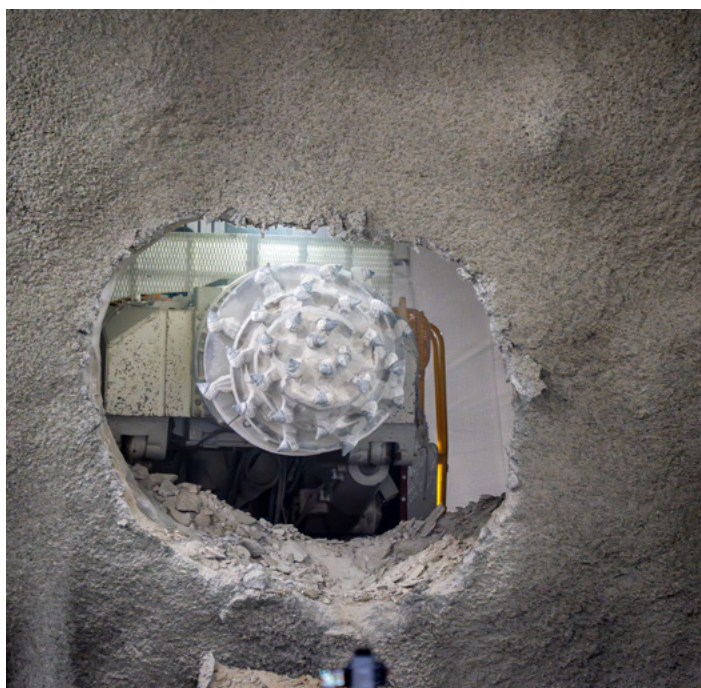
Western Harbour Tunnel, Mainline Tunnel Portal Breakthrough

A major milestone has been reached by the WHT and Warringah Freeway Upgrade (WU) projects, with the breakthrough of the mainline tunnel portal, marking the first physical connection between the new tunnel and Warringah Freeway.

This breakthrough highlights the progress of two of NSW's largest infrastructure projects and reflects our commitment to delivering safer, more efficient roads and preparing Sydney's transport network for the future.



For a detailed look at the mainline tunnel portal breakthrough, watch the video 'Western Harbour Tunnel, Mainline Tunnel Portal Breakthrough (March 2025)' here: nswroads.work/wht-videos



Western Harbour Tunnel, Mainline Tunnel Portal Breakthrough, March 2025.



Aerial photo of Warringah Freeway Upgrade and Western Harbour Tunnel work areas in Cammeray.

Miller Street southbound on ramp opens to streamline journeys

The new Miller Street southbound on ramp in Cammeray opened to traffic on 25 May.

The new on ramp lifts general traffic above a new dedicated citybound bus lane that, when completed, will provide a seamless, uninterrupted route for buses travelling into Sydney's CBD.

The opening of the on ramp is the first step towards unlocking one of the major objectives of the Warringah Freeway Upgrade (WFU), which is to streamline the freeway, making it safer, easier and more efficient for the people of Sydney to use.

Later this year, we will complete the next stage of this structure by opening the new Brook Street southbound on ramp, which will connect up into the Miller Street on ramp to form a single viaduct structure onto the freeway.



For a detailed look at how these connections will work once the WFU is complete, scan the QR code to find out more and watch the animation.



New Miller Street southbound on ramp, Cammeray, June 2025.

New High Street northbound on ramp girder installation complete

The new High Street northbound on ramp will eventually provide access to northbound Warringah Freeway lanes from North Sydney. The on ramp has an overall bridge deck length of 96.5 metres and comprises four spans. Construction of the on ramp began in 2023 and the last of 18 steel girders and box girders used in the span, weighing a total of 182 tonnes, were installed in May at night when lanes were closed to traffic.

Even though we will soon complete the new High Street on ramp, the ramp won't be opened for use until WHT has been completed. This is because the ramp runs north but connects into the freeway's 'reversible' lanes, which currently run southbound during the weekday morning peak. When WHT opens, the reversible lanes will become permanent northbound lanes, making it possible to then open the new High Street on ramp. Completing the ramp early also means we will not need to re-impact motorists to do the work at a later date.



High Street northbound on ramp girders being lifted into place over a weekend of night work in May 2025.

Falcon Street southbound bus on ramp progress continues

Falcon Street bridge was first built in 1969 and provides southbound access to and from both Sydney Harbour Bridge and Sydney Harbour Tunnel, and northbound access to Willoughby Road, Gore Hill Freeway and Lane Cove Tunnel. WFU is now also adding a new dedicated southbound bus ramp from the bridge. This new ramp will provide buses with a seamless entry onto the freeway at Neutral Bay, eliminating the need to merge with general traffic. With all its final girders installed in January 2025, the 101 metre-long bridge is planned to open later this year.

New landscaping takes shape

The WFU project has started landscaping in areas within the project where we have completed our work. Some of these plantings have been done earlier than originally planned so we can return the land to the community and have trees growing as soon as possible.

You can see some of these early plantings around High Street and Arthur Street in North Sydney and inside the freeway at Cammeray. We are continuing to care for these plantings to ensure they become well established. Right now, the plantings may look small and sparse, however, this has been intentionally done to give the plants the best opportunity to flourish and to provide room for future growth.

This early landscaping is being done according to the WFU PDLP, which was developed in consultation with North Sydney Council. The plan was reviewed by the NSW State Design Review Panel and was further refined by considering the feedback we received from you during the PDLP's public exhibition in June and July 2023. The landscaping covered by the WFU PDLP will continue until the end of the project completion, which is planned for late 2026.



Aerial photo of the Falcon Street southbound bus on ramp located on the eastern side of the freeway at Alfred Street North, Neutral Bay, June 2025.



Landscaping at High Street includes a selection of plume grass, blady grass, wattle mat rush, Australian bluebell and tussock grass.

Other important updates

Restoring green space – tree replacement update

Transport is committed to replacing the trees and vegetation that needed to be removed to build the WFU and WHT projects. This is a long-term project which we will be continually working on right through to the completion of WHT. As we begin to complete our work across the project areas and no longer need to disturb sections of land around the freeway, you will see us progressively restoring and revegetating these locations.

As the freeway has been widened and new structures and utilities added both above and below ground, there is less roadside planting space than before the projects began. To overcome this challenge, we are using two separate processes to replant trees:

1. The landscaping plans in each project's PDLP show how we will revegetate land within our construction footprints
2. A Tree Replacement Working Group, set up between the projects and North Sydney Council, is currently identifying additional opportunities for replanting within the North Sydney LGA beyond the project footprints. Through close collaboration with Council, we will work to achieve mutual greening goals and an improved tree canopy for North Sydney.

For more updates, please visit our Tree Replacement page at nswroads.work/wfu-treereplacement

Online Information Session – Tunnel Ventilation (July 2025)

We will be hosting an online information session on **30 July 2025** to help the community better understand **tunnel ventilation** – what it is, how it works and Australian industry guidelines. Technical experts will present and answer community questions.

More information about the session will be circulated soon, including time and how you can register to attend.

Community Action Plan

The *Community Action Plan, Western Harbour Tunnel Stage 2 (December 2024)*, outlines our approach to community and stakeholder engagement. The project is committed to developing a strategic and planned approach to stakeholder participation, managing and monitoring the participation process, achieving high levels of participation for negotiable issues and effectively addressing community concerns.



The updated Community Action Plan is publicly available on the project website through the following QR code.

Your feedback on the Community Action Plan is invited. Please email any feedback to whtbl@transport.nsw.gov.au

Contact us



Project Infoline **1800 931 189**



whtbl@transport.nsw.gov.au



Visit our website at
nswroads.work/wfuportal
nswroads.work/whtportal



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