

WestConnex is part of the Australian and NSW governments' vision for supporting Sydney's growing population and keeping our economy strong. The M4-M5 Link is the third stage of WestConnex. It will link the New M4 Motorway at Haberfield to the New M5 Motorway at St Peters, with additional connections to the Iron Cove Bridge and Rozelle Interchange.

Darley Road civil and tunnel site

This site would provide support for tunnelling as well as construction of the permanent Darley Road operations facility, including a water treatment plant and substation.

It would include temporary offices, a workshop and storage facilities, a lay down area, entry and exit points for construction traffic, a temporary

water treatment plant, sediment pond, workforce amenities and car parking.

Major construction activities that would take place at this site are outlined in Figure 2.

Roadheaders would be launched from this site and would excavate the temporary access tunnel and the mainline tunnels.

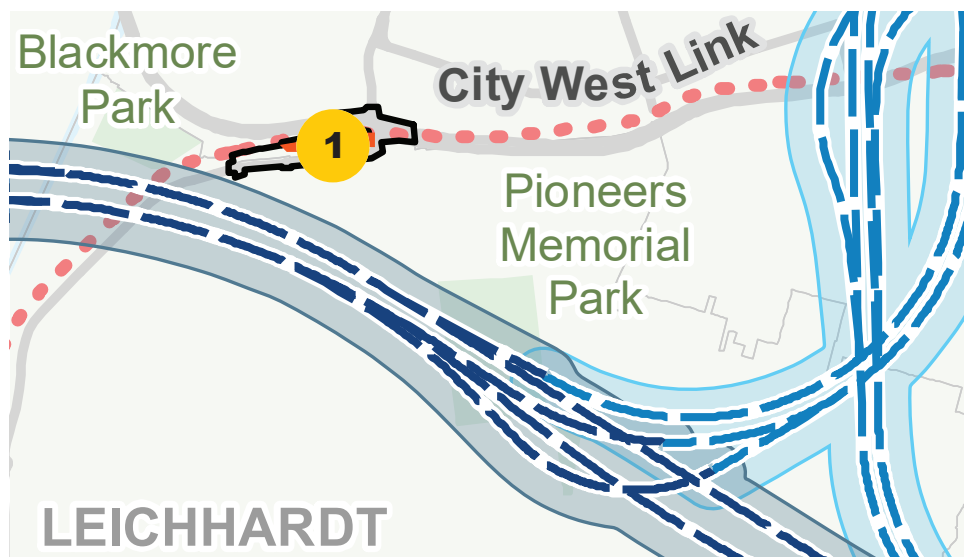


Figure 1. Darley Road civil and tunnel site location



Keeping you informed

We are committed to keeping you informed and will provide regular information on the M4-M5 Link through direct mail and email notifications, community updates, local papers and face-to-face activities.

You can also contact the WestConnex info line on **1800 660 248**, email info@westconnex.com.au or visit westconnex.com.au/m4-m5link for more information.

We speak your language



Need an interpreter? Call the Translating and Interpreting Service on **131 450**.

ARABIC

بحاجة إلى مترجم؟ اتصل بخدمة الترجمة الكتابية والترجمة الشفوية على الرقم **131450**.

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Australian Government

BUILDING OUR FUTURE



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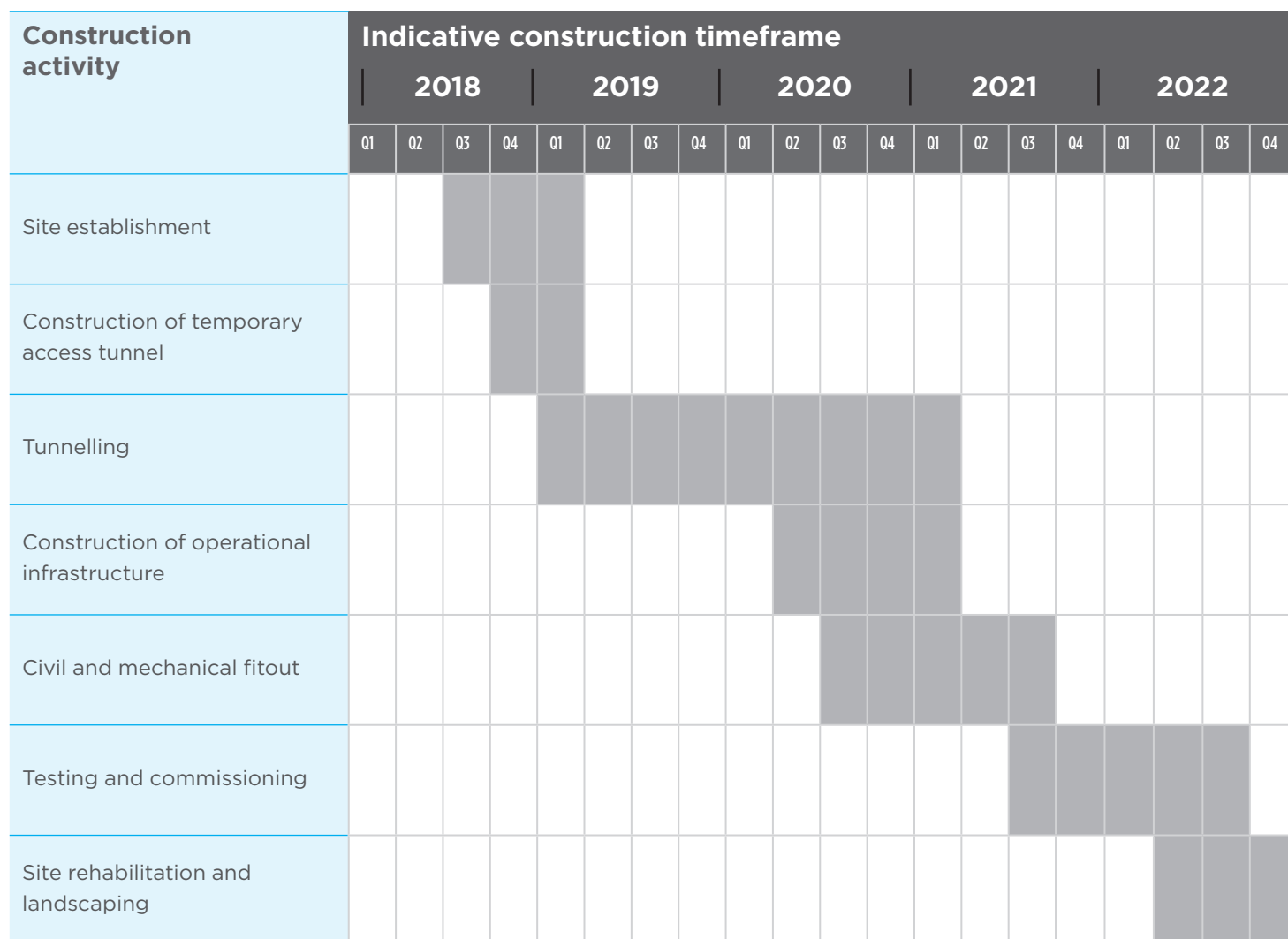


Figure 2. Darley Road civil and tunnel site indicative construction program

Access routes

It is anticipated that most construction traffic would enter the site from the southern (westbound) carriageway of Darley Road via new temporary driveways.

We are investigating alternative access arrangements for heavy vehicles to and from the Darley Road civil and tunnel site to minimise the impact to the local community and existing roads. Heavy vehicle access to and from the site could be via City West Link. Temporary access from City West Link to the site utilising the existing maintenance road adjacent to the light rail station with a temporary ramp connection back to City West Link could be constructed to optimise access. Alternative access arrangements would be assessed in the Preferred Infrastructure Report and/or in accordance with relevant conditions of approval, and would be documented in an Ancillary Facilities Management Plan.

Vehicle movements

Location	Daily vehicles (one way)		AM peak hour (7:30am - 8:30am)				PM peak hour (4:15pm - 5:15pm)			
	Heavy vehicles	Light vehicles	Heavy vehicles		Light vehicles		Heavy vehicles		Light vehicles	
Darley Road civil and tunnel site	100	70	Arrive 7	Depart 7	Arrive 10	Depart N/A	Arrive 7	Depart 7	Arrive N/A	Depart 70

Figure 3. Indicative construction vehicle movements at Darley Road civil and tunnel site

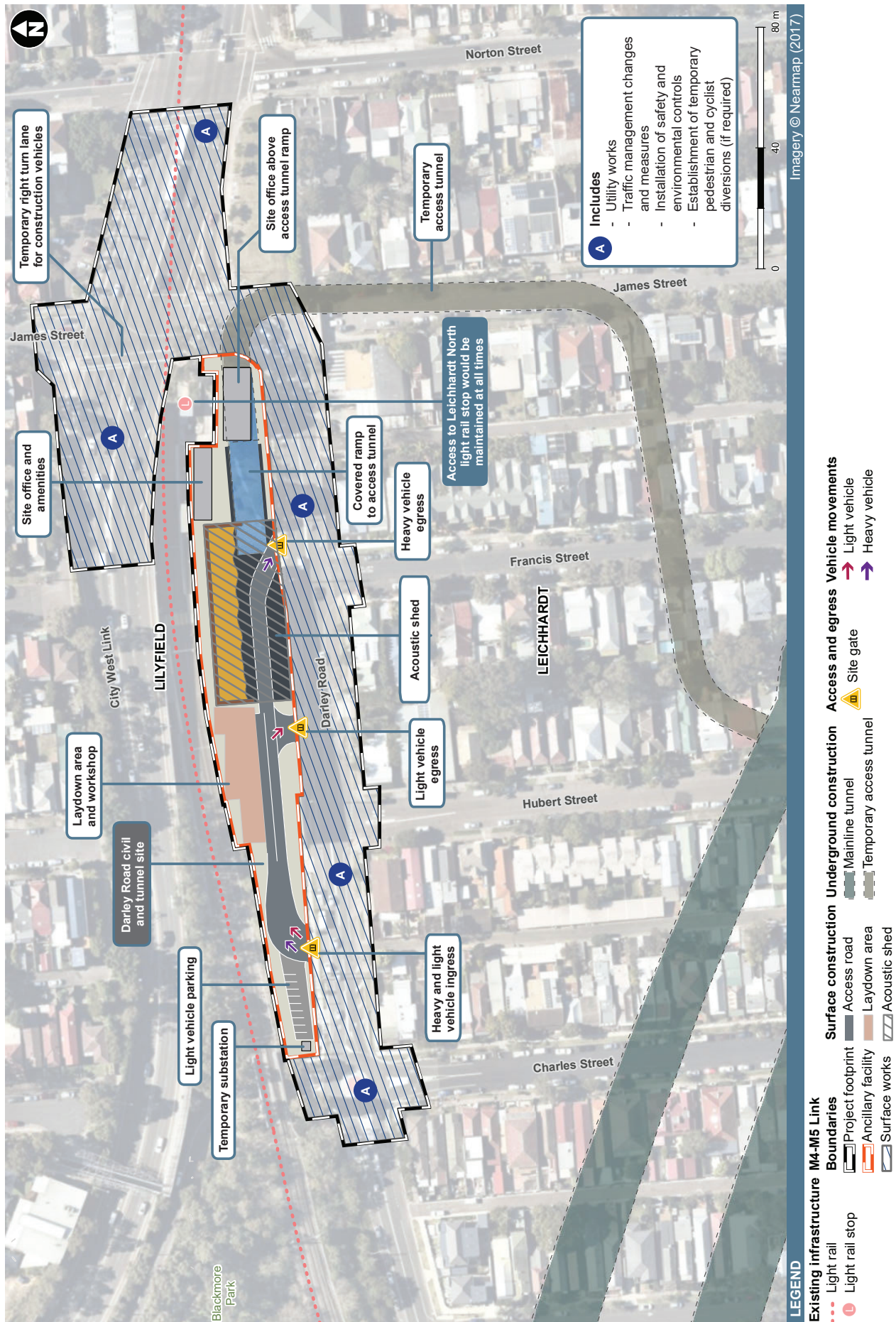


Figure 4. Indicative Darley Road civil and tunnel site layout

Standard hours of work

Surface works

Above-ground construction work would be carried out between the following standard construction hours:

- 7am to 6pm Monday to Friday
- 8am to 1pm Saturday
- Generally, no work on Sundays or public holidays
- Where work is required outside of these hours it would be conducted in accordance with conditions of approval and Environmental Protection Licence conditions.

Tunnelling work

Tunnelling work and support activities will take place up to 24 hours a day, seven days a week. Spoil removal from this site would only occur within standard construction hours, between 7am and 6pm Monday to Friday and between 8am and 1pm Saturday.

More information on tunnelling can be found in the M4-M5 Link - Tunnelling fact sheet at westconnex.com.au.

Traffic and local road changes

We expect some modifications to the road network or to pedestrian and cyclist facilities. Alternative routes and diversions would be determined by the appointed contractor in consultation with the council and community.

Vehicles

We would introduce a temporary right-hand turn lane to allow construction traffic to access Darley Road from City West Link.

Temporary diversions along Darley Road may be required during construction. One lane in each direction along Darley Road (between around Francis Street and Charles Street at Leichhardt) would generally be maintained, with temporary closures to one lane required for construction-vehicle access.

Kerbside parking along the northern (eastbound) carriageway of Darley Road between around Francis Street and Charles Street would be removed (around 20 spaces) during construction, and reinstated once construction is completed.

Pedestrians and cyclists

Temporary closure of the footpath on the northern side of Darley Road between Canal Road and Darley Road may be required.

There is a cycle route on Darley Road that connects to the Lilyfield Road commuter route via the City West Link and James Street intersection. No diversions would be required, but traffic management measures – such as a Traffic Controller stationed at the entry and exit driveways – could be implemented to manage interactions between construction vehicles, pedestrians and cyclists.

Minimising impacts on the community

We are working to minimise the impact of construction on the community, with most of the proposed work to occur underground. However, some work would need to occur on the surface to construct the entry and exits to the tunnels and to build tunnel support facilities.

The M4-M5 Link Environmental Impact Statement outlines in detail the measures to mitigate any potential construction impacts.

Minimising noise

To minimise noise impacts during construction, several mitigation measures will be in place. These include:

- Providing noise barriers and an acoustic shed to house tunnelling activity
- Undertaking noisy work during core work hours, where appropriate
- Ensuring all equipment is shut down when not in use and non-tonal reversing beepers used
- Ensuring there are periods where construction work is not scheduled to give residents respite.

Protecting property

To provide peace-of-mind to local residents and businesses, all properties within 50 metres of the outer edge of the underground tunnels will be offered a property condition survey before construction, with a follow-up survey (for the property) after construction. This will ensure there is a clear record of the property's condition before and after construction. In the unlikely event there is any damage attributed to the project it would be repaired at no cost to the property owner.

Future land use

An Urban Design and Landscape Plan (UDLP) would be prepared prior to the commencement of permanent built-surface-works and/or landscaping. It would identify and establish urban design and landscaping initiatives for the area. The UDLP would be prepared in consultation with stakeholders and the community.