

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.

Pyrmont Bridge Road tunnel site

To support the construction of the mainline tunnels, a mid-tunnel site would be established in Annandale on Parramatta Road, between Pyrmont Bridge Road and Mallett Street.

It would include temporary offices, a workshop and storage facilities, acoustic shed, a lay-down area, entry and exit points for construction traffic, a temporary water treatment plant, sediment pond, workforce amenities and car parking.

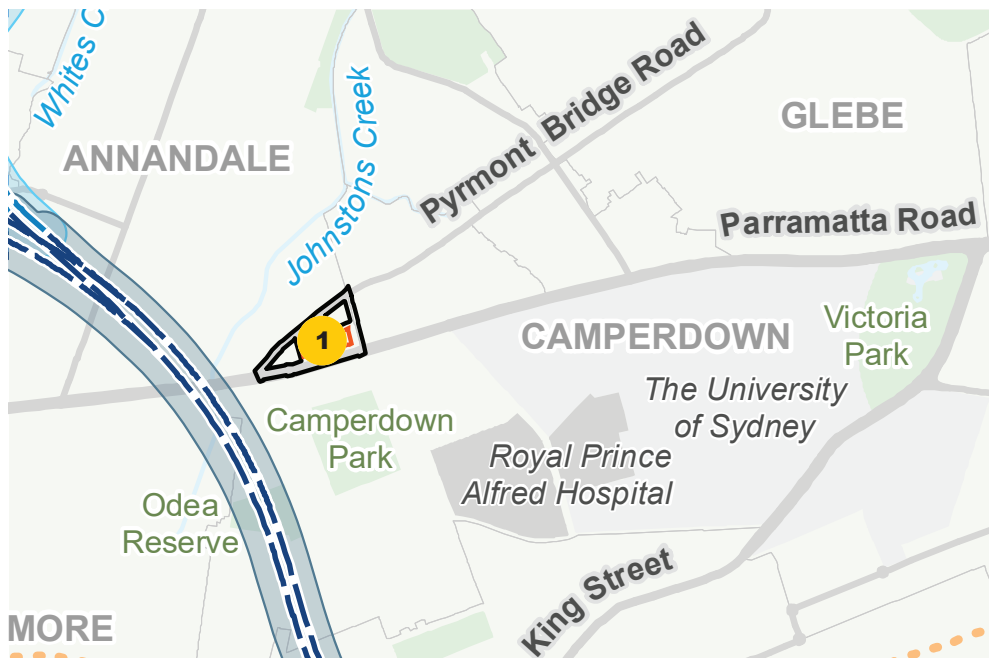


Figure 1. Pyrmont Bridge Road tunnel site location



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**.

CHINESE

如需 翻译, 请拨打翻译与口译热线**131 450**.

GREEK

Χρειάζεστε διερμηνέα; Καλέστε την Υπηρεσία Μεταφραστών και Διερμηνέων στο **131 450**.

VIETNAMESE

Cần thông dịch viên? Hãy điện thoại cho Dịch vụ Thông Phiên Dịch ở số **131 450**.

ITALIAN

Hai bisogno di un interprete? Chiama il servizio al numero **131 450**. d'interpretazione e traduzione



Australian Government

BUILDING OUR FUTURE



Key construction activities to be carried out at and supported by the Pyrmont Bridge Road tunnel site would include:

- Demolition of existing structures including buildings
- Utility treatments including protection and/or adjustment of existing utilities, removal of redundant utilities and installation of new utilities
- Permanent realignment of Bignell Lane
- Establishment of site offices, amenities and temporary construction hoarding
- Construction of an acoustic shed
- Construction of a temporary access tunnel, tunnel excavation, spoil handling and haulage
- Installation of mechanical and electrical services within the mainline tunnels and fitout of the tunnels with additional infrastructure (eg signage, lighting)
- Demobilisation including works to prepare the site for a future use in accordance with the Residual Land Management Plan.

Construction activity	Indicative construction timeframe																			
	2018				2019				2020				2021				2022			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Initial road works and traffic management																				
Site establishment and utility works																				
Construction of temporary access tunnel																				
Tunnelling																				
Civil and mechanical fitout																				
Testing and commissioning																				
Site rehabilitation																				

Figure 2. Indicative program for the Pyrmont Bridge Road tunnel site

Access routes

Heavy vehicle access to the site would be from the northern (eastbound) carriageway of Parramatta Road. Vehicles would enter via a new temporary driveway, travel in an anti-clockwise direction via an internal access road, and exit the site onto Pyrmont Bridge Road via a new temporary signalised intersection. Light vehicle entry and exit points would be from Pyrmont Bridge Road.

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	
Pyrmont Bridge Road tunnel site	133	70	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
			7	7	20	N/A	7	7	N/A	70

Figure 3. Indicative construction vehicle movements at Pyrmont Bridge Road tunnel site

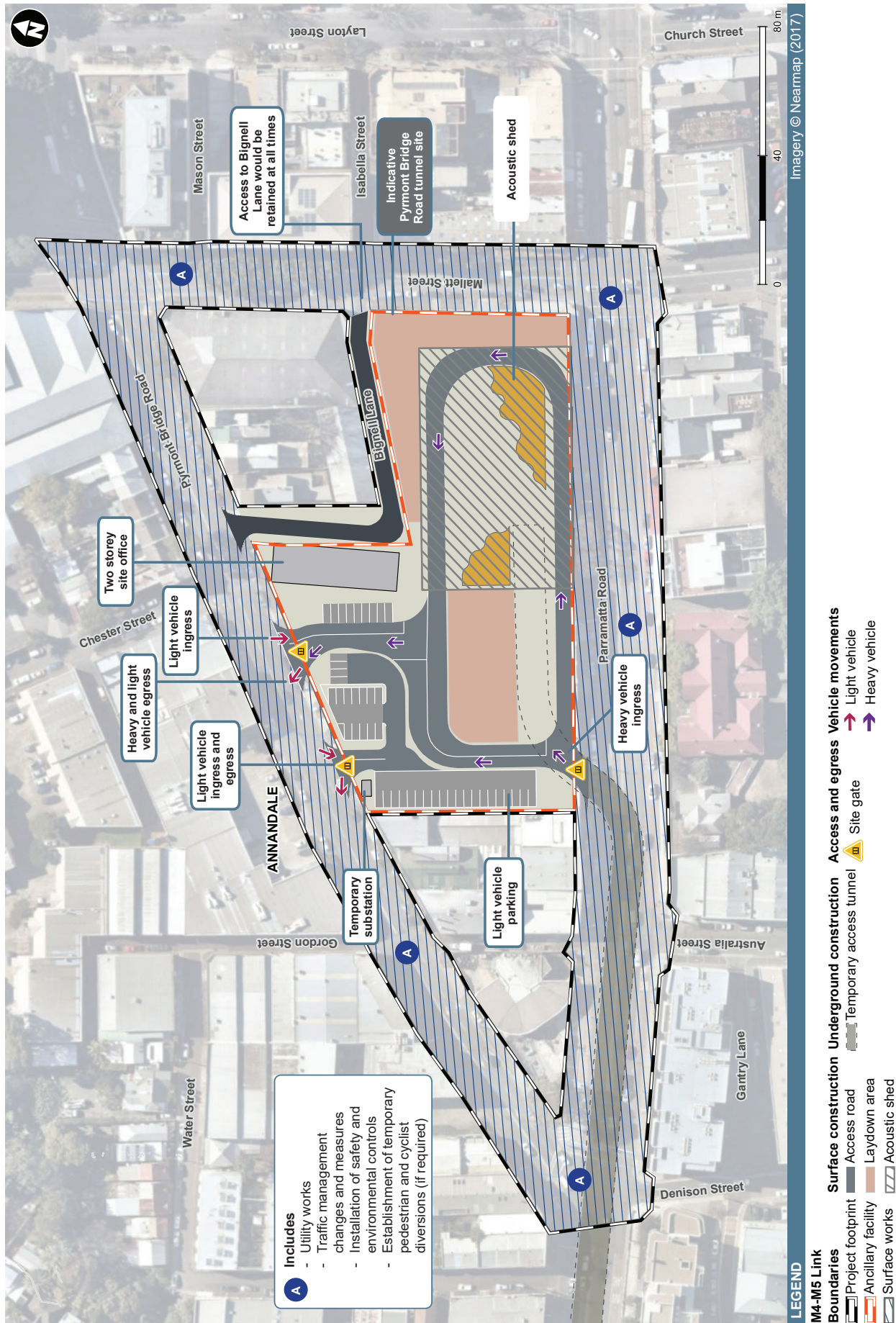


Figure 4. Indicative Pyrmont Bridge Road tunnel site layout

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, including transporting excavated material, will take place up to 24 hours a day, seven days a week.

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 minimal modifications to the road network or pedestrian and cyclist facilities in this area. Alternative routes and diversions would be determined by the contractor in consultation with the council and community.

There would be a short-term, temporary closure of Bignell Lane while work to realign the road takes place. Rear-access to properties along Bignell Lane would be maintained throughout the construction period.

During construction, there would be temporary diversions for pedestrian and cyclists around the heavy vehicle entry and exit points along Parramatta Road and Pyrmont Bridge Road. Traffic management measures would be implemented at the entry and exit points on Parramatta Road.

Access routes

Heavy vehicle access to the site would be from the northern (eastbound) carriageway of Parramatta Road. Vehicles would enter via a new temporary driveway, travel in an anti-clockwise direction via an internal access road, and exit the site onto Pyrmont Bridge Road via a new temporary signalised intersection. Light vehicle entry and exit points would be from Pyrmont Bridge Road.

Minimising impacts on the community

WestConnex is 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. WestConnex would work directly with affected residents to minimise any impact.

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 standard 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

The site is located within the 'Camperdown Precinct' of the Parramatta Road Urban Transformation Strategy prepared by UrbanGrowthNSW. This strategy proposes long-term use of this site for businesses and enterprises that would complement the emerging biomedical hub in conjunction with the nearby Royal Prince Alfred Hospital and University of Sydney.



Example of a WestConnex tunnel site