



Tunnelling update - Stanmore, Camperdown and Newtown

The M4-M5 Link Tunnels team started tunnelling from the Pyrmont Bridge Road tunnel site in May 2019 and work will continue in the Camperdown and Newtown areas throughout August 2020.

What we're doing

In **August 2020** excavation of the mainline tunnels will continue in Camperdown and into Newtown. Excavation of the top of the tunnel (heading) will progress under Probert and Chelmsford Street, Camperdown towards Bishopgate Street, Newtown, with excavation of the bottom half of the tunnel (benching) taking place in the vicinity of O'Dea Reserve and Salisbury Road, Camperdown.

A map showing the approximate location and progress of tunnelling activity throughout August is provided overleaf.

Tunnelling activities will be **undertaken 24 hours a day, seven days a week.**

The tunnel is being excavated in several stages:

- **Stage 1** - excavating the top of the tunnel and cross passages, called the heading, and the installation of support including large steel bolts into the rock and sprayed on concrete
- **Stage 2** - excavation of the lower half of the tunnel, called benching
- **Stage 3** - excavation of drainage channels using sawcutters and jackhammers.

The tunnel is excavated using machines called roadheaders (Stage 1 and 2). After the completion of the benching, drainage channels are dug using a trenching machine and jackhammers (Stage 3).

The excavated dirt and rock, called spoil, will be removed using trucks with trailers from the Pyrmont Bridge Road site. Spoil trucks will enter the site via Parramatta Road and exit via Pyrmont Bridge Road, Camperdown.

When

Throughout August 2020

Hours of operation

24 hours a day, 7 days a week

Where

In the vicinity of Probert Street, Chelmsford Street, Cardigan Street, Salisbury Road and St Mary's Street, Camperdown and Newtown.

For more information please call the Community Relations team on 1800 660 248 or email your enquiry to info@m4-m5linktunnels.com.au

We speak your language



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

Notification No.MT219



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How this affects you

Each individual's experience of tunnelling may vary due to a range of local conditions and variables. Vibration and noise levels experienced depend on ground conditions, building types, existing background noise levels and the materials used to build your property. It also depends on how far away you are from the tunnel. In some instances, you may experience the following:

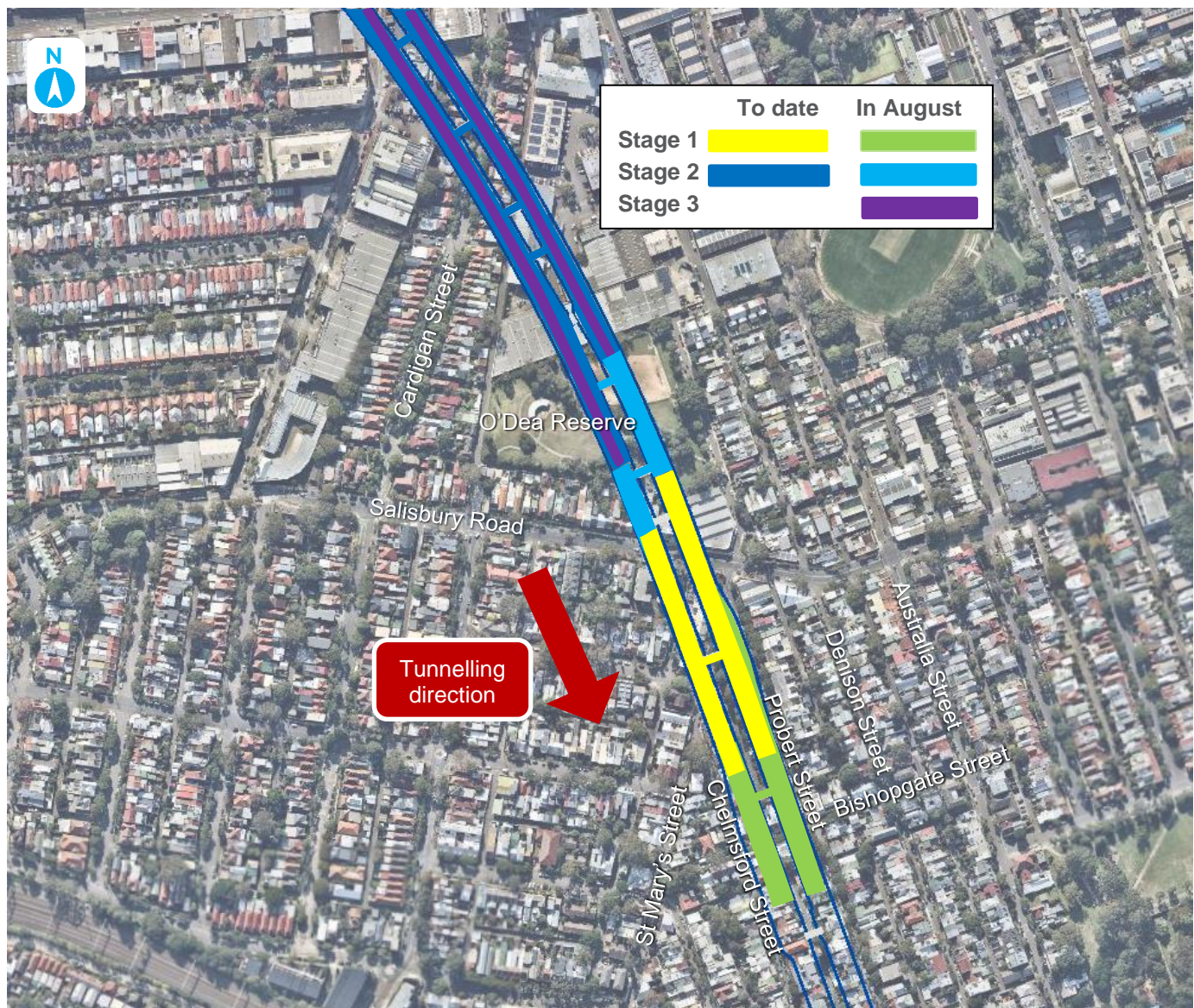
- Ground borne noise – this is created when vibration from tunnel excavation travels through the ground and causes a building's flat surface to vibrate, occasionally creating an audible 'rumbling' noise
- Vibration – at times you may feel some vibration, however, the predicted levels are as expected and not high enough to cause damage to the property.

Once the tunnel is complete, you will not hear or feel any vibration from vehicles using the operational motorway.

To understand the location of the M4-M5 Link Tunnels, or for further information regarding the sequence/ process, please visit the interactive tunnelling tool at <https://stage3a.anzgeo.com/> or refer to our tunnelling fact sheet, available in the document library on the WestConnex website.

If you have an enquiry or complaint about this work, please contact the M4-M5 Link Tunnels team on toll free 1800 660 248, email info@m4-m5linktunnels.com.au or write to PO Box 63, Mascot, NSW 1460.

Location and progress of tunnelling activities



Map data © 2018 Google