Tunnelling - Pyrmont Bridge Road site

The M4-M5 Link Tunnels team will begin excavating a temporary access tunnel from the Pyrmont Bridge Road site from late May 2019. A specialised tunnelling machine called a roadheader will be used to excavate ground underneath Parramatta Road heading towards Mcdonalds Stanmore, where it intersects with the future mainline tunnels. Ten roadheaders will eventually be launched from the Pyrmont Bridge Road site.

What we're doing

From late May 2019 tunnelling will start underneath Parramatta Road and is expected to pass in front of residential properties by late June. Residents will be provided with further notification prior to tunnelling taking place in the vicinity of your property.

The temporary access tunnel will be used as a midway access point for construction of the mainline tunnels. The access tunnel will be backfilled and returned to Roads and Maritime at the end of the project in early 2023.

Tunnelling activities will be carried out 24 hours a day, seven days a week. Acoustic barriers will be installed at the top of the access ramp to minimise noise impacts until the acoustic shed is complete in the coming months.

The temporary access tunnel is located underneath the middle of Parramatta Road and is positioned in good quality Hawkesbury sandstone rock. The location of the temporary access tunnel is shown in the map provided over the page.

The excavated dirt and rock, called spoil, will be removed using trucks with trailers via the approved haulage route. This route permits trucks to enter the site from Parramatta Road and exit left onto Pyrmont Bridge Road towards Parramatta Road.

The tunnel will be excavated in three main stages.

- Stage 1 - excavating the top of the tunnel and installing structural support including spraying a concrete lining and inserting large bolts into the rock
- Stage 2 - excavation of the lower half of the tunnel, called benching
- Stage 3 - excavation of drainage channels, and small passages between the two tunnels called cross passages.
How this affects you

Each individual 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 not high enough to cause damage to the property.

Once the tunnel is complete, you are unlikely to hear or feel any vibration from vehicles using the 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 about this work, please contact the M4-M5 Link Tunnels team on toll free 1800 660 248 or email info@m4-m5linktunnels.com.au

**Location and progress of tunnelling activities**

![Map data © 2018 Google](image_url)