

6 Construction work

This chapter describes the approach proposed for construction of the project, indicative timing for construction, as well as ancillary construction facilities, workforce, construction works hours. It also outlines noise and traffic management measures, as well as anticipated waste generation and resources required for construction of the project.

The construction works described in this chapter are based on the construction methodologies required to construct the project, as described in **Chapter 5** (Project description). The construction methodology as described in this chapter may be refined during the detailed design phase of the project and / or in response to submissions received during the exhibition of the environmental impact statement (EIS) to minimise environmental impacts.

Detailed construction planning would be carried out prior to the commencement of construction and would be detailed in a construction environmental management plan(s) for the project.

Table 6-1 sets out the Secretary's Environmental Assessment Requirements (SEARs) as they relate to the construction of the project, and where in the environmental impact statement (EIS) these have been addressed.

Table 6-1 SEARs – construction work

SEAR	Where addressed
A detailed description of the proposal, including: Location and operational requirements of construction ancillary facilities and access.	Construction ancillary facilities are detailed in Section 6.5.3 . Construction traffic management and access is discussed in Section 6.6 . Additional information regarding construction access is provided in Chapter 9 (Traffic and Transport).

6.1 Construction strategy

The construction strategy for the project focuses on balancing the need for construction to occur in a safe and efficient manner while managing constructability constraints and minimising impacts on local communities, the environment, users of the M5 East Motorway and the surrounding road network.

Prior to the commencement of construction, more detailed construction planning would be undertaken. General principles of the construction strategy are as follows:

- Minimise the length of the construction period
- Make construction staging as safe and efficient as possible, providing a simplified construction process, where practical
- Where possible, locate temporary construction facilities where permanent works are proposed
- Design and plan efficient construction compound layouts which ensure the safety of project staff and the public
- Achieve safe, efficient and convenient access for construction vehicles, plant and equipment along the length of the project and to and from public roads while at the same time minimising impacts to the local road network by using State, regional and arterial roads where possible for heavy vehicle construction traffic
- Consider impacts of the project on road users, the effect on urban amenity and the suitability of local road pavements
- Manage risks to existing infrastructure including roads, railways, utilities and services

- Minimise disruptions to traffic on the existing road network, through construction staging and night works to allow for safe construction while maintaining vehicle movements and minimising impacts to amenity
- Manage community and environmental issues including noise, access, amenity and general disruption.

It is recognised that the construction program and delivery of the project is influenced by the complexity and size of the project, particularly the interfaces between construction of the main alignment tunnels and surface infrastructure, including the western surface works, St Peters interchange, local road upgrades and operational ancillary infrastructure. Developing and maintaining a coordinated project, but separating the delivery of the main alignment tunnels and surface infrastructure as far as practical would reduce the overall duration of construction and minimises the potential for delays to the construction program.

This would be achieved by:

- Establishing construction compounds which would specifically provide tunnelling support, which would be separate from construction compounds that specifically provide support for construction of surface infrastructure. This would deliver:
 - Efficiency in the construction of the main alignment tunnels and surface construction
 - Reduced management effort to deliver the works
 - Fewer levels of staging and less complexity
 - Reduced interfaces between work activities, thereby improving safety
 - Minimising the risk of one activity impacting others, reducing the overall project delivery timeline and associated risks.
- As far as possible, separating construction works into independent packages that can be undertaken at the same time across the project, minimising the overall construction timeframe.

6.2 Construction program

Subject to environmental planning approval, construction of the New M5 is planned to commence in the mid 2016, with completion of construction in the last quarter of 2019. The total period of construction works is expected to be around three and a half years. The indicative construction program is shown in **Table 6-2**.

Table 6-2 Indicative construction program

Construction activity	Indicative construction timeframe															
	2016				2017				2018				2019			
Site establishment and establishment of construction compounds																
Landfill closure works																
Construction of western surface works																
Tunnel construction																
Construction of St Peters interchange																
Portal construction																
Construction of local road upgrades																
Construction of permanent operational facilities*																
Mechanical and electrical fit-out																
Establishment of tolling facilities																
Demobilisation and rehabilitation																

*Permanent operational facilities include the motorway operations complexes, ventilation facilities and emergency smoke extractions/ fresh air supply facilities,

6.3 Construction footprint

The total area required for construction of the project, including construction compounds is referred to as the 'construction footprint'. The construction footprint would be about 139 hectares, comprising about 55 hectares below ground and 84 hectares at the surface. The indicative construction footprint for the project is shown on **Figure 6-1** to **Figure 6-4**. A summary of the parcels of land that would be temporarily or permanently occupied by the project are provided in **Table 6-3**

Table 6-3 Indicative summary of the parcels of land that would be temporarily or permanently occupied by the project

Description		Temporary*	Permanent
Extent of acquisition	Full	63	251
	Partial	52	113
	Total	115	364
Ownership	Roads and Maritime	51	218
	Other NSW government agencies	6	10
	Local Government	51	28
	Private	7	102
	Utility Providers	0	6
Land use	Commercial / industrial	11	68
	Residential	0	86
	Recreational / road reserve* / drainage	104	210

* Where land affected by construction is not required for the ongoing operation of the New M5, it would be rehabilitated and made available for potential sale and/ or redevelopment for a permissible use.

The construction footprint would require the clearance of about 3.31 hectares of native vegetation and 7.45 hectares of urban native and exotic vegetation (refer to **Chapter 21** (Biodiversity) for more information).

The construction footprint generally aligns with the operational footprint (refer to **Section 5.3** and **Figure 5-2** to **Figure 5-8**), with the location of operational ancillary facilities being used to support construction work. Some additional areas would be required during construction only, to facilitate construction work.

Construction activities required for the project can be grouped into the following distinct areas:

- Underground tunnelling and tunnel construction activities
- The western surface works, including:
 - Construction of the M5 East Motorway integration works
 - Construction activities associated with the Kingsgrove North construction compound (C1), the Kingsgrove South construction compound (C2) and the Commercial Road construction compound (C3)
 - Construction of the Kingsgrove motorway operations complex (MOC1)
- Kingsgrove Road surface works, including the installation of tolling infrastructure on the M5 East Motorway
- Bexley Road surface works, including:
 - Construction activities associated with the Bexley Road North construction compound (C4), the Bexley Road South construction compound (C5) and the Bexley Road East construction compound (C6)
 - Construction of the Bexley Road South motorway operations complex (MOC2)
- Arncliffe surface works, including:
 - Construction activities associated with the Arncliffe construction compound (C7)

- Construction of the Arncliffe motorway operations complex (MOC3)
- St Peters interchange and local road upgrade surface works, including:
 - Construction of the St Peters interchange
 - Construction activities associated with the Canal Road construction compound (C8), the Campbell Road construction compound (C9), the Landfill Closure construction compound (C10), the Burrows Road construction compound (C11), the Campbell Road bridge construction compound (C12), the Gardeners Road bridge construction compound (C13) and the Sydney Park construction compound (C14)
 - Construction of the St Peters motorway operations complex (MOC4) and the Burrows Road motorway operations complex (MOC5)
 - Construction of local road upgrade works.

Fourteen construction compounds would be required to facilitate construction of the project (refer to **Section 6.5.3**). A summary of the area of each construction compound, and properties that would be acquired is summarised in **Table 6-4**. Additional information about land acquisition is provided in **Chapter 13** (Land use and property).

Table 6-4 Construction compound areas and property acquisition summary

Construction compound	Area of construction compound (ha)	Number of properties to be temporarily occupied for construction	Number of properties to be permanently acquired
Kingsgrove North (C1) construction compound	2.43	9 properties (31 parcels of land)	2 properties (18 land parcels)
Kingsgrove South (C2) construction compound	3.31	0 properties (0 parcels of land)	1 property (20 parcels of land)
Commercial Road (C3) construction compound	0.59	2 properties (3 parcels of land)	0 properties (0 parcels of land)
Bexley Road North (C4) construction compound	0.43	1 property (16 parcels of land)	0 properties (0 parcels of land)
Bexley Road South (C5) construction compound	0.48	0 properties (0 parcels of land)	1 property (6 parcels of land)
Bexley Road East (C6) construction compound	0.58	1 property (8 parcels of land)	0 properties (0 parcels of land)
Arncliffe (C7) construction compound	8.27	3 properties (3 parcels of land)	3 properties (3 parcels of land)
Canal Road (C8) construction compound	2.54	0 properties (0 parcels of land)	3 properties (3 parcels of land)
Campbell Road (C9) construction compound	4.62	0 properties (0 parcels of land)	12 properties (23 parcels of land)
Landfill closure (C10) construction compound	0.16	0 properties (0 parcels of land)	1 property (1 parcel of land)
Burrows Road (C11) construction compound	0.70	0 properties (0 parcels of land)	1 property (2 parcels of land)
Alexandra Canal bridge (C12) construction compound	0.33	0 properties (0 parcels of land)	1 property (1 parcel of land)
Gardeners Road bridge (C13) construction compound	0.82	0 properties (0 parcels of land)	1 property (1 parcel of land)
Sydney Park (C14) construction compound	0.52	1 property (3 parcels of land)	0 properties (0 parcels of land)



Figure 6-1 Project construction footprint - map 1

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Figure 6-2 Project construction footprint - map 2

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Figure 6-3 Project construction footprint - map 3

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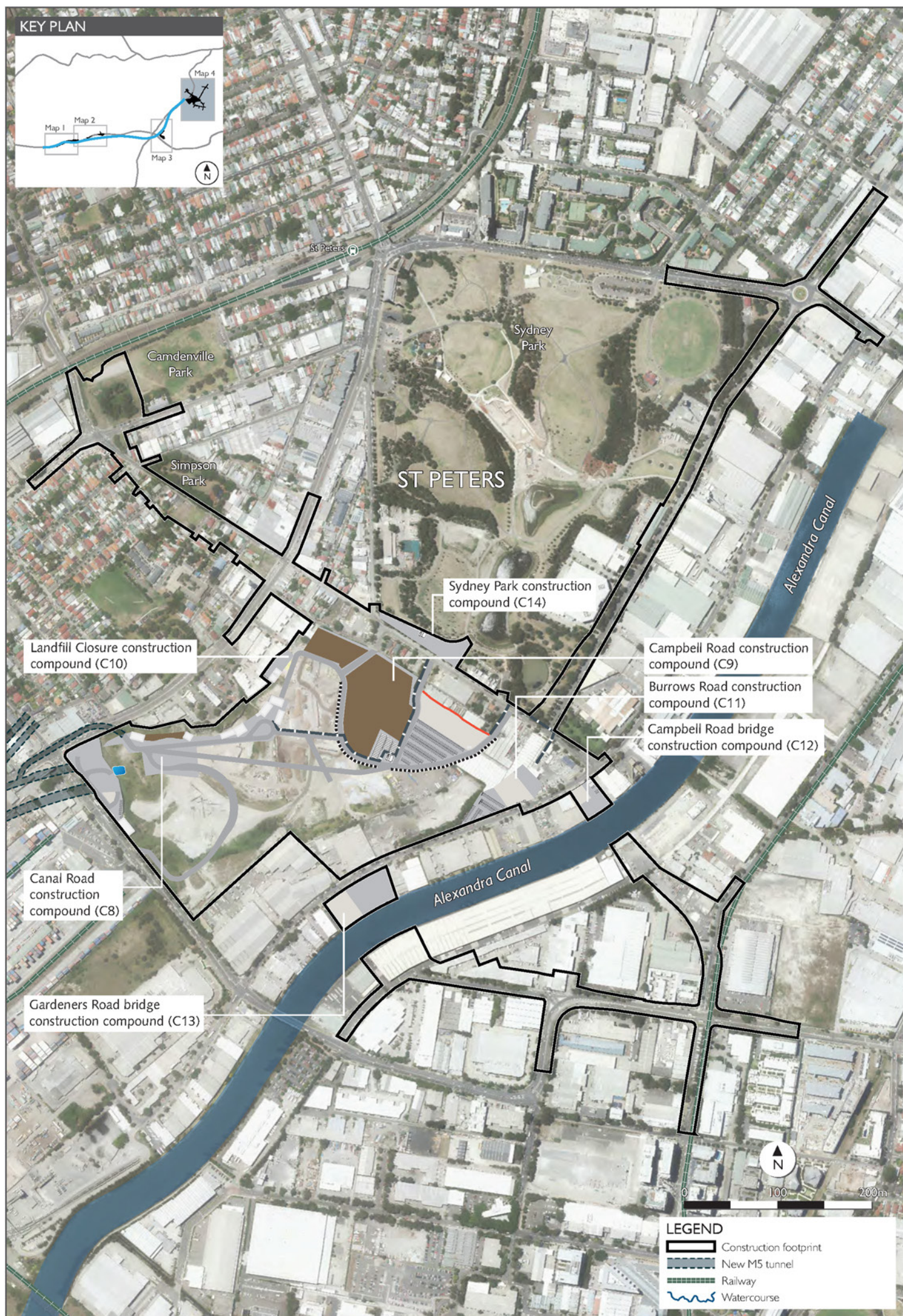


Figure 6-4 Project construction footprint - map 4

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6.4 Construction methodology

The construction methodology for the project would include site establishment and establishment of construction compounds, closure of the Alexandria Landfill, tunnelling activities, and surface civil, road and building works. An overview of the construction works for the project is provided in **Table 6-5**.

Table 6-5 Overview of construction works

Component	Typical activities
Construction set-up and preparatory works	
Site establishment and establishment of construction compounds	• Demolition of existing buildings • Establishment of construction compound fencing and hoardings • Vegetation clearance • Installation of sediment and erosion control measures • Installation of site offices and crib rooms • Construction of hardstands • Construction of access roads, site entry and exit points and security • Set up of spoil sheds and support equipment as required • Set up of construction monitoring equipment • Construction traffic works, including • Relocation of utilities.
Alexandria Landfill closure	
Landfill closure works	• Construction of access roads, site entry and exit points and enabling works • Foundation preparatory works • Bulk earthworks (St Peters interchange cut to fill) • Bulk earthworks (imported fill and engineered fill) • Cut foundation treatment • Capping installation • Establishment of leachate collection, treatment pumping station • Construction and establishment of groundwater seepage cut-off wall • Landscaping.
Tunnel construction and fit out	
Tunnel construction	• Construction of shafts and / or declines • Installation and operation of roadheaders • Spoil stockpiling and removal • Controlled blasting of the bench and cross passages • Controlled blasting and / or rockbreaking of the main alignment tunnels and cross passages • Installation of shotcrete lining • Installation of waterproof membrane, where required • Installation of final lining and architectural treatments • Construction of the concrete floor • Installation of drainage and utility infrastructure • Final finishes and line marking.
Portal construction	• Construction of the cut and cover structures • Bulk excavation with the cut and cover and the dive structure • Spoil stockpiling and removal • Installation of the drainage and utility infrastructure • Installation of road base, lighting, new jersey barriers • Final asphalt layer installed • Sign installation and construction of the toll gantries • Linemarking, traffic switches to tie in with existing road network landscaping and noise walls.

Component	Typical activities
Mechanical and electrical systems	• Installation of fire and life safety systems, tunnel ventilation facilities, operational tunnel lighting, signage, power reticulation through the tunnel, communication systems, and control and operational management control systems and infrastructure • Commissioning of mechanical and electrical systems, including emergency procedures.
Surface works – roads	
Local road upgrades	• Removal of existing road pavements, as required • Installation of the drainage and utility infrastructure • Installation of road base, lighting, kerb and guttering, verges, medians, and new jersey barriers • Earthworks and excavation • Spoil stockpiling and removal • Installation of final asphaltting layer • Sign installation and street lighting • Line-marking, traffic switches to tie in with existing road network landscaping.
St Peters interchange construction	• Bulk excavation and material disposal • Foundation works to pavements including piling • Structural and flexible pavement construction to St Peters interchange • Construction of the St Peters interchange bridges • Construction of the Campbell Road pedestrian and cycle bridge • Construction of bridges over Alexandra Canal • Construction of retaining walls and landscaping.
Surface works – operational infrastructure	
Tolling facilities construction	• Construction of toll gantries • Construction of technical shelters • Installation of communications and power • Commissioning of toll operations.
Operational facilities construction	• Construction of ventilation system facilities, including emergency smoke extraction facilities • Construction of the motorway control centre and backup facility • Construction of permanent access roads to operational facilities • Construction of drainage and water treatment facilities, including water treatment plant • Construction of motorway operations complexes • Establishment of noise barriers • Installation of roadside furniture and lighting.
Commissioning and demobilisation	
Testing and commissioning	• Testing of plant and equipment • Commissioning of the project.
Finishing work and demobilisation	• Removal of construction facilities • Landscaping • Rehabilitation of affected areas • Post-construction condition surveys • Removal of construction environmental controls • Removal of construction ancillary facility related traffic signage.

6.5 Construction activities

Key activities to be undertaken as part of the construction of the project would include:

- Site establishment and establishment of construction compounds
- Construction traffic works
- The use of temporary construction compounds to facilitate construction
- Tunnelling activities, including tunnel excavation, civil finishing works and fit-out
- Other bulk earthworks for construction of cut and cover structures, surface road works and the closure of the Alexandria Landfill
- Closure of the Alexandria Landfill, including bulk earthworks, landfill capping, leachate and groundwater management systems and a gas collection and management system
- Construction of permanent operational infrastructure, including a maintenance facility, ventilation and emergency smoke extraction/ air injection facilities, substations, operational water treatment plan and a New M5 motorway control centre
- Construction of new and upgrades/ modifications to existing bridges
- Construction of new, and modifications to existing drainage and water management infrastructure
- Road pavement works (surface and tunnel)
- Finishing works.

More information about the main components of these construction activities are provided in **Section 6.5.1** to **Section 6.5.11**.

6.5.1 Site establishment and establishment of construction compounds

Site establishment works would facilitate key construction activities and would be required to enable the use of construction compounds. Site establishment works would include:

- Establishment of construction compound fencing and hoarding
- Vegetation clearance
- Construction of hardstands
- Installation of sediment and erosion control measures
- Installation of site offices and crib rooms
- Construction of access roads and security
- Set up of spoil sheds and support equipment
- Set up of construction monitoring equipment.
- Relocation of utilities

6.5.2 Construction traffic works

In order to facilitate access during construction, temporary changes to traffic movements would be required. These changes would include an intersection on Campbell Road to allow southbound traffic to turn into the St Peters interchange site and vehicle access to and from the Arncliffe construction compound (C7) to Marsh Street.

The intersection would include:

- New right-hand turn lanes on Campbell Road (eastbound) to provide access for a possible future M4-M5 Link construction works in the St Peters interchange site
- Upgrade to a signalised intersection.

Vehicle access to and from the Arncliffe construction compound (C7) would be from the Marsh Street / Flora Street intersection. A modification to the layout and traffic signals at the Marsh Street / Flora Street intersection would be required to accommodate the access to the Arncliffe construction compound (C7). As part of the proposed Marsh Street widening, which forms part of the Airport West Precinct project being undertaken by Roads and Maritime, a temporary right turn storage lane of about 25 metres with a 20 metre taper would be provided on the Marsh Street western approach to accommodate access for the construction of that project. Further to planning approval of the New M5 project, this temporary access would be maintained for the Arncliffe construction compound, and for the Arncliffe motorway operations complex.

Construction traffic works would be undertaken as part of site establishment and establishment of construction compounds.

6.5.3 Temporary construction compounds

Fourteen temporary construction compounds would be required to support the construction of the project. The compounds would be used for a mix of civil infrastructure construction, tunnelling support and administrative purposes, as summarised in **Table 6-6** and described in more detail in the following sections.

The temporary construction compounds are shown relative to the project's construction footprint in **Figure 6-1** to **Figure 6-4** and are shown in overview in **Figure 6-5**.

Table 6-6 Summary of temporary construction compounds

Construction compound	Compound purpose		Compound activities							
	Civil and surface works	Tunnelling support	Site offices	Staff amenities	Parking	Laydown area	Spoil management	Workshop and maintenance	Tunnelling launch and support	Construction water treatment plant
Kingsgrove North (C1)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Kingsgrove South (C2)	✓		✓	✓	✓	✓	✓	✓		
Commercial Road (C3)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bexley Road North (C4)	✓	✓		✓		✓	✓	✓	✓	
Bexley Road South (C5)	✓	✓		✓	✓	✓	✓	✓	✓	✓
Bexley Road East (C6)	✓	✓	✓	✓	✓	✓				
Arncliffe (C7)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Canal Road (C8)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Campbell Road (C9)	✓		✓	✓	✓	✓	✓			
Landfill Closure (C10)	✓		✓	✓	✓	✓	✓			
Burrows Road (C11)	✓		✓		✓	✓	✓			
Campbell Road bridge (C12)	✓			✓	✓	✓				
Gardeners Road bridge (C13)	✓		✓	✓	✓	✓	✓			
Sydney Park (C14)	✓			✓		✓				

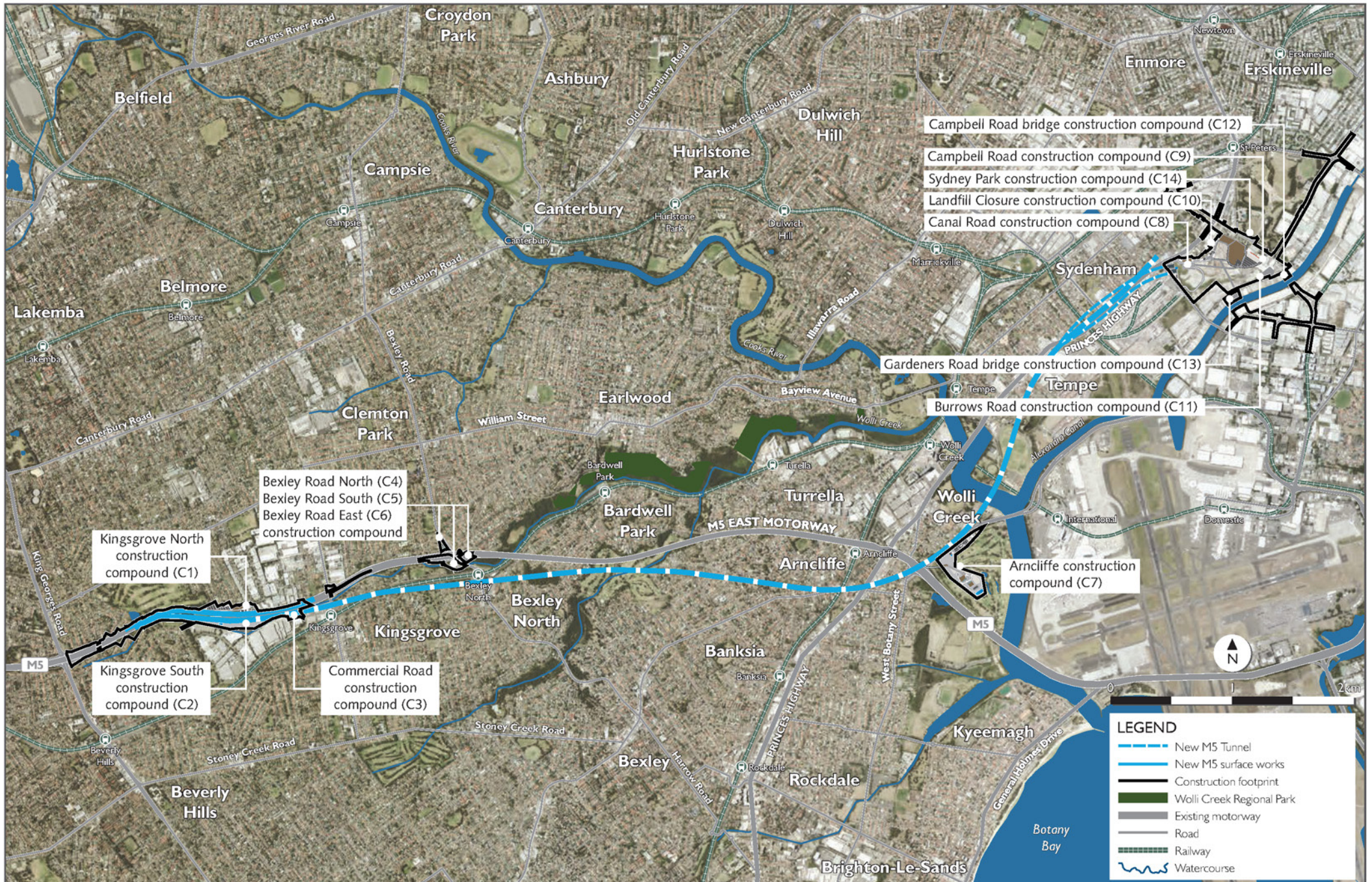


Figure 6-5 Overview of construction compounds

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Kingsgrove North construction compound (C1)

The Kingsgrove North construction compound (C1) would be located on the northern side of the existing M5 East Motorway between Canterbury Golf Course and Garema Circuit, Kingsgrove. The Kingsgrove North construction compound site is largely located within Beverly Grove Park, an area of open space currently used for public recreation.

The location of the construction compound and an indicative layout for the site is shown in **Figure 6-6**.

The Kingsgrove North construction compound would service the construction of the western surface works and would support tunnelling construction. The site would be broadly divided, with civil construction support activities (western surface works) conducted in the western portion of the site and tunnelling support activities in the eastern portion.

Key construction activities carried out at the Kingsgrove North construction compound would include:

- Temporary realignment of the shared path through Beverly Grove Park
- Demolition of existing structures, including buildings and noise barriers
- Establishment of site offices, amenities and temporary infrastructure including noise barriers
- Temporary stockpiling of fill and pavement materials as well as materials generated from excavation activities prior to off-site removal
- Construction of the cut and cover structure at the eastbound main alignment tunnel entry portal, including piling, concrete works, excavation of dive structures and installation of a precast concrete roof
- Construction and sinking of a shaft for tunnelling works and assembly of an acoustic shed
- Excavation of the eastbound main alignment tunnel using a roadheader and associated construction activities, including temporary stockpiling of material and spoil haulage
- Excavation of benches and cross passages by drilling and controlled blasting
- Civil tunnel fit-out works (which would include pavement and drainage works) and mechanical and electrical installation
- Laydown and storage of materials, including precast concrete
- Delivery of materials, plant and equipment
- Demobilisation.

Vehicle access (light and heavy) to and from the Kingsgrove North construction compound would be via Garema Circuit, Kingsgrove and via the M5 East Motorway. The compound would provide an off-motorway connection to the Kingsgrove South construction compound (C2) via the Kindilan underpass, removing the need for vehicles travelling to and from this site to use local roads. A two-lane site road (one lane in each direction) would be provided through the site.

A temporary noise barrier about 2.5 metres high would be constructed along the northern boundary of the compound to provide noise attenuation and to minimise impacts to visual amenity for nearby residential dwellings. The existing shared pedestrian and cycle path that currently passes through the site would be temporarily realigned to generally follow the temporary noise barrier along the boundary of the compound before connecting back to the existing shared path on the northern side of the Kindilan underpass (refer to **Section 9.3.1** and **Section 9.3.2** of **Chapter 9** (Traffic and transport) for more information about the construction and operational impacts to public and active transport facilities and infrastructure).

The western portion of the site (civil infrastructure construction area) would include a footpath, parking, site offices, a crib area, fuel store, two laydown areas, a sedimentation pond and stockpile areas.

A shaft would be constructed in the eastern portion of the site (tunnelling support area) to launch roadheaders for construction of the eastbound main alignment tunnel. The shaft entry, as well as a stockpile and fuel storage area would be enclosed within an acoustic shed. The acoustic shed would be no greater than 20 metres high.

Additional infrastructure in the eastern portion of the site (tunnelling support area) would include workshop containers and an associated working area, sedimentation tanks, an ablutions block, site offices and crib rooms, a containerised water treatment plant, electrical substation, Ausgrid supply point and parking. A temporary noise barrier about 2.5 metres high would be constructed along the eastern boundary of the construction compound to provide noise attenuation and to minimise impacts to visual amenity.

Vehicles would enter, travel through and exit the tunnelling compound area in an anti-clockwise direction, using two one-way site roads. One site road would provide access into and out of the acoustic shed within the compound, enabling the loading of heavy vehicles with spoil material from tunnelling. A second site road would cater for one-way anti-clockwise vehicle movements within the site. These internal roads would have direct access to and from the M5 East Motorway.

Spoil handling on the site would occur 24 hours a day, seven days a week. Where practical, spoil would be moved during the day, outside of peak periods. Heavy vehicle movements outside of standard construction hours associated with the removal of spoil from tunnelling would only occur via access and egress directly to and from the existing M5 East Motorway. Feasible and reasonable management strategies would be investigated to minimise the volume of heavy vehicle movements at night. Any spoil removal outside standard construction hours would meet the relevant noise criteria. Excavated spoil from tunnelling would only be stockpiled within the acoustic shed.

An indicative program for works to be conducted within the Kingsgrove North construction compound is provided in **Table 6-7**.

Table 6-7 Indicative program for Kingsgrove North construction compound (C1)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Western surface works												
Cut and cover structure for the eastbound main alignment tunnel												
Cut and cover structure for the westbound main alignment tunnel												
Tunnelling (including sinking of shaft and excavation of eastbound tunnel)												
Construction of permanent operational facilities												
Demobilisation and rehabilitation												

Kingsgrove South construction compound (C2)

The Kingsgrove South construction compound would be located to the south of M5 East Motorway, within Beverly Grove Park in an area of open space used for public recreation. The location of the construction compound and an indicative layout for the site are shown in **Figure 6-6**.

The construction compound would primarily be used to service the construction of the western surface works. During operation, the site would be occupied by the Kingsgrove South motorway operations complex (MOC1) (refer to **Section 5.1**).

Key construction activities carried out at the Kingsgrove South construction compound would include:

- Demolition of structures, including buildings and noise barriers
- Stockpiling of materials, including spoil generated during tunnelling and surface works
- Stockpiling of fill and pavement materials as well as materials generated from excavation activities prior to off-site removal

- Laydown and storage of materials to be incorporated into permanent works
- Construction of the Kingsgrove motorway operations complex (MOC1)
- Rehabilitation and landscaping.
- Demobilisation.

Pedestrian and cyclist access via the Kindilan underpass would generally be maintained during construction and would be physically separated from construction traffic to maintain safe access. It is estimated that the Kindilan underpass would need to be temporarily closed for four weeks to allow for the extension of the underpass. However, alternative access for pedestrians and cyclists would be available during this period via Karingal Street and Coolangatta Road.

Heavy vehicle and light vehicle access to and from the Kingsgrove South construction compound would be via the Kindilan underpass, through the Kingsgrove North construction compound (C1).

The Kingsgrove South construction compound would be located in an area potentially affected by overland flow. It would also encroach within 50 metres of Wollie Creek, which runs parallel to the southern boundary of the site. A flood management plan / strategy for the construction ancillary facility would be prepared during detailed design, including localised drainage and bunding requirements. The design of drainage and bunding throughout the compound would be determined during detailed design.

An indicative program for works to be conducted within the Kingsgrove South construction compound is provided in **Table 6-8**.

Table 6-8 Indicative program for the Kingsgrove South construction compound (C2)

Construction activity	Indicative construction timeframe															
	2016				2017				2018				2019			
Site establishment																
Surface road works																
Cut and cover structure for the eastbound main alignment tunnel																
Cut and cover structure for the westbound main alignment tunnel																
Construction of the Kingsgrove motorway operations complex (C1)*																
Demobilisation and rehabilitation																

*Kingsgrove motorway operations complex (MOC1) includes the western ventilation facility

Commercial Road construction compound (C3)

The Commercial Road construction compound would be located on the southern side of the existing M5 East Motorway, within a private property used for commercial business purposes between Tallawalla Street and Commercial Road, Kingsgrove. The Commercial Road construction compound would be mainly used as a tunnelling support site.

The location of the construction compound and an indicative layout for the site are shown in **Figure 6-8**.

Key construction activities carried out at the Commercial Road construction compound would include:

- Demolition of existing structures, including buildings and noise barriers
- Site establishment, including site offices, amenities, water treatment plant and non-acoustic shed installation
- Construction and sinking of a shaft for tunnelling works
- Excavation of the westbound main alignment tunnel using a roadheader and associated construction activities, including stockpiling of material and spoil haulage

- Excavation of benches and cross passages by drilling and controlled blasting
- Civil tunnel fit-out (which would include pavement and drainage works) and mechanical and electrical installation.

Heavy vehicle and light vehicle access to and from the Commercial Road construction compound would be via an existing access point off Commercial Road.

A shaft would be constructed to launch a road header for construction of the westbound main alignment tunnel. A shed no more than 20 metres high would be established which would contain the shaft entry, a spoil stockpile area and sufficient space for one heavy vehicle to be loaded with spoil.

Vehicles would enter, travel through and exit the site from Commercial Road in a clockwise direction, using a one-way site road. The site road would provide access into and out of the non-acoustic shed within the compound, enabling the heavy vehicles to be loaded with spoil material from tunnelling.

Additional infrastructure within the site external to the non-acoustic shed would include an electrical substation, Ausgrid supply point, parking, workshop container site offices, crib rooms and an ablutions block, sedimentation tanks and a containerised water treatment plant. A four metre high hoarding would be installed along the eastern, southern and western boundaries of the site to provide noise attenuation and to minimise impacts to visual amenity. A chainlink fence would be installed along the northern boundary of the site, which abuts the existing M5 East Motorway.

Spoil handling would be carried out 24 hours per day, seven days per week. Where practical, spoil would be moved during the day, outside of peak periods. Feasible and reasonable management strategies would be investigated to minimise the number of heavy vehicle movements at night. Any spoil removal outside standard construction hours would meet the relevant noise criteria. Excavated spoil from tunnelling would only be stockpiled within the shed.

The Commercial Road construction compound would be located in an area potentially affected by overland flow from a 20 year and 100 year ARI flood event, and would be within 50 metres of Wollie Creek, which runs parallel to the southern boundary of the site. A flood management plan / strategy for the construction compound would be prepared during detailed design, including localised drainage and bunding requirements. The design of drainage and bunding throughout the site would be determined during detailed design.

An indicative program for works to be conducted within the Commercial Road construction compound is provided in **Table 6-9**.

Table 6-9 Indicative program for the Commercial Road construction program (C3)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Tunnelling (including sinking of shaft and excavation)												
Demobilisation and rehabilitation												

Bexley Road North construction compound (C4)

The Bexley Road North construction compound would be located on the western side of Bexley Road and north of the M5 East Motorway. It would be located within an area which currently comprises fenced, vacant land bound by the intersection of Bexley Road and Poole Street in the north, Bexley Road in the east, the M5 East Motorway in the south and residential properties along Flatrock Road and Jones Avenue in the west. The Bexley Road North construction compound would be mainly used as a tunnelling support site.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-9**.

Key construction activities to be undertaken at the Bexley Road North construction compound would include:

- Site establishment
- Construction of an acoustic shed and temporary noise barriers
- Construction and sinking of a shaft for tunnelling works
- Decline and tunnel excavation of the eastbound and westbound main alignment tunnels using roadheaders, as well as stockpiling of excavated material and spoil haulage
- Excavation of benches and cross passages by drilling and controlled blasting
- Installation of mechanical and electrical services within the westbound main alignment tunnel and fit-out of the tunnel with additional infrastructure (eg signage)
- Finishing works including landscaping, asphaltting, line marking and signage installation
- Demobilisation.

The shaft would be used to launch roadheaders for excavation of the eastbound and westbound main alignment tunnels. An acoustic shed no more than 20 metres high would be established on the site which would contain the shaft entry, a spoil stockpile area and sufficient space for two heavy vehicles to be loaded with spoil.

Vehicles would enter the southern end of the construction compound by turning left from Bexley Road (northbound). They would then travel through the site using a site road and exit back onto Bexley Road at the northern end of the site. Access into and out of the site would be left-in, left-out only. The site road would provide access into and out of the acoustic shed within the compound, enabling heavy vehicles to be loaded with spoil material from tunnelling. Excavated spoil from tunnelling would only be stockpiled within the acoustic shed.

Additional infrastructure, within Bexley Road North construction compound, around outside of the acoustic shed would include: an electrical substation, Ausgrid supply point, parking and a self-bunded fuel store. A temporary noise barrier about 4.5 metres high would be constructed along the boundary of the site to provide noise attenuation and to minimise impacts to visual amenity.

Pedestrian access along Bexley Road and within the M5 Linear Park would be maintained during construction, and appropriate signage would be installed along pedestrian walkways in the vicinity of the compound notifying users of the construction works. Staff would access the site by using the existing pedestrian path and entering through a dedicated site access gate next to the vehicle entrance of the site.

The Bexley Road North construction compound is located in an area potentially affected by overland flow from a 20 year and 100 year ARI flood event. A flood management plan / strategy for the construction compound would be prepared during detailed design, including localised drainage and bunding requirements. The design of drainage and bunding throughout the facility would be determined during detailed design.

An indicative program for works to be conducted within the Bexley Road North construction compound is provided in **Table 6-10**.

Table 6-10 Indicative program for the Bexley Road North construction compound (C4)

Construction activity	Indicative construction timeframe											
	2016			2017				2018			2019	
Site establishment												
Tunnelling (including sinking of shaft and excavation)												
Demobilisation and rehabilitation												

Bexley Road South construction compound (C5)

The Bexley Road South construction compound would be located within Kingsgrove Avenue Reserve on the western side of Bexley Road to the south of the M5 East Motorway tunnel portals in an area of open space, which is currently used for public recreation. The site would be used for tunnelling support during construction, and for the Bexley Road South motorway operations complex (MOC2), which includes an emergency smoke extraction facility, for operation.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-10**.

Key construction activities to be undertaken at the Bexley Road South construction compound would include:

- Site establishment
- Construction of an acoustic shed
- Construction and sinking of a shaft for tunnelling works
- Decline and tunnel excavation of the eastbound and westbound main alignment tunnels using roadheaders, as well as stockpiling of material and spoil haulage
- Excavation of benches and cross passages by drilling and controlled blasting
- Construction of the Bexley Road South motorway operations complex (MOC2), including a permanent emergency smoke extraction facility and operational ancillary infrastructure
- Civil tunnel fit-out works (which would include pavement and drainage works) and mechanical and electrical installation
- Commissioning of operational ancillary infrastructure (the Bexley South motorway operations complex (MOC2))
- Finishing works, including landscaping, asphaltting, line marking and signage installation
- Demobilisation.

The shaft would be used to launch two roadheaders for excavation of the eastbound and westbound main alignment tunnels. An acoustic shed no more than 20 metres high would be established on the site which would contain the shaft entry, a stockpile, and sufficient space for about two heavy vehicles to be loaded with spoil. An electrical substation would also be installed. Following tunnelling activities the shaft would be retained and used as part of the permanent emergency smoke extraction facility within the Bexley Road South motorway operations complex.

Vehicles would enter the compound by turning left from Bexley Road at the northern end of the site. They would then travel in an anti-clockwise direction along a one-way site road and exit back onto Bexley Road at the southern end of the site. Access into and out of the site would be left-in, left-out only. The site road would provide access into and out of the acoustic shed within the compound, enabling heavy vehicles to be loaded with spoil material from tunnelling. No parking provisions would be provided for this site, and all staff would access the site using existing pedestrian paths. Excavated spoil from tunnelling would only be stockpiled within the acoustic shed.

A sedimentation pond and water treatment plant would be constructed outside of the acoustic shed. A 4.5 metre hoarding would be constructed along the Wolli Creek frontage of the site and a temporary noise barrier about 4.5 metres high would be constructed along all other boundaries of the site to provide noise attenuation and to minimise impacts to visual amenity.

The Bexley Road South construction compound would be located in an area potentially affected by overland flow from a 20 year and 100 year ARI flood event. A flood management plan / strategy for the construction ancillary facility would be prepared during detailed design, including localised drainage and bunding requirements. The design of drainage and bunding throughout the construction ancillary facility would be determined during detailed design.

At the completion of construction, the areas surrounding the permanent operational ancillary facilities would be rehabilitated and landscaped.

An indicative program for works to be conducted within the Bexley Road South construction compound is provided in **Table 6-11**.

Table 6-11 Indicative program for the Bexley Road South construction compound (C5)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Tunnelling (including sinking of shaft and excavation)												
Construction of the Bexley Road South motorway operations complex (MOC2)*												
Demobilisation and rehabilitation												

*Bexley Road South motorway operations complex (MOC2) includes the Bexley Road emergency smoke extraction facility.

Bexley Road East construction compound (C6)

The Bexley Road East construction compound would be located on the eastern side of Bexley Road, south of the intersection with Wollie Avenue on land currently used to support the operation of the M5 East Motorway. This site would be used mainly for car parking and administrative support activities for the Bexley Road North construction compound (C4) and the Bexley Road South compound (C5).

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-11**.

The site would include office and crib buildings, an ablutions block and parking. A temporary noise barrier about 4.5 metres high would be constructed along the eastern boundary of the site, where it abuts residential properties. A temporary hoarding, about 4.5 metres high would be constructed along the southern and western boundaries of the site to provide noise attenuation and to minimise impacts to visual amenity. A footpath would be provided throughout the facility, which would connect to the existing footpaths along Bexley Road and the pedestrian bridge over Bexley Road.

Vehicles would enter and exit the site off Wollie Avenue, and would use an existing access road to reach the car parking area. Existing vegetation along the eastern boundary of the facility would require clearing to accommodate site activities. At the completion of construction the site would be rehabilitated and landscaped.

An indicative program for works to be conducted within the Bexley Road East construction compound is provided in **Table 6-12**.

Table 6-12 Indicative program for the Bexley Road East construction compound (C6)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Support for the operation of the Bexley Road North construction compound (C4) and the Bexley Road South construction compound (C5)												
Demobilisation and rehabilitation												

Arncliffe construction compound (C7)

The Arncliffe construction compound would be located within the Kogarah Golf Course, a recreational area, south of Marsh Street and east of the junction with the M5 East Motorway at Arncliffe. The site would be used for civil construction activities and for tunnelling support. During operation, the site would be occupied by the Arncliffe motorway operations complex (MOC3), including a ventilation facility and water treatment plant.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-12**.

Key construction activities carried out at the Arncliffe construction compound would include:

- Site establishment, including clearing, levelling and earthworks
- Construction of site offices, amenities, laydown, material storage, water treatment plant and non-acoustic shed
- Construction of a ventilation facility
- Decline and tunnel excavation with roadheaders and associated construction activities, including stockpiling of material and spoil haulage
- Excavation of benches and cross passages by drilling and controlled blasting
- Construction of a temporary shaft supporting roadheader and tunnel excavation
- Construction of permanent ventilation shaft access
- Civil tunnel back end works (which would include pavement and drainage works) and mechanical and electrical installation
- Construction and commissioning of the Arncliffe motorway operations complex (MOC3), including ventilation facility and operational water treatment plant
- Finishing works, including landscaping, asphaltting, line marking and signage installation
- Demobilisation.

Vehicle access to and from the Arncliffe construction compound would be from the Marsh Street / Flora Street intersection. A modification to the layout and traffic signals at the Marsh Street / Flora Street intersection would be required to accommodate the access to the Arncliffe construction compound. As part of the proposed Marsh Street widening, which forms part of the Airport West Precinct project being undertaken by Roads and Maritime, a temporary right turn storage lane of about 25 metres with a 20 metre taper would be provided on the Marsh Street western approach to accommodate access for the construction of that project. Further to planning approval of the New M5 project, this temporary access would be maintained for the Arncliffe construction compound, and for the Arncliffe motorway operations complex. A construction traffic management plan would be prepared to manage construction traffic associated with the project.

The Airport West Precinct project also includes the widening of Marsh Street to three lanes westbound between Giovanni Brunetti Bridge and the M5 East Motorway interchange. The intersection is anticipated to operate within its capacity at LOS B and LOS A in the AM and PM peak hours respectively.

Within the site, a two-lane site road would provide access throughout the southern portion of the compound, and an additional single lane site road would provide access to the northern half of the compound.

A temporary hoarding noise wall about three metres high would be constructed along all northern and western street-facing boundaries of the compound and a three metre high hoarding would be constructed along all other boundaries to provide noise attenuation and minimise impacts to visual amenity.

The southern half of the compound would be used for tunnelling support. Within this section of the compound there would be laydown areas, a temporary tunnel access road, a sedimentation pond, a construction water treatment plant, a spoil stockpile with a non-acoustic shed no more than 20 metres high on two and a half sides (open on one and a half sides), concrete testing station, self-bunded fuel store, electrical substation and an Ausgrid power supply point.

The northern half of the compound would provide staff facilities, and support for tunnelling works associated with construction of the access shaft and permanent infrastructure as part of the Arncliffe motorway operations complex (MOC3). Infrastructure within the northern half of the compound would include parking, offices and crib room buildings, ablutions blocks, laydown areas, a construction water treatment plant, a sedimentation pond, an electrical substation, a self-bunded fuel storage and a non-acoustic shed no more than 20 metres high containing a shaft and spoil stockpile, with space for one heavy vehicle to be loaded with spoil.

Spoil handling would occur up to 24 hours per day and seven days per week. Where practical, spoil would be moved during the day, outside of peak periods. Feasible and reasonable management strategies would be investigated to minimise the volume of heavy vehicle movements at night.

Excavated spoil from tunnelling would only be stockpiled within the non-acoustic shed.

The Arncliffe construction compound would be located in an area potentially affected by overland flow from a 20 year and 100 year ARI flood event. A flood management plan/ strategy for the construction compound would be prepared during detailed design, including localised drainage and bunding requirements. The design of drainage and bunding throughout the site would be determined during detailed design.

An indicative program for works to be conducted within the Arncliffe construction compound is provided in **Table 6-13**.

Table 6-13 Indicative program for the Arncliffe construction compound (C7)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Tunnelling support												
Construction of the Arncliffe motorway operations complex (MOC3)*												
Demobilisation and rehabilitation												

*Arncliffe motorway operations complex (MOC3) includes an air injection facility and a ventilation facility (including smoke extraction).

Canal Road construction compound (C8)

The Canal Road construction compound would be located within the St Peters interchange site at St Peters, which is currently used for commercial and industrial purposes. The construction compound would be mainly used to support tunnelling and civil infrastructure construction activities. This includes construction of temporary access tunnels to support permanent ventilation tunnels, main alignment tunnels, the possible future M4-M5 Link stub tunnels, construction of the cut and cover structure at the eastern portals and the St Peters interchange, as well as mechanical and electrical fit-out of the main alignment tunnels. During operation, the site would be occupied by the St Peters motorway operations complex (MOC4), including the St Peters ventilation outlet.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-13**.

Key construction activities to be undertaken at the Canal Road construction compound would include:

- Site establishment for construction activities associated with eastern portals
- Demolition of buildings
- Construction of the cut and cover structure at the eastern portals
- Installation of piles for the on-and off-ramps connecting the main alignment tunnels to the St Peters interchange

- Decline and tunnel excavation of the eastbound and westbound main alignment tunnels, on- and off-ramps and ventilation tunnels using roadheaders, as well as stockpiling of material and spoil haulage
- Excavation of benches and cross passages by drilling and controlled blasting
- Construction and commissioning of the St Peters motorway operations complex (MOC4)
- Dive excavation for tunnelling activities
- Tunnelling support including spoil removal
- Civil tunnel back end works (which would include pavement and drainage works) and mechanical and electrical installation
- Finishing works including asphaltting, line marking, signage installation and landscaping
- Demobilisation.

A temporary noise barrier about 2.5 metres high would be constructed along the Canal Road and Princes Highway facing boundaries of the site to provide noise attenuation and to minimise impacts to visual amenity.

The compound would include a site car park, site offices, fuel storage, a laydown area, a sedimentation pond, a spoil stockpile, a substation, an Ausgrid supply point, a construction water treatment plant, a workshop and store, and ablutions facilities.

To accommodate the use of this site as a construction compound, an existing bus stop on the eastern (southbound) side of Canal Road would be relocated further south towards Burrows Road (refer to **Section 5.8.6** for additional detail).

Spoil handling would occur up to 24 hours per day and seven days per week. Where practical, spoil would be moved during the day, outside of peak periods. Feasible and reasonable management strategies would be investigated to minimise the volume of heavy vehicle movements at night.

An indicative program for works to be conducted within the Canal Road construction compound is provided in **Table 6-14**.

Table 6-14 Indicative program for the Canal Road construction compound (C8)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Cut and cover construction												
Tunnelling (including dive and excavation)												
Construction of the St Peters motorway operations complex (MOC4)												
Mechanical and electrical installation												
Demobilisation and rehabilitation												

*The St Peters motorway operations complex (MOC5) includes the St Peters ventilation facility

Campbell Road construction compound (C9)

The Campbell Road construction compound would be located on the southern side of Campbell Road between Woodley Street and Harber Street, St Peters on land which currently comprises residential dwellings and commercial and industrial businesses. The compound would be mainly used to support construction of the St Peters interchange and local road upgrades.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-14**.

Key construction activities carried out at the Campbell Road construction compound would include:

- Site establishment for construction activities associated with St Peters interchange
- Demolition of existing buildings
- Construction of the on-and off-ramps and bridge structures at the St Peters, local road upgrades and shared paths
- Construction of carriageways
- Tie-in with existing roads onto Campbell Road
- Finishing works, including asphaltting, linemarking, signage installation and landscaping
- Demobilisation.

Access to and from the compound would be via entry and exit gates along Campbell Road. A two-lane, one-way site road would provide access throughout the construction compound.

A 2.5 metre temporary hoarding would be constructed along the Holland Street and west-facing boundaries of the compound to provide noise attenuation and to minimise impacts to visual amenity. The construction compound would include a car park for about 260 light vehicles, laydown and storage areas, a stockpile, fuel storage, a sedimentation pond and site offices.

An indicative program for works to be conducted within the Campbell Road construction compound is provided in **Table 6-15**.

Table 6-15 Indicative program for the Campbell Road construction compound (C9)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Demolition works												
Construction of the St Peters interchange												
Construction of the local road upgrades												
Demobilisation and rehabilitation												

Landfill Closure construction compound (C10)

The Landfill Closure construction compound would be located on the southern side of Campbell Road and would be used to support closure of the Alexandria Landfill site.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-14**.

Key construction activities carried out at the Landfill Closure construction compound would include:

- Site establishment for construction activities associated with the landfill closure works
- Installation of access roads, site fencing and barriers
- Demolition of buildings and other infrastructure
- Relocation of utilities
- Enabling works for on-site access
- Landfill closure works, including earthworks, foundation treatments and capping
- Landscaping and demobilisation.

The compound would include site offices, amenities, and laydown and material storage areas.

Access to and from the construction compound would be via a site road off Campbell Road. A single lane, one-way site road would provide access through the construction compound.

An indicative program for works to be conducted within the Landfill Closure construction compound is provided in **Table 6-16**.

Table 6-16 Indicative program for the Landfill Closure construction compound (C10)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Landfill closure works												
Demobilisation and landscaping												

Burrows Road construction compound (C11)

The Burrows Road construction compound would be located on the south-western corner of Campbell Road and Burrows Road. The compound would mainly be used to support civil infrastructure construction activities, including construction of the St Peters interchange and the local road upgrades. The Burrows Road construction compound site would be used for the Burrows Road motorway operations complex (MOC5), including the New M5 motorway control centre, for operations.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-15**.

Key construction activities carried out at the Burrows Road construction compound would include:

- Site establishment to support construction activities associated with the St Peters interchange and local road upgrades
- Demolition of buildings
- Construction of hardstand for overflow carparking
- Creation of a laydown area and storage of materials for local road upgrades
- Construction of the motorway control centre
- Demobilisation.

Vehicle access to and from the site would be via a gate off Burrows Road. The compound would include a car park, a laydown area, a crib area and ablutions facilities.

An indicative program for works to be conducted within the Burrows Road construction compound is provided in **Table 6-17**.

Table 6-17 Indicative program for the Burrows Road construction compound (C11)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Construction of the St Peters interchange and local road upgrades												
Construction of Burrows Road motorway operations complex (MOC5)												
Demobilisation and rehabilitation												

Campbell Road bridge construction compound (C12)

The Campbell Road bridge construction compound would be located on the south-eastern side of Burrows Road, opposite Campbell Road on land currently used for commercial business purposes. The compound would be mainly used for the construction of a new bridge across the Alexandra Canal as part of the Campbell Road extension.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-15**.

Key construction activities carried out at the Campbell Road bridge construction compound would include:

- Site establishment for the construction activities associated with the Campbell Road bridge (vehicle) and Campbell Road pedestrian and cycle bridge across the Alexandra Canal
- Demolition of buildings
- Stockpiling of materials for construction works
- Utilities relocation
- Support for construction of new bridges across Alexandra Canal as part of the local road upgrades
- Works to enable tie in with Campbell Road upgrade works
- Laydown and storage area for plant and equipment, and permanent materials for bridge works, including precast concrete
- Finishing works including landscaping asphaltting, line marking and signage installation
- Demobilisation.

Vehicle access to and from the site would be via a gate off Burrows Road. The compound would include a car park, laydown area, crib area and ablutions facilities.

The Campbell Road bridge construction compound would be located in an area potentially affected by overland flow from a 20 year and 100 year ARI flood event. A flood management plan / strategy for the construction compound would be prepared during detailed design, including localised drainage and bunding requirements. The design of drainage and bunding throughout the site would be determined during detailed design.

An indicative program for works to be conducted within the Campbell Road bridge construction compound is provided in **Table 6-18**.

Table 6-18 Indicative program for the Campbell Road bridge construction compound (C12)

Construction activity	Indicative construction timeframe											
	2016			2017			2018			2019		
Site establishment												
Bridge construction												
Construction of local road upgrades												
Demobilisation and rehabilitation												

Gardeners Road bridge construction compound (C13)

The Gardeners Road Bridge construction compound (C13) would be located on the southern side of Burrows Road, St Peters on land owned by Roads and Maritime Services (Roads and Maritime) and currently used for commercial business purposes. The Gardeners Road bridge construction compound would be used to service the construction of a bridge over the Alexandra Canal, which would connect the St Peters interchange directly with Gardeners Road, Mascot.

The location of the construction compound and an indicative layout of the site is shown in **Figure 6-15**.

Key construction activities to be conducted as part of the Gardeners Road bridge construction compound would include:

- Site establishment for construction activities associated with the Gardeners Road bridge

- Demolition of buildings
- Relocation of utilities
- Tie-in of the Gardeners Road bridge with the local road upgrades
- Storage of bridge construction plant and equipment
- Stockpiling of construction materials
- Laydown and storage of bridge materials, such as precast concrete
- Storage of temporary access platforms for bridge works (western side of the Alexandra Canal)
- Pre-assembly of segments, heavy lifts and associated bridge and local road upgrade construction
- Finishing works, including landscaping, asphaltting, line marking and signage
- Demobilisation.

Vehicle access to and from the site would be via a gate off Burrows Road. The compound would include a car park, laydown area, crib area and ablutions facilities. The site would include a crib hut, laydown area and car parking.

An indicative program for works to be conducted within the Gardeners Road construction compound is provided in **Table 6-19**.

Table 6-19 Indicative program for the Gardeners Road Bridge construction compound (C13)

Construction activity	Indicative construction timeframe											
	2017				2018					2019		
Site establishment												
Bridge works												
Construction of local road upgrades												
Demobilisation and rehabilitation												

Sydney Park construction compound (C14)

The Sydney Park construction compound would be located on the northern side of Campbell Road in Sydney Park, St Peters on an area of open space used for public recreation. The construction compound would be used to service the construction of pedestrian and cycling facilities associated with the local road upgrades, including the Campbell Road pedestrian and cycle bridge over Campbell Road.

The location of the construction compound and an indicative layout for the site are shown in **Figure 6-16**.

Key construction activities to be undertaken at the Sydney Park construction compound include:

- Site establishment activities
- Construction activities associated with the pedestrian and cycle bridge over Campbell Road
- Construction of the bridge over Campbell Road
- Construction of a shared pedestrian and cycle path in Sydney Park
- Plant and equipment laydown and storage area
- Demobilisation.

Vehicle access to and from the site would be via a gate off Campbell Road. The compound would include a car park, laydown area, crib area and ablutions facilities.