



### Tunnelling update - Haberfield and Leichhardt

Excavation of the entry and exit ramps connecting Wattle Street to the M4-M5 Link mainline tunnels is complete with excavation of the cross passages, drainage trenches and the mainline tunnels progressing.

#### What we're doing

Excavation of the top half (heading) of the mainline tunnels has passed Hawthorne Canal and Blackmore Oval and in May 2021 will continue below Charles Street and Hubert Street towards Francis Street in Leichhardt.

Excavation of the lower half of the tunnel (benching), will continue under Blackmore Oval towards Darley Road, Leichhardt.

A map showing the current approximate location and expected progress of tunnelling activity throughout May 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 with saw cutters and jackhammers

The tunnel is excavated using machines called roadheaders (Stage 1 and 2). In areas of hard sandstone rock-hammers may also need to be used. After the completion of the benching, drainage channels are dug using a trenching machine and where required jackhammers (Stage 3).

The excavated dirt and rock, called spoil, will be removed using trucks with trailers from the Northcote Street civil and tunnel site. Trucks will enter the site via Parramatta Road and exit onto Wattle Street.

#### When

Throughout May 2021

#### Hours of operation

24 hours a day, 7 days a week

#### Where

Charles Street, Hubert Street, Francis Street, Darley Road and Blackmore Oval in Leichhardt.

For more information please call 1800 660 248 or email [info@m4-m5linktunnels.com.au](mailto:info@m4-m5linktunnels.com.au)

#### We speak your language



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

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## How this affects you

Each individual's experience of tunnelling will 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. Stakeholders report experiencing 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, creating an audible 'rumbling' noise
- Vibration – you may feel 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](mailto:info@m4-m5linktunnels.com.au) or write to PO Box 63, Mascot, NSW 1460.

## Location and progress of tunnelling activities

