

Sydney Metro is Australia’s biggest public transport project.

Services start in 2019 in the city’s North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms under Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

John Holland CPB Ghella Joint Venture (JHCPBG) has been awarded the \$2.81 billion contract to build the twin railway tunnels from Chatswood to Sydenham and excavate six new Sydney Metro stations.

Upcoming work – Rail corridor widening

JHCPBG will widen the western side of the rail corridor between Ellis Street in Chatswood and Drake Street in Artarmon to make room for the metro and T1 North Shore Line tracks. Widening work will be ongoing until early 2020.

The following is an overview of work expected to be carried out during November 2018. See map overleaf.

Location	Work
Rail corridor between Brand Street and Mowbray Road (western side)	<ul style="list-style-type: none"> • Setting up the work area including installing fencing and amenities • Installing drainage near Brand Street including installing pipes, concreting and backfilling • Building pedestrian and vehicle access tracks by delivering and spreading material and compacting the material with vibratory rollers (nearby residents may feel some vibration during this work) • Removing any asbestos containing materials found in the work site. Safe NSW Code of Practice requirements for asbestos removal will be followed for the safety of workers and the community
Nelson Street	<ul style="list-style-type: none"> • Nelson Street bridge will be permanently closed to traffic, pedestrians and cyclists from 8am on Saturday 3 November 2018 • Setting up a storage area and site access to the west of the bridge • Installing concrete support piles on the western side of the bridge involving a piling rig boring vertical holes, lifting steel cages into the holes using a crane, pouring concrete and removing excess concrete from the top section of the piles (once they have set) using a concrete saw and jackhammer
Frank Channon Walk	<ul style="list-style-type: none"> • Frank Channon Walk will be closed between Albert Avenue and Nelson Street from Saturday 3 November 2018 until late 2019 • Setting up the work area including installing fencing and amenities • Removing the brick wall and garden bed on the eastern side of the path between Nelson Street and the bowling club using an excavator and trucks • Relocating an underground sewer pipe between Ellis Street and the bowling club. This will involve trenching with a small excavator, installing pipes and backfilling and reinstating the trench
Gordon Avenue and Ellis Street	<ul style="list-style-type: none"> • Setting up storage areas and site access points at the end of the street • Removing some parking to make room for these areas

Standard working hours

Standard working hours are **Monday to Friday, 7am–6pm and Saturday, 8am–1pm.**

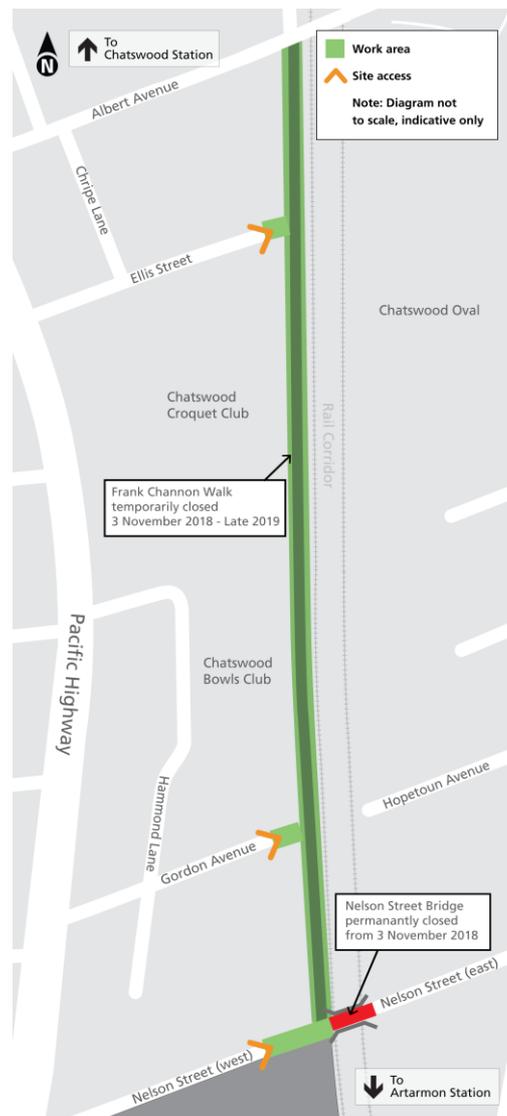
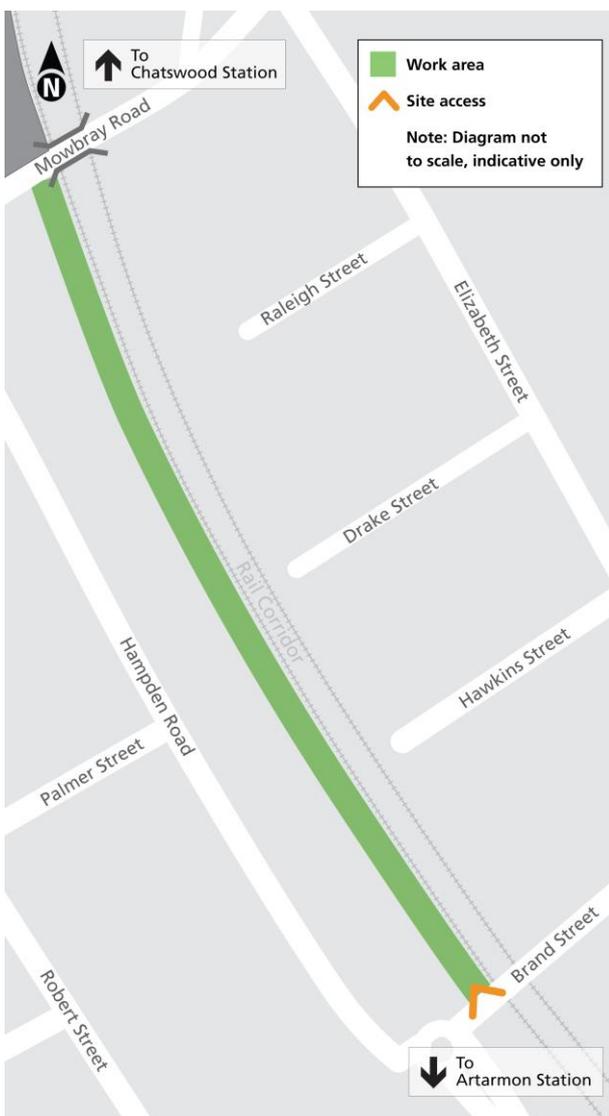
There may be some oversized deliveries to the work sites outside these hours due to traffic restrictions.

What to expect

- Construction vehicles will access the work areas from Brand, Nelson and Ellis streets and Gordon Avenue.
- Traffic, pedestrian and parking changes will be required around the work areas. Changes will include temporary lane and footpath closures, permanently closing Nelson Street bridge and removing some street parking on Nelson and Ellis streets and Gordon Avenue.
- Traffic control and directional signage will be in place for the safety of workers and the community.
- Due to the nature of the work nearby residents may be able to hear and feel some of the work. The project team will limit these impacts wherever possible.
- Measures will include using non-tonal reversing beepers, using noise blankets where practicable, turning off equipment when not in use and monitoring activities where required.

To subscribe to receive weekly email updates about upcoming work, email tunnels@transport.nsw.gov.au.

Rail corridor widening work areas



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