

Services started in May 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.

Rail corridor widening and noise wall construction

To facilitate joining the new Sydney Metro Northwest with the City & Southwest tunnels, work is continuing to widen the existing rail corridor at Chatswood. This work will see the existing configuration of the Sydney Trains line change to allow the Metro lines to go underground.

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.

The table below provides an overview of work expected to be carried out as part of the rail corridor widening in the coming months.

Location	July 2019	August 2019	September 2019
Noise wall work along Frank Channon Walk	•	•	
Excavation and widening of rail corridor, building retaining walls and concreting between Mowbray Road and Ellis Street	•	•	
Excavation between Brand Street and Mowbray Road	•	•	•
Removal of excavated material, delivery of tunnel segments, equipment	•	•	•
Piling, support beam and rock anchors near Mowbray Road bridge	•	•	•

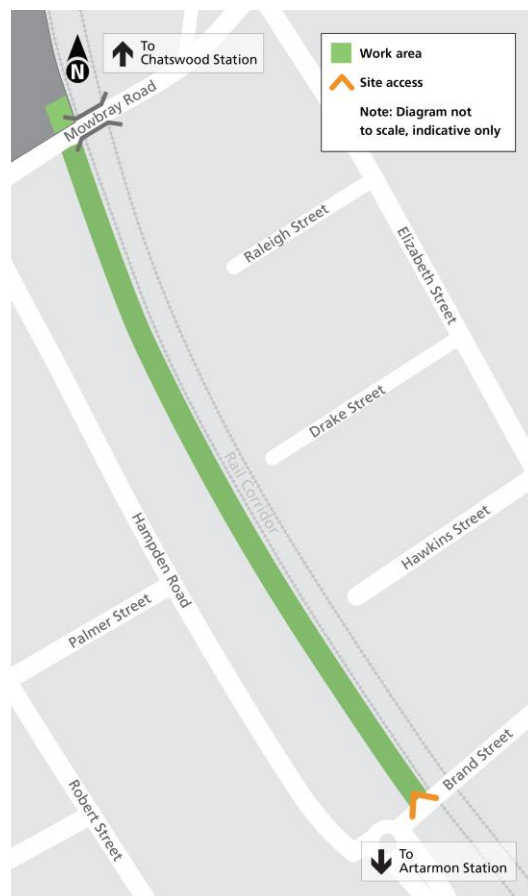
What to expect

- Construction vehicles, including trucks, will access the work areas from Brand, Nelson and Ellis streets and Gordon Avenue.
- Due to the nature of the work nearby residents may be able to hear noise and feel vibration from some of the work. The project team will limit these impacts wherever possible.

The table and map overleaf provides more information about the upcoming work.

Location	Work
Rail corridor between Brand Street and Mowbray Road (western side)	<ul style="list-style-type: none"> Excavating the embankment between Drake Street and Mowbray Road and installing retaining structures, which involves digging with excavators, installing ground support anchors with a drill rig, installing steel mesh and spraying with concrete (shotcrete)
Mowbray Road bridge (western side)	<ul style="list-style-type: none"> Installation of single pile on the southern side of the bridge to support the future installation of a heavy steel beam beneath the Mowbray Road Bridge Installation of ground anchors drilled 30 metres into underlying rock on each side of the bridge Excavation and support of embankment
Frank Channon Walk between Nelson and Ellis streets	<ul style="list-style-type: none"> Completing storm water drains Commence work on the new noise wall Equipment deliveries and removal of excavated material Removing embankments using an excavator Backfilling behind retaining walls using an excavator and a roller Installing steel support posts for the new noise walls

Rail corridor widening work areas



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