

Sydney Metro is Australia’s biggest public transport project.

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 at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

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

John Holland CPB Ghella (JHCPBG) is building the 15.5 kilometre long twin railway tunnels between Chatswood and Sydenham and excavating six new metro stations.

### Upcoming work at Marrickville dive site

Both tunnel boring machines (TBM) are currently travelling through the CBD towards Barangaroo. To stay up to date on the progress of the TBMs visit the tunnel boring machine tracker at [www.sydneymetro.info/tunnelling](http://www.sydneymetro.info/tunnelling).

The Marrickville dive site will continue to be used to support tunnelling activities. In October, the dive site team will focus on building a concrete structure within the adjacent rail corridor.

Location	Work during standard hours ( <i>Monday to Friday between 7am and 6pm and Saturday between 8am and 1pm</i> )
Marrickville dive site and precast facility	<ul style="list-style-type: none"> <li>• Building a structure over an existing high voltage cable within the rail corridor, involving piling and concrete work</li> <li>• Excavating and constructing the drainage network within the dive area, involving formwork, steel fixing and concrete work</li> <li>• Operating mobile cranes within the dive structure</li> <li>• Delivering materials on oversized vehicles and removing excavated material from site, including transporting concrete segments from the precast facility to the Chatswood dive site</li> <li>• Formwork, steel fixing and concrete work (including concrete pumping) to create structure over dive area</li> <li>• Producing concrete segments within the acoustic shed and operating cranes in the storage yard</li> </ul> <p>*The occasional concrete pour and finishing work may be required outside of the standard construction hours.</p>
	<h4>Tunnelling and support activities (<i>24 hours per day, seven days per week</i>)</h4> <ul style="list-style-type: none"> <li>• Producing concrete segments within the acoustic shed and operating cranes in the storage yard</li> <li>• Operating the tunnel boring machines, cross passage construction and supporting activities</li> <li>• Installing steel reinforcement and formwork</li> <li>• Delivering materials on oversized vehicles and removing excavated material from the site</li> </ul>

## What to expect

- Increased heavy vehicle movements for the Railway Parade site access gate adjacent to the rail corridor.
- Truck movements and deliveries to and from the sites may occur outside standard construction hours.
- Equipment used at the dive site and precast facility will include a piling rig, a mobile crane, tunnel conveyor, forklift, heavy vehicles, a road sweeper, concrete truck and pump.
- There will be intermittent periods of noisy work during standard construction hours. The project team will limit noise impacts where possible by using non-tonal reversing beepers and turning off equipment when not in use.

If you have any questions, please contact our Community Relations Team on 1800 171 386 (24-hour community information line) or at [tunnels@transport.nsw.gov.au](mailto:tunnels@transport.nsw.gov.au).

## Marrickville dive site and precast facility work area



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