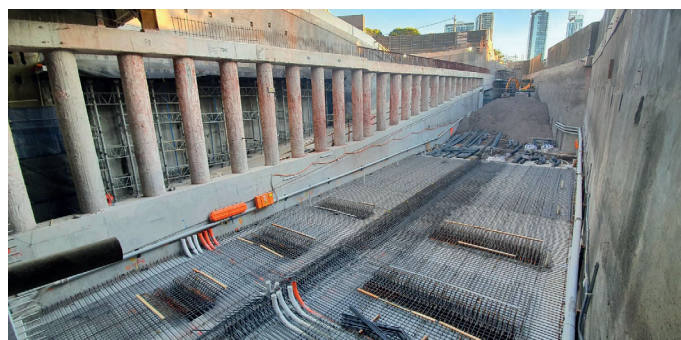




Looking down into the Chatswood dive structure

Chatswood dive structure takes shape

Work to construct the new dive structure, where the future metro trains dive underground, is ongoing. Piling in the rail corridor and construction of the capping beam that ties the piles together is now complete. Ongoing work includes further excavation, installing rock anchors and concrete lining. Within the dive shaft, the structure is progressing, with the wall and the second level taking shape. Once operational, Sydney Metro trains will travel into the dive structure and T1 Northbound trains will travel over a section of the dive structure in the widened rail corridor.



Work at the end of the dive which will connect into the northern corridor

Meanwhile, the Berkeley Court cul-de-sac has been completed. Once the current phase of work at the end of Nelson Street is completed, the team will focus their attention on construction of the Nelson Street cul-de-sac. This work is expected to start in July or August 2020. Residents will be kept updated once a start date is confirmed.

Sydney Metro is Australia's biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

Sydney Metro City & Southwest extends the new metro network from the end of Sydney Metro Northwest at Chatswood, under Sydney Harbour, through the CBD, and west to Bankstown.

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.

Three-month look ahead

Activity (subject to change)	June	July	August
Ongoing excavation, hammering, drilling anchor points, shotcreting and pouring concrete	●	●	●
Truck and vehicle movements to deliver and remove materials, plant and equipment	●	●	●
Constructing permanent drainage systems and structures within the dive	●	●	●
Moving structures and equipment using cranes and trucks	●	●	●

Future metro stations take shape in the north

Concrete pours to line the cross passages between Chatswood and Victoria Cross are now complete. The concrete tunnel floor (invert), which creates the base where the future rail tracks will be laid, is complete between Chatswood and Victoria Cross. Work on the invert between Victoria Cross and Blues Point is ongoing.



Work to create the base of the tunnels is progressing



A look inside a the tunnel with the base slab complete

At Crows Nest, the headwall at the northern end of the station box where the two nozzles are located has been concrete poured. These nozzles are arched sections of tunnel larger than the tunnel diameter and designed to house support infrastructure such as ventilation for the finished railway station. The headwall is about 14 metres high and 9.5 metres across, and together with the nozzles represents the point at which the Metro trains will enter and leave the new Crows Nest station from the tunnels.



Headwall construction at Crows Nest station







At Victoria Cross station, excavation of both the south and the north shaft continues. These shafts will become entries for the future station in North Sydney. Inside the station cavern, the permanent lining is being installed beneath Miller Street as the new station takes shape.

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PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, call TIS National on **131 450** and ask them to call **1800 171 386**