



Concrete work inside the crossover cavern at Barangaroo

## Station box and crossover cavern the focus at Barangaroo

At Barangaroo Station, construction of the station box perimeter wall is continuing. Concrete work inside the structure is now around 30 per cent complete, including the casting of a 2.3-metre-thick base slab at the rail track level, which is planned to finish this month.



Perimeter wall construction inside the Barangaroo Station box

Over the coming months, 98 precast beams will be delivered to site and installed at the station concourse, forming part of the future concourse structure. These deliveries will occur at night to comply with NSW road regulations and will be unloaded during standard construction hours.

In the crossover cavern, where trains will be able to switch tracks, the team has begun working on the concrete structure that will house operational systems for the metro

– this will be known as the plenum. Over 80 per cent of the plenum base slab has been completed in the southern half of the cavern.

Also in the cavern, work has begun on the headwall that connects to the under-harbour tunnels. The headwall and the arched roof of the cavern are expected to be completed before the end of the year.

With the under-harbour tunnels complete, the team has now focused its attention on waterproofing and concrete-lining the cross passages between Barangaroo Station and the Blues Point site. All under-harbour cross passages are expected to be completed by the end of October 2020.

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)	August	September	October
Concrete, machine and equipment deliveries	●	●	●
Waterproofing, steelwork and concreting inside crossover cavern	●	●	●
Tower crane operations inside the station box near Hickson Road	●	●	●
Installation of station concourse pre-cast concrete beams	●	●	●
Perimeter wall construction in station box	●	●	●
Waterproofing and concrete lining of the under-harbour cross passages	●	●	●

## Project update along the Sydney Metro City & Southwest alignment

As the John Holland CPB Ghella (JHCPBG) tunnelling and station excavation portion of the project nears completion, the Waterloo Station site has now been handed over to the integrated station development team comprising John Holland and Mirvac, who will deliver the station and the new Metro Quarter development.



The Waterloo site has now been handed over to the integrated station development team

Meanwhile, the tunnels leading from the Marrickville dive site into the city have been completed and handed over to Systems Connect, the contractor responsible for installing the rail tracks, power systems and supporting infrastructure. In the north, the Crows Nest station box is now complete and has been handed over to Sydney Metro, while the tunnels between Chatswood and Crows Nest have also been handed over to Systems Connect.



Sections of completed tunnels are now ready for rail track and systems installation



The Victoria Cross cavern is the largest rail cavern in Australia

In other areas of the project excavation of all the station caverns is complete, including Australia's largest rail cavern at Victoria Cross Station. The focus is now on completing access and service areas and installing the permanent concrete lining.

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