



An artist's impression of Hunter Street Station.

Project update – Pyrmont and Sydney CBD

Sydney Metro is Australia's biggest public transport project.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113 kilometres of new metro rail.

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD. It will have a target travel time of about 20 minutes between Parramatta and Hunter Street in the CBD and about two minutes between Pyrmont and Hunter Street.

Tunnelling between The Bays and Sydney CBD

The project received planning approval for tunnelling and station excavation between The Bays and Sydney CBD in September 2022.

The Eastern Tunnelling Package, the third and final stage of tunnelling for the Sydney Metro West project between The Bays and Sydney CBD, was awarded in November 2022 to John Holland CPB Contractors Ghella Joint Venture (JCG).

The \$1.63 billion Eastern Tunnelling Package contract will deliver 3.5 kilometres of metro rail tunnels between The Bays and Sydney CBD, to complete the 24-kilometre Sydney Metro West twin tunnel rail line.

The JCG project team plan to start geotechnical and utility investigations in Hunter Street and Pyrmont in February 2023, followed by major construction in April 2023. JCG will provide a construction update prior to work starting.

Modification to project conditions of approval – have your say

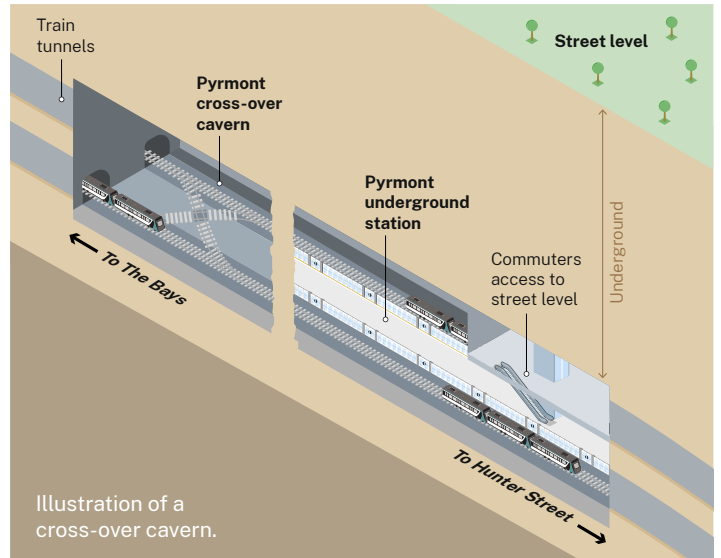
The Department of Planning and Environment are now exhibiting a modification to the condition of approval D23(d) for Sydney Metro West – major civil construction between The Bays and Sydney CBD. The modification would ensure the project condition for out of hours tunnelling work is consistent with the assessment in the Environmental Impact Statement, exhibited by Sydney Metro between November and December 2021. The proposed modified condition would allow for tunnelling to be undertaken 24 hours a day, 7 days a week by tunnelling road headers, and other methods, in addition to tunnel boring machines. This is consistent with all recent tunnelling projects in Sydney, including other stages of Sydney Metro West.

This planning modification is on exhibition until 15 February 2023. Further information can be found at: [Major Projects | Planning Portal – Department of Planning and Environment \(nsw.gov.au\)](#) by following the 'on exhibition' links.

Detailed design continues at Pyrmont

Design work has progressed as part of the detailed design process. This includes relocating a cross-over cavern to the west of Pyrmont Station, and minor modification to the rail alignment, to improve future operational efficiency. The cross-over cavern at Pyrmont will sit between the twin metro tunnels to the east and station cavern to the west.

What is a cross-over cavern? A cross-over cavern provides a track crossing point that enables a train to cross between two parallel tracks, ensuring smooth metro service operation. All Sydney Metro alignments include cross-over caverns, and along the Sydney Metro West project they will be located at Westmead, Clyde, Burwood North and at Pyrmont.



Building a cross-over cavern

The cross-over cavern will be deep underground and mined horizontally via the Pyrmont Station cavern which means the surface level above the cross-over cavern will remain undisturbed. It will be approximately 148 metres long and 24 metres wide. Like the station cavern, the cross-over cavern will be created using road header tunnelling machines and other equipment like rock hammers. An assessment of the construction of the cross-over cavern in this location has been undertaken which indicates predicted construction impacts would be consistent with the Environmental Impact Statement. The cross-over cavern is expected to take around five months to excavate with most of this work planned to occur in 2024. People in buildings above may experience ground-borne noise and vibration when the tunnelling work is directly below or on either side, which would be for about six to 12 weeks of this period.

Further details can be found in the consistency assessment here:

caportal.com.au/tfnsw/sydmetrowest/documents

A map of the project alignment can be found here:
caportal.com.au/tfnsw/sydmetrowest/map



Operation of the cross-over cavern and Sydney Metro West

The project is being designed to meet relevant operational noise and vibration guidelines.

Sydney Metro will also use rail fasteners or floating tracks inside the tunnels and caverns to help create separation between the tracks and the ground reducing the potential for transference of ground-borne noise and vibration once the railway is operational in 2030.

Further detailed assessment of operational noise will be undertaken in accordance with the Environmental Impact Statement for rail infrastructure, stations, precincts and operations to ensure the project achieves requirements of current guidelines including the Rail Infrastructure Noise Guideline (NSW Environment Protection Authority (EPA), 2013) and Assessing Vibration: a technical guideline (Department of Environment, Climate Change, 2006).

Substratum acquisition

The Environmental Impact Statement outlined the need to acquire underground land for the metro tunnels. This is known as substratum acquisition. Sydney Metro will directly contact affected property owners. For owners of apartment buildings, this will occur via strata management. For questions about the substratum acquisition process please contact us using the details below.

Left: A cross-over cavern at Barangaroo on the Sydney Metro City & Southwest project.

Have your say

If you have any questions or would like more information please contact our project team:

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