

Monthly update

Hunter Street (Sydney CBD)

September 2023



Sydney Metro acknowledges the Gadigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

John Holland CPB Contractors Ghella Joint Venture (JCG) has been awarded the contract to deliver 3.5 kilometres of twin metro rail tunnels between The Bays and Hunter Street and excavate the Pyrmont and Hunter Street metro stations.

We're making great progress at Hunter Street, as we continue to excavate the Hunter Street Station cavern. The roadheader will continue excavating the first heading at the southern end of the cavern, before beginning excavation the second heading in September.

In September, we'll also begin excavation of the Hunter Street turnback tunnels, which heads east towards The Domain.

Please see over the page for more information about excavation of the underground Hunter Street Station cavern.



An S300 roadheader inside the Hunter Street station cavern

There have been significant street level changes at both Hunter Street East and West, with the installation of site hoarding nearing completion, and the beginning of installing scaffold around the full height of the existing buildings.

Demolition work at both Hunter Street sites is progressing well with structural demolition starting in September at our Hunter Street West site.

Utility investigations, geotechnical instrumentation and monitoring and surveying will also continue across the CBD.

What we're doing in September

- Excavation of the Hunter Street Station cavern, decline tunnel and turnback tunnels using a roadheader and rock hammer
- Delivery and removal of materials, plant and equipment to Hunter Street East and West
- Temporary storing of plant and equipment along site perimeters
- Temporary road, lane, and footpath closures to accommodate works around both sites and along tunnel alignment.
- Structural demolition and site enabling works using an excavator with hammer, as well as soft stripping and removal of material from both sites.
- Use of tower crane and host installation and enabling works
- Removing awnings and installation scaffolding, and site signage.
- Geotechnical instrumentation and monitoring, including borehole drilling

- Utilities investigations, relocations, and disconnections
- Low impact site surveys

When and where we'll be working

We'll be working at our Hunter Street East and West sites, and across the CBD.

Standard working hours are between **7am to 6pm, Monday to Friday and 8am to 6pm, Saturday.**

Out of hours work

Some work is required outside standard construction hours to minimise impacts on traffic and to ensure the safety of pedestrians, motorists and workers. If required, out of hours work will occur in the CBD between **6pm and 7am Monday to Saturday.**

Noisy activities are scheduled to happen earlier in the night and we aim to be completed by **12am.**

Out of hours work includes:

- Installation of building, instrumentation and monitoring equipment and low impact site surveys
- Utilities identification and relocations, and geotechnical investigations, including borehole drilling
- Delivery and removal of materials, plant and equipment to Hunter Street East and West
- Temporary road, lane, and footpath closures
- Removing awnings

Further information regarding these activities will be included in our **weekly email updates.** You can subscribe to these updates by emailing: MetroTunnelsJCGJV@transport.nsw.gov.au

The project is permitted to undertake noisy activities up to three nights per week, with no more than two nights in a row.

New Activities

While we complete these works, you may notice some changes across the Sydney CBD.

These will include:

- Above ground noisy activities. Noisy activities such as rockhammering will have a one-hour respite break provided for every three-hours worked.

- Low level ground-borne noise and vibration.

Managing our impacts

We aim to manage our work to avoid impacts to the community and the environment. Both our Hunter Street sites are designed to minimise impact.

This includes:

- Site planning and layout to reduce impacts
- Using quieter and less noise and vibration emitting construction methods where feasible and reasonable
- Using non-tonal reversing alarms such as squawker.
- Dust suppression measures such as water mister attachments, water cannons, wheel washing and scaffold mesh.
- Adhering to regular respite breaks during high-noise activities

Equipment used

Equipment used for underground work includes but is not limited to roadheaders, rockbolt rigs, shotcrete rigs, excavators with rock breaker, concrete trucks, dump trucks, cranes, light vehicles and traffic control vehicles.

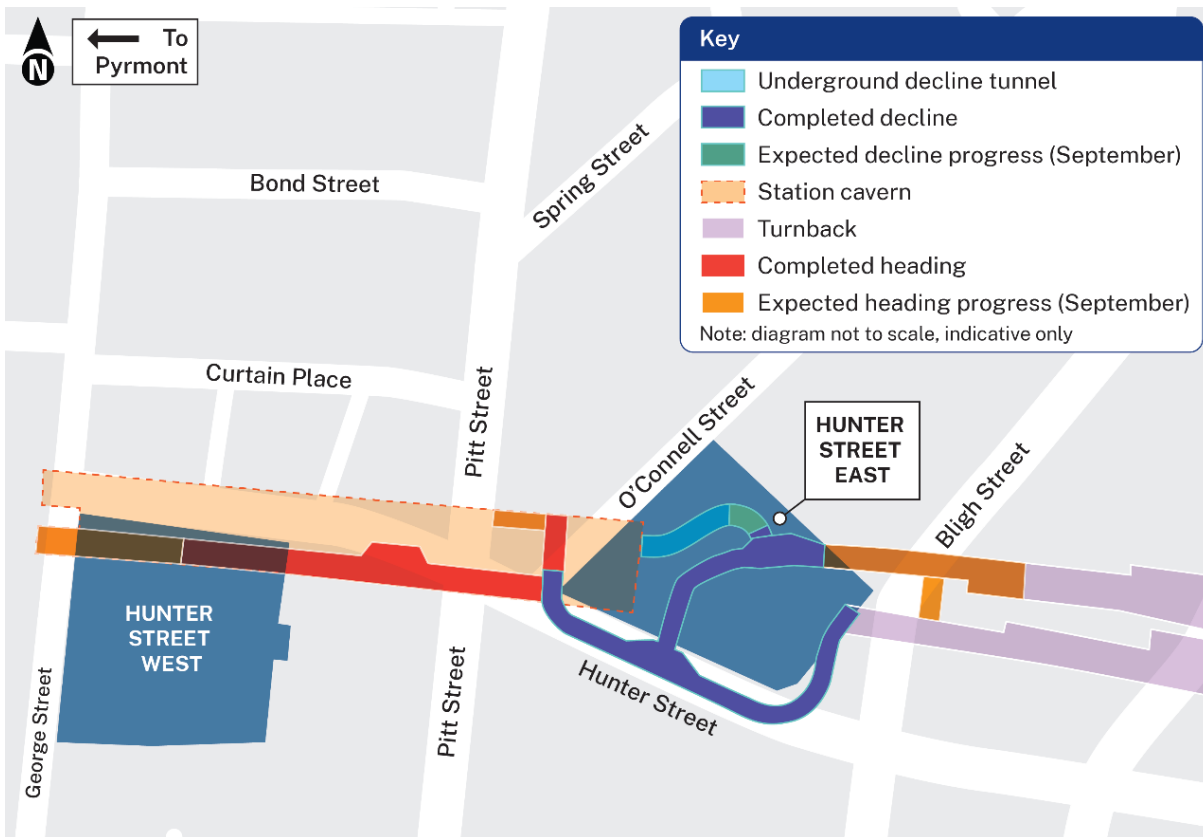
Equipment used for above ground investigations and building demolition include but is not limited to drill rigs, concrete trucks, excavators with rock hammer, saw cutters, specialised ground penetrating equipment, vacuum trucks, elevated work platforms, hand tools including jack hammers, roadsaws and rattle guns, temporary fencing, lighting towers, excavators, trucks, light vehicles, traffic control equipment and generators.



Above ground work locations



Below ground work locations



Tunneling approach

Excavation of the Hunter Street Station underground cavern will be completed in three stages:

Heading

The first stage is the heading, which will involve cutting the cavern roof using a roadheader. The machine advances up to 3.5 metres at a time, before installing ground support which includes rock bolts (metal rods), and shotcrete (sprayed concrete).

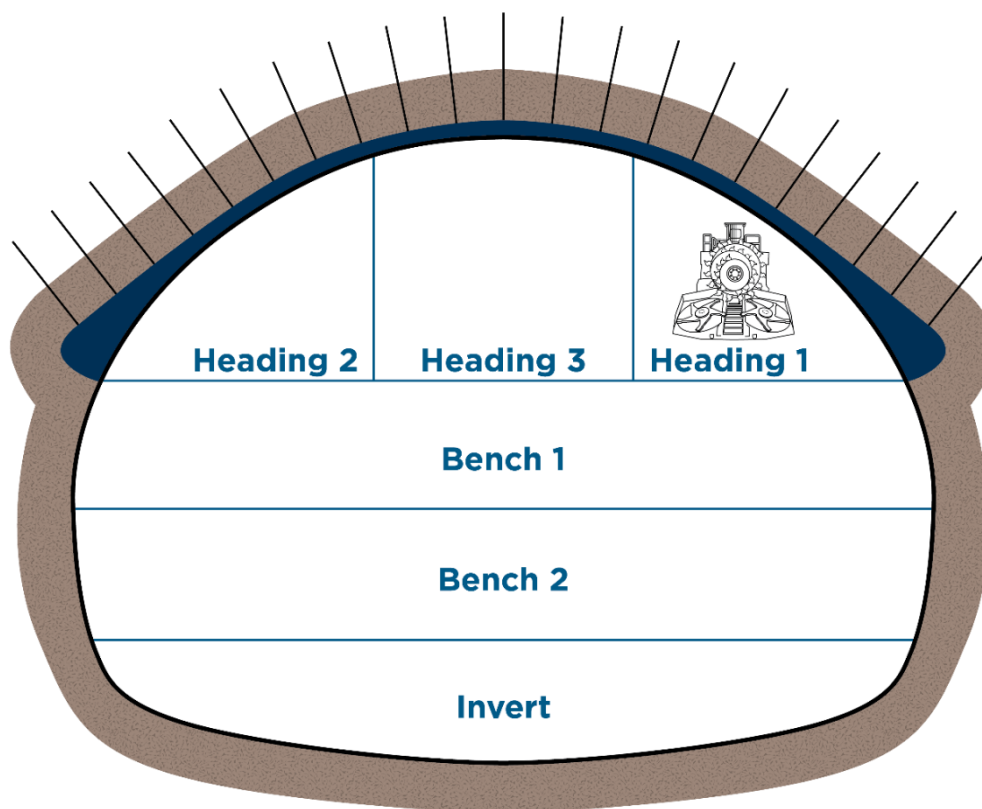
Due to the size of the station cavern, the heading is split into 3 smaller sections which will be advanced separately. This allows support to be installed progressively and the width of the tunnel is supported before the cavern is fully widened.

Benching

The second stage is called benching and involves removing the rock below the heading using a roadheader and rock hammer. For Hunter Street Station cavern, two bench levels are required. This stage is generally quicker than the heading and is completed to the full width of the cavern. The benching is scheduled to start in the first half of 2024.

Invert

The final stage is the Invert, which involves cutting the floor of the cavern. This stage involves careful trimming of the curved tunnel floor with a roadheader. This stage also progresses quickly to the full width of cavern. The Invert will be completed in the second half of 2024.



Contact us



24-hour Community Information Line **1800 612 173**



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