

Monthly update

Hunter Street (Sydney CBD)

October 2023

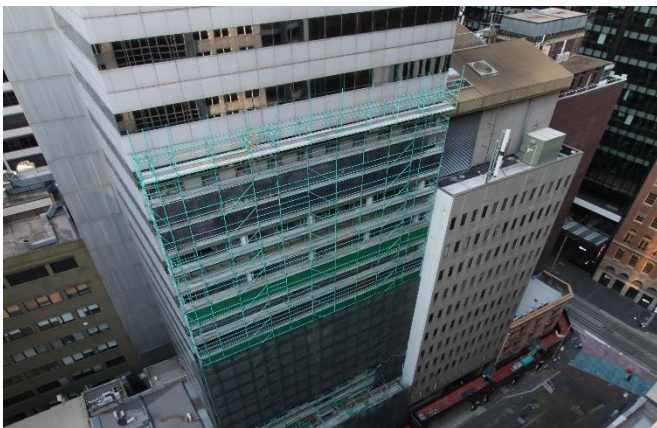


Sydney Metro acknowledges the Gadigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

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.

Demolition work at Hunter Street East and West is progressing well. There will be noticeable structural changes happening at Hunter Street West in October as we start to remove the shorter buildings located along George Street.

Scaffolding work is continuing across both sites on the high-rise buildings in preparation for structural demolition later this year.



Scaffolding progress at Hunter Street West

Below ground the first of three station cavern headings has been excavated and some benching will commence in this area this month.

The third roadheader will arrive on site this week, which will tunnel east towards The Domain to assist with excavation of the turnback tunnels.

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

What we're doing in October

- Excavation of the Hunter Street Station cavern, decline tunnel and turnback tunnels using a roadheader or rock hammer
- Delivery and removal of materials, plant and equipment to Hunter Street East and West
- Structural demolition and site enabling works using an excavator with hammer, as well as soft stripping and removal of material from both sites.
- Ground and building support work around site parameters including drilling, installing steel, pouring concrete and excavation at both sites
- 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
- Use of tower crane and hoist installation and enabling works
- Removing awnings, tree trimming, installation scaffolding, and site signage around our sites
- Geotechnical instrumentation and monitoring work, including borehole drilling
- Utilities investigations, relocations, and disconnections
- Low impact site surveys and monitoring.

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 and monitoring
- Utilities identification, relocations and disconnections 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, installing and adjustments to hoarding
- Tree trimming around site parameters.

The project is permitted to undertake noisy above ground activities up to three nights per week, with no more than two nights consecutively. Some low-impact work may also be carried out outside of these timeframes.

Further information regarding these activities will be included in our **weekly email updates.**

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 of continuous work.
- Low level ground-borne noise and vibration.



Subscribe for updates at MetroTunnelsJCGJV@transport.nsw.gov.au

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 such as pulveriser attachments
- Using non-tonal reversing alarms such as squawkers
- Dust suppression measures such as water mister attachments, water cannons, wheel washing and scaffold mesh
- Adhering to regular respite breaks during high-noise activities.



An example of a pulveriser and water mister attachment being used during demolition work at our Pyrmont site

Equipment used

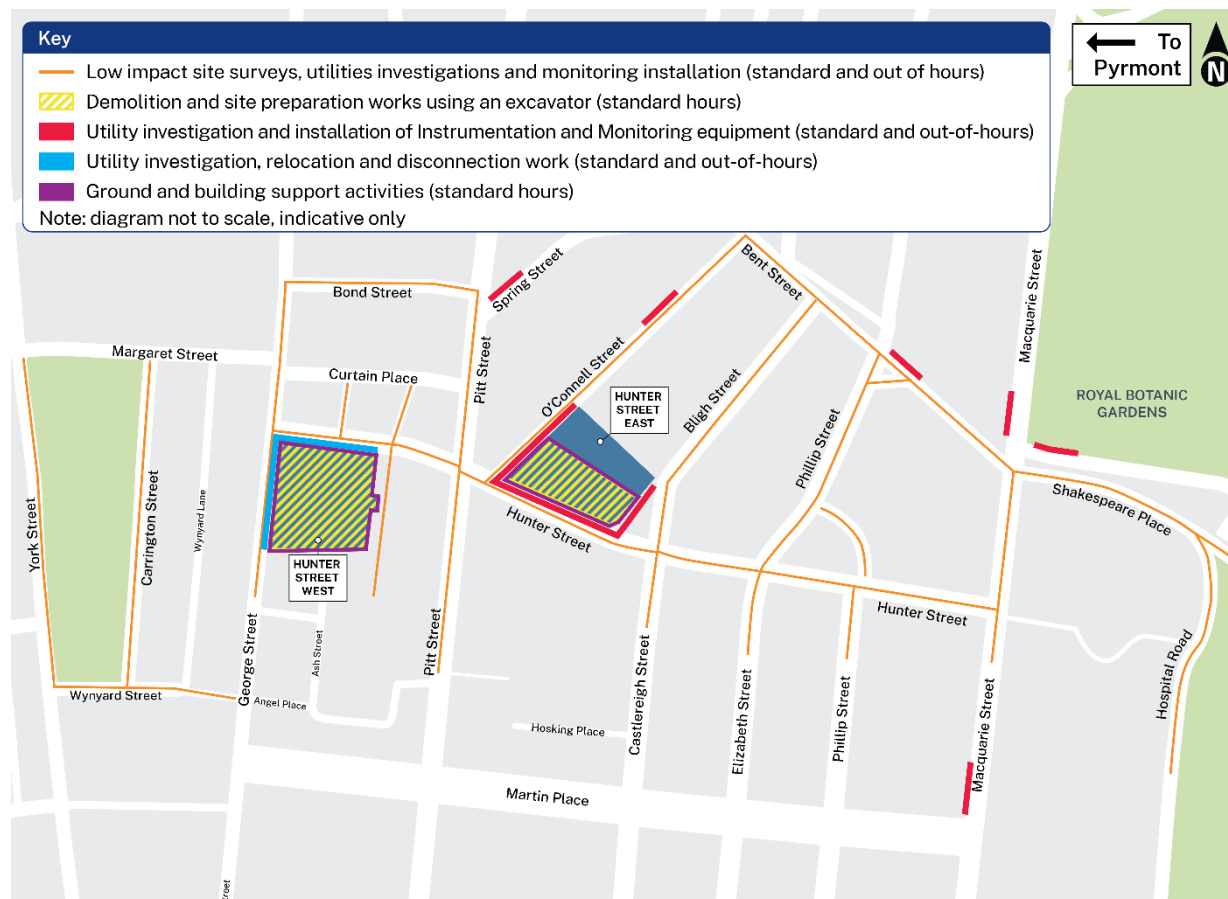
Equipment used for underground work includes but is not limited to roadheaders, rockbolt rigs, shotcrete rigs, excavators with rock breaker, concrete trucks, dump trucks, cranes, light vehicles and traffic control vehicles.

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

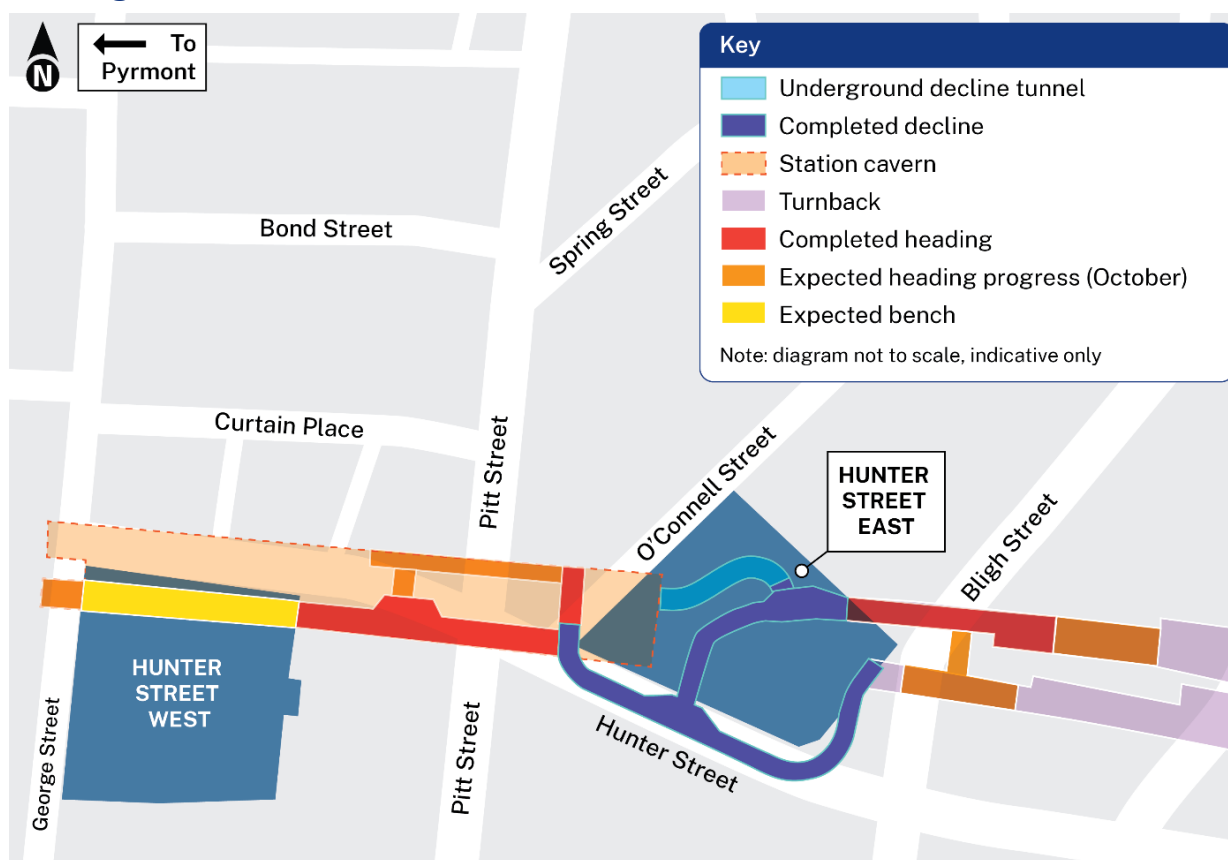


<https://www.sydneymetro.info/privacy-policy>

Above ground work locations



Below ground work locations



Tunnelling 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).

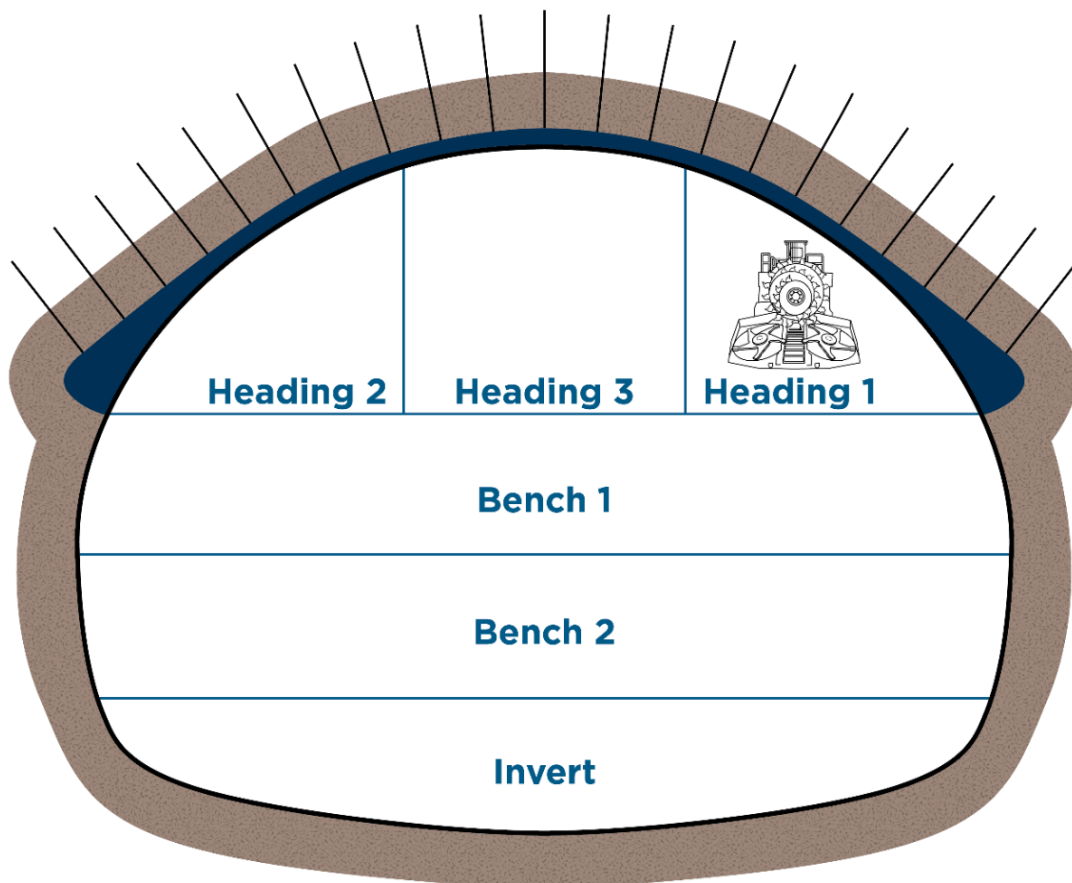
Due to the size of the station cavern, the heading is split into 3 smaller sections which will be advanced separately. This allows support to be installed progressively and the width of the tunnel is supported before the cavern is fully widened.

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.

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**



MetroTunnelsJCGJV@transport.nsw.gov.au



Sydney Metro West, PO Box K659,
Haymarket NSW 1240



Access information in over 100 languages Download
Sydney Metro Connect from the
App store or get it on Google Play.



Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 612 173**