



Tunnelling progress beneath Hunter Street Station.

# Excavation continues at Hunter Street Station

The NSW Government is delivering Sydney Metro West – a new underground metro railway which will double rail capacity between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Sydney Metro West stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD. Two potential station locations are being investigated west of Sydney Olympic Park, including one at Rosehill Gardens which could support a significant increase in housing.

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. This work is part of the Eastern Tunnelling Package (ETP) for Sydney Metro West.

## Hunter Street construction activities

Structural demolition is expected to be completed at both Hunter Street East and West sites in the coming months. This work will be completed prior to the station shaft excavation getting underway later this year.

Excavation is continuing in the Hunter Street Station cavern and turnback tunnels, with three roadheaders operating underground.

Meanwhile, preparation works are underway ahead of shaft excavation, including the installation of anchors and supporting walls at both sites to stabilise the ground before excavation starts.



# Construction update

## Shaft excavation

Two shafts will be excavated at Hunter Street East and West. The Hunter Street East shaft will be 37 metres deep, while the Hunter Street West shaft will be 27 metres deep.

In the coming months, up to seven excavators with rock breaker attachments will be used at each site to progressively remove the earth until they reach the bottom of the shafts.

A steel platform will also be constructed to support the delivery and removal of materials and equipment, once the shaft is too deep for excavators to drive out. Support cranes will be used to lower equipment into the shaft.

Excavation of both shafts is expected to be completed by late 2026.

## Cavern excavation

Significant progress has been made this year with the excavation of the Hunter Street Station cavern. The final cavern will be about 180 metres long, 28 metres wide and 20 metres high.

The first stage of excavation – the heading, which is the roof of the cavern – has been completed. The second stage, known as benching, is underway and involves removing the rock below the heading using a roadheader and rock hammer. Once two bench levels are excavated, the final step is to cut the floor of the cavern, known as the invert.

Excavation of the station cavern will be completed in 2025.



The station cavern is being excavated in three stages.

## Turnback tunnels

To the east of the station cavern are the turnback tunnels, which are 380 metres long and finish beneath The Domain.

The purpose of the turnback tunnels is to allow trains to turn around before travelling back towards Westmead, without impacting incoming trains. Excavation of these tunnels will continue for the rest of the year.



Two roadheaders are being used to excavate the turnback tunnels.

## TBM tunnelling update

The project's first tunnel boring machine (TBM) named Jessie has started tunnelling towards Pyrmont and will excavate approximately 90 metres per week as tunnelling progresses. The second TBM will begin its tunnelling journey later this year.



TBM Jessie is currently tunnelling from The Bays to Pyrmont.

Over 16,000 precast concrete segments will be produced to line the tunnels between The Bays and Hunter Street. All segments are being produced at the Sydney Metro Precast Facility in Eastern Creek, before being transferred to The Bays site, where they are loaded onto the TBM and installed as the machine moves along the tunnel route. Each segment weighs 4 tonnes and is 3.5 metres long and 1.7 metres wide.

# Six month construction lookahead

| Activity (subject to change)   | Jul | Aug | Sep | Oct | Nov | Dec |
|--|-----|-----|-----|-----|-----|-----|
| Utility and geotechnical investigations                                      | ●●● | ●●● | ●●● | ●●● | ●●● | ●●● |
| Site surveys and installation of building and ground monitoring equipment    | ●●● | ●●● | ●●● | ●●● | ●●● | ●●● |
| Site establishment (shaft support and retention work)                        | ●●● | ●●● | ●●● | ●●● | ●●● | ●●● |
| Demolishing existing structures using heavy machinery                        | ●●  | ●●  | ●●  |     |     |     |
| Excavation of station cavern   | ●●● | ●●● | ●●● | ●●● | ●●● | ●●● |
| Excavation of turnback tunnels   | ●●  | ●●  | ●●  | ●●  | ●●  | ●●  |
| Excavation of station shafts   |     | ●●  | ●●  | ●●  | ●●  | ●●  |
| Hunter Street East ● Hunter Street West ● Some out of hours works required ● |     |     |     |     |     |     |

## Heritage highlights

Prior to European settlement, a stream (which is now known as the Tank Stream) was a source of fresh water and provided the local Gadigal population with rich fertile lands and a variety of food, in an area called Warrane.

Upon European settlement, the stream served a role in dividing the colony between the Government and convict portions of the settlement. The Tank Stream originally formed a shallow channel between what is now Pitt Street and George Street. By 1792 however, it was closed due to poor water quality as a result of the pollution from the adjacent settlements and cattle.



This photo from 1965 shows the stone work of the Tank Stream Tunnel. (Source: City of Sydney Archives –014/014661).

From 1820, the Tank Stream began to be converted into a wastewater stream and by 1880, it was converted into a combined sewer and stormwater system which improved public health and reduced disease in the community.

Today, the Tank Stream serves as a stormwater channel, running underneath the CBD. Tours began in 1988, with Sydney Water regularly holding tours for the public.

## Planning update

Last year, Sydney Metro confirmed changes to the tunnel alignment and tunnel features between The Bays and Sydney CBD as a result of ongoing detailed design. These changes included minor tunnel realignment between The Bays and Hunter Street in Sydney CBD, relocation of the crossover cavern from The Bays Station to Pyrmont Station, and an additional excavation at Hunter Street Station east. These changes were assessed in Consistency Assessments relating to the planning approval.

Sydney Metro West has prepared a separate Consistency Assessment for the operational aspects of the changes, including the aspects related to the fit-out, testing and commissioning works.

The operational impacts have been assessed as being consistent with the relevant planning approval for Rail, Infrastructure, Stations, Precincts and Operations.

For further information, please contact the Sydney Metro West project team on **1800 612 173** or **[sydneymetrowest@transport.nsw.gov.au](mailto:sydneymetrowest@transport.nsw.gov.au)**



View the consistency assessment [here](#).



# Our community team

JCG has a team committed to working with the community as it delivers the project. The team will play an active role in getting to know and understand the local community to ensure that impacts on residents and local businesses are minimised.

Please contact the JCG community team on **1800 612 173** if you have any questions or would like to provide feedback about the ETP works at Hunter Street. JCG will continue to keep you updated on the progress of work in your area. If you would prefer to receive updates by email, please send a request to **MetroTunnelsJCGJV@transport.nsw.gov.au** and you will be added to the distribution list.

## Work hours

Tunnelling work is being undertaken 24 hours per day, seven days a week until late 2025. Some work activities are conducted outside of standard construction hours. JCG acknowledges that this work continues to have an impact on many local residents and businesses, and thanks you for your patience and cooperation so far.



High-noise activities are stopped during respite periods.

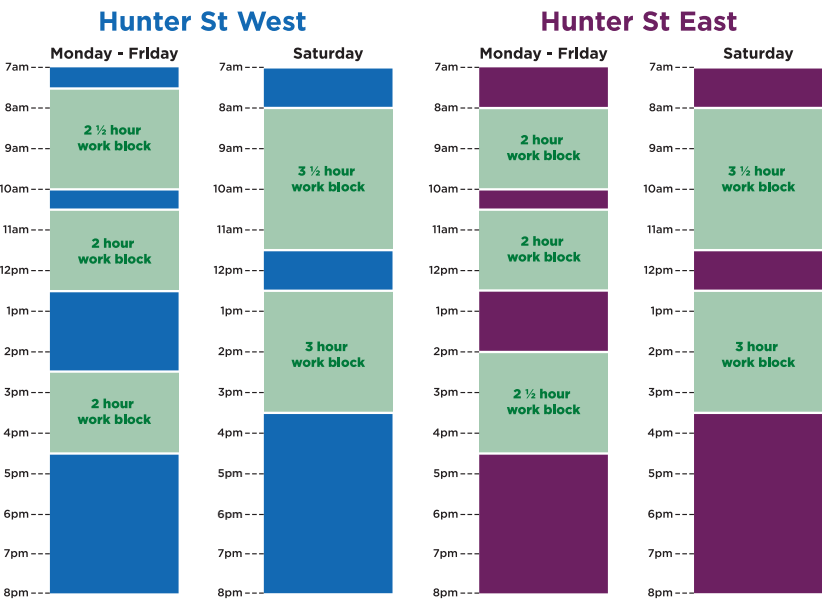
## Respite hours

Respite periods are being implemented at Hunter Street East (shown in purple on the diagram to the right) and Hunter Street West (shown in blue), while demolition is being completed.

Work during the respite periods includes loading and removal of spoil from site, and general low-impact demolition activities.

Noisy activities including rock hammering and saw cutting will be scheduled during the hours shown in green for both sites.

These respite hours may be adjusted before the start of shaft excavation.



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### Weekly email updates

Weekly email updates provide the latest information about upcoming work including roadheader excavation progress. If you'd like to receive these email updates, please send a request to **MetroTunnelsJCGJV@transport.nsw.gov.au** and we will add you to the distribution list.

### Contact us

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

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