



Hawkesbury sandstone excavated during tunnelling, being reused at Clyde stabling and maintenance facility

Celebrating major milestones at Clyde

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.

The Gamuda and Laing O'Rourke Consortium (GLC) is delivering the Western Tunnelling Package. The project involves nine kilometres of twin metro rail tunnels between Westmead and Sydney Olympic Park, excavation for two new metro stations, a stabling and maintenance facility at Clyde and a precast facility at Eastern Creek.

Construction update

The site of the future Clyde stabling and maintenance facility is taking shape following a series of major construction milestones being reached.

With the site's 950-metre-long retaining wall now at its final height, and two substantial bridge structures in place over A'Beckett's Creek and Duck Creek, earthworks have entered their final stage. This will see the site transform from a mountainous stockpile of sandstone and shale to an entirely even surface, ready for the stabling yard's tracks to be laid.

Further west, the new Unwin Street bridge has opened to traffic and the old Unwin Street alignment has been incorporated into the project's construction area. The completion of this work marks a critical step forward in the construction of the stabling and maintenance facility.

Mega machines come and go



TBM Dorothy arrives at the Clyde junction caverns

GLC's tunnelling team has been hard at work underground, successfully advancing tunnel boring machines (TBMs) Betty and Dorothy into the Clyde junction caverns and seeing them safely on their way toward Parramatta.

TBM Betty is expected to breakthrough into the Parramatta metro station box mid-year, with TBM Dorothy following closely behind.



Service tunnel (left). TBM Dorothy in mainline tunnel (right)



Section of tunnel complete between Clyde and Sydney Olympic Park

What is a junction cavern?

As the name implies, a junction cavern is where two tunnels meet. Once Sydney Metro West is up and running, metro trains will move to and from the Clyde stabling and maintenance facility via two 700-metre service tunnels that connect to the mainline tunnels.

Building bridges

Did you know the new Unwin Street alignment and bridge construction was completed in stages over two years?

The work involved around 120 workers, 2,200 cubic metres of concrete and plenty of heavy lifting. Some of the bridge's horizontal support beams craned into place weighed 78 tonnes each.

Throughout this complex construction exercise, more than 80,000 cubic metres of spoil was used – 14 per cent of which came from reusable material excavated by tunnel boring machines Betty and Dorothy.



The Parramatta skyline behind the new Unwin Street bridge



Site engineer explains the task at hand

Community comes to Clyde

On Saturday 12 April 2025, the local community came to Clyde for a behind-the-scenes look at the stabling and maintenance facility under construction.

With site engineers leading tours and team members from various disciplines on hand to answer questions along the way, visitors gained a unique insight into the site and its crucial connection to the broader Sydney Metro West project.

Guests also snapped selfies with the impressive machinery on display and visited the Sydney Metro Mobile Community Information Centre for more information about all things Sydney Metro.

Each tour wrapped up on a sweet note, with gelato – the perfect end to a sunny day touring a key part of Australia’s biggest public transport project.



Visitors of all ages flocked to see the machinery on display



Getting the inside story on the work in progress



Rolling out the red carpet for the local community



Winning the ‘thumbs up’ of approval



Aerial view of Clyde construction (May 2025)

Indicative construction timeline for Clyde

			We are here	
2021 to 2022	Mid 2022 to early 2023	Early 2023 to mid 2024	Late 2023 to mid 2025	Late 2025
Site investigations and demolition	Site establishment	Construction of connecting tunnels and caverns	Launch of TBMs and construction of twin metro tunnels	Site handover for control centre construction

Six-month look ahead and out-of-hours work activities							
Activity	Noise impact	June	July	August	September	October	November
Finishing work: earthworks and retaining wall	Low to medium	●	●	●	●		
Landscaping and planting within site	Low	●	●	●			
Shed demobilisation and removal	Low		●	●	●		
Finishing work on the new Unwin Street alignment	Low to medium	●	●	●			
Utility upgrades and installations	Low to medium	●	●	●			
Delivery of machinery, materials, and equipment	Low	●	●	●	●	●	●
Tunnel lining	Low	●	●	●	●	●	●
Removal of excavated material from Rosehill services facility	Low		●	●	●	●	●
● Standard construction hours ● 24 hour work activities							

Contact us
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