



Four roadheaders are working simultaneously underground to excavate the Pyrmont station cavern and tunnels.

Pyrmont adit excavation complete

The NSW Government is delivering Sydney Metro West – a new underground metro railway which will double rail capacity between Parramatta and the Sydney CBD, transforming Sydney for generations to come.

This once-in-a-century infrastructure investment will provide fast, reliable turn-up-and-go metro services with fully accessible stations, link new communities to rail services and support employment growth and housing supply.

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. Sydney Metro West will target an opening date of 2032.

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.

Pyrmont construction activities

Tunnelling for the future Pyrmont Station has made incredible progress this year, with excavation of the pedestrian tunnels (adits) now complete. Roadheaders and excavators are currently working around the clock to finish carving out the station cavern and service adits. Excavation of the Pyrmont East and West shafts are in the final stages and expected to be complete in the coming months.

Above ground, tunnelling support activities include spoil removal, water treatment and delivery of machinery and equipment to site.

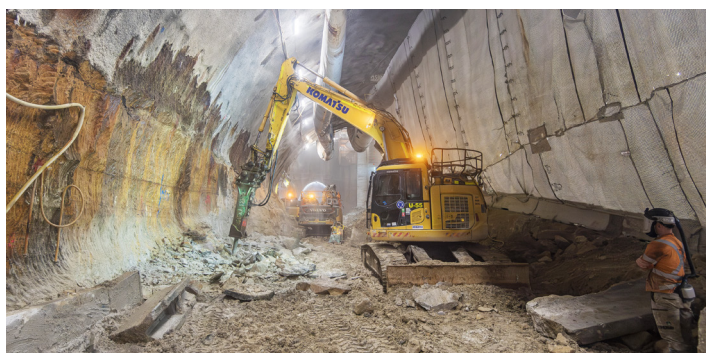
What's happening in Pyrmont

Cavern excavation

Excavation of the Pyrmont station cavern and crossover cavern heading (cavern roof) is nearing completion with about 300 metres in length now excavated underneath Pyrmont. About 180,000 tonnes of spoil (excavated material) has been removed from the station cavern and crossover cavern.



A concrete mixture (shotcrete) is sprayed to the wall of the cavern to provide support.



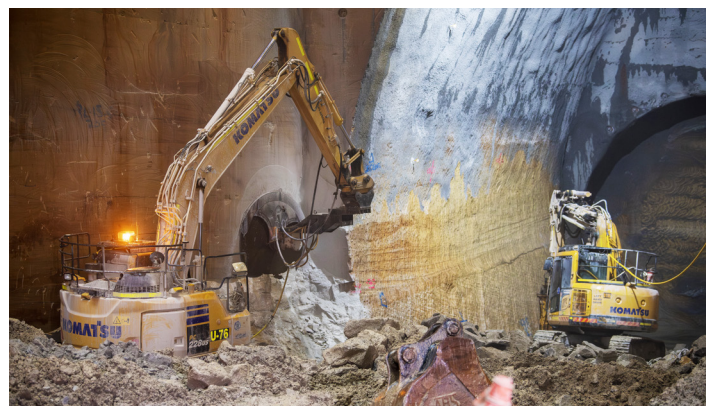
Excavation of the 313-metre-long station cavern and crossover cavern is nearing completion.

Shaft excavation

Excavation of the Pyrmont East and West shafts are almost complete, having reached a depth of about 32 metres at the East site and 28 metres at the West site. The two station shafts, which will be used as pedestrian access points to the station, are being excavated using rock hammers. At completion of excavation, the east shaft will be 34 metres deep, while the west shaft will be 33 metres deep.



A rock hammer being used during shaft excavation to break up ground material.



A saw cutter is used in the Pyrmont West shaft to cut through concrete and sandstone in sections.

TBM tunnelling update

Tunnel boring machines (TBMs), Ruby and Jessie, have both completed their first harbour crossing at Johnstons Bay and have now reached their standby locations at Pyrmont Station. Once the TBMs break through at Pyrmont, they will traverse the 313-metre-long station cavern and crossover cavern before being relaunched at the opposite end of the cavern to tunnel towards Hunter Street.

The permanent invert (tunnel floor) has now been poured from the back of the TBM in both tunnels up to The Bays station box. Cross passage excavation is now well underway, with the first cross passage excavated between Sommerville Road and Solomons Way at Glebe Island.

What is a cross passage?

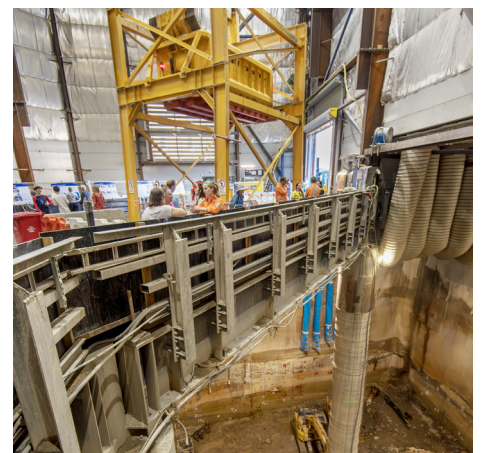
A cross passage is a connection between the two main tunnels, located about every 150-200m along the alignment. Cross passages are created after the TBM has passed through that section of tunnel. These passages are an important safety feature of operational tunnels and allow people to move from one tunnel to another in case of an emergency. There are three cross passages in the Pyrmont area. One is under Black Wattle Bay, another near Bank Street and the final one beneath Saunders Street.



Cross passage excavation in the TBM Jessie tunnel.

Pymont Station Site Open Day

A community open day was held at the Pymont West site in April to give visitors an opportunity to view the West shaft, speak to JCG and Sydney Metro experts, and learn more about what the future Pymont Station will look like.



Over 260 local community members visited the West site for the Pymont Station Site Open Day in April 2025.

Heritage highlights

Pymont became a manufacturing hub for the Australian sugar industry from 1875 to 1992. Initially imported into Australia, sugar cane began to be locally grown by Queensland farmers in the 1860s. As consumer demand for white sugar grew, the Colonial Sugar Refining Company (CSR) established a refinery in Pymont, which became a cornerstone of the local industry (Figure 1).



Figure 1: Unloading bulk sugar using horse and cart at CSR wharf Pymont (located in the now Jacksons Landing Residential Estate) – image credit Max Dupain.



Figure 2: Aerial view of Pymont Refinery ca 1970 – image credit Max Dupain.

While sugar boomed in Pymont, CSR diversified into byproducts like rum and caneite (a lightweight material, like a pinboard, made from sugar cane fibres), making the area a hub of industrial activity. By 1900, CSR's industrial output was the second largest in the country, behind BHP steel. The Pymont sugar refinery operated until 1992 after the exclusive agreement between CSR and the Queensland Government was terminated and Australians were allowed to import sugar again. Today, ports near Pymont like Glebe Island, are still being used to unload sugar and other imported products such as cement, into Sydney.

Six-month construction lookahead

Activity (subject to change)	Jun	Jul	Aug	Sep	Oct	Nov
Shaft excavation	<div></div>	<div></div>				
Station cavern excavation (roadheader tunnelling)	<div></div>	<div></div>				
Crossover cavern' excavation (roadheader tunnelling)	<div></div>	<div></div>				
Services tunnels excavation (roadheader tunnelling)	<div></div>	<div></div>	<div></div>	<div></div>		
Services tunnel lining					<div></div>	<div></div>
TBM breakthrough		<div></div>				
TBM tunnelling		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Cross passages	<div></div>	<div></div>				
Cavern permanent lining works				<div></div>	<div></div>	<div></div>
Pymont East <div></div> Pymont West <div></div> Some out of hours works required <div></div>						

Work hours at Pymont

Standard construction hours are 7am –6pm, Monday to Friday and 8am –6pm, Saturdays. Out-of-hours work will be notified prior to work starting. Tunnelling and associated support activities occur 24 hours per day, seven days per week. Spoil haulage is permitted to continue 24 hours per day, seven days per week. JCG acknowledges that this work continues to have an impact on local residents and businesses, and thanks you for your patience and cooperation so far.



Pymont East shaft excavation.

Our community teams

JCG has a team committed to working with the community as it delivers the project. The team plays 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** or **MetroTunnelsJCGJV@transport.nsw.gov.au** 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.

Weekly email updates

Weekly email updates provide the latest information about upcoming work. 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.

Sydney Metro Connect - another way to stay informed

Download Sydney Metro Connect onto your smart device to stay informed about current work, project milestones and receive notifications for upcoming work in your area –all in one place. Sydney Metro Connect is available from the App Store or Google Play.

Contact us

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

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