



TBM Ruby traverses (passes through) the base of the 33-metre deep shaft at Pymont East.

Pymont cavern excavation progresses

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, Pymont 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 Pymont and Hunter Street metro stations. This work is part of the Eastern Tunnelling Package (ETP) for Sydney Metro West.

Pymont construction activities

Tunnel boring machines (TBMs) Jessie and Ruby successfully traversed the Pymont station and crossover cavern last month and are now tunnelling towards Hunter Street.

Our underground work in Pymont is now focused on excavating the cavern floor (invert) and edges. This involves trimming and removing hard rock in sections along the full length of the cavern invert using either a profiler or an excavator with a hammer attachment. Once complete we will install the permanent concrete lining of the cavern which will involve pouring concrete from the surface down to the cavern and invert.

Excavation of the Pymont East shaft, which will be used as a pedestrian access point to the station, is at its final depth, while the West shaft has about one metre to go with works for this scheduled to recommence early next year.

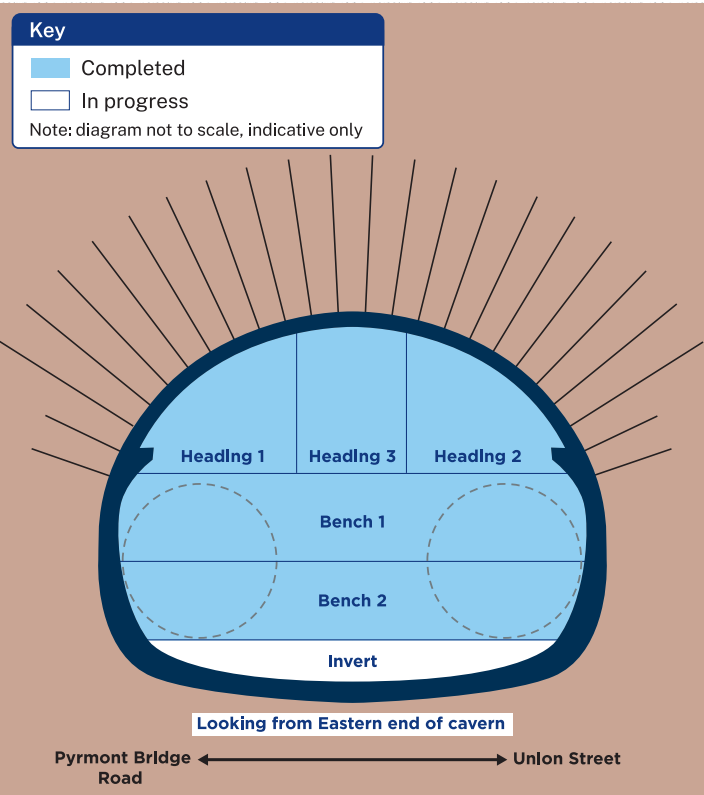
What’s happening in Pyrmont

Final stages of cavern excavation

Bulk excavation and profiling of the cavern floor (invert) is progressing well. While most of the excavation is done with a profiler, part of the work includes trimming and removing hard rock from the invert and sections at either end using an excavator with a hammer attachment. These works will continue intermittently over the next few months and may cause temporary ground borne noise and vibration. Some works will take place out-of-hours to support tunnelling activities and residents in affected properties have been contacted.



A profiler is a machine used to excavate the cavern invert by slowly grinding away the surface of the rock.



Pyrmont crossover cavern invert bulk excavation.

Union Street, Pyrmont closure

To support the next phase of tunnelling activities, Union Street will be temporarily closed between Edward Street and Pyrmont Bridge Road from mid to late October 2025, for about three months. Pedestrian and cyclist access will remain in place on the northern side of Union Street.

The temporary road closure is required to allow for the installation of the permanent concrete lining of the cavern and adits. A temporary compound will be established on Union Street where equipment such as concrete pumps and concrete trucks will be used to transfer the concrete into the tunnels for pouring. In total we expect to pour 14,880 m³ of concrete from our Union Street compound. That is equivalent to almost six Olympic size swimming pools of concrete.



The concrete pours from Union Street will be used to line the Pyrmont cavern and adits.

A total of up to 24 concrete pours will take place between 7am and 10pm, Monday to Sunday over three months. About four pours will extend past 10pm. Surrounding properties will be provided with more information as the work progresses.



An example of a completed invert pour.

TBM tunnelling update

Tunnel boring machines (TBMs), Ruby and Jessie, successfully broke through and traversed the Pyrmont Station and crossover cavern last month, before being relaunched at the opposite end of the cavern. The machines are now tunnelling under Darling Harbour alongside the iconic Pyrmont Bridge and Australian National Maritime Museum, heading towards Hunter Street in the heart of the CBD.



Follow the journey of the Sydney Metro West TBMs by scanning the QR code.

Mixed shield TBMs use slurry technology to balance the pressure inside and outside of the machine as it moves through different ground conditions. Compressed air is used within the cutterhead as part of the excavation and cutterhead maintenance processes.

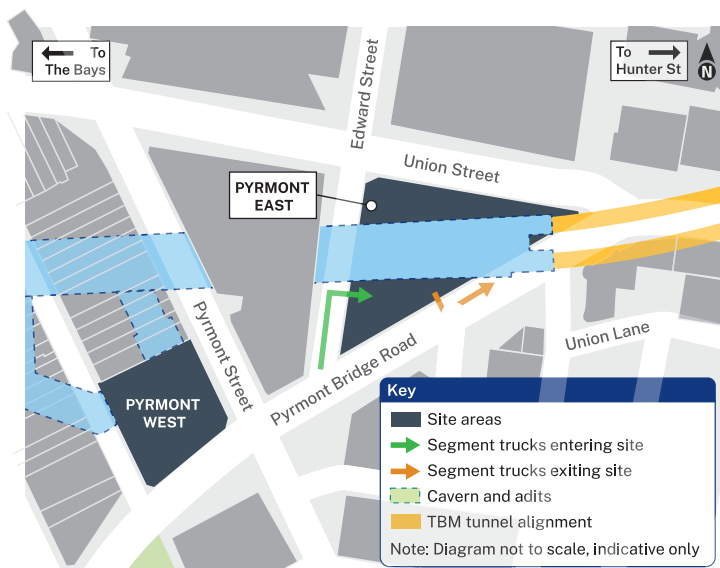


TBM Ruby, pictured right, was the first mega borer to break through into the Pyrmont cavern.

The TBM installs concrete segments which form the permanent lining of the tunnel. Concrete segments and equipment will be delivered to the Pyrmont East site via trucks to support tunnelling activities. These deliveries will be required 24 hours per day, five days per week.

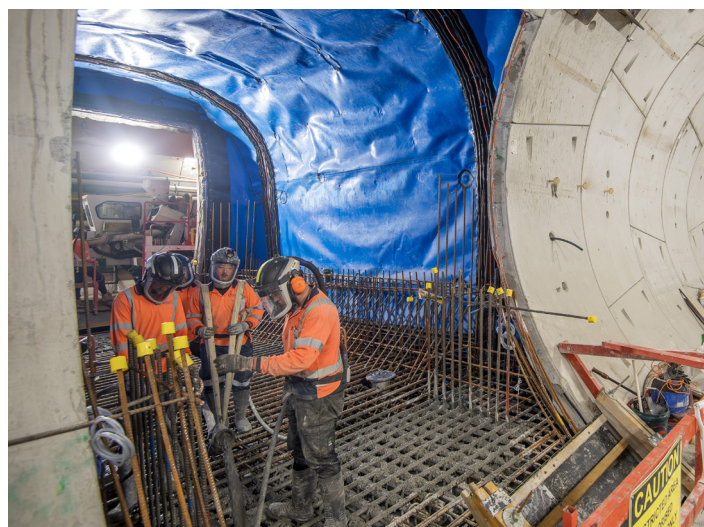


Concrete segments will be brought to Pyrmont via truck and lowered into the Pyrmont cavern via a crane inside the acoustic shed.



Segment delivery access at the Pyrmont East site.

Behind the TBMs, cross passage works continue. Between The Bays and Hunter Street there are a total of 12 cross passages. The five between The Bays and Pyrmont are undergoing the final stages of waterproofing and concreting. Two other cross passages are located in Pyrmont near the Australian National Maritime Museum, with excavation works for these scheduled to begin in October 2025.



A cross passage is a connection between the two main tunnels, located about every 150-250m along the tunnel alignment, to allow people to move from one tunnel to another in case of an emergency.

Managing our impacts

The project team aims to minimise impacts to the local community as much as possible. This includes implementing measures including using acoustic tents and sheds, using approved haulage routes, conducting noise and vibration monitoring and scheduling high impact work during standard construction hours where possible. When out-of-hours work is required, the team will provide regular updates and liaise with directly affected residents to discuss mitigation options before the work.

Six-month construction lookahead

Activity (subject to change)	Oct	Nov	Dec	Jan	Feb	Mar
Cavern invert excavating and benching (profiling and hammering)	●●	●●				
Cavern and adits permanent lining and waterproofing	●●●	●●●				
TBM tunnelling including segment deliveries	●●●	●●●●	●●	●●	●●	
Cross passage excavating, permanent lining and waterproofing	●●	●●	●●	●●●	●●●	●●
Pymont East ● Pymont West ● Some out of hours works required ● Pymont ● Sydney CBD ●						

Pymont Station Site Open Day

The Pymont East site hosted an Open Day in August to give community members a behind-the-scenes look at the Project and get a rare glimpse of TBM Ruby down in the shaft. This was a great opportunity for locals to speak with JCG and Sydney Metro subject matter experts and learn more about the future Pymont Metro Station.



Over 250 locals visited the Pymont East site for a Community Open Day in August 2025.

Work hours at Pymont

Standard construction hours are 7am – 6pm, Monday to Friday and 8am – 6pm, Saturdays. Shaft and tunnel support activities including deliveries can take place from 6pm to 7am six nights per week and on Sundays between 7am and 6pm. Out of hours will be required and notified prior to work starting. Tunnelling and associated support activities occur 24 hours per day, seven days per week.

Our community team

JCG has a team committed to working with the community as it delivers the project. The team has played 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 Pymont. We will continue to keep you updated on the progress of work in your area.

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.

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.

Contact us

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

1800 612 173 Community infoline open 24 hours

MetroTunnelsJCGJV@transport.nsw.gov.au

Sydney Metro West

PO Box K659, Haymarket NSW 1240



Translating and interpreting service

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