



Betty, the first tunnel boring machine (TBM) to arrive at Westmead.

# TBM Betty breaks through to Westmead

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.

## Westmead construction update

Tunnel boring machine Betty has carved her way to Westmead, completing a remarkable two-year, nine-kilometre tunnelling journey.

Between Sydney Olympic Park and Westmead, the 1200-tonne mega machine – named after Olympic champion Betty Cuthbert – excavated around 790,000 tonnes of sandstone and shale. Advancing an average of 200 metres per week, she also installed more than 29,000 concrete segments to line the seven-metre-diameter tunnel along the way.

TBM Betty's counterpart, Dorothy, is set to arrive at Westmead by the end of the year.

While GLC's tunnelling team has been busy with the TBMs, the Westmead team has been making steady progress on the new metro station, located 30 metres below ground.



Waterproofing and lining works complete inside the rail crossover cavern.

## Progress underground

After nine months of lining works, including waterproofing, steel fixing, formwork installation and concrete pouring, the 240-metre-long rail crossover cavern is now watertight and encased in its final concrete lining. This cavern, at the eastern end of the 500-metre-long station site, was where TBM Betty made her grand entrance to Westmead.

At the opposite end, 90-metre stub tunnels (built to future proof the Sydney Metro West network) have been lined, and the station cavern is on track for completion by the end of the year.



Lining the crossover cavern.



Concreting and waterproofing the crossover cavern.

### Did you know?

- Together, the **station cavern and station box** provide the space needed to accommodate **170-metre-long metro train platforms**.
- The arch lining **formwork** currently being built to line the station cavern is the **largest of its kind in the southern hemisphere**. It weighs **315 tonnes** and is **seven-storeys high**.
- Once complete, more than **60,000 tonnes of concrete** will have gone into forming the station box, bases, and arch structures of the caverns at Westmead.



Arch lining formwork being built in the station box.

## Pedestrian crossing improvements

The pedestrian crossings at the intersection of Hawkesbury Road and Priddle Street are scheduled to be upgraded during the upcoming school holidays.

The pedestrian crossings and pram ramps will be widened, traffic signals relocated, road resurfaced, and additional safety fencing installed. These improvements will give pedestrians more space when crossing and assist traffic flow, particularly during peak school pick up and drop off times.

For the safety of workers, motorists and pedestrians, some of this work will occur at night.

Pedestrian detours, temporary signage and traffic control will be in place to assist the community and road users with changes to road and footpath conditions.



Hawkesbury Road and Priddle Street intersection improvement.

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Parramatta community open day, August 2025.


Six-month look ahead and out-of-hours work activities


Activity	Noise impact	September 2025	October 2025	November 2025	December 2025	January 2026	February 2026
TBM tunnelling	Low	●	●	●			
Removal of large TBM components	Low to medium	●	●	●	●	●	
Concrete deliveries	Low to medium	●	●	●	●	●	●
Delivery and removal of machinery, materials and equipment	Low to medium	●●	●●	●●	●●	●●	●●
Installing/demolishing formwork, steel fixing and concrete pouring	Low to medium	●	●	●	●	●	●
Local area road works, Hawkesbury Road and Priddle Street	Medium to high	●●	●●	●●			
Surveying, installing and monitoring survey devices in local streets and site.	Low	●	●	●	●	●	●

● Standard construction hours ● 24 hour work activities ● Up to 10 nights per month ● Out-of-hours work

### Keep track of tunnelling progress


Follow the journey of all the tunnel boring machines working on Sydney Metro West, with the TBM Tracker.







**BE TRUCK AWARE**

Look out, trucks about





### 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

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