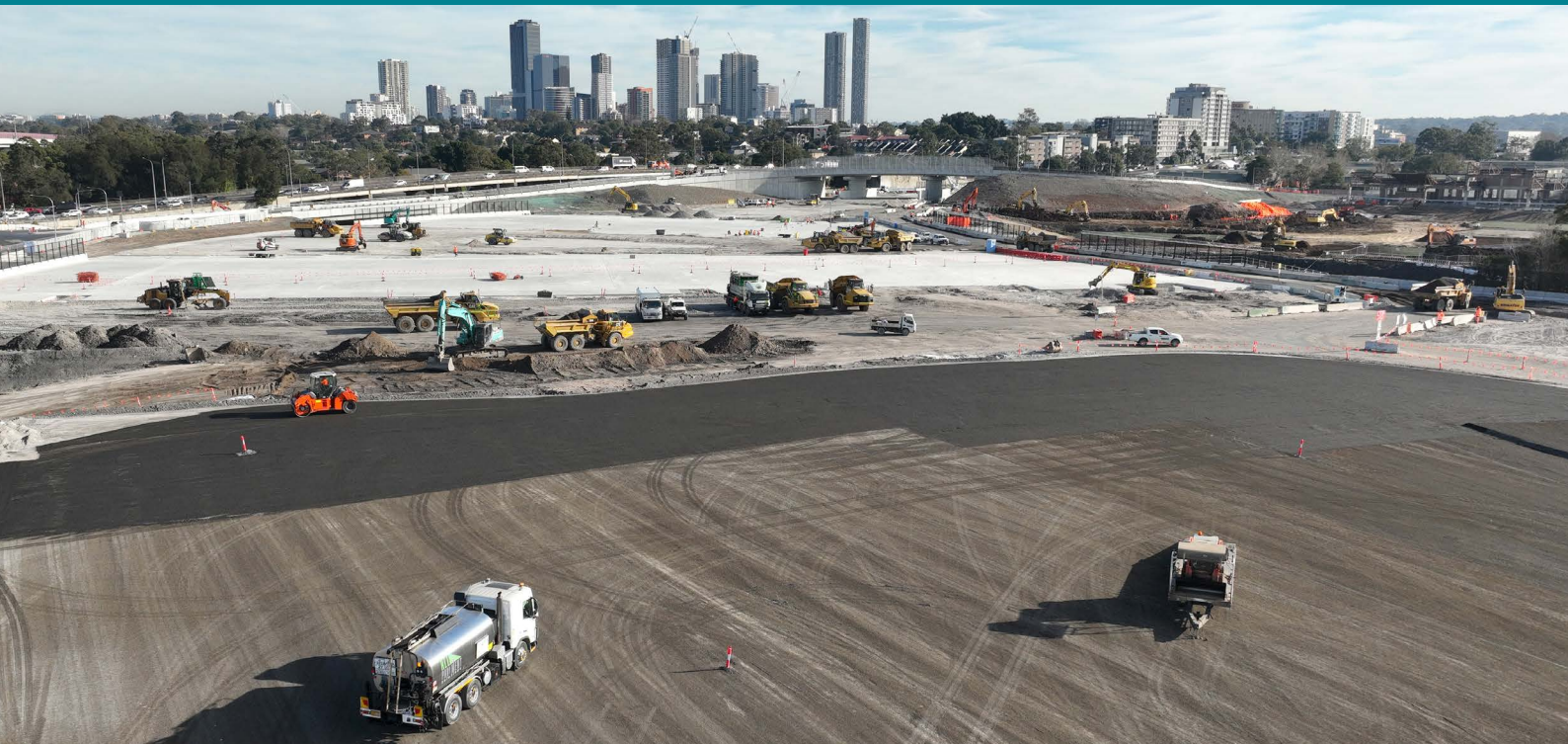




Putting the final touches on earthworks at the future Clyde stabling and maintenance facility site.

Major work nearing completion 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.

Clyde construction update

Major work at the future Clyde stabling and maintenance facility is nearing completion, with surface crews finalising utility upgrades and earthworks, and sealing the vast stabling yard area in preparation for the next stage of construction.

Underground, the two service tunnels linking the stabling yard to the mainline tunnels are now fully lined, and work is continuing in the junction caverns. With tunnel boring machines (TBMs) Betty and Dorothy having reached the end of their two-year tunnelling missions, GLC's tunnel excavation work is now complete.

Between Sydney Olympic Park and Westmead, the TBMs carved through a total of 1.6 million tonnes of shale and sandstone and installed around 60,000 precast concrete segments along the way.

Westmead Public School students make their mark



The best-looking tunnel segment in the west.

The last concrete segment used to line the metro tunnels arrived at Clyde recently, marking the completion of a two-year production effort involving more than 500 pairs of hands.

To celebrate this significant milestone, student leaders from Westmead Public School were invited to decorate the final segment before its installation.

As part of their visit, students also toured the project's Tunnelling and Infrastructure Academy (TIA), where they enjoyed a behind-the-scenes look at our TBM cabin simulator and learnt how a TBM works.

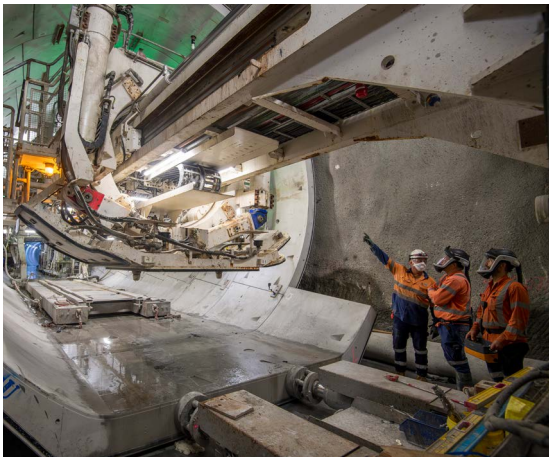
In recognition of the important relationship between the project and the school – which has been involved in several learning and engagement activities – the brightly decorated, four-tonne segment is now in place at Westmead.



Our TBM cabin simulator was a big hit!



The future is looking bright – students inside the TIA.



The LEM's robotic arm lifts and installs segments.

Making tunnelling history at Clyde Dive

GLC's Clyde Dive team has revolutionised how tunnels excavated by roadheader are lined. In a world-first, they've successfully adapted and refined a machine to do the heavy lifting!

Inspired by tunnel boring machine technology, the Lining Erector Machine (LEM) installs precast concrete segments to form a complete tunnel ring in just one hour.

The LEM has been used to line the project's two 700-metre-long service tunnels, creating a smooth, watertight finish that matches the mainline tunnels. This innovation not only saves a huge amount of time, it also means far less manual handling and working at heights compared to the traditional 'cast in situ' method. Safety first!

Turning stormwater into clean water

A new bioretention basin has been built to help protect Duck Creek from stormwater pollution during the next phase of construction and the ongoing operation of the Clyde stabling and maintenance facility.

The eco-friendly system uses natural materials like mulch and trees, combined with underground pipes and filters, to clean stormwater before it reaches Duck Creek — which flows into the Parramatta River.



Smart, sustainable design: vegetation beginning to grow in the bio-basin

Did you know?

The vegetation in the bio-basin play a vital role. As stormwater passes through the filter system, pollutants are captured and broken down. The resulting nutrients are then absorbed by the trees and plants, helping them grow while keeping harmful substances out of our waterways.

Quickway – Power Enabling Work

Sydney Metro has engaged Quickway to install high-voltage (HV) conduits between the Endeavour Camellia Zone substation and Rosehill Services Facility site, as part of ongoing construction for Sydney Metro West. This work involves excavating two separate adjacent trenches in Unwin Street and Colquhoun Street, including at the intersection of Shirley Street.

Site investigation works will continue until mid-December and construction work — including out-of-hours trenching and excavation — is scheduled to commence from mid-January 2026.

The power enabling work will take up to seven months to complete but will not be continuous during this period. Work will be carried out in stages to coordinate with GLC's activities in and around the Rosehill Services Facility site. To support Quickway's work, a temporary ancillary facility will be established in Durham Street, Rosehill from mid-January 2026.



A look inside one of the finished service tunnels.

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

Activity	Noise impact	November 2025	December 2025	January 2026	February 2026	March 2026	April 2026
Utility upgrades and installations	Low to medium	●	●	●	●	●	●
Delivery of machinery, materials, and equipment	Low	●	●	●	●	●	●
Tunnel support works	Low	●	●	●			
Site investigation works (Quickway)	Low	●	●				
Setting up ancillary facility (Quickway)	Low			● ●			
Trenching and installing conduits (Quickway)	Low			●	●	●	●

● Standard construction hours ● 24 hour work activities ● Out-of-hours work

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Subscribe to our mailing list at metrotunnelsGLC@transport.nsw.gov.au to stay in the know about what’s coming up on the project. You’ll receive regular notifications about upcoming work, as well as newsletters and invites to our upcoming community open days – those you won’t want to miss!



Parramatta community open day, August 2025.

Contact us

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

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