



The Marrickville dive is now completely covered using 646 reinforced concrete planks to form the 400 metre long permanent dive structure

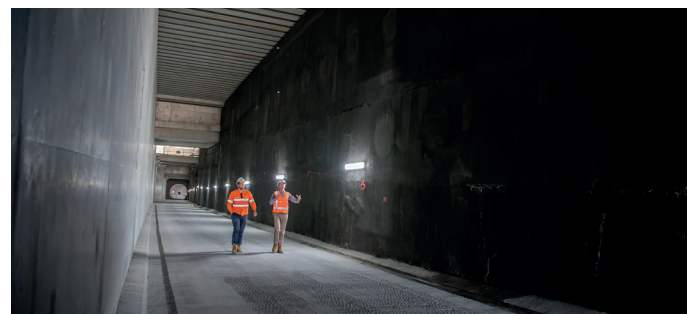
## Marrickville dive structure complete

John Holland CPB Ghella (JHCPBG) has completed the structure that will allow the Sydney Metro trains to dive underground and into the tunnels to the city. This portion of the site has been handed over to Systems Connect (an unincorporated joint venture between CPB Contractors and UGL Limited) who is now delivering line-wide work to turn the tunnels into a working railway.

For the past three years, the JHCPBG team has worked hard to deliver two major phases of work in the dive – the launch and support of the two tunnel boring machines (TBMs) which excavated the twin tunnels to Barangaroo and the permanent structures that will service the future train line.



TBMs Nancy and Mum Shirl launched from the Marrickville dive site in late 2018



Nearly two million tonnes of excavated material was removed to construct the Marrickville dive site

Sydney Metro is Australia's biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

Sydney Metro City & Southwest extends the new metro network from the end of Sydney Metro Northwest at Chatswood, under Sydney Harbour, through the CBD, and west to Bankstown.

John Holland CPB Ghella (JHCPBG) is building the 15.5 kilometre long twin railway tunnels between Chatswood and Sydenham and excavating six new metro stations.

## Three-month look ahead

Activity (subject to change)	November	December	January
Stormwater upgrade in Railway Parade	●	●	
Utilities upgrades along Edinburgh Road	●	●	●
Earthworks and concreting for stormwater upgrade	●	●	●
Construction of retaining walls	●	●	●
Deliveries of plant and materials	●	●	●
Construction of the gantry shed in the dive site	●	●	●

## Marrickville stabling yard well underway

In the stabling yard, work will continue into 2021 to upgrade the stormwater drainage system and utility services in the surrounding area. The first of the new underground stormwater drainage lines is already in use.



Work to upgrade the local utility services has begun



Once complete, this facility will provide overnight stabling and light maintenance activities for Sydney Metro trains

## Project update along the Sydney Metro City & Southwest alignment

As the tunnelling and station excavation portion of the project nears completion, the JHCPBG team has begun to hand over other sites to follow-on contractors. The Waterloo Station site has been handed over to the integrated station development team who will deliver the new station and Metro Quarter.

The tunnels from the Marrickville dive site to Pitt Street Station in the city were handed over to the line-wide contractor, Systems Connect, in July. In the north, the under-harbour tunnels are almost complete and the tunnels between Chatswood and Victoria Cross Station have been handed over to Systems Connect together with the newly excavated Crows Nest Station.

Elsewhere, work at the Chatswood dive site and Martin Place South entrance are nearing completion. Major works are underway at the Barangaroo Station site, where the rail crossover cavern is being built to allow the metro trains to switch tracks when fully operational. At Victoria Cross Station in North Sydney, the permanent concrete lining of the largest rail cavern in Australia is now complete.







Systems Connect is continuing to deliver line-wide work at the Marrickville dive site, including installing rail tracks, power systems and other infrastructure required to turn the excavated tunnels into a working railway. In coming months, a gantry shed and site offices will be installed to help facilitate construction of the rail tunnel.

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