



Tunnel waterproofing underway at Westmead

Caverns taking shape at 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. Two potential station locations are being investigated west of Sydney Olympic Park, including one at Rosehill Gardens which could support a significant increase in housing.

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

The new underground metro station at Westmead is taking shape, with the station cavern, rail crossover cavern and two stub tunnels now fully excavated.

The three roadheader machines that handled most of the excavation – Rosie, Heather and Charlotte – have been transported off-site. Together, they helped cut through around 450,000 tonnes of slate to shape the caverns and tunnels that now sit about 15-29 metres below ground.

GLC sent 100 per cent of the reusable material to be repurposed across other projects in the Sydney metropolitan area.

Work is now underway to waterproof the excavated areas and form the cavern and tunnel linings.



Excavation complete, rockbolting and shotcreting underway at Westmead

What's happening underground

The next stage of construction at Westmead is focused on waterproofing the excavated areas and forming the cavern and tunnel linings with steel-reinforced concrete.

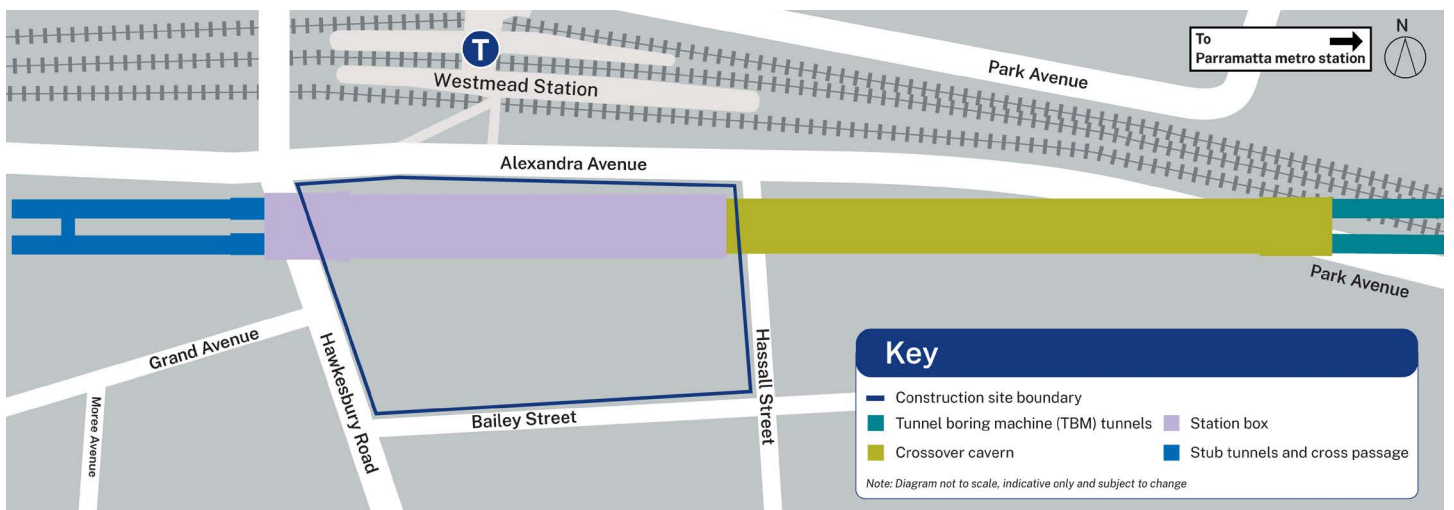
In addition to lining the shotcrete walls with the bright blue waterproof membrane you can see in the front page image, GLC will install drainage systems to capture any groundwater, then encase the caverns and tunnels in a final concrete lining.

This layered approach is crucial for giving the underground structures strength and flexibility.

Did you know?

Did you know we're future-proofing the Sydney Metro West network at Westmead?

By constructing the two stub tunnels on the western end of the station box, we allow for the network to expand beyond Westmead in the future.



Map showing Westmead site.

On the surface: Pedestrian crossing improvements

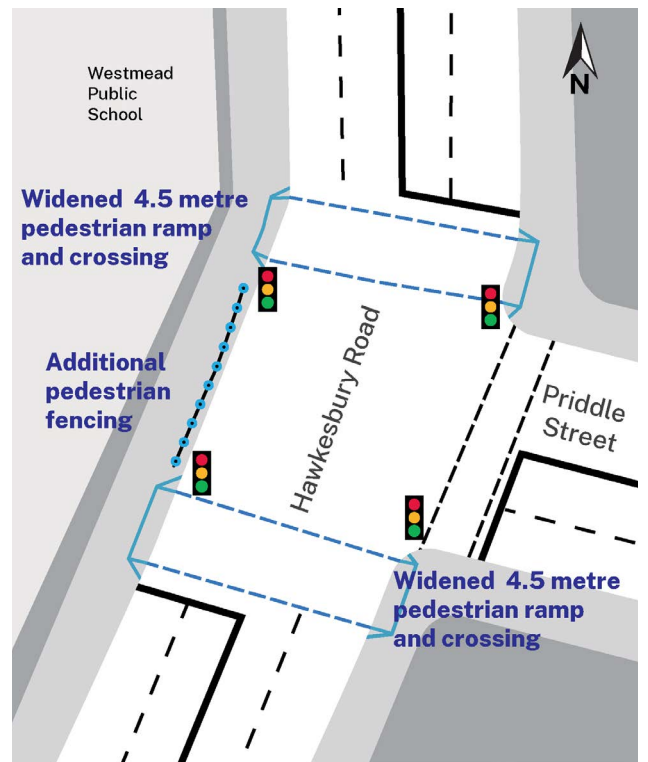
Over the coming months, the Westmead community will see the pedestrian crossings at the intersection of Hawkesbury Road and Priddle Street upgraded. This will give pedestrians more space when crossing and to assist traffic flow, particularly during peak school pick up and drop off times.

As part of the upgrade, the pedestrian crossings and pram ramps will be widened, two traffic signals relocated, and additional safety fencing installed. This work will commence during the school holidays in January 2025.

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.



For the safety of workers, motorists and pedestrians, some of this work will occur at night, including, road and footpath excavation, concreting and line marking.



Hawkesbury Road and Priddle Street intersection improvements



Bird's-eye view: Westmead Metro Station under construction

Out-of-hours work

The majority of GLC construction is completed underground, around the clock. Occasionally, activities such as delivery of oversized plant and machinery or road works around site are carried out at night for the safety of workers, motorists and pedestrians.

The project team aims to minimise impacts to the local community during out-of-hours work as much as possible. Mitigation measures that may be used include completing the noisiest work before midnight, installing noise blankets around the worksite, implementing respite periods, or providing alternative accommodation.

The type of mitigation depends on the work activities and expected impacts. Noise and vibration monitoring is conducted during the work.

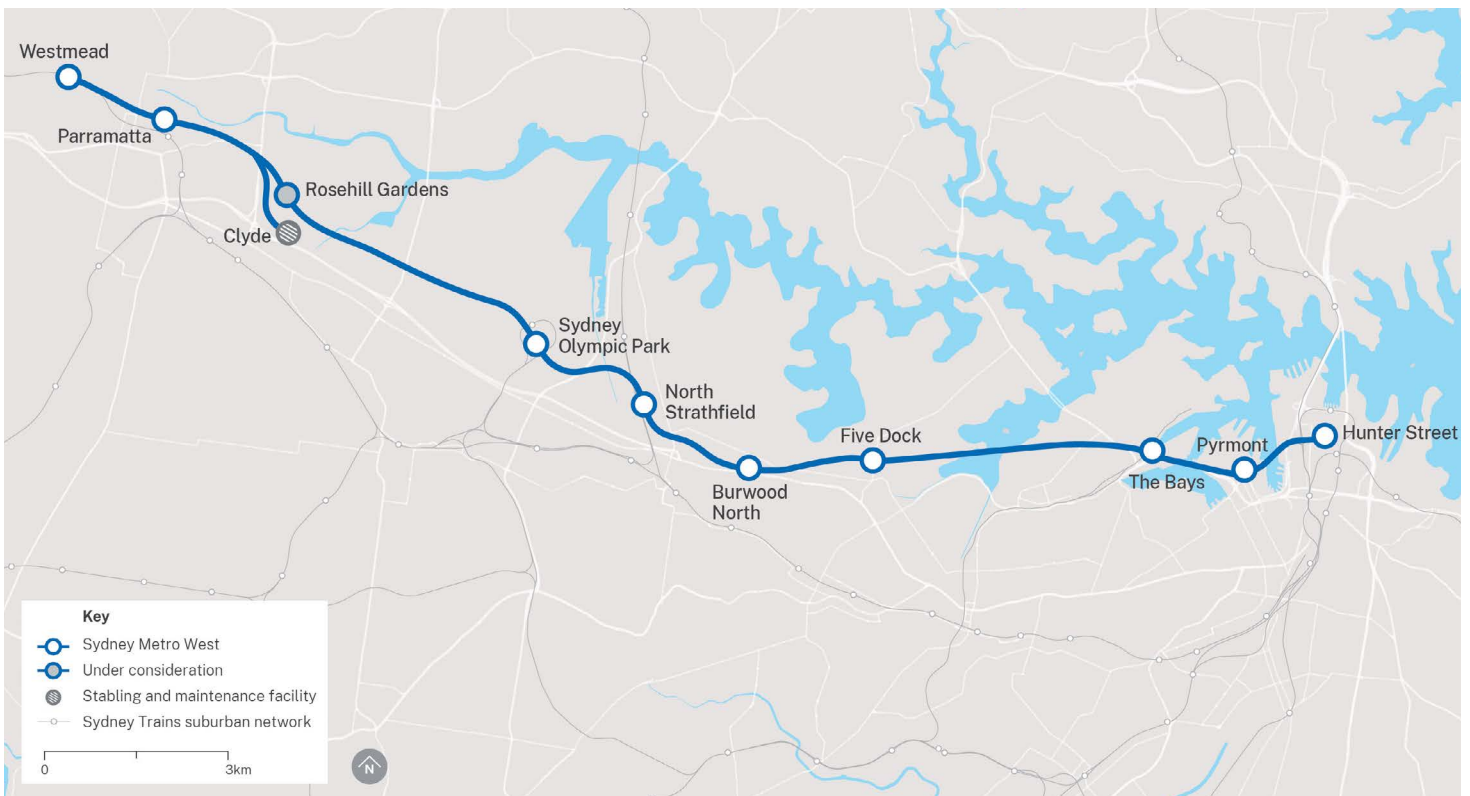
When out-of-hours work is needed, the team liaise with directly affected residents to provide more information and discuss mitigation options before the work commences.

To learn more or provide feedback about the work, including appropriate respite periods, please contact the project community team using the details overleaf.

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

Activity	Noise impact	December 2024	January 2025	February 2025	March 2025	April 2025	May 2025
Delivery and removal of machinery, materials and equipment	Low to medium	● (pink) ● (green)	● (pink) ● (green)	● (pink) ● (green)	● (pink) ● (green)	● (pink) ● (green)	● (pink) ● (green)
Installation of waterproofing, steel fixing and lining of caverns and stub tunnels	Low to medium	● (dark blue)	● (dark blue)	● (dark blue)	● (dark blue)	● (dark blue)	● (dark blue)
Concrete deliveries	Low to medium	● (dark blue)	● (dark blue)	● (dark blue)	● (dark blue)	● (dark blue)	● (dark blue)
Local area road works, Hawkesbury Road and Priddle Street	Medium to high	● (green)	● (green)	● (green)			
Installing, cleaning and maintaining survey devices within local streets and the rail corridor	Low to medium	● (green)	● (green)	● (green)	● (green)	● (green)	● (green)

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



Sydney Metro West

Contact us

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

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