

# WATERLOO INTEGRATED STATION DEVELOPMENT ELECTRICAL RELOCATIONS

CLIENT: JOHN HOLLAND

LOCATION: WATERLOO NSW

DURATION: 10 MONTHS

Ferrycarrig was engaged by John Holland to carry out electrical relocation works associated with the delivery of the Sydney Metro Waterloo integrated station development project.

The new station located in Waterloo is part of the Sydney Metro. Sydney Metro is Australia's biggest public transport project. In 2030, Sydney will have four metro lines, 46 stations and a 113-kilometre standalone metro railway system.

Ferrycarrig was engaged by John Holland to deliver the relocation of the existing High Voltage, Low Voltage, and Street Light networks to give way to the construction works associated with the station redevelopment. Ferrycarrig was also awarded the construction of new private lighting infrastructure for the City of Sydney Council.

Ferrycarrig's scope of work included the following:

- The relocation and undergrounding of high voltage, low voltage and streetlights Infrastructure all around Waterloo Metro Quarter
- More than 2km of trenching involving installation of new LV conduits, HV conduits, private lighting conduits and trenching for decommission and removal of redundant services
- Installation of 1.2 km of HV copper and aluminum cable
- Installation of 4.4 km of LV single core copper cable
- Installation of 2.5 km of auxiliary and street light cable
- Re-establishment of property services and Level 2 connections
- Construction of 8 new wooden poles and 7 new streetlights columns
- Construction of the new council private lights network around Waterloo Metro Quarter
- Installation of 25 multifunction poles
- Removal of redundant poles, pits and conduits
- Provision of traffic control, spotters and permanent restorations

Several challenges were associated with the delivery of the works including several trees within the footprint that required special care including the installation of conduits under the roots.

The works were located within a congested area that contained several existing services including stormwater culverts, buried transmission cables, and other unknown services.

Some road crossings were constructed below existing services that required shoring and unique temporary work designs.

Special programming was required to address time constraints. Botany Road is a heavy traffic congested area requiring out-of-hours works and the existence of sensitive receivers close to the construction area impacted.



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CONDUITS UNDER THE ROOTS**