

CENTRAL STATION

Underground metro on track

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

Laing O'Rourke is delivering the new Sydney Metro platforms under Central Station as well as the landmark Central Walk - a new underground pedestrian concourse to help customers get around Sydney's busiest railway station.

Work to excavate the new underground metro is progressing well, with the concrete foundations for the track and platform being formed. Four large access holes in the track slab allow material from the deep excavation to be removed and loaded onto trucks via cranes, and construction materials to be lowered down. These holes will be closed before the tracks are put back in 2022.

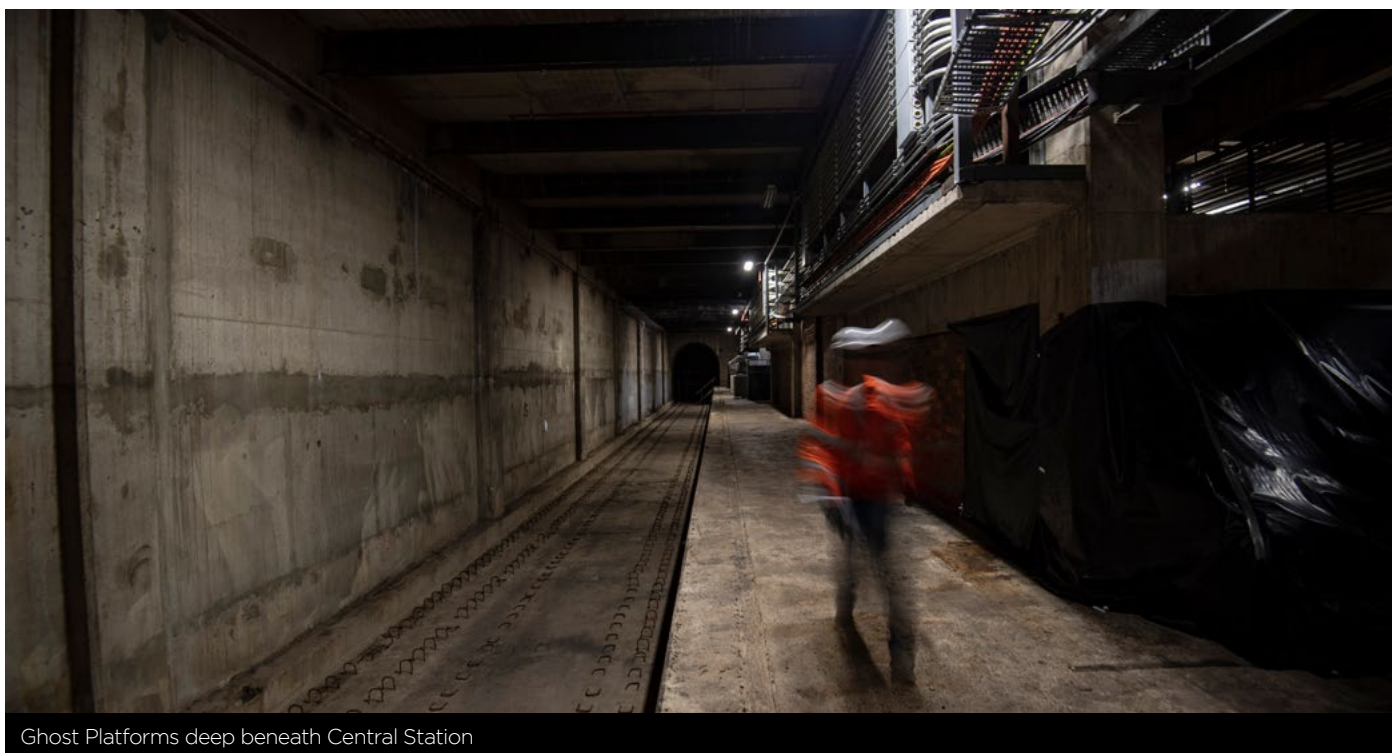
Nancy visits Central Station

Tunnel Boring Machine Nancy is expected to pass 20 metres underneath Central Station in the coming weeks as she makes her way 8.1km from Marrickville through to Barangaroo. Excavation for the underground metro continues from above, until it meets with the new tunnels.

Tunnel Boring Machine Nancy was named after Australian pioneer aviator, Nancy Bird Walton OBE, who was the first female pilot in the Commonwealth to carry passengers and was the founder of the Australian Women Pilots' Association.

The track and platform foundations are being constructed to support the excavation and will be permanently used to support intercity train services on Platforms 13 and 14 when they are restored following the completion of Central Station Metro work in 2022.

With the concrete piling to shape and support the new underground metro complete and the track and platform foundations underway, the next focus is excavating the 27 metres underneath Central Station for the new Sydney Metro platform.



Ghost Platforms deep beneath Central Station

Working within the depths of the Ghost Platforms

The Ghost Platforms at Central Station are two unused, underground platforms that were originally planned to service Bondi and the Illawarra. Located between the Eastern Suburbs Railway (ESR) Concourse and Platforms 24 and 25, the platforms were built in 1979 as part of the ESR line project (now called T4) but never completed. These platforms are bare concrete and include tunnel openings and space for offices and equipment.

As part of Central Station Metro work, the vacant platforms and tracks will be used to install power and transformer rooms. This location will power parts of Central Station, as well as provide a services connection for the new Central Walk.

At the current ESR Concourse level, hoarding has been installed and initial work includes demolition of redundant structures and installing a hoist, allowing plant and material to be moved between the ESR Concourse and Ghost Platforms underneath. Once the hoist is installed, construction and fit out of the power and transformer rooms will commence.

Finding your way around Central Station

There are four concourses at Central Station:

- ▶ The Grand Concourse accesses Platforms 1 to 12 for regional and intercity trains
- ▶ The Northern Concourse accesses Platforms 16 to 23 for Sydney trains
- ▶ The Southern Concourse accesses Platforms 4 to 25 for Sydney and intercity trains
- ▶ The Eastern Suburbs Railway (ESR) Concourse accesses Platforms 24-25 and links the Northern and Southern Concourses.

The Northern Concourse is split on two levels - the upper and lower Northern Concourse. The upper Northern Concourse area is through the ticket gates and in the paid area of the station around Platforms 8-9, 10-11 and 12. The Central Station Metro team will be working on the upper Northern Concourse areas to install the feature canopy roof and open up the lower Northern Concourse near the Eddy Avenue ticket gates and down into the



The Northern Concourse will be transformed as part of Central Station Metro works.

new metro platforms. There will be a series of changes to how customers walk through the Northern Concourse in the coming months - please keep an eye out for updates to signage.

Central Station Metro work is underway within the Northern Concourse and the ESR Concourse, shown on the map on the following page.



Three-month lookahead

Activity (subject to change)	July	August	September
1 Excavating and pouring track and platform foundations within former Platforms 13 -15	●	●	●
2 Demolishing 20-28 Chalmers Street	●	●	●
3 Relocating Customer Service Attendant and stand-by guard rooms on all Platforms 16-23	●	●	●
4 Constructing concrete edge beams on Platforms 20-21 and Platform 16		●	
5 Piling and demolishing within the upper and lower Northern Concourse	●	●	●
6 Installing new power and communication cables	●	●	●
7 Suburban Tunnel diversion			●
8 Demolition work behind the hoarding in the ESR Concourse	●	●	●



Around 528,000 tonnes of earth will be excavated as part of the Central Station Metro work - enough to fill 88 Olympic swimming pools.



Around 42 new escalators and 14 new lifts will be installed as part of Central Station Metro works.



Making way for the new entrance to Central Station

The building at 20-28 Chalmers Street is currently being demolished to construct a new entrance from Surry Hills into Central Station, as part of Sydney Metro.

The new entrance will feature two lifts and six escalators and will open to customers late 2022. It will directly connect customers from Chalmers Street and underground to:

- ▶ a new, modern 19-metre wide pedestrian concourse
- ▶ intercity and regional trains, light rail, buses and the new Sydney Metro underground platforms.

Demolition will continue until late 2019. After demolition is complete, piling and excavation will start up to 13 metres underground.

Demolition noise will vary depending on the work and your location. To minimise noise, mitigation measures will be in place such as selecting quieter machinery, installing noise barriers or mats around work sites, placing hoarding around the site and providing noise respite periods.

While work is being undertaken, it is **business as usual** for retailers, cafes, restaurants and the Sydney Dental Hospital on Chalmers Street. **Access on Randle Lane to car parks, garages and waste collection will be maintained at all times.**



Site establishment complete at 20-28 Chalmers Street

Reduce, reuse, recycle

The Central Station Metro team is committed to working sustainably at all times. Some of the initiatives underway include:

- ▶ Installing rainwater harvesting tanks to reuse water for our staff facilities in Sydney Yard.
- ▶ Reusing all clean excavated materials from the Central Station Metro site for construction of a business park at Horningsea Park in south-west Sydney. To date, 15,500 tonnes of clean material has been provided.
- ▶ Using recycled timber formwork on site.

Want to stay in touch?

If you'd like to receive project updates via email, please contact us at centralstationmetro@transport.nsw.gov.au to be added to the distribution list.

Contact us

For more information, enquiries or complaints, please contact us at:



1800 171 386 24-hour community information line



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If you need an interpreter, please call TIS National on 131 450 and ask them to call 1800 171 386.