

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.

## Upcoming work at Central Station

Work will continue in the following areas (subject to approval):

- Piling, station box excavation, shotcreting, archaeological excavation, demolishing existing structures, spoil removal and installing new concrete foundation slabs within former Platforms 13-15 and Sydney Yard
- Installing scaffold walkways and diversions at the north end of former Platforms 13-15
- Investigating and diverting services and ceiling panel removal in pedestrian tunnels, upper and lower Northern Concourse, Eastern Suburbs Railway (ESR) Concourse and Grand Concourse
- Reinforcing, supporting and preparing the Suburban Tunnel and Southern Baggage Tunnel for future works
- Cleaning and removing canopy and services on upper and lower Northern Concourse and Grand Concourse
- Piling, excavating, concreting and demolishing within hoarding on upper and lower Northern Concourse
- Demolishing floor slab within ESR Concourse hoarded work zone and installing new services rooms
- Removing existing station staff rooms and constructing new rooms on Platforms 16-17, 18-19, 20-21 and 22-23
- Installing hoarded work areas, demolishing sections of platform and concreting on Platforms 16-17, 18-19, 20-21 and 22-23
- Finishing demolition and starting services relocation in Randle Lane and excavating at 20-28 Chalmers Street
- Excavating and installing services in Platform 1 and near Mortuary Station
- Delivering materials, services investigations, services diversions and relocations, surveying, monitoring and using pedestrian tunnels in off-peak hours
- Weekend closures of the Suburban Tunnel.

Due to the nature of some activities, to minimise impacts to customers and for the safety of workers, **some of this work will occur outside standard construction hours and when trains are not running.**

### Standard working hours

Standard working hours are Monday to Friday, 7am–6pm and Saturday, 8am–1pm.

### Out-of-hours work

Out-of-hours are Monday to Friday 6pm to 7am, Friday 6pm to Saturday 8am and weekends Saturday 1pm through to Monday 7am.

From **Saturday 31 August to Sunday 1 September** and **Friday 27 September to Sunday 29 September** (continuously), there will be excavation and services investigation along **Platform 1**.

From **Saturday 7 September to Sunday 8 September** (48 hours continuously), there will be services searching, investigation and relocation work along track 23 and along Platforms 22-23. Work includes trenching and excavation.

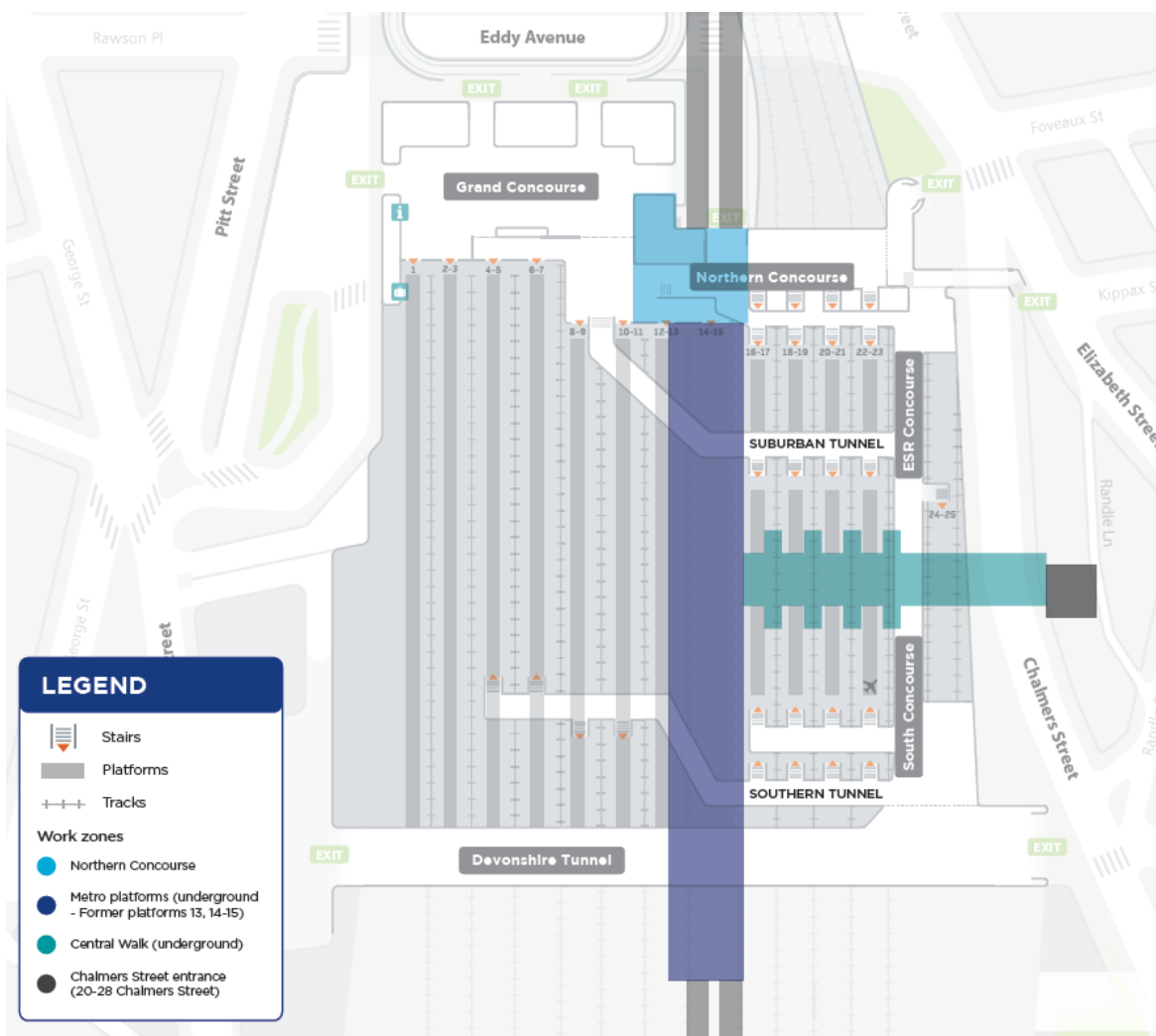
From **6am to 6pm, Saturday 21 September and Sunday 22 September**, there will be trenching within the Railway Institute Driveway, adjacent to the Chalmers Street, Surry Hills entry to the station.

### Site access

- Spoil removal, machinery and material deliveries will be made via Sydney Yard Access Bridge located at Regent Street

- Deliveries to loading dock off Pitt Street will occur each evening and overnight
- Vehicles and deliveries will access 20-28 Chalmers Street via Randle Lane. During the month, Randle Lane will be a no through road at times to general traffic but local access will be maintained at all times
- At times during the month there will be delivery and removal of large equipment on Randle Street. This may be outside of standard construction hours.
- Some high-rail vehicles will access the rail corridor via Chalmers, Elizabeth and Gibbons street entrances.

### Map of construction work zones



### What to expect

- At times this work will be noisy. To minimise noise, high-noise generating activities are scheduled (where possible) during daytime hours
- Noise generated by various work activities may be heard while moving around the underground concourses and tunnels within the station
- A large crawler crane will move into position at the north end of the metro platform excavation in former Platforms 13 and 14-15
- Machinery used during the month will include crawler cranes, piling rigs, excavators, vacuum trucks, concrete trucks, tipper trucks and construction vehicles, hand and power tools including jack hammers and concrete saws.

**Thank you for your cooperation while we complete these essential works.**

**If you have any questions please contact the Stakeholder and Community Team on 1800 171 386 (24 hour community information line) or [centralstationmetro@transport.nsw.gov.au](mailto:centralstationmetro@transport.nsw.gov.au).**

