



New Chalmers Street entrance construction update

March 2020



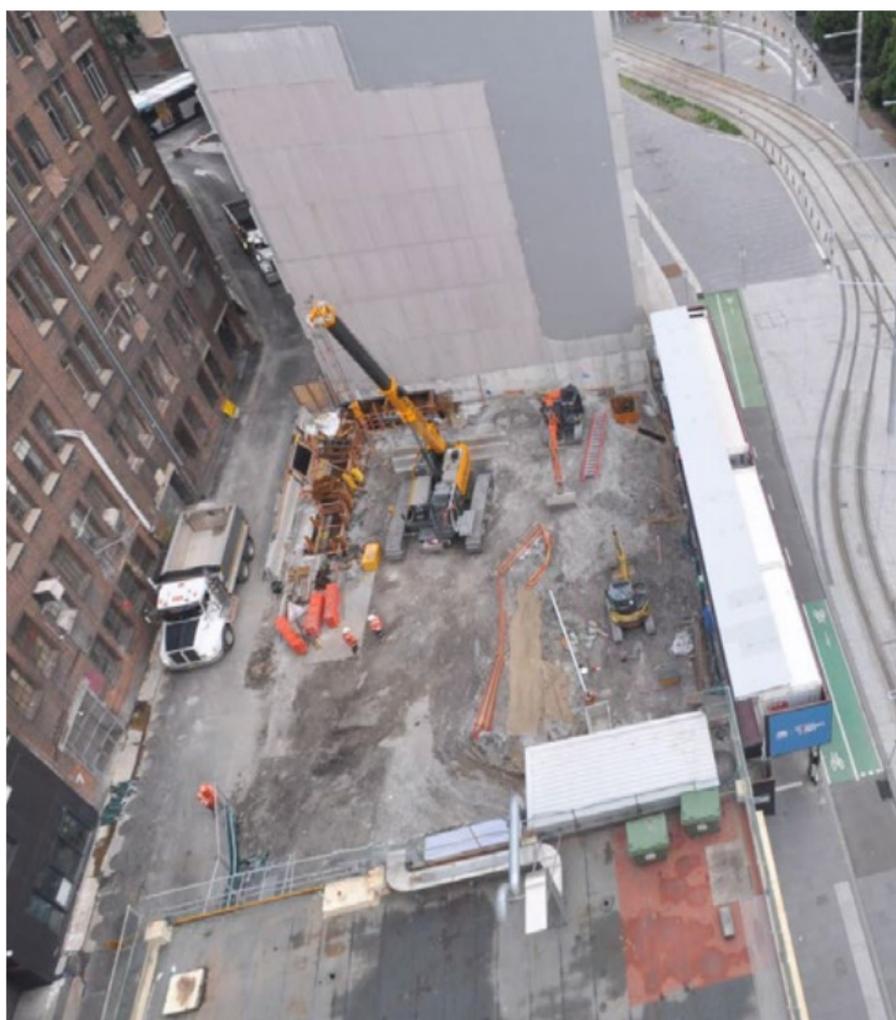
Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024.

Laing O'Rourke is delivering the new Sydney Metro platforms under Central Station as well as the landmark Central Walk, including the new station entrance at Chalmers Street.

New Chalmers Street entrance works

The concrete piled retaining structure is now complete at 20-28 Chalmers Street, Surry Hills.

Excavation is underway for the new Chalmers Street entrance from Surry Hills into Central Station as part of Central Station Metro Works (see indicative timeline overleaf).



Piling work complete at 20-28 Chalmers Street site.

Key facts

- In March 2020, Laing O'Rourke started excavation work with completion expected at the end of 2020.
- Excavation started from both ends of Central Walk - from Chalmers Street and from the former Platforms 13-15 to meet at Eastern Suburbs Railway concourse.
- Excavation will reach 16 metres below ground at the lowest point to accommodate services. Central Walk will take customers 6.5 metres under Chalmers Street and 7.5 metres under the suburban rail lines.
- Approximately 7,500m³ of materials - the equivalent of three Olympic size swimming pools - will be removed during the excavation at 20-28 Chalmers Street. An additional 8,000m³ will be removed for Central Walk excavation.
- The local geology is composed of a thin layer of shale and Hawkesbury sandstone.
- The length of Central Walk from the former Platforms 13-15 to Chalmers Street will be 80 metres.
- Machinery used during excavation will include excavators, tipper trucks and construction vehicles, hand and power tools including jackhammers.

Noise, vibration and dust impacts

Excavation activity will be noisy and may cause vibration and dust at times. Sydney Metro aims to minimise these impacts for local businesses and residents.

Noise and vibration

- Respite periods will be used during activities with potential for high impact noise and vibration. Other low impact work will proceed during respite periods
- High impact noise/vibration activities will only be undertaken during standard construction hours and occur in continuous blocks of no more than three hours each, with a minimum respite from those works of not less than one hour between each block
- Ongoing real time noise monitoring and regular vibration monitoring are being undertaken to ensure works are within project approval limits

Dust

- Covering unsurfaced area/stockpiles as much as possible
- Implementing dust suppression with water at the source
- Regular cleaning of Randle Lane and adjacent roads with road sweepers
- Covering all vehicles carrying loose or potentially dusty material to or from the site
- Undertaking daily visual inspections as well as ongoing review of local wind conditions captured and detailed by the Bureau of Meteorology



Materials removed from site

All excavated materials are tested by a waste specialist and managed in accordance with their waste classification. Once classified, materials may be:

- Cleaned and re-used on site
- Disposed of into landfill or another specialist waste facility (if unsuitable for re-use)
- Cleaned and re-used, along with other materials from the Central Station Metro site, for other construction sites around Sydney.



Reducing impacts on local roads

During excavation, you will notice an increase in truck movements using Randle Lane and adjacent streets. Workers and drivers will be instructed to keep noise to a minimum.

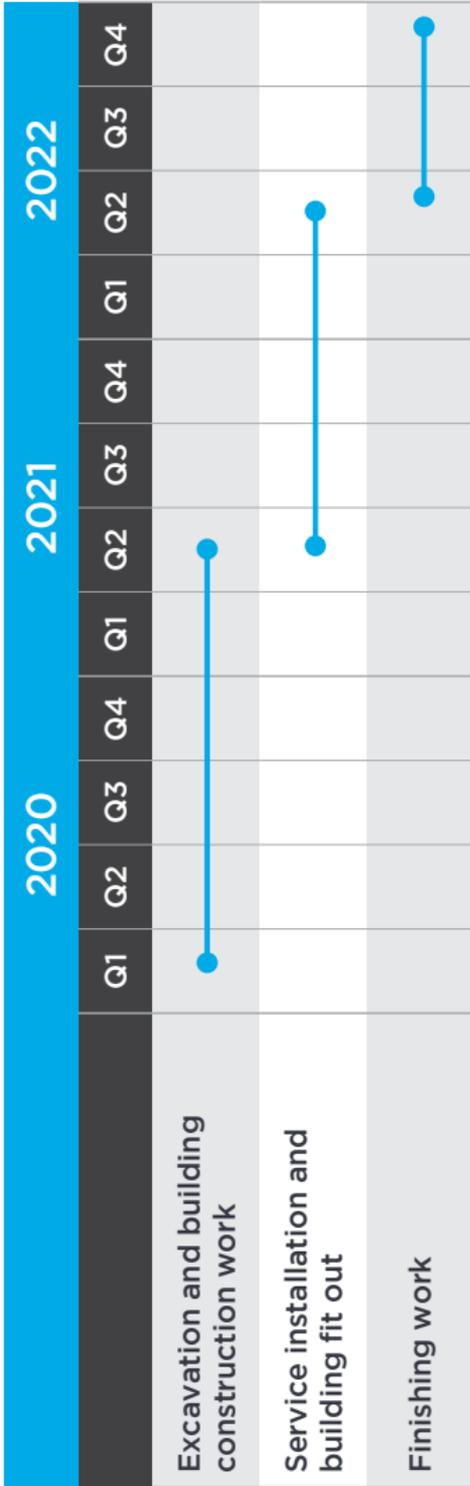
Large machines, such as excavators, will need to be delivered outside of standard construction hours to minimise impacts on the local road network and to comply with oversize delivery requirements. The construction team will make every effort to minimise these out of hours movements where possible.

After excavation

After excavation, Sydney Metro will commence building the structure of the new station entrance at the end of 2020. The work will follow the traditional approach of bottom-up construction, from basement level to roof level. The height of the new entrance will reach approximately 10 metres.

Construction of the new Central Station Metro is due for completion by late 2022. Central Walk and the new escalators from Platforms 12 to 23 will be open in late 2022, with the new metro platforms to become operational once services begin in 2024.

New station entrance at Chalmers Street – Indicative timeline



FOR INFORMATION ONLY - MAY BE SUBJECT TO CHANGE



Front: Artist's impression of the new entrance to Central Station from Chalmers Street.



Hours of work

Standard construction hours are: **Monday to Friday 7am - 6pm** and **Saturday 8am - 1pm**.

However work may occur outside of these hours (e.g. to deliver large equipment). If this occurs, we will notify you.

For construction work within Central Station, the project team is often working 24/7.

Contact us

-  **1800 171 386** Community information line open 24 hours
-  **CentralStationMetro@transport.nsw.gov.au**
-  Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

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