

Martin Place integrated station development

May 2021



Artist's impression of the restored and reinstated Douglas Annand Ceramic Mural

Art Restoration Commences

Public art is being integrated in both the station and precinct design to recognise the rich heritage and civic importance of Martin Place. New artworks, to be commissioned by Sydney Metro and Macquarie Group, will be installed alongside reinstated and restored artworks from the precinct to help make Martin Place Station a recognisable Sydney landmark and improve amenity for customers.

In addition to new artworks, three pieces that were commissioned in the 1960s for the former P&O building on Hunter Street were carefully removed during demolition to make way for Sydney Metro in 2017. The restoration process has begun, in preparation for installation in the public areas of the north building. Specialists have unpacked and inspected the artworks, work in close consultation with the artists' families.

Fountain by Tom Bass, and *Four Continents* and a ceramic mural by Douglas Annand will be familiar to many Sydneysiders who visited Hunter Street and the P&O building over the past 60 years, and their reinstatement in the new metro station precinct will ensure they remain part of Sydney for the future.

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.

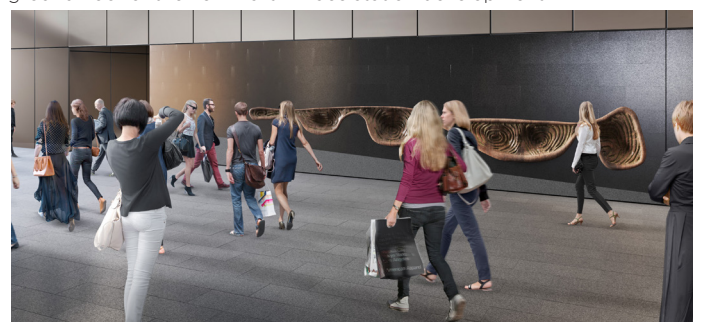
In 2024, Sydney will have 31 metro railway stations and a 66 kilometre standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

Macquarie Group is delivering the new Sydney Metro Martin Place integrated station development and has appointed Lendlease as its design and construction contractor.

Systems Connect (an unincorporated joint venture between CPB Contractors and UGL Limited) is delivering line-wide work which includes installing metro rail track, power systems, communications, signalling systems and infrastructure to turn the excavated tunnels into a working railway between Chatswood and Sydenham.



Artist's impressions of the restored artworks *Four Continents* by Douglas Annand (top) and *Fountain* by Tom Bass (below) that will feature in the ground floor of the new Martin Place station development



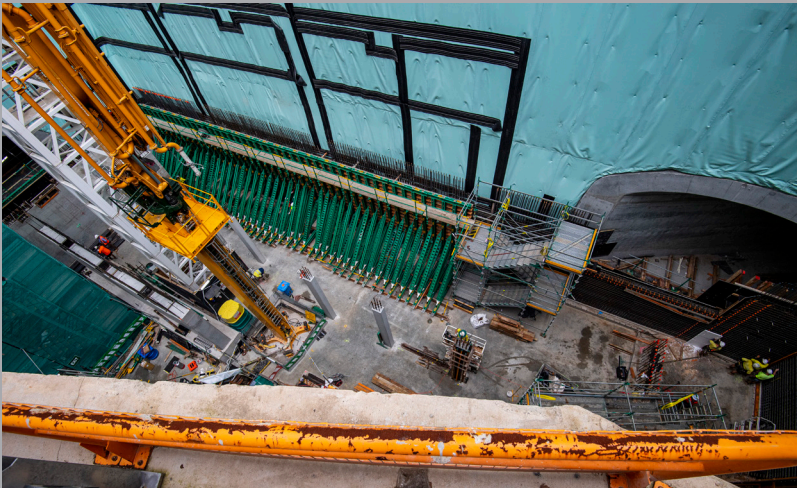


Martin Place North site



North site

Concrete pours are ongoing as part of the basement structure with pours on basement levels 2, 3 and 4 currently taking place. Three of four building cores have been established.

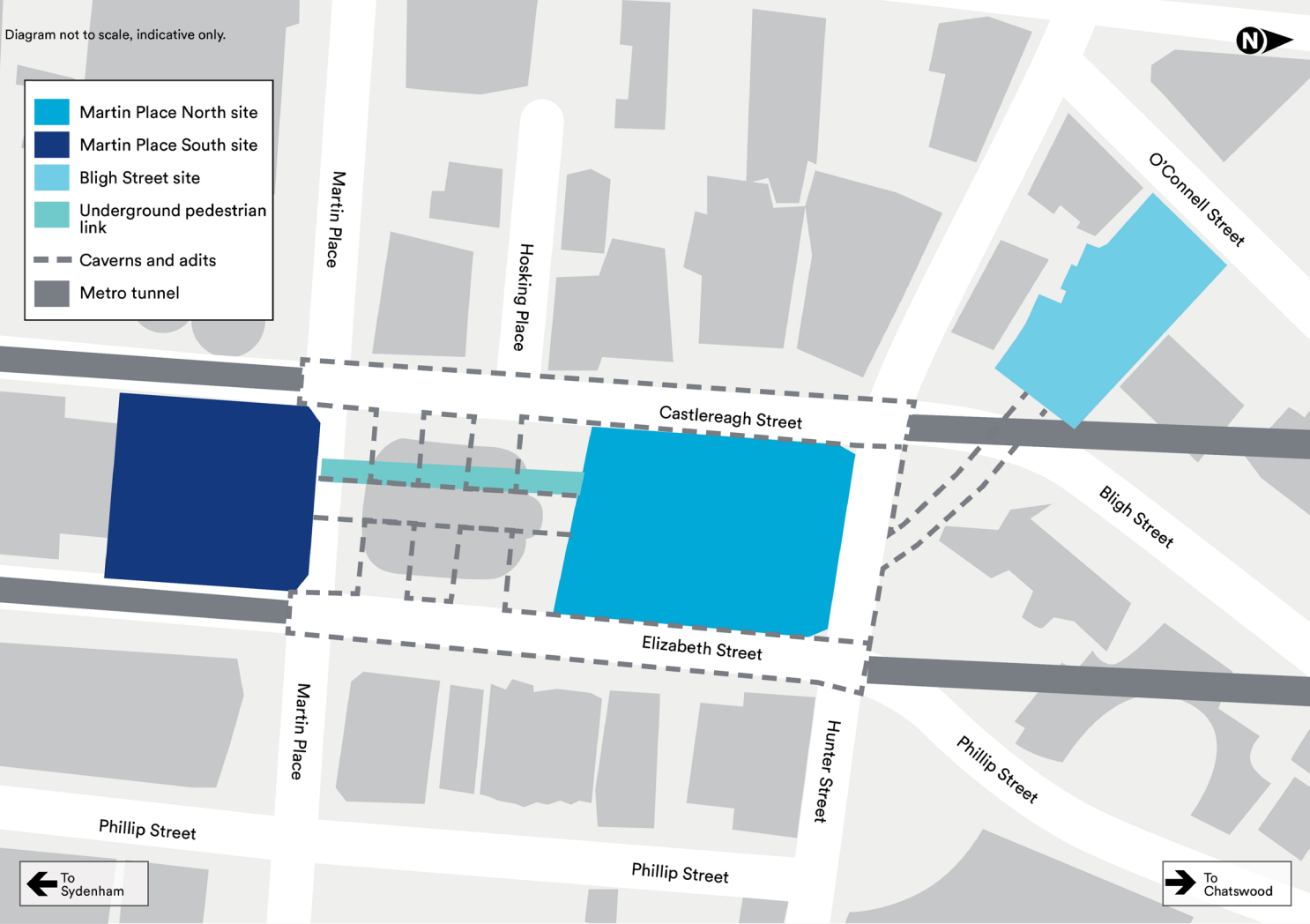


Martin Place South site

South site

Concrete pours are ongoing as part of the basement structure with the first of the suspended basement slabs now poured. The structure will continue to be built up to basement level 2, where the first of the building cores will be erected towards the end of the year.

Behind the hoarding at the Martin Place integrated station development



Tunnelling - underground pedestrian link

Matilda, the road header, was delivered to site in February 2021. Since then she has crushed through 3000 tonnes of sandstone. The road header has a boom-mounted cutterhead that is used to cut the tunnel. The crushed rock is collected by an apron at the front of the machine and passed through a conveyor to the back of the machine. An excavator then loads the crushed rock into a bin that is picked up by a tower crane and emptied into trucks on the load-out platform. The crushed rock is then driven off site and taken to recycling facilities in the greater Sydney region.

The tunnelling is over 50% complete and is due to break through in the North site in the middle of the year.



Matilda cutting through sandstone under 50 Martin Place



Concrete pumping station at Bligh Street site

Bligh Street site

Bligh Street site is the logistics centre for all Martin Place sites.

There is a concrete pumping station that can pump concrete to the underground caverns and North site.

Deliveries also arrive through Bligh Street site and head down the driveway shown above, providing access to the sites underground.



Wall reinforcement work underneath Castlereagh Street

Tunnels under Elizabeth and Castlereagh Streets

A Track Ventilation System (TVS) is being built within the tunnels to create a separate airtight cavity above the platforms, to remove the exhaust from the tunnel. The above photo shows the TVS wall reinforcement work through the use of a travelling scaffold, this allows the team to pour nine-metre-high concrete walls ahead of casting a large concrete slab over the top of what will soon become the railway line.

Tunnels transformation underway

31 kilometres of excavated tunnels between Chatswood and Marrickville are being turned into a working railway.

Systems Connect, a joint venture between CPB Contractors and UGL Limited, is undertaking this important work, enabling the delivery of the expanded metro network.

Work to lay the track in the new metro tunnels started in January at Chatswood, with over 16 kilometre of track laid so far.

Track laying is set to start next month underneath Martin Place Station, however, the tunnel fitout work is already well underway. Our automated drilling rig has passed through Martin Place Station to drill precisely located holes that will be used for future installation of cables, walkways and other essential services. A total of 10,000 holes have been drilled between Martin Place and Barangaroo alone!

Some 3,000 sleepers will soon be delivered into the tunnels beneath Martin Place Station, via Bligh Street. A customised loading machine will be used to distribute the sleepers within the tunnels, in readiness for track laying between Martin Place and Barangaroo.

To lay the track, 120 metre welded lengths of rail will be threaded onto the sleepers. Track laying along this section of the alignment is expected to take about a month to complete.

Working in and under the busy Sydney city streets has its challenges. At Martin Place, a large coordination effort is underway between Lendlease and Systems Connect to minimise impacts to local residents and businesses where possible, while enabling delivery of the expanded Sydney Metro.



Inside the new metro tunnel





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Three-month look ahead

Activity (subject to change)	May	June	July
Temporary pedestrian changes and diversions	● ● ●	● ● ●	● ● ●
Delivering and removing materials, machinery, spoil and equipment	● ● ●	● ● ●	● ● ●
Excavation activities, demolition and rock reinforcement	● ● ●	● ● ●	● ● ●
Concrete pours including formwork and reinforcement installation	● ● ● ●	● ● ● ●	● ● ● ●
Crane use	● ●	● ●	● ●
Driveway and parking zone changes	● ●	● ●	● ●
Utility work and geotechnical investigations	● ● ●	● ● ●	● ● ●
24-hour tunnelling of underground pedestrian link	●	●	●
Conduit and structural work in the underground adit and caverns	●	●	●
Removal of load-out platform	●	●	●
Survey monitoring	● ●	● ●	● ●
Steel structure installation	●	●	●
Hoarding graphic installation	● ●	●	●

Contact us

-  **1800 171 386** Community information line open 24 hours
-  **martinplacemetro@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**