



OCTOBER 2020

View from the Central Station clocktower of the new feature roof under construction.

New roof sailing over Central Station

The Central Station skyline has changed over the past few months as the new feature roof in the Northern Concourse takes shape. Once the new roof is fully installed, it will sit more than 16 metres above ground and feature perforated aluminium cladding panels, distinctive diamond shape skylights, lighting and speakers. The new roof canopy will enable natural light to filter through to the concourse below.

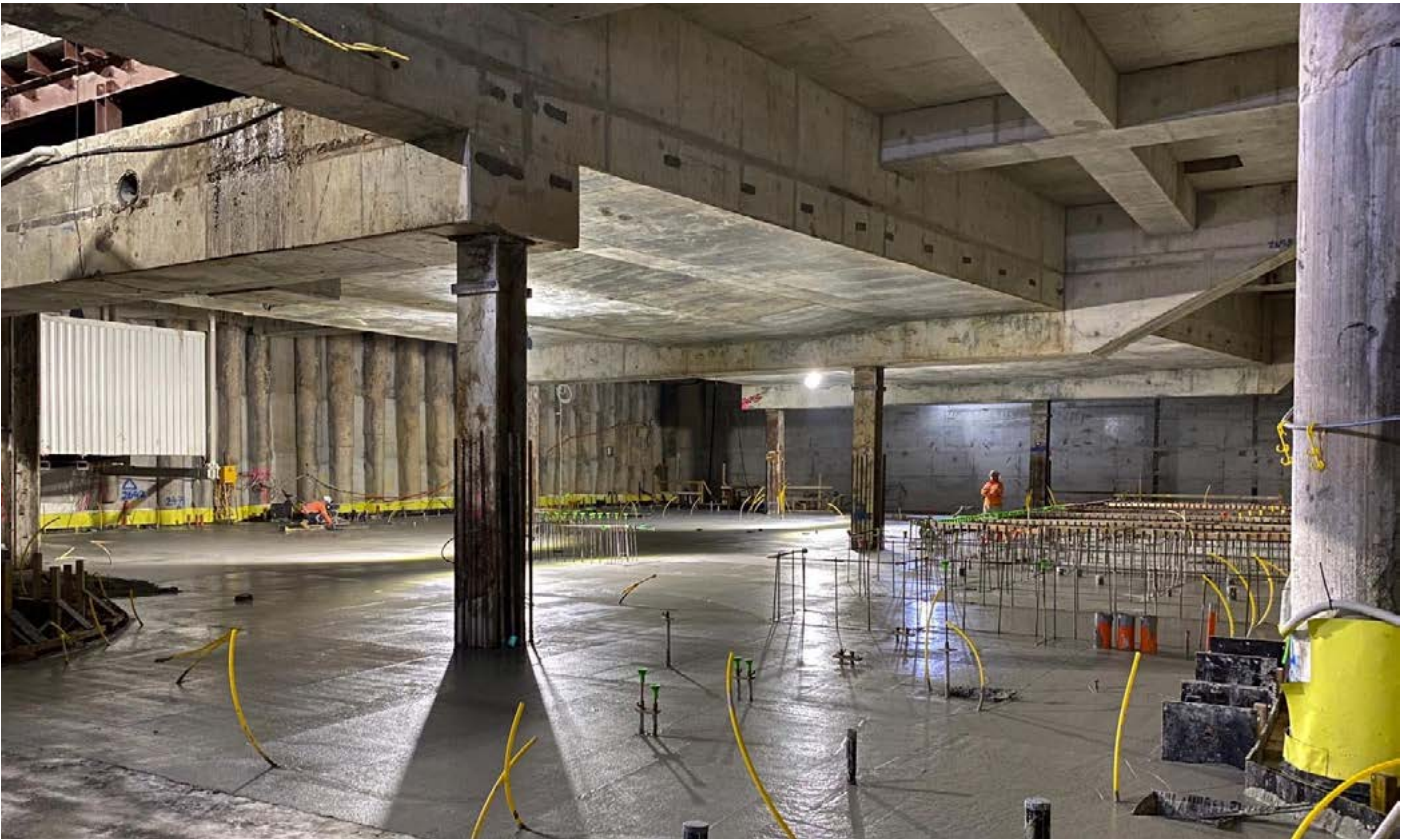
The 80-metre-long and 40-metre-wide roof canopy that will extend from the northern end of Platform 8 to Platform 16 has been constructed in Kurri Kurri, NSW.

A prototype section of the roof was fitted out with services, cladding, glazing and roof finishes prior to the structure being dismantled and brought to Central Station on trucks, ready to be lifted into place with the site tower crane.

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.



The largest concrete pour for the new North-South Concourse.

North-South Concourse milestone complete

A major Metro Box milestone was recently achieved – the completion of the 230m-long North-South Concourse floor slab. This concourse level sits between the future metro platforms and future reinstated Platforms 13-14, linking the Eddy Avenue entry in the north with the new Central Walk concourse in the south.

The largest concrete pour to date to complete the new Concourse was 651.5m³. One floor down, three to go - the Metro Box team continues to excavate down 27 metres to the new metro tunnels, working around Devonshire Street Tunnel and down under the North-South Concourse to level B1 where critical back of house mechanical and electrical rooms will be constructed.



Artist's impression of the new North-South Concourse

Did you know?

Our Sustainability team is driving a circular economy through the diversion of waste from landfill.

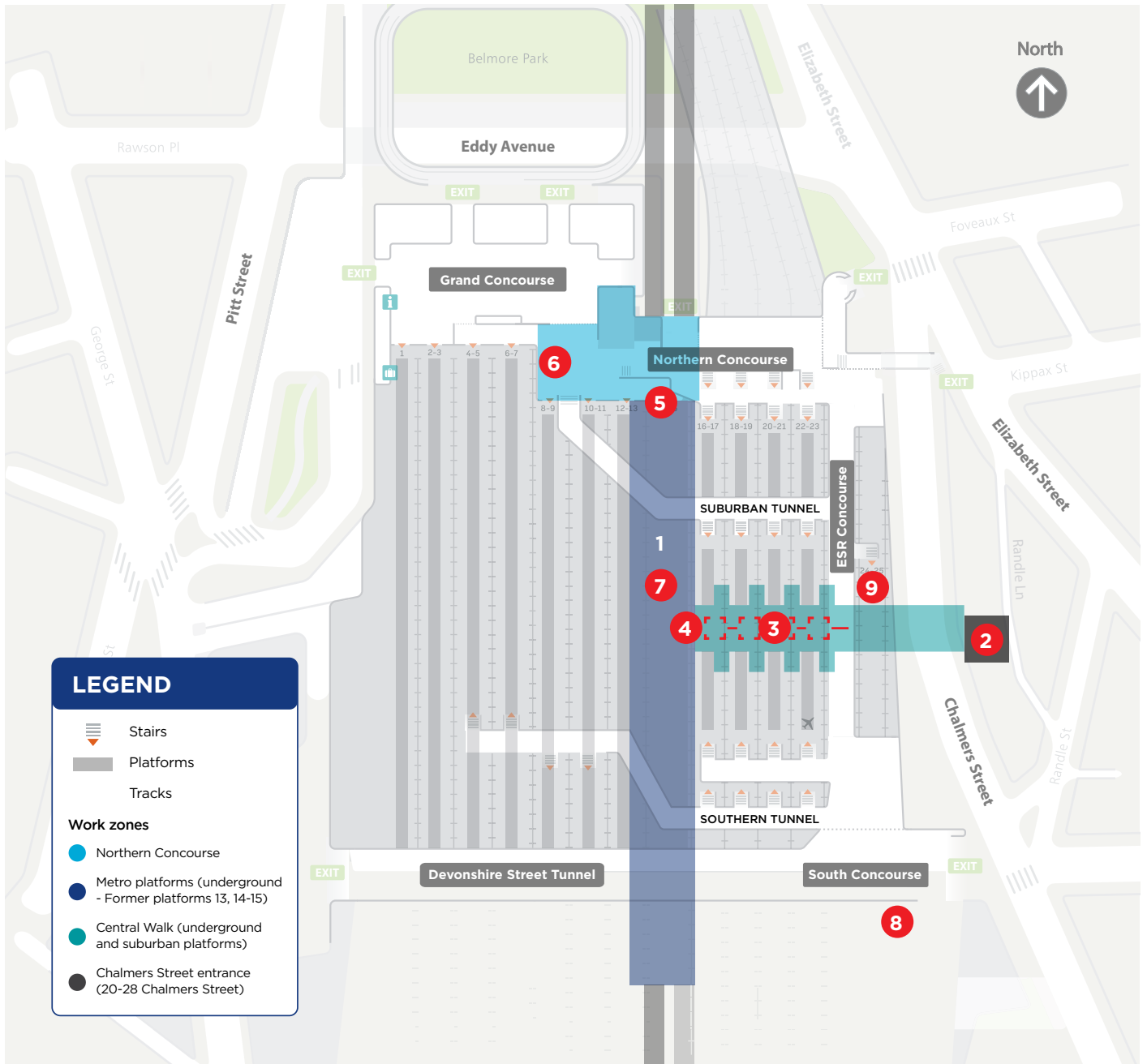
Laing O'Rourke has tracked the recycling journey of specific demolition waste removed from site as part of Sydney Metro works as it went to four different locations for processing. The material was turned back into construction products, including steel and roadbase, that will be used on future infrastructure projects.

This transformation of waste to resource is contributing to a circular economy, which 'closes the loop' by exchanging the linear 'take, make, dispose' in favour of minimised resource inputs, increased reuse, refurbishment and recycling resulting in lower waste, pollution, and carbon emissions, as well as contributing to local jobs and businesses.

Did you know?

The new metro platforms at Central Station are only one part of the Sydney Metro City & Southwest project, which includes 18 new metro stations and 30 kilometres of new rail network.

When Central Walk and the new Northern Concourse open in 2022, customers will enjoy the benefits of an upgraded Central Station. Sydney Metro City & Southwest services will open in 2024.



Three-month lookahead

Activity (subject to change)	October	November	December
1 Excavating and constructing concrete slabs within the metro site	●	●	●
2 Excavating at 20-28 Chalmers Street	●	●	●
3 Excavating and concreting work within hoardings on Platforms 16-23 for Central Walk works	●	●	●
4 Excavating for Central Walk	●	●	●
5 Two new lifts open in the Northern Concourse		●	
6 Installing new roof sections in the Northern Concourse and demolishing existing escalators and stairs	●	●	●
7 Breakthrough from Metro Box into Metro tunnels			●
8 Complete access shaft construction in Railway Institute Driveway	●		
9 Services installation in the newly built transformer rooms in the Ghost Platform	●	●	●

Over 300 metres of new cable ladder and 5,500 metres of new cabling have been installed within the busy lower Northern Concourse.



81 canopy tubes (horizontal piles) are being drilled under Chalmers Street to provide overhead ground support for future excavation works. 42 are being installed at the 20-28 Chalmers Street site and 35 are being drilled behind the hoarding on platforms 22-23.



Central Walk excavation underway.

Central Walk progresses underneath the station

After more than two years of planning and a massive program of works, the Central Walk team has commenced excavation under track 16, and is now more than 20 metres towards the new Chalmers Street entrance.

Complex works in the lead up have included installing supporting edge beams to all suburban platforms and underpinning the tracks with steel and concrete modules, so excavation can commence below.

The excavation takes place similar to traditional mining methods, involving hammering the layers of exposed rockface, installing ground support, propping and starting the cycle again.

The excavation through layers of Ashfield Shale, Mittagong and Sydney Sandstone will eventually be 24 metres wide and 7 metres high.



Artist's impression of the new Central Walk.

Each suburban platform is being excavated to a depth of 7.5 metres to cater for new escalators and an additional lift to connect into the new Central Walk.

Contact us



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