



Construction taking place at the surface of the Barangaroo metro station site

BESIX Watpac commences station construction

In September 2021 John Holland, CPB and Ghella (JHCPBG) JV finalised the tunnelling and station box excavation work at Barangaroo. BESIX Watpac gained access to the Barangaroo Station site later that month and are now hard at work converting the station box and site surface into a working metro station.

Since starting construction, more than 850 workers have been inducted into the Barangaroo site. A number of early milestones have been completed including surface works to support the realignment of Hickson Road and the delivery of materials, plant and equipment to the station box through the northern shaft acoustic shed. Read on to see recent achievements and progress.



Site foreman Michael Richens admires the station box

Sydney Metro is Australia's biggest 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.

BESIX Watpac has been awarded the contract to build Barangaroo Station. BESIX Watpac will deliver the station fit-out and associated landscaping and civil works, including the re-alignment of Hickson Road.

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.



850+
workers inducted



240t
structural steel installed



2500m²
blockwork placed



60m³
concrete poured

Realigning Hickson Road

Above ground, the surface construction team is working towards the Hickson Road realignment. Hickson Road will be moved to its permanent location later in 2022. Preparation for this move includes demolition, waterproofing and utility work, which was started late last year.

Upon accessing the site in October 2021, the first step was demolishing the steel girders next to Hickson Road. Using steel cutters and a 500 tonne mobile crane, more than 400 tonnes of structural steel was demolished in less than two weeks!

The Barangaroo station box is located directly under the demolished girders. In November and December last year, the team installed a waterproof membrane over the concrete roof of the station box, then covered it with a protective concrete layer. The space over the station box is now being backfilled to raise it to street level, so that the station entrance and pedestrian plaza can be built above it.

Hickson Road will move to a temporary new alignment over the station box for approximately six months, before it is shifted to its final position later this year. More information will be provided about upcoming changes to Hickson Road in our monthly project updates.



Removing the girders under Hickson Road

Meet our new tower crane

In late November, BESIX Watpac installed a tower crane to help move materials into the station box. The crane is located near the future station entrance and will be in place until mid-2022. Watch this space for an exciting announcement regarding a name the crane competition!



New tower crane for Barangaroo Station works

Station platforms under construction

BESIX Watpac is converting the excavated station box into a functional metro station.

Since October the focus has been on building individual rooms inside the station and installing ventilation systems.

Barangaroo Station's concourse is starting to take shape, with the first set of precast beams used to build the station platform installed in late December. Once complete, the platform will be ready for doors and escalators later in 2022.



Installing overhead ventilation and platforms inside the station box

Under harbour tunnel complete

Systems Connect have completed track construction in the 2.3 kilometre twin tunnels to the north of Barangaroo Station, beneath Sydney Harbour to Victoria Cross Station, and have begun installing the mechanical and electrical systems needed to operate the driverless trains.

The completed track enables the teams undertaking installation of the operating systems in the tunnels to complete their work using specialised rail vehicles carrying all the components and equipment they need. The fit-out started with drilling about 22,000 holes along the tunnel walls to install the thousands of steel brackets needed to support high and low voltage electrical cables, overhead wiring used to power the trains, communications wires, ventilation equipment, fire suppression pipes, drainage systems and safety services.

The rail wagons have elevated work platforms, equipped with hydraulic cranes, that help enable the fit-out of the tunnels to progress quickly and safely. The workers are also installing thousands of noise-dampening acoustic panels along the full length of the tunnel walls and floors to help make passengers' train travel as quiet as possible.

In total, the mechanical and electrical fit-out of the twin 15.5 kilometre underground tunnels and stations between Chatswood and Marrickville is being undertaken by a workforce of 3,200 people who will have worked more than 1 million hours by the time work is completed late next year.

To the south of Barangaroo Station, work is continuing to complete track construction under the Sydney CBD to Martin Place Station using about 1,500 sleepers manufactured in Wagga Wagga. The sleepers are laid out along the tunnel floor before a machine with hydraulic arms lifts the 120 metre-long sections of Australian steel rail onto the sleepers, with workers clipping them into place.

In the final stage of construction, the track is raised with jacks and precisely aligned before it is permanently locked into position using a hi-tech formulation of concrete. Beginning early 2022, workers will begin constructing an underground cross-over at Barangaroo that will enable either north or southbound trains to safely change tunnels, if required.

For more information on the tunnel fit out work, email linewidemetro@transport.nsw.gov.au





Six-month look ahead

Activity (subject to change)	February	March	April	May	June
Continued closure of Hickson Road between Dalgety Road and High Steps	●	●	●	●	●
24-hour station fit out, including blockwork and ventilation work	●	●	●	●	●
Continued stormwater work, formwork, reinforcement installation and movement of plant, equipment and materials on site	●	●	●	●	●
Installing station escalators	●	●	●	●	
Installing platform doors					●
Road and service sorks to support the realignment of Hickson Road. Some of this work will be noisy, and will require some out of hours work.	●	●	●	●	●
Traffic switch to a temporary new alignment on Hickson Road	●				
Delivery of plant and materials to the site	●	●	●	●	●

Want to stay up to date?

We will continue to provide regular updates through our monthly updates and weekly emails. If you would like to keep up to date with construction progress please contact barangarometrostation@transport.nsw.gov.au

Contact us

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