

Work Notice

August & September 2026

Albert Street station construction update

Construction of the main station entrance (Lot 1) is entering the final stages with flood barrier installation and ground floor completion works ongoing. At the northern station entrance (Lot 3) construction is also nearing completion with final flood barrier installation and cladding underway.

As construction activities begin to decrease across both station entrance sites, construction fencing will be reduced where possible. Inside the station, testing and commissioning activities will continue until passenger services start in 2029.

Across the Albert Street Green Spine, the section between Elizabeth and Charlotte streets is nearing completion and is progressing towards handed back to Brisbane City Council. Construction between Charlotte and Mary Streets continues to progress, with work extending further south on Albert Street and into areas along Mary Street. Works will continue in this area until late 2026.

Lot 1 – Main station entrance (corner of Mary and Albert streets)



- Station building fit-out including, but not limited to, façade cladding, glazing, aluminium wall and flood barrier installation.
- Mechanical and electrical works including cabling, switchboard installation, heating, ventilation, air conditioning, fire life safety systems and escalator fit-out.
- Testing and commissioning of systems such as heating, ventilation, air conditioning, lighting and electrical systems.
- Switch from temporary electrical infrastructure to permanent electrical power.
- Site facilities adjustments and pedestrian gantry changes. Pedestrian detours and short-term holds are required.
- Removal of the pedestrian gantry on Albert Street between Charlotte and Mary streets. Pedestrian detours are required.
- Removal of other site facilities and infrastructure using large plant and equipment. Pedestrian detours are required.
- Installation of station hoarding.



Image above: Albert Street station mezzanine level

Lot 2 – Former acoustic shed and underground cavern



- Site remediation is complete and the Lot 2 site has been handed back to the Cross River Rail Delivery Authority.
- Removal of the electrical yard will include the use of large plant and equipment including a crane to remove the substation.
- Excavation and removal of concrete slab and footings underneath the electrical yard using jack hammers, concrete saws, oxy cutters and excavators. Increased levels of truck movements, noise and dust.
- Cranes and large plant and equipment located on Lot 2 to remove the gantry and site facilities.



Image above: Remediated Lot 2 site

- Station canopy and building fit-out including architectural panelling and cladding, tiling and flood barrier installation.
- Mechanical and electrical services installation including passenger lifts, ceiling framing, cabling, lighting and wi-fi receivers.
- Footpath in front of site closed and ongoing temporary footpath detours. Some temporary closures of the detour will be required.
- Flood barrier assembly, external lighting and car park work ongoing at the back of the station building.
- Stop-and-go arrangements as required for overhead lifts, deliveries, plant demobilisation, facade, canopy and roof works.
- Installation of station hoarding.



Image above: Lot 3 canopy works progressing

Local streets – Albert, Elizabeth, Charlotte and Mary streets

- Utility investigations, testing, maintenance and installation of new services and connections.
- Utility pit readjustments and sewer manhole maintenance.
- Asphalt and concrete removal and excavation, pavement construction and installation of new paving and concrete.
- Installation of street furniture, lighting, signage, traffic signals and planting.
- Installing, maintaining and removing monitoring equipment.
- Closure of Albert Street pedestrian gantry and short-term stop and holds may be required.
- Road resurfacing and line marking on Mary Street.
- Ongoing intermittent lane closures and pedestrian changes on Elizabeth, Charlotte, Mary and Albert streets.
- Night-time closures of Mary Street at the Albert Street intersection for up to two weeks to accommodate sewer manhole works.
- Night-time lane closures on Margaret Street to accommodate sewer manhole relining works.
- Night-time lane closures on Elizabeth Street adjacent to Uptown to accommodate sewer manhole relining works.
- Shoulder lane closure on Mary Street including temporary closure of loading bays outside 99 Mary Street.
- Ongoing lane closure of Mary Street, outside Lot 1 main station entrance.
- Switch to new traffic signals and signal phasing.
- Opening of Albert Street Shared Zone, from Elizabeth Street.
- Construction hoarding removed on Albert Street between Elizabeth and Charlotte streets.

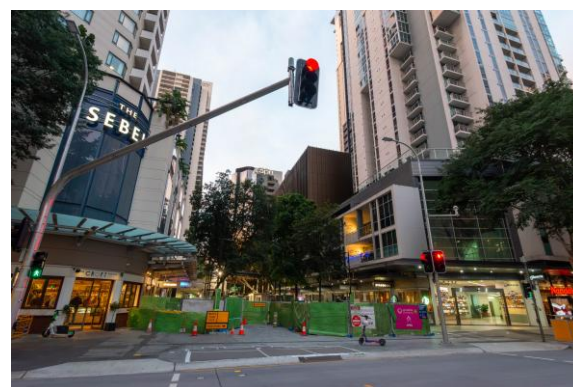


Image above: Green Spine work between Charlotte and Mary streets.

What to expect

- An increase in workforce and vehicles.
- Transport and delivery of materials, heavy plant, equipment and machinery.
- Increase in dust, noise, vibration and truck movements.
- Potential odours from utility works or road resurfacing works.
- The use of large plant (day and night) including excavators, cranes and mobile elevated work platforms, vacuum excavators, concrete trucks and pumps.
- The use of tools including, but not limited to, jack hammers, saw cutters, chainsaws, generators, impact drivers, drills, circular saws, rattle guns and grinders.
- Use of temporary lighting for out of hours works.
- Ongoing lane closures and pedestrian detours.
- Intermittent pedestrian and traffic holds and diversions will be in place when required. Please follow directions of traffic controllers and signage.
- Short-term disruption to utility services, additional notification will be provided if impacts are expected
- Changes to locations of construction fencing and removal of fencing where possible.

Construction hours



Standard construction: 6:30am – 6:30pm

Monday to Saturday.



Out of hours: 6:30pm – 6:30am

Some activities will be completed out of normal construction hours due to traffic permitting and, safety requirements and construction methodology.



Underground and support activities

24 hours a day, 7 days per week.

Every effort will be made to minimise the impact of this work where possible. All works and mitigation measures are implemented in line with project approval conditions.



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