Powerhouse Parramatta

Main Works
Construction Worker Transportation Strategy

Prepared by: Stantec Australia Pty Ltd for Lendlease

on 07/12/2021

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Issue #: A

GTAconsultants now Stantec

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Quality Record

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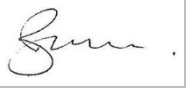
A	07/12/2021	Final	Mackenzie Brinums	Rhys Hazell	Rhys Hazell	

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1. INTRODUCTION

Lendlease has been contracted to undertake the main works for the Powerhouse Parramatta project and has engaged GTA, now Stantec to prepare a Construction Worker Transportation Strategy (CWTS) for the Main Works stage of the project. This Main Works CWTS builds upon the Early Works CWTS dated 10 February 2021 as prepared by JMT Consulting (JMT) and approved as part of the project.

Specifically, this CWTS seeks to address Condition C41 of the project approval (SSD-10416), as reproduced below:

Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets. A copy of the strategy must be submitted to the Planning Secretary and Council for information.

2. WORKER TRANSPORT ARRANGEMENTS

2.1. Overview

The overall strategy for construction worker transport is shown in Figure 2.1, and identifies the available transport options, including:

- heavy rail services through Parramatta Interchange
- bus services through Parramatta Interchange and CBD bus stops
- ferry services
- car parking dispersed across several public parking areas.

Figure 2.1: Construction worker transport arrangements

Source: Powerhouse Parramatta (Early Works) Construction Worker Transportation Strategy prepared by JMT dated 10 February 2021

2.2. Car Parking

2.2.1. Potential Parking Demand

To inform the CWTS, a forecast of the level of parking demand generated by the Main Works has been developed. It is anticipated the works will have an average on-site workforce of approximately 300 people on any given day. Assuming 50 per cent of the construction workforce drives and parks in the vicinity of the site and an average of 1.5 workers per car, it is expected that the main works would generate parking demand for around 100 spaces at any one time.

2.2.2. Car Parking Options

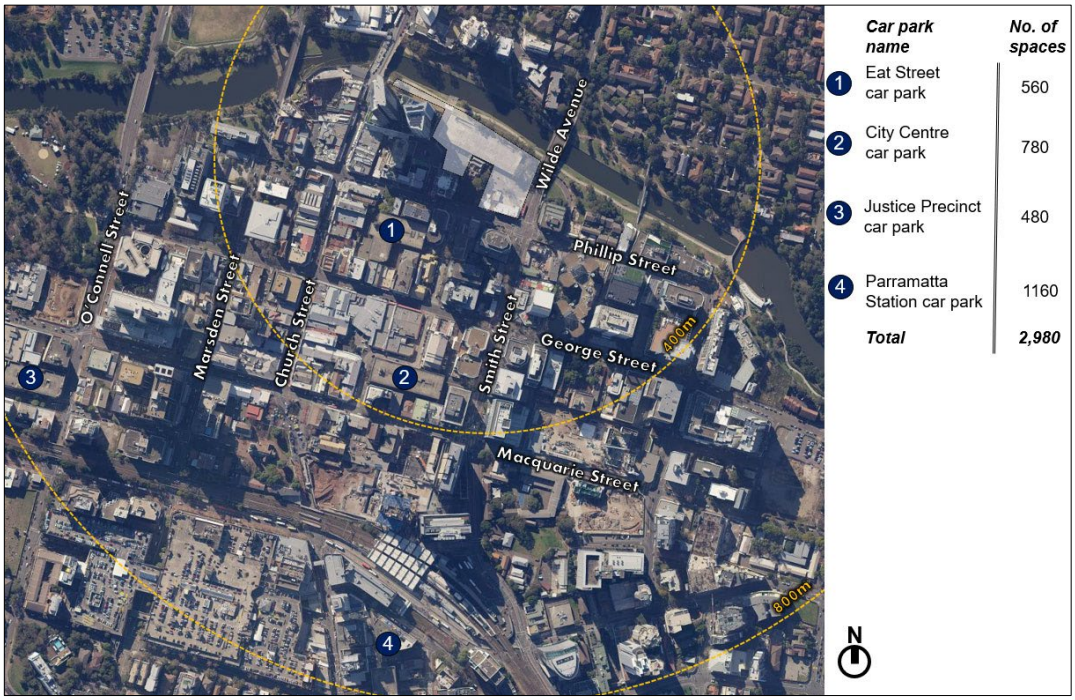
Minimal on-site car parking will be provided for Main Works staff. Staff will instead be required to arrive to the site by public transport or park in nearby parking stations, which is similar to arrangements for other major development projects in Parramatta CBD.

To minimise parking impacts on adjacent residents and surrounding parklands, staff will be directed to park in the closest off-street car parking areas.

There are several existing multi-level car parks under the management and control of City of Parramatta Council near the site, as shown in Figure 2.2. In total, they include approximately 3,000 parking spaces. The forecast parking demand generated by staff associated with the main works of 100 vehicles represents approximately 3.3 per cent of total capacity and therefore could be easily accommodated in these car parking areas.

In addition to these Council controlled car parks, there are a further 9,000 spaces within Parramatta CBD available for public use, including over 4,600 in Westfield Parramatta.

Figure 2.2: Existing multi-level car parks within walking distance of the site



Source: Powerhouse Parramatta (Early Works) Construction Worker Transportation Strategy prepared by JMT dated 10 February 2021

2.3. Rail Network

The site of the Powerhouse Parramatta is serviced by Parramatta Interchange, located within a 10-minute walk of the site (~700m). Parramatta Interchange provides frequent, high-capacity rail services on the T1 North Shore, Northern & Western Line, Blue Mountains Line and the T5 Cumberland Line, as shown in Figure 2.3. More than 75 train services arrive/ depart in the morning peak hour, providing users with convenient access right across the Sydney Trains network.

Figure 2.3: Surrounding Sydney Trains network

The closest bus stops to the site are located on Smith Street south of Phillip Street, approximately 150m from the site. Smith Street is a strategic bus corridor which takes all bus services from the north of Parramatta into

Parramatta Interchange and will become more significant with the introduction of Parramatta Light Rail services.

Around 18 bus routes, including up to 85 buses per hour during peak periods travel to and from Parramatta Interchange via Smith Street and Wilde Avenue. These existing bus routes are detailed in Table 2.1.

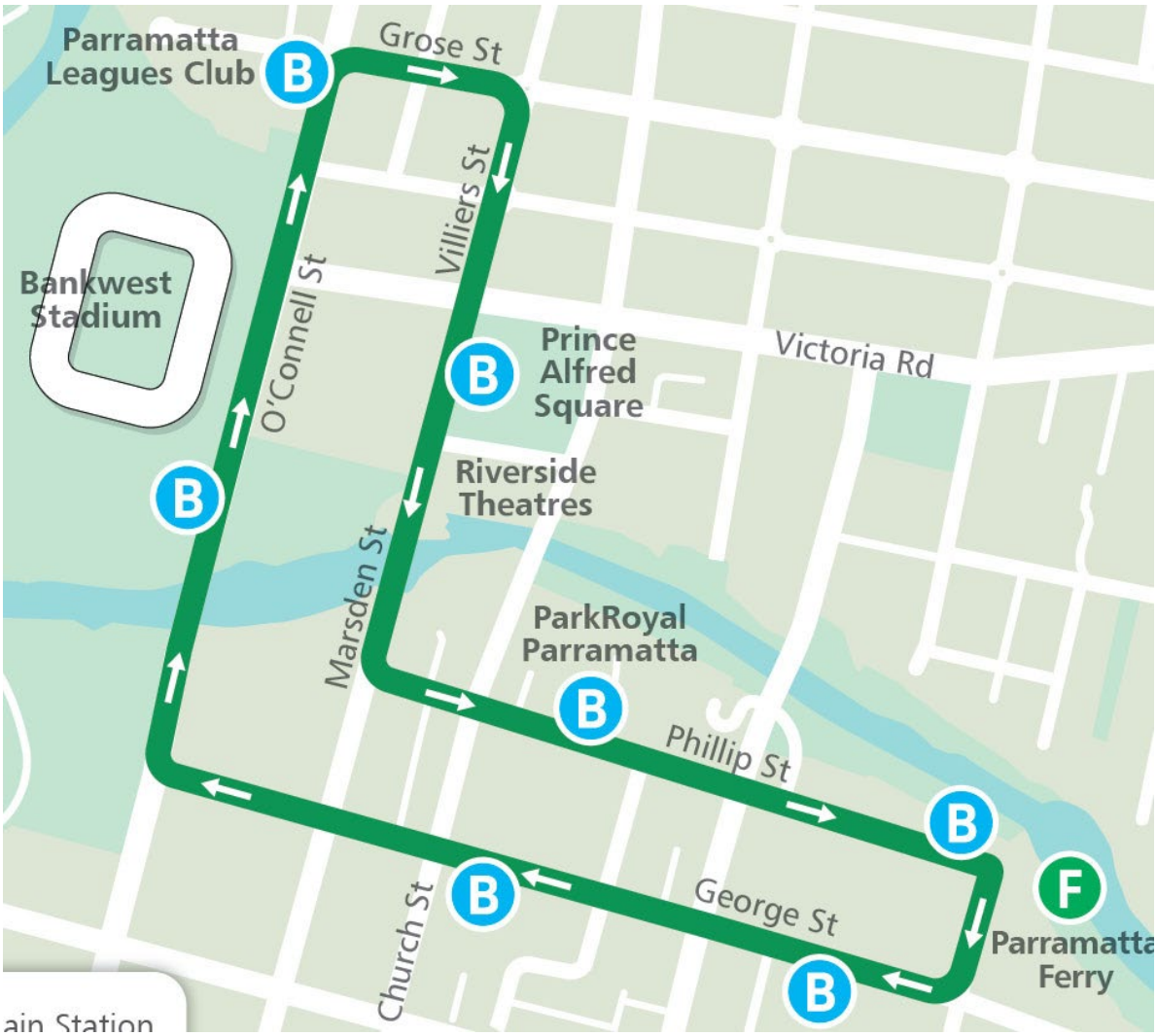
Table 2.1: Bus routes servicing the site

Bus route	Destination
501	Central Pitt St via Victoria Rd
521	Eastwood Station
523	West Ryde
524	Ryde-Church Street via West Ryde
525	Burwood via Sydney Olympic Park
546	Epping via Oatlands and North Rocks
549	Epping via North Rocks
550	Chatswood via Macquarie Park
552	Oatlands
600	Castle Hill
601	Rouse Hill Town Centre
603	Rouse Hill Town Centre via Glenhaven
604	Castle Hill via Winston Hills
606	Winston Hills
609	North Parramatta (loop)
625	Pennant Hills Station
706	Westpoint Blacktown via Winston Hills and Kings Langley

2.5. Free Shuttle Bus

The Parramatta Shuttle Bus (formerly The Loop) is a free transport solution that connects tourists, residents and commuters to the commercial, retail and recreational landmarks of the city. The shuttle bus services Parramatta CBD in a loop, as shown in Figure 2.4. It runs between 7am and 6:30pm Mondays to Fridays, and between 8am and 4pm Saturdays, Sundays and public holidays. A stop is located adjacent to the site on Phillip Street.

Figure 2.4: Parramatta free shuttle bus loop



Source: https://www.cityofparramatta.nsw.gov.au/living/parking-and-transport/free-shuttle-bus

2.6. Ferry Network

Ferry services are operated by Sydney Ferries from Parramatta Ferry Wharf at the eastern end of Phillip Street. The ferry wharf is an approximate 400 metre walk away from the Powerhouse Parramatta site.

The ferry wharf forms the western extremity of the F3 line and provides direct connections from Parramatta through to Barangaroo and Circular Quay in the east via Parramatta River. Ferry services arrive and depart the wharf at approximately hourly frequencies.

2.7. Walking Network

The site is in an established CBD with an established network of footpaths on both sides of all streets in the vicinity. The site is within a 10-minute walk of Parramatta Interchange and the core CBD area. Crossing facilities are provided at all signalised intersections with a pedestrian (zebra) crossing located on Phillip Street adjacent to the site entry.

2.8. Cycling Network

The primary cycleway serving the site is the Parramatta Valley Cycleway. The cycleway follows the Parramatta River foreshore from Parramatta Park to Morrison Bay Park in Ryde. The Powerhouse Parramatta site is directly adjacent to the Parramatta Valley Cycleway.

This cycleway provides both connectivity to Parramatta CBD and the regional pedestrian and cycleway network.

2.9. Communication Protocols

All staff (including sub-contractors) employed on the site by the head contractor would be required to undergo a site induction. As part of this induction staff will be provided with information as to how to travel to/ from the site, including:

- Promote the use of public transport options including ferry, bus and heavy rail, including the benefits of public transport use over private car use.
- Where to park for those that elect to drive to the site, including strict guidance that no staff should be parking in nearby residential streets.
- Relevant walking and cycling routes, including locations of bicycle parking in the precinct.
- Notifying staff in relation to arrangements made on-site for any equipment/ tool storage and drop-off requirements.

3. SUMMARY

This CWTS has been prepared to support the Main Works on the Powerhouse Parramatta site. The purpose of the strategy is to detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise parking demand in nearby public car parks and residential streets.

The strategy describes in detail the transport options available to staff, including several multi-level car parks within a short walk of the site. The assessment forecasts that peak parking demands generated by Main Works staff may amount to up to 100 vehicles which is minimal in the context of the nearly 3,000 public parking spaces available in the CBD off-street car parks. Staff will be encouraged through site induction to use public transport options, including heavy rail, bus and ferry services to travel to the site.

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