



# Powerhouse Parramatta (Early Works)

## *Construction Worker Transportation Strategy*

Prepared for:

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## PROJECT INFORMATION

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# 1 Introduction

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## 1.1 Introduction

The Powerhouse Parramatta project (SSD-10416) has been approved by the Minister for Planning and Public Spaces.

In accordance with the conditions of approval, a Construction Worker Transportation Strategy (CWTS) must be prepared and submitted to the Certifier to 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.

## 1.2 Project background

The Powerhouse is Australia's contemporary museum for excellence and innovation in applied arts and sciences. The museum was established in 1879 in the Garden Palace which emerged from a history of 19th Century grand exhibition halls, including the Grand Palais. It currently encompasses the Powerhouse in Ultimo, Sydney Observatory in The Rocks and the Museums Discovery Centre in Castle Hill. The Powerhouse has occupied the Ultimo site since 1988.

Parramatta, in the heart of Western Sydney, is entering a period of rapid growth. It was identified in 2014's A Plan for Growing Sydney as the metropolis' emerging second Central Business District, with the provision of supporting social and cultural infrastructure regarded as integral to its success. The strategic importance of Parramatta as an economic and social capital for Sydney has been subsequently reinforced and further emphasised through its designation as the metropolitan centre of the Central City under the Greater Sydney Region Plan.

Powerhouse Parramatta will be the first State cultural institution to be located in Western Sydney – the geographical heart of Sydney. In December 2019, the Government announced the winning design, by Moreau Kusunoki and Genton, for the Powerhouse Parramatta from an international design competition.

Powerhouse Parramatta will establish a new paradigm for museums through the creation of an institution that is innately flexible. It will become a national and international destination renowned for its distinctive programs driven by original research and inspired by its expansive collections. It will be a place of collaboration, a mirror of its communities forever embedded in the contemporary identity of Greater Sydney and NSW.



### 1.3 Site description

The site is located at the northern edge of the Parramatta CBD on the southern bank of the Parramatta River. It occupies an area of approximately 2.5 hectares and has extensive frontages to Phillip Street, Wilde Avenue and the Parramatta River. A small portion of the site extends along the foreshore of the Parramatta River to the west, close to the Lennox Street Bridge on Church Street. The site boundary is identified in Figure 1 and Figure 2. The site excludes the GE Office Building at 32 Phillip Street.

The site is currently occupied by a number of buildings and structures, including:

- Riverbank Car Park – a four-level public car park
- Willow Grove – a two-storey villa of Victorian Italianate style constructed in the 1870s, which is a locally-listed heritage item (I737)
- St George's Terrace – a two-storey terrace of seven houses fronting Phillip Street constructed in the 1880s
- 36 Phillip Street – a two-storey building comprising retail and business premises
- 40 Phillip Street – a two-storey building comprising retail and business premises
- 42 Philips Street – a two-storey substation building set back from the street comprising retail premises

The immediate context of the site comprises a range of land uses including office premises, retail premises, hotel, serviced apartments and residential apartments. To the north is the Parramatta River and open space corridor, beyond which are predominately residential uses. The Riverside Theatre is located to the north-west across the Parramatta River.



Figure 1 Aerial photograph of the site and its context

Source: Mark Merton Photography

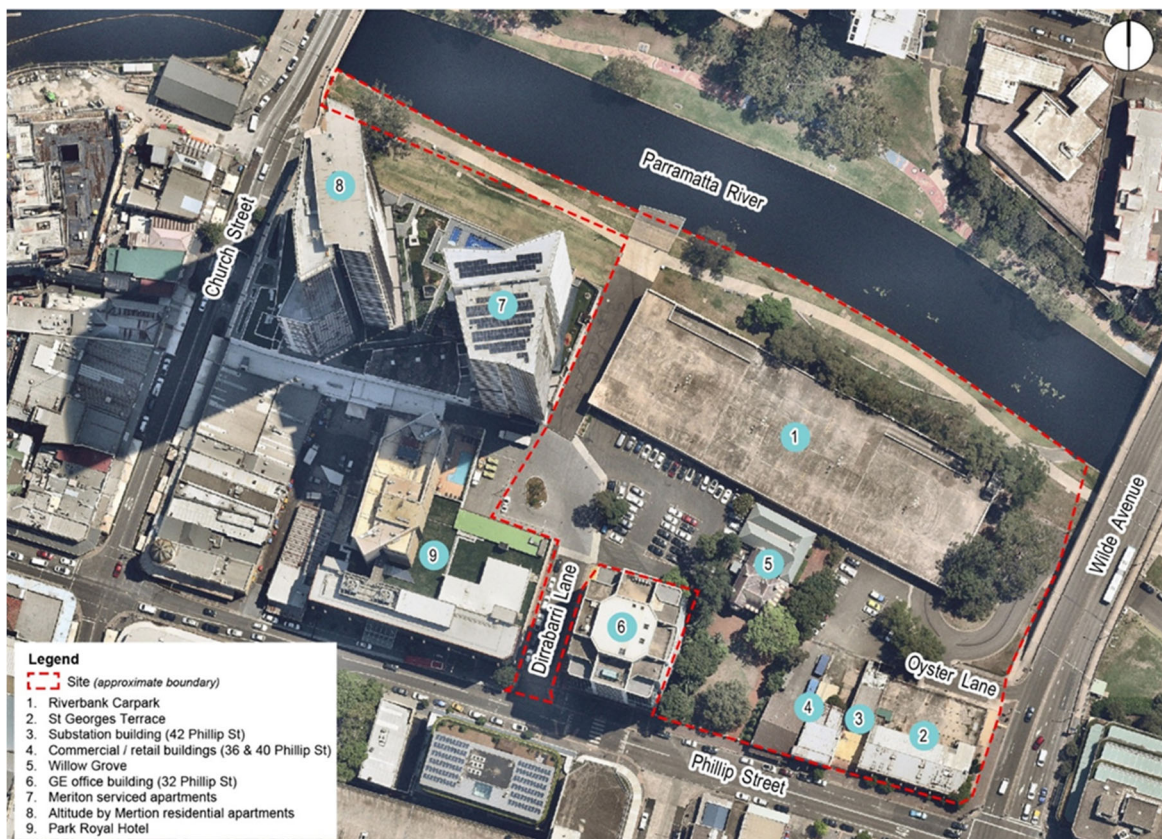


Figure 2 Site boundary, key existing features, and immediate local context

Source: Ethos Urban



## 2 Development Description

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The Powerhouse Parramatta as approved under SSD 10416 provides consent for the following works:

- site preparation works, including the termination or relocation of site services and infrastructure, tree removal and the erection of site protection hoardings and fencing;
- demolition of existing buildings including the existing Riverbank Car Park, 'Willow Grove', 'St George's Terrace' and all other existing structures located on the site (with Willow Grove to be relocated to another site);
- construction of the Powerhouse Parramatta, including:
  - seven major public presentation spaces for the exhibition of Powerhouse Collection;
  - front and back-of-house spaces;
  - studio, co-working and collaboration spaces comprising the 'Powerlab', supported by 30 residences (serviced apartments) for scientists, researchers, students and artists;
  - education and community spaces for staff, researchers and the Powerlab residents, the community, and education / commercial hirers;
  - commercial kitchen comprising the 'Powerlab Kitchen' used for cultural food programs, research, education and events;
  - film, photography, and postproduction studios that will connect communities with industry and content that will interpret the Powerhouse Collection;
  - public facing research library and archive for community, industry, students and researchers to access materials; and
  - a mix of retail spaces including food and drink tenancies with outdoor dining.
- operation and use of the Powerhouse Parramatta including use of the public domain provided on the site to support programs and functions;
- maintenance of the existing vehicular access easement via Dirrabarri Lane, the removal of Oyster Lane and termination of George Khattar Lane, and the provision of a new vehicular access point to Wilde Avenue for loading;
- public domain within the site including new public open space areas, landscaping and tree planting across the site; and

The scope of this CWTS covers the Early Works only.

### 3 Worker Transport Arrangements

#### 3.1 Overview

The overall strategy for construction worker transport is illustrated in Figure 3 below, and notes the transport options available including:

- Bus
- Ferry
- Heavy rail via Parramatta Station
- Parking in a number of public car parking areas



Figure 3 Construction worker transport arrangements

Condition C41 of the project approval requires the preparation of a Construction Worker Transportation Strategy. 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. The following sections of this document describe the travel arrangements for workers to the site, including identification of suitable car parking facilities to accommodate the parking demands generated by early works staff.



## 3.2 Car parking

### 3.2.1 Potential parking demand

To inform the CWTS a forecast of the level of parking demand generated by the early works has been developed. It is anticipated the works will have a peak on-site workforce of approximately 20 people on any given day. Based on the travel behaviours of workers for similar construction in and around the Parramatta CBD, it could be expected that:

- A maximum of 70% of the construction workforce drives and parks in the vicinity of the site. Given the strong public transport availability around the site this is considered a conservative assumption, with the actual number driving likely to be less than 50%.
- An average of 1.5 workers would travel in every car. Other construction projects in locations with constrained parking environments typically record a car occupancy of between 2-3 people per car.

Based on these assumptions the early works may generate demand for up to 10 parking spaces at any one time.

### 3.2.2 Car parking options

Minimal on-site car parking will be provided for early 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 the 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 a number of existing multi-level car parks under the control of City of Parramatta Council in close proximity to the site, as shown in Figure 4, containing approximately 3,000 car parking spaces. The forecast parking demand generated by staff associated with the early works of 10 vehicles represents approximately 0.3% of total capacity and therefore could be easily accommodated in these car parking areas.

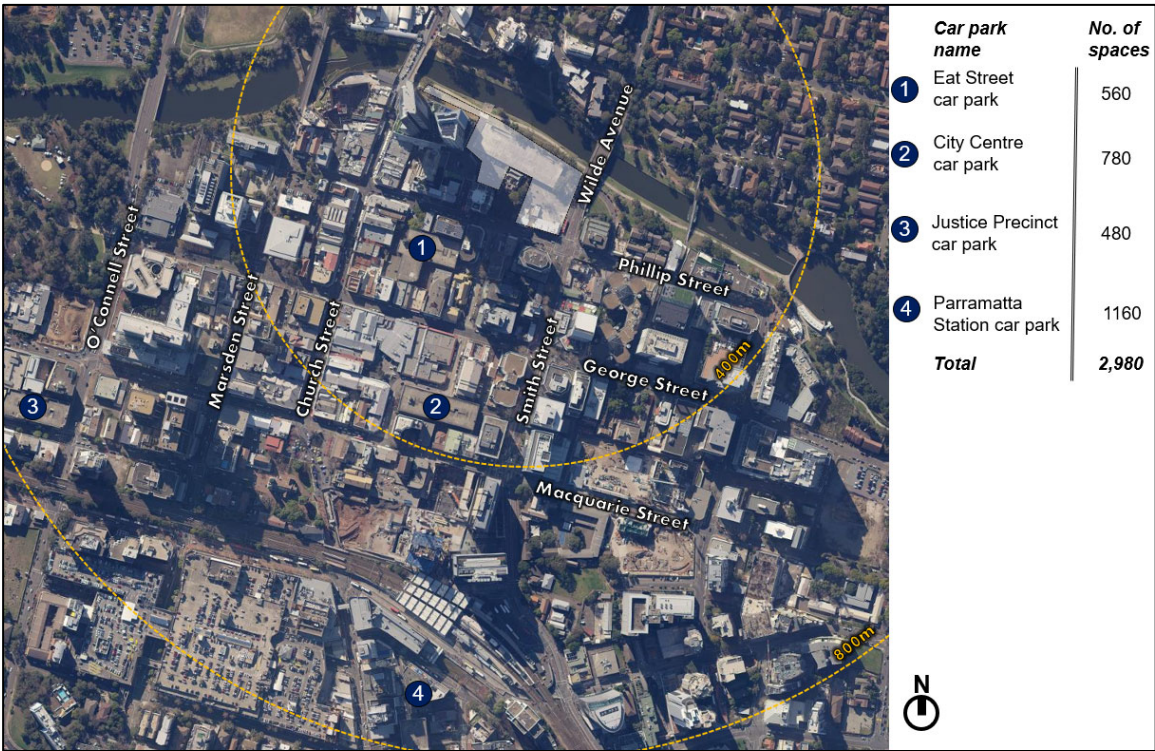


Figure 4 Existing multi-level car parks within walking distance of the site

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

### 3.3 Rail network

The site of the Powerhouse Parramatta is serviced by Parramatta Station, located within 10 minutes (~700m). Parramatta station provides frequent, high capacity rail services on the T1 North Shore, Northern & Western Line, Blue Mountains Line and the T5 Cumberland Line (see Figure 5). More than 75 train services arrive / depart Parramatta Station in the morning peak hour, providing people access across the broader rail network.



Figure 5 Existing Sydney Trains network



### 3.4 Bus 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 the Transport Interchange and will become more significant with the introduction of the Parramatta Light Rail.

Around 18 bus routes, including up to 85 buses per hour during peak periods, travel to and from the Parramatta Transport Interchange via Smith Street and Wilde Avenue. These existing bus routes are detailed in Table 1 below.

Table 1 Bus routes servicing the site

Bus Route	Destination
520	City Circular Quay via West Ryde
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
M52	City Circular Quay

### 3.5 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 the Parramatta CBD in a loop as shown in Figure 6 from 7am to 6.30pm Mondays to Fridays, and from 8am to 4pm on Saturdays, Sundays and public holidays. A stop is located adjacent to the site on Phillip Street.

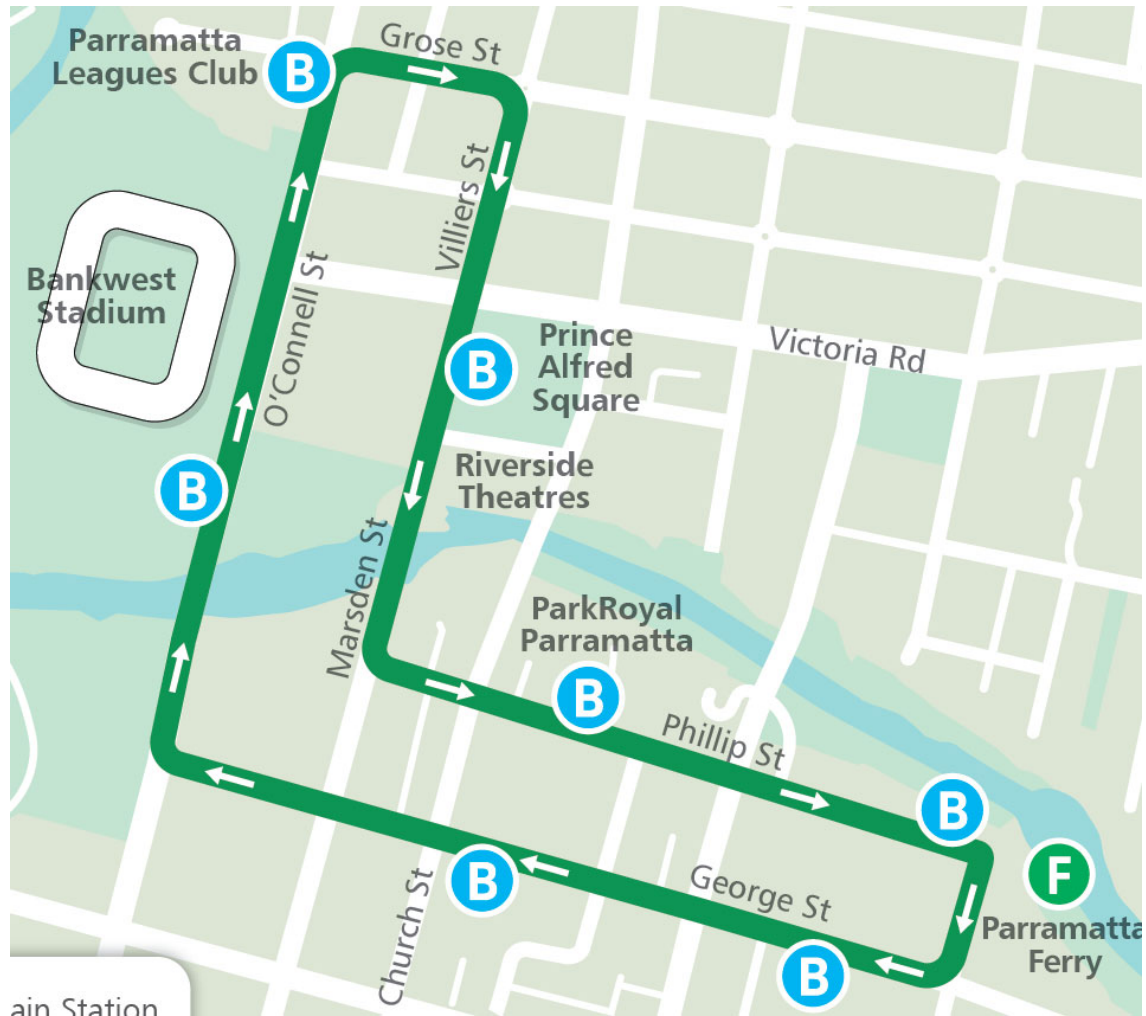


Figure 6 Parramatta free shuttle bus loop

### 3.6 Ferry network

Ferry services are operated by Sydney Ferries from the Parramatta Ferry Wharf which is located at the eastern end of Phillip Street - approximately 400m walk away from the Powerhouse Parramatta site. Access to the street network is available via Phillip and Charles Street, with footpath access provided on both sides. A bus stop serviced by the Parramatta Free Shuttle bus is also available on Phillip Street.

The ferry wharf, located at the western end of the F3 line, provides a direct connection from Parramatta through to Barangaroo and Circular Quay in the east via the Parramatta River. Ferry services arrive and depart the wharf approximately once every hour.

### 3.7 Walking network

The site is in an established urban area with a good network of footpaths on either side of the street. The site is within a 10 minute walk of Parramatta train and bus interchange and the core CBD area. Crossing facilities are provided at all signalised intersections on approach to the site. A pedestrian (zebra) crossing is located on Phillip Street adjacent to the site entry, as shown in Figure 7.



Figure 7 Phillip Street pedestrian crossing



### 3.8 Cycling network

The primary cycleway serving the site is the Parramatta Valley Cycleway. The cycleway follows the foreshore of the Parramatta River, from Parramatta Park to Morrison Bay Park in Ryde. The Powerhouse Parramatta site is directly adjacent to the Parramatta Valley Cycleway, with a section of this route shown in Figure 8. This cycleway provides both connectivity to the Parramatta CBD and also the regional pedestrian and cycleway network.



Figure 8 Parramatta valley cycleway

### 3.9 Communication protocols

All staff employed on the site by the head contractor (including sub-contractors) 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 potential benefits of public transport over car usage;
- 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; and
- Notifying workers in relation to arrangements made on-site for any equipment/ tool storage and drop-off requirements

## 4 Summary

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This Construction Worker Transportation Strategy has been prepared to support the Early 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 demand for parking in nearby public and residential streets..

The strategy describes in detail the transport options available to staff, including a number of multi-level car parks within short walking distance of the site. The assessment forecasts that peak parking demands generated by early works staff may amount to up to 10 vehicles which is minimal in the context of the nearly 3,000 parking spaces available in these nearby off-street car parks. Workers through their site induction will be encouraged to use public transport options, including ferry, bus and heavy rail, to travel to the site.