

CONSTRUCTION WORKER TRANSPORTATION STRATEGY

Powerhouse Museum Discovery Centre

Main Works Package, Construction of Building J and
Associated Works

172 Showground Road, Castle Hill NSW 2154



Rev. 0 - July 2021 | Approved by: Steve Ziazaris

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1. INTRODUCTION

1.1 PROJECT INFORMATION TABLE

PROJECT INFORMATION TABLE	
PROJECT NAME	Powerhouse Museum Discovery Centre
LOCATION	172 Showground Road, Castle Hill NSW
CLIENT	NSW Government – Public Works Advisory
DURATION OF CONTRACT	70 weeks
TAYLOR CONTACT INFORMATION	
COMPANY NAME	Taylor Construction Group Pty Ltd
ABN	25 067 428 344
ADDRESS	Level 13, 157 Walker Street, North Sydney 2060
TELEPHONE & FAX	Ph.: 02 8736 9000 Fax: 02 8736 9090

DOCUMENT CONTROL	NAME & POSITION	SIGNATURE & DATE
PREPARED BY:	D. Pribadi	12/07/2021
REVIEWED & APPROVED BY:	S. Ziazaris	12/07/2021

REVISED BY	REV. No.	DATE	CHANGES MADE
D. Pribadi	0	12/07/2021	Initial Issue

1.2 PROJECT OVERVIEW AND SITE DESCRIPTION

Construction of the following development located at 172 Showground Road & 2 Green Road Castle Hill for NSW Government Public Works Advisory:

1. Construction of the proposed new Building J. The proposed new Building J will cater for the following uses:
 - Storage for the Powerhouse collection and archives (both collected archives and institutional archives).
 - Flexibles spaces for education and public programs, workshops, talks, exhibitions and events.
 - Suites of conservation laboratories and collection work spaces.
 - Photography, digitisation and collection documentation facilities.
 - Work space for staff, researchers, industry partners and other collaborators. This will include amenities, meeting and storage rooms, collection research and study areas as well as other ancillary facilities.
 - Components of the image and research library.
 - Object and exhibition preparation, packing, quarantine and holding areas.
2. Construction of new vehicle accessways to maintain connectivity to the MDC and TAFE sites.
3. Demolition of existing car park and vehicle accessway along the eastern and north eastern parts of the site. A new at-grade car park is proposed to be constructed by the Early Works Contractor on the eastern side of the TAFE site and will accommodate 24 car parking spaces (22 new and 2 reconfigured spaces) removed from the Building J site.

1.3 PURPOSE OF CONSTRUCTION WORKER TRANSPORTATION STRATEGY

The Construction Worker Transportation Strategy documents the necessary arrangement and information required to effectively manage the transportation of the construction worker of the project and minimize effect of construction workers travel to surrounding area. The Strategy will detail the provision of sufficient parking facilities, public transport, and other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets.

2. CONSTRUCTION WORKER TRANSPORT ANALYSIS & STRATEGY

Review was carried out to determine the number of construction workers on site during different construction phase, and a forecast of expected mode of transport.

It is expected that during the peak of the construction, 15 cars space will be required to accommodate the construction workers, as well as 4 motorbike spaces. Majority of construction workers will catch the public transport given the location of the project site in proximity to the Hills Showground Metro Station and has a very good bus service to site.

The following Table 1 shows Taylor forecast for the number of construction workers during the construction phase, with an analysis of mode of transport shown in Table 2.

As detailed in Transport Impact Assessment, 10/09/2020, Section 6.8, it is proposed to utilize 54 existing parking spaces on the MDC site, given there is currently spare capacity as only 10-15 workers attended the site on a daily basis.

Taylor will utilize 15 carparking spaces only for the construction workers. The designated area will be sign posted and barricaded to ensure car parking access only granted to the authorized personnel.

Car parking spaces will be allocated as follow (Table 3):

- Taylor Construction staff: 5 carparking spaces
- Subcontractors & Suppliers: 9 carparking spaces
- Visitor: 1 carparking spaces

There are 7 bus services between 6:00 am and 7:00 am on Mondays to Fridays leaving Hill Showground Metro Station and stopping at Green Road which will enable the construction workers to arrive on site prior to construction start time of 7:00 am. The 7 bus services will enable a distribution of workers transport (52 workers expected to catch public transport during peak construction time, equal to 7 to 8 workers in each bus). It is expected that Hills Bus service can accommodate the demand.

Estimate of Project Resources / Workers on Site Each Day						
Construction Phase	Company	Management and Supervisor	Tradesmen and other general labour	Visitors	Number of workers each day	Estimate of total workers each day
Excavation & Piling	Taylor	3		1	4	8
	Subcontractors	1	3		4	
	Consultants			1	1	
Structure	Taylor	6		1	7	67
	Subcontractors	8	50		58	
	Consultants				2	
Finishes	Taylor	8		1	9	81
	Subcontractors	10	60		70	
	Consultants				2	

Table 1 Project Resources Estimate

Mode of Transport Analysis							
Construction Phase	Company	Number of workers each day	Mode of Transport to Site				Notes
			Car	Motorbike & Bicycle	Public Transport	Others (drop off, Uber)	
Excavation & Piling	Taylor	4	3	1			Cars per day: 4
	Subcontractors	4	1	1	2		
	Consultants	1				1	
Structure	Taylor	7	4	1	2		Cars per day: 12
	Subcontractors	58	8	2	44	4	
	Consultants	2				2	
Finishes	Taylor	9	5	1	3		Cars per day: 15
	Subcontractors	70	9	5	52	4	
	Consultants	2				2	

Table 2 Mode of Transport Analysis

Carparking Space Allocation		
Construction Phase	Company	Number of Parking Spaces
Excavation & Piling	Taylor	3
	Subcontractors	1
	Consultants	1
	Spare & Visitors	
Structure	Taylor	4
	Subcontractors	8
	Consultants	1
	Spare & Visitors	2
Finishes	Taylor	5
	Subcontractors	9
	Consultants & Visitors	1

Table 3 Carparking Space Allocation

3. CONCLUSION

The review of construction workers transport requirements and the strategy developed in this report have detailed the provision of sufficient parking facilities during construction and other travel arrangements (i.e. public transport, bicycle etc) for construction workers with no additional demand for parking in nearby public and residential streets.

ANNEXURES

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TAYLOR