



4 DESCRIPTION OF THE PROPOSAL

4.1 Location

The Civic Link Site at Block 3 is located at the northern edge of Phillip Street Parramatta along Horwood Place to the northern edge of George Street (Figure 4-1). The extent of works is approximately 40 m on Phillip Street either side of the existing intersection with Horwood Place and 135 m on Horwood Place between George Street and Phillip Street (Figure 4-2).

The proposal will include Phillip Street, which under Transport NSW classification is a local road with the identification number 39166 and Horwood Place with the identification number 23538. It will also include the eastern section of Auctioneer Lane with the identification number 107371.

A portion of the subject site is Council owned, land used as a road, classified operational and described as 'undedicated road'. Council owns the northern end of Horwood Place and 49 Phillip Street Plaza (Figure 4-3). Many properties adjoining the Civic Link are privately owned by a single company ownership. 55 and 75 Phillip Street are strata title.

4.2 Project Overview & Scope of Works

The movement strategy for Civic Link prioritises creating a unique and compelling pedestrian experience over vehicular access, aiming to accommodate future pedestrian and cycle volumes while encouraging the uptake of active transport. Key components include prioritising pedestrians, cycling, vegetation, and water sensitive urban design.

The proposed design includes closing the northern section of Horwood Place to cars and prioritising pedestrian and cycling. Other components of the proposed design are the widening of the footpath in Phillip Street and removing the existing raised pedestrian crossing on Phillip Street with a new raised crossing to be located opposite Horwood Place to provide more direct access to the new Powerhouse Museum.

With the removal of the old pedestrian crossing a new 14m long loading zone bay will be introduced to the west of the new raised pedestrian crossing. the parking bay will be consistent with the other parking bays to the west along Phillip Street.

The works in Horwood Place will include the following key elements:

- Paving and Landscaping north of Auctioneer Lane
- Passive drainage to new landscaping
- Additional landscaping features creating a "green spine" including bridges and seating.
- A New raised pedestrian crossing at the intersection of Horwood Place and Auctioneer Lane
- Horwood Place's intersection with George Street will remain and connect to Auctioneer Lane and existing Erby Place Car Park.

A new raised pedestrian crossing will be constructed on George Street west of the Horwood Place intersection.

The general arrangement plan can be found in Appendix A and civil design details in Appendix B. Construction will take place in two stages with works in Phillip Street (Appendix C) taking place first to align with Powerhouse Museum construction works. Works on Horwood Place will occur later.

4.2.1 Vehicular Access

Vehicular access from the north at the Phillip Street into Horwood Place intersection will be closed. The northern section of Horwood Place from Phillip Street to Auctioneer Lane will prioritise pedestrian and cyclist



movements with no vehicular access allowed. Access to the Erby Place Carpark will be retained via both Horwood Place (from the south via George Street) and Erby Place. The existing marked pedestrian crossing on Phillip Street will be shifted eastward to provide direct connectivity between Horwood Place and the entry to the Powerhouse Museum (Figure 4-1).

4.2.2 Proposed Pedestrian and Cyclist Access

Currently footpaths are provided on both sides of Phillip Street and Horwood Place. The existing pedestrian footpaths along Civic Link Block 3 will be widened to handle increased foot traffic between the public transport hubs and key destinations like the Powerhouse Museum and the Parramatta River.

The widened footpaths will support emergency service vehicles in both the current and future fully pedestrianised configurations with controlled access for maintenance and emergencies while preventing unauthorised vehicles.

New footpaths will feature high-quality granite over a concrete base, consistent with Parramatta's current squares and gathering spaces, and will include multifunctional poles integrating lighting, Closed Circuit Television (CCTV), data capture, and community/event messaging. Static and dynamic wayfinding will enhance navigation throughout the site. The proposed lighting design is provided in Appendix D.

4.2.3 Electrical Access

There are two electrical substations belonging to Endeavour Energy on Horwood Place, one adjacent to 54 George Street and the other inside 69 Phillip Street. For the substation inside 69 Phillip Street, access will not change as it is currently via the internal carpark. Access will be retained to the substation located at 2 Horwood Place.

4.2.4 Other Service Access

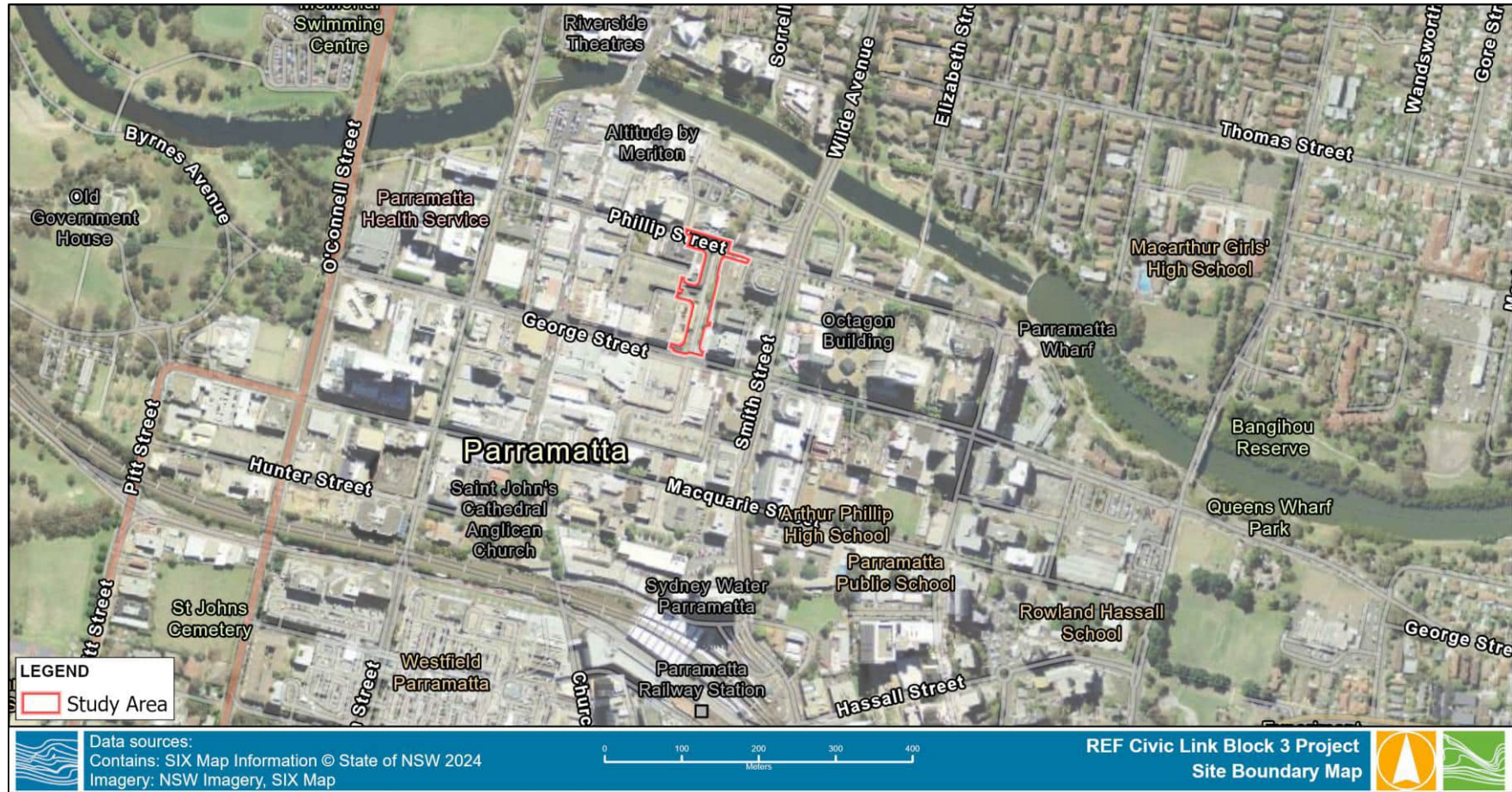
Access for garbage trucks will be maintained through to Auctioneer Lane (Figure 4-2). The existing loading zone at the northern end of Horwood Place is proposed to be moved to Phillip Street. Heavy vehicle truck turning paths, including for garbage trucks, have been confirmed.

4.2.5 Parking

Existing parking spaces (30) and loading zones (2 paired) in Horwood Place will be permanently removed, with no replacements. Alternative parking is available at the nearby Erby Place (Eat Street) Car Park. A new paired loading zone will be created on Phillip Street, about 30 metres away, using kerbside space freed by the closure of the Horwood Place/Phillip Street intersection and the relocation of the existing pedestrian crossing (Appendix C).

The scope of work on the south side of Phillip Street will extend to the laneway. This section of the footpath will be slightly widened, and the kerb line will be adjusted into the carriageway to improve lane alignment. Importantly, no parking spaces will be lost as a result of these changes. Parking for four vehicles will be maintained.

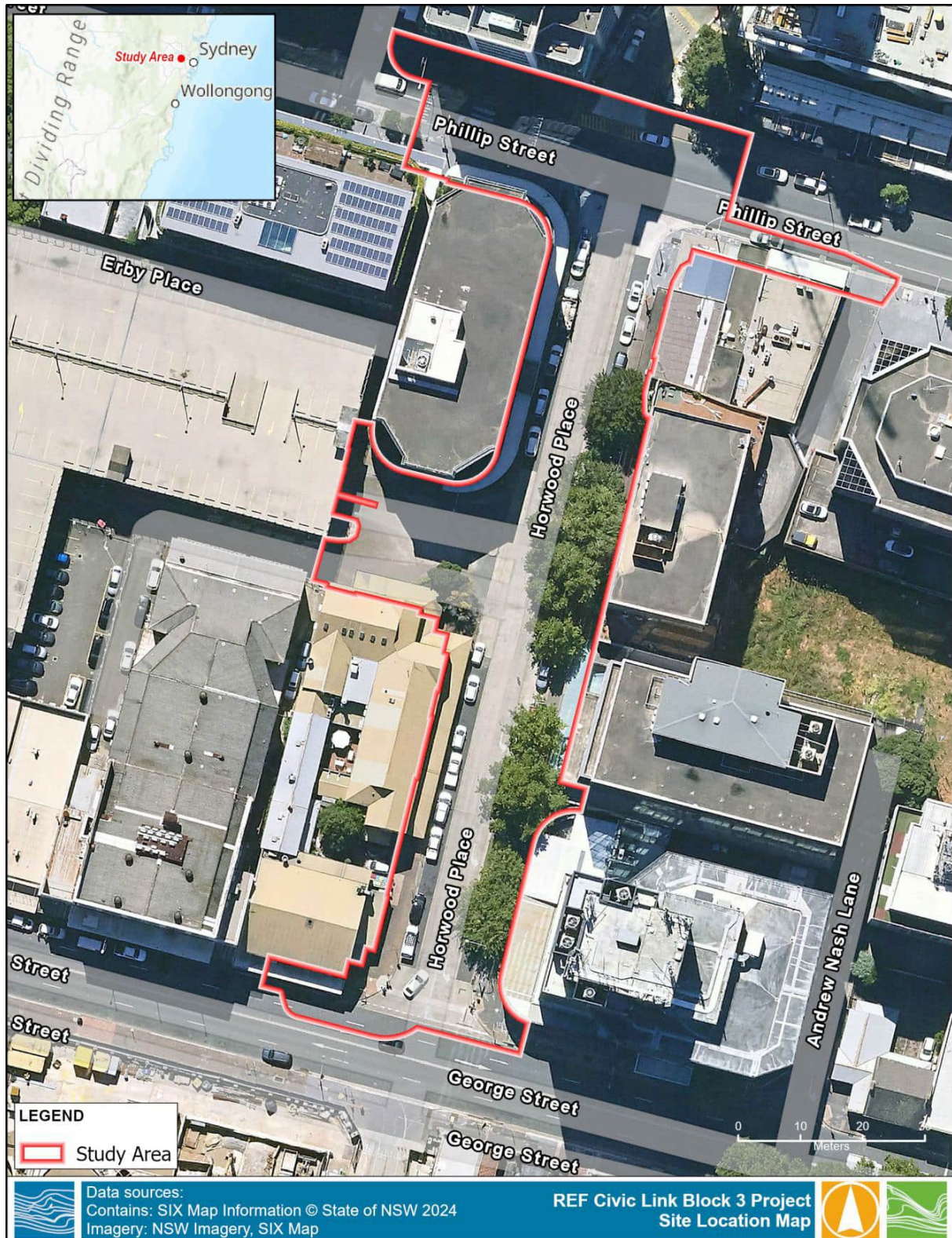
The City of Parramatta Council has installed digital signage and payment systems and modified internal operations within the Erby Place Carpark to reduce congestion during day-to-day operations and peak use times. Due to limitations imposed by the internal carpark configuration, this tidal flow lane is managed operationally by the Council for short periods during peak carpark usage times, such as sports events. Additional Variable Message Sign (VMS) signage has been installed in the precinct to forewarn motorists of carpark capacity.



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Figure 4-1 Site location



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Figure 4-2 Site Location, detailed

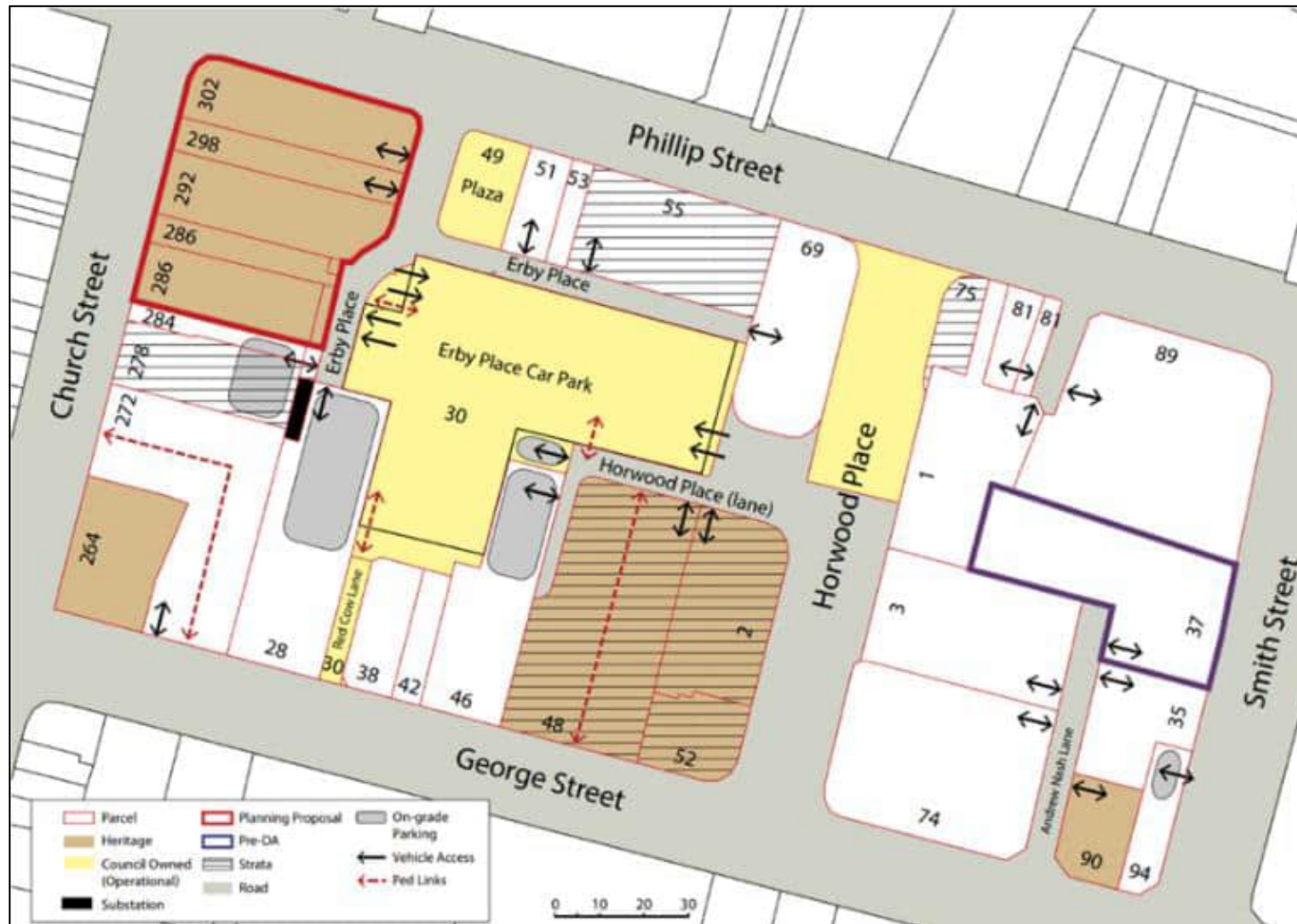


Figure 4-3 Council Land Ownership, courtesy of the City of Parramatta Council



4.3 Construction Equipment

Likely construction equipment which will be used throughout the project includes:

- Excavators
- Skid steers
- Trucks
- Light vehicles
- Hand tools
- Power tools
- Line marking equipment
- Concrete trucks
- Concrete pumps
- Jackhammers
- Cranes

4.4 Construction Materials

Construction materials which will be required throughout the project will typically consist of the following:

- Poured and precast concrete
- Granite
- Bench seats and other furniture installations
- Art work installations
- Biofiltration material including: sand, crushed rock, gravel

4.5 Utilities

Existing utilities have been located and documented by Durkin on 17 March 2025 and will be taken into consideration in the detailed design. The locations of these utilities are detailed in Section 6 of the Civic Link Parramatta Engineering Design Report (Arcadis, 2025a.)

4.6 Compound

There will most likely be two site compounds required during the construction phase of the project. For Stage 1 Phillip Street Early Works the site compound will be in Horwood Place, within the newly closed road carriageway to the north of Auctioneer Lane. For Stage 2 Horwood Place Main Works the site compound will be off George Khattar Lane. The compound will consist of site sheds, stockpiles, and general storage of materials.

In the event that compounds/laydown areas are required, they should comply with the below requirements:

- Not be located within Tree Protection Zones (TPZs), particularly for trees being retained
- Must be located in an area that has already been disturbed and does not require the clearing of native vegetation or other mature trees
- Not block or redirect surface water flows where flooding/drainage may become an issue



- Where possible, must maximise its distance from sensitive receivers to reduce the risk of community impacts, particularly noise
- Must have adequate space for worker carparks including entry/exit from the compound
- Must be approved by the City of Parramatta Council

4.7 Stockpile Sites

The site compound area will also be utilised for stockpiling materials i.e. spoil, imported fill etc. Other temporary stockpile locations may be utilised within the project site in accordance with the below requirements:

- Must have appropriate erosion and sediment controls installed in accordance with the guidelines in “Managing Urban Stormwater: Soils and construction” commonly known as the Blue Book
- Must be located in a flat area and not in the vicinity of waterbodies or drainage channels
- Must be appropriately stabilised to minimise dust generation
- Must not be located within Tree Protection Zones (TPZs), particularly for trees being retained
- Must be included in the erosion and sediment control plan
- Must be approved by City of Parramatta Council

4.8 Workforce and Working Hours

The work would be undertaken by private contractors on behalf of the City of Parramatta Council. Permitted work hours during construction will be:

- Monday to Friday: 7:00 am to 6:00 pm
- Saturday: 8:00 am to 1:00 pm
- Sunday and Public Holidays: No work

4.9 Project Duration

Construction of the proposal would be undertaken over 18 months and is expected to commence in early 2026. The Phillip Street works will occur first, then once finished, these will be followed by the Horwood Place works.

4.10 Post-project Requirements

No post-project requirements are anticipated.