



CITY OF HOBART

AGENDA

Special City Infrastructure Committee Meeting

Open Portion

Monday, 5 August 2019

**at 4:45 pm
Lady Osborne Room**

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People	We value people – our community, our customers and colleagues.
Teamwork	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
Focus and Direction	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
Creativity and Innovation	We embrace new approaches and continuously improve to achieve better outcomes for our community.
Accountability	We work to high ethical and professional standards and are accountable for delivering outcomes for our community.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

APOLOGIES AND LEAVE OF ABSENCE

- 1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY 4**
- 2. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST 4**
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- 4. REPORTS 5**
 - 4.1 Melville Street (Between Elizabeth Street and Argyle Street) - Partial Road Closure 5

Special City Infrastructure Committee Meeting (Open Portion) held Monday, 5 August 2019 at 4:45 pm in the Lady Osborne Room.

COMMITTEE MEMBERS

Denison (Chairman)
Lord Mayor Reynolds
Zucco
Briscoe
Behrakis

Apologies:

Leave of Absence: Nil.

NON-MEMBERS

Deputy Lord Mayor Burnet
Sexton
Thomas
Harvey
Dutta
Ewin
Sherlock

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY

2. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the Committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the Committee has resolved to deal with.

3. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

4. REPORTS

4.1 Melville Street (Between Elizabeth Street and Argyle Street) - Partial Road Closure **File Ref: F19/92682**

Report of the Manager Traffic Engineering and the Director City Planning of 1 August 2019 and attachments.

Delegation: Council

REPORT TITLE: MELVILLE STREET (BETWEEN ELIZABETH STREET AND ARGYLE STREET) - PARTIAL ROAD CLOSURE**REPORT PROVIDED BY:** Manager Traffic Engineering
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to seek approval from the Council for temporary changes to the traffic management arrangements in Melville Street (between Argyle Street and Elizabeth Street) to facilitate the construction of student accommodation at 40-42 and 44 Melville Street (the former Red Cross site).
- 1.2. The construction contractor has advised that in order to facilitate loading access to the tower crane, additional space is required on Melville Street to accommodate a safe work zone. This would reduce Melville Street down to one-way traffic for a period of approximately 12 months, with traffic maintained in a westbound direction (from Elizabeth Street to Argyle Street).
- 1.3. The reduction of Melville Street to one-way traffic (eastbound) has no real community benefit. It will require traffic wanting to travel from Argyle Street to Elizabeth Street to detour via Liverpool Street or Brisbane Street which will be an inconvenience to some users. However, a Construction Traffic Impact Assessment Report (see **Attachment A**) has been provided as part of the application and demonstrates that the likely impacts from this change is minimal.
- 1.4. Existing street trees on Melville Street within the work zone limits flexibility at the work site contributing to the need to seek additional space to accommodate construction.

2. Report Summary

- 2.1. A request has been made to limit Melville Street to one-way traffic flow in an eastbound direction (from Elizabeth Street to Argyle Street) until approximately December 2020 (approximately 17 months), to facilitate construction of university accommodation at 40-42 and 44 Melville Street.
- 2.2. The proposed traffic arrangement has been communicated to adjacent businesses and residents. As part of this stakeholder engagement concerns were raised by the Tasmania Fire Service in relation to the ability for emergency services to access the city centre however the Tasmania Fire Service has agreed that emergency service vehicle access to the CBD will be via Brisbane Street rather than Melville Street for the duration of the lane closure.
- 2.3. Consideration has been given to maintaining two-way traffic flow past the work zone by removing on-street car parking opposite the site.

- 2.4. However, this parking is currently partially occupied by scaffolding and construction activity at 37-47 Melville Street, with a City of Hobart traffic management permit valid until 31 August 2019.
- 2.5. After considering the application, and the impact it would have on traffic flow, access to properties in Melville Street and emergency vehicle access, it is recommended that this application be supported.

3. **Recommendation**

That the General Manager be authorised to permit a temporary one-way eastbound traffic arrangement in Melville Street (between Elizabeth Street and Argyle Street) to facilitate development works at 40-42 and 44 Melville Street, Hobart.

4. **Background**

- 4.1. The development of a university student accommodation complex at 40-42 and 44 Melville Street was approved by Council with the issue of Planning Permit PLN-18-422 on 8 October 2018.
- 4.2. At its meeting held on 21 January 2019, the Council considered a report to close the footpath on Melville Street adjacent to 40-42 and 44 Melville Street to allow for the construction of student accommodation on the former Red Cross site and resolved:

“That the General Manager be authorised to permit the temporary closure of sections of the southern footpath on Melville Street (between Elizabeth Street and Argyle Street) to facilitate development works at 40-42 and 44 Melville Street, Hobart.”
- 4.3. Subsequent to this Council approval, a traffic management permit was issued and a construction work site has been established.
- 4.4. A tower crane has been erected on the site. A loading zone on Melville Street is required to support the construction. Due to the existing street trees within the current work zone, manoeuvring space is limited due to the tree canopy and root protection zones. The contractor has made a further request for additional space limiting Melville Street to one traffic lane whilst maintaining the on-street parking on the northern side of the street. A ‘Construction Traffic Management Plan’ report (included as **Attachment A**) supports the proposal to reduce Melville Street to one-way traffic, in an eastbound direction from Elizabeth Street to Argyle Street through until December 2020. This arrangement is shown in the traffic management plan included as **Attachment B**.
- 4.5. Traffic impacts identified by GHD Pty Ltd (in the report at **Attachment A**) as a result of a one-way eastbound arrangement (from Elizabeth Street to Argyle Street) are that:
 - 4.5.1. The proposed arrangement is consistent with the prevailing traffic conditions (retaining eastbound traffic on the correct side of the road).

- 4.5.2. Approximately 300 westbound vehicles will be redistributed in both the morning and afternoon peak hours because of the lane closure.
- 4.5.3. The likely increase in traffic on detour routes (including Argyle Street, Brisbane Street, Patrick Street, Campbell Street, Liverpool Street and Elizabeth Street) is expected to be up to 25% to 50% over existing one-way volumes on each of these roads in peak periods. However, substantial capacity will remain on all the detour routes, even with the additional redistributed traffic from Melville Street.
- 4.5.4. No issues were identified at the Elizabeth Street / Melville Street junction or the Argyle Street / Melville Street junction.
- 4.5.5. The lane closure on Melville Street is not expected to cause any significant traffic impacts subject to suitable mitigation measures being implemented including signage and consultation with key stakeholders.
- 4.6. The contractor consulted with businesses and residents in Melville Street and Elizabeth Street in relation to the one-way traffic arrangement. They also consulted with emergency services.
- 4.7. Feedback was received from the Tasmania Fire Service (included as **Attachment C**) that highlighted issues with this proposal due to the requirements for emergency access between the existing Hobart Fire Station (on Melville Street between Argyle Street and Campbell Street) and the city centre. They requested that if Melville Street were reduced to one-way traffic, that consideration be given to maintaining traffic access in a westbound direction (from Argyle Street to Elizabeth Street).
- 4.8. The contractor commissioned a further 'Construction Traffic Management Plan' report (included as **Attachment D**) to analyse the impacts of a one-way (westbound) traffic arrangement on Melville Street, allowing access from Argyle Street to Elizabeth Street.
- 4.9. Traffic impacts identified by GHD Pty Ltd (in the report at **Attachment D**) as a result of a one-way westbound arrangement (from Argyle Street to Elizabeth Street) are that:
 - 4.9.1. The proposed arrangement will not allow any traffic to enter Melville Street (east of Elizabeth Street) from the Elizabeth Street traffic signals. Past the worksite, westbound traffic will be diverted onto the northern side of the road which may also require a change to the parking direction which may cause confusion.
 - 4.9.2. Approximately 200 eastbound vehicles will be redistributed in both the morning and afternoon peak hours because of the lane closure.

- 4.9.3. The expected increase in traffic on the main detour routes (on Bathurst Street and Argyle Street) is expected to be an additional 100 to 200 veh/h during peak periods which typically represents an increase of 20% to 50% on Bathurst Street and up to 30% on Argyle Street, over existing one-way volumes on these two streets.
- 4.9.4. Up to 100 veh/h are expected to detour to other routes (including Elizabeth Street, Brisbane Street, Campbell Street, Patrick Street and Warwick Street) which typically represents an increase of 10% to 40% over existing one-way volumes on each of these roads.
- 4.9.5. However, substantial capacity will remain on all the detour routes, even with the additional redistributed traffic from Melville Street.
- 4.9.6. No issues were identified at the Elizabeth Street / Melville Street junction or the Argyle Street / Melville Street junction.
- 4.9.7. The lane closure on Melville Street is not expected to cause any significant traffic impacts subject to suitable mitigation measures being implemented including signage and consultation with key stakeholders.
- 4.10. On 3 July 2019 a meeting was held on-site with the contractor, representatives from Tasmania Fire Service and Council officers. At that meeting the Tasmania Fire Service indicated that they were able to accommodate the original proposal to maintain eastbound traffic flow on Melville Street (from Elizabeth Street to Argyle Street) and would utilise Brisbane Street as their emergency access route into the CBD. Following the meeting the position of Tasmania Fire Service in relation to the proposal was confirmed in a further letter (included as **Attachment E**).
- 4.11. Consideration has also been given to maintaining two-way traffic flow past the work zone by removing the on-street car parking opposite the site. However, this parking is currently partially occupied by scaffolding and construction activity as a result of redevelopment at 37-47 Melville Street, with a City of Hobart traffic management permit valid until 31 August 2019.
- 4.12. Reducing Melville Street (adjacent to 40-42 and 44 Melville Street) to one-way traffic flow in an eastbound direction is considered reasonable, and can be supported for the following reasons:
 - 4.12.1. The Construction Traffic Management Plan report has demonstrated that there will be minimal traffic impacts as a result of vehicles diverting from Melville Street. Approximately 300 veh/hr during peak periods will be diverted from Melville Street and can be accommodated on nearby detour routes (including Brisbane Street and Liverpool Street).

- 4.12.2. Access can be maintained to all properties on Melville Street, including the Council-operated parking within the UTAS NRAS building and permit parking area at the rear of the former Webster Centre at 70-82 Argyle Street.
- 4.12.3. An eastbound arrangement is consistent with the prevailing traffic conditions by retaining eastbound traffic on the correct side of the road and minimizing the impacts at the Elizabeth Street junction.
- 4.12.4. Adequate emergency vehicle access can be maintained into the CBD via Brisbane Street and Elizabeth Street.

5. Proposal and Implementation

- 5.1. It is proposed to permit limiting Melville Street (adjacent to 40-42 and 44 Melville Street) to one-way traffic flow in an eastbound direction (from Elizabeth Street to Argyle Street) to facilitate construction works for the development of a new university student accommodation building at 40-42 and 44 Melville Street.
- 5.2. If the Council endorses this position, officers will work with the developer (and/or their representatives) to finalise the application, and issue the necessary permits utilising existing delegations.
- 5.3. The one-way traffic arrangement is likely to be in place until the end of December 2020.

6. Strategic Planning and Policy Considerations

- 6.1. The *Capital City Strategic Plan 2015 - 2025* Goal 2 – Urban Management is relevant in considering this report, particularly:

Strategic Objective 2.1 - A fully accessible and connected city environment; and

2.1.2 Enhance transport connections within Hobart.

Strategic Objective 2.2 - A people-focussed city with well-designed and well managed urban and recreation spaces; and

2.2.5 Increase and improve connectivity throughout the inner city.
- 6.2. The proposed limitation of Melville Street to eastbound traffic only has a negative impact on connectivity during the period of construction at 40-42 and 44 Melville Street.
- 6.3. However, the construction activity at 40-42 and 44 Melville Street is required for additional UTAS student accommodation which is supported by *Capital City Strategic Plan 2015 - 2025* Goal 1 – Economic Development, Vibrancy and Culture:

Strategic Objective 1.1 – Partnerships with Government, the education sector and business create city growth; and

- 1.1.2 Support the University of Tasmania's continued growth within the city.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

- 7.1.1. All costs associated with implementing the traffic management to facilitate the proposed works are to be borne by the applicant.
- 7.1.2. The approved fees and charges rates for 'Occupation of Public Highway – Long Term Construction' and recovery of revenue from closed metered parking spaces will also be charged to the applicant.
 - The existing worksite has a hoarded area of 77 m². An additional hoarded area of approximately 180 m² is proposed as part of this application. This would be charged at \$5 per m² per week which is equivalent to additional revenue of \$900 per week.
 - The existing worksite and traffic management arrangement closes seven metered parking space in Melville Street. No additional metered parking spaces would be impacted as part of this application.

7.2. Impact on Future Years' Financial Result

- 7.2.1. None are foreseen.

7.3. Asset Related Implications

- 7.3.1. None are foreseen.

8. Community and Stakeholder Engagement

- 8.1. The proposed traffic arrangement has been communicated to adjacent businesses and residents.

- 8.1.1. As part of this stakeholder engagement concerns were raised by the Tasmania Fire Service in relation to the ability for emergency services to access any incident in the CBD (see letter at **Attachment C**) – where they requested that the one-way arrangement be changed to westbound traffic flow (from Argyle Street to Elizabeth Street) to address their requirements.

- 8.1.2. A subsequent meeting between the contractor and representatives from the Tasmania Fire Service resolved the matter and it has been agreed that emergency service vehicle access to the CBD will be via Brisbane Street rather than Melville Street. This was confirmed in an email (included as **Attachment E**).

- 8.2. The arrangements have also been discussed with the Director City Innovation in relation to the impacts of the one-way traffic restrictions on the two public car parks accessed from Melville Street (at Hobart Central and at the Melville Street Student Accommodation). There were no specific concerns raised given that access will be maintained. As per Section 7, the appropriate fees and charges from closed metered parking spaces will be charged to the applicant.

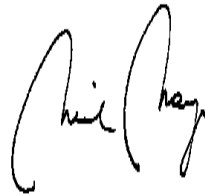
9. Delegation

- 9.1. The Manager Traffic Engineering and all positions to which that position reports have delegation to issue licences for the occupation of parts of the highway reservation to facilitate private construction.
- 9.2. However, due to the impacts on the City's transport network, the duration of the proposed works and the implications for the wider community, it is considered important that Council be aware of the issues and make the decision in relation to this lane closure.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Angela Moore
MANAGER TRAFFIC ENGINEERING



Neil Noye
DIRECTOR CITY PLANNING

Date: 1 August 2019
File Reference: F19/92682

- Attachment A: Traffic Impact Assessment (Addendum) - Eastbound, GHD Pty Ltd, May 2019 ↓
- Attachment B: Traffic Management Plan, Spectran, May 2019 ↓
- Attachment C: Feedback from Tasmania Fire Service ↓
- Attachment D: Traffic Impact Assessment (Addendum) - Westbound, GHD Pty Ltd, July 2019 ↓
- Attachment E: Letter of Support, Tas Fire Service, 8 July 2019 ↓



Hutchinson Builders

40 Melville Street construction traffic management plan Addendum report

May 2019

This report: has been prepared by GHD for Hutchinson Builders and may only be used and relied on by Hutchinson Builders for the purpose agreed between GHD and the Hutchinson Builders as set out in this report.

GHD otherwise disclaims responsibility to any person other than Hutchinson Builders arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Hutchinson Builders and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

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1. Introduction

1.1 Background

GHD was engaged by Hutchinson Builders to prepare a Construction Traffic Management Plan for the partial demolition, alternations and new buildings at 40-42 and 44 Melville Street, Hobart.

The proposal is for a new student accommodation complex and includes:

- Demolition of the existing red cross buildings and the rear brick warehouse
- Retention and re-use of the existing heritage building
- A new five-storey building on the Melville Street frontage
- A new 14-storey residential tower setback 15 m from the Melville Street frontage

Works have now commenced, with the demolition phase complete and construction currently underway.

This report is an addendum to the previous report *40 Melville Street construction traffic management plan (GHD 2018)* and should be read in conjunction with the previous report. This addendum has been produced to address changes in the proposed works footprint and traffic generation for the construction phase of the project.

1.2 Assumptions

The staging of works, construction activities and traffic generation has been advised by Hutchinson Builders.

2. Existing conditions

2.1 Site location

The site is located at 40-42 and 44 Melville Street, Hobart. The site is illustrated in Figure 2-1.

Figure 2-1 Site location



Base imagery obtained from TheLIST © State of Tasmania

2.2 Surrounding roads and land use

Detail on key roads surrounding the site and adjacent land uses is provided in the previous report *40 Melville Street construction traffic management plan* (GHD 2018).

2.3 Traffic volumes

SCATS data was collected for the Melville Street / Argyle Street junction for the week beginning 8 October 2018. Key traffic statistics for Melville Street are summarised as follows:

- Average weekday traffic 4,900 vpd
- Weekday AM peak (8:00 - 9:00 am) 360 vph
- Weekday PM peak (4:30 - 5:30 pm) 390 vph
- Saturday peak (11:30 am - 12:30 pm) 390 vph

3. Description of activities

3.1 Construction program

The construction program is broken down into stages as follows:

- Stage 1- Soft demolition: November - December 2018 (complete)
- Stage 2- Structural demolition: January – March 2019 (complete)
- Stage 3- Construction: April 2019 – December 2020

3.2 Hours of work

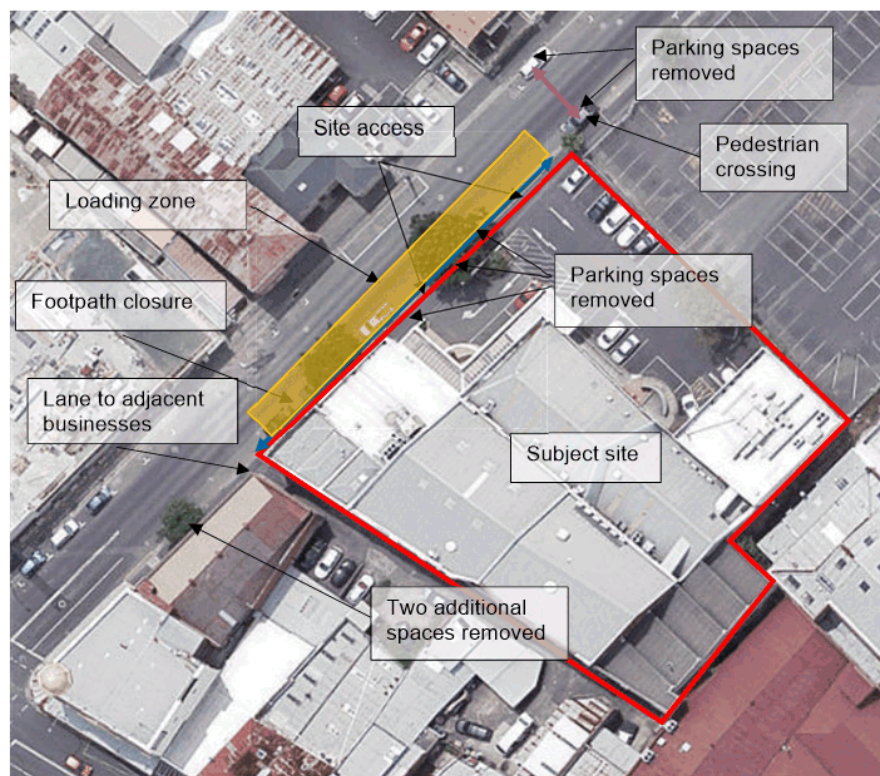
General work hours will be 7:00 am to 6:00 pm Monday to Saturday. Out of hours work will occur for crane erections / civil connections.

3.3 Current works footprint

In order to accommodate the works, the footpath in front of the site has been closed and a number of parking spaces have been removed. A pedestrian crossing point has been provided east of the site on Melville Street. The closure of the footpath and removal of parking spaces are covered in the previous report, *40 Melville Street construction traffic management plan (GHD 2018)*. Two additional parking spaces which were not covered in the previous report have also been removed.

In order to accommodate a loading zone for semi-trailer deliveries in front of the site, it is proposed to close one lane of Melville Street for the duration of the construction program. This closure was not covered in the previous traffic management plan. Additional space is required to accommodate the width of a semi-trailer and provide a safe work zone for workers, resulting in the need to close one lane of Melville Street in front of the site.

As detailed in the previous report, access to the lane along the south-western border of the site, which provides rear access to properties along Elizabeth Street, will be maintained where possible. Short term closures of the lane will be required during business hours for works on the boundary or moving equipment in the lane.

Figure 3-1 Works footprint

Base imagery obtained from TheLIST © State of Tasmania

3.4 Access requirements

The site has two existing access crossovers on Melville Street which will be utilised during the works. A loading zone will also be established in front of the site. The loading zone will be approximately 40 m long which provides sufficient space for a semi-trailer to manoeuvre in and out. Semi-trailers will utilise the loading zone in front of the site, while smaller trucks will utilise the access crossovers. Trucks that enter the site will turn on-site to exit in a forward direction.

3.5 Traffic generation

A workforce of up to 180 workers are expected on site at the peak of construction activities. Worker parking will not be provided on site, with staff expected to park in appropriate long-stay parking spaces in the CBD or surrounds, or travel by public transport, bike or walk.

Typical traffic generation for the site over a six day week, during the construction phase, is summarised in Table 3-1. The busiest traffic-generating activity during construction will be concrete pours, with 12 concrete trucks over a four hour period plus a concrete boom truck.

Precast panels will be delivered on semi-trailers. Deliveries will occur typically three days per week, with four trucks per day over a 10 hour period. Reo will be delivered by rigid trucks one day per week, with four trucks per day. Services and equipment will be delivered one day per week with typically three trucks per day.

In addition to these main activities, two bins trucks and two to three general deliveries in small / medium rigid trucks will occur each day.

During the commuter peak periods, the works are expected to generate no more than 10 truck movements per hour (in and out). Most movements of workers to and from the site will occur outside the commuter peak periods, and be spread across various CBD locations.

Table 3-1 Traffic generation

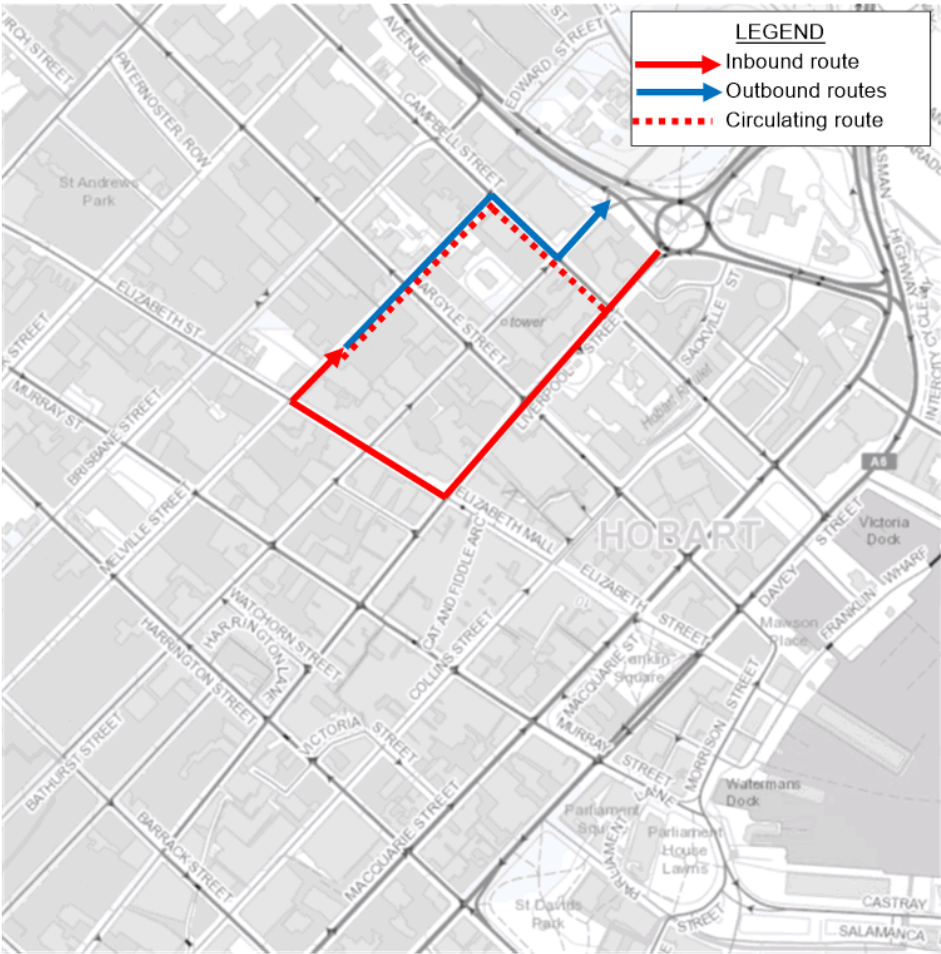
Day	Main activity	Main trucks	Miscellaneous
1	Concrete pour	12 concrete trucks over 4 hours plus concrete boom truck	2 bins trucks 2 -3 general deliveries
2	Precast delivery	4 trucks over 10 hours (loading bay time of 2 hrs/ truck)	2 bins trucks 2 -3 general deliveries
3	Precast delivery	4 trucks over 10 hours (loading bay time of 2 hrs/ truck)	2 bins trucks 2 -3 general deliveries
4	Precast delivery	4 trucks over 10 hours (loading bay time of 2 hrs/ truck)	2 bins trucks 2 -3 general deliveries
5	Reo delivery	4 trucks (loading bay time of 1 ½ hr/truck)	2 bins trucks 2 -3 general deliveries
6	Services / equipment	3 trucks	2 bins trucks 2 -3 general deliveries

3.6 Site access routes

Heavy vehicles accessing the site will come from north of Hobart, as well as the eastern shore. The largest vehicles accessing the site will be semi-trailers, which will be critical for bringing in large items such as precast panels.

Numerous options were considered for the access route for semi-trailers, with further detail provided in the previous report, *40 Melville Street construction traffic management plan (GHD 2018)*. The proposed semi-trailer access routes are illustrated in Figure 3-2.

Figure 3-2 Semi-trailer access routes



4. Traffic management measures

4.1 Loading zone lane closure

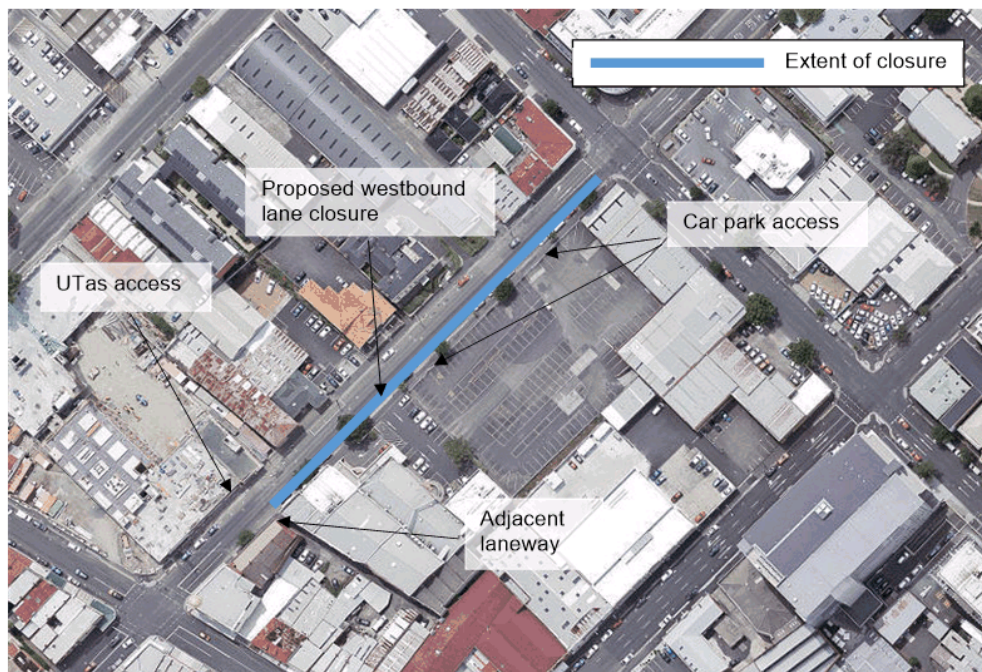
Proposed closure

In order to accommodate a loading zone for semi-trailer deliveries in front of the site, it is proposed to close one lane of Melville Street for the duration of the construction program, from May 2019 until December 2020. Due to the layout of the site and the prevailing traffic conditions, it is recommended to prevent westbound through movements on Melville Street. To prevent vehicles turning into Melville Street and needing to U-turn at the closure, it is proposed to close the westbound lane of Melville Street from Argyle Street to west of the site.

A minimum of 3 metres should be maintained for the eastbound through movement and a minimum of 2.2 metres for the parking lane. Signage for the closure should be provided in accordance with AS1742.3.

Access will be maintained to adjacent land uses. West of the road closure, access to the UTas student accommodation building, as well as the laneway adjacent to the site, will need to be in an eastbound direction, from the Elizabeth Street. However, vehicles exiting these sites will be able to travel in either direction. Access to the public car park east of the site will be limited to right in / right out. The proposed road closure and the location of major accesses to adjacent land uses are illustrated in Figure 4-1.

Figure 4-1 Proposed Melville Street lane closure



Traffic impacts

The traffic impacts of the proposed lane closure have been assessed using the Hobart CBD Mesoscopic Model. The Hobart CBD Mesoscopic Model, developed in 2016, was used to undertake detailed analysis of the road network of the CBD and surrounding areas. Demand in the base model was based peak hour traffic surveys at key locations around the network. The

model was calibrated and validated to observed conditions in May 2016, in terms of traffic volumes and travel times on key routes.

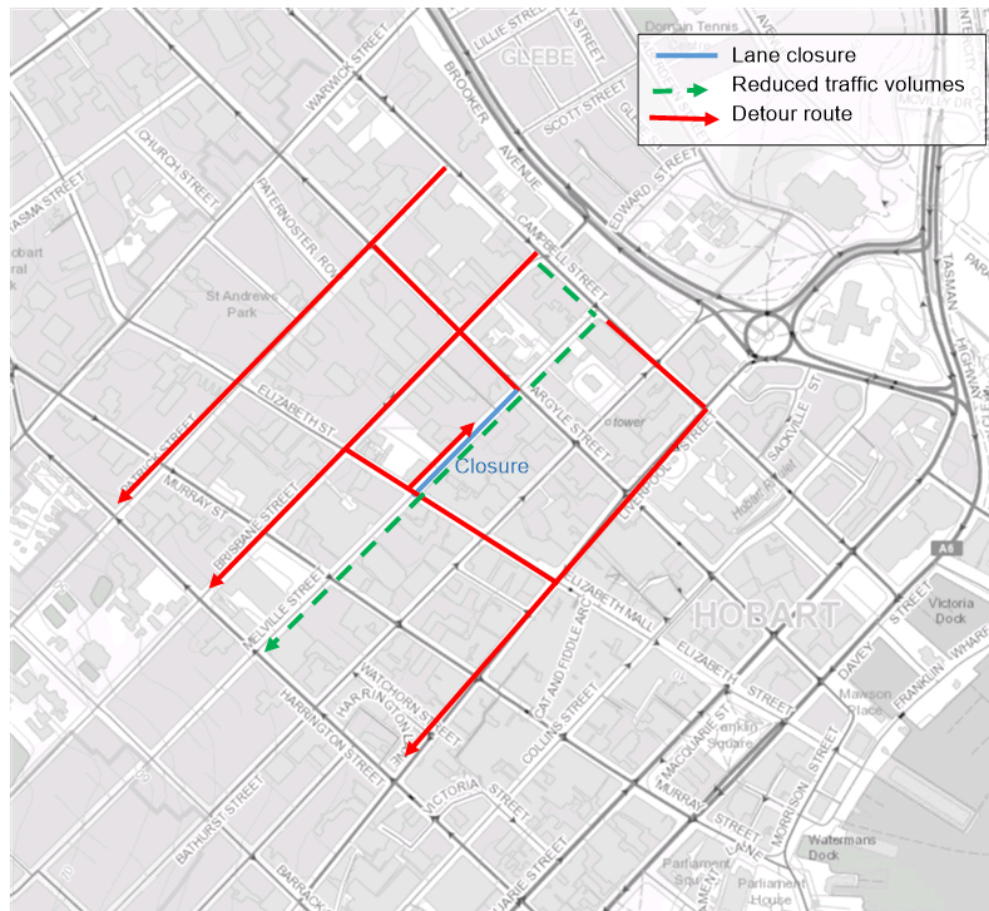
The model was used as a tool to assess the impacts of potential traffic management measures associated with the proposed lane closure. The strength of mesoscopic modelling is in its route choice and traffic assignment algorithms. These algorithms enable a realistic assessment of the redistribution of traffic within the road network due to the proposed traffic management measures.

The Hobart CBD Mesoscopic Model was developed for two hours in the morning peak (7:30 to 9:30) and two hours in the evening peak (4:30 to 6:30). The first hour of each of the peak periods has been taken to represent the peak hour for the assessment.

It is estimated that the proposed lane closure will redistribute approximately 300 westbound vehicles from Melville Street, between Argyle Street and Elizabeth Street, in both the AM and PM peak periods. The key detour routes for these vehicles include Argyle Street, Brisbane Street, Patrick Street, Campbell Street, Liverpool Street and Elizabeth Street. Each of these roads is anticipated to carry an additional 100-200 vehicles per hour in the peak periods, due to the lane closure on Melville Street. This represents a typical increase of 25-50% of existing one-way volumes on each of these roads. The key detour routes are illustrated in Figure 4-2.

The expected increase in traffic on detour routes, due to the lane closure on Melville Street, is not expected to cause any significant traffic issues. The capacity of a single lane is typically 900 passenger car units per hour. Therefore, there is still substantial capacity on all the detour routes, even with the anticipated increase in traffic associated with the proposed closure.

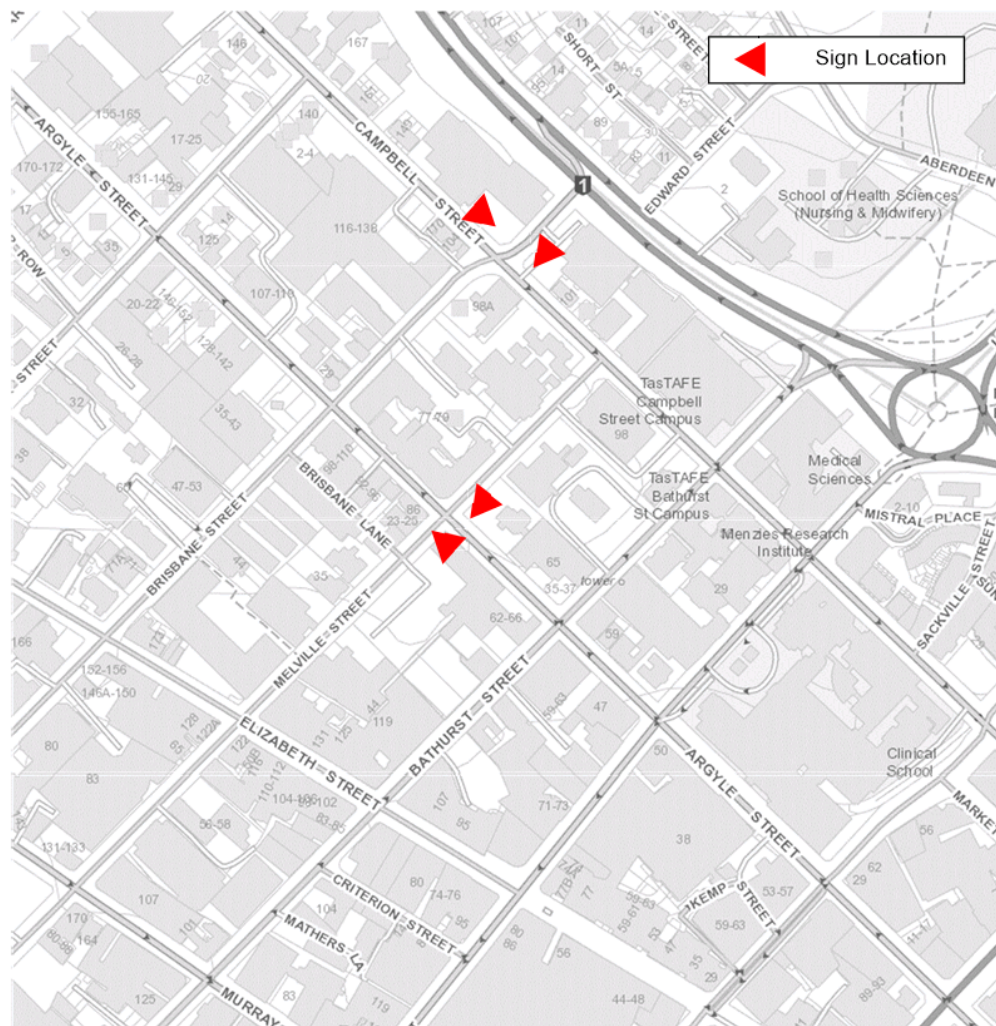
With the lane closure on Melville Street, resulting westbound movements on Brisbane Street and Patrick Street, where there is a single westbound lane, will be less than 500 vehicles per hour in the peak periods. Resulting volumes on Liverpool Street, between Campbell Street and Elizabeth Street, are in the order of 600-700 vehicles per hour, with the number of westbound lanes varying between two or three. Traffic volumes on Argyle Street, between Melville Street and Brisbane Street, are less than 900 vehicles per hour, with three available lanes.

Figure 4-2 Major detour routes**Signage**

It is recommended that signage is used to inform vehicles to the preferred detour routes, as illustrated in Figure 4-3, to avoid circulating movements within the CBD. It is recommended that signage is placed at the intersection between Campbell Street and Brisbane Street, to encourage vehicles to detour via Brisbane Street. Signage will also be required at the Melville Street / Argyle Street intersection, to advise of the closure and direct vehicles onto Argyle Street.

It is not recommended to provide signage at the Liverpool Street / Argyle Street intersection, as this would encourage vehicles to detour via Liverpool Street. The preferred route for local access to Melville Street, between Elizabeth Street and Argyle Street is a detour to the north of the site via Argyle Street, to Brisbane Street, and Elizabeth Street, rather than a detour to the south of the site via Liverpool Street, to Elizabeth Street. Liverpool Street carries a high number of pedestrians and through traffic movements are discouraged through this section.

A letter drop to adjacent businesses and users of the adjacent car park will also be undertaken by Hutchinson Builders, to advise of the lane closure and recommended detour routes.

Figure 4-3 Recommended signage locations

4.2 Tower crane erection

To facilitate the erection of the tower crane, a full closure of Melville Street in front of the site will be required for three days from Friday 24th May until Sunday 26th May 2019. The following weekend, Friday 31st May until Sunday 2nd June 2019, will also be booked as a contingency. Pedestrian access will be maintained on the opposite side of Melville Street, but the footpath directly in front of the site will be closed for safety reasons.

Access will be maintained to adjacent land uses, including the UTas student accommodation building. Traffic controllers will be used to manage access to the UTas car park via a contraflow lane in between lifts. Alternative routes for through traffic will be via Bathurst Street (eastbound only) or Brisbane Street (two-way).

The same arrangements will be required for the tower crane dismantling. The dismantling is planned for Friday 27th of March until Sunday 29th March 2020. The following weekend, Friday 3rd April until Sunday 5th April 2020, will also be booked as a contingency.

4.3 Adjacent lane

The lane along the south-western border of the site provides rear access to businesses in Elizabeth Street. The lane is used for light vehicle parking. It is not used for deliveries.

Access to the lane will not be impacted by the lane closure on Melville Street. Short term closures of the lane will be required during business hours for works on the boundary or moving equipment in the lane. Traffic controllers will be in place to let vehicles in and out of the lane as required. If any extended closures of the lane are required, they will occur outside of business hours. Adjacent businesses will be consulted with regarding any works which will impact access to the lane. Traffic volumes using the lane are low and it is expected that access impacts can be appropriately managed.

4.4 Public transport

Melville Street is not used as a bus route and no changes to public transport routes are required to facilitate the works.

4.5 Pedestrian management

As detailed in Section 3.3, the footpath in front of the site has been closed and a pedestrian crossing point has been provided east of the site on Melville Street. Details on pedestrian management due to the closure are provided in the previous report, *40 Melville Street construction traffic management plan (GHD 2018)*.

4.6 Cyclists

There are no dedicated cyclist facilities on Melville Street and cyclist volumes are expected to be relatively low, based on observations undertaken as part of the previous assessment. During the lane closure on Melville Street, cyclists may use Brisbane Street as an alternative route for westbound movements. During the short term closures of Melville Street for the tower crane erection / dismantling, cyclists may use Brisbane Street or Bathurst Street as alternative routes for eastbound movements.

4.7 Emergency services

The Hobart Fire Station and Ambulance Tasmania are located on Melville Street between Argyle Street and Campbell Street. There are keep clear zones on Melville Street in front of the exit from each of these sites. Construction traffic using this part of Melville Street will need to ensure these keep clear zones are maintained, particularly when queuing at intersections.

Liaison with emergency services, including fire, ambulance and police, will occur prior to the westbound lane closure on Melville Street and the temporary full closures of Melville Street for the tower crane erection and dismantling.

4.8 Parking

As detailed earlier, access to the adjacent car park on Melville Street will need to be right in / right out during the lane closure on Melville Street. A letter drop will be provided to users of the car park.

A number of existing parking spaces on Melville Street have already been removed to accommodate the works, as detailed in the previous report, *40 Melville Street construction traffic management plan (GHD 2018)*.

5. Conclusion

The assessment shows the proposed westbound lane closure on Melville Street, to accommodate the loading zone, is not expected to cause any significant traffic impacts, provided the following measures are in place:

- A minimum of 3 metres should be maintained for the eastbound through movement and a minimum of 2.2 metres for the parking lane
- Signage for the closure should be provided in accordance with AS1742.3
- Access is maintained to adjacent land uses
- Signage is used to direct vehicles to the preferred detour routes
- Consultation is undertaken with key stakeholders including adjacent land uses and emergency services



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GHDDocId/<https://projects.ghd.com/oc/Tasmania2/40melvillestreetacce/Delivery/Documents/40MelvilleStreetConstructionTrafficManagementPlanaddendum.docx>

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	K Easter	M Brooks		M Brooks		27/5/19

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Hutchinson Builders - 40-44 Melville Street, Hobart - Long Term Signage & Loading Bay

Ref: 3725a - HutchinsonBuilders - Red Cross Long Term V4.2

To minimize impact on the footpath, Road work Sign will be mounted on Lamp posts using steel bands, 1.5m from the bottom of the sign to the ground for the duration of the project. Alternative Mounting would require installation 2.2m from the bottom of the sign to the ground over the footpath via excavation and installation of temporary signposts.

Legend

Work Area

Pedestrian Walkway

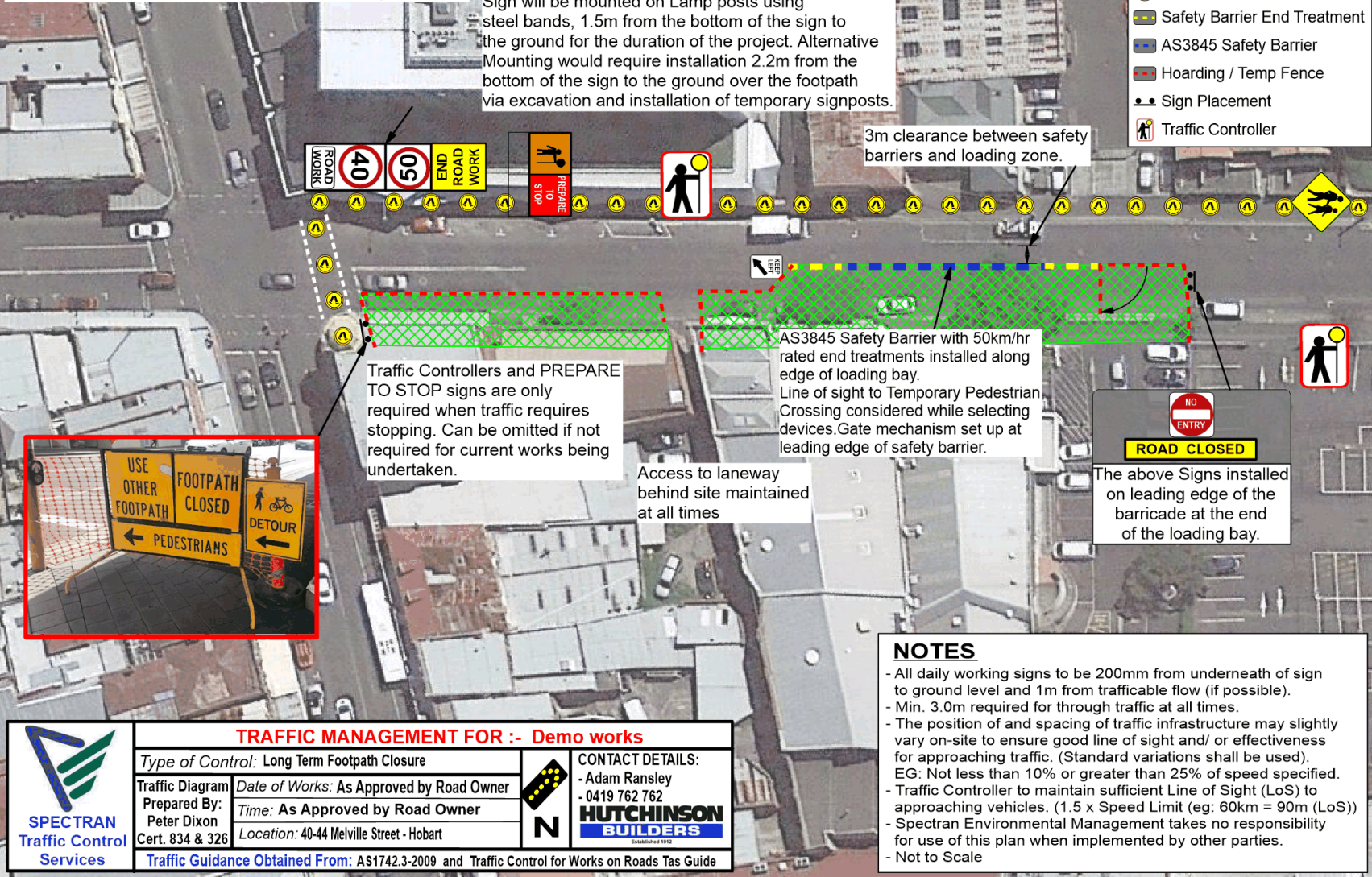
Safety Barrier End Treatment

AS3845 Safety Barrier

Hoarding / Temp Fence

Sign Placement

Traffic Controller



NOTES

- All daily working signs to be 200mm from underneath of sign to ground level and 1m from trafficable flow (if possible).

- Min. 3.0m required for through traffic at all times.

- The position of and spacing of traffic infrastructure may slightly vary on-site to ensure good line of sight and/ or effectiveness for approaching traffic. (Standard variations shall be used). EG: Not less than 10% or greater than 25% of speed specified.

- Traffic Controller to maintain sufficient Line of Sight (LoS) to approaching vehicles. (1.5 x Speed Limit (eg: 60km = 90m (LoS))

- Spectran Environmental Management takes no responsibility for use of this plan when implemented by other parties.

- Not to Scale

TRAFFIC MANAGEMENT FOR :- Demo works

Type of Control: Long Term Footpath Closure

Traffic Diagram Date of Works: As Approved by Road Owner

Prepared By: Peter Dixon Time: As Approved by Road Owner

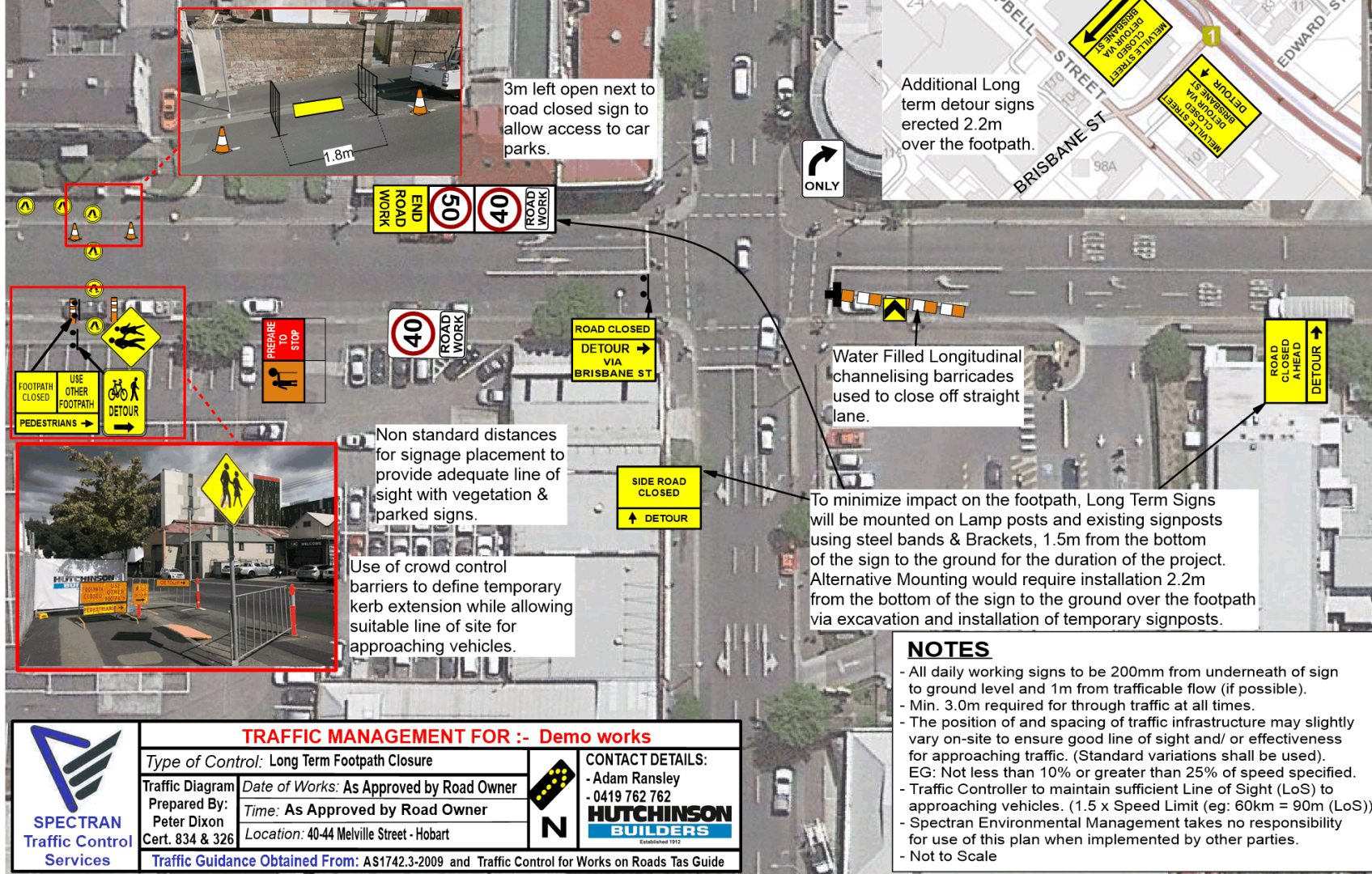
Cert. 834 & 326 Location: 40-44 Melville Street - Hobart

Traffic Guidance Obtained From: AS1742.3-2009 and Traffic Control for Works on Roads Tas Guide

CONTACT DETAILS:
- Adam Ransley
- 0419 762 762
HUTCHINSON BUILDERS
Established 1912

Hutchinson Builders - 40-44 Melville Street, Hobart - Long Term Signage & Loading Bay

Ref: 3725b - HutchinsonBuilders - Red Cross Long Term V4.2



From: [Males, Stuart \(TFS\)](#)
To: [Records Unit](#)
Cc: matt.erskine@hutchies.com.au
Subject: UTAS Melville Street - Proposed road closure
Date: Thursday, 20 June 2019 10:36:09 AM

To the attention of Angela Moore – Manager, Traffic Engineering

Dear Angela,

I wish to raise with you our concerns on the proposed lane closure of westbound traffic on Melville Street for the purposes of the UTAS construction site.

As you would be aware modified traffic arrangements in and around the Hobart business precinct have for a number of years been in place to allow for the needs of the construction industry however these measures have in many cases placed an impediment on the ability of emergency service vehicles to respond and arrive at an incident in a timely way.

At present there continues to be modified traffic arrangements on

- Campbell Street adjacent to the RHH K Block development. This route allows for emergency vehicles to respond into the city or further south to service areas beyond such as Sandy Bay, Taroona or into South Hobart.
- Lower Bathurst Street at the intersection of Brooker Avenue. This route allows for vehicles to respond across the Tasman Bridge to areas of the Eastern Shore.

For response into the Hobart CBD, West Hobart and again to the Southern suburbs Melville Street provides the most appropriate means to quickly allow emergency services vehicles into those areas.

Currently at peak times of traffic congestion for the same incident the TFS will dispatch two response vehicles out onto Melville Street in different directions toward Campbell Street and Elizabeth Street in order to ensure that traffic congestion does not impede the ability of the Fire Service to reach an emergency incident when required. The proposed road closure of Melville Street to westbound traffic so close to the Hobart Fire Brigade main station would serve as a further impediment to our response capability.

Whilst I fully understand the needs of Hutchinson Builders to service their site and not place road users and pedestrians at risk I ask that some consideration be given to modifying the planned traffic direction closure by maintaining the position of the closed lanes and barriers but allow for traffic flow westbound only on Melville toward Elizabeth and prevent any vehicle flow Eastbound from Elizabeth Street.

This alternate strategy would in some way maintain the Tasmania Fire Service's and very likely Ambulance Tasmania's ability to continue providing the highest level of emergency support to Hobart residents and business when required.

Regards

Stuart Males
Acting Deputy Regional Chief
Southern Region

Tasmania Fire Service**Service | Professionalism | Integrity | Consideration**

Cnr Argyle and Melville Streets | GPO Box 1526 Hobart Tasmania 7001

Mobile 0419 349 038

stuart.males@fire.tas.gov.au | www.fire.tas.gov.au

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Hutchinson Builders

40 Melville Street construction traffic management plan Addendum report

July 2019

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1. Introduction

1.1 Background

GHD was engaged by Hutchinson Builders to prepare a Construction Traffic Management Plan for the partial demolition, alternations and new buildings at 40-42 and 44 Melville Street, Hobart.

The proposal is for a new student accommodation complex and includes:

- Demolition of the existing red cross buildings and the rear brick warehouse
- Retention and re-use of the existing heritage building
- A new five-storey building on the Melville Street frontage
- A new 14-storey residential tower setback 15 m from the Melville Street frontage

Works have now commenced, with the demolition phase complete and construction currently underway.

This report is an addendum to the previous report *40 Melville Street construction traffic management plan (GHD 2018)* and should be read in conjunction with the previous report. This addendum has been produced to address changes in the proposed works footprint and traffic generation for the construction phase of the project.

1.2 Assumptions

The staging of works, construction activities and traffic generation has been advised by Hutchinson Builders.

2. Existing conditions

2.1 Site location

The site is located at 40-42 and 44 Melville Street, Hobart. The site is illustrated in Figure 2-1.

Figure 2-1 Site location



Base imagery obtained from TheLIST © State of Tasmania

2.2 Surrounding roads and land use

Detail on key roads surrounding the site and adjacent land uses is provided in the previous report *40 Melville Street construction traffic management plan* (GHD 2018).

2.3 Traffic volumes

SCATS data was collected for the Melville Street / Argyle Street junction for the week beginning 8 October 2018. Key traffic statistics for Melville Street are summarised as follows:

- Average weekday traffic 4,900 vpd
- Weekday AM peak (8:00 - 9:00 am) 360 vph
- Weekday PM peak (4:30 - 5:30 pm) 390 vph
- Saturday peak (11:30 am - 12:30 pm) 390 vph

3. Description of activities

3.1 Construction program

The construction program is broken down into stages as follows:

- Stage 1- Soft demolition: November - December 2018 (complete)
- Stage 2- Structural demolition: January – March 2019 (complete)
- Stage 3- Construction: April 2019 – December 2020

3.2 Hours of work

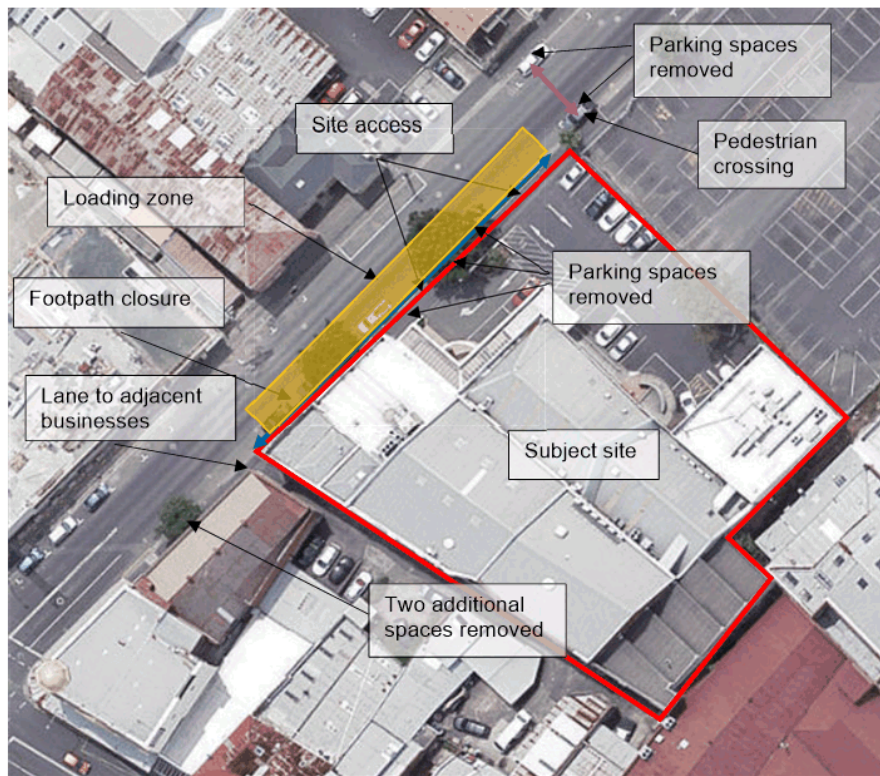
General work hours will be 7:00 am to 6:00 pm Monday to Saturday. Out of hours work will occur for crane erections / civil connections.

3.3 Current works footprint

In order to accommodate the works, the footpath in front of the site has been closed and a number of parking spaces have been removed. A pedestrian crossing point has been provided east of the site on Melville Street. The closure of the footpath and removal of parking spaces are covered in the previous report, *40 Melville Street construction traffic management plan (GHD 2018)*. Two additional parking spaces which were not covered in the previous report have also been removed. The works footprint is shown in Figure 3-1.

In order to accommodate a loading zone for semi-trailer deliveries in front of the site, it is proposed to close one lane of Melville Street for the duration of the construction program. This closure was not covered in the previous traffic management plan. Additional space is required to accommodate the width of a semi-trailer and provide a safe work zone for workers, resulting in the need to close one lane of Melville Street in front of the site.

As detailed in the previous report, access to the lane along the south-western border of the site, which provides rear access to properties along Elizabeth Street, will be maintained where possible. Short term closures of the lane will be required during business hours for works on the boundary or moving equipment in the lane.

Figure 3-1 Works footprint

Base imagery obtained from TheLIST © State of Tasmania

3.4 Access requirements

The site has two existing access crossovers on Melville Street which will be utilised during the works. A loading zone will also be established in front of the site. The loading zone will be approximately 40 m long which provides sufficient space for a semi-trailer to manoeuvre in and out. Semi-trailers will utilise the loading zone in front of the site, while smaller trucks will utilise the access crossovers. Trucks that enter the site will turn on-site to exit in a forward direction.

3.5 Traffic generation

A workforce of up to 180 workers are expected on site at the peak of construction activities. Worker parking will not be provided on site, with staff expected to park in appropriate long-stay parking spaces in the CBD or surrounds, or travel by public transport, bike or walk.

Typical traffic generation for the site over a six day week, during the construction phase, is summarised in Table 3-1. The busiest traffic-generating activity during construction will be concrete pours, with 12 concrete trucks over a four hour period plus a concrete boom truck.

Precast panels will be delivered on semi-trailers. Deliveries will occur typically three days per week, with four trucks per day over a 10 hour period. Reo will be delivered by rigid trucks one day per week, with four trucks per day. Services and equipment will be delivered one day per week with typically three trucks per day.

In addition to these main activities, two bins trucks and two to three general deliveries in small / medium rigid trucks will occur each day.

During the commuter peak periods, the works are expected to generate no more than 10 truck movements per hour (in and out). Most movements of workers to and from the site will occur outside the commuter peak periods, and be spread across various CBD locations.

Table 3-1 Traffic generation

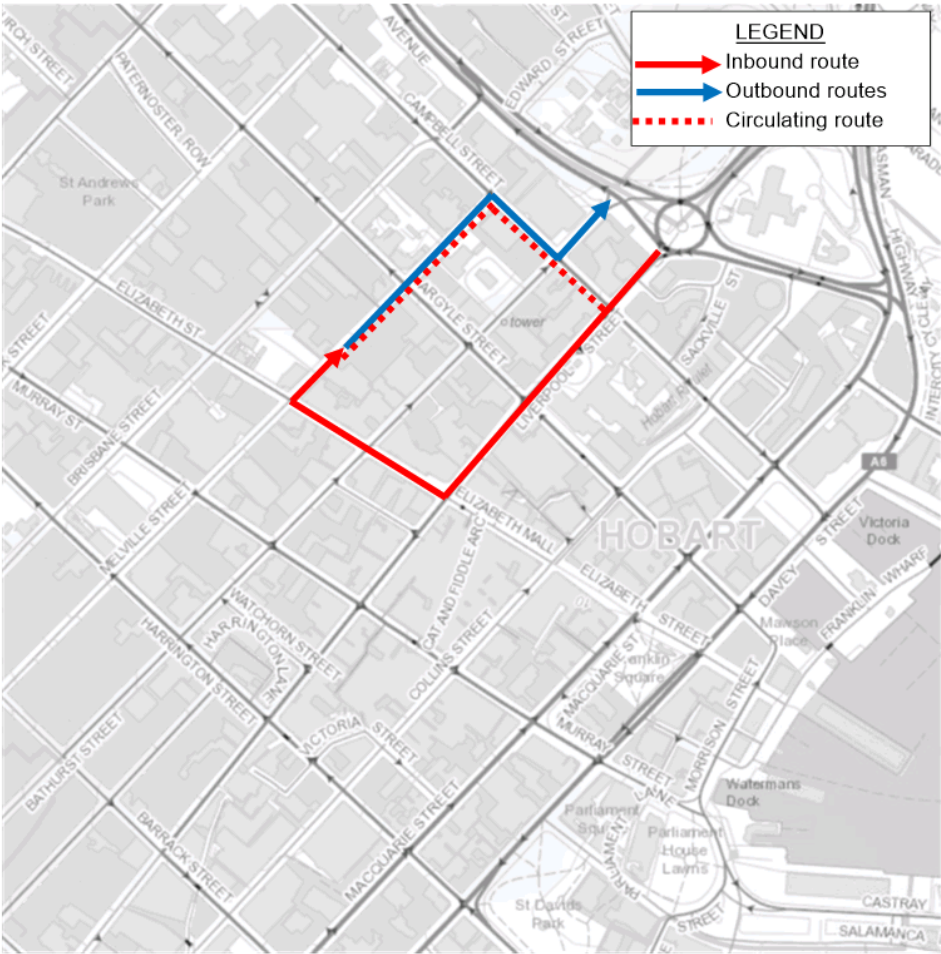
Day	Main activity	Main trucks	Miscellaneous
1	Concrete pour	12 concrete trucks over 4 hours plus concrete boom truck	2 bins trucks 2 -3 general deliveries
2	Precast delivery	4 trucks over 10 hours (loading bay time of 2 hrs/ truck)	2 bins trucks 2 -3 general deliveries
3	Precast delivery	4 trucks over 10 hours (loading bay time of 2 hrs/ truck)	2 bins trucks 2 -3 general deliveries
4	Precast delivery	4 trucks over 10 hours (loading bay time of 2 hrs/ truck)	2 bins trucks 2 -3 general deliveries
5	Reo delivery	4 trucks (loading bay time of 1 ½ hr/truck)	2 bins trucks 2 -3 general deliveries
6	Services / equipment	3 trucks	2 bins trucks 2 -3 general deliveries

3.6 Site access routes

Heavy vehicles accessing the site will come from north of Hobart, as well as the eastern shore. The largest vehicles accessing the site will be semi-trailers, which will be critical for bringing in large items such as precast panels.

Numerous options were considered for the access route for semi-trailers, with further detail provided in the previous report, *40 Melville Street construction traffic management plan (GHD 2018)*. The proposed semi-trailer access routes are illustrated in Figure 3-2.

Figure 3-2 Semi-trailer access routes



4. Traffic management measures

4.1 Loading zone lane closure

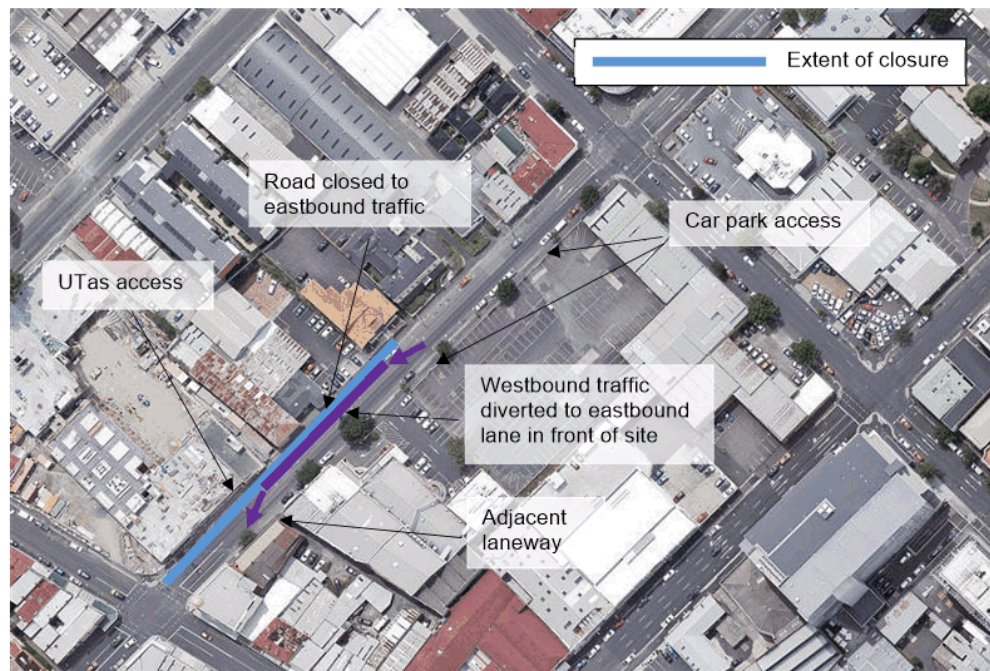
Proposed closure

In order to accommodate a loading zone for semi-trailer deliveries in front of the site, it is proposed to close one lane of Melville Street for the duration of the construction program, from mid 2019 until December 2020. Following consultation with stakeholders, it is proposed to prevent eastbound through movements on Melville Street. To prevent vehicles turning into Melville Street and needing to U-turn at the closure, it is proposed to close the road to eastbound traffic at Elizabeth Street to east of the site. In front of the works site, westbound traffic will be diverted to the eastbound lane.

A minimum of 3 metres should be maintained for the westbound through movement and a minimum of 2.2 metres for the parking lane. Signage for the closure should be provided in accordance with AS1742.3.

Access will be maintained to adjacent land uses. West of the road closure, access to the UTas student accommodation building, as well as the laneway adjacent to the site, will need to be in a westbound direction, from Argyle Street. Vehicles exiting these sites will need to travel west towards Elizabeth Street. Access to the public car park east of the site will also need to be from Argyle Street, however, vehicles exiting the car park will be able to travel in either direction. The proposed road closure and the location of major accesses to adjacent land uses are illustrated in Figure 4-1.

Figure 4-1 Proposed Melville Street lane closure



Traffic impacts

The traffic impacts of the proposed lane closure have been assessed using the Hobart CBD Mesoscopic Model. The Hobart CBD Mesoscopic Model, developed in 2016, was used to

undertake detailed analysis of the road network of the CBD and surrounding areas. Demand in the base model was based on peak hour traffic surveys at key locations around the network. The model was calibrated and validated to observed conditions in May 2016, in terms of traffic volumes and travel times on key routes.

The model was used as a tool to assess the impacts of potential traffic management measures associated with the proposed lane closure. The strength of mesoscopic modelling is in its route choice and traffic assignment algorithms. These algorithms enable a realistic assessment of the redistribution of traffic within the road network due to the proposed traffic management measures.

The Hobart CBD Mesoscopic Model was developed for two hours in the morning peak (7:30 to 9:30) and two hours in the evening peak (4:30 to 6:30). The first hour of each of the peak periods has been taken to represent the peak hour for the assessment.

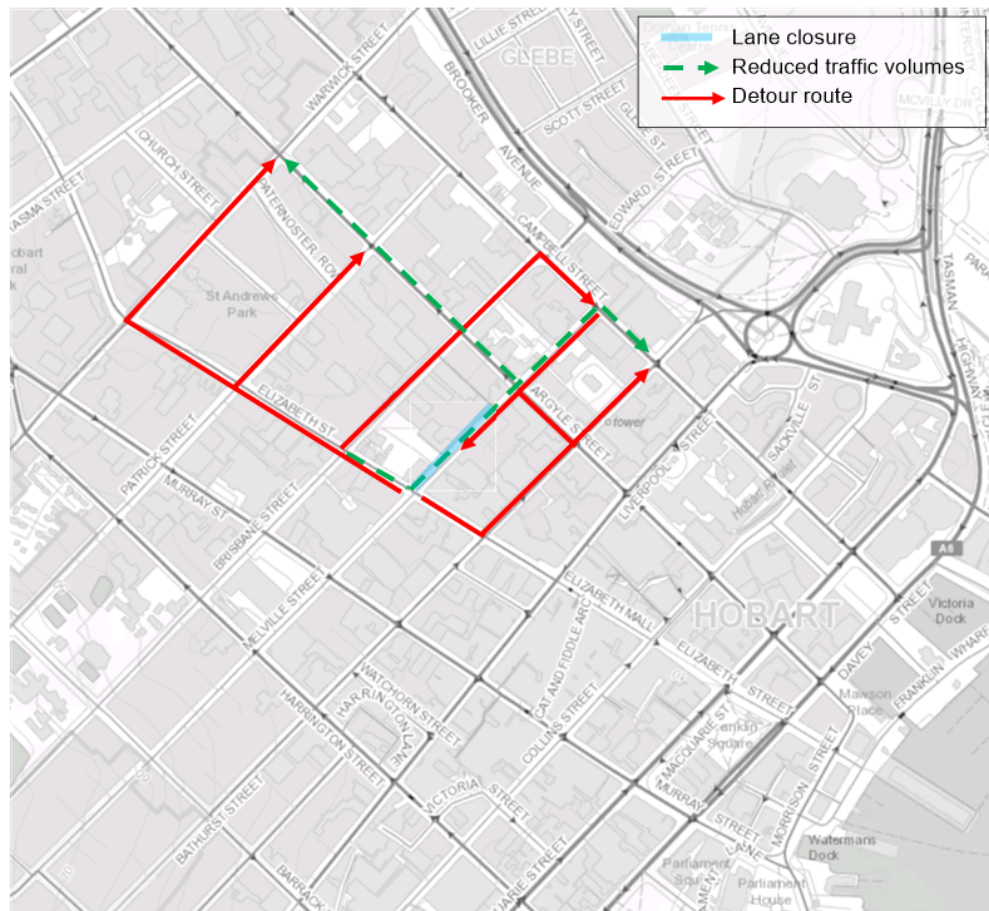
It is estimated that the proposed lane closure will redistribute approximately 200 eastbound vehicles from Melville Street, between Argyle Street and Elizabeth Street, in both the AM and PM peak hours. The key detour routes for these vehicles are illustrated in Figure 4-2, and include Elizabeth Street, Bathurst Street, Argyle Street, Brisbane Street, Campbell Street, Patrick Street and Warwick Street.

The main detour route is Bathurst Street and Argyle Street, with these roads anticipated to carry an additional 100-200 vehicles per hour in the peak periods. This represents a typical increase of 20-50% of existing one-way volumes on Bathurst Street and a typical increase of up to 30% on Argyle Street. The remaining detour routes are anticipated to carry up to an additional 100 vehicles per hour in the peak periods. This represents a typical increase of 10-40% of existing one-way volumes.

The expected increase in traffic on detour routes, due to the lane closure on Melville Street, is not expected to cause any significant traffic issues. The capacity of a single lane, in a CBD environment, is typically 900 passenger car units per hour. Therefore, there is still substantial capacity on all the detour routes, even with the anticipated increase in traffic associated with the proposed closure. Table 4-1 demonstrates that the resulting one-way traffic volumes on the detour routes are still well below capacity.

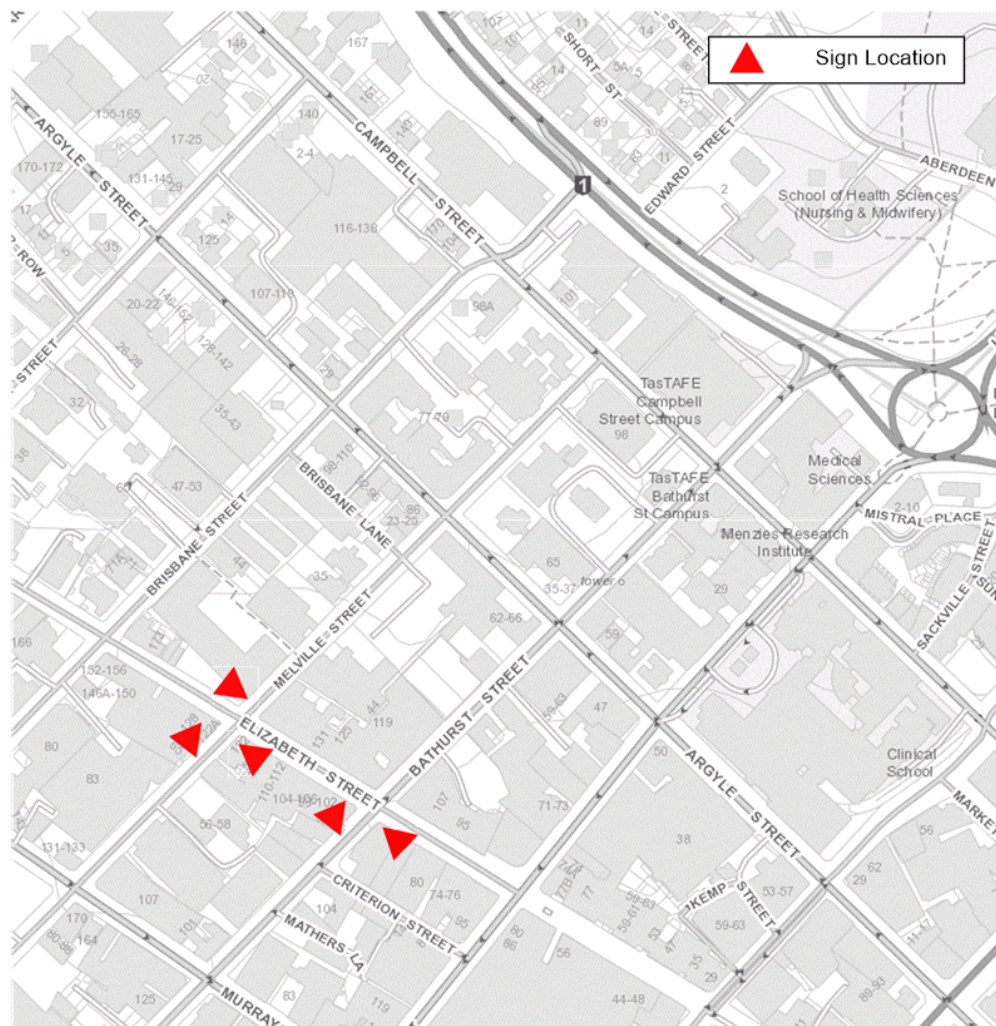
Table 4-1 Traffic volumes on detour routes

Detour road	Number of one-way lanes	Capacity (vehicles per hour)	Resulting one-way peak hour volumes
Melville Street	1	900	<500
Brisbane Street	1	900	<400
Patrick Street	1	900	<400
Warwick Street	1	900	<400
Elizabeth Street	1	900	<500
Bathurst Street	3	2,700	<1,500
Argyle Street	3	2,700	<1,100
Campbell Street	3	2,700	<1,300

Figure 4-2 Key detour routes**Signage**

It is recommended that signage is used to inform vehicles of the preferred detour routes, as illustrated in Figure 4-3, to avoid circulating movements within the CBD. It is recommended that signage is placed at the intersection between Elizabeth Street and Bathurst Street, to encourage vehicles to detour via Bathurst Street. Signage will also be required at the Melville Street / Elizabeth Street intersection, to advise drivers of the closure and direct vehicles onto Elizabeth Street.

A letter drop to adjacent businesses and users of the adjacent car park will also be undertaken by Hutchinson Builders, to advise of the lane closure and recommended detour routes.

Figure 4-3 Recommended signage locations

4.2 Tower crane erection

To facilitate the dismantling of the tower crane, a full closure of Melville Street in front of the site will be required for three days. A similar closure was implemented for the tower crane erection. The dismantling is planned for Friday 27th of March until Sunday 29th March 2020. The following weekend, Friday 3rd April until Sunday 5th April 2020, will also be booked as a contingency.

Pedestrian access will be maintained on the opposite side of Melville Street, but the footpath directly in front of the site will be closed for safety reasons.

Access will be maintained to adjacent land uses, including the UTas student accommodation building. Traffic controllers will be used to manage access to the UTas car park via a contraflow lane in between lifts. Alternative routes for through traffic will be via Bathurst Street (eastbound only) or Brisbane Street (two-way).

4.3 Adjacent lane

The lane along the south-western border of the site provides rear access to businesses in Elizabeth Street. The lane is used for light vehicle parking. It is not used for deliveries.

During the lane closure on Melville Street, access to the lane will need to be from the westbound direction. Short term closures of the lane will be required during business hours for works on the boundary or moving equipment in the lane. Traffic controllers will be in place to let vehicles in and out of the lane as required. If any extended closures of the lane are required, they will occur outside of business hours. Adjacent businesses will be consulted regarding any works which will impact access to the lane. Traffic volumes using the lane are low and it is expected that access impacts can be appropriately managed.

4.4 Public transport

Melville Street is not used as a bus route and no changes to public transport routes are required to facilitate the works.

4.5 Pedestrian management

As detailed in Section 3.3, the footpath in front of the site has been closed and a pedestrian crossing point has been provided east of the site on Melville Street. Details on pedestrian management due to the closure are provided in the previous report, *40 Melville Street construction traffic management plan (GHD 2018)*.

4.6 Cyclists

There are no dedicated cyclist facilities on Melville Street and cyclist volumes are expected to be relatively low, based on observations undertaken as part of the previous assessment. During the lane closure on Melville Street, cyclists may use Brisbane Street or Bathurst Street as alternative routes for eastbound movements. During the short term closure of Melville Street for the tower crane dismantling, cyclists may use Brisbane Street as an alternative route for westbound movements.

4.7 Emergency services

The Hobart Fire Station and Ambulance Tasmania are located on Melville Street between Argyle Street and Campbell Street. There are keep clear zones on Melville Street in front of the exit from each of these sites. Construction traffic using this part of Melville Street will need to ensure these keep clear zones are maintained, particularly when queuing at intersections.

To access the Hobart Fire Station or Ambulance Tasmania, during the lane closure, vehicles will need to use Bathurst Street or Brisbane Street, rather than Melville Street, for eastbound movements. Outbound movements from these locations will not be impacted.

Liaison with emergency services, including fire, ambulance and police, will occur prior to the lane closure on Melville Street and the temporary full closure of Melville Street for the tower crane dismantling.

4.8 Parking

A number of existing parking spaces on Melville Street have already been removed to accommodate the works, as detailed in the previous report, *40 Melville Street construction traffic management plan (GHD 2018)*.

As detailed earlier, during the lane closure on Melville Street, access to the car park on Melville Street adjacent to the site will need to be from Argyle Street. Vehicles approaching from the

west will need to detour via Elizabeth Street, Bathurst Street and Argyle Street. Vehicles exiting the car park will not be impacted and will be able to travel in either direction on Melville Street. A letter drop will be provided to users of the car park to advise of the closure and the recommended detour route.

Similarly, access to the UTas student accommodation building car park will need to be from Argyle Street, with vehicles approaching from the west needing to detour via Elizabeth Street, Bathurst Street and Argyle Street. Vehicles exiting the car park will need to turn right towards Elizabeth Street. Vehicles wishing to travel east will need to turn onto Elizabeth Street and travel east via either Brisbane Street or Bathurst Street, depending on their destination.

The Hobart Central Car Park is located on Melville Street, between Elizabeth Street and Murray Street. During the development of the Hobart CBD Mesoscopic Model, origin-destination survey was collected for the movements to and from the Hobart Central Car Park, so the travel patterns to and from this location are well understood.

The route for vehicles travelling to this car park will not be impacted by the proposed lane closure. Vehicles leaving this car park and travelling east, will need to turn onto Elizabeth Street and continue east via either Brisbane Street or Bathurst Street, depending on their destination.

The detours required to access adjacent land uses during the lane closure are relatively minor, with vehicles needing to travel one block to the north or south of Melville Street. This is similar to the route required to access many land uses within the CBD, given the high number of one-way streets within the Hobart CBD.

5. Conclusion

The assessment shows the proposed lane closure on Melville Street, to accommodate the loading zone, is not expected to cause any significant traffic impacts, provided the following measures are in place:

- A minimum of 3 metres should be maintained for the westbound through movement and a minimum of 2.2 metres for the parking lane
- Signage for the closure should be provided in accordance with AS1742.3
- Access is maintained to adjacent land uses
- Signage is used to direct vehicles to the preferred detour routes
- Consultation is undertaken with key stakeholders including adjacent land uses and emergency services

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2 Salamanca Square





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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	K Easter	M Brooks		M Brooks		27/5/19
1	K Easter	M Brooks		M Brooks		12/7/19

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From: [Males, Stuart \(TFS\)](#)
To: [Angela Moore](#)
Cc: [Vanessa Hollister](#); [Smith, Phil \(TFS\)](#)
Subject: RE: Meeting to discuss proposed lane closure Melville Street
Date: Monday, 8 July 2019 10:56:24 AM

Hello Angela,

Thank you for the opportunity last Wednesday 3rd July to meet on site at Melville Street to discuss the traffic options available to meet the needs of both Hutchinson's Builders during their construction phase and the Hobart Fire Brigade traversing this route in response to fire calls.

As discussed at the time the option of having traffic control to allow access against the traffic flow during business hours then reverting to a closed road option outside these times and on weekends would be problematic and confusing to brigade staff as to which traffic option may apply.

Therefore to alleviate any confusion I propose that Hobart Brigade turn outs requiring a response into the CBD exit Hobart Station right onto Melville Street, turning right at the controlled intersection of Argyle Street, proceeding up to the intersection with Brisbane Street turning left toward Elizabeth Street.

This route will negate the need to impede the traffic flow of vehicles travelling one way up Melville Street toward Argyle.

Please note however that the Hobart Brigade does at times respond to alarm calls and other incidents at the UTAS accommodation building situated at the corner of Elizabeth and Melville Streets. As the main fire indicator panel is located at the Melville Street entrance the brigade responds to that location with up to two vehicles in attendance.

This response combined with the lane closure may close Melville Street to through traffic for a short period at which time a request to Tasmania Police will be made to control traffic at the Elizabeth and Melville Streets intersection as is our normal practice.

I hope this arrangement meets with the satisfaction of all parties.

Regards

Stuart Males

Acting Deputy Regional Chief
Southern Region

Tasmania Fire Service

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stuart.males@fire.tas.gov.au | www.fire.tas.gov.au

From: Angela Moore [mailto:moorea@hobartcity.com.au]

Sent: Monday, 1 July 2019 3:12 PM

To: Males, Stuart (TFS) <Stuart.Males@fire.tas.gov.au>; Vanessa Hollister <vanessa.hollister@hutchinsonbuilders.com.au>

Cc: Darren Thompson <Darren.Thompson@hutchinsonbuilders.com.au>; Chris Lally

<Chris.Lally@hutchinsonbuilders.com.au>

Subject: RE: Meeting to discuss proposed lane closure Melville Street

I'm also not available tomorrow morning. Would 10am on Wednesday work?

Angela Moore | Manager Traffic Engineering | City Planning
(03) 6238 2804 | 0408 102 146

From: Males, Stuart (TFS) [<mailto:Stuart.Males@fire.tas.gov.au>]

Sent: Monday, 1 July 2019 3:10 PM

To: Vanessa Hollister <vanessa.hollister@hutchinsonbuilders.com.au>; Angela Moore <moorea@hobartcity.com.au>

Cc: Darren Thompson <Darren.Thompson@hutchinsonbuilders.com.au>; Chris Lally <Chris.Lally@hutchinsonbuilders.com.au>

Subject: RE: Meeting to discuss proposed lane closure Melville Street

Hi Vanessa,

I'm unavailable to meet tomorrow morning. I will be back in Hobart from 2.00 pm onwards if this helps.

Regards

Stuart Males

Acting Deputy Regional Chief
Southern Region

Tasmania Fire Service

Service | Professionalism | Integrity | Consideration

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From: Vanessa Hollister [<mailto:vanessa.hollister@hutchinsonbuilders.com.au>]

Sent: Monday, 1 July 2019 2:56 PM

To: Angela Moore <moorea@hobartcity.com.au>; Males, Stuart (TFS) <Stuart.Males@fire.tas.gov.au>

Cc: Darren Thompson <Darren.Thompson@hutchinsonbuilders.com.au>; Chris Lally <Chris.Lally@hutchinsonbuilders.com.au>

Subject: Meeting to discuss proposed lane closure Melville Street

Angela and Stuart

Can you please advise if you are available for a meeting on site tomorrow? We would like to discuss our proposed lane closure and possible options.

We are proposing a meeting at 10.00 am. Sorry for short notice. We can be flexible.

Regards

Vanessa Hollister

Safety, Environment & Quality Officer

HUTCHINSON BUILDERS | Established 1912

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