



CITY OF HOBART

AGENDA

Special City Infrastructure Committee Meeting

Open Portion

Monday, 6 August 2018

at 4:55 pm

Lady Osborne Room, Town Hall

THE MISSION

Our mission is to ensure good governance of our capital City.

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

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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Special City Infrastructure Committee Meeting (Open Portion) held Monday, 6 August 2018 at 4:55 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS

Burnet (Chairman)
Lord Mayor Christie
Denison
Reynolds
Harvey

Apologies:

Leave of Absence: Nil.

ALDERMEN

Deputy Lord Mayor Sexton
Zucco
Briscoe
Ruzicka
Cocker
Thomas

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*.

Aldermen 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 Watchorn Street - Footpath Closure **File Ref: F18/87703; RO/905**

Report of the Manager Traffic Engineering and the Director City Infrastructure of 3 August 2018 and attachments.

Delegation: Council

REPORT TITLE: WATCHORN STREET - FOOTPATH CLOSURE**REPORT PROVIDED BY:** Manager Traffic Engineering
Director City Infrastructure**1. Report Purpose and Community Benefit**

- 1.1. This report has been written to seek approval from the Committee and Council for the issue of a licence that includes the closure of sections of the footpath on the southern side of Watchorn Street between Liverpool Street and Bathurst Street, Hobart to facilitate excavation and construction works for "The Commons" at 126 Bathurst Street.
- 1.2. The closure of the footpath itself has no real community benefit. It will require pedestrians to cross to the northern footpath, which will be an inconvenience to some users. However, the footpath has low volumes of pedestrians and an alternative footpath is available on the northern side of Watchorn Street.
- 1.3. Typically the consideration of the issuing of licences to utilise parts of public highways to facilitate private construction is an operational matter that would be considered and determined by officers using existing delegations.
- 1.4. In this case, officers are of the view that the proposal is contrary to a current Council resolution, and while officers consider the proposal appropriate, the matter is being referred to Committee on that basis.

2. Report Summary

- 2.1. A request has been made to close the southern footpath of Watchorn Street for approximately 12 months to facilitate excavation and construction works at 126 Bathurst Street, Hobart.
- 2.2. On 12 October 2015, the Council resolved to modify the management of commercial furniture and infrastructure on public footpaths. As part of this resolution, limitations were placed on the approval of closures of footpaths for private construction works in the CBD and busy / high volume pedestrian streets.
- 2.3. After considering the application, and the impact it would have on pedestrians and adjacent premises, it is recommended that this application be supported.

3. Recommendation

That the General Manager be authorised to vary the Council position on the long term closure of footpaths to facilitate private construction, as detailed in the Council resolution of 12 October 2015, by permitting the closure of sections of the southern footpath on Watchorn Street (between Liverpool Street and Bathurst Street), and the detouring of pedestrians to the northern footpath, to facilitate excavation and construction works at 126 Bathurst Street, Hobart.

4. Background

- 4.1. At its meeting held on 12 October 2015, the Council considered a report on the future management of infrastructure on footpaths and resolved (inter alia) the following:

“That: 1. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath, specifically:

(ii) Occupation of the footpath during weekdays (7am to 7pm) for the purpose of private construction activity on adjacent land, not be approved in CBD locations (as defined in the Highways By-law 3 of 2008) or on busy urban and high volume streets, unless a suitable detour is provided that does not require pedestrians to cross the road.”

- 4.2. The purpose of the resolution was to discourage the long term closure of busy pedestrian footpaths for private construction activities, as these closures can significantly inconvenience pedestrians by requiring them to cross streets, and can also disadvantage commercial businesses who see significant reductions in pedestrian traffic.
- 4.3. Mr Allistair Lindsay (Quantity Surveyor and Project Manager) is acting on behalf of Small Giants Developments who are developing “The Commons” residential apartments at 126 Bathurst Street (on the corner of Bathurst Street and Watchorn Street). On 24 July 2018 Mr Lindsay sent an email requesting that the southern footpath in Watchorn Street (between Liverpool Street and Bathurst Street) be closed to facilitate excavation and construction works at 126 Bathurst Street (refer **Attachment A** to this report).
- 4.4. No formal application has yet been received for the required permits to allow the private occupation of parts of the Bathurst Street and Watchorn Street highway reservations along the frontage of the site.
- 4.5. Watchorn Street (between Liverpool Street and Bathurst Street) is located within the CBD and the closure of the footpath would therefore be considered to be contrary to the Council resolution of 12 October 2015.
- 4.6. The Commons Hobart Pty Ltd has provided a ‘Construction Traffic Management Plan’ report (prepared by GHD Pty Ltd, included as **Attachment B** to this report) detailing the traffic management arrangements required to facilitate construction at 126 Bathurst Street.

- 4.7. Based on the information provided, the developer is seeking to close the footpath (requiring pedestrians to cross to the northern side of Watchorn Street) for approximately 12 months, from mid-August 2018 until July 2019.
- 4.8. There are a number of commercial buildings and off-street carparks located in Watchorn Street. In early July 2018 the developer met with adjacent landowners and tenants to discuss the proposed construction methodology. City officers are not aware of any concerns or objections raised at that meeting in relation to the proposed footpath closure.
- 4.9. At those times that the footpath is closed, pedestrians walking along this section of Watchorn Street would be required to cross to the northern footpath. Watchorn Street is observed to carry low volumes of pedestrians and traffic volumes are estimated to be in the order of 900 veh/day.
- 4.10. In the 'Construction Traffic Management Plan' report indicates that the Watchorn Street footpaths are 2.6 m wide, with the northern footpath having adequate capacity to handle the diverted pedestrian traffic.
- 4.11. The closure of the southern footpath in Watchorn Street (adjacent to 126 Bathurst Street) is considered reasonable, and can be supported for the following reasons:
 - (i) There will be no active frontage properties that would be significantly impacted by the footpath closure.
 - (ii) The proposed detour of pedestrians to the northern footpath does not result in an unreasonable increased walking distance along Watchorn Street.
 - (iii) Watchorn Street carries relatively low volumes of traffic in a low-speed environment. The additional pedestrian crossings will include temporary kerb ramps to ensure step-free access across Watchorn Street.
- 4.12. The building to be constructed will have external decks built over and above the existing footpaths requiring overhead works. Allowing the footpath closure would ensure pedestrian safety and maintain separation between construction activities.
- 4.13. While this footpath closure would be contrary to the position identified in the Council resolution of October 2015, it is considered that the closure of the footpath in Watchorn Street is reasonable and can be supported.
- 4.14. Other construction stages will require other traffic management arrangements, including:
 - 4.14.1. Occasional road closures in Watchorn Street to allow for tower crane construction and demobilisation, concrete pours and crane activity. Access to businesses and off-street car parking will be maintained to and from Liverpool Street under traffic control.

4.14.2. Occupation of the Bathurst Street footpath and a pedestrian detour via the parking lane.

4.15. Permits for these activities can be issued under the current officer delegations.

5. Proposal and Implementation

5.1. It is proposed to permit the closure of the southern footpath in Watchorn Street (adjacent to 126 Bathurst Street) and the detouring of pedestrians to the northern footpath, to facilitate excavation and construction works for "The Commons" residential development at 126 Bathurst Street.

5.2. This is a deviation from the Council resolution of 12 October 2015 to not approve the closure of footpaths to facilitate private construction works in the CBD and on busy urban and high volume pedestrian streets.

5.3. 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.

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.

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. The approved fees and charges rates for 'Occupation of Public Highway – Long Term Construction' and recovery of revenue from closed metered parking spaces will be charged to the applicant.

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. There are a number of commercial buildings and off-street carparks located in Watchorn Street. In early July 2018 the developer met with adjacent landowners and tenants to discuss the proposed construction methodology. City officers are not aware of any concerns or objections raised at that meeting in relation to the proposed footpath closure.

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. This proposal (to close the footpath on the southern side of Watchorn Street) is contrary to the Council's resolution of 12 October 2015, in which the Council resolved that the full closure of footpaths not be permitted.
- 9.3. Officers are therefore not able to issue a licence for this proposed occupation without a Council resolution.

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



Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 3 August 2018
File Reference: F18/87703; RO/905

Attachment A: Email from Mr Allistair Lindsay, dated 24 July 2018 ↓
Attachment B: Construction Traffic Management Plan, GHD Pty Ltd, dated 2 August 2018 ↓

Moore, Angela

From: Alistair Lindsay <[REDACTED]>
Sent: Tuesday, 24 July 2018 1:02 PM
To: Moore, Angela
Cc: [REDACTED]
Subject: TRIM: The Commons Project Traffic Management URGENT

HP TRIM Record Number: F18/84068

Dear Madam,

You will be aware that Small Giants Developments are wishing to construct "The Commons" which, in the context of the current housing crisis in Hobart, includes 30 much needed dwellings on the corner of Bathurst and Watchorn Streets.

We have previously provided Traffic Management Plans for the project.

We were advised some weeks ago that we would have to engage GHD engineers to provide additional input into specific items within those Traffic Management Plans.

This consultancy has been commissioned and completed and revised TMPs were submitted last week.

The advice below from Council's Development Engineer seems to imply that we will now have to make a submission to an Open session of Council to obtain permission to close off the Western footpath along Bathurst St. We had not previously been made aware of this requirement. I note that this seems to be premised on the assertion that Watchorn St is a "busy / high volume pedestrian street". We would argue that this is clearly not the case and that Watchorn Street is one of the quietest streets in the CBD.

Clearly the requirement to for this closure to be determined by Council's City Infrastructure Committee at an open Council meeting will cause significant additional delay.

The builders and demolition contractors have met with all of the surrounding neighbours and all concerned had been anticipating commencing demolition this week.

We respectfully request your urgent advice as to the most expedient way to resolve this issue so as construction can commence ASAP.

Yours sincerely on behalf of Small Giants Developments,

Alistair Lindsay BPD BBldg (Melb) MAIB
 Quantity Surveyor and Project Manager



----- Forwarded message -----

From: Gebka, Stefan <[REDACTED]>
Date: Tue, Jul 24, 2018 at 12:16 PM
Subject: RE: The Commons Demolition Permit
To: Alistair Lindsay <[REDACTED]>

Good afternoon Alistair,

I am now in a position to provide an update on your application.

The PartV agreement was returned back to Council via mail yesterday, and the documentation was forwarded onto Council's Deputy General Manager and Manager Of Legal & Governance for final sign-off. I do not have a specific timeframe for when the Deputy General Manager and Manager Of Legal & Governance will be available to sign the documentation, however I have requested if the documents could reviewed at their earlier convenience.

The traffic documentation submitted last week is currently under assessment by Council's Manager Traffic Engineering and I expect feedback in the relation to this matter in coming days. I do note GHD's traffic report mentions the requirement for closing the pedestrian access (footpath) along the western side of Watchorn Street. As advised previously any closure of footpaths within the CBD needs to be considered by Council's City Infrastructure Committee and determined at an open Council meeting, there are set dates for when these meeting take place.

On 12 October 2015, the Council resolved to modify the management of commercial furniture and infrastructure on public footpaths. As part of this resolution, limitations were placed on the approval of closures of footpaths for private construction works in the CBD and busy / high volume pedestrian streets.

Noting that resolution, Council officers do not have delegated authority to support the closure of public footpaths. Therefore, to seek permission to close the footpath in association with the construction of this development, please contact Council's Manager Traffic Engineering 6238 2804 to initiate this process and the likely dates for when this may be considered.

The above matters will need to be resolved prior to issuing of the demolition permit.

I hope this assists with your enquiry.



The Commons Hobart Pty Ltd

126 Bathurst Street

Construction Traffic Management Plan

August 2018

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Appendices

- Appendix A – Demolition Traffic Management Arrangements
- Appendix B – Construction Traffic Management Arrangements

1. Introduction

1.1 Background

GHD were engaged by The Commons Hobart Pty Ltd to prepare a Construction Traffic Management Plan for the residential development located at 126 Bathurst Street, Hobart.

1.1.1 Planning Permit Conditions

Planning Permit PLN-17-70 was issued by the City of Hobart on 14 June 2018 subject to the following conditions relating to traffic management:

- ENG tr2
 - *A construction traffic and parking management plan must be implemented prior to the commencement of work on the site (including demolition).*
 - *The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management documentation must be submitted and approved, prior to commencement work. The construction traffic and parking management must:*
 - (a) *Be prepared by a suitably qualified person, by the Council.*
 - (b) *Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.*
 - (c) *Start date and finish dates of various stages of works.*
 - (d) *Times that trucks and other traffic associated with the works will be allowed to operate.*
 - (e) *Nominate a superintendent or like to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.*
 - *The approved construction traffic and parking management plan must be operable during all phases of the construction of the development (including demolition).*

This Construction Traffic Management Plan report has been prepared to satisfy planning permit condition ENG tr2 as outlined above.

1.2 Purpose of this Report

The purpose of this report is to review the proposed construction arrangements and to detail traffic management measures to minimise the impact of demolition and construction works on the operation of the external network.

1.3 Scope and limitations

This report: has been prepared by GHD for The Commons Hobart Pty Ltd and may only be used and relied on by The Commons Hobart Pty Ltd for the purpose agreed between GHD and the The Commons Hobart Pty Ltd as set out in Section 1.1.1 of this report.

GHD otherwise disclaims responsibility to any person other than The Commons Hobart Pty Ltd 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 (refer Section 1.4 of 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 The Commons Hobart Pty Ltd 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.

GHD has not been involved in the preparation of Traffic Control Diagrams for this project and has had no contribution to, or review of the Traffic Control Diagrams other than in this Construction Traffic Management Plan. GHD shall not be liable to any person for any error in, omission from, or false or misleading statement in, any other part of the Traffic Control Diagrams.

1.4 Assumptions

The staging of works, demolition and construction activities, and traffic generation during each stage has been advised by The Commons Hobart Pty Ltd.

1.5 Reference documents

The following documents and materials have been referred to in this traffic management plan:

- Australian Standard AS 1742.3, *Manual of Uniform Traffic Control Devices Traffic Control for Works on Roads*, 2009 (AS 1742.3).

2. Existing Conditions

2.1 Site Location

The subject site is located at 126 Bathurst Street, Hobart, (also known as 126-126C Bathurst Street) on the corner of Bathurst Street and Watchorn St. The subject site and surrounds are presented in Figure 1.

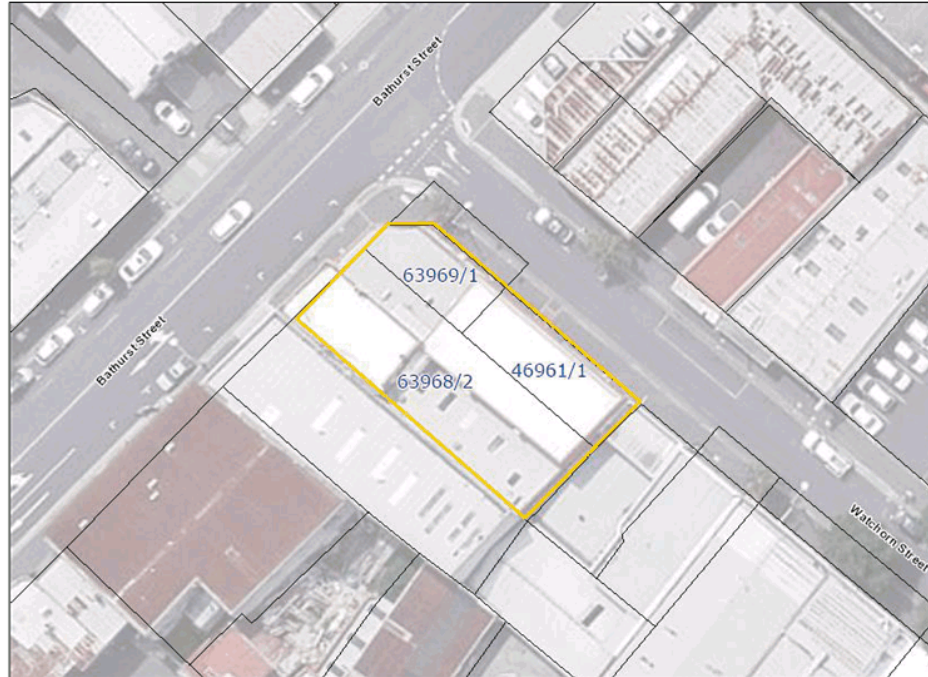


Figure 1 Aerial View of Subject Site

Base image source: LISTMap (www.thelist.tas.gov.au) © State of Tasmania

2.2 Key Roads

The key roads include:

- Bathurst Street
- Watchorn Street
- Liverpool Street

Each of these roads is described briefly in the following sections.

2.2.1 Bathurst Street

Bathurst Street connects between Cavell Street, in West Hobart, and Brooker Avenue, at the ABC Roundabout. It is a typical CBD street with signalised junctions at all major intersections, and on-street car parking along most of its length.

In the vicinity of the subject site, Bathurst Street is a two-lane, two-way street. North of Murray Street, Bathurst Street is a one-way street with three lanes travelling in the northbound direction. As a result, southbound traffic volumes on Bathurst Street are generally lower than northbound flows.

Short-term, metered on-street parking is available on both sides of Bathurst Street. A clearway is in effect on the northern side of the road between 7 am and 9 am, and between 4.30 pm and 6 pm. Parking meters operate between 8.30 and 6.00 pm Monday to Saturday and between 9 am and 4 pm on Sunday. A speed limit of 50 km/h applies.

Traffic Profile

SCATS data was collected for the Bathurst Street / Murray Street junction for the week beginning 03 June 2018.

Key traffic statistics for Bathurst Street are summarised as follows:

- Average weekday traffic 9,900 vpd
- Weekday AM peak (8:00 - 9:00 am) 970 vph
- Weekday PM peak (4:00 - 5:00 pm) 1,040 vph
- Saturday midday peak (12:00 - 1:00 pm) 850 vph

The average traffic profile on Bathurst Street is presented in Figure 2. Traffic volumes on Bathurst Street peak during the evening (between 4:00 pm and 5:00 pm) with up to 1,040 vehicles per hour, and during the morning (between 8:00 pm and 9:00 pm) with up to 970 vehicles per hour. Weekend volumes are lower than weekday volumes. Traffic volumes on Saturday peak during the midday (between 12:00 pm and 1:00 pm) with up to 850 vehicles per hour.

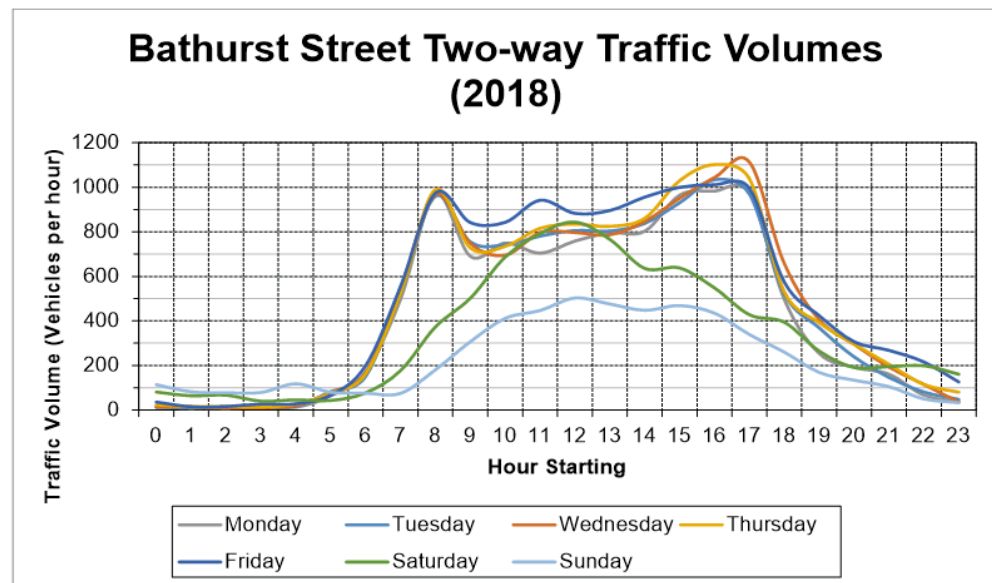


Figure 2 Bathurst Street Traffic Profile

Data source: Department of State Growth, June 2018

2.2.2 Watchorn Street

Watchorn Street is a minor laneway connecting from Liverpool Street to Bathurst Street. It has a total length of around 140 metres and consists of a single lane travelling in the north-westbound direction only. This street provides access to the Watchorn Street public pay and display car park, permit holders only parking, and private off-street staff parking. Short-term, metered on-street parking is available on the eastern side of the road only.

For the Traffic Impact Assessment a spot survey was undertaken on Watchorn Street during the evening peak period which indicated an hourly volume of 90 vehicles.

It is assumed that the daily profile and timing of peak periods would be similar to Bathurst Street, as shown in Figure 2, however it is assumed weekend traffic is considerably lower on weekends due to a lower usage of the permit parking spaces on these days.



Figure 3 Watchorn Street looking south

2.2.3 Liverpool Street

Liverpool Street runs in a roughly north-south direction, and connects between Tasman Highway to the north and Liverpool Crescent to the south. Between Brooker Avenue and Harrington Street, it is one-way only travelling in the southbound direction.

3. Description of Activities

3.1 Construction Program

The construction program will generally be broken down into stages as follows:

- Demolition (July 2018)
- Construction
 - Excavation (July 2018 – August 2018)
 - Structure (August 2018 – March 2019)
 - Internal fit out (December 2018 – July 2019)

The project will be completed in August 2019.

The dates provided above are indicative only, and subject to refinement.

Each stage of the project will involve different overall footprints and access requirements as detailed in the following sections.

3.1.1 Hours of Work

Works will generally occur between 6.30 am and 6 pm Monday to Friday. Works outside these hours will be subject to separate approvals.

Demolition

Demolition works affecting any restrictions to the footpath or roadway, including delivery and entry into the building will be staged and undertaken prior to 7.30 am.

Construction

Deliveries will be arranged for early mornings between 6:00 am and 8:00 am, 9:30 am and 2:30 pm to prevent traffic disruption where possible. On occasions when deliveries (concrete pours and precast panels) will be required during AM peak hours specific traffic management will be in place, as described below.

Deliveries will be staged so as there are no delivery vehicles causing traffic disruption around the site. For multiple deliveries staging areas away from site and built up areas are to be utilised.

The erection and dismantling of cranes and concrete pours will require the full closure of Watchorn Street. The erection and dismantling of cranes will occur over a 12 hour period on Saturday, so as to limit traffic disruption. Concrete pours will occur for up to eight hours during weekdays between approximately 5 am 1 pm.

3.2 Works Footprint

During demolition and construction works, the footprint will be generally limited to the site (126 Bathurst Street), the footpath on Bathurst Street immediately adjacent to the site, and the footpath and part of the roadway in Watchorn Street, again immediately adjacent to the site.

Due to the proximity of the construction and demolition works to the boundary, the footpath on the southern side of Watchorn Street will be closed to ensure safety of the public. Pedestrians will be directed to the opposite side of Watchorn Street. On the southern side of Bathurst Street the footpath will be diverted onto the current parking bays outside the site.

To facilitate deliveries, a half road closure on Watchorn Street is required, as well as the closure of the southern footpath adjacent to the site. This will require the removal of three car parking spaces and one loading bay in order to maintain sufficient width for through traffic.

The affected demolition and construction footprints are shown in Figure 4.

Crane Erection and Dismantling and Concrete Pours

To facilitate the erection of a crane at the beginning of the construction phase, and the dismantling of this crane at the end of construction, and for concrete pours, it will be necessary to close the northern end of Watchorn Street to all vehicular traffic.

Full road closures will be required for the following activities:

- Concrete pours: 15 @ 8 hrs
- Mobile Crane set ups 10 @ 8 hrs (for works either side of the tower crane being onsite)
- Tower Crane Set up and removal: Approx 1 day (12 Hours) up and 1 day (12 Hours) down.

The affected footprint is shown in Figure 5.



Figure 4 Half Road Closure – Construction and Demolition Footprint



Figure 5 Full Road Closure – Construction Footprint

3.3 Access Requirements

The site vehicle entry point will be located off Watchorn Street east of Bathurst Street. This point will be the main access to the site for workers and contractors. The access will be gated to prevent unauthorised entry from members of the public.

During demolition, some truck access will be required at the corner of Bathurst Street and Watchorn Street, with trucks reversing into the site, and exiting, under traffic control (see Appendix A).

To prevent queuing at the site access during works, trucks will operate under radio contact and be called to enter the site zone as required.

3.4 Traffic Generation

The estimated heavy vehicle movements for each stage of the project is shown in Table 3.1.

Table 3.1 Truck movements for each phase of the project

Task	Approx. Start	Approx completion	Estimated heavy vehicle movements	Number of workers on site
Demolition	July 2018		30 to 35 truck loads	
Excavation	July 2018	August 2018		
Structure	August 2018	March 2019	600 vehicles	50
Internal Fit out	December 2018	July 2019	200 vehicles	50

Daily traffic generation is expected to peak at up to 25 two-way heavy vehicles accessing the site per day during concrete pours. Distributed across the work day, this equates to an average rate of five to six trucks per hour (One every 10-12 minutes).

Average traffic generation is expected to be five two-way heavy vehicles per day.

3.4.1 Intersection Operation Impacts

The volume of traffic activity associated with the demolition and construction activities, generally some five to six movements per hour, is not expected to have a noticeable impact on the operation of intersections along the CBD or on the site access routes. These access routes are already well-utilised streets, suited to carrying relatively large volumes of traffic.

Travel to work in the morning will generally be before the commuter peak period. Workers leaving in the afternoon may do so during the afternoon peak, although the impact on traffic flow will be mitigated due to the dispersed location of worker parking.

4. Traffic Management Measures

4.1 Traffic control plans

In most situations, construction activities will be limited to the site boundaries and the adjacent work zone in Watchorn Street. Impacts on other parts of the external road network will generally be limited to the movement of vehicles into and out of the site. Traffic control plans (TCPs) will be prepared to detail the required signage and other traffic control devices required to safely manage the interaction between construction activities and other road users.

TCPs will be required for the day-to-day operation of the site (including after hours), and any special activities not covered by the overall TMP. They should describe all traffic control devices and measures in place, including signage, line marking, personnel and other features.

TCPs must be prepared by a qualified person (generally the traffic control contractor) in accordance with AS 1742.3. The TCP would need to be approved by Hobart City Council (Council). Traffic controllers must not operate on public roads without correct authority.

Draft TCPs for the project are included in Appendix A (demolition) and Appendix B (construction).

4.2 Road Closures

The required road closures during each stage are summarised in Table 4.1.

Table 4.1 Summary of Required Road Closures

Task	Description	Closure Type	Timing	Diagram
Demolition	- Watchorn Street footpath closure and half road closure - Bathurst Street footpath diversion (as required)	Watchorn Street Half Road Closure	Generally prior to 7:30 am	Figure 4
Construction	- Bathurst Street footpath diversion - Watchorn Street footpath and half road closure	Watchorn Street Half Road Closure	Full time	Figure 4
Tower Crane Erection and Dismantling	- Bathurst Street footpath diversion - Watchorn Street footpath and full road closure	Watchorn Street Full Road Closure (vehicular access to public pay and display car park and pedestrian access maintained)	12 hour period for each erection and dismantle	Figure 5
Concrete Pours	- Bathurst Street footpath diversion - Watchorn Street footpath and full road closure	Watchorn Street Full Road Closure (vehicular access to public pay and display car park and pedestrian access maintained)	8 hour period	Figure 5

Bathurst Street (between Murray and Elizabeth streets) and Criterion Street, is closed to traffic from 6 am to 3 pm every Sunday, for the Farm Gate Market. Works affecting any restrictions to the footpath or roadway will be undertaken outside these times to minimise disruptions to traffic and parking availability.

4.2.1 Demolition

The footpath and part of the roadway on Watchorn Street immediately adjacent to the site will be closed to traffic. Traffic will be diverted onto the current parking bays and loading zone on the eastern side of the street to maintain a 3 metre minimum vehicle lane.

During demolition, some truck access will be required at the corner of Bathurst Street and Watchorn Street, with trucks reversing into the site, and exiting in a forwards direction. Traffic controllers on Bathurst Street and Watchorn Street will keep pedestrians and traffic clear of manoeuvring vehicles.

4.2.2 Construction

The footpath and part of the roadway on Watchorn Street immediately adjacent to the site will be closed to traffic. Traffic will be diverted onto the current parking bays and loading zone on the eastern side of the street to maintain a 3 metre minimum vehicle lane.

Tower Crane Erection / Dismantling and Concrete Pours

A full closure of the northern end of Watchorn Street will be required to facilitate the following activities:

- Tower Crane Erection and Dismantling
- Concrete Pours

To allow vehicles to exit, the southern end of Watchorn Street will be managed under traffic control to allow vehicles to return to Liverpool Street. The section of the road just north of the Watchorn Street / Liverpool Street intersection is 4 metres wide and will be treated as a one-way shuttle run with traffic controllers either side of this section, to direct traffic. Any obstruction to Liverpool Street traffic will be minimised through the holding of traffic in Watchorn Street until there is a break in Liverpool Street flow as a result of traffic signal operation.

The erection and dismantling of cranes will occur over a 12 hour period on Saturdays, so as to limit traffic disruption.

Concrete pours will occur for up to eight hours during weekdays between approximately 5 am and 1 pm. During the AM peak, traffic flows in the inbound direction will be heavier than in the outbound direction due to people accessing the long-term car parks. Due to the low volumes of traffic on Watchorn Street, the disruption to road network is anticipated to be minimal.

4.3 Pedestrian Access

Footpaths around the site will be managed to ensure pedestrian safety and maintain separation between construction activities. The building to be constructed will have the external decks built out over and above the existing footpath so pedestrians will have to be redirected to ensure separation from these overhead works.

The footpath on the western side of Watchorn Street immediately adjacent to the site, will be closed for safety due to the limited space on the street for redirecting pedestrian traffic, the need to allow deliveries onto site across the footpath, and to maintain traffic flow. Pedestrian access will be maintained on the eastern side of Watchorn Street. Temporary kerb ramps and other works as necessary will be used to make the temporary diversion accessible to less mobile pedestrians. Footpaths on both sides of Watchorn Street are 2.6 metres wide, with available capacity to cope with the diverted pedestrian traffic.

On the southern side of Bathurst Street the footpath will be diverted onto the current parking bays outside the site. A walk through gantry will be installed with lighting to separate the redirected pedestrians from adjacent traffic.

4.4 Access to adjacent properties

Full pedestrian access will be maintained past and around the site (Bathurst Street and Watchorn Street), except where required for safety reasons. Details of pedestrian management is provided in Section 4.3.

However access to parts of Watchorn Street will be restricted at certain times. The lead demolition and construction contractors are responsible for engagement with affected landowners leading in to and throughout the works.

A stakeholder meeting with adjacent landowners and tenants was held on 12th July 2018.

4.5 Car Parking

Access into and out of the public pay and display car park, permit holders only parking, and other off-street private parking will be maintained at all times, with traffic controllers used to manage vehicle movements in Watchorn Street and allow vehicles to manoeuvre into and out of the parking areas.

Existing metered parking restrictions on Bathurst Street adjacent to the site operate between 8.30 and 6.00 pm Monday to Saturday and between 9 am and 4 pm on Sunday. On the southern side of Bathurst Street the footpath will be diverted onto two of the current parking bays outside the site, making these parking spaces unavailable for use.

During the demolition and construction half closures of Watchorn Street, three parking bays and one loading bay on the eastern side of the road, adjacent to the site will be unavailable. In addition, two existing parking spaces will be replaced with a temporary loading bay (refer Section 4.5.2). The affected parking arrangements are shown in Figure 7.

During Tower Crane Erection / Dismantling and Concrete Pours, on-street parking (nine parking bays) and one loading bay along Watchorn Street will be unavailable for use, to allow for two-way traffic. The affected parking arrangements are shown in Figure 8.

4.5.1 Worker Parking

There will be no parking available on site for construction personnel. It is expected that the majority of workers who drive to the site will park in suitable all-day public parking areas in the CBD or use public transport where available.

4.5.2 Loading Zone

During the demolition and construction half closures of Watchorn Street, one loading bay (10.3 metres length), on the eastern side of the road, adjacent to the site will be unavailable (Figure 6). The Loading Zone is in effect between 8 am and 6 pm, Monday to Saturday. It is recommended that two of the short-term parking bays adjacent to the Watchorn Street car park are converted to a loading zone for the duration of the works.



Figure 6 Existing Loading Zone (left) and Proposed Temporary Loading zone (right)



Figure 7 Half Road Closure – Parking Arrangements

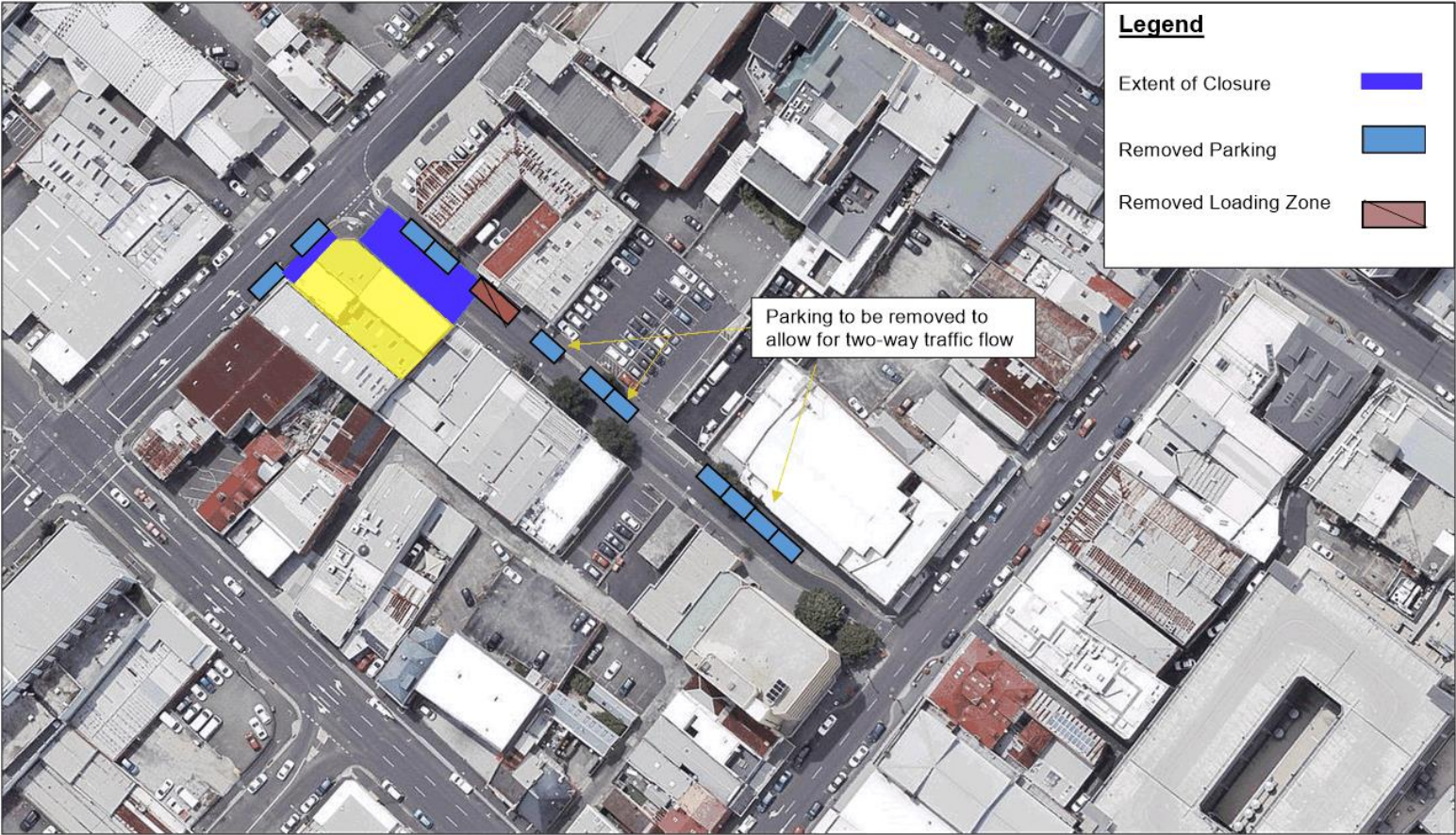


Figure 8 Full Road Closure – Parking Arrangements

4.6 Public transport

No changes to existing bus operations are required to facilitate works. The bus stops located on Liverpool Street between Murray Street and Harrington Street will remain operational at all times.

4.7 Communication Strategy

Communication with the City of Hobart and neighbours will be required to limit the disruption to traffic and surrounding businesses.

The lead demolition and construction Contractors will liaise with the City of Hobart throughout the works with regard to permits, approvals and general progress reporting.

The contractors have undertaken direct consultation with a number of landowners and tenants who will be directly affected.

Prior to demolition works commencing, additional consultation will be undertaken. The following is proposed:

- The Contractors and the Client are to have a face to face introductions / meetings with landowners and tenants who will be directly affected, explaining construction processes and impacts to the surrounding area, answering questions they may have, and exchanging contact details so that neighbours can be made aware of upcoming site activities and establish a point of contact where they can direct concerns they have during the construction process.
- Further it is suggested, with the approval of property owner and carpark operator, carpark users should be notified of proposed works, via signage to capture frequent users of the carpark.
- The impacts on road users during demolition and construction will be relatively localised, and the primary method of communicating with affected road users will be signage in Bathurst Street, Liverpool Street and Watchorn Street. These are in addition to other specific traffic management signage requirements as per AS1742.3.

4.8 Responsibilities

The implementation of this Traffic Management Plan will ultimately be the responsibility of Vos Construction and its subcontractors. However day-to-day traffic management will involve a number of different stakeholders as outlined below.

Table 4.2 Traffic Management Plan Stakeholders

Role	Organisation	Contact Person
Construction Contractor	Vos Construction	Josh Mulcahy jmulcahy@vosgroup.com Ph. 0428 502 938
Demolition Contractor	Spectran	Chris Hazell chazell@spectrangroup.com.au Ph. 0419 296 947
Traffic Management Contractor	Spectran	David Smith dsmith@spectrangroup.com.au Ph. 0408 039 323
Construction Traffic Management Plan preparation	GHD	Tim Bickerstaff tim.bickerstaff@ghd.com Ph. 6210 0763
Road Authority	City of Hobart	Angela Moore moorea@hobartcity.com.au Ph. 6238 2804
Adjacent land use	TBC	TBC

5. Summary of Traffic Management Commitments

The following list summarised the measures that will be in place prior to commencement of, and during the execution of, the construction period.

5.1 Pre-Construction

1. Key stakeholders, including operators of adjacent land uses, will be notified of any changed traffic management arrangements prior to commencement of works.

5.2 Demolition

2. Demolition works will generally occur between 6.30 am and 6 pm Monday to Friday. Works outside these hours will be subject to separate approvals.
3. Demolition works affecting any restrictions to the footpath or roadway in Bathurst Street, including delivery and entry into the building will be staged and undertaken prior to 7.30 am.
4. Deliveries will be staged so as there are no delivery vehicles causing traffic disruption around the site. For multiple deliveries staging areas away from site and built up areas are to be utilised.
5. Where works affect pedestrian access along the southern side of Bathurst Street a temporary footpath diversion will be implemented. Temporary kerb ramps and other works as necessary will be used to make the temporary diversion accessible to less mobile pedestrians. These works will generally occur prior to 7.30 am.
6. Pedestrian access along the western side of Watchorn Street will be closed. Pedestrians will be required to cross onto the eastern side of Watchorn Street. Temporary kerb ramps and other works as necessary will be used to make the temporary diversion accessible to less mobile pedestrians.
7. Two parking bays on the southern side of Bathurst Street, adjacent the site, will be unavailable for public use.
8. Three parking bays and one loading bay on the eastern side of Watchorn Street, adjacent the site will be unavailable for public use.
9. Two of the short-term parking bays adjacent to public pay and display car park will be converted to a loading bay.
10. Vehicular access to the public pay and display car park, permit holders only parking, and Angicare private parking will be maintained at all times.

5.3 Construction

11. Construction works will generally occur between 6.30 am and 6 pm Monday to Friday. Works outside these hours will be subject to separate approvals.
12. Deliveries will be maintained to early mornings between 6 am and 8 am, 9.30 am and 2.30 pm to prevent traffic disruption where possible.
13. Pedestrian access along the southern side of Bathurst Street will include a footpath diversion. Temporary kerb ramps and other works as necessary will be used to make the temporary diversion accessible to less mobile pedestrians.

14. Pedestrian access along the western side of Watchorn Street will be closed. Pedestrians will be required to cross onto the northern side of Watchorn Street. Temporary kerb ramps and other works as necessary will be used to make the temporary diversion accessible to less mobile pedestrians.
15. Three parking bays and one loading bay on the eastern side of Watchorn Street, adjacent the site will be unavailable for use.
16. Two of the short-term parking bays adjacent to public pay and display car park will be converted to a loading bay.
17. Two parking bays on the southern side of Bathurst Street, adjacent the site, will be unavailable for public use.
18. Vehicular access to the public pay and display car park, permit holders only parking, and Anglicare private parking will be maintained at all times.
19. Crane erection and dismantling requiring full closures of Watchorn Street will occur over a 12 hour period and will be restricted to Saturdays only. Concrete pours will occur for up to eight hours during weekdays between 5 am 1 pm. Vehicular access from Watchorn Street onto Bathurst Street will be closed. Two-way traffic on Watchorn Street will be permitted with vehicles exiting onto Liverpool Street.
20. During all works pedestrian access on the eastern side of Watchorn Street will be maintained.
21. During full road closures of Watchorn Street nine parking bays and one loading bay on the eastern side of Watchorn Street will be unavailable.

Appendices

Appendix A – Demolition Traffic Management Arrangements

Figure A1

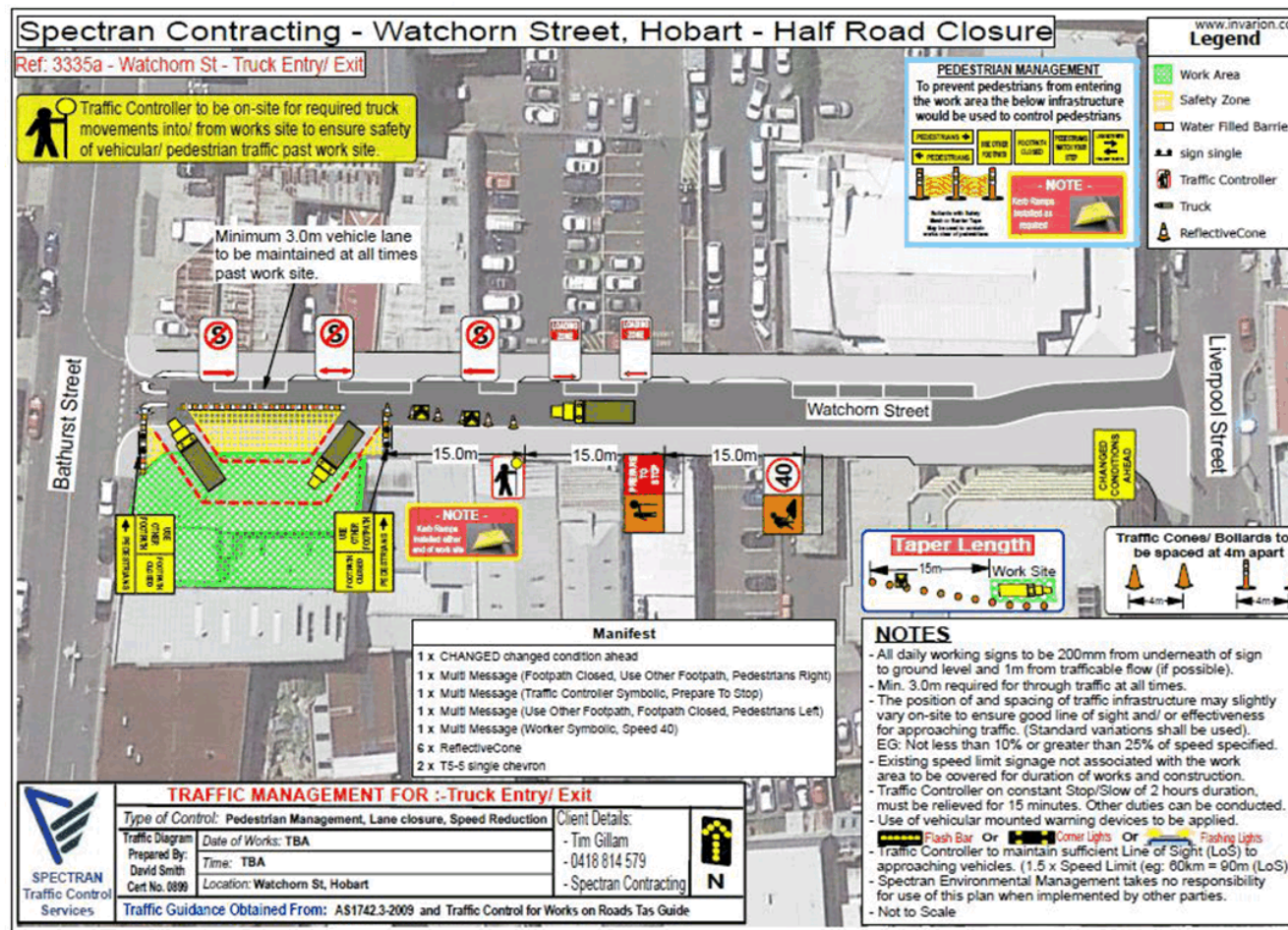
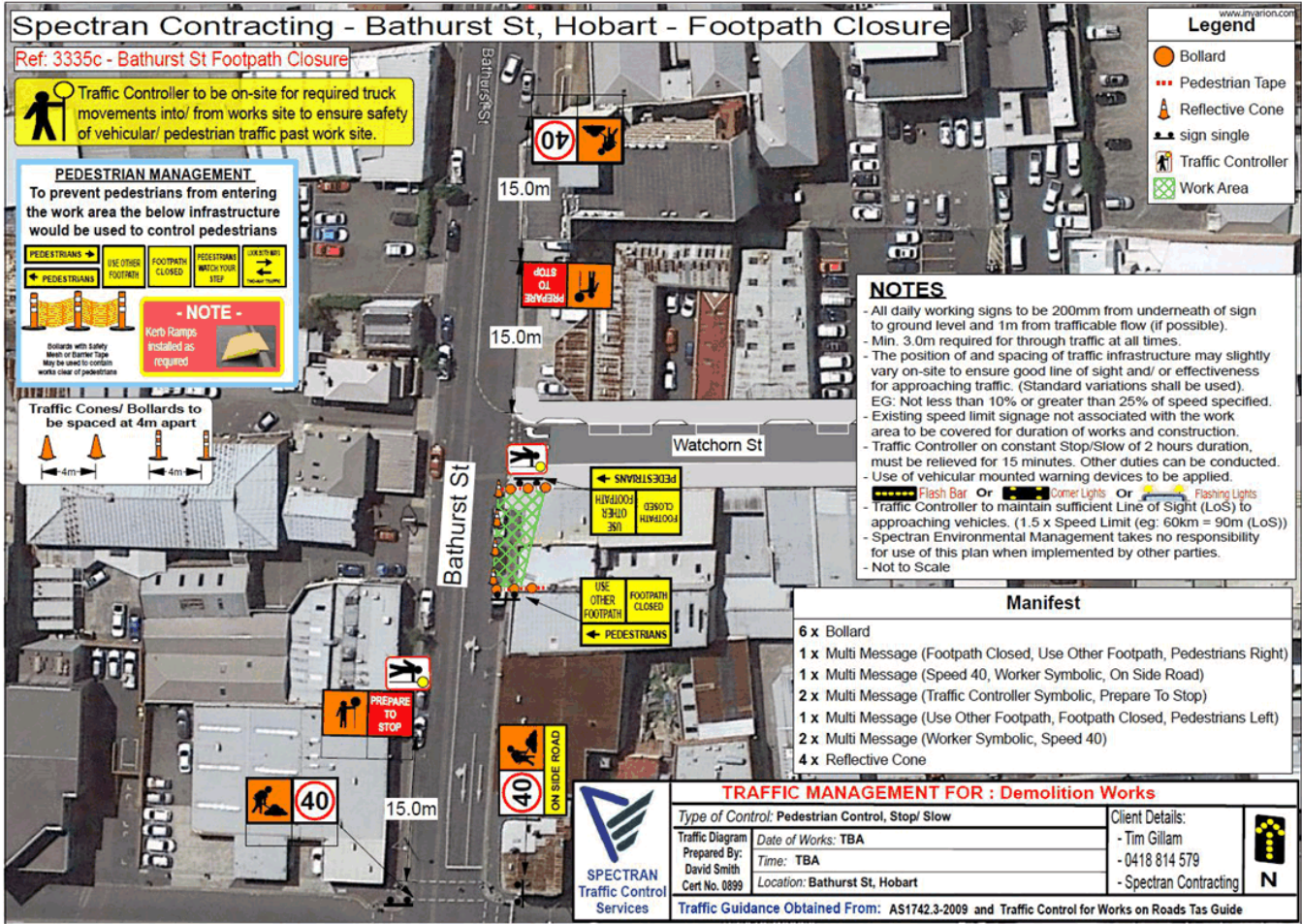


Figure A2



Figure A3



Appendix B – Construction Traffic Management Arrangements

Figure B1

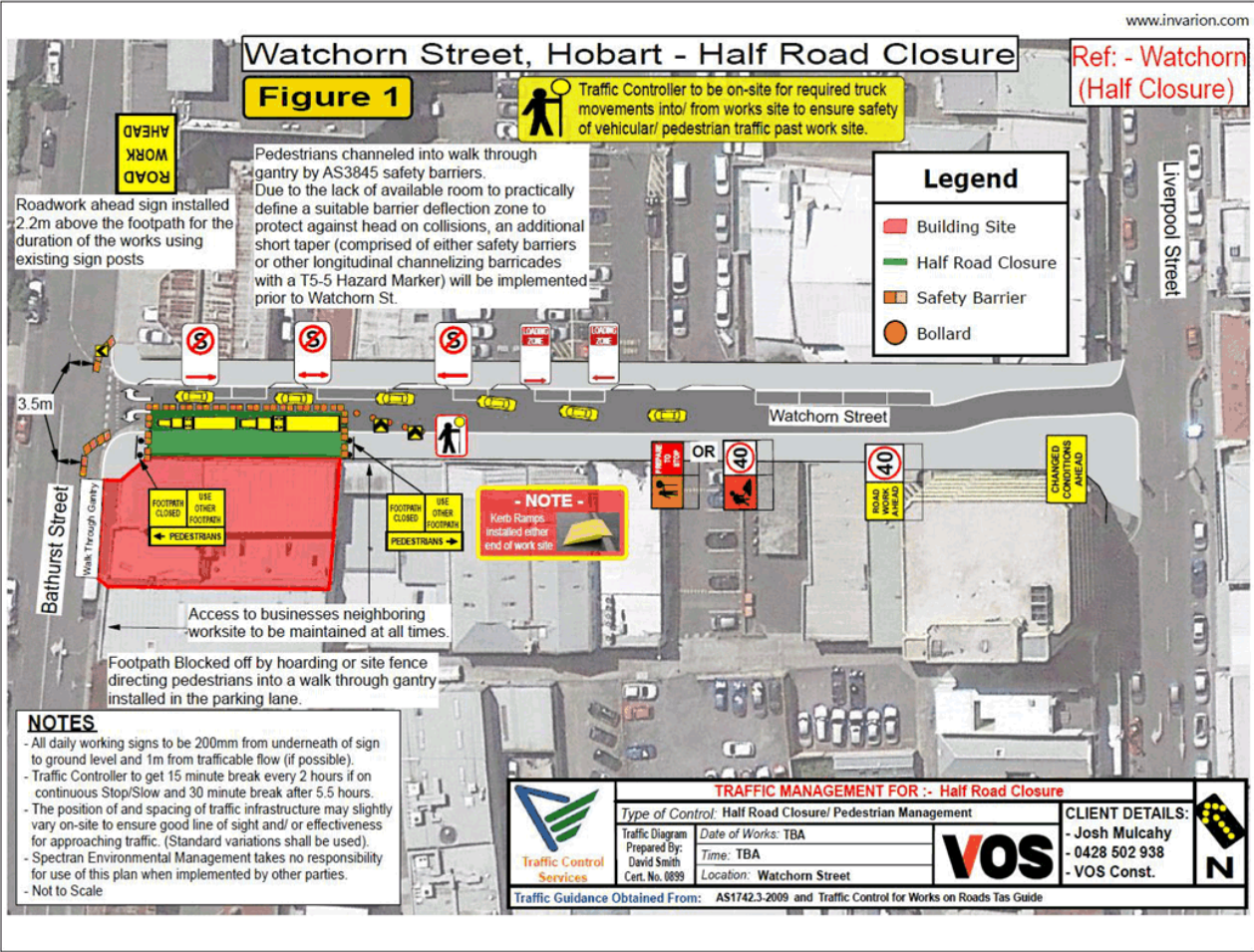
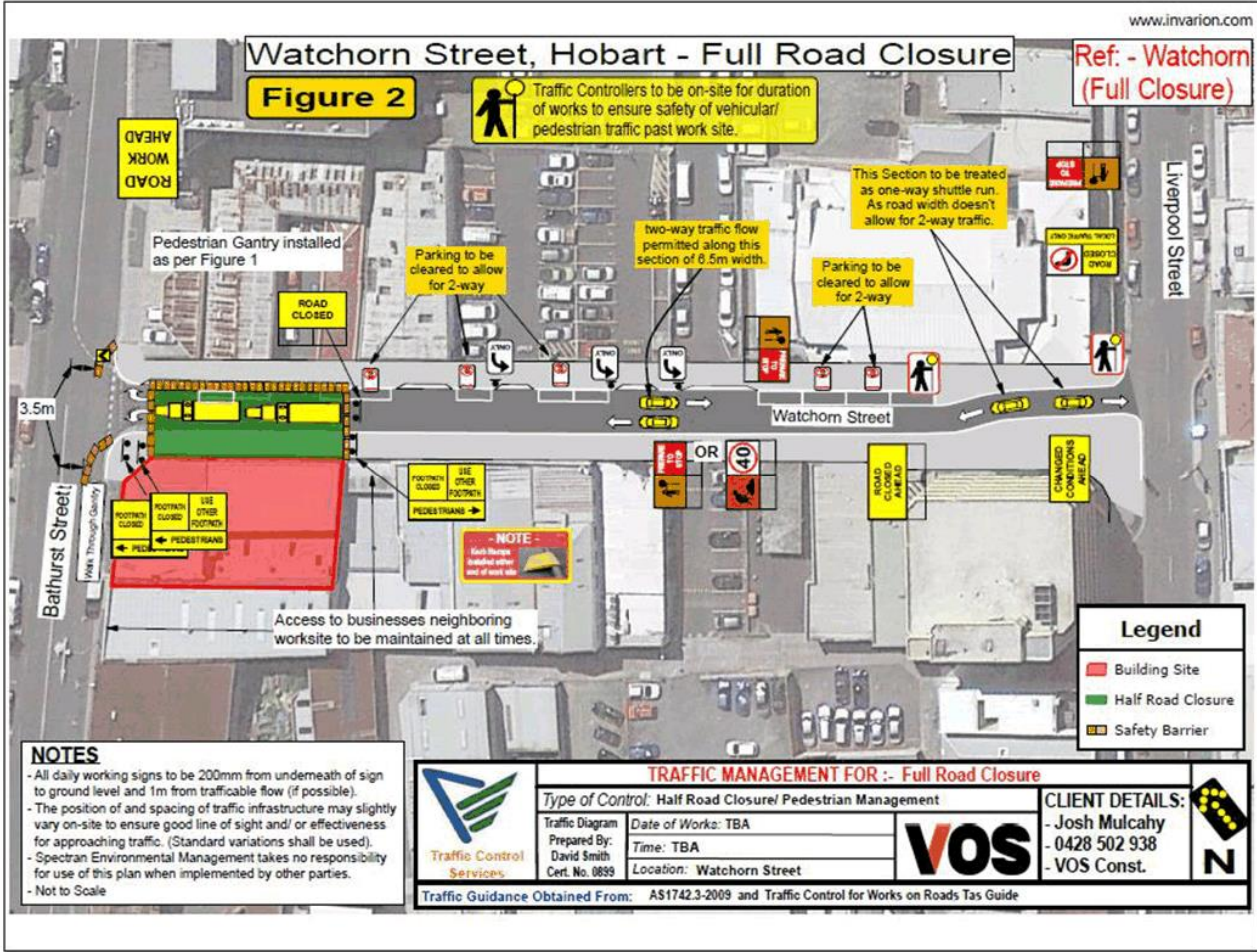


Figure B2



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