



The City with Spirit

NOTICE OF MEETING

Notice is hereby given that an **Ordinary Council** meeting of the Devonport City Council will be held in the Aberdeen Room, Level 2, parnaple centre, 137 Rooke Street, Devonport, on Tuesday 28 January 2020, commencing at 5:30pm.

The meeting will be open to the public at 5:30pm.

QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports in this agenda contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.

Matthew Atkins
GENERAL MANAGER

22 January 2020

FEBRUARY 2020

Meeting	Date	Commencement Time
Infrastructure Works and Development Committee	10 February 2020	5:30pm
Ordinary Council	24 February 2020	5:30pm

**AGENDA FOR AN ORDINARY MEETING OF DEVONPORT CITY COUNCIL
HELD ON TUESDAY 28 JANUARY 2020 IN THE ABERDEEN ROOM, LEVEL 2, paranapple centre,
137 ROOKE STREET, DEVONPORT AT 5:30PM**

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Agenda of an ordinary meeting of the Devonport City Council to be held in the Aberdeen Room, Level 2, paranapple centre, 137 Rooke Street, Devonport on Tuesday, 28 January 2020 commencing at 5:30pm.

PRESENT

		Present	Apology
Chair	Cr A Rockliff (Mayor)		
	Cr A Jarman (Deputy Mayor)		
	Cr J Alexiou		
	Cr G Enniss		
	Cr P Hollister		
	Cr L Laycock		
	Cr S Milbourne		
	Cr L Murphy		
	Cr L Perry		

ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges and pays respect to the Tasmanian Aboriginal community as the traditional and original owners and continuing custodians of this land.

IN ATTENDANCE

All persons in attendance are advised that it is Council policy to record Council Meetings, in accordance with Council's Digital Recording Policy. The audio recording of this meeting will be made available to the public on Council's website for a minimum period of six months. Members of the public in attendance at the meeting who do not wish for their words to be recorded and/or published on the website, should contact a relevant Council Officer and advise of their wishes prior to the start of the meeting.

1.0 APOLOGIES

2.0 DECLARATIONS OF INTEREST

3.0 PROCEDURAL

3.1 CONFIRMATION OF MINUTES

3.1.1 COUNCIL MEETING - 16 DECEMBER 2019

RECOMMENDATION

That the minutes of the Council meeting held on 16 December 2019 as circulated be confirmed.

3.1.2 SPECIAL COUNCIL MEETING - 23 DECEMBER 2019

RECOMMENDATION

That the minutes of the Special Council meeting held on 23 December 2019 as circulated be confirmed.

3.2 PUBLIC QUESTION TIME

Members of the public are invited to ask questions in accordance with Council's Public Question Time Policy (Min No 153/19 refers):

1. Public participation shall take place at Council meetings in accordance with Regulation 31 of the *Local Government (meeting Procedures) Regulations 2015*.
 2. Public participation will be the first agenda item following the formal motions: Apologies, Minutes and Declarations of Interest.
 3. Questions without notice will be dependent on available time at the meeting (with a period of 30 minutes set aside at each meeting).
 4. A member of the public who wishes to ask a question at the meeting is to state their name and address prior to asking their question.
 5. A maximum of 2 questions per person are permitted.
 6. A maximum period of 3 minutes will be allowed per person.
 7. If time permits, a third question may be asked once all community members who wish to ask questions have done so. A time limit of 2 minutes will apply.
 8. Questions are to be succinct and not contain lengthy preamble.
 9. Questions do not have to be lodged prior to the meeting, however they will preferably be provided in writing.
 10. A question by any member of the public and an answer to that question are not to be debated.
 11. Questions without notice and their answers will be recorded in the minutes.
 12. The Chairperson may take a question on notice in cases where the questions raised at the meeting require further research or clarification, or where a written response is specifically requested.
 13. Protection of parliamentary privilege does not apply to local government and any statements or discussion in the Council Chambers, or any document produced, are subject to the laws of defamation.
 14. The Chairperson may refuse to accept a question. If the Chairperson refuses to accept a question, the Chairperson is to give reason for doing so in accordance with the Public Question Time Policy.
-

3.2.1 RESPONSES TO QUESTIONS RAISED AT PRIOR MEETINGS

Responses to questions raised at prior meetings are attached.

ATTACHMENTS

1. GMGOV - Letter - Response to Question Without Notice - AGM - Angie Poelman
2. GMGOV - Letter - Response to Question Without Notice - AGM - Doug Janney
3. GMGOV - Letter - Response to Question Without Notice - AGM - Malcolm Gardam
4. GMGOV - Letter - Response to Question Without Notice - AGM - Peter Stegmann
5. GMGOV - Letter - Response to Question Without Notice - IWD 20191209 - Chris Mills
6. GMGOV - Letter - Response to Question Without Notice - Council Meeting 20191216 - Trevor Smith
7. GMGOV - Letter - Response to Question Without Notice - Council Meeting 20191216 - Tony Butler
8. GMGOV - Letter - Response to Question Without Notice - Council Meeting 20191216 - Bob Vellacott
9. GMGOV - Letter - Response to Question Without Notice - Council Meeting 20191216 - Doug Janney
10. GMGOV - Letter - Response to Question Without Notice - Council Meeting 20191216 - Malcolm Gardam
11. GMGOV - Letter - Response to Question Without Notice - Council Meeting 20191216 - Peter Stegmann
12. GMGOV - Letter - Response to Question Without Notice - Council Meeting 20191216 - Chris Mills

RECOMMENDATION

That the responses to questions from Ms Angie Poelman, Mr Douglas Janney, Mr Malcolm Gardam and Mr Peter Stegmann at the 9 December 2019 Annual General Meeting, Mr Chris Mills at the 9 December 2019 Infrastructure Works and Development Committee meeting and from Mr Trevor Smith, Mr Tony Butler, Mr Bob Vellacott, Mr Doug Janney, Mr Malcolm Gardam, Mr Peter Stegmann and Mr Chris Mills at the 16 December 2019 Council meeting be noted.

Author:	Matthew Atkins
Position:	General Manager



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

19 December 2019

Ms Angie Poelman
76 Gunn Street
DEVONPORT TAS 7310

Dear Ms Poelman

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 9 DECEMBER 2019

I refer to your question taken on notice at the Annual General Meeting on Monday 9 December 2019 and provide the following response:

Question

Now that the lease issue has been resolved will Council commit to undertaking a comprehensive press/media campaign to restore public confidence in Providore Place as a valued community asset?

Response

Thank you for your question and your obvious appreciation for the potential that exists with Providore Place.

Council established Providore Place as a venue to highlight local produce through a destination that attracts both visitors and locals to restaurants, distilleries, events, markets and other uses that showcase the Devonport region.

It also has potential to develop as a premier food and hospitality training facility and start up location for local food entrepreneurs.

Council acknowledges there has been some difficulties in regard to the head operational lease and has been taking steps to resolve this matter.

Council are committed to see Providore Place succeed and will be looking at opportunities in the new year to continue to promote and market the activities and events which occur within the facility.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

*The City with Spirit*



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19 December 2019

Mr Doug Janney
23 Watkinson Street
DEVONPORT TAS 7310

Dear Mr Janney

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 9 DECEMBER 2019

I refer to your question taken on notice at the Annual General Meeting on Monday 9 December 2019 and provide the following response:

Question

What was the annualised cost of the multi-story carpark lighting?

Response

Annual usage costs to 1 October 2019 were \$16,984.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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19 December 2019

Mr Malcolm Gardam
4 Beaumont Drive
MIANDETTA TAS 7310

Dear Mr Gardam

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 9 DECEMBER 2019

I refer to your question taken on notice at the Annual General Meeting on Monday 9 December 2019 and provide the following response:

Question

It is rumoured that an “uplift provision” was supposedly included in a Development Management Agreement between a mainland Council and its Development Manager for a development project. The provision supposedly provided for a 30% portion of any “uplift” value in the properties sold, being 30% of the difference between the sale proceeds and the raw value of land (excluding subdivision construction cost), was to be paid to the Development Manager. Regardless of the actual existence of that arrangement or not and with the initial Providore Place head lease agreement now surrendered and defunct, my question is “did Devonport City Council agree to an “uplift provision” or similar arrangement within the initial and supposedly a 10 year Term food pavilion head lease agreement that provided a potential “uplifted valued” return, in kind or similar, to Providore Place Devonport Pty Ltd on the sale of the food pavilion and if so what was the percentage agreed to?”

Response

As you are aware the documents to which you refer are commercial in confidence and therefore Council is not in a position to release any further information from what has already been made publicly available.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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19 December 2019

Mr Peter Stegmann
118 River Road
AMBLESIDE TAS 7310

Dear Mr Stegmann

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 9 DECEMBER 2019

I refer to your question taken on notice at the Annual General Meeting on Monday 9 December 2019 and provide the following response:

Question

Could Council please explain their reasoning for placing a playground, sandwiched between a river and a railway line, with the primary access across the railway line and a considerable distance from the CBD main parking area?

Response

Council considered a number of options relating to the waterfront playground. The final location was reviewed in conjunction with a number of other design factors following the community consultation period in early 2019. A report on this matter can be found in the February 2019 meeting agenda which is available on Council's website.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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17 December 2019

Chris Mills
52 Caroline Street
EAST DEVONPORT TAS 7310

Dear Mr Mills

RESPONSE TO QUESTIONS WITHOUT NOTICE RAISED MONDAY 9 DECEMBER 2019

I refer to your questions taken on notice at the Infrastructure, Works and Develop Meeting on Monday 9 December and provide the following responses:

Question 1.

Are Councillors aware that this report has omitted the two most relevant facts?

Fact 1. This row of trees were stabilising a hazardous landslip zone. Previous managerial staff have been of the view that these trees stabilised the slope and should not be removed.

Fact 2. The trees were on average some 12m away from the residential subdivision and any competent tree service could freely access the trees and remove them at any time. So the 'saving of considerable cost and risk' is an issue with needs explanation.

Response

The information included in the report you are referring to is a summary of work undertaken by the Parks and Reserves Maintenance team in October and November. Councillors had previously been provided with information regarding the tree removal, including the fact that the stumps of the trees were to be left at just above ground level to avoid any issues with landslip concerns. In regard to fact 2 above, the cost to remove the trees once the boundary fences on the Merseyview Court properties were constructed, was assessed to be higher by both Council and the Contractor. The risk would have been higher as more manual work would have been required given the restricted access to the site.

Question 2.

There were two rows of these trees. The front row of trees were removed, but the second row of trees were left standing. All these trees are of the same age and type. Their purpose was to stabilise the landslip, removing half of them puts nearby properties at risk of landslide. The question is, is there a qualified arborist's report that clarifies why the front row of trees are now claimed to have been in poor health, yet the second row of trees is in good health?

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Response

You have previously submitted a Right to Information application regarding the existence of an arborist's report and the application is being assessed in accordance with the *Right to Information Act 2009*.

Yours sincerely



Matthew Atkins
ACTING GENERAL MANAGER



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24 December 2019

Trevor Smith
7 Glen Court
DEVONPORT TAS 7310

Dear Mr Smith

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 16 DECEMBER 2019

I refer to your question taken on notice at the Council Meeting on Monday 16 December 2019 and provide the following response:

Question

You recently completed the Adelaide Street upgrade, how long has this job been on the Council's work schedule? What was the final cost of the project? Why have the raised bitumen sections been put in place, at either end of the street, these are not on any other street entrances around Devonport.

Response

The Adelaide Street upgrade was initially due to be completed in 2018/19, however due to circumstances beyond Council's control, the project was carried over in to 2019/20. The project came in under budget at \$176,558. The raised bitumen sections at either end of the street are a treatment used in areas of high pedestrian activity, in this case, near the school and shopping centre. They are designed to improve access for people walking and are intended to deter traffic from using the street as a thoroughfare.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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23 December 2019

Tony Butler
2 Drew Street
EAST DEVONPORT TAS 7310

Dear Mr Butler

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 16 DECEMBER 2019

I refer to your question taken on notice at the Council Meeting on Monday 16 December 2019 and provide the following response:

Question

Could somebody please tell me who cleans the garbage bins? You see kids putting rubbish in them and there is spew and stuff coming out of them and they are all full. You go and have a look at them in the Mall after they have been emptied, the parts that should be cleaned I believe are where your arms and that go in.

Response

Council bins in public open spaces are emptied by Council staff as per service schedules. If bins are becoming over-full on a regular occurrence, Council will assess the cause and increase the service level or add an additional bin at the location if required. Bin cleaning is carried out by Council staff as required, or if we are alerted by members of the public that note any problems.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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24 December 2019

Mr Bob Vellacott
11 Cocker Place
DEVONPORT TAS 7310

Dear Mr Vellacott

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 16 DECEMBER 2019

I refer to your question taken on notice at the Council Meeting on Monday 16 December 2019 and provide the following response:

Question

Mayor and Councillors, because the Tasmanian State Government has taken advantage of Council in regard to the sale of part of the parade centre at an estimated discount of some \$6.6 million), will Council make representation on behalf of the ratepayers to the State Government to make good the stated amount or more? Note the Premier is on record (Advocate December 2015) as saying the Government was prepared to "play its role" to see the Living City Plan come to fruition.

Response

Council does not support your view on the value of the Development Agreement with the State Government and does not intend to make the suggested representation.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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24 December 2019

Mr Doug Janney
23 Watkinson Street
DEVONPORT TAS 7310

Dear Mr Janney

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 16 DECEMBER 2019

I refer to your question taken on notice at the Council Meeting on Monday 16 December 2019 and provide the following response:

Question

At the south-east corner of the paranapple centre in the laneway there is some shopping trolleys there in front of the fire hydrant booster doors. In addition to making access to the hydrant doors slower, it is not a good look. As well there is supposed to be 24/7 security surveillance. What is the Council doing to ensure there is nothing in front of the fire hydrant booster doors from now on?

Response

Thank you for raising concerns in regard to abandoned shopping trolleys. Council share your concerns and are in regular contact with both the major supermarkets regarding the matter. Unfortunately, the delay in collecting trolleys appears to be increasing and therefore Council will be escalating the matter with relevant management personnel.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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24 December 2019

Mr Malcolm Gardam
4 Beaumont Drive
DEVONPORT TAS 7310

Dear Mr Gardam

RESPONSE TO QUESTIONS WITHOUT NOTICE RAISED MONDAY 16 DECEMBER 2019

I refer to your questions taken on notice at the Council Meeting on Monday 16 December 2019 and provide the following responses:

Question 1

Will Council please indicate which subsection of sections of section 76 of the Local Government Act (writing off bad debts) Council relied upon to justify waiving of the some \$163,000 of previously unpaid rent owed by Providore Place (Devonport) Pty Ltd around September 2018 as since reported on and confirmed by Council as having occurred?

Response

Council did not write off the debt to which you refer, rather a decision was made by the Council at the time to defer the commencement of rent from 1 July 2018 until February 2019.

Question 2

What specific meeting rules and authority did you rely on to close the Annual General Meeting, a meeting of electors chaired by the Mayor and not an ordinary council meeting, while not providing the decency of gauging the meeting of any further business, refusing to accept a point of order or a procedural motion, and openly ignoring that at least one further ratepayer Motion from the floor was flagged? I'd like to know what meeting rules we operate with at the Devonport City Council in terms of the AGM.

Response

I write on behalf of the Mayor in regard to your question relating to the AGM. Although it does not relate directly to the AGM the Mayor outlined at the commencement of the meeting that she intended to generally follow the guidelines of Council's public question time policy in ruling on the conduct of the meeting. As referenced in the local government meeting procedures the Mayor as Chairperson has responsibility to lead Council meetings in an orderly manner, making determinations where necessary on relevant matters. The Mayor allowed considerable time for items to be raised from the floor (well in excess of the usual question time policy) and ensured that all attendees (approximately 50 people) had at least more than one opportunity to speak.

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If you consider adequate time was not provided for items not listed on the agenda I would suggest next year that you take the opportunity to forward any motions or questions prior to the meeting to ensure they are included within the meeting agenda.

Yours sincerely



Matthew Atkins
ACTING GENERAL MANAGER



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23 December 2019

Peter Stegmann
118 River Road
AMBLESIDE TAS 7310
Email: pstegmann@bigpond.com

Dear Mr Stegmann

RESPONSE TO QUESTIONS WITHOUT NOTICE RAISED MONDAY 16 DECEMBER 2019

I refer to your questions taken on notice at the Council Meeting on Monday 16 December 2019 and provide the following responses:

Question 1

Will Council prepare a draft, and implement a commercial lease policy?

Response

Council has in place a Community, Childcare and Commercial lease Policy which can be found on Council's website. As recommended in the recent report prepared by the Auditor-General, Council are currently reviewing this policy and hope to present a draft to the Audit Panel early in the new year.

Question 2

Prepare a non commercial in confidence lease register detailing firstly, the location of premises owned by Council, secondly the area leased, thirdly the rental amount, the rent per square metre let, costs if any for fit out and whether these are recovered over the term of the lease and lastly the date and the amount of the last market valuation and market rental for the premises.

Response

Council staff maintain a lease register which contains the majority of the information noted in your question. Council does not make this document available to the public as it contains information of a commercial nature.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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24 December 2019

Mr Christopher Mills
52 Caroline Street
EAST DEVONPORT TAS 7310

Via email: oceansteamers@hotmail.com

Dear Mr Mills

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 16 DECEMBER 2019

I refer to your question taken on notice at the Council Meeting on Monday 16 December 2019 and provide the following response:

Question

Given that this increased rainfall run off will speed up soil erosion on the landslip slope, then surely Council is responsible to install a land drain, otherwise known as an Interceptor Drain, along the 30m length of Lot 3's northern boundary to divert water run off from the now treeless top of the landslip zone?

Response

Council does not consider it necessary to install a drain as you suggest. Once the full development of Mersey View Court is complete with houses connected into the stormwater system the run off will actually be reduced from that which currently exists.

Yours sincerely

Matthew Atkins
ACTING GENERAL MANAGER

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3.2.2 QUESTIONS ON NOTICE FROM THE PUBLIC

ANDREW LEARY – FRENCH STREET CREPES

An email received from Mr Andrew Leary (French Street Crepes on behalf of small businesses/traders at Providore Place), 11 December 2019 is **reproduced as attachment 1**.

Response

Thank you for email regarding Providore Place, which was tabled at Council's meeting on 28 January as requested. Since receipt of this correspondence there has been further dialog with yourself and other stall holders and Council trust that these conversations and recent actions have demonstrated Council's commitment to the ongoing success of Providore Place. Council value and appreciate the contribution of the stall holders and consider you an important part in ensuring the success of the facility.

MALCOLM GARDAM – 4 BEAUMONT DRIVE, MIANDETTA

A Question on Notice received from Mr Malcolm Gardam, 9 January 2020 is **reproduced as attachment 2**.

- Q1** Accordingly, I put the above to all Councillors and ask the question as to whether any will be boldly proactive and put the above Proposed Motion No. 1 forward as a Notice of Motion for the next Ordinary Meeting of Council scheduled for Tuesday 28/01/20, to be debated in Open Session and not in a Workshop or Closed Session, to establish a publicly available Employee Code of Conduct to standards at least equal to other public sector employees ?
- Q2** Accordingly, I put the above to all Councillors and ask the question as to whether any will be boldly proactive and put the following Proposed Motion No. 2 forward as a Notice of Motion for the next Ordinary Meeting of Council scheduled for Tuesday 28/01/20, to be debated in Open Session and not in a Workshop or Closed Session, that fully supports Councils to not only adopt the good governance principles but that the principles from the Local Government Good Governance Guidelines be legislated and linked to behaviours in the Code of Conduct?

Response

The tabling of Notices of Motion is a matter for individual Councillors to determine. It should be noted however that as a result of motions passed at Council's Annual General Meeting, a workshop is planned in coming months to review items considered in Closed session. This workshop will also include consideration of any opportunities for Council to be more open and transparent. Council will ensure that your suggestion of making the Staff Code of Conduct a public document is considered as part of this workshop.

In relation to the review of the Local Government Act, the timeframe for submissions has closed. As you are aware Devonport City did not comment in regard to reform item 20, as it did not have a strong view one way or the other in regard to this item.

MALCOLM GARDAM – 4 BEAUMONT DRIVE, MIANDETTA

A Question on Notice received from Mr Malcolm Gardam, 16 January 2020 is **reproduced as attachment 3**.

- Q1.** Will Council confirm who instructed that the above M Gardam supplementary questions and the Acting General Manager's responses as occurred during Public Question time on the 25/11/19, in relation to Question 3, were not included in the official Minutes?

Response

The General Manager (or person acting in the role) approves the minutes for release. The minutes record the decisions of the meeting and are not a record verbatim of everything that is said. In the interests of transparency questions on notice are generally recorded word for word and in accordance with written copies provided. Responses and further dialog is captured where applicable, and to the extent necessary to answer the question.

- Q2.** Will Council confirm that it **has no authority** to levy supplementary or interim rate notices on new buildings in the absence of a property valuation from the Valuer General?
- Q3.** If Council has authority to levy interim rate notices then why was this not done in the case of Providore Place?
- Q4.** My understanding is that Councils align their requests in "triggering" supplementary valuations from the Valuer General to the issuing of an "Occupancy Permit" (formerly a Certificate of Occupancy) and NOT "Final Certificates" as stated by the Acting General Manager; accordingly, will Council please confirm if my understanding is correct?
- Q5.** My understanding is that the larger councils submit requests for supplementary valuations to the Valuer General on a monthly basis; accordingly will Council confirm if this is correct in relation to Devonport Council?
- Q6.** Will Council confirm the date it submitted its request to the Valuer General for the Food Pavilion (Providore Place) property valuation and if not until recently why?
- Q7.** If Council has submitted a request to the Valuer General did it also proactively provide the necessary drawings and indicative "build costs" at the time as usually required by the Valuer General noting that would be in the best interests of expediting a prompt valuation and rate return?

Q2 to Q7 Response

Council calculates property rates based on the Assessed Annual Value (AAV) provided by the Valuer General. When improvements or developments occur on a property the rates payable continue to be calculated based on the most recent AAV, until a supplementary notice is provided, at which point the General Manger has authorisation to issue an amended rate notice for any additional amount payable. Council typically submits information every month regarding recently developed sites. In regard to Providore Place notification was made in December 2018. It should be noted that plans, build costs, etc are not generally requested by the Valuer General.

- Q8.** Will Council provide copies of all Occupancy Permits or Certificates of Occupancy, as the case may be, (including Temporary or Partial) as issued for the Food Pavilion?

Response

The documents to which you refer are statutory building records. Council has an established system to process requests for building/plumbing information, which is outlined on Council's website. Applicants are required to complete a "Request for a Search of Building/Plumbing Record Information" which requires authorisation from the property owner. In this instance given Council is the property owner, a "Right to Information" request will be required.

- Q9.** If the Final Certificate for the Food Pavilion has been issued then on what date and if not why not?

Response

There is no single "Final Certificate" rather Certificates of Completion for Building Works (Form 20) and Certificates of Completion for Plumbing Works (Form 21) have been issued

for the occupied parts of Providore Place, as the various tenancies have come on-line. Certificates have not been issued for the tenancies that are yet to be fitted out or occupied.

Q10. Has Council received the property valuation from the Valuer General yet and if so what is the property value for the purpose of levying rates?

Response

No, Council has not yet received an updated valuation

Q11. In response to a question relating to costs for outgoings still in Council's name "Has Providore Place (Devonport) Pty Ltd reimbursed Council for those costs as "on-charged to Providore Place Devonport Pty Ltd." the Acting General Manager's response was *"On-charged outgoings are being reimbursed to Council in accordance with the Deed of Surrender executed between Council and Providore Place."* My question is have those costs since been reimbursed to Council?

Q12. Further to Q11 above and with the "fully commercial based" replacement head lease since terminated will Council immediately disclose the full value of the "on-charged outgoings" if in fact they have not been reimbursed to Council?

Q11 & 12 Response

No, not all costs have been reimbursed. \$33,895 remains outstanding.

Q13. Will the tenants be paying a proportionate share of the rates in addition to their rental amount under Council management of Providore Place?

Response

Council has engaged a real estate agent to negotiate the terms with both existing and new tenancies. The basis for payment of rates along with other outgoings will form part of these negotiations and be reflected accordingly in the final agreed rent.

Q14. a) which response does the Council say is true, did council waive/write off rent or not?

b) If Council says rent was not waived/written off, does council wish to offer an explanation for the false statement made on 26 September 2019 and the false information provided to the Advocate.

Response

Council has been very clear in outlining the amount of forgone rent on Providore Place. Both statements are correct in the context of the questions asked and simply relate to the fact that part of the forgone rent was deferred and part invoiced as money owing.

Q15. Will the now Mayor, Cr Rockliff, please explain separately which of the following prevailed at the time of approval;

- a) Councillors approved the head lease believing council was transferring the financial risk and gaining a guaranteed return; or
- b) Councillors fully understood the true nature of the head lease which neither provided a *guaranteed return* nor *"...removed the council's exposure to financial risk."*

Response

Council does not have anything further to add from what has previously been said in response to similar questions regarding the understanding of previous Councillors.

Q16. If as repeatedly stated/reported that Providore Place rent was waived and the reports/statements were not false or misleading then I repeat my question of the 16/12/19 in that "Will Council please indicate which subsection(s) of Section 76 of the

Local Government Act (Writing off bad debts) Council relied upon to justify waiving of the some \$163,000 of previously unpaid rent owed by Providore Place (Devonport) Pty Ltd around September 2018 as since reported on and initially confirmed by Council as having been waived?"

Response

The previous response is correct. The rent was not invoiced, but rather the requirement to pay rent was deferred (or waived) and therefore it is not required to be written off in accordance with S76.

Q17. I ask the following as separate questions seeking separate answers:

- a) Will Council now disclose the separate value of the ratepayer-funded fitout costs to each of Southern Wild Distillery, CharlotteJack restaurant, former Tasmanian Chip Company and the Redline Bus (temporary) booking office/waiting room tenancies?

Response

Council has spent the following on the fit out of the tenancies within Providore Place. The fit outs listed below are fully owned by Council and not the tenant.

T1 - (formerly Tas Chip, now Pinctada) \$189,205

T2 – (Charolette Jack) \$221,000

T5 – (SWD) \$217,855

T6 – (Redline) \$8,077

- b) Will Council ensure that with the food pavilion management transferring to Council that it will ensure that all leases include the absolute right for council to publicly disclose any expenditure of public monies associated with any individual tenancy?

Response

No.

Q18. I ask the following as separate questions seeking separate answers:

- a) Will Council now reveal in real time the rental return expected from each individual tenancy so as to be transparent in regards to its compliance, and enable others to assess Council's compliance, with the Economic Regulator's requirements?

Response

The release of any relevant information relating to future Providore Place arrangements will be made at the appropriate time and in accordance with the relevant lease agreements.

- b) Will Council confirm that under direct Council management all existing tenants are paying a proportionate full market value rental amount in accordance with the latest independent valuation? (It is rumoured that at least one tenant is not paying rent)

Response

The release of any relevant information relating to future Providore Place arrangements will be made at the appropriate time and in accordance with the relevant lease agreements.

BOB VELLACOTT – 11 COCKER PLACE, DEVONPORT

A Question on Notice received from Mr Bob Vellacott, 16 January 2020 is **reproduced as attachment 4.**

Q1 Given that Council has encumbered Devonport rate payers with the highest council debt in Tasmania, the majority of which applies to Living City will the Mayor advise:-

Can the Council provide a written strategic business plan that precisely demonstrates how its promises of 800 new full time CBD Jobs and \$112 million of economic output annually will be achieved?

Response

As you are aware the estimates to which you refer are from an independent study into the regional benefits of LIVING CITY undertaken by recognised consulting firm, HillPDA. A full copy of the report is available on the LIVING CITY web page.

Q2 Taking into consideration the fact that the 10 year head lease for Providore Place which was valued by Council at \$4 million with minimal security of \$20,000 and no legal sign off is now null and void: despite Council's claims that this lease would remove any ratepayer risk; how does Council now intend to fully replace this \$4 million income and what documentation will it make public that confirms that such a plan will succeed?

Response

Council will be considering options for the future direction of Providore Place in coming months.

Q3 Why has the Providore Place 7 day a week fresh Tasmanian produce only food market not eventuated?

Response

The type of operations undertaken within Providore Place have up until 31 December 2019 been at the discretion of the former Head leasee. As mentioned above Council will be considering options for the future direction of Providore Place in coming months.

Q4 What is the total legal costs that have been incurred to date in regard to each of the following: -

- (a) the process of cancelling the original Providore Place head lease agreement including the "Deed of Surrender"
- (b) The advice on drawing up and formalising of the replacement head lease and
- (c) The process of the terminating of the replacement head lease

Response

The legal costs incurred to date, total \$21,669.

Q5 What modelling was undertaken to determine the cannibalisation rate that the 208 room Fairbrother Hotel will impose on existing hotel and motel accommodation providers in Devonport and surrounds and what is that rate?

Response

Council engaged Horwath HTL to undertake a feasibility study into the LIVING CITY hotel development and a copy of their report is available on the LIVING CITY Website.

Q6 How many conferences with interstate or international significance of 200+ delegates requiring overnight accommodation of 2 nights or more are currently confirmed for the 800 delegate paranapple conference facility in 2020?

Response

One.

Q7 It was reported that the paranple centre was evacuated 15th Dec 2019 due to a suspected gas leak will Council please inform all details regarding this?

Response

Emergency Services responded to a suspected gas leak, however upon investigation no leak was detected and the building was given the all clear from the relevant authorities.

BOB VELLACOTT – 11 COCKER PLACE, DEVONPORT

A Question on Notice received from Mr Bob Vellacott, 20 January 2020 is **reproduced as attachment 5**.

Q1 Will you please provide the necessary evidence to prove that the State Government paid a fair and reasonable amount for their share of the ownership of the property known as the paranple centre Rooke Street Devonport?

Q2 I ask again will Council make representation on behalf of Ratepayers and ask the State Government to pay a fair price for the 43% ie \$6.6million or more for the paranple building and land from the "*Northern Cities Major Development Initiative*"?

Q1 & Q2 Response

These questions were answered last month and Council have nothing further to add.

Q3 Are the existing leases for other Council properties which Council has said they based the Providore Place Head Lease Agreement, as described by the Auditor General in his report of Sept 2019 ref page 16, that the Providore Place Head Lease Agreement '*was not a traditional lease arrangement but more akin to a cooperative shared arrangement*' and therefore those businesses that have commercial leases also have the potential to be subject to interpretation if no rent is paid?

Response

The "co-operative shared arrangements" that you reference are not found in Council's other commercial leases.

Q4 If Council contends that all other leases cannot be categorised as being "*more akin to a cooperative shared arrangement*", then it appears that a serious analogy/misrepresentation has been given, and I therefore ask does Council agree?

Response

No.

Q5 I ask the question will Council please provide evidence supporting why either or both of the differing responses some two years apart are correct?

Response

No, Council has nothing further to add.

ATTACHMENTS

1. Email - Providore Place - Small Businesses and Traders
2. GMGOV - Letter - Question on Notice - Council Meeting - 28 January 2020 - Malcolm Gardam - Good Governance
3. GMGOV - Letter - Question on Notice - Council Meeting - 28 January 2020 - Malcolm Gardam - Recording of Minutes, Providore Place

Report to Council meeting on 28 January 2020

4. GMGOV - Letter - Question on Notice- Council Meeting - 28 January 2020 - Bob Vellacott - LIVING CITY and Providore Place
5. GMGOV - Letter - Question on Notice - Council Meeting - 28 January 2020 - Bob Vellacott - paranaple centre and Providore Place

RECOMMENDATION

That Council in relation to the correspondence received from Mr Andrew Leary, Mr Malcolm Gardam and Mr Bob Vellacott endorse the responses proposed and authorise their release.

Author:	Robyn Woolsey	Endorsed By:	Matthew Atkins
Position:	Executive Assistant General Management	Position:	General Manager

Att: this is to be tabled on 28 Jan but we also wish councilors to be in receipt and full knowledge ASAP. Thanks

Sent from my iPhone

Begin forwarded message:

From: frenchstreetcrepes@bigpond.com

Date: 11 December 2019 at 10:57:27 am AEDT

To: council@devonport.tas.gov.au

Subject: Att General Manager & Council for council meeting 16th December

Attention General Manager and Council,

We the undersigned are all small businesses/traders at Providore Place. We believe, as part of Living City Providore Place is a compelling and visionary initiative, set to propel Devonport into the 21st century. We believe it has huge potential for attracting Tasmanian, national, and international visitors.

We have, however, become very aware of a parallel campaign to frustrate and undermine the precincts development. This is to be expected to some degree, as the self interest of some existing business people collides with the greater good. It is also normal and legitimate that rate payers will seek to hold council to account (whether we feel it is misguided or ill informed or not) when projects of this scale and significance are being built.

What we did not expect, however, was the determined and often underhand opposition from some members of council. What we have seen, and felt, appears to be driven more by petty jealousy and misplaced grandiosity than anything legitimate, and we traders have become the innocent but inevitable collateral damage of this campaign. This is doing considerable real damage to our viability.

Traders are tired of totally unfounded accusations, of being called 'freeloaders' and other similar names. We are tired of seeing something so rich with possibility being shamelessly attacked. We still believe Providore Place and the precinct can be a significant drawcard and hub for the Devonport community, and we hope that council stays true to its vision for Providore. It can deliver.

We commend the Hirst's for the thousands of hours they have put into Providore with little return and less thanks. We doubt that anyone else would have had the energy and commitment to get Providore birthed and beyond it's toddler steps. We are disappointed by the relentless campaign against them and the way they have been portrayed. The narrative created by the few has given license to much unjust, and at times ugly, treatment. Devonport is better than this!

We ask that council stays committed to its vision. It is important for so many that we do not let this fail. We ask that council continues to support us vocally and practically so that self interest and negativity does not win the day. We are still hopeful and committed.

(P.S. Some decent, illuminated signage would be the single most important support).

With respect,

Dare to Dream - Jac Lillico

Enviropics - Susan Yandle

Bombshell Coffee - Katherine Flesfader and Scott Poke

Micheline Andrews Health and Lifestyle Mentoring - Micheline Andrews

Rusty Lady - Gail Mulhearn

Rex Evans Woodcraft - Rex Evans

Boofa's wooden toys - David Johnson

The Little Candle House - Priscilla and Greg Smith
Dev's Dumpling Den - Dev Sapkata
French Street Crepes - Andrew Leary
Cha Cha Cha - Carmel Morgan
Thais and Laos food - Sayasouk Jordan
Laos Fresh Farm - Vang Thao
Mount Roland View - Kirk Miller
M. J. Arts - Margaret Anderson
(Many others unable to attend meeting but happy to sign).

Sent from my iPhone

9th January 2020

Devonport City Council
137 Rooke Street
DEVONPORT TAS 7310

Malcolm Gardam
4 Beaumont Drive
MIANDETTA TAS 7310
(Mobile No: 0417 355 813)

ATTENTION: MAYOR ANNETTE ROCKLIFF AND ALL COUNCILLORS

RE: GOVERNANCE QUESTIONS ON NOTICE

Dear Councillors,

The following are submitted as questions on notice for the next Ordinary Meeting of Council scheduled for Tuesday 28th January 2020.

From the Annual General Meeting

Q1. At the time the Mayor abruptly closed the Annual General Meeting, I too had a motion I was trying to put before the meeting, I was confident of a seconder and that there was a reasonable prospect the motion would be passed. To that end and so as not to waste the effort of drafting what I believe to be a constructive motion **I put the following forward for the consideration of all councillors.**

PROPOSED MOTION NO. 1

That within 6 months of this date council develop, implement and publish an employee code of conduct including terms:

- a) similar to Section 9 of the State Service Act 2000 (adjusted to refer to employment within council); and
- b) encouraging council employees to speak up if they become aware of any matters that are not in the spirit of council's commitment to good governance.

RATIONALE

This motion is for council to develop a publicly available council staff code of conduct. It was initially thought that the State Service Act 2000 applied to council staff but this does not seem correct.

It appears an oversight that state government employees have a code of conduct, and there is a code of conduct for councillors but there is no publicly available code of conduct for council employees. A staff code of conduct will establish standards of conduct that the community can measure staff behaviour and conduct against.

The State Service Code of Conduct is essentially contained in section 9 of the State Service Act 2000 (the Act) it establishes standards of behaviour and conduct that apply to all state employees, including officers and Heads of Agency. It should be easily adapted to apply to council employees.

This is not a new or novel concept as many councils have adopted staff conduct codes and these can be considered when developing one for Devonport Council.

Kingborough and George Town councils have already taken this course, as well as many interstate councils, and Devonport Council has an opportunity to publicly display a willingness to strengthen its means of delivering good governance.

It is important that the staff code of conduct is available to the public so that people are aware that there is one and that they know the contents of it.

A motion was passed unanimously at the AGM that council adopt as policy a commitment to good governance, it is sensible then that council staff be encouraged to speak out when good governance is at risk, without fear. It is likely that when good governance is absent staff will be aware of it, they should be encouraged to bring it to the attention of the community and not be fearful that they will lose their employment or chances of promotion. That is the reason for the second part of the motion; to encourage all staff to have a stake in good governance for the best interests of the community.

ADDITIONAL BACKGROUND

I acknowledge the following from the letter to Mr Chris Mills from the 16/12/19 Ordinary Meeting Agenda.

- Q1** Although there is available on line a Customer Service Charter and also a Code of Conduct for Councillors are Councillors aware that there is a Code of Conduct for Staff which is for internal use only and access to it is denied to ratepayers?
- Q2** If I wish to make a complaint that a Staff member has breached the Staff Code of Conduct, what is the appropriate way for me to view the Staff Code of Conduct in order to make such a complaint?

Response

Council has two different types of policies, 'council policies' and 'management' policies. Council policies are created by a resolution of Council and are high level documents. Council policies relate to matters that are of direct relevance to ratepayers and/or the community and are available to the public on Council's website.

Management policies are operational documents that prescribe directive and operational principles for management and employees. The Staff Code of Conduct is a management policy.

Council understands that members of the public may be dissatisfied with the quality of service, or behaviour of an employee, and this is noted in our Customer Service Charter. Members of the public may make a complaint against a staff member, which will be managed in accordance with clause 4.1 of the Complaint Handling Policy (available on the website). Complaints against staff are taken seriously and are notified to the General Manager who determines if the alleged complaint breaches the Staff Code of Conduct.

The Customer Service Charter is narrow and does not cover all the areas that the State Service Act does.

The Review of Tasmania's Local Government Legislation Framework also identifies the above as an issue at Part D – Reform 24.

The LGAT Reform 24 submission overall is not supportive and offers a "red herring" as to why it is not necessary. Quite simply the current Enterprise Bargaining Agreement would more than likely link to the current Staff Code of Conduct "management" (secret) policy and requires only a minor adjustment to reference compliance with a publicly available employee code of conduct which embodies standards of behaviour comparable to the State Service Code of Conduct.

Council staff accountability	24. Establish principles for all Council staff that set minimum standards of behaviour	<p>Not supported without further detail.</p> <p>Most councils feel that it is not necessary to include these principles within legislation as Local Government staff are employed and managed under an Enterprise Bargaining Agreement and all councils already have workplace policies to manage behaviour.</p> <p>It is suggested that overly prescriptive legislation often causes more problems than it solves and that setting minimum standards would disempower the relationship between a council's General Manager and staff.</p> <p>Some Members feel that a level of prescription is appropriate and that there is merit in enhanced consistency.</p> <p>How these principles are applied to engagement with Council employee groups and/or contracts under commonwealth approved enterprise agreements requires clarification.</p>
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The Devonport City Council submission was silent on the matter.

It is totally unacceptable there is not a publicly available document that informs the community of the standards of behaviour that council employees are measured against.

Accordingly, I put the above to all councillors and ask the question as to whether any will be boldly proactive and put the above **Proposed Motion No. 1** forward as a Notice of Motion for the next Ordinary Meeting of Council scheduled for Tuesday 28/01/20, to be debated in Open Session and not in a Workshop or Closed Session, to establish a publicly available Employee Code of Conduct to standards at least equal to other public sector employees ?

- Q2. The following is with reference to the extract below from the December 2019 Ordinary Meeting Agenda in relation to Council's consideration of a "good governance commitment" motion as passed unanimously at the December AGM.

Motion 4 – Governance Principles

Moved: G Nevin
Seconded: M Gardam

"That Council adopt as policy a commitment to the following key principles:

Firstly, a commitment to good governance and in particular the eight major characteristics of good governance, namely good governance is:

1. *Accountable*

PAGE 19

Report to Council meeting on 16 December 2019

2. *Transparent*
3. *Law abiding*
4. *Responsive*
5. *Equitable*
6. *Participatory and inclusive*
7. *Effective and efficient*
8. *Consensus orientated*

And

Secondly, a commitment that closed meetings of council should be avoided whenever possible to preserve transparency and accountability."

Officer's Comments/relevant information

Council's existing Model Code of Conduct Policy adopted in January 2019 already references the eight points noted in the motion as principles of good governance.

The second part of this motion is addressed in comments provided to motion one.

While the Council explanation of its commitment to the eight "good governance principles" in the Model Code of Conduct provides a response to a question the reality is that it amounts to little more than words within a document adopted as late as January 2019.

The current Review of Tasmania's Local Government Legislation Framework has identified (Part D – Reform 20) the need for Councils to not only adopt the good governance principles but that the principles from the Local Government Good Governance Guide be legislated and linked to behaviours in the Code of Conduct.

The LGAT submission on this matter as below was contradictory as to support by being heavily qualified.

Area	Reform	Council Feedback
Good governance	20. Legislate the eight good governance principles	Mostly supported by the sector although in general it was felt by LGAT Members that it would be sufficient to maintain these principles as guidelines due to their subjectivity and likely restrictiveness. The 'consensus oriented' principle was particularly problematic for one Council, being seen to be contrary to good governance. In all, the Act should establish expectations of a culture of governments rather than be overly prescriptive in approach.

The Devonport City Council submission was totally silent on the matter.

Some Councillors are happy to mouth the words "good governance" and point to the written words but are you prepared to put meaning and consequences to not delivering good governance?

Accordingly, I put the above to all councillors and ask the question as to whether any will be boldly proactive and put the following **Proposed Motion No. 2** forward as a Notice of Motion for the next Ordinary Meeting of Council scheduled for Tuesday 28/01/20, to be debated in Open Session and not in a Workshop or Closed Session, **that fully supports Councils to not only adopt the good governance principles but that the principles from the Local Government Good Governance Guidelines be legislated and linked to behaviours in the Code of Conduct?**

PROPOSED MOTION NO. 2

That Council fully support Reform 20 of the Review of the Local Government Legislation Framework in that the principles from the *Local Government Good Governance Guidelines* being legislated and linked to the behaviours in the *Code of Conduct*."

RATIONALE

If Devonport City Council councillors are serious about demonstrating "good governance" it should be prepared to fully commit to Reform 20 currently under consideration as part of the Review of Tasmania's Local Government Legislation Framework.

Please acknowledge receipt and ensure inclusion in full in the January 2020 meeting Agenda.

Yours sincerely,



Malcolm Gardam

CC: General Manager

16th January 2020

Devonport City Council
137 Rooke Street
DEVONPORT TAS 7310

Malcolm Gardam
4 Beaumont Drive
MIANDETTA TAS 7310
(Mobile No: 0417 355 813)

ATTENTION: MR. MATTHEW ATKINS – GENERAL MANAGER (MAYOR & COUNCILLORS)

RE: LIVING CITY – GOVERNANCE AND OPERATIONAL QUESTIONS ON NOTICE (Ref. File 32161)

Dear Sir,

The following are submitted as questions on notice for the next Ordinary Meeting of Council scheduled for Tuesday 28th January 2020.

Questioning the completeness of the meeting Minutes from 25/11/19 with the following taken from the Audio Recording (Ref. 16:30 to 19:10).

M Gardam - Question 3 without notice 25/11/19 (Ref. 16:30): "In response to a question on Page 15 of the current Agenda "What is the Valuer-General's valuation of the food pavilion as used for levying rates?" the Acting General Manager responded "*The Valuer-General has not provided a valuation for the property.*" My question is with the first "sneak peak" in the Food Pavilion occurring on the 17th December 2017 and first tenancies opening in October 2018, why is there still no property valuation as at November 2019 and does this mean rates as payable by the Head Lessee have not been levied to date?"

Acting General Manager Response: "*Through you Madam Mayor yea I guess we share Mr Gardam's frustration at times the supplementary rate notices do take some time to come through from the Valuer-General's office and it is not uncommon **for them to take twelve months or more** to come through so that's not just Providore Place that's the bigger the building and the more complex it can take longer but it is not unusual for us to wait that period of time for rate supplementaries to come through.*"

NOTE: The Minutes do not record any of the following questions seeking clarification or the Council responses.

M Gardam seeking clarification (Ref. 18:05): "So we applied some 18 months ago...we applied some 18 months ago?"

Acting General Manager Response: "*Yea it's a process that once the **Final Certificate** is issued that triggers the Valuer General process and then it's really in their hands when the rate supplementary notice comes through.*"

M Gardam seeking supplementary question for clarification (Ref. 18:20): "Point of clarification can I please as a supplementary clarification has the Head Lessee paid any rates and most importantly are they paying rates now"

Acting General Manager Response: "*Through you Madam Mayor I think the answer is in can be taken from the other answer in that the VG hasn't raised the rate notice and therefore Council hasn't raised rates and rates haven't been paid.*"

MG Comment: "So the answer's NO"

Acting General Manager Response: *"The answer's NO"*

MG Comment: "And currently NO. Thank You"

In consideration of the above I now ask the following new questions based on what the Audio Recording actually records as against what the Minutes do not specifically record relating to M Gardam clarifications and the Acting General Manager's responses.

- Q1.** Will Council confirm who instructed that the above M Gardam supplementary questions and the Acting General Manager's responses as occurred during Public Question time on the 25/11/19, in relation to Question 3, were not included in the official Minutes?
- Q2.** Will Council confirm that it **has no authority** to levy supplementary or interim rate notices on new buildings in the absence of a property valuation from the Valuer General?
- Q3.** If Council has authority to levy interim rate notices then why was this not done in the case of Providore Place?
- Q4.** My understanding is that Councils align their requests in "triggering" supplementary valuations from the Valuer General to the issuing of an "Occupancy Permit" (formerly a Certificate of Occupancy) and NOT "Final Certificates" as stated by the Acting General Manager; accordingly, will Council please confirm if my understanding is correct?
- Q5.** My understanding is that the larger councils submit requests for supplementary valuations to the Valuer General on a monthly basis; accordingly will Council confirm if this is correct in relation to Devonport Council?
- Q6.** Will Council confirm the date it submitted its request to the Valuer General for the Food Pavilion (Providore Place) property valuation and if not until recently why?
- Q7.** If Council has submitted a request to the Valuer General did it also proactively provide the necessary drawings and indicative "build costs" at the time as usually required by the Valuer General noting that would be in the best interests of expediting a prompt valuation and rate return?
- Q8.** Will Council provide copies of all Occupancy Permits or Certificates of Occupancy, as the case may be, (including Temporary or Partial) as issued for the Food Pavilion?
- Q9.** If the Final Certificate for the Food Pavilion has been issued then on what date and if not why not?
- Q10.** Has Council received the property valuation from the Valuer General yet and if so what is the property value for the purpose of levying rates?

Questioning the status of payment of the "on-charged outgoings" from Providore Place

- Q11.** In response to a question relating to costs for outgoings still in Council's name "Has Providore Place (Devonport) Pty Ltd reimbursed Council for those costs as "oncharged to Providore Place Devonport Pty Ltd." the Acting General Manager's response was *"On-charged outgoings are being reimbursed to Council in accordance with the Deed of Surrender executed between Council and Providore Place."* My question is have those costs since been reimbursed to Council?

- Q12.** Further to Q11 above and with the “fully commercial based” replacement head lease since terminated will Council immediately disclose the full value of the “on-charged outgoings” if in fact they have not been reimbursed to Council?
- Q13.** Will the tenants be paying a proportionate share of the rates in addition to their rental amount under Council management of Providore Place?

Questioning the status of rent payable on Providore Place

- Q14.** On Friday the 13/9/19 it was reported in The Advocate that “Mr Atkins said the council previously waived the rent it was owed on Providore Place by the head lessee up until February 1 2019, but is yet to determine its approach to the current \$179,000 in unpaid rent for the period from February until August this year.”

On the 26/9/19 the Acting General Manager responded to the following question relating to the above statement he had made.

- Q9.** a) The article reported that “The Council said the rent break down was \$280,000 for the period from July 2018 to July 2019 which includes the rent the council previously waived and the \$179,000 amount it was still owed for the period from February until August.” Will council please clarify that:

- i what proportion of the \$280,000 was for “...the rent the council previously waived...”? ; and

Response
 \$163,333 (excluding GST).

- ii what was the precise period that applied to “...the rent the council previously waived...” appearing as it reads to be before July 2018?

Response
 From 1 July 2018.

On the 16/12/19 I asked the following question without notice which council took on notice and the Acting General Manager responded as follows.

Question 1

Will Council please indicate which subsection of sections of section 76 of the Local Government Act (writing off bad debts) Council relied upon to justify waiving of the some \$163,000 of previously unpaid rent owed by Providore Place (Devonport) Pty Ltd around September 2018 as since reported on and confirmed by Council as having occurred?

Response

Council did not write off the debt to which you refer, rather a decision was made by the Council at the time to defer the commencement of rent from 1 July 2018 until February 2019.

Clearly both responses cannot be correct and accordingly I ask

- a) which response does the Council say is true, did council waive/write off rent or not?
- b) If Council says rent was not waived/written off, does council wish to offer an explanation for the false statement made on 26 September 2019 and the false information provided to the Advocate
- Q15.** Having held the position of Deputy Mayor at the time of approving the “initial head lease agreement” with Providore Place (Devonport) Pty Ltd to manage the food pavilion, around October 2016, will the now Mayor, Cr Rockliff, please explain separately which of the following prevailed at the time of approval;

- a) Councillors approved the head lease believing council was **transferring the financial risk and gaining a guaranteed return**; or
- b) Councillors fully understood the true nature of the head lease which neither provided a **guaranteed return** nor **"...removed the council's exposure to financial risk."**

Q16. If as repeatedly stated/reported that Providore Place rent was waived and the reports/statements were not false or misleading then I repeat my question of the 16/12/19 in that "Will Council please indicate which subsection(s) of Section 76 of the Local Government Act (Writing off bad debts) Council relied upon to justify waiving of the some \$163,000 of previously unpaid rent owed by Providore Place (Devonport) Pty Ltd around September 2018 as since reported on and initially confirmed by Council as having been waived?"

Questioning individual Providore Place tenancy fitout costs

Q17. In response to a previous question requesting that Council disclose the individual ratepayer-funded "fitout" costs to each of the established tenancies in Providore Place the then General Manager responded to the effect that the head lessee, Providore Place Devonport Pty Ltd, did not approve of the disclosures. With termination of both the initial and replacement head leases now in effect **I ask the following as separate questions seeking separate answers:**

- a) Will Council now disclose the separate value of the ratepayer-funded fitout costs to each of Southern Wild Distillery, CharlotteJack restaurant, former Tasmanian Chip Company and the Redline Bus (temporary) booking office/waiting room tenancies?
- b) Will Council ensure that with the food pavilion management transferring to Council that it will ensure that all leases include the absolute right for council to publicly disclose any expenditure of public monies associated with any individual tenancy?

Q18. Now that all leases within Providore Place are directly with Council **I ask the following as separate questions seeking separate answers:**

- a) Will Council now reveal in real time the rental return expected from each individual tenancy so as to be transparent in regards to its compliance, and enable others to assess Council's compliance, with the Economic Regulator's requirements?
- b) Will Council confirm that under direct Council management all existing tenants are paying a proportionate full market value rental amount in accordance with the latest independent valuation? (It is rumoured that at least one tenant is not paying rent)

Please acknowledge receipt and ensure inclusion in full in the January meeting Agenda.

Yours sincerely,

Malcolm Gardam

CC: Mayor & Councillors

QoN for 28 Jan 2020 Providore Place legal costs W Front Hotel and paranaple centre send

From - ROBERT B. VELLACOTT (Financial ratepayer)
11 COCKER PLACE
DEVONPORT 7310

TO – MAYOR AND COUNCILLRS
DEVONPORT CITY COUNCIL
ROOKE STREET
DEVONPORT 7310

QUESTIONS ON NOTICE FOR THE DCC MEETING 28th JANUARY 2020

Question 1.

Given that Council has encumbered Devonport rate payers with the highest council debt in Tasmania, the majority of which applies to Living City will the Mayor advise:-

Can the Council provide a written strategic business plan that precisely demonstrates how its promises of 800 new full time CBD Jobs and \$112 million of economic output annually will be achieved?

Question 2.

Taking into consideration the fact that the 10 year head lease for Providore Place which was valued by Council at \$4 million with minimal security of \$20,000 and no legal sign off is now null and void: despite Council's claims that this lease would remove any ratepayer risk; how does Council now intend to fully replace this \$4 million income and what documentation will it make public that confirms that such a plan will succeed?

Question 3.

Why has the Providore Place 7 day a week fresh Tasmanian produce only food market not eventuated?

Question 4.

What is the total legal costs that have been incurred to date in regard to each of the following: -

(a) the process of cancelling the original Providore Place head lease agreement including the "Deed of Surrender" - \$.....

(b) The advice on drawing up and formalising of the replacement head lease \$.....

And –

(c) The process of the terminating of the replacement head lease \$.....

Question 4.

What modelling was undertaken to determine the cannibalisation rate that the 208 room Fairbrother Hotel will impose on existing hotel and motel accommodation providers in Devonport and surrounds and what is that rate ?

Question 5.

How many conferences with interstate or international significance of 200+ delegates requiring overnight accommodation of 2 nights or more are currently confirmed for the 800 delegate paranaple conference facility in 2020?

Question 6.

It was reported that the paranaple centre was evacuated 15th Dec 2019 due to a suspected gas leak will council please inform all details regarding this?

Please acknowledge receipt of the above and include all with your responses in the agenda for the 28th January 2019 DCC ordinary meeting.

R.B. Vellacott Jan 2020

QoN RSV for 28 Jan 2020 \$7M con follow up and Providore Place original Head Lease

ROBERT B. VELLACOTT (Ratepayer)
11 COCKER PLACE
DEVONPORT 7310

THE MAYOR AND COUNCILLORS
DEVONPORT CITY COUNCIL
COUNCIL CHAMBERS
ROOKE STREET
DEVONPORT 7310

QUESTION ON NOTICE FOR DCC MEETING 28TH Jan 2020

PARANAPLE CENTRE STRATA TITLE

Mayor and Councillors

Preamble to my question –

Further to my question one (1) and comment asked without notice at the DCC meeting of the 16th December 2019 -

“Mayor and Councillors -because the Tasmanian State Government has taken advantage of council in regard to the sale of part of the paranaple centre at an estimated discount of some six million and six hundred thousand Dollars (\$6,600,000): Will Council make representation on behalf of the ratepayers to the State Government to make good the stated amount or more ?”

Note -The Premier is on record (Adv Dec 2015) as saying the government was prepared to “*play its role*” to see the Living City Plan come to fruition.

And The Acting General Manager’s written response to my question –

“Council does not support your view on the value of the Development Agreement with the State Government and does not intend to make the suggested representation.”

Mayor I now ask follow up questions.

Question 1. Will you please provide the necessary evidence to prove that the State Government paid a fair and reasonable amount for their share of the ownership of the property known as the paranaple centre Rooke Street Devonport?

And

Question 2. If it is proved after your checking of the proper Transfer and Strata Title documentation that indeed the paranaple centre building which cost, based on the /2

Page 2.

Auditor General's report, being \$45 million six hundred thousand dollars(**not including the cost of land.**)

And that indeed the assessed area of the building being 43% purchased by the State Government for 13 Million dollars ,which revealed that the State Government has been subsidised by ratepayers for some six million six hundred thousand dollars (\$6.6 million) or in round figures with other costs approx \$7m: I ask again will Council make representation on behalf of Ratepayers and ask the State Government to pay a fair price for the 43% i.e. \$6.6million or more for the paranaple building and land from the *"Northern Cities Major Development Initiative "* .?

.....

Further - QUESTION ON NOTICE FOR DCC MEETING 28 TH. JANUARY 2020

Mayor and Councillors,

Q 1- Council property leases

I refer to my question on notice for the 23 January **2017** Council meeting.

Did you Mayor and Aldermen seek, and/or obtain, legal advice before signing the Head Lease contract with Providore Place Devonport Pty Ltd which it is well known to have a direct connection to the lead consultant of your LIVING CITY Development Project Management Company P+I, ?

And the General Manager's Answer as per letter - Ref 24 January 2017 File 32161 was endorsed by council at that meeting of the 23rd January 2017 -

"Council received a detailed report before it determined to enter the Food Pavilion head lease. Specifically, in response to your actual question as written, the answer is no, however Council is confident that aspects relating to any actual, or perceived conflicts of interest are adequately controlled.

The Food Pavilion lease itself is based on other commercial agreements that Council has with other entities which had previously been the subject of legal advice."

The answer / statement that -

"The Food Pavilion lease itself is based on other commercial agreements that Council has with other entities which had previously been the subject of legal advice." raises the question -

Are the existing leases for other council properties which council has said they based the Providore Place Head Lease Agreement, as described by the auditor general in his report of Sept 2019 ref page 16, that the Providore Place Head Lease Agreement 'was *not a traditional lease arrangement but more akin to a cooperative shared arrangement*' and therefore those businesses that have commercial leases also have the potential to be subject to interpretation if no rent is paid? /3

Page 3

And

Q -If Council contends that all other leases cannot be categorised as being “ *more akin to a cooperative shared arrangement* ”

“ then it appears that a serious analogy /misrepresentation has been given , and I therefore ask does council agree ?

Q2. Council has previously advised in writing that the Providore Place initial Head Lease Agreement as entered into between Providore Place Devonport Pty Ltd and DCC around October 2016 was prepared without legal advice but in accordance with;

- a) “ *other commercial agreements that Council has with other entities which had previously been the subject of legal advice*” (as advised to Mr Vellacott on 23rd January 2017 – only a few months after signing the agreement); and
- b) “ *...using standard lease terms (which had previously been developed with legal advice) as a guide. The lease was developed in line with an agreed term sheet approved by the Council.*” (as advised to Mr Nevin on 29th April 2019)

Noting that Council has refused to allow even a viewing of copies of the referenced “proforma documents” there is no way of checking the validity of the Council responses received and therefore I ask the question will Council please provide evidence supporting why either or both of the differing responses some 2 years apart are correct?

Please include all of the above and response in the Agenda for the Jan 28th 2020 meeting Agenda

R.B. Vellacott

18 Jan 2020

3.2.3 Question without notice from the public

3.3 QUESTIONS ON NOTICE FROM COUNCILLORS

At the time of compilation of the agenda, no questions had been received from Councillors.

3.4 NOTICES OF MOTION

3.4.1 ROTUNDA AND INTERPRETIVE SIGN - JOSHUA SLOCUM PARK - NOTICE OF MOTION - CR LYNN LAYCOCK

In accordance with Regulation 16(5) of the *Local Government (Meeting Procedures) Regulations 2015*, a notice of motion has been received from Councillor L Laycock.

ATTACHMENTS

Nil

MOTION

"That the Council consider building a rotunda at Joshua Slocum Park and erect an interpretive sign with the name Joshua Slocum Park for the enjoyment of residents and tourists who visit this area."

SUPPORT

We have a large park on Bluff Road that surrounds our Bass Strait Maritime and Heritage Centre where a rotunda could be located, leaving enough room for future development of the BSMC and other park activities.

We have recently held two successful council events at Aikenhead Point so this park will become integral to our city's events programme.

This project could be constructed with the assistance of our service clubs for both financial and design input.

I would like to see representatives of all service clubs be invited to a planning forum with elected members and staff to start the planning process.

It was a shame many years ago that we lost our rotunda on Victoria Parade but today, we have the opportunity to erect a rotunda that can be used and admired by our residents and visitors. I urge all to support this motion for the betterment of Devonport.

OFFICER'S COMMENTS

If the motion is supported, detailed construction costs, along with an estimate of ongoing maintenance and operational costs would need to be determined for Council's consideration. There is currently no allocation in Council's Five Year Capital Works Program for this project.

4.0 PLANNING AUTHORITY MATTERS

The Mayor will now announce that Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* for the consideration of Agenda Item 4.1.

Council is required by Regulation 8(3) of the *Local Government (Meeting Procedures) Regulations 2015* to deal with items as a Planning Authority under the LUPA 1993 in a sequential manner.

The following item is to be dealt with at the meeting of Council in its capacity as a Planning Authority.

- 4.1 PA2019.0216 Visitor Accommodation (Hotel) - 2-18 Best Street & 20-26 Best Street, Devonport

4.1 PA2019.0216 VISITOR ACCOMMODATION (HOTEL) - 2-18 BEST STREET & 20-26 BEST STREET, DEVONPORT

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.1.1 Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use
- Strategy 2.1.2 Provide high quality, consistent and responsive development assessment and compliance processes

SUMMARY

The purpose of this report is to enable Council, acting as a Planning Authority to make a decision regarding planning application PA2019.0216.

BACKGROUND

Planning Instrument:	<i>Devonport Interim Planning Scheme 2013</i>
Applicant:	Fairbrother Pty Ltd
Owner:	Devonport City Council
Proposal:	Visitor Accommodation (Hotel)
Existing Use:	Undeveloped
Zoning:	Central Business
Decision Due:	31/01/2020

SITE DESCRIPTION

The site comprises an area of approximately 7,500m² and is currently overlaid by three titles. The property is located within Devonport's Central Business District (CBD) and adjoins Rooke Street to the west, Best Street to the south and Formby Road to the east.

The Land Title details and land uses are indicated in Table 1 below.

Certificate of title (CT)	Area (m ²)	Property address	Current Use
CT 121187/1	1,123m ²	20-26 Best Street	Undeveloped land (previously Harris Scarfe)
CT 61595/2	1,477m ²	20-26 Best Street	Undeveloped land (previously Harris Scarfe)
CT 61595/3	4,881m ²	2-18 Best Street	Undeveloped land (previously the Best Street Carpark)

Table 1 – Land Title details and land use.

Diagram 1 depicts the surveyed details of the Final Plan that was recently submitted, signed and sealed to enable registration of titles to occur. This plan reflects the subdivision application that was approved on 19 December 2018 (PA2018.0174) and indicates the lot of 2,348m² in area that is being created for the proposed development subject to this application.

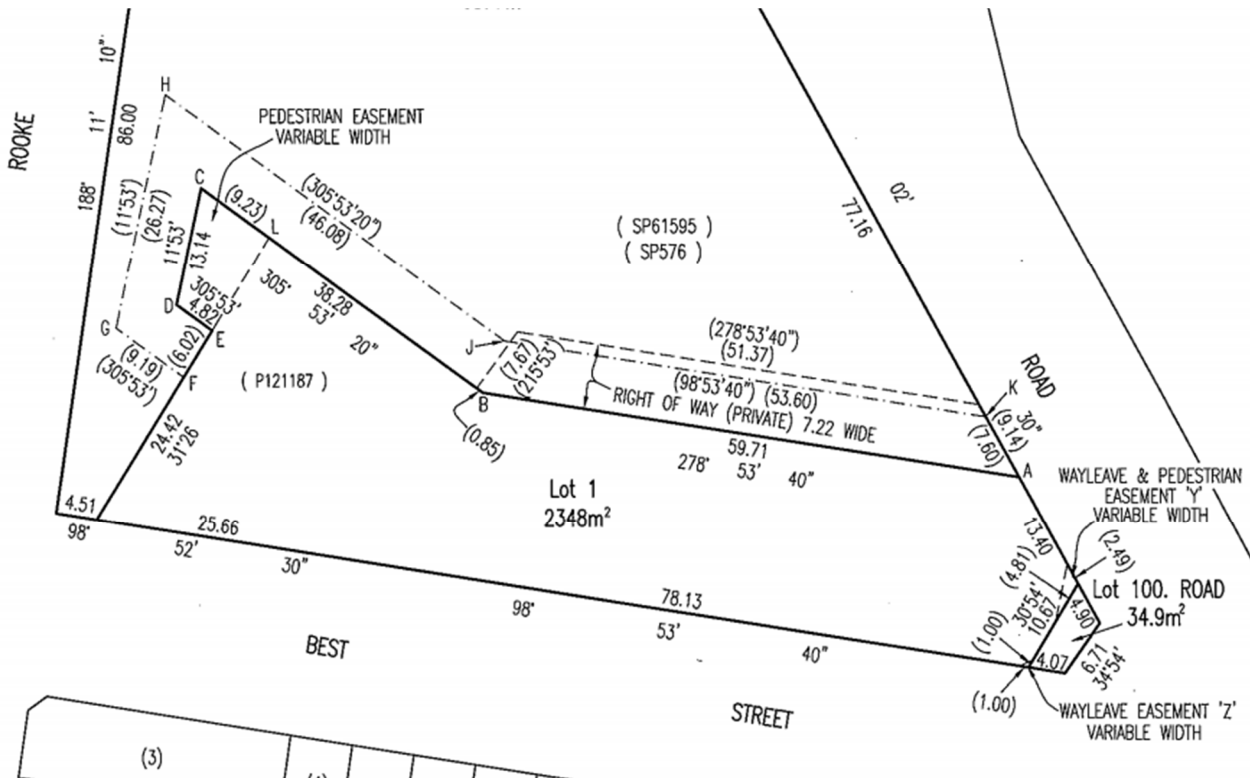


Diagram 1 – Extract from Final Plan PA2018.0174

APPLICATION DETAILS

The applicant has submitted the following description of the proposed uses and development.

'The proposal comprises an eight (8) level, 208 room hotel building with a lower ground and partial mezzanine parking areas. Primary pedestrian and vehicle access is via Best Street, with secondary vehicle access to the loading dock via Formby Road along a shared driveway. Best Street vehicle access comprises a turn-in bay and vehicle crossovers at the hotel entrance and dual entry/exits to the car park areas.

The ground floor is split between hotel front of house, hotel back of house and lower level carparking. The front of house includes hotel reception and restaurant while back of house includes a kitchen, amenities and loading dock facilities. The building services plant sit in a mezzanine, along with further hotel back of house facilities, hotel gym and meeting room. Levels 1-5 contain hotel rooms.

The car turn-in bay off Best Street is designed with pedestrian pram-ramp crossings to allow uninterrupted pedestrian traffic along Best Street'.

This proposal does not include a residential use that formed part of the previous application approved by Council in December 2018 (PA2018.0160).

The building form is not dissimilar to that approved in 2018 with the exception that the overall height has been recalculated to 26.88m in comparison to the previously measured 25.6m. This height does not extend over the entire building and Diagram 2 depicts the view that will be observed from the intersection of Best and Rooke Streets looking in a north east direction.



Diagram 2 – source Lyons, Devonport Waterfront Hotel, Job No. DL04 dated Dec 2019

The application also includes a comprehensive Traffic Impact Assessment (TIA) by Pitt & Sherry. The conclusions from this report are reproduced below:

- The additional traffic volumes generated by the Waterfront Hotel development are not expected to have any significant impacts to the safety and operation of the surrounding road network for the post development and 10 years post development scenarios.
- The development will provide a total of 48 car parking spaces. The internal car parking layouts for hotel visitors meet the requirements of the relevant Australian Standard, this is with the exception of the 90-degree spaces at the Hotel Main Entry which should be widened as part of the detailed design.
- There is no provision for bicycle parking, two bicycle spaces should be provided at the detailed design stage.
- The vehicle accesses to the hotel car parks are adequate for the proposed number of spaces and required vehicle movements.
- A small rigid vehicle can enter and exit the loading dock in a forward direction.
- An 8.8m garbage truck cannot turn left out of the site due to the location of the adjacent bridge column, it is recommended that the one garbage truck per day is permitted to turn right out of the site.

(Devonport Living City – Waterfront Precinct Traffic Impact Assessment dated 19 December 2019 - ref: HB19588H001 TIA Rep 31P Rev 01/LA/cy).

A copy of the development plans and application documentation including the TIA is appended as **Attachment 1**.

PLANNING ISSUES

The land is zoned Central Business under the *Devonport Interim Planning Scheme 2013 (DIPS)*. The purpose of the zone is to provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or subregion.

As required by the DIPS, all use has to be classified with an appropriate use class as detailed under provision 8.2 to determine what planning provisions are applicable. This proposal is classified primarily as Visitor Accommodation with an ancillary component best categorised as 'Hotel industry'. This includes a restaurant component.

Visitor Accommodation is defined under Table 8.2 of the DIPS as:

"use of land for providing short or medium term accommodation for persons away from their normal place of residence. Examples include a backpackers hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and serviced apartment."

Hotel industry from another perspective means:

"use of land to sell liquor for consumption on or off the premises. If so used the use may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines and gambling. Examples include a hotel, bar, bottle shop, nightclub and tavern."

The Use Table for the Central Business zone lists Visitor Accommodation as a permitted use with qualifications requiring the activity to be in a building and located on a floor above road or pedestrian level or to the rear of active frontage premises - otherwise discretion is conferred. Hotel industry is also a permitted use in this location but has no comparable qualification.

The Planning Authority must approve a permitted use if the development satisfies the Acceptable Solutions (AS) of the zone and any applicable code noting that conditions can be included on the permit if required. If an AS of a zone or code provision cannot be satisfied then reliance upon the Performance Criteria has to be demonstrated before the application can proceed to a permit.

In the Central Business zone, two discretionary components have been identified for this development.

Under clause 22.4.2 the maximum building height in the zone is 25m. Anything greater, in this application 26.88m must be able to satisfy the qualitative Performance Criteria. These are:

Building height must:

- (a) Minimise likelihood for overshadowing of a habitable room or a required minimum area of private open space in any adjacent dwelling;
- (b) Minimise the apparent scale, bulk, massing and proportion relative to any adjacent building;
- (c) Be consistent with the streetscape;
- (d) Respond to the effect of the slope and orientation of the site.

In regard to 22.4.2 P1(a) the development is not located adjacent to any dwellings which negates this criterion.

Sub clause 22.4.2 P1(b) refers to the effects of the proposal on any adjacent building. The term 'adjacent' has to be considered in context of its broader meaning of being 'in the vicinity' and not just adjoining the subject site due to it sharing a boundary.

Consequently, it would be remiss of the planning authority if the effects of the bulk and scale on the properties located directly south of the site on the southern side of Best Street were not considered. The basic issue is whether the 20 metre wide road reservation satisfactorily

ameliorates the effects of the building height on these properties and allows 22.4.2 P1(b) to be accepted.

In regard to subclause 22.4.2 P1(c) 'streetscape' in the DIPS:

"means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setback of buildings and structures from lot boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve.

For the purposes of determining streetscape with respect to a particular site, the above factors are relevant only if within 100m of the site."

This definition validates the interpretation of 'adjacent' buildings to include those extending beyond any contiguous boundary with the subject site due to the 100m test. It is submitted that this proposal upon completion will be the highest building within the Devonport CBD if approved, as the paranple centre has a purported height of approximately 24m.

Taking into consideration the minor height difference between the current proposal with the paranple building and the existence and proximity of Days Building it could be determined that the effects on buildings to the west of the subject site are negligible and demonstrate compliance with 22.4.2 P1(c).

The subjective matter is the unknown effect of the south side Best Street properties that may be affected by the bulk and scale collaborated in P1(b). The question is whether the portion of the proposal that exceeds 25m in height causes any inconsistency to the streetscape and not allow the PC to be satisfied.

In regard to 22.4.2 P1(d) the minor height variation cannot be attributed to slope and orientation factors and as a result, 22.4.2 P1(d) is not considered detrimental to the outcome.

Traffic Generating Use and Parking Code (E9)

This code addresses car parking requirements for all use and development. The Code includes development standards that prescribe the quantum of parking spaces for a use or development and references the Australian Standard for parking space dimensions, circulation and unloading of vehicles.

Included within the Code is the Devonport Local Area Parking Scheme (DLAPS). Within the DLAPS, a use or development is exempt from making provision for car parking.

Paradoxically if parking is proposed for a use or development within the DLAPS, discretion is conferred by default because there are no Acceptable Solutions. Consequently, the Performance Criteria (PC) need to be examined to ensure that the alternative can be satisfied.

A copy of the DLPAS along with the location of the development site is reproduced as Diagram 3 below.

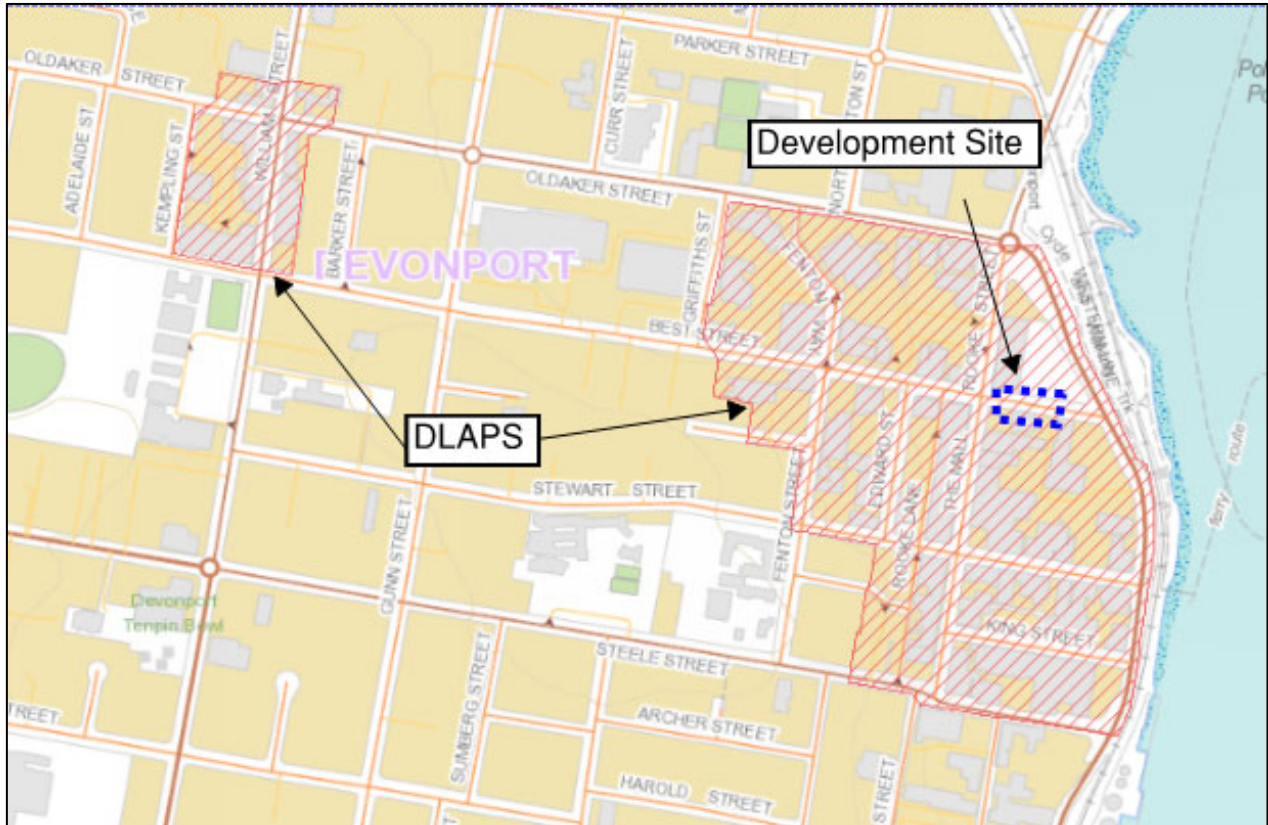


Diagram 3 – Map of DLAPS with location of development site outlined (The List)

The aim within the DLAPS is to ensure that a development site maximises the land available for the likely business uses with a reliance upon larger public parking areas being available and strategically located for customers and workers in the business district. For example, if every business site included their own onsite customer and staff parking the individual sites would have less retail space and the CBD in general would be considerably broader in area and provide no pedestrian efficiencies.

A copy of the DLAP provision is reproduced below along with comments following.

E9.5.3 Devonport Local Area Parking Scheme	
Objective:	
The provision of parking on land to which the Devonport Local Area Parking Schemes applies is without impact on performance and sustainability of the Scheme	
Acceptable Solutions	Performance Criteria
A1	P1
There is no acceptable solution	Provision for parking must -
	(a) not be visible from a road;
	(b) be necessary for the operation of use or development on the site; and
	(c) not exceed the minimum number of parking spaces required by the applicable requirement in Clause E9.5.1

In regard to P1(a), the parking area is contained within the proposed building and not directly visible from a road. It is also integrated within the building form which is deemed to comply with the PC.

In regard to P1(b) the developer has considered that providing some car parking is necessary for occupants of some of the 208 rooms for visitor accommodation proposed on the site. The submission indicates 48 spaces split equally over 2 levels with ramped access and egress from Best Street.

In regard to P1(c) it has been demonstrated that the number of spaces will certainly not be exceeded. This is deemed to satisfy P1(c).

Overall, the provision of parking for the hotel and apartment complex has been assessed to appropriately comply with E9.5.3 P1.

COMMUNITY ENGAGEMENT

On 20/12/2019, Council received an application for the above development. Under Section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at Section 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 21/12/2019;
- (b) Making a copy of the proposal available in Council Offices from the 21/12/2019;
- (c) Notifying adjoining property owners was not required as no land in other ownership shares a boundary; and
- (d) Erecting Site Notices for display from the 20/12/2019.

The period for representations to be received by Council closed on 15/01/2020.

REPRESENTATIONS

One representation was received within the prescribed 14-day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*.

A copy of the representation is appended as **Attachment 2**.

DISCUSSION

The representation introduces matters that under clause 8.10 of the planning scheme cannot be considered in the determination of this application. The only matters for the planning authority to consider in the exercise of discretion is the components of the application subject to that discretion and to judge whether the Performance Criteria are justified. That is, are the height of the building and the provision of carparking in a car parking exempt area a satisfactory outcome.

Although the representation contains matters that are not within the scope of the planning scheme matters they nevertheless should be acknowledged.

FINANCIAL IMPLICATIONS

No financial implications are predicted unless legal costs are incurred due to an Appeal to the Resource Management and Planning Appeal Tribunal.

RISK IMPLICATIONS

Due diligence has been exercised in the preparation of this report and no associated risks are predicted.

CONCLUSION

The application is for a permitted use and consideration of the identified development standards that do not satisfy the Acceptable Solutions of the applicable zone and code.

The discretions have been examined and considered to satisfactorily perform. The bulk and scale of the proposed building is comparable with existing buildings nearby and the architectural design assists in mitigating the impact on other adjacent properties lesser in bulk and scale.

The provision of car parking off site is not a new practice for visitor accommodation and due consideration has been given to this.

ATTACHMENTS

1. Application - PA2019.0216 - 2-18 Best Street & 20-26 Best Street Devonport
2. Representation - PA2019.0216 - 2-18 Best Street & 20-26 Best Street Devonport

RECOMMENDATION

That Council, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2019.0216 and grant a Permit to use and develop land identified as 2-18 Best Street, Devonport & 20-26 Best Street, Devonport the following purposes:

- Visitor Accommodation (Hotel)

Subject to the following conditions:

1. The use and development is to be undertaken generally in accordance with the details and recommendations of the submitted plans and documentation referenced as:
 - Devonport Waterfront Hotel by Lyons Architects Job No DL04 as revised; and
 - Devonport Living City – Waterfront Precinct Traffic Impact Assessment by Pitt and Sherry dated 19 December 2019
2. The developer is to comply with the conditions contained in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit, pursuant to section 56P(1) of the Water and Sewerage Industry Act 2008.
3. The proposed new driveways are to be generally designed and constructed in accordance with the IPWEA Tasmanian Standard Drawings and to a suitable size and location for the proposed development of the site. Detailed design drawings, including turning path movements for all vehicles proposed to access the site, are to be submitted to the City Engineer for approval prior to inclusion in any subsequent building permit applications.
4. Any existing redundant driveway and associated infrastructure is to be demolished and reinstated to concrete footpaths, barrier kerb and/or nature strip to match the adjoining infrastructure and otherwise in accordance with the relevant Tasmanian Standard Drawings.
5. The proposed development is to have a suitably sized stormwater connection generally in accordance with the Tasmanian Standard Drawings. The size and location of the proposed stormwater connection is to be designed by a suitably qualified hydraulic engineer and is to be clearly indicated on the plans, as well as any overland flow discharge points for extreme weather events. Detailed design, including relevant calculations for a range of storm events up to 100 year Average

Recurrence Interval (ARI), is to be submitted to the city engineer for approval prior to inclusion in any subsequent building permit applications.

Note: The following is provided for information purposes.

The development is to comply with the requirements of the current National Construction Code. The developer is to obtain the necessary public health, building and plumbing approvals and provide the required notifications as required by the *Building Act 2016*.

During the construction of this development all measures are to be taken to prevent nuisance such as air, noise and water pollution from occurring. This includes ensuring that:

- (a) Noise emitted from portable apparatus and hours of operation are within the scope indicated by the Environmental Management and Pollution Control (Noise) Regulations 2016; and
- (b) That all stormwater run-off is managed in accordance with the Environment Protection Authority's "Soil & Water Management on Large (greater than 250m² of ground disturbance) Building & Construction Sites" recommendations.

Any existing Council infrastructure impacted by the works is to be reinstated in accordance with the relevant standards and if required a 'Permit to work within the road reserve' must be sought and granted prior to any works being undertaken.

Author:	Shane Warren	Endorsed By:	Kylie Lunson
Position:	Planning Coordinator	Position:	Development Services Manager

Office use
Application no. _____
Date received: _____
Fee: _____
Permitted/Discretionary

Devonport City Council

Land Use Planning and Approvals Act 1993 (LUPAA)

Devonport Interim Planning Scheme 2013

Application for Planning Permit

Use or Development Site

Street Address: 20-26 and 2-18 Best Street, Devonport TAS 7310

Certificate of Title Reference No.: Folio Plan-61595-3 (1) and Folio Plan 121187-1 (1) Folio Plan 61595 (2)

Applicant's Details

Full Name/Company Name: Fairbrother Pty Ltd

Postal Address: 12 Stony Rise Road, Devonport TAS 7310

Telephone: 03 6420 7000

Email: dsmith@fairbrother.com.au

Owner's Details (if more than one owner, all names must be provided)

Full Name/Company Name: Devonport City Council

Postal Address: PO Box 604, Devonport TAS 7310

Telephone: 03 6424 0511

Email: council@devonport.tas.gov.au



ABN: 47 611 446 016
PO Box 604
137 Rooke Street
Devonport TAS 7310
Telephone 03 6424 0511
www.devonport.tas.gov.au
council@devonport.tas.gov.au

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?: The proposal comprises an eight (8) level, 208 room hotel building with a lower ground and partial mezzanine parking areas. Primary pedestrian and vehicle access is via Best St, with secondary vehicle access to the loading dock via Formby Road along a shared driveway. Best Street vehicle access comprises a turn-in bay and vehicle crossovers at the hotel entrance and dual entry / exits to the car park areas.

Description of how the use will operate: Ground floor is split between hotel front of house, hotel back of house and lower level carparking. The front of house includes hotel reception and restaurant while back of house includes a kitchen, amenities and loading dock facilities. The building services plant sit in a mezzanine, along with further hotel back of house facilities, hotel gym and meeting room. Levels 1-5 contain hotel rooms.

The car turn-in bay off Best Street is designed with pedestrian pram-ramp crossings to allow uninterrupted pedestrian traffic along Best Street.

Use Class (Office use only):

Applications may be lodged by email to Council - council@devonport.tas.gov.au
The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

Application fee	
Completed Council application form	
Copy of certificate of title, including title plan and schedule of easements	
A site analysis and site plan at an acceptable scale on A3 or A4 paper (1 copy) showing:	
• The existing and proposed use(s) on the site	
• The boundaries and dimensions of the site	
• Typography including contours showing AHD levels and major site features	
• Natural drainage lines, watercourses and wetlands on or adjacent to the site	
• Soil type	
• Vegetation types and distribution, and trees and vegetation to be removed	
• The location and capacity of any existing services or easements on the site or connected to the site	
• Existing pedestrian and vehicle access to the site	
• The location of existing adjoining properties, adjacent buildings and their uses	
• Any natural hazards that may affect use or development on the site	
• Proposed roads, driveways, car parking areas and footpaths within the site	
• Any proposed open space, communal space, or facilities on the site	
• Main utility service connection points and easements	
• Proposed subdivision lot boundaries, where applicable	
• Details of any proposed fencing	
Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 on A3 or A4 paper (1 copy) showing:	
• Setbacks of buildings to property (title) boundaries	
• The internal layout of each building on the site	
• The private open space for each dwelling	
• External storage spaces	
• Car parking space location and layout	
• Elevations of every building to be erected	
• The relationship of the elevations to natural ground level, showing any proposed cut or fill	
• Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites	
• Materials and colours to be used on roofs and external walls	
A plan of the proposed landscaping including:	
• Planting concept	
• Paving materials and drainage treatments and lighting for vehicle areas and footpaths	
• Plantings proposed for screening from adjacent sites or public spaces	
Details of any signage proposed	

Value of use and/or development

\$ 40,000,000.00

Notification of Landowner/s (s.52 *Land Use Planning and Approvals Act, 1993*)

If land is not in applicant's ownership

I, Darryn Smith declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: [Signature] For Fairbrother Pty Ltd Date: 11th December 2019

If the application involves land owned or administered by the Devonport City Council

Devonport City Council consents to the making of this permit application.

General Manager's signature: [Signature] Date: 20/12/19

If the application involves land owned or administered by the Crown

Crown consent must be included with the application.

Signature

I apply for consent to carry out the development described in this application. I declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected; and
- more information may be requested in accordance with s.54 (1) of LUPAA.

PUBLIC ACCESS TO PLANNING DOCUMENTS - DISCRETIONARY PLANNING APPLICATIONS (s.57 of LUPAA)

I understand that all documentation included with a discretionary application will be made available for inspection by the public.

Applicant's signature: [Signature] For Fairbrother Pty Ltd Date: 11th December 2019

PRIVACY ACT

The personal information requested on this form is being collected by Council for processing applications under the *Land Use and Planning Approvals Act 1993* and will only be used in connection with the requirements of this legislation. Council is to be regarded as the agency that holds the information.

Fee & payment options



Pay by Direct Deposit – BSB: 067-402 Account No. 000 000 13 – Please quote your application number.



Pay in Person at Service Tasmania – Present this notice to any Service Tasmania Centre, together with your payment. See www.service.tas.gov.au for opening hours.



Pay by Phone – Please contact the Devonport City Council offices on 64240511 during office hours, Monday to Friday.



Pay by Post – Cheques should be made payable to Devonport City Council and posted to PO Box 604, Devonport, Tasmania, 7310.



FOLIO PLAN

RECORDED OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER FOLIO REFERENCE F.R. 2169-2 GRANTEE Part of Lot 3 Sec B 1a-1r-2p. Ctd to John Joseph Moore.		PLAN OF TITLE LOCATION CITY OF DEVONPORT (SECTION B) FIRST SURVEY PLAN No. (11-BTN) COMPILED BY SCALE 1: 500		REGISTERED NUMBER P 121187 - 9 OCT 1995 APPROVED <i>Marked</i> Recorder of Titles	
MAPSHEET MUNICIPAL CODE No. 108		LAST UPI No 4603729		LAST PLAN No. 11-BTN	
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN					

~~BALANCE PLAN~~

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 121187	FOLIO 1
EDITION 4	DATE OF ISSUE 13-Jun-2014

SEARCH DATE : 16-Jul-2018

SEARCH TIME : 04.47 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Plan 121187

Derivation : Part of Lot 3 Sec. B Gtd. to J.J. Moore

Prior CT 2169/2

SCHEDULE 1

D126766 TRANSFER to DEVONPORT CITY COUNCIL Registered
13-Jun-2014 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BENEFITING EASEMENT: Right of Drainage over the drainage
easement 1.83 wide shown on P. 121187

B624617 LEASE to G.P. FITZGERALD & CO. LIMITED of a leasehold
estate for the term of 10 years from 1-Feb-1993
Registered 21-Jan-1993 at noon

C522012 CAVEAT by Harris Scarfe Australia Pty Ltd Registered
12-Jan-2004 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



www.thelist.tas.gov.au

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 61595	FOLIO 3
EDITION 9	DATE OF ISSUE 18-Jun-2012

SEARCH DATE : 16-Jul-2018

SEARCH TIME : 04.45 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 3 on Sealed Plan 61595 (formerly being SP576)

Derivation : Part of Lot 2 Gtd. to W.H. King, Part of Lot 3

Gtd. to J.J. Moore and Part of 0A-3R-1.5/10Ps. Gtd.to F.H.

Haines

Prior CT 2170/72

SCHEDULE 1

C387787 TRANSFER to DEVONPORT CITY COUNCIL Registered
 10-Jul-2003 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BURDENING EASEMENT: Right of Drainage [appurtenant to Lot 2 on
 Sealed Plan NO. P. 61595 and to the land comprised in
 Certificate of Title Volume 218 Folio 178) over the
 Drainage Easement 6 feet wide shown passing through
 the said land within described

D44134 BURDENING ELECTRICITY INFRASTRUCTURE EASEMENT with
 the benefit of a restriction as to user of land in
 favour of Aurora Energy Pty Ltd over the Electricity
 Infrastructure Easement shown on SP61595 (Subject to
 Provisions) Registered 18-Jun-2012 at noon

A394880 LEASE to THE HYDRO-ELECTRIC COMMISSION of a leasehold
 estate for the term of ninety nine years from the 1st
 day of June, 1972. Together with a Right of Way and
 Wayleave Easement as therein described. Registered
 22-Sep-1972 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

Sheet of Sheets

Office use only

PLAN No.

S.P576

This is the schedule of easements attached to the plan of ... lots

... 1 to 5 ... comprising part of the land in

... Certificate of Title Volume 905 ... Sealed by

(insert title reference) Folio 16

... Devonport Municipal Council ... on 12th October ... 1965

Council Clerk/Town Clerk

Each lot in Column A is to be:

1. TOGETHER WITH a right of drainage over the drainage easement passing through the lots (if any) specified opposite thereto in Column B; and
2. SUBJECT TO a right of drainage over the drainage easement passing through that Lot as appurtenant to the Lots (if any) specified opposite thereto in Column C.

Column A	Column B	Column C
1	NIL	NIL
2	3	NIL
3	NIL	Land in C.T. 218/178
4	NIL	2 and land in C.T. 218/178
5	NIL	NIL

Lot 3 is subject to a right of way for the Crown (as set out in C.T. 2096/23) over the roadway 18 links wide hereon.

The Common Seal of F.H. HAINES

PROPRIETARY LIMITED was hereunto

affixed in the presence of:

DIRECTOR.

Registered Proprietor

SECRETARY.

Executed by FINANCE CORPORATION
OF AUSTRALIA LIMITED by LLOYD PATRICK

HAYWARD
and KEVIN CHARLES PERRYMAN
its Attorneys under Power of Attorney
No. 4252 and the said
LLOYD PATRICK and KEVIN CHARLES PERRYMAN
declare that they have received no
notice of revocation of the said
Power in the presence of:

FINANCE CORPORATION OF AUSTRALIA LIMITED
by its Attorneys

Kevin Charles Perryman
.....
K.C. Perryman
.....

Mortgagee under Mortgage No. A 144922

WRITE ON THIS SIDE OF THE PAPER ONLY

Development Plans



NOTE - THESE VIEWS ARE INDICATIVE ONLY

CLIENT
FAIRBROTHER
12 Stony Rise Road
Devonport Tasmania 7310
T (03) 6420 7000

REV.	DETAILS	DATE
1	Issued for Information	19.12.2019

Level 3, 246 Bourke Street
Melbourne Victoria
Australia 3000
T +61 3 9600 2818
F +61 3 9600 2819
lyons@lyonsarch.com.au
www.lyonsarch.com.au

www.lyonsarch.com.au
LYONS

PROJECT
DEVONPORT WATERFRONT
HOTEL

DRAWING TITLE
EXTERIOR MASSING VIEW
01

DA
DEVELOPMENT APPLICATION
SUBMISSION

JOB No.	DRAWN	CHECKED	DATE
DL04	Author	Checker	DEC 2019
DRAWING No.			REVISION
DA - A010			1

FILE: C:\Users\alex.Gleason\Documents\CLM_Base Building - Post Operator Feedback Model_2018_11Dec2019_Alex.Gleason.rvt
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1 DA EXTERIOR MASSING 02
Scale 1:1
NOTE - THESE VIEWS ARE INDICATIVE ONLY

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A01100-0041

ALL DIMENSIONS ARE IN MILLIMETERS. DO NOT SCALE DRAWINGS.
FOR CRITICAL DIMENSIONS, CHECK DIMENSIONS TO SCALE BY
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MATERIALS.

LANDSCAPE ARCHITECT
Company Name Company
Name Company Name
Street
city, state, postcode
T (03) 9555 6500
STRUCTURAL & CIVIL ENGINEERING
6tyo
Tanner Suite 103, The Charles 267 Charles Street
Launceston Tasmania 7250
T (03) 6332 3300

CLIENT
FAIRBROTHER
12 Stoney Rise Road
Devonport Tasmania 7319
T (03) 9420 7000

REV. DETAILS
1 Issue for Information
DATE
10/12/2019

Level 3, 246 Bourke Street
Melbourne Victoria
Australia - 3000
T +61 3 9600 2818
F +61 3 9600 2819
lyons@lyonsarch.com.au
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Lyons

Fairbrother
DEVELOPMENTS

PROJECT
DEVONPORT WATERFRONT
HOTEL
DRAWING TITLE
EXTERIOR MASSING VIEW
02

DA
DEVELOPMENT APPLICATION
SUBMISSION
NORTH
SCALE
1:1 @A0
DATE
DEC 2019
REVISION
1
JOB No. DRAWN CHECKED
DL04 Author Checker
DRAWING No. DA - A011



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MATERIALS.

LANDSCAPE ARCHITECT
Company Name Company
Name Company Name
Street
City, state, postcode
T 050 0000 0000
STRUCTURAL & CIVIL ENGINEERING
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Tanner Suite 103, The Charles 287 Charles Street
Launceston Tasmania 7250
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CLIENT
FAIRBROTHER
12 Storey Rise Road
Devonport Tasmania 7310
T 051 4600 7000

REV. DETAILS
1. Issue for Information
2. Issue for Information
3. Issue for Information

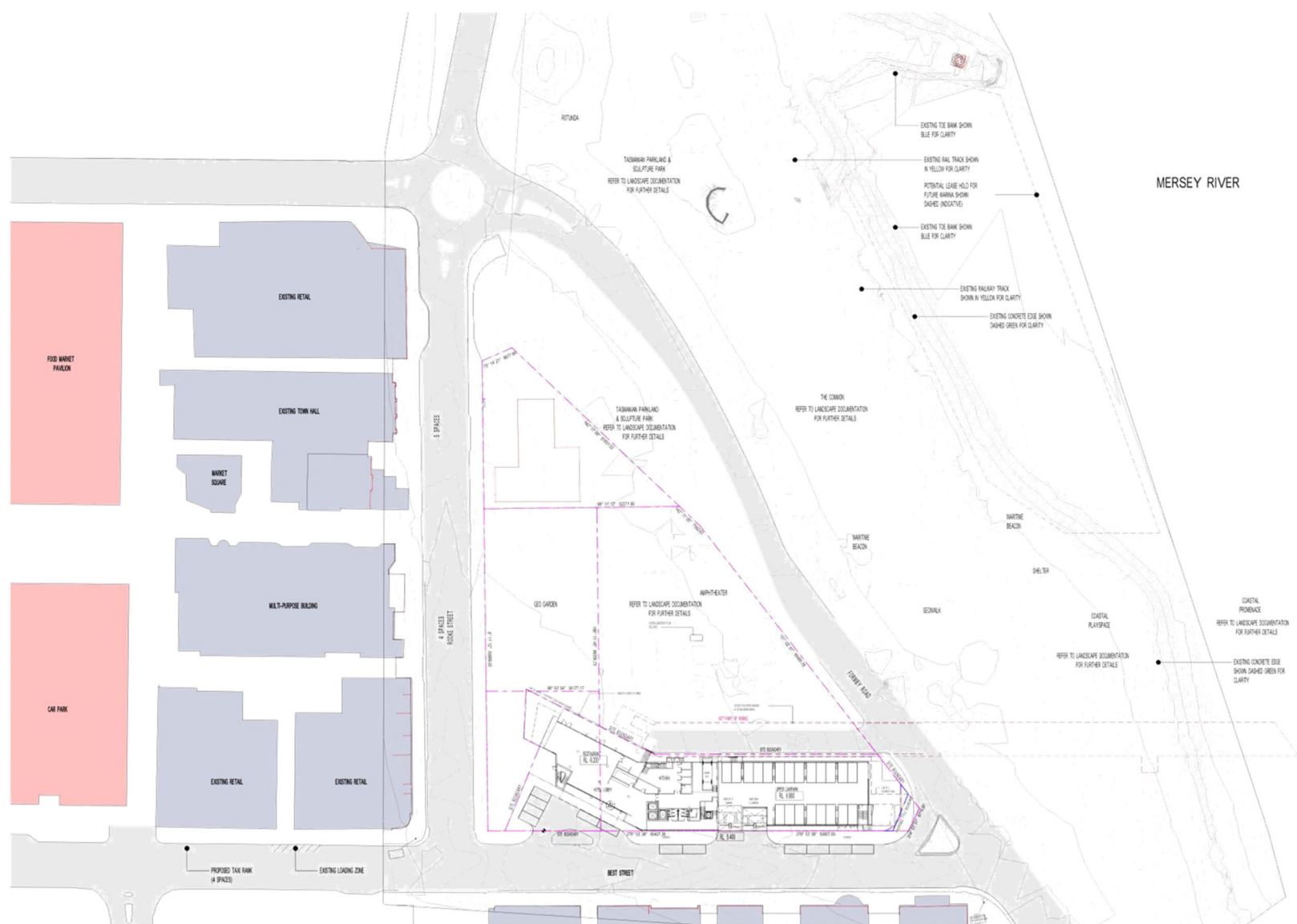
DATE
11/12/2019
19/12/2019
26/12/2019
Level 3, 240 Bourke Street
Melbourne Victoria
Australia 3000
T +61 3 9600 2818
F +61 3 9600 2819
lyons@lyonsarch.com.au
www.lyonsarch.com.au



PROJECT
DEVONPORT WATERFRONT
HOTEL

DRAWING TITLE
SITE PLAN - EXISTING

DD NORTH
SCALE
1 : 500 @A0
JOB No. DL04 DRAWN Author CHECKED
DATE DEC 2019
DRAWING No. A-001 REVISION 3



LANDSCAPE ARCHITECT
Company Name Company
Name Company Name
Street
city state postcode
T (60) 6000 0000

STRUCTURAL & CIVIL ENGINEERING
6ty^o
Tanner Suite 103, The Charles 287 Charles Street
Lancaster Tasmania 7290
T (60) 6332 3000

CLIENT
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12 Stony Rise Road
Devonport Tasmania 7310
T (83) 6420 7000

REV.	DETAILS	DATE
1	Issued for Coordination	11/01/2019
2	Issued for Information	11/12/2019
3	Issued for Information	18/12/2019
4	Issued for Information	26/12/2019

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Melbourne Victoria
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F +61 3 9600 2819
lyons@lyonsarch.com.au
www.lyonsarch.com.au

lyons@lyonsarch.com.au
www.lyonsarch.com.au

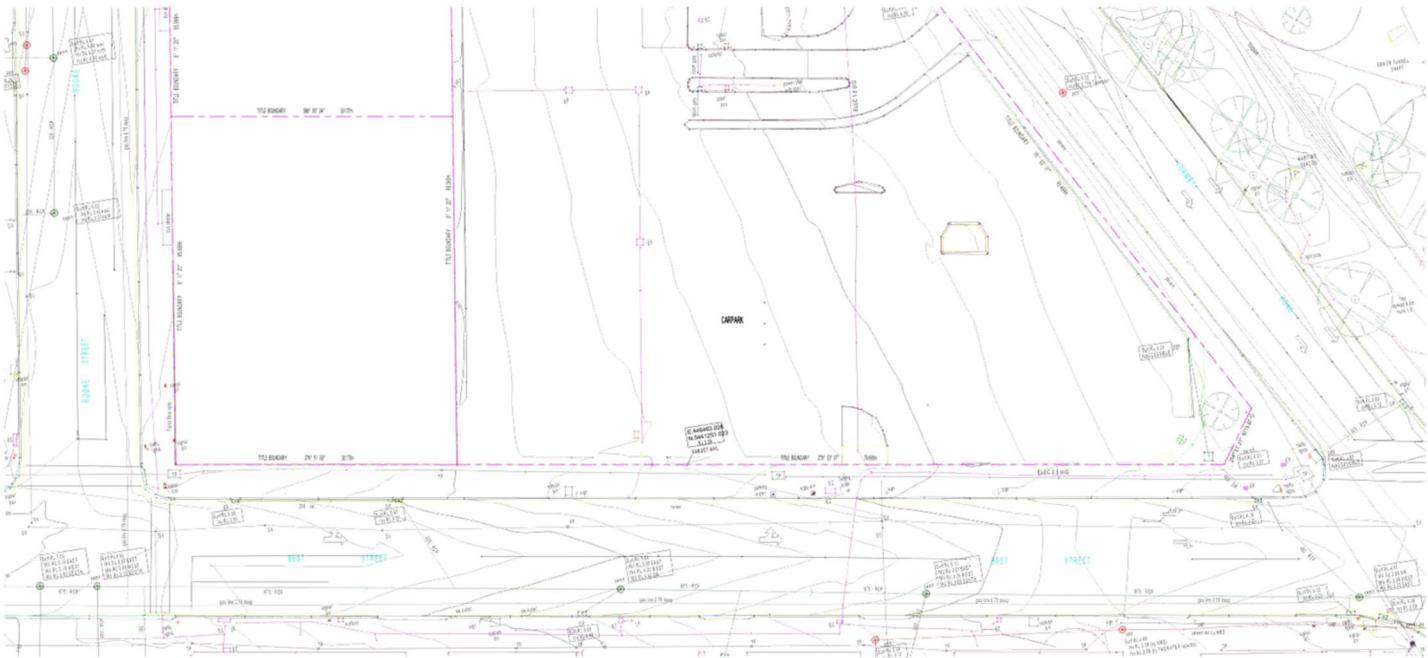
LYONS

PROJECT
DEVONPORT WATERFRONT
HOTEL

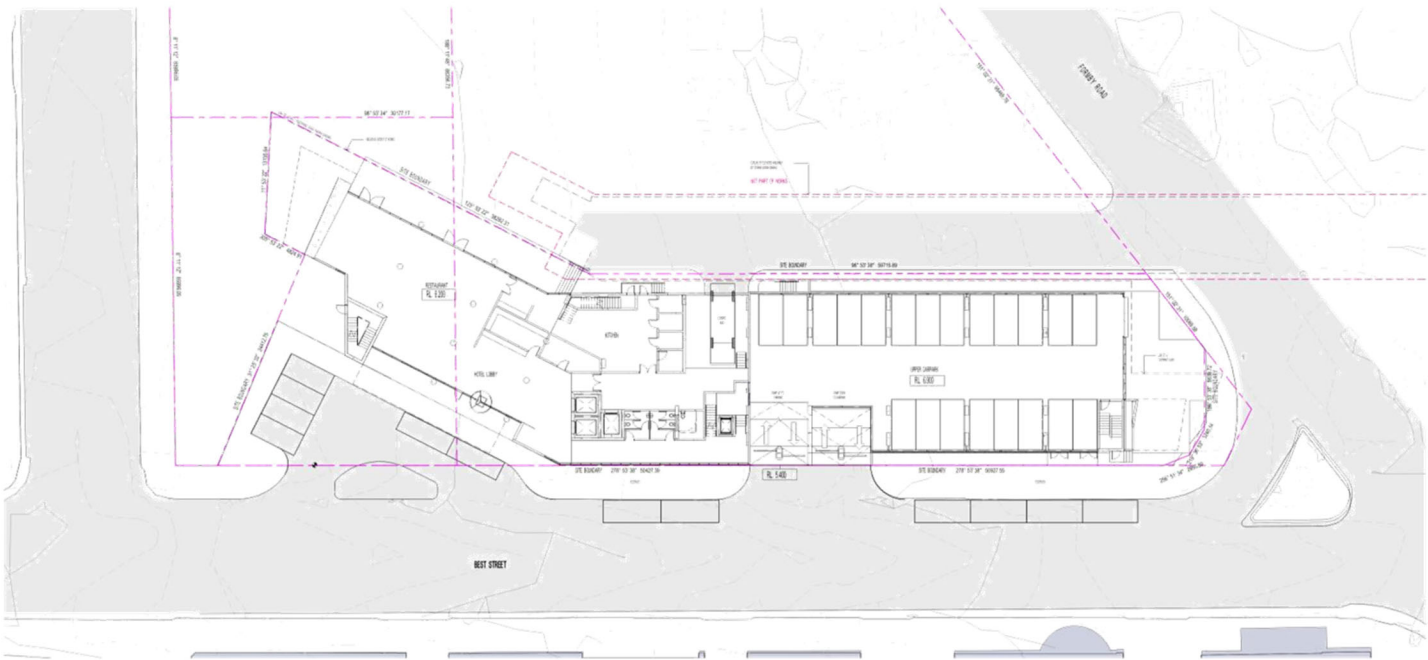
DRAWING TITLE
SITE PLAN - PROPOSED

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			SCALE		
			1 : 500 @A0		
JOB No.	DRAWN	CHECKED	DATE		
DL04	Author	Checker	DEC 1999		
DRAWING No.			REVISION		
A-002			4		

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1 SITE PLAN - EXISTING CONDITIONS
Scale: 1:250



2 SITE PLAN - PROPOSED
Scale: 1:250

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MATERIALS.

AS 1500:1 1:250

LANDSCAPE ARCHITECT
**Company Name Company
Name Company Name**
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Melbourne Victoria
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lyons@lyonsarch.com.au
www.lyonsarch.com.au

CLIENT
FAIRBROTHER
12 Storey Blue Road
Devonport Tasmania 7310
T (081) 4620 7000

REV. DETAILS
1. Issue for Construction
2. Issue for Information
3. Issue for Information

DATE
11/07/2019
18/12/2019
26/12/2019

Lyons



PROJECT
**DEVONPORT WATERFRONT
HOTEL**
DRAWING TITLE
**EXISTING & PROPOSED SITE
PLANS**

DD
DESIGN DEVELOPMENT
JOB No. DL04
DRAWN Author
CHECKED Checker
DATE DEC 2019
REVISION
A-005
3



1 SITE PLAN - PROPOSED EXTENT OF WORKS
A-401 Scale: 1" = 200'

LANDSCAPE ARCHITECT

Company Name Company
Name Company Name

Street
city state, postcode
T (60) 6000 0000

STRUCTURAL & CIVIL ENGINEERING

6ty^o

Tanner Suite 103, The Charles 287 Charles Street
Unceadon Tasmania 7290
T (60) 6332 3300

CLIENT
FAIRBROTHER
12 Storey Rise Road
Devonport Tasmania 7310
T (83) 6429 7000

REV.	DETAILS	DATE
1	Issued for Information	18-12-2018

Level 3, 246 Bourke Street
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lyons@lyonsarch.com.au
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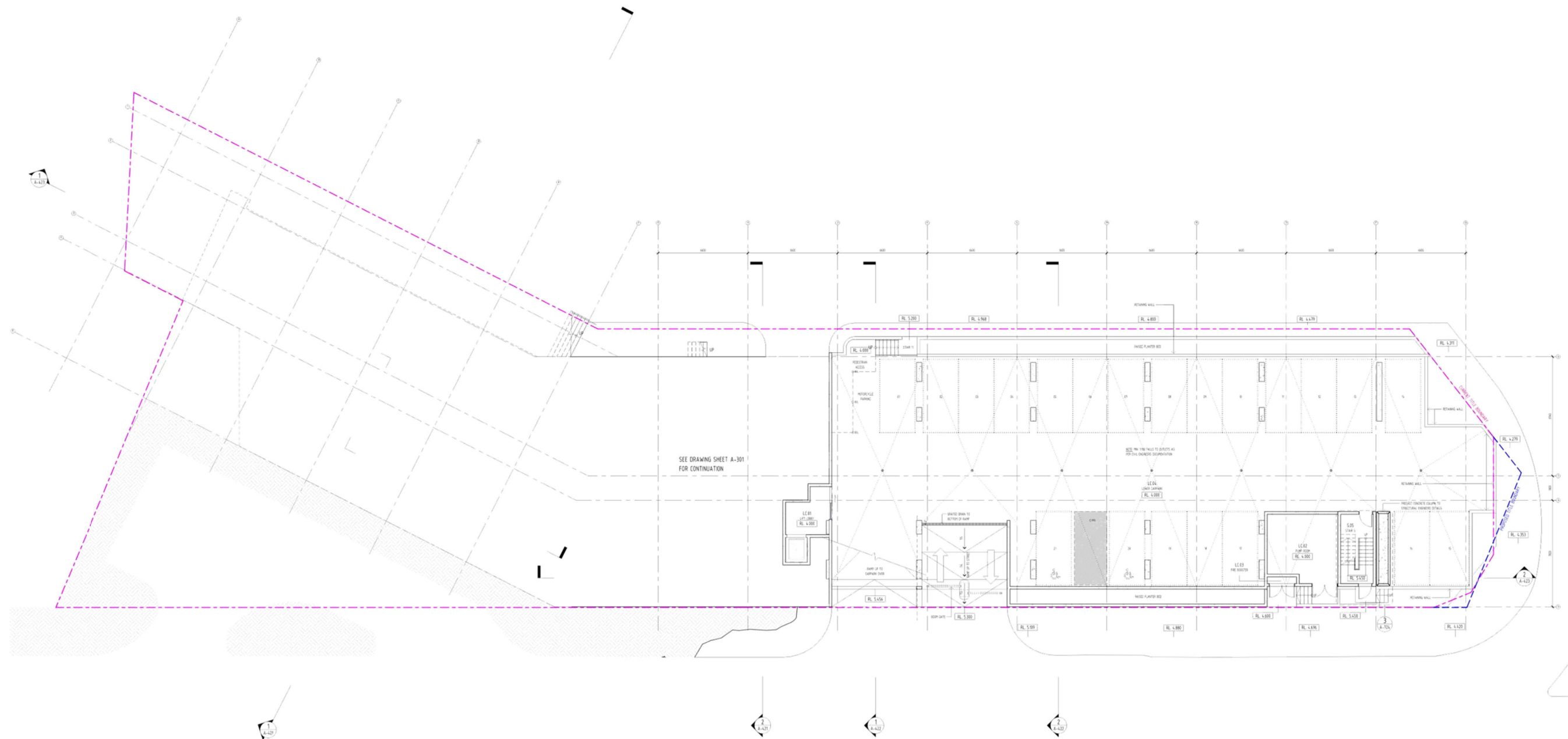
PROJECT
DEVONPORT WATERFRONT
HOTEL

DRAWING TITLE
AMENDED EXTENT OF
WORKS

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DESIGN DEVELOPMENT			
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			1 : 200 @A0
JOB No.	DRAWN	CHECKED	DATE
DL04	Author	Checker	DEC 2019
DRAWING No.			REVISION
A-006			1

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1 GENERAL ARRANGEMENT PLAN - LOWER CARPARK
A-401 Scale: 1:100

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Company Name Company
Name Company Name
Street
city, state, postcode
T (61) 0000 0000

STRUCTURAL & CIVIL ENGINEERING
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Tamar Suite 103, The Charles 267 Charles Street
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T (61) 6332 3300

CLIENT
FAIRBROTHER
12 Stony Rise Road
Devonport Tasmania 7310
T (03) 6420 7000

REV.	DETAILS
1	Issued for information
2	Issued for information
3	Issued for information
4	Issued for information
5	Issued for information
6	Issued for information

DATE	Level 3, 246 Bourke Street
02.05.2019	Melbourne Victoria
24.05.2019	Australia 3000
19.06.2019	T +61 3 9600 2818
18.09.2019	F +61 3 9600 2819
20.09.2019	lyons@lyonsarch.com.au
26.09.2019	www.lyonsarch.com.au

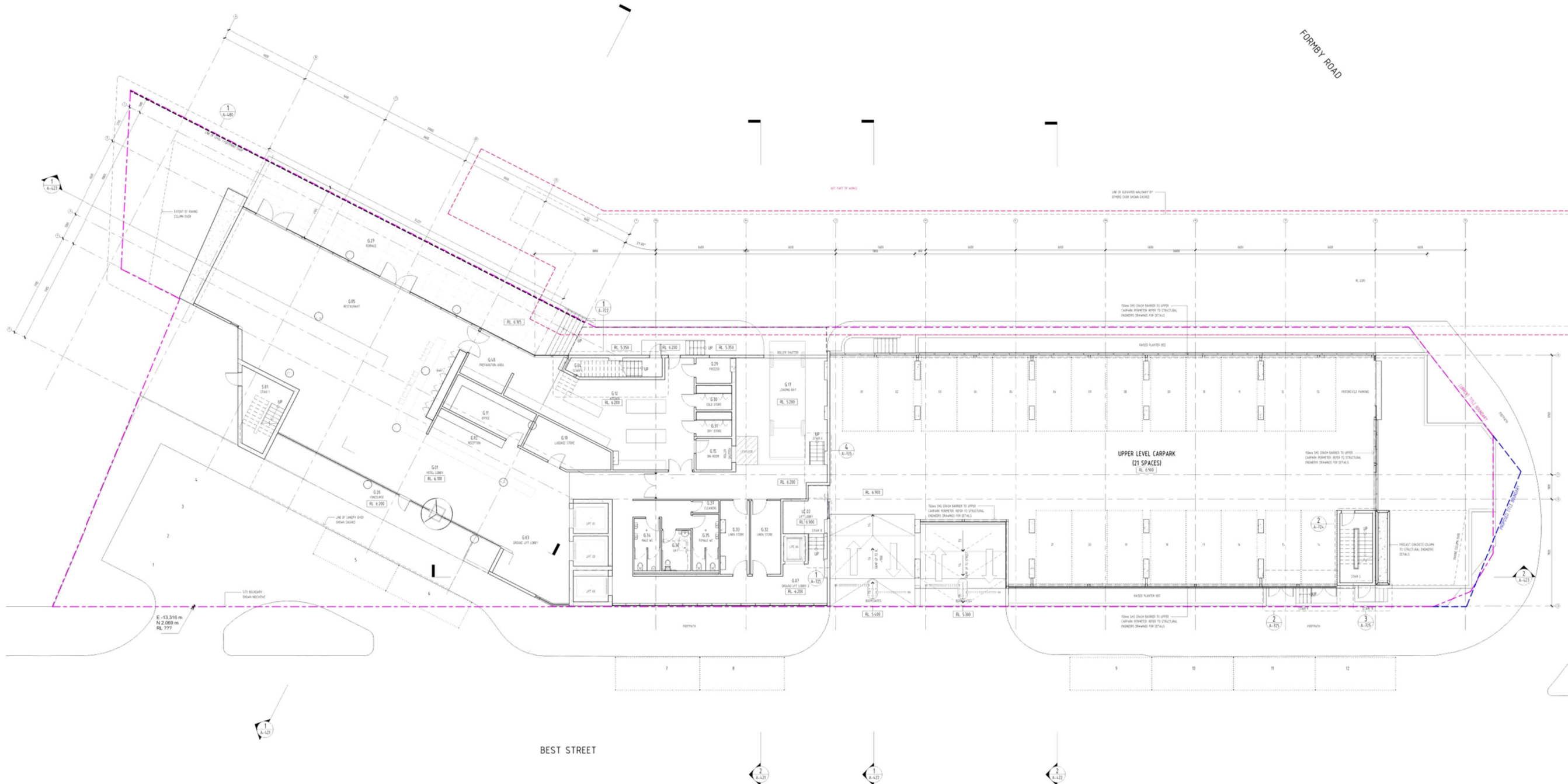
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PROJECT
DEVONPORT WATERFRONT
HOTEL

DRAWING TITLE
FLOOR PLAN - LOWER
CARPARK

DD			NORTH	
DESIGN DEVELOPMENT				
			SCALE	
			1 : 100 @ A0	
JOB No.	DRAWN	CHECKED	DATE	
DL04	AG	NA	SEPT 2019	
DRAWING No.			REVISION	
A-300			6	



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Tanner Suite 103, The Charles 207 Charles Street
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CLIENT
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T (03) 9420 7000

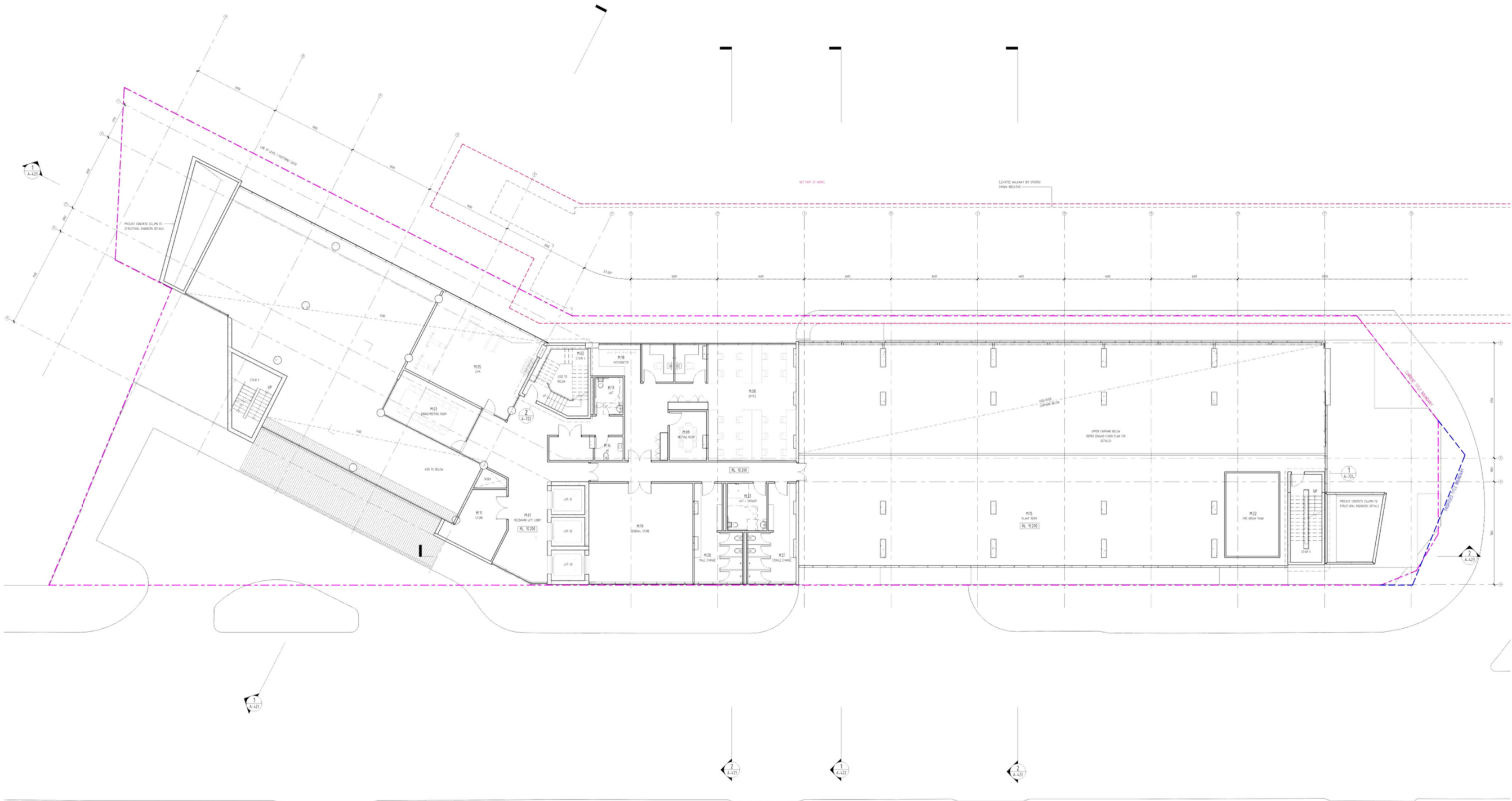
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1	Issued for Development Application	01.10.2018
2	Issued for Construction	11.01.2019
3	Issued for Information	02.05.2019
4	Issued for Information	24.05.2019
5	Issued for Information	16.06.2019
6	Issued for Information	16.09.2019
7	Issued for Information	23.09.2019
8	Issued for Information	26.09.2019

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PROJECT
DEVONPORT WATERFRONT
HOTEL
DRAWING TITLE
FLOOR PLAN - GROUND &
UPPER LEVEL CARPARK

DD	NORTH
JOB No.	DL04
DRAWN	AG
CHECKED	NA
DATE	SEPT 2019
REVISION	8
DRAWING No.	A-301



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AS 1100 v.041

LANDSCAPE ARCHITECT
Company Name Company
Name Company Name
Street
city, state, postcode
T 0353 5555 5555
STRUCTURAL & CIVIL ENGINEERING
6tyo
Tanner Suite 103, The Charles 207 Charles Street
Launceston Tasmania 7250
T (03) 6332 3300

CLIENT
FAIRBROTHER
12 Stoney Road
Cherryton Tasmania 7243
T (03) 9420 7000

REV.	DETAILS	DATE
1	Issued for Development Application	01.10.2018
2	Issued for Construction	11.01.2019
3	Issued for Information	02.05.2019
4	Issued for Information	24.05.2019
5	Issued for Information	16.06.2019
6	Issued for Information	16.09.2019
7	Issued for Information	23.09.2019
8	Issued for Information	26.09.2019

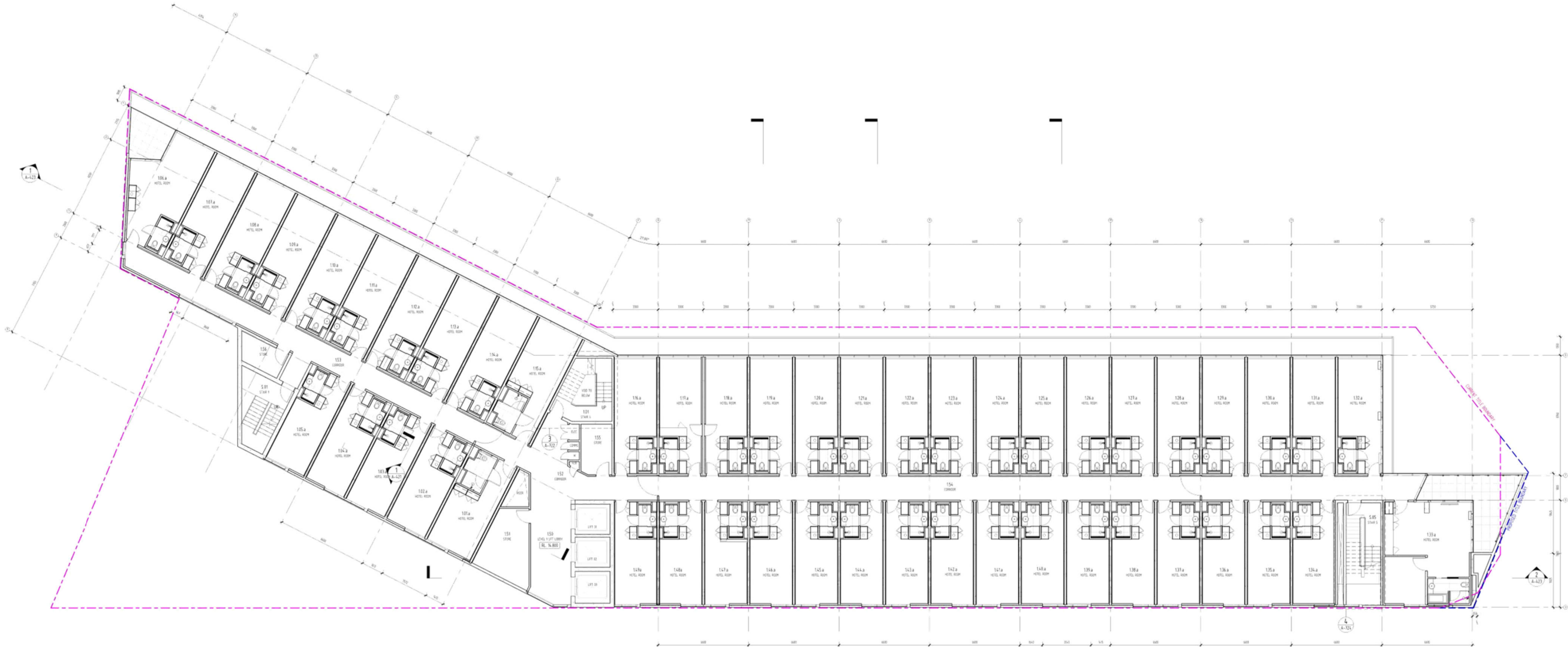
Level 3, 246 Bourke Street
Melbourne Victoria
Australia - 3000
T +61 3 9600 2818
F +61 3 9600 2819
lyons@lyonsarch.com.au
www.lyonsarch.com.au

Lyons



PROJECT
DEVONPORT WATERFRONT
HOTEL
DRAWING TITLE
FLOOR PLAN - MEZZANINE

DD
NORTH
SCALE
1:100 @A0
DATE
SEPT 2019
REVISION
8
JOB No. DRAWN CHECKED
DL04 AG TT
DRAWING No. A-303



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AS 1100:1-2011

LANDSCAPE ARCHITECT
Company Name Company
Name Company Name
Street
city, state, postcode
T 030 5555 5555
STRUCTURAL & CIVIL ENGINEERING
6tyo
Tanner Suite 103, The Charles 267 Charles Street
Launceston Tasmania 7250
T (03) 6332 3300

CLIENT
FAIRBROTHER
12 Stony Rise Road
Devonport Tasmania 7310
T (01) 9420 7000

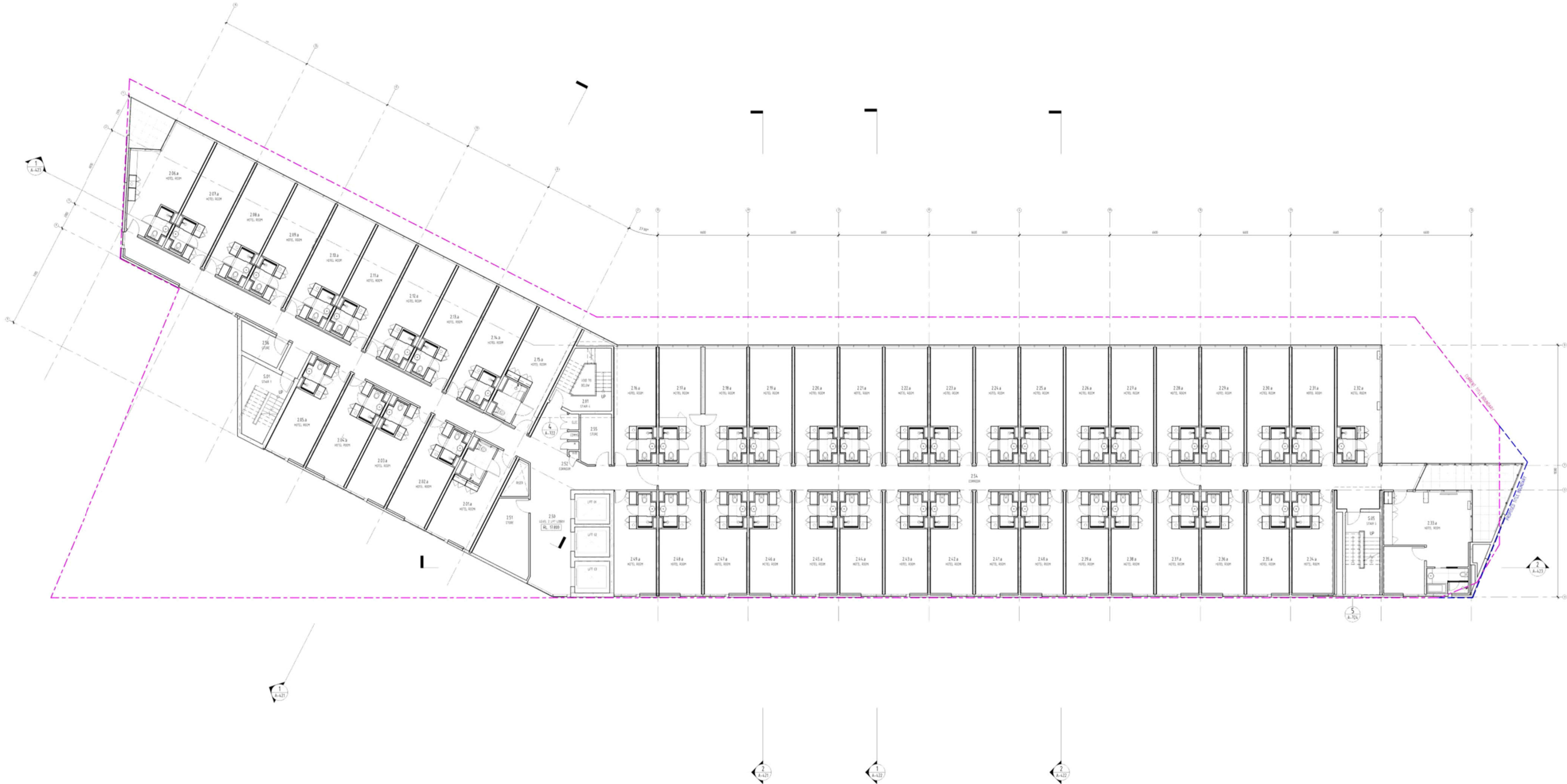
REV.	DETAILS	DATE
1	Issued for Development Application	01.10.2018
2	Issued for Construction	11.01.2019
3	Issued for Information	02.05.2019
4	Issued for Information	24.05.2019
5	Issued for Information	14.06.2019
6	Issued for Information	16.09.2019
7	Issued for Information	23.09.2019
8	Issued for Information	26.09.2019

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lyons@lyonsarch.com.au
www.lyonsarch.com.au



PROJECT
DEVONPORT WATERFRONT
HOTEL
DRAWING TITLE
FLOOR PLAN - LEVEL 1

DD
NORTH
SCALE
1:100 @A0
DATE
SEPT 2019
REVISION
8
JOB No. DRAWN CHECKED
DL04 AG NA
DRAWING No. A-304



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AS 1100:0-041

LANDSCAPE ARCHITECT
Company Name Company
Name Company Name
Street
City, state, postcode
T 030 0000 0000

STRUCTURAL & CIVIL ENGINEERING
6tyo
Tanner Suite 103, The Charles 207 Charles Street
Launceston Tasmania 7250
T (03) 6332 3300

CLIENT
FAIRBROTHER
12 Storey River Road
Cherryton Tasmania 7243
T (03) 9420 7000

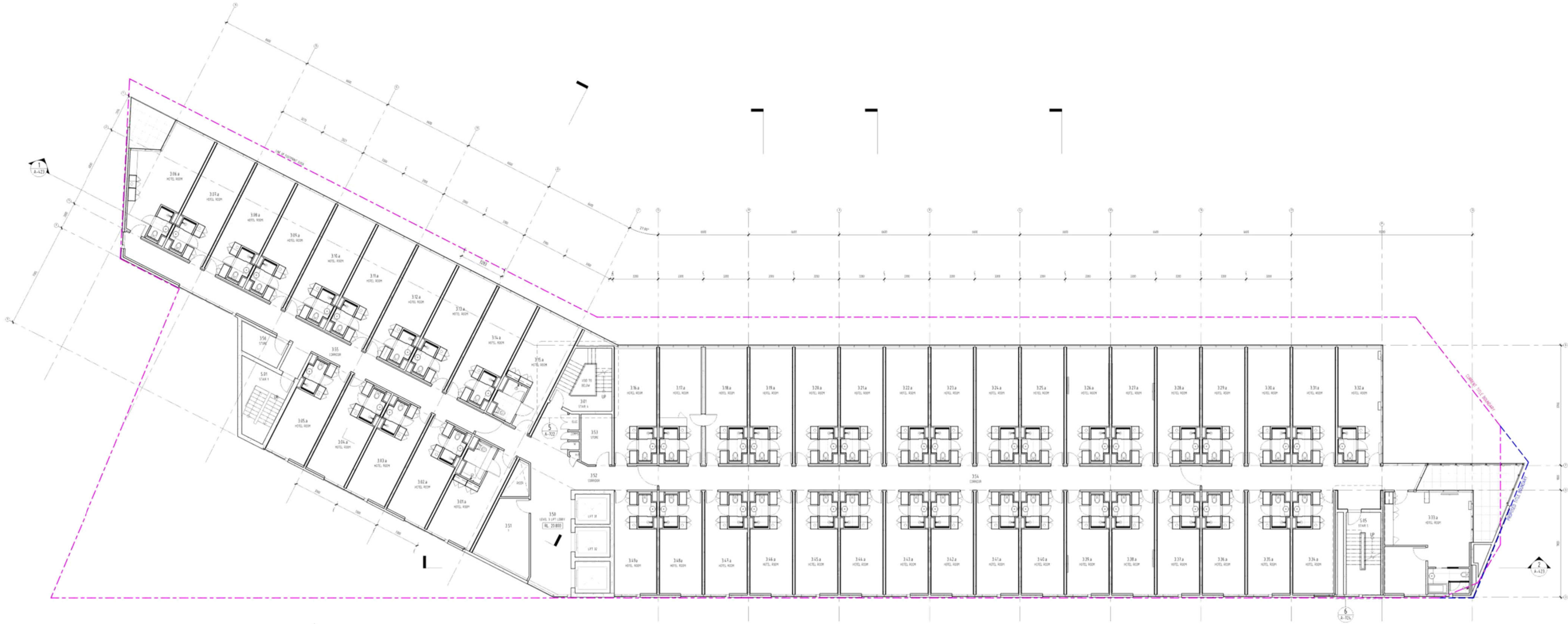
REV.	DETAILS	DATE
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2	Issued for Construction	11.01.2019
3	Issued for Information	10.03.2019
4	Issued for Information	24.05.2019
5	Issued for Information	16.06.2019
6	Issued for Information	16.09.2019
7	Issued for Information	25.09.2019
8	Issued for Information	26.09.2019

Level 3, 246 Bourke Street
Melbourne Victoria
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lyons@lyonsarch.com.au
www.lyonsarch.com.au



PROJECT
DEVONPORT WATERFRONT
HOTEL
DRAWING TITLE
FLOOR PLAN - LEVEL 2

DD
NORTH
SCALE
1:100 @A0
DATE
SEPT 2019
REVISION
8
JOB No. DRAWN CHECKED
DL04 AG NA
DRAWING No. A-305



ITEM 4.1

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AT 1186 v.041

LANDSCAPE ARCHITECT
Company Name Company
Name Company Name
Street
City, state, postcode
T 030 5555 5555
STRUCTURAL & CIVIL ENGINEERING
6tyo
Tanner Suite 103, The Charles 267 Charles Street
Launceston Tasmania 7250
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CLIENT
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Cherrygrove Tasmania 7243
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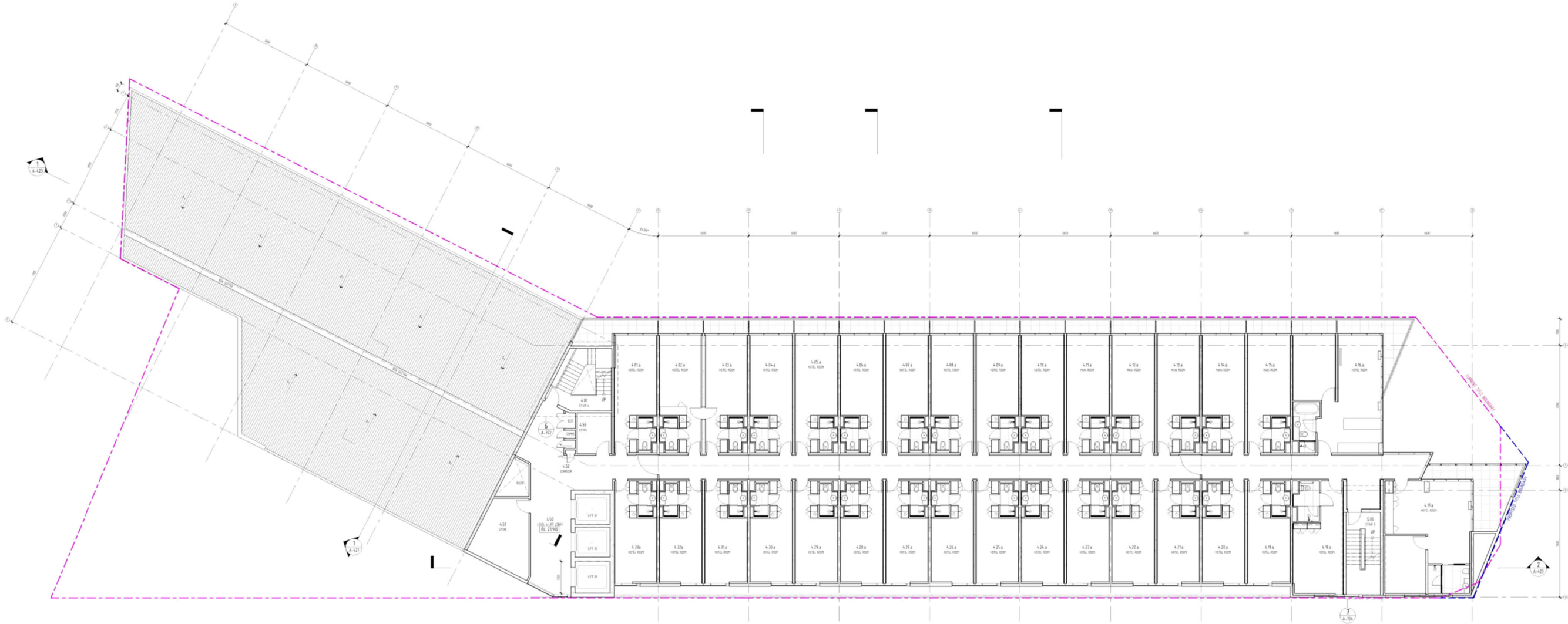
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1	Issued for Development Application	01.10.2018
2	Issued for Information	10.10.2018
3	Issued for Information	24.10.2018
4	Issued for Information	19.08.2019
5	Issued for Information	19.09.2019
6	Issued for Information	20.09.2019
7	Issued for Information	24.09.2019

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PROJECT
DEVONPORT WATERFRONT
HOTEL
DRAWING TITLE
FLOOR PLAN - LEVEL 3

DD
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SEPT 2019
REVISION
7
JOB No. DRAWN CHECKED
DL04 AG NA
DRAWING No. A-306



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REV.	DETAILS	DATE
1	Issued for Development Application	01.10.2018
2	Issued for Construction	11.01.2019
3	Issued for Information	10.03.2019
4	Issued for Information	20.03.2019
5	Issued for Information	01.05.2019
6	Issued for Information	24.05.2019
7	Issued for Information	16.06.2019
8	Issued for Information	10.09.2019
9	Issued for Information	20.09.2019
10	Issued for Information	26.09.2019

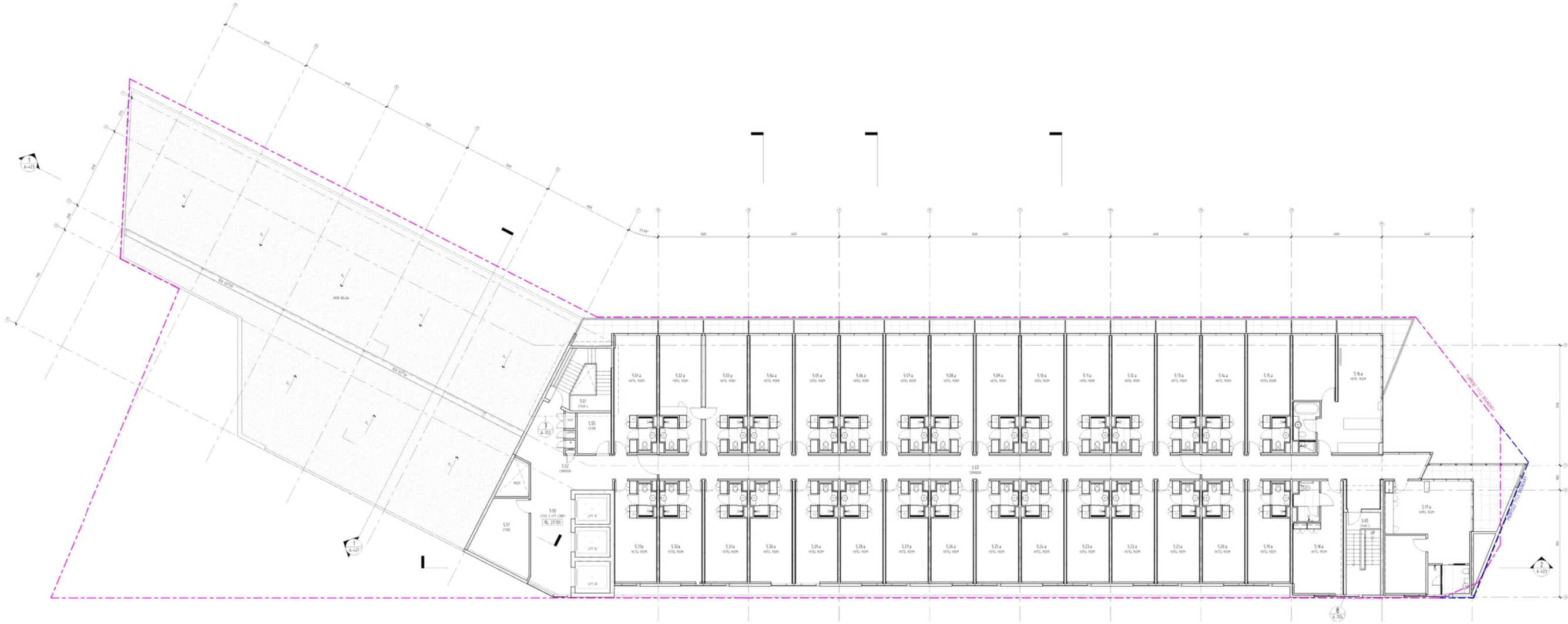
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REV.	DETAILS	DATE
1	Issued for Development Application	01.10.2018
2	Issued for Construction	11.01.2019
3	Issued for Information	02.05.2019
4	Issued for Information	24.05.2019
5	Issued for Information	16.06.2019
6	Issued for Information	16.09.2019
7	Issued for Information	23.09.2019
8	Issued for Information	26.09.2019

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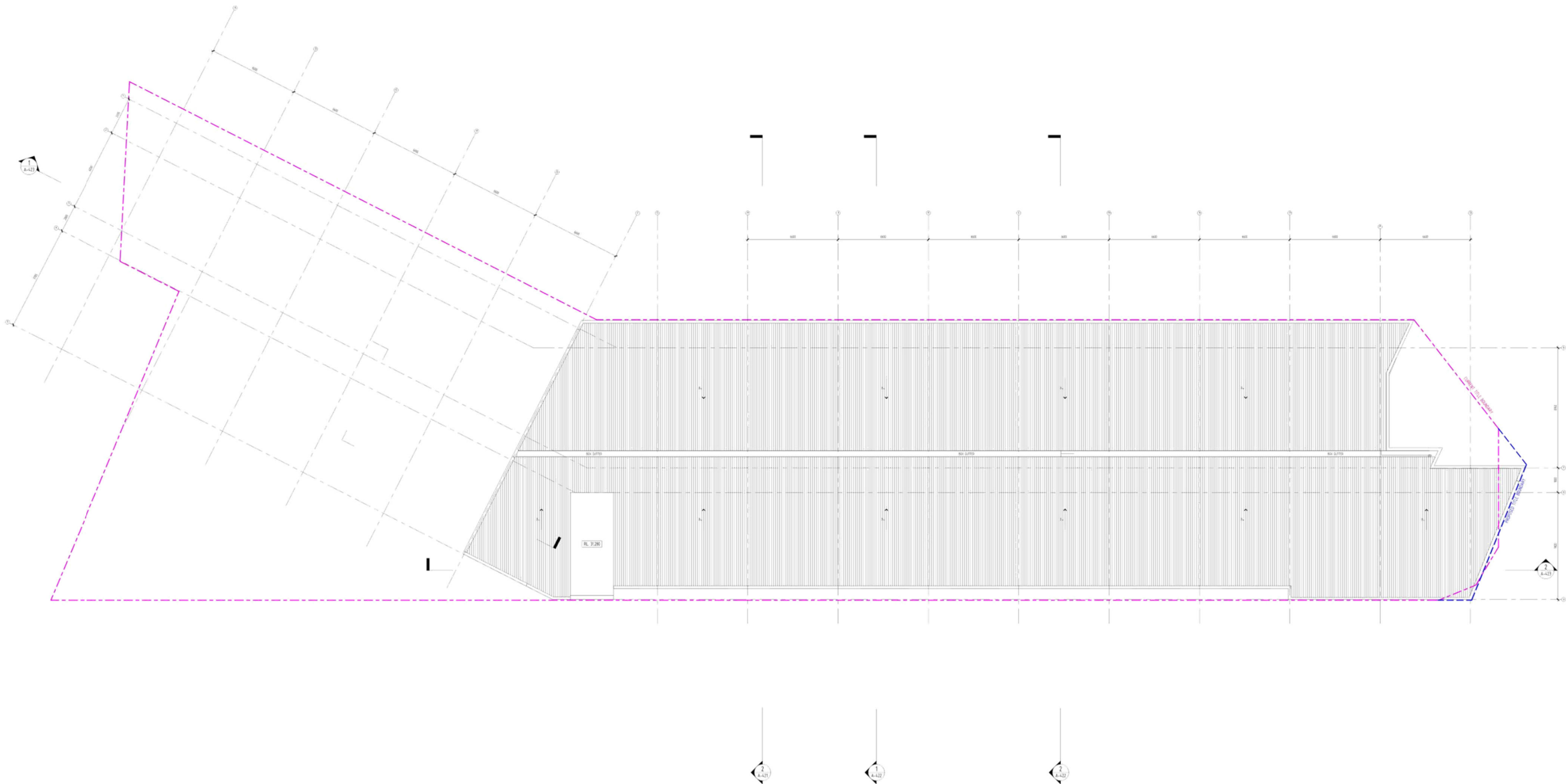


PROJECT
DEVONPORT WATERFRONT
HOTEL
DRAWING TITLE
FLOOR PLAN - LEVEL 5

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JOB No.	DRAWN	CHECKED
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REV.	DETAILS	DATE
1	Issued for Development Application	01.10.2018
2	Issued for Construction	11.01.2019
3	Issued for Information	02.05.2019
4	Issued for Information	24.05.2019
5	Issued for Information	19.06.2019
6	Issued for Information	26.09.2019

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PROJECT
DEVONPORT WATERFRONT
HOTEL
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REV.	DETAILS	DATE
1	Issue for Information	16/01/2019
2	Issue for Information	26/01/2019
3	Issue for Information	16/02/2019
4	Issue for Information	26/02/2019
5	Issue for Information	19/12/2019

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PROJECT
DEVONPORT WATERFRONT HOTEL

DRAWING TITLE
ELEVATIONS - NORTH & SOUTH

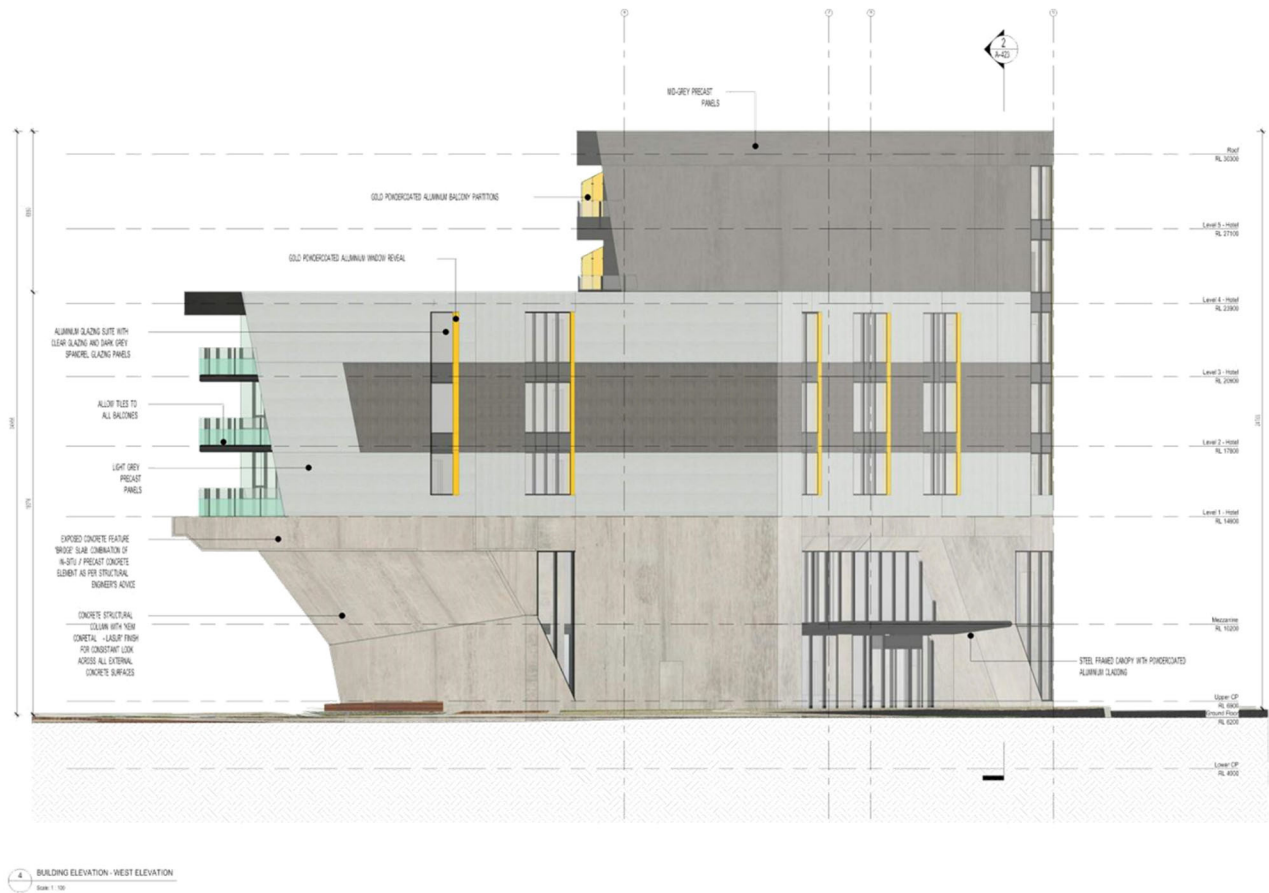
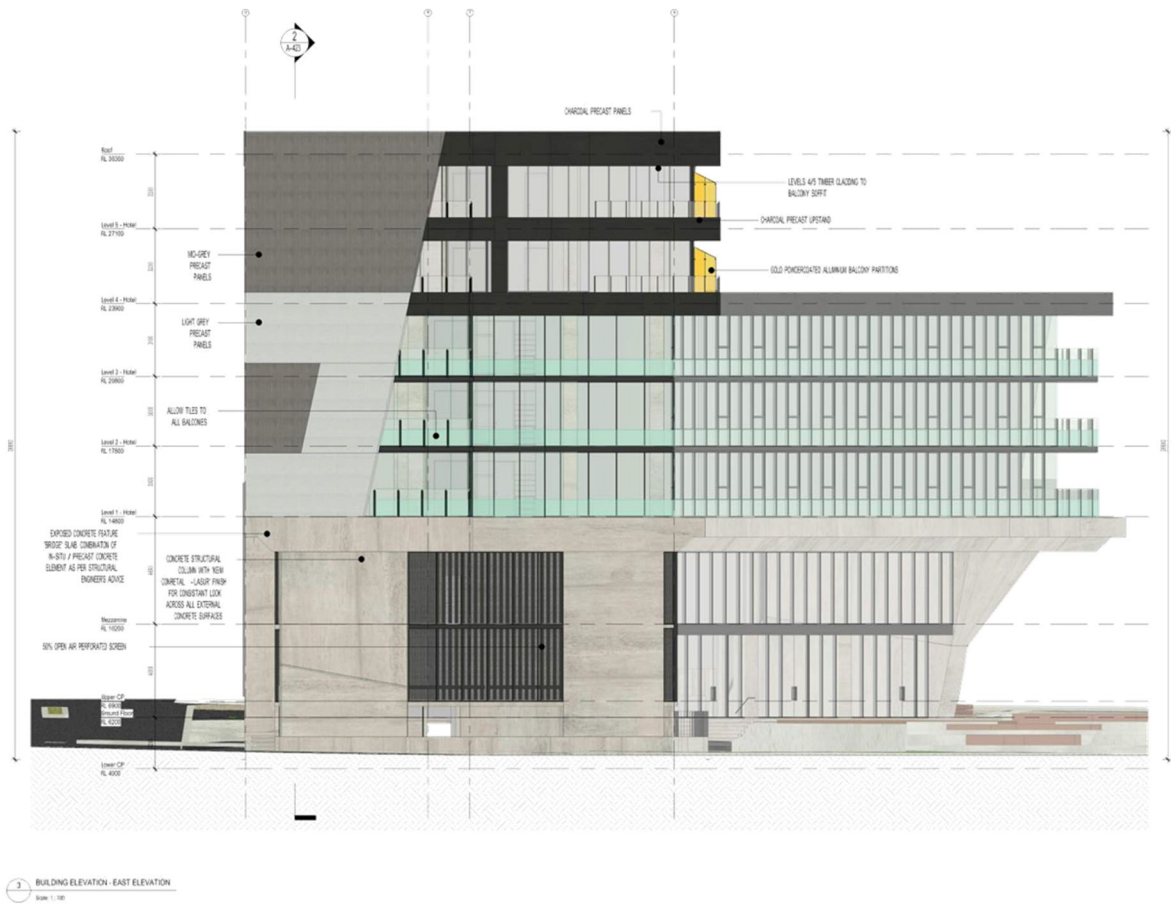
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PLOT: 202019_0216_0216.dwg
A3 1189 x 841

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REV.	DETAILS	DATE
1	Issue for Information	16/01/2019
2	Issue for Information	26/01/2019
3	Issue for Information	26/01/2019
4	Issue for Information	16/12/2019

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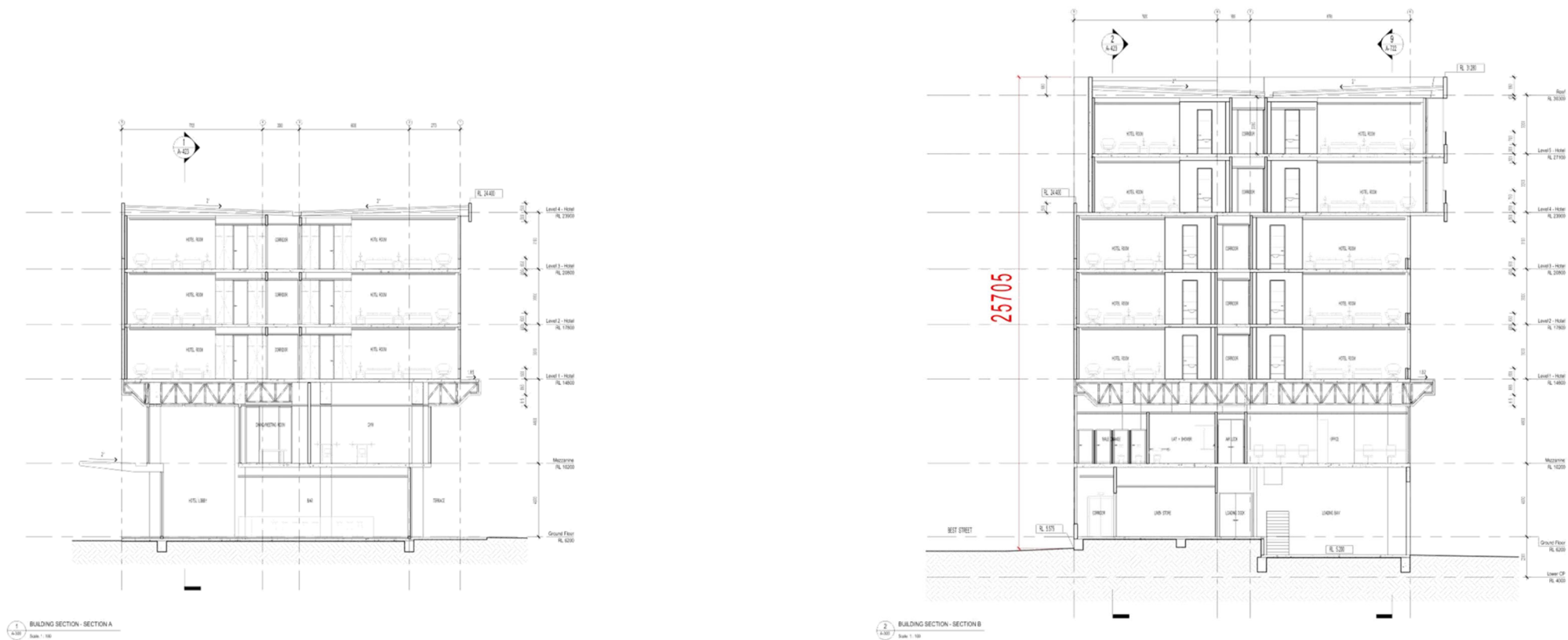


PROJECT
DEVONPORT WATERFRONT
HOTEL

DRAWING TITLE
ELEVATIONS - EAST & WEST

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ITEM 4.1



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REV.	DETAILS	DATE
1	Issued for Development Application	06.10.2019
2	Issued for Coordination	11.01.2019
3	Issued for Information	24.05.2019
4	Issued for Information	19.06.2019
5	Issued for Information	26.09.2019
6	Issued for Information	11.12.2019

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PROJECT
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HOTEL

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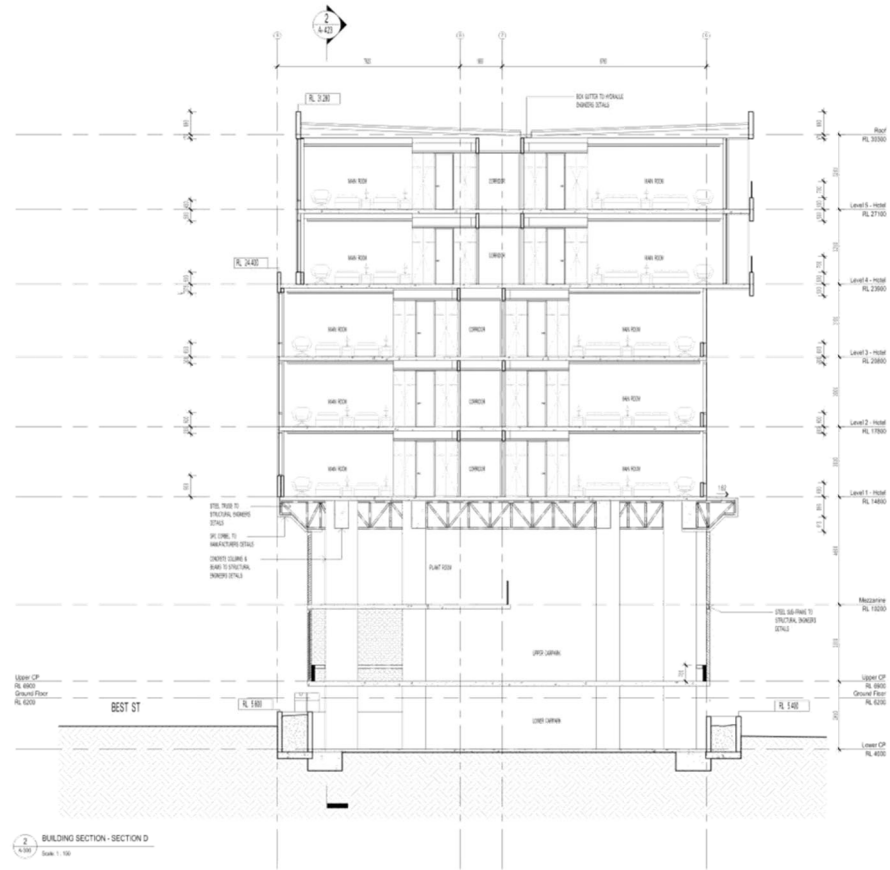
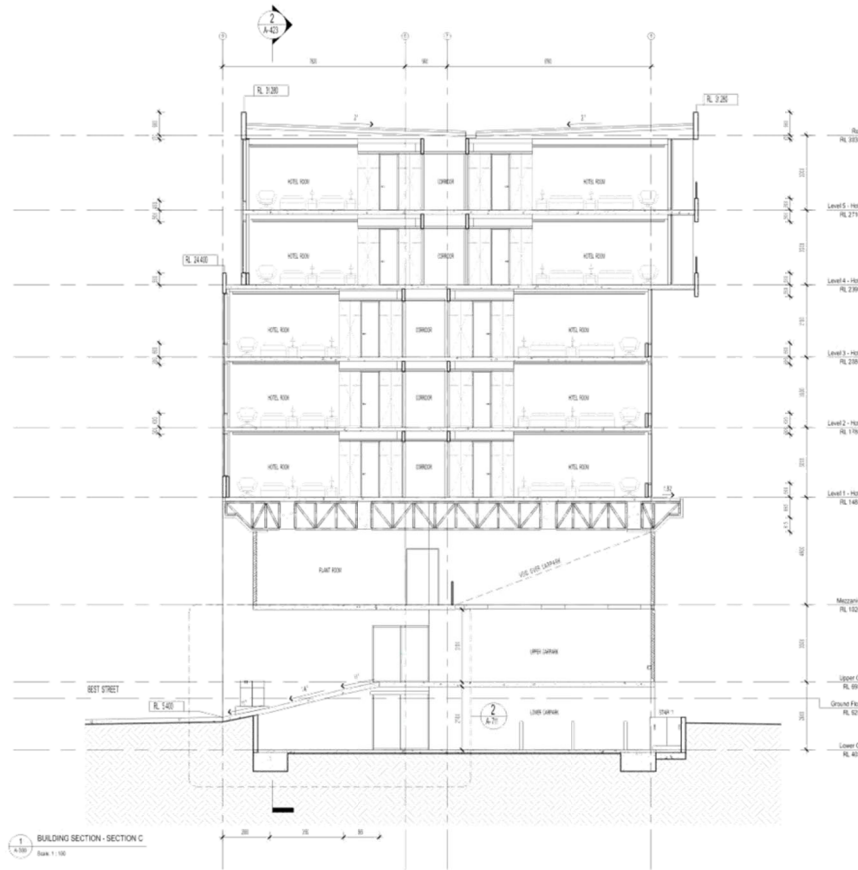
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REV.	DETAILS	DATE
1	Issue for Coordination	11/07/2019
2	Issue for Information	26/08/2019
3	Issue for Information	16/09/2019
4	Issue for Information	26/09/2019
5	Issue for Information	11/12/2019

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PROJECT
DEVONPORT WATERFRONT
HOTEL

DRAWING TITLE
SECTIONS

DD NORTH
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1 : 100 @A0
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DL04 Author Checker
DRAWING No. A-422
REVISION
5



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ISSUE	DATE	ISSUED FOR	REV.
01	03.10.18	INFORMATION	-
02	20.12.19	CAR PARK ACCESS CHANGED	A

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THIS NOTE IS AN INTEGRAL PART OF THIS PLAN.



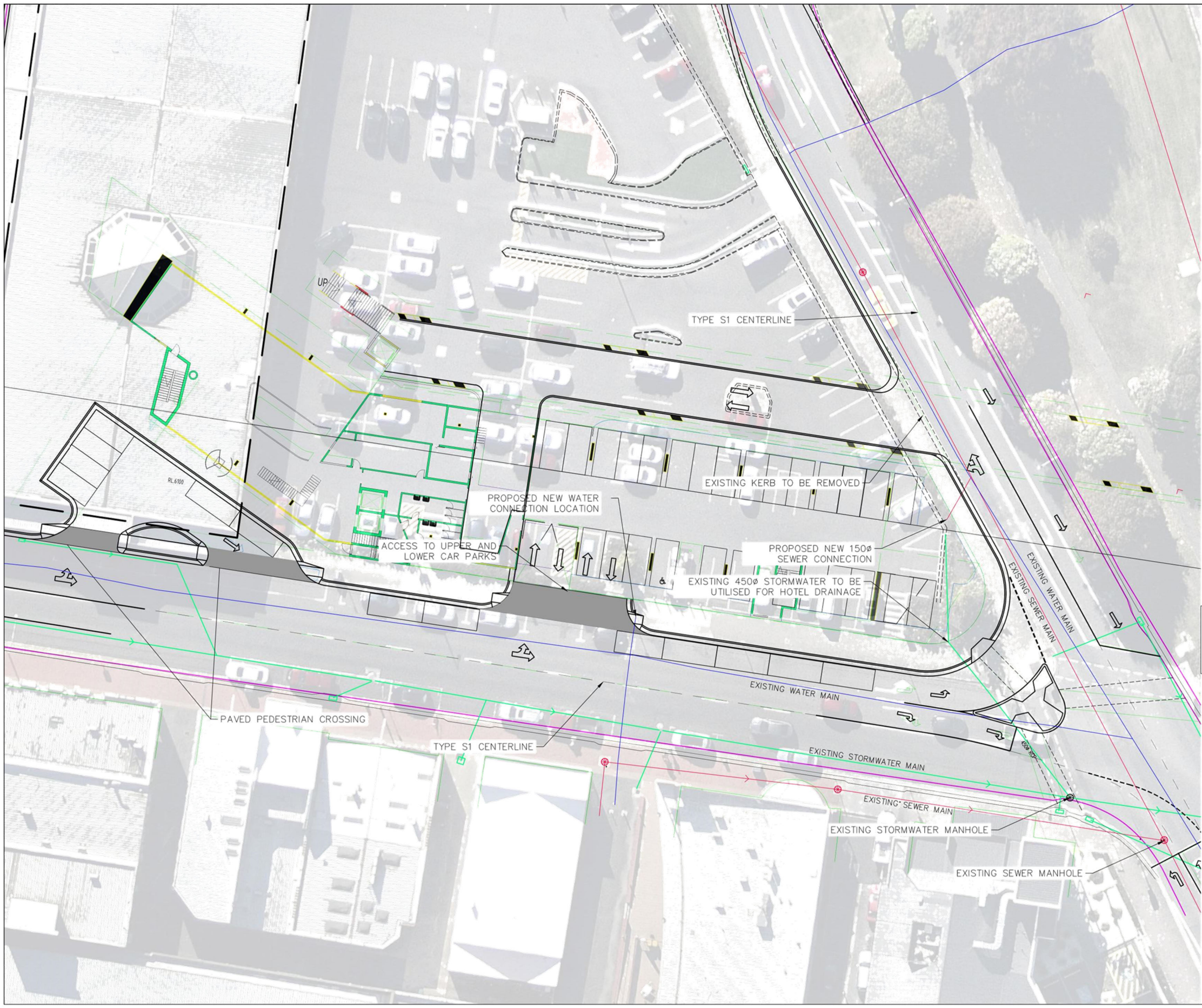
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PROJECT: DEVONPORT WATERFRONT
PROJECT: PARK - CIVIL DESIGN
ADDRESS: FORMBY ROAD DEVONPORT
ADDRESS: TAS
FOR:

DRAWING: FOR INFORMATION ONLY
HOTEL FRONTAGE
CIVIL PLAN
DESIGNED: M.C.V. CHECKED: P.M.W.

SCALE: 1:200 AT A1 SIZE DRAWING SHEET

PROJECT NO: 18.212 DRAWING NO: P02 REV: A



Code E2 - Airport Impact Management Code Information



11 December 2018

Darryn Smith
Business Development Manager
Fairbrother
12 Stoney Rise Road
Devonport TAS 7310

Dear Darryn,

Re: Devonport Living City – Stage 2, Waterfront Precinct Development Revised DA

Dear Darryn

I refer to our recent telephone conversation your email correspondence dated 10 December 2019, in relation to the proposed revised DA for Devonport Living Project - Stage 2, Waterfront Precinct and provide you with the following advice.

We have reviewed the following drawings associated with Devonport Waterfront Hotel:

- Site Plan – Proposed Drawing No A101 Rev1
- Sections – Drawing No A-422 Rev 4
- Sections – Drawing No A450 Rev1 (Working Range Main Boom)

The proposed development site is located slightly to the north of Devonport Airports extended Runway 06/24 centreline and lies beneath both the obstacle limitation surface (OLS) and the approach and departure flights paths for both visual and instrument approach and departure procedures.

In reviewing the drawings, we have assessed three critical heights:

1. Highest point of the building when completed is RL31.280 m AHD
2. During construction, mobile crane will extend up to RL60.20 m AHD
3. The lowest clearance surface associated with both the OLS, visual and instrument approach and departure procedures across the proposed site is RL100. 00 AHD

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We have undertaken a detailed review of the attached DA drawings as listed above and submitted in your email dated 10 December 2019 and advise the following:

1. The site is located below the obstacle limitation surface (OLS) and the approach and departure flights paths for both visual and instrument approach procedures.
2. The proposed development when completed will have a maximum building height of RL 31.28 m AHD as referenced on the drawings supplied in your email, dated 10 December 2019.
3. The construction mobile crane has a maximum boom height of 60.20 m AHD as referenced on the drawings supplied in your email, dated 11 October 2018.
4. The lowest clearance surface associated with the OLS and visual and instrument approach and departure procedures across the proposed site is RL100. 00 AHD.
5. The proposed building and construction crane does not penetrate the OLS or the visual and instrument approach and departure procedures associated with non-precision instrument approach and missed approach paths for Runways 06/24 at Devonport Airport.
6. The proposed building and construction crane as detailed in your email 10 December 2019 will not be an aviation safety issue.
7. Our assessment is for operations conducted at Devonport Airport only.
8. Although not required, if the crane is going to operate at height at night, it would be prudent to fit an obstacle light at end of the boom, in accordance to CASA Manual of Standards – Parts 139 Aerodromes (MOS 139 Aerodromes) Chapter 9, Section 9.4 Obstacle Lighting.
9. Approval by Devonport Airport prior to the erection and operation of demolition and/or construction cranes is not required.

Should you have any further questions or require any clarification, please do not hesitate to contact me 0458 325 428 or dave.race@tasports.com.au.

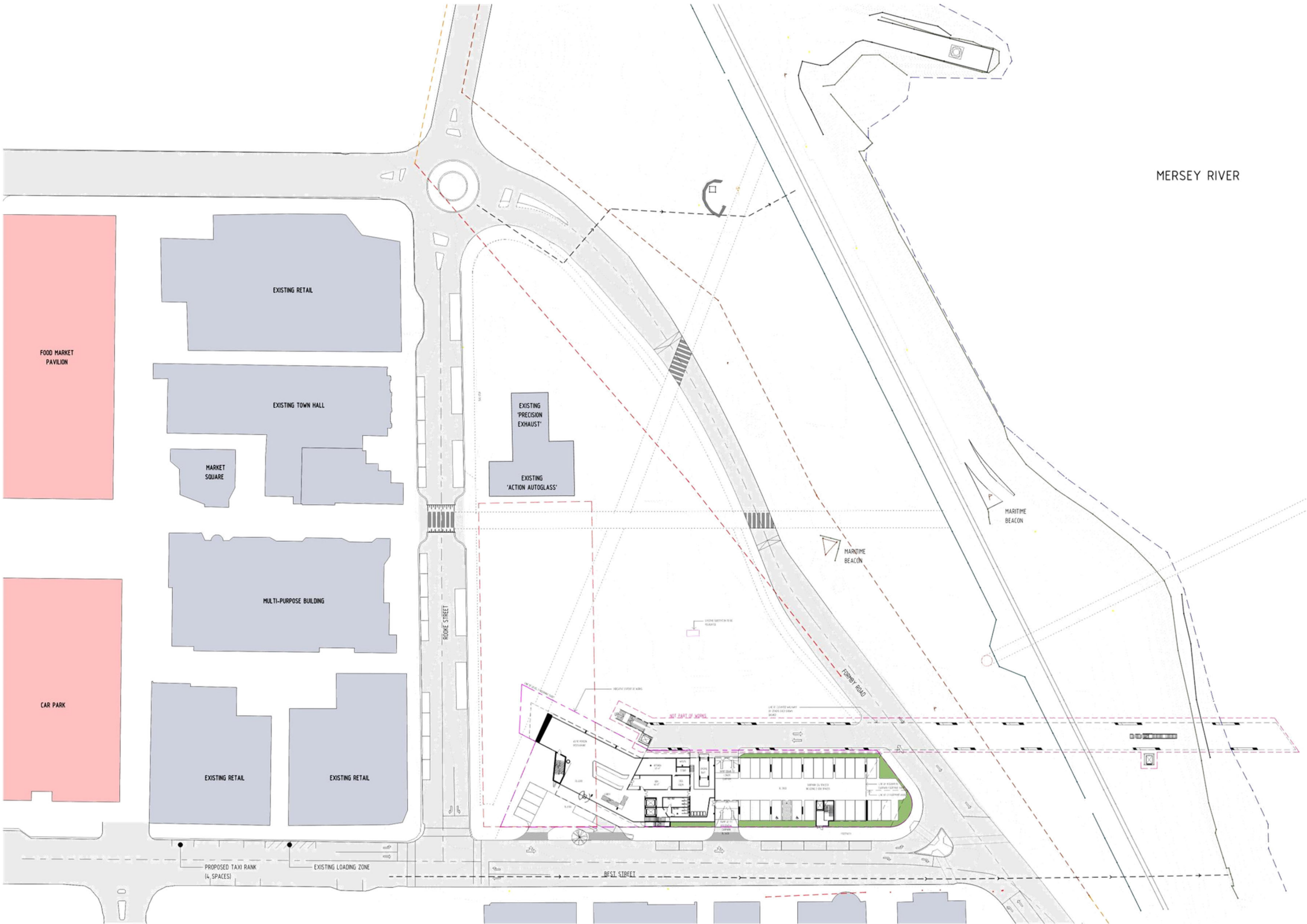
Yours sincerely,



David K Race
General Manager Devonport Airport



Tasmanian Ports Corporation Pty Ltd ABN 82 114 161 938 T 1300 366 742 www.tasports.com.au



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PROJECT
**DEVONPORT WATERFRONT
HOTEL**

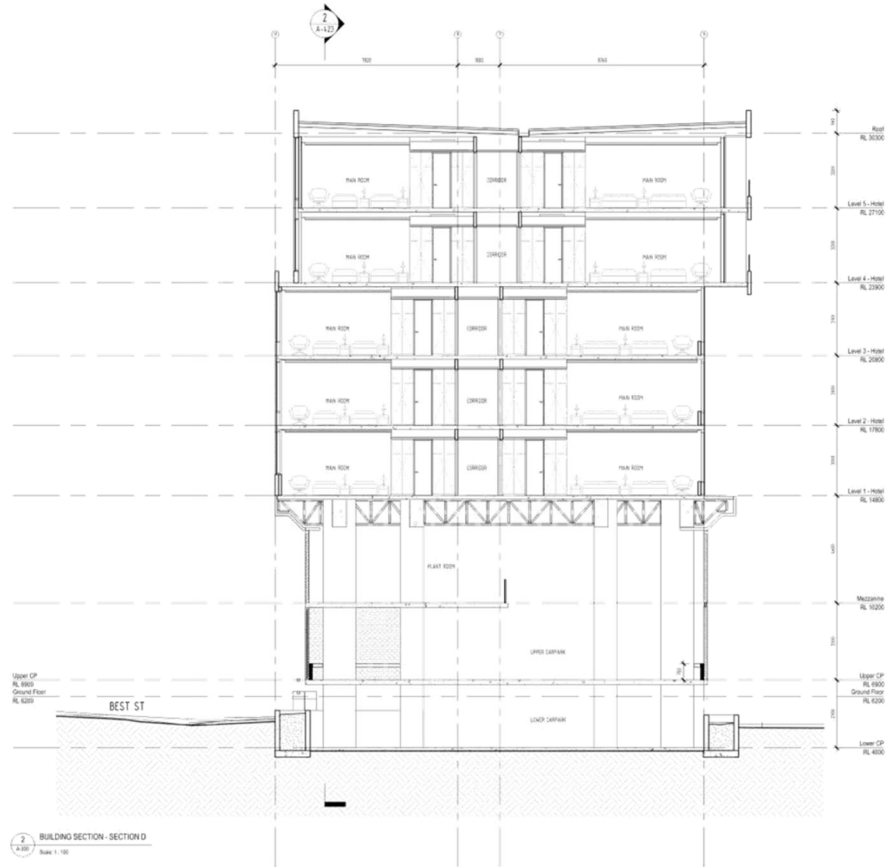
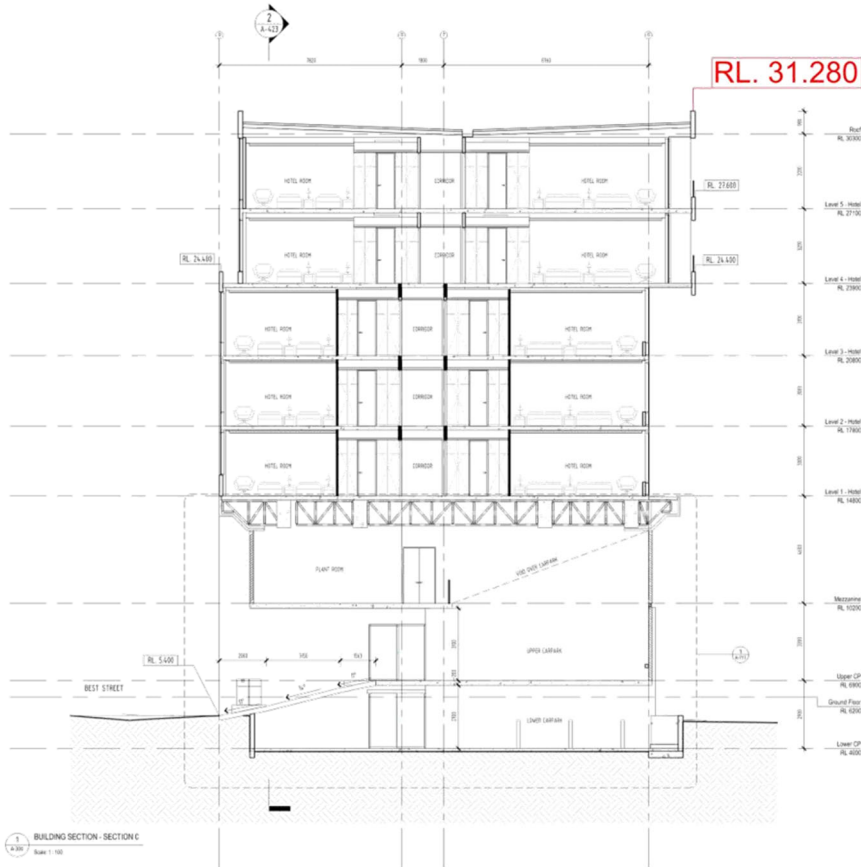
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SITE PLAN - PROPOSED

DEVELOPMENT APPLICATION
SUBMISSION

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DL04 TT NA

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A101

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1. Issued for Coordination
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3. Issued for Information
4. Issued for Information

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11.01.2019
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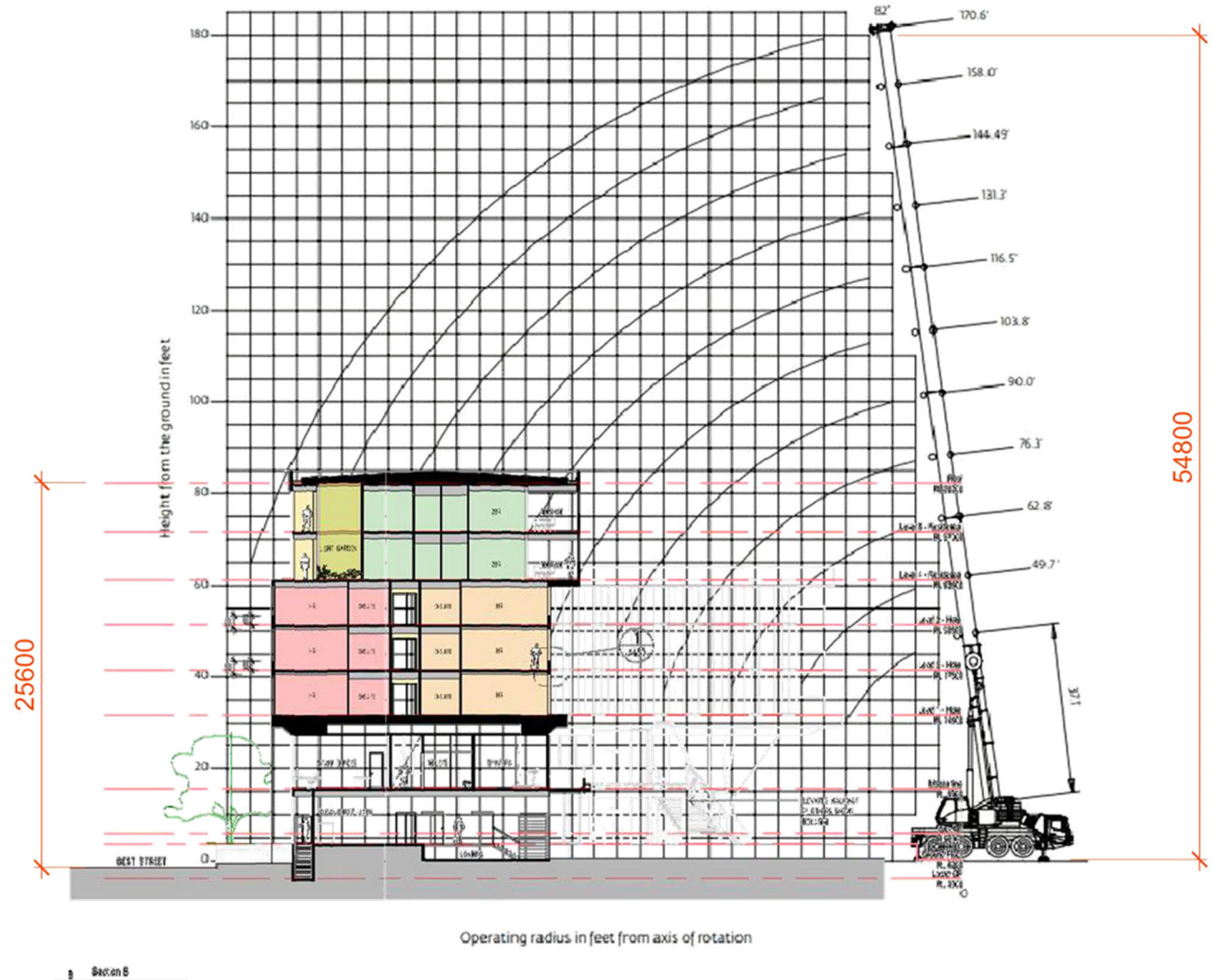


PROJECT
DEVONPORT WATERFRONT
HOTEL
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Working range Main boom

11,3 m - 52 m (31 ft - 171 ft) main boom



DEVELOPER / CLIENT
**Fairbrother
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PROJECT
**DEVONPORT WATERFRONT
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As indicated @A1
JOB No. DRAWN CHECKED DATE
DL04 TT NA OCT 2018
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A450 1

Traffic Impact Assessment

pitt&sherry

**Devonport Living City –
Waterfront Precinct**

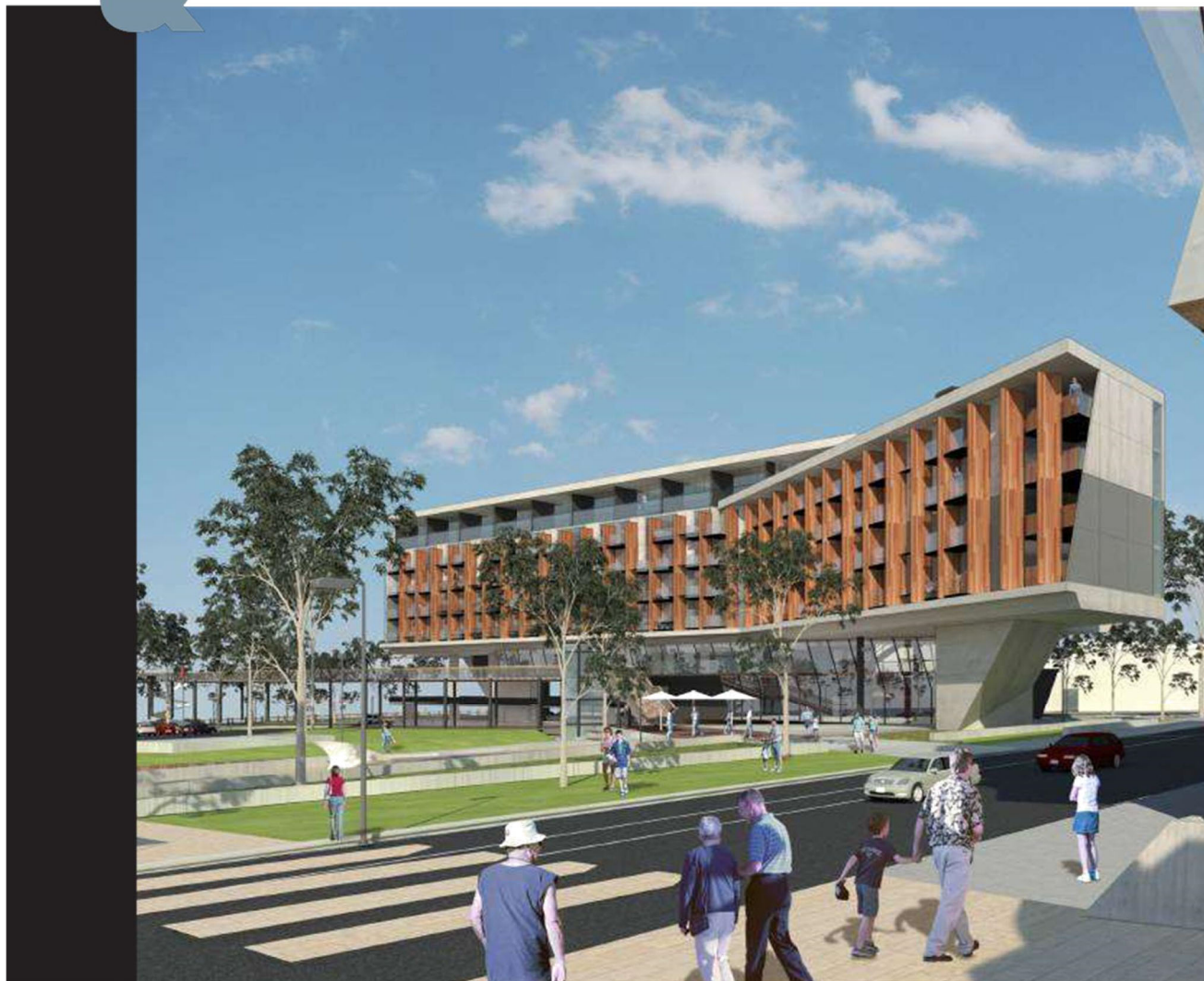
Traffic Impact Assessment

Prepared for
Fairbrother Developments

Client representative
Darryn Smith

Date
19 December 2019

Rev 01



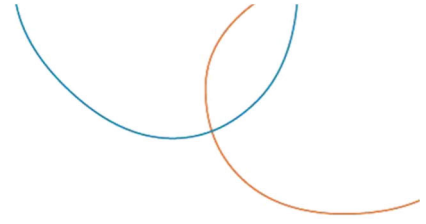


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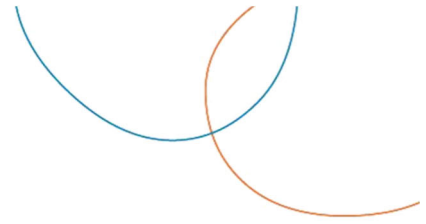
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- Appendix I** — Swept Paths – Hotel Car park Access

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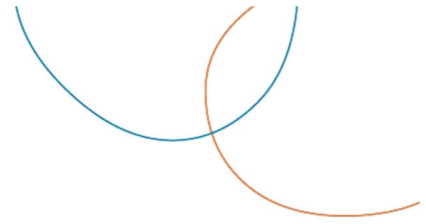
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00	Traffic Impact Assessment	L. Ali	R. Mannering	R. Mannering	02/12/2019
01	Traffic Impact Assessment (minor amendments)	L. Ali	R. Mannering	R. Mannering	19/12/2019

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Executive Summary

Fairbrother Developments engaged pitt&sherry to undertake a Traffic Impact Assessment for the Waterfront Precinct component of the Devonport Living City development. The Waterfront Precinct Development includes a Waterfront Hotel with a restaurant and a Waterfront Park. The Waterfront Hotel and Waterfront Park have been assessed in this Traffic Impact Assessment.

The Waterfront Precinct site is located on the north side of the Devonport CBD, just west of the Mersey River. The site is bound by The Mersey River (east), Rooke Street (west) and Best Street (south). Formby Road runs through the middle of the site between the Waterfront Hotel and the Waterfront Park.

Devonport Waterfront Hotel

The Devonport Waterfront Hotel is located at the southern end of the proposed Waterfront Precinct. The main road frontage to the Devonport Waterfront Hotel is on the southern side at Best Street with the frontage spanning the entire city block between Formby Road and Rooke Street. There are also short frontages to Rooke Street and Formby Road. The northern side faces the Devonport Waterfront Park.

An assessment of traffic impacts of the Waterfront Hotel was undertaken with particular focus in the following intersections:

- Best Street/ Formby
- Best Street/ Rooke Street
- Best Street/ Edward Street
- Best Street/ Fenton Way
- Fenton Way/ Oldaker Street
- Oldaker Street/ Rooke Street/ Formby Road/ Victoria Parade.

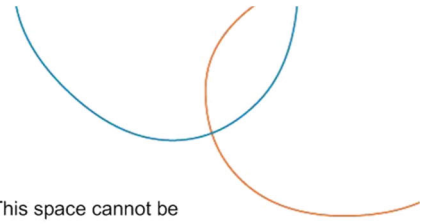
The assessment was undertaken for the intersections immediately post development (2019) and 10 years post development (2029) and concluded that the Waterfront Hotel development would have not have any significant impacts on the safety or operations of the intersections for both years assessed.

The proposed car parking for the Waterfront Hotel was assessed for the adequacy of parking provision. Any available capacity of car parking in the recently completed public multi-storey car park was also considered. The combined on-site and public car parking would be sufficient for a typical day. On days when the convention centre, built as part of the Civic Precinct, is operating at full capacity, the car parking would not be expected to meet the potential demand. Consideration should be given to encouraging the use of public transport and advertising prior to the event that parking nearby would be limited.

There is no provision for bicycle parking, two bicycle spaces should be provided at the detailed design stage.

The internal car parking layouts for hotel visitors meet the requirements of the relevant Australian Standard, this is with the exception of the 90-degree spaces at the Hotel Main Entry which should be widened as part of the detailed design. The vehicle accesses to the hotel car parks are adequate for the proposed number of spaces and required vehicle movements.

A loading dock is provided on site that can accommodate a small rigid vehicle which meets the Planning Scheme requirement. The small rigid vehicle can enter and exit the site in a forward direction. Larger vehicles are required for garbage collection. A garbage truck cannot turn left out of the site due to the location of an adjacent bridge column, it is recommended that the one garbage truck per day is permitted to turn right out of the site.



The Devonport Waterfront Hotel also requires provision for one bus parking space. This space cannot be accommodated on the hotel site. Consideration could be given to the hotel making use of the public bus spaces located on Rooke Street when all the public bus spaces are not required.

Devonport Waterfront Park

Rooke Street and Formby Road to the north of the proposed Devonport Waterfront Hotel. The public space will include a large amphitheatre which can be used for events and a paved area along with public park space. There are two linear pathways which provide pedestrian connectivity through the Devonport Waterfront Park.

To connect the two sides of the Devonport Waterfront Park, it is proposed to include two pedestrian (zebra) crossings on Formby Road and a pedestrian bridge above Formby Road to connect the Devonport Waterfront Hotel with the Waterfront Park on the other side.

One of the linear pathways will also extend across Rooke Street, connecting the Civic Precinct with the Waterfront Precinct. It is proposed to introduce a raised pedestrian (wombat) crossing in this location.

It is proposed to include space for five buses to stop on the east side of Rooke Street to meet the current needs. The proposed layout meets the bus parking provision requirement.

Parallel car parking will be provided on the west side of Rooke Street. The on-street car parking meets the requirements of the relevant Australian Standard.

There is no change in public car parking provision as a result of the Devonport Waterfront Park.

The at grade pedestrian (zebra) crossings along Formby Road on the raised platform do not meet all relevant Australian Standards and other Austroads and VicRoads guidelines, issues include:

- The angle of the crossings to the traffic stream
- The distance between the crossings
- The potential to not meet warrants for two crossings.

The wombat crossing on Rooke Street meets the requirements of the relevant Australian Standards and other Austroads and VicRoads guidelines.

The height of the pedestrian bridge above Formby Road is adequate for movement of general access vehicles.

1. Introduction

1.1 Devonport Living City

Devonport City Council adopted the Devonport Living City Master Plan in 2014. The Master Plan has been researched and prepared by Council with the vision to become the "leading commercial centre for the North West Tasmania region". The research included extensive planning, community and stakeholder consultation.

The Devonport *Living City Master Plan 2014* outlines Council's vision and the strategic strengths of the area. The following has been proposed as a framework in which to revitalise the City and the Devonport CBD:

- Strengthen the regional attraction for North West Tasmania and Tasmania's tourist market:
- Connect the CBD to the Mersey River
- Link existing retail and businesses through urban renewal
- Create economic and employment growth.

The Master Plan focuses on four major precincts (shown in Figure 1):

- Civic Precinct (under construction)
- Waterfront Precinct
- Retail Precinct
- Southern Precinct - Business and Professional.



Figure 1: Devonport Living City Precincts

1.2 The Waterfront Precinct

The Waterfront Precinct Development includes a Waterfront Hotel with a restaurant and a Waterfront Park.

The Waterfront Precinct site is located on the north side of the Devonport CBD, just west of the Mersey River. The site is bound by The Mersey River (east), Rooke Street (west) and Best Street (south). Formby Road runs through the middle of the site between the Waterfront Hotel and the Waterfront Park. The site is zoned as 22.0 Central Business to the west of Formby Road and 19.0 Open Space to the east of Formby Road.

1.3 Traffic Impact Assessment Scope

pitt&sherry were engaged by Fairbrother Developments to undertake a Traffic Impact Assessment (TIA) for the Waterfront Hotel and the traffic related components of the Waterfront Park.

This report has been prepared in accordance with the Department of State Growth *Framework for Undertaking Traffic Impact Assessments* and with reference to the *Devonport Interim Planning Scheme 2013* and details the findings of the traffic assessment undertaken for the proposed development.

2. Existing Conditions

2.1 Traffic Impact Assessment Study Area

The TIA study area incorporates the Waterfront Hotel site bound by Formby Road (east), Rooke Street (west) and Best Street (south). Changes to these roads as part of the Waterfront Park development is also incorporated.

The site is located at the north-eastern end of the Devonport CBD. Surrounding properties predominantly include commercial and retail uses to the south and west of the site. Low density residential properties are located to the north. The Devonport Living City Civic Precinct (under construction) is located directly to the west of the site. The completed Civil Precinct multi-level car park is also located in close proximity to the west of the site. The Rooke Street Mall is located to the south of the site and the Mersey River to the east.

Figure 2 shows the location of the site in the local context.



Figure 2: Site Location (Basemap source: <https://maps.thelist.tas.gov.au>)

2.2 Existing Study Area Use

The site houses two vehicle repair shops (Action Auto Glass and Tint a Car) and previously housed the Harris Scarfe department store and a 134-space public at-grade car park (Best Street Car Park). The Harris Scarfe department store has not been demolished while the Best Street Car Park has been decommissioned. It is understood that the two vehicle repair shops will also be removed to make way for the Waterfront Precinct development.

An aerial view of the existing site is shown in Figure 3 with photos of the existing site shown in Figure 4 and Figure 5.



Figure 3: Existing Site Layout (Aerial source: <https://maps.thelist.tas.gov.au>)

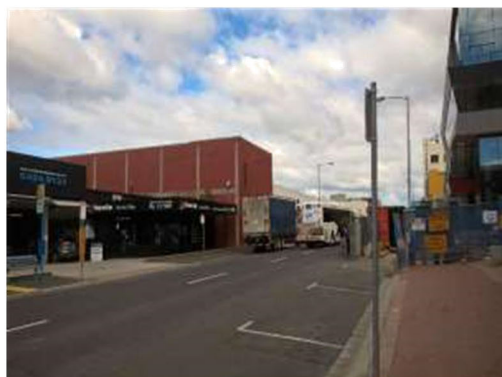


Figure 4: Existing Site from Rooke Street



Figure 5: Existing Site from Formby Road

2.3 Surrounding Road Network

2.3.1 Formby Road

Formby Road (shown in Figure 6 and Figure 7) operates as a major collector road and runs in a north-south direction. It connects the Devonport CBD with the Bass Highway and subsequently carries a significant amount of the traffic arriving into and departing Devonport. A small amount of time-restricted, kerbside parallel parking is provided on the west side of Formby Road between Best Street and Oldaker Street.

Formby Road is part of the Devonport CBD ring road which also includes Steele Street, Gunn Street and Oldaker Street as shown in Figure 8. The purpose of the CBD ring road is to improve access into and around the CBD by removing unnecessary traffic from the CBD. The ring road is also a key route for freight vehicles.

Formby Road carries approximately 10,500 vehicles per day¹.



Figure 6: Formby Road (facing north)



Figure 7: Formby Road (facing south)



Figure 8: Devonport Ring Road System

¹ Traffic counts undertaken for pitt&sherry at Best Street/ Formby Road in May 2015 and assuming a compounding growth rate of 2% and a peak to daily volume ratio of 10%.

2.3.2 Rooke Street

Rooke Street (shown in Figure 9 and Figure 10) operates as a local road and runs in a north-south direction. Due to the placement of the Rooke Street Mall to the south of Best Street, between Best Street and Oldaker Street, Rooke Street acts as a local link.

Rooke Street is a two-way street with a single lane in each direction and is the major bus centre for local and regional bus services. As a result, parking is not permitted on the east side of the road during bus operation times to allow for the bus stops to operate. A mixture of time restricted and metered parking is permitted on the west side. Wide pedestrian paths are located on both sides of Rooke Street to allow for pedestrian volumes and bus waiting areas.

Rooke Street carries approximately 2,200 vehicles per day² between Best Street and Oldaker Street.

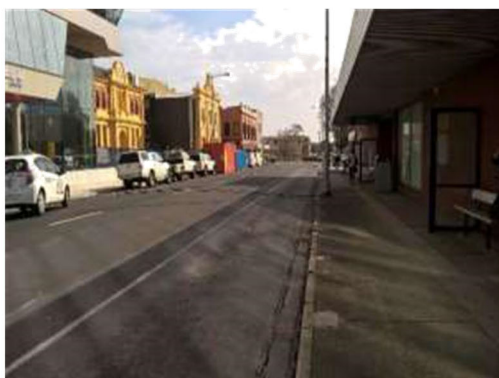


Figure 9: Rooke Street (facing north)

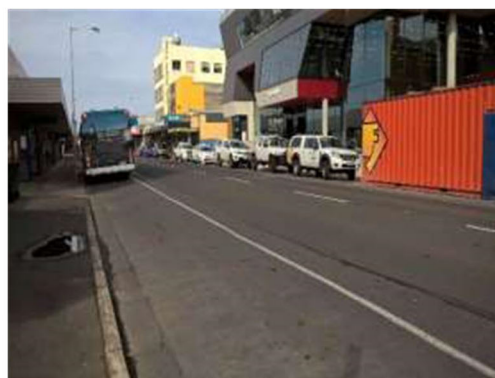


Figure 10: Rooke Street (facing south)

2.3.3 Best Street

Best Street (shown in Figure 11 and Figure 12) operates as a major collector road and runs in an east-west direction. It is a two-way road configured generally with a single lane in each direction. Additional lanes are provided on the approach to signalised intersections. Best Street connects the Devonport CBD with residential areas to the west and is used by several bus routes. A mixture of time restricted free parking and time restricted metered parking is permitted on both sides of the road. Wide footpaths are located on both sides of Best Street.

Best Street carries approximately 8,000 vehicles per day³ in the vicinity of the site. To the west of Fenton Street, traffic volumes are higher.

² Traffic counts undertaken for pitt&sherry at Best Street/ Rooke Street in July 2015 and assuming a compounding growth rate of 2% and a peak to daily volume ratio of 10%.

³ Traffic counts undertaken for pitt&sherry Best Street/ Rooke Street, Best Street/ Edward Street and Best Street/ Fenton Way in July 2015 and assuming a compounding growth rate of 2% and a peak to daily volume ratio of 10%.



Figure 11: Best Street (facing east)



Figure 12: Best Street (facing west)

2.3.4 Oldaker Street

Oldaker Street (shown in Figure 13 and Figure 14) operates as a major collector road and runs in an east-west direction in the vicinity of the site. It is a two-way road configured with a single lane in each direction. Oldaker Street connects the Devonport CBD with residential areas to the west. Time restricted metered parking is permitted on both sides of the road. Wide footpaths are located on both sides of Oldaker Street.

Oldaker Street carries approximately 8,500 vehicles per day⁴.



Figure 13: Oldaker Street (facing west)



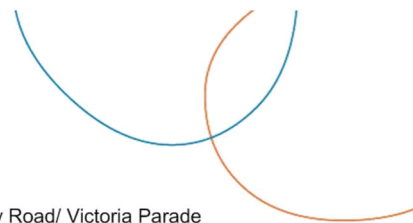
Figure 14: Oldaker Street (facing east)

2.4 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- Best Street/ Formby Road (signalised T- intersection)
- Best Street/ Rooke Street (signalised intersection)
- Best Street/ Edward Street (unsignalised T-intersection)
- Best Street/ Fenton Way (signalised intersection)
- Fenton Way/ Oldaker Street (unsignalised T-intersection)
- Oldaker Street/ Rooke Street/ Formby Road/ Victoria Parade (roundabout, 4 legs).

⁴ Traffic counts undertaken for pitt&sherry at Oldaker Street/ Rooke Street/ Formby Road/ Victoria Parade in June 2013 and assuming a compounding growth rate of 2% and a peak to daily volume ratio of 10%.



2.5 Traffic Data Collection

pitt&sherry undertook traffic volume counts at the Oldaker Street/ Rooke Street/ Formby Road/ Victoria Parade roundabout in June 2013 as part of the Devonport Living City traffic study.

Traffic surveys were undertaken by Tracsis Traffic Data (now Matrix Traffic and Transport Data) in July 2015 as part of the Devonport Living City Civic Precinct TIA. Traffic data was collected at the following intersections:

- Best Street/ Fenton Way
- Best Street/ Edward Street
- Best Street/ Rooke Street.

Traffic surveys were undertaken by Matrix Traffic and Transport Data in May 2017 as part of an early traffic study for the Devonport Living City Waterfront Precinct. Traffic data was collected at the Best Street/ Formby Road intersection as part of this study.

Counts have not been completed at the Oldaker Street/ Fenton Way intersection. The following assumptions, as used in the Civic Precinct TIA, were made for the vehicle movements based on the 2015 traffic survey data:

- All vehicles entering Fenton Way at Best Street would exit at Oldaker Street
- 95% of vehicles travelling on Oldaker Street at the roundabout (at Rooke St) would also travel past Fenton Way
- 70% of vehicles turn left out of Fenton Way and 30% turn right.

Construction for the Waterfront Precinct is expected to be completed in 2019. In order to calculate 2019 traffic volumes, a compounding growth rate of 2% per year has been applied to the previously collected traffic volumes to allow for overall growth on the road network.

From the traffic count data, it was determined that the AM peak hour occurs between 8:15am and 9:15am and the PM peak hour occurs between 3:00pm and 4:00pm.

2.6 Traffic Volumes Before Waterfront Precinct Development

The Civic Precinct is currently under construction, with construction of the precinct nearing completion. All the traffic volume data collected for this project was collected prior to the construction of the Civic Precinct.

To determine baseline traffic data, before development of the Waterfront Precinct, it has been necessary to use the predicted traffic volumes from the Civic Precinct TIA and add these to the calculated 2019 traffic volumes. A traffic growth rate has not been added to the expected traffic generation of the Civic Precinct as the development is not expected to grow in size after completion.

Two sets of baseline traffic volumes have been determined, one set for typical weekday road network operation and one set for the road network operation on a weekday when the Convention Centre (built as part of the Civic Precinct) is hosting an event at the centre's capacity. This is consistent with the assessments completed for the Civic Precinct TIA.

Summaries of the traffic volumes at each peak hour during a typical weekday and a weekday with a convention are shown in Figure 15 to Figure 18.

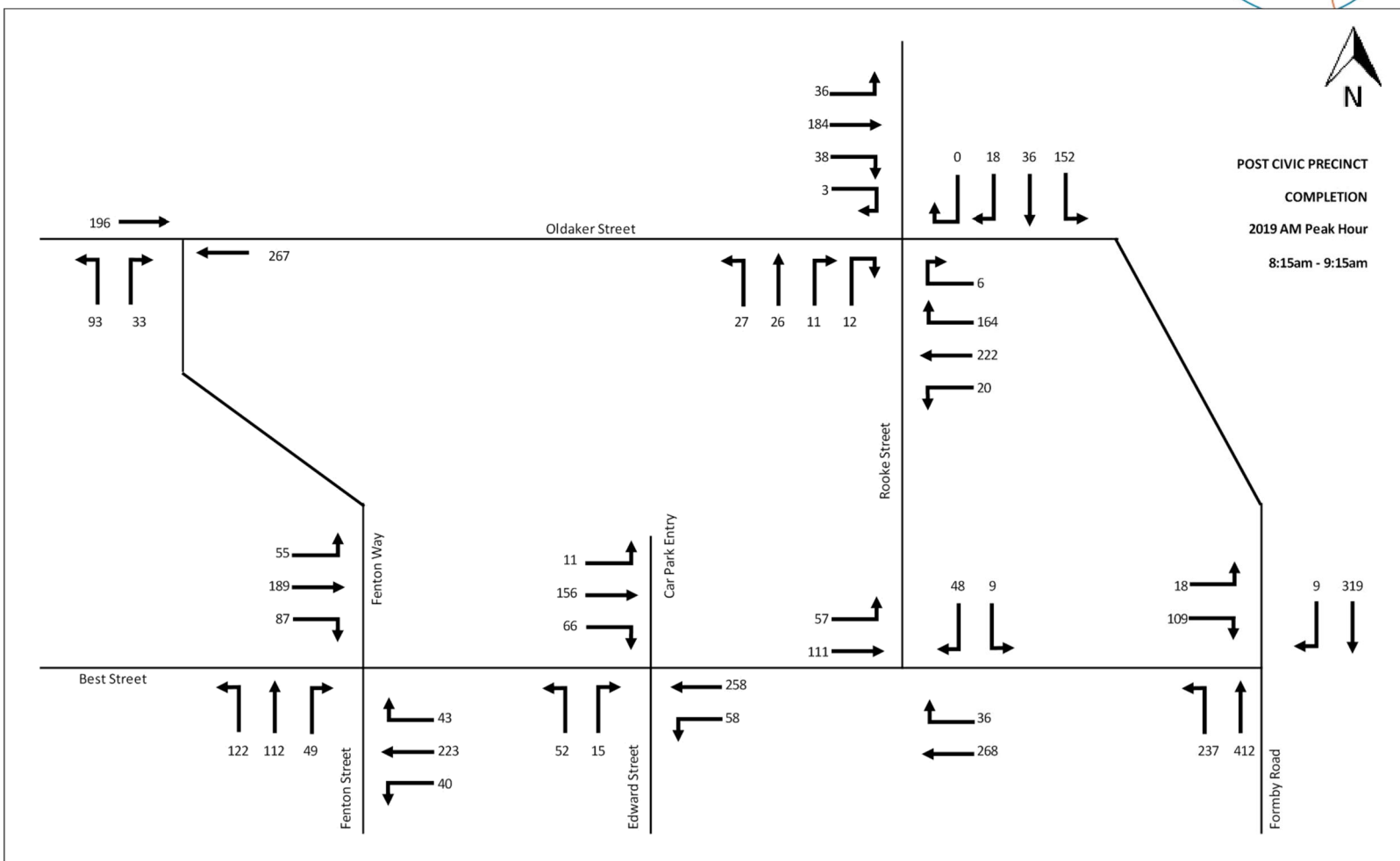


Figure 15: 2019 Post Civic Precinct AM Peak Hour

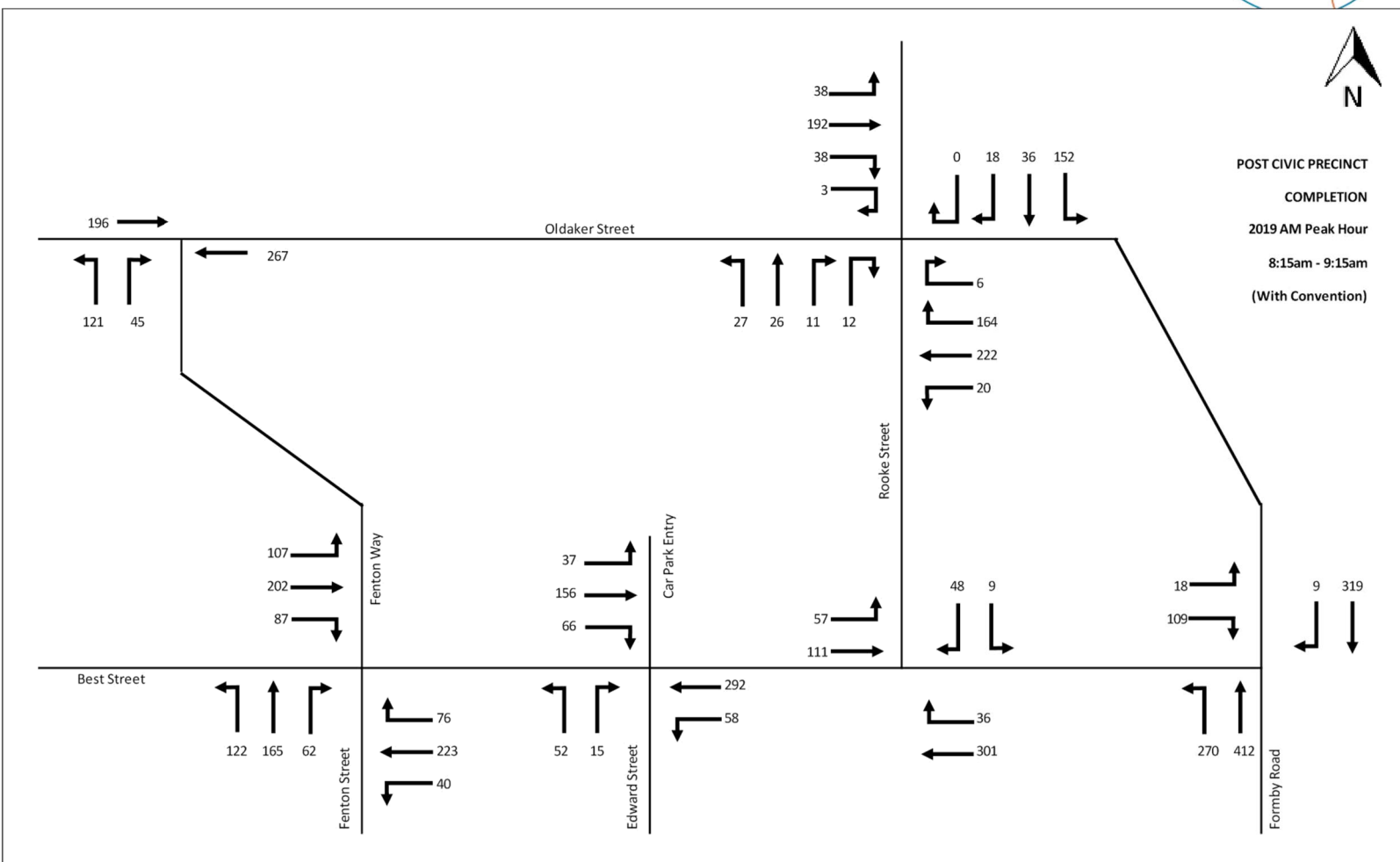


Figure 16: 2019 Post Civic Precinct AM Peak Hour (With Convention)

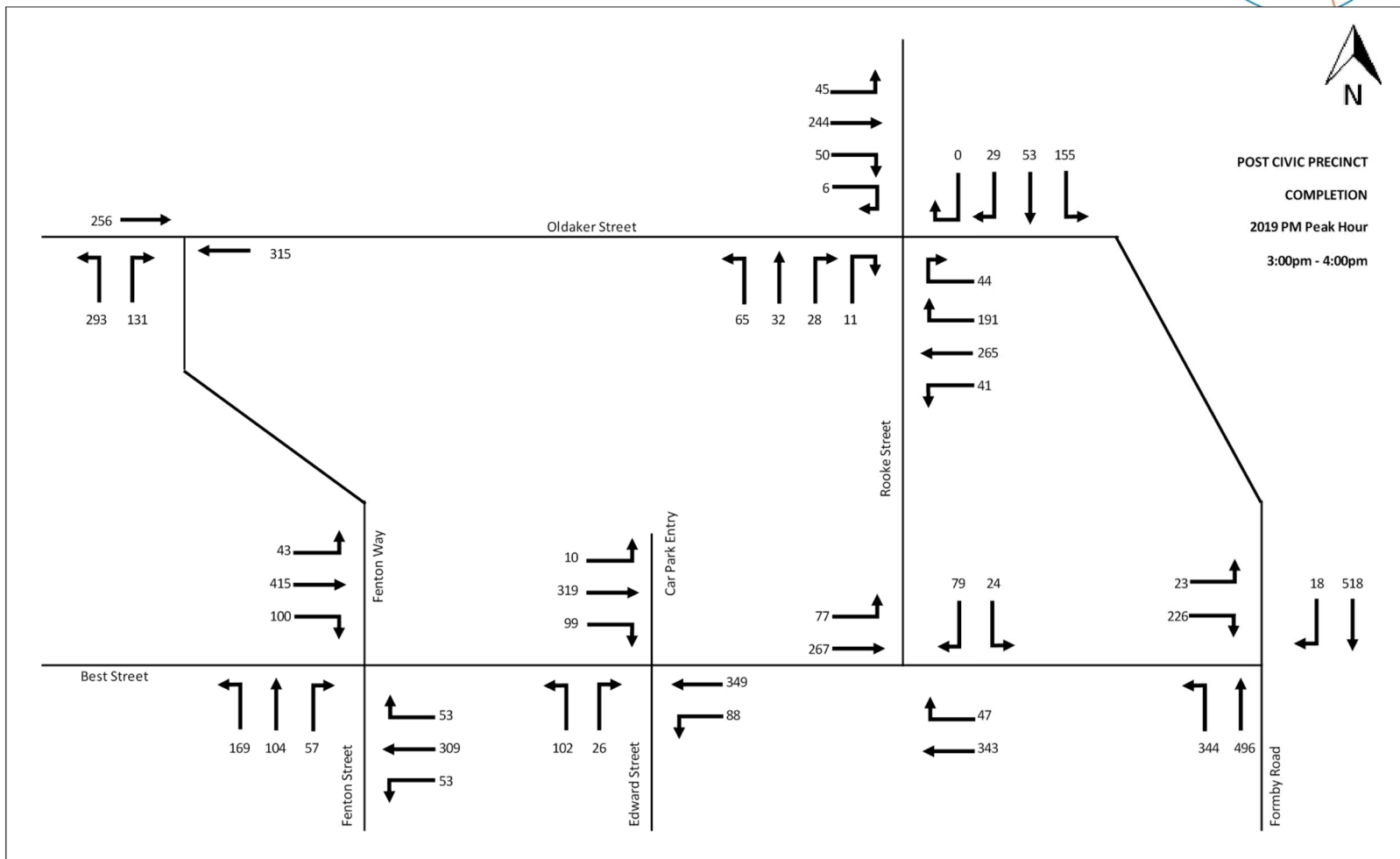


Figure 17: 2019 Post Civic Precinct PM Peak Hour

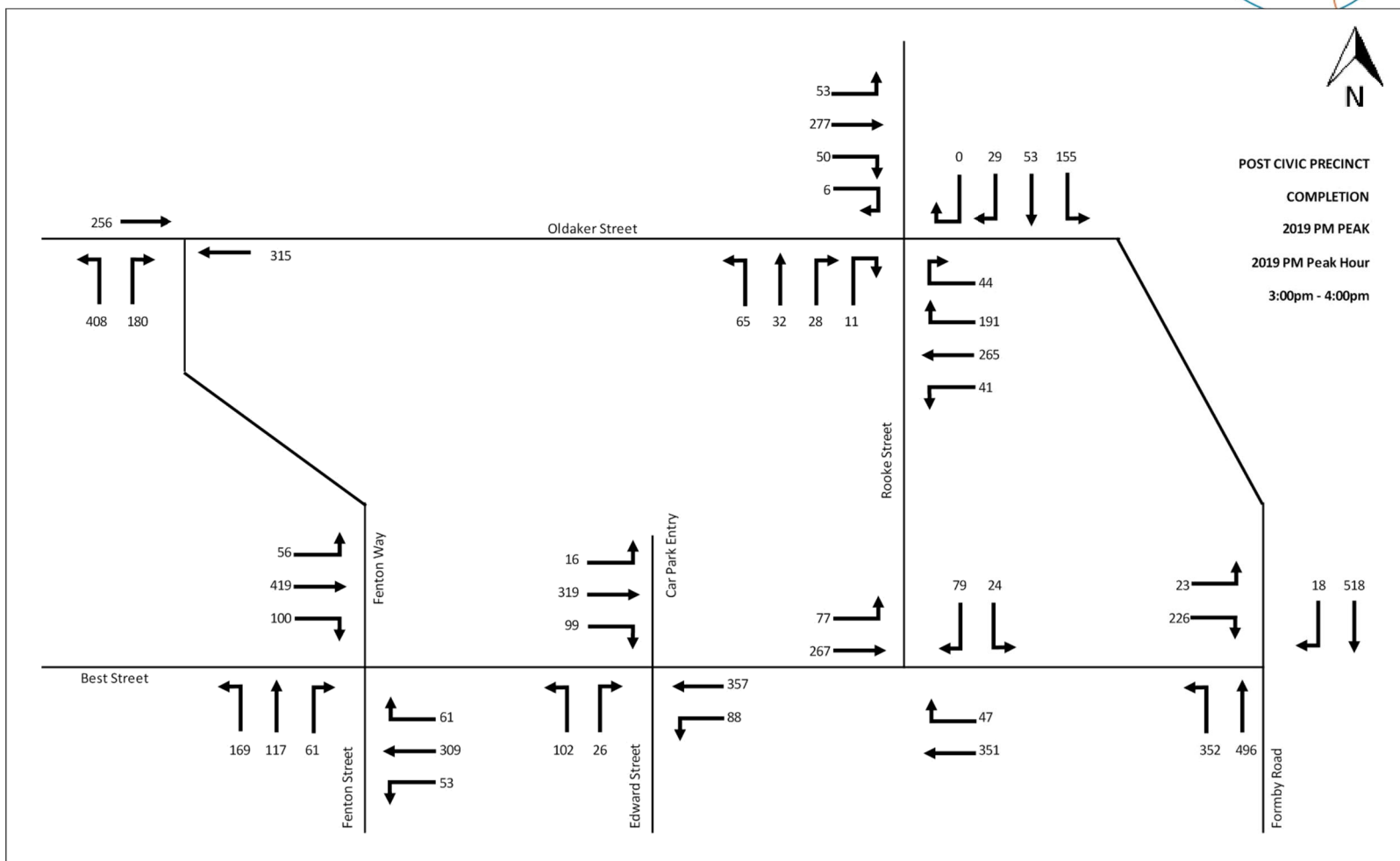


Figure 18: 2019 Post Civic Precinct PM Peak Hour (With Convention)

2.7 Traffic Operation Before Waterfront Precinct Development

The traffic operation at each of the intersections has been assessed using SIDRA Intersection 8.0 traffic modelling software. SIDRA determines the intersection performance based on the vehicle delay and the corresponding Level of Service (LOS). It is generally accepted LOS D or higher is an acceptable level of service. Table 1 shows the criteria that SIDRA Intersection adopts in assessing the level of service.

Table 1: SIDRA INTERSECTION Level of Service Criteria

LOS	Delay per Vehicle (secs)		
	Signals	Roundabout	Sign Control
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 70	Greater than 50

The pedestrian volumes have also been considered in the SIDRA Intersection traffic modelling. The signalised intersections have been modelled assuming that pedestrians cross at each leg of the intersection on 50% of traffic signal phases. This is generally consistent with observations during peak times in the Devonport CBD. The pedestrian volumes for the unsignalised intersections have been modelled as 50 movements on each leg, which is expected to be higher than the existing pedestrian volumes. This allows for variations in volumes.

Table 2 presents a summary of the operation of the study intersections on a typical weekday after the completion Civic Precinct.

Table 3 presents a summary operation of the study intersections on a weekday when the Convention Centre is operating at full capacity. Full results are included in Appendix C.

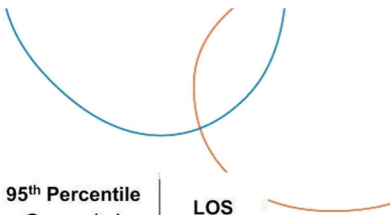
Table 2: 2019 Post Civic Precinct Intersection Operation

Intersection	Peak	Degree of Saturation (DOS)	Average Delay (secs)	95 th Percentile Queue (m)	LOS
Best Street/ Formby Road	AM	0.77	24	94	C
	PM	0.90	34	166	C
Best Street/ Rooke Street	AM	0.38	9	21	A
	PM	0.49	9	28	A
Best Street/ Edward Street	AM	0.18	2	5	A ^[1]
	PM	0.28	3	9	A ^[1]
Best Street/ Fenton Way	AM	0.47	11	25	B
	PM	0.77	12	54	B
Oldaker Street/ Fenton Way	AM	0.15	1	3	A ^[2]
	PM	0.44	3	17	A ^[2]
Oldaker Street/ Rooke Street/ Formby Road	AM	0.35	6	14	A
	PM	0.48	7	23	A

^[1]LOS for Edward Street leg, the overall intersection LOS would be better

^[2]LOS for Fenton Way leg, the overall intersection LOS would be better

Table 3: 2019 Post Civic Precinct Intersection Operation (with convention)



Intersection	Peak	Degree of Saturation (DOS)	Average Delay (secs)	95 th Percentile Queue (m)	LOS
Best Street/ Formby Road	AM	0.77	24	94	C
	PM	0.90	34	166	C
Best Street/ Rooke Street	AM	0.42	9	24	A
	PM	0.50	9	28	A
Best Street/ Edward Street	AM	0.20	2	5	A ^[1]
	PM	0.29	3	9	A ^[1]
Best Street/ Fenton Way	AM	0.57	12	31	B
	PM	0.79	13	58	B
Oldaker Street/ Fenton Way	AM	0.16	2	4	A ^[2]
	PM	0.62	5	35	A ^[2]
Oldaker Street/ Rooke Street/ Formby Road	AM	0.35	6	14	A
	PM	0.48	7	23	A

^[1]LOS for Edward Street leg, the overall intersection LOS would be better

^[2]LOS for Fenton Way leg, the overall intersection LOS would be better

Based on the above assessment, each of the study intersections are expected to operate at an acceptable level of service in 2019, before the Waterfront Precinct development. The majority of intersections have minimal queues and delays on all approaches. The Best Street/ Formby Road intersection is approaching capacity, with a DOS of 0.9 in the PM peak.

2.8 Existing Car Parking

2.8.1 Car Parking Inventory

Off Street Car Parking

As discussed in Section 2, there is a large public at-grade car park located within the existing site boundary (Best Street Car Park). The recently completed public multi-storey car park, built as part of the Civic Precinct, is located within a short walking distance of the Waterfront Precinct site. The existing off-street car parking supply and restrictions are summarised in Table 4.

Table 4: Off-Street Parking Supply and Restrictions

Car Park	Restriction/ Type	Supply
Best Street Car Park (to be removed)	Ticketed Parking (no limit)	134
CBD Multi-Level Car Park	Ticketed Parking (no limit)	479

On Street Car Parking

A considerable amount of on street parking is provided on the streets surrounding the site. The car parking surrounding the Waterfront Precinct is also located within a close walking distance of the Civic Precinct. As part of the Civic Precinct TIA completed in 2015, the parking supply and demand during a typical weekday was recorded. Available on-street parking was assessed in the TIA to be used by the Civic Precinct. The parking supply has changed since 2015 and therefore an inventory of the on-street parking has been repeated. The on-street car parking supply is summarised in Table 5.

Table 5: On-Street Parking Supply and Restrictions

Street	Restriction/ Type	Supply
Best Street	1-hour meter	18
	1/4 hour	5
	Accessible Parking	1
Rooke Street	1-hour meter	6
	1/4 hour	4
Oldaker Street	1-hour meter	31
Fenton Way	1-hour meter	23
	1-hour meter Accessible Parking	1
Formby Road	1-hour	2
	1-hour RV	1

2.8.2 Weekday Parking Survey

Car parking demand surveys were undertaken on Tuesday 18 September 2018 to gain an indication of the parking demand on a typical weekday. The surveys were completed in the locations detailed in Table 4 and Table 5. The results of the weekday parking surveys are summarised in Table 6 with full results presented in Appendix D.

Table 6: Weekday Parking Demand

Parking Location	Supply	Demand							Peak Occupancy
		9am	11am	12pm	1pm	3pm	4pm	5pm	
Best Street	24	14	15	16	16	15	13	7	67%
Rooke Street	10	7	6	7	8	8	10	8	100%
Oldaker Street	31	18	11	13	13	8	6	8	58%
Fenton Way	24	3	7	4	4	1	2	2	29%
Formby Road	3	0	1	1	1	2	1	0	67%
Total On Street	92	42	40	41	42	34	32	25	46%
Best Street Car Park	134	27	55	74	69	37	36	13	55%
CBD Multi-Level Car Park	479	108	142	145	139	126	103	65	30%
Total	705	177	237	260	250	197	171	103	37%

Table 6 indicates that the weekday on-street parking occupancy along Best Street, Oldaker Street and Formby Road is moderate with a peak demand of 46%. The demand for parking on Best Street, Rooke Street, Oldaker Street and Formby Road is higher than the demand for parking on Fenton Way. This is likely due to the placement of the multi-storey car park also on Fenton Way.

The weekday occupancy for Best Street car park is moderate with a peak demand of 55%. Peak demand occurred at midday before reducing, indicating that a large volume of the parking is used by visitors to the surrounding shops/restaurants.

Parking occupancy in the CBD multi-level car park is low with a peak demand of 30%. While the peak demand for this car park is recorded at midday, it is noted that a large percentage of the cars parked within the car park are present at 9am and 4pm indicating that this car park is being used for longer stay parking.

In addition to the car parking spaces above, 7 motorcycle parking spaces were located on the southern side of Best Street located opposite the CBD multi-level car park. The motorcycle parking had a maximum of 1 motorcycle parked during the entire weekday parking survey.

Although the Civic precinct is not yet complete, there is significant parking available in the Devonport CBD on a typical weekday.

2.8.3 Saturday Parking Survey

Car parking demand surveys were undertaken on Saturday 15 September 2018 to gain an indication of the parking demand on a typical Saturday midday period. The surveys were completed at the same locations as the weekday parking surveys. The results of the Saturday parking survey are summarised in Table 7 with full results presented in Appendix D.

Table 7: Saturday Parking Demand

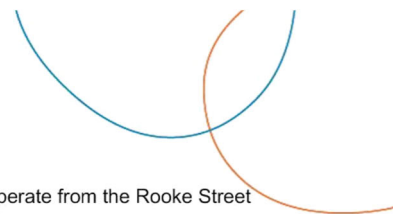
Parking Location	Supply	Demand 12:30pm	Occupancy
Best Street	24	16	67%
Rooke Street	10	6	60%
Oldaker Street	31	20	65%
Fenton Way	24	1	4%
Formby Road	3	2	67%
<i>Total On Street</i>	92	45	48%
Best Street Car Park	134	74	55%
CBD Multi-Level Car Park	479	56	12%
Total	705	175	25%

The Saturday on-street parking demand was recorded as 48% of spaces filled which is higher than the peak weekday demand. The demand for parking on Best Street, Rooke Street, Oldaker Street and Formby Road is again significantly higher than the demand for parking on Fenton Way.

The Saturday occupancy Best Street Car park was the same as the weekday peak with 55% of spaces filled. The parking occupancy in the CBD multi-level car park was low with a demand of 12%.

The motorcycle parking was recorded to be empty during the Saturday parking survey.

Although the Civic precinct is not yet complete, there is significant parking available in the Devonport CBD on a typical weekday.



2.9 Public Transport

Merseylink Buses provide the public transport services within Devonport. 10 bus routes operate from the Rooke Street bus terminal, which amounts to approximately 110 trips each way on weekdays and 30 trips each way on weekends. Buses travel from the interchange to the southern, eastern and western suburbs of Devonport along with trips to Latrobe, Ambleside, Port Sorell, Ulverstone, Quoiba, and Sheffield.

As discussed in Section 2.3, Rooke Street located to the west of the site is the main bus terminal for Merseylink Buses. The bus terminal is located within a convenient walking distance from the Waterfront Precinct development making it a viable option for trips to the area.

In addition to Merseylink Buses, taxis also operate in Devonport. A taxi zone is located adjacent to the Waterfront Precinct site on Best Street.

2.10 Pedestrian and Cycling Infrastructure

Pedestrian paths are located on all major roads within the immediate road network. The majority of the intersections surrounding the site are not signalised but provide pedestrian refuge islands to assist with crossing the road. Signalised pedestrian crossings are provided at the following intersections:

- Best Street/ Fenton Way
- Best Street/ Rooke Street

Cycling infrastructure in Devonport is limited, with no on-street cycling routes located within the vicinity of the site. The Don to Devonport off-road cycleway is located close to the site on the Mersey River foreshore. The cycleway travels from Devonport Road, to the north of Quoiba and follows the Mersey River to the Bass Strait coastline before travelling towards the Don River and then following the Don River to Don.

Council has been considering extending the cycling network within Devonport to include more on-street routes. Council recently adopted the *2015-2020 Bike Riding Strategy* which specifies several proposed cycling routes including an east-west cycling route on Oldaker Street. Devonport's existing cycling network along with its future proposed network is shown in Figure 19.

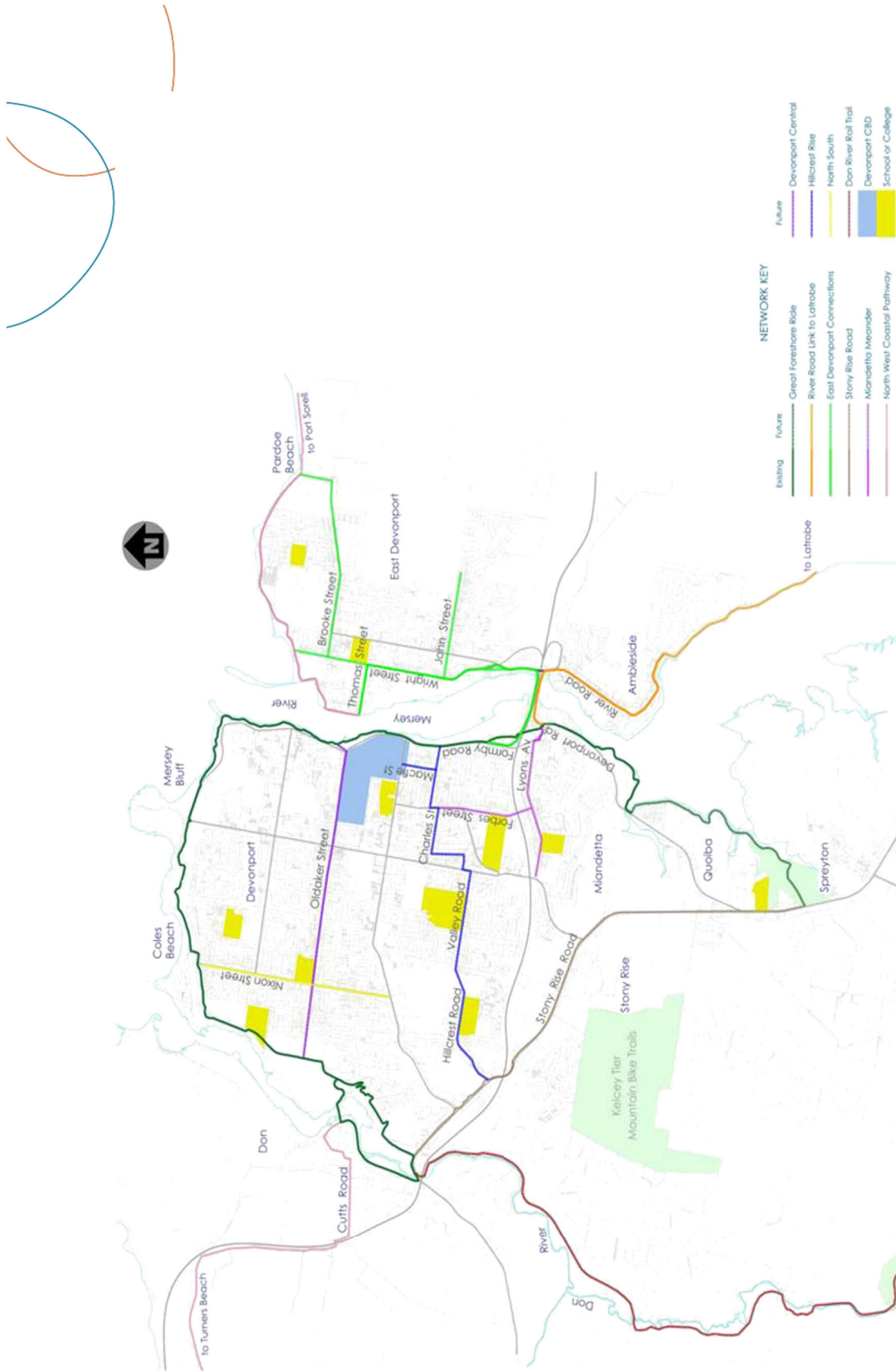


Figure 19: Devonport Existing and Proposed Future Bicycle Network

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3. Development Proposal

Lyons Architects have developed plans for the Devonport Living City Waterfront Precinct incorporating the Waterfront Hotel and the Waterfront Park. A concept landscape plan of the full precinct is shown in Figure 20.

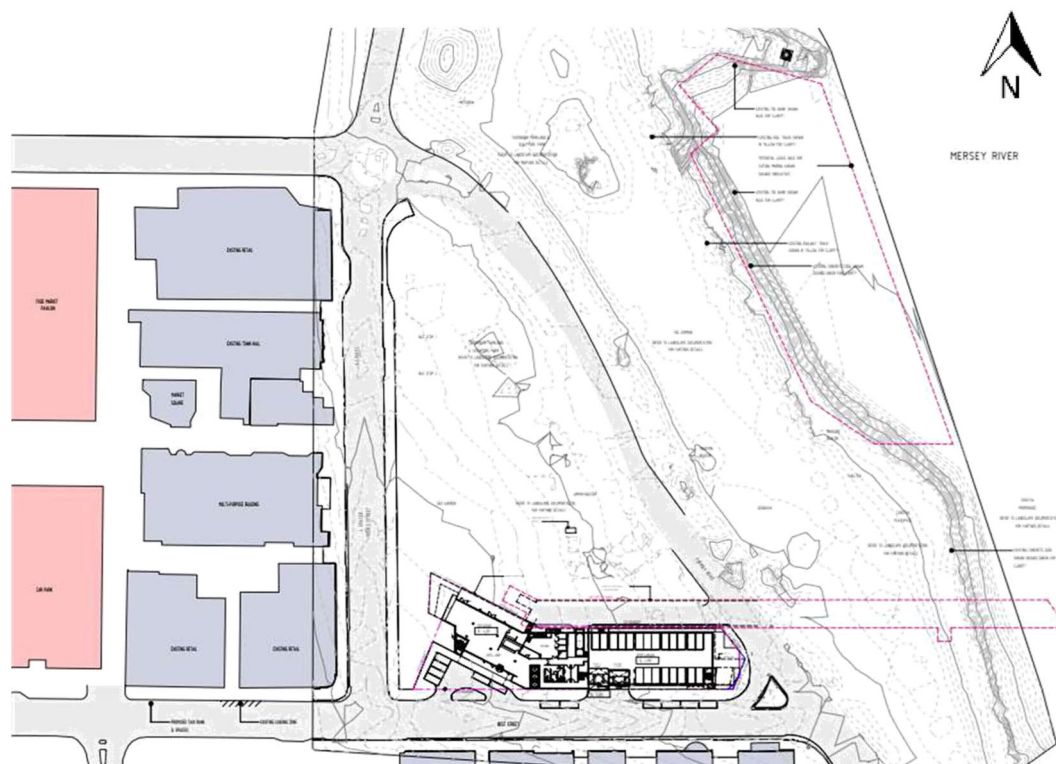


Figure 20: Devonport Living City Waterfront Precinct Plan

In order to make way for the Waterfront Precinct Development, several buildings and a car park will be demolished. These include:

- Tint a Car
- Action Auto Glass
- Best Street Car Park (134 Parking Spaces).

3.1 Devonport Waterfront Hotel

3.1.1 Overview

The Devonport Waterfront Hotel is located at the southern end of the proposed Waterfront Precinct. The main road frontage to the Devonport Waterfront Hotel is on the southern side at Best Street with the frontage spanning the entire city block between Formby Road and Rooke Street. There are also short frontages to Rooke Street and Formby Road. The northern side faces the Devonport Waterfront Park.

The Devonport Waterfront Hotel development will be seven storeys high (above ground level). A lower ground car park will be located underground at the eastern end of the site. An additional car park will be located on ground level, above the lower ground car park. The development will provide 213 hotel rooms, a 70-seat restaurant and car parking for hotel guests (48 spaces).

The floor uses for each level are shown in Table 8 with a full set of architectural hotel plans included in Appendix A.

Table 8: Floor Area Breakdown

Floor	Use	Traffic/ Parking Generating
Lower Ground Floor	Hotel car park (21 spaces)	No
Ground Floor	Hotel car park (21 spaces)	No
	Hotel short term car park (6 spaces)	
	Lobby, Reception	No
	Restaurant	Yes
	Back of house (kitchen, cleaning, waste)	No
Mezzanine	Gym/ spa	No
	Staff offices	No
	Business lounge	No
	Plant	No
Level 1 – Level 5	Hotel rooms	Yes

3.1.2 Vehicle Access

There will be four vehicle access points to the site:

- Best Street – Hotel Main Entry
- Best Street – Lower Ground Floor Car Park
- Best Street – Ground Floor Car Park
- Formby Road – Loading Dock

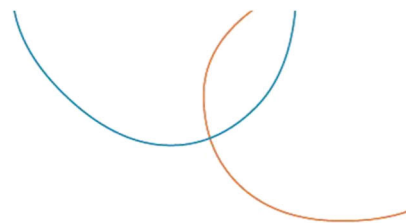
The hotel main entry will be accessed by vehicles from Best Street. The main purpose of this access is for pick-up and drop-off for guests as well as short term (less than 15 minute) parking for guests checking in and checking out. There will be four short stay (15 minute) 90-degree parking spaces and two parallel pick-up/ drop-off spaces. The 90-degree car parking spaces will be reverse in only. The access will have a left in/ left out arrangement and vehicles will enter and exit from separate driveways. A narrow, raised median island will be installed along Best Street to enforce the arrangement. The entry driveway to the hotel is 5.4m and the exit driveway is 9.4m.

The hotel lower ground floor car park will be accessed from Best Street, approximately halfway along the main frontage of the Devonport Waterfront Hotel. Vehicles will travel down a ramp from road level to access the car park. The access will have a left in/ left out arrangement and vehicles will enter and exit from separate driveways, each controlled by boom gates located approximately 7m from the kerb and gutter along Best Street. The entry and exit to the lower ground car park are 2.8m with a 0.4m separation.

The hotel ground level car park will also be accessed from Best Street, immediately south of the lower floor car park access. Vehicles will travel up a ramp from ground level to access the car park. Similar to the lower ground floor car park, the ground level car park access will have a left in/ left out arrangement and vehicles will enter and exit from separate driveways, each controlled by boom gates located approximately 7m from the kerb and gutter along Best Street. The entry and exit to the ground car park are 2.8m with a 0.4m separation.

The loading dock will be accessed from Formby Road. Vehicles will enter an internal road from Formby Road and then travel under the proposed pedestrian bridge to the loading dock located on the southern side of the internal road. The two-way access/ exit from Formby Road is 5.5m wide between kerbs which protects the adjacent bridge columns. The access will be left-in/ left out.

The suitability of the vehicle access points is access is discussed in Section 4.1.



3.1.3 Car Parking

Off-Street Car Parking

As discussed earlier, all off-street parking available within the Best Street Car Park will be removed as part of the Waterfront Precinct Development. This will result in a loss of 134 car parking spaces.

The Devonport Waterfront Hotel development will provide 48 parking space for hotel guests.

It is understood that the hotel is considering using the CBD multi-level car park for any overflow parking of hotel guests and will negotiate this with Devonport City Council.

The suitability of the off-street car parking is discussed in Section 4.2.1.

On-Street Car Parking

The placement of the hotel access points will impact the existing on-street car parking on the north side Best Street between Rooke Street and Formby Road. The existing parking provision on the north side of Best Street includes:

- A taxi zone with five taxi spaces
- Five 1P metered parking spaces
- A loading zone.

The proposed Best Street layout includes provision for six on-street parking spaces.

It is proposed to relocate the taxi zone to outside Molly Malones, approximately 70 metres west of the existing taxi zone. It is proposed to use the four metered parking spaces in this location for the taxi zone. Relocating the taxi zone to this position allows taxis to service the Devonport Waterfront Hotel directly ahead and the main Civic Precinct building on Rooke Street.

It is likely that the existing loading zone on the north side of Rooke Street outside the proposed Waterfront Hotel will no longer be required as all loading for the hotel will occur on site. There are two existing loading zones located nearby, one opposite the hotel on the south side of Best Street and one located on the north side of Best Street, just west of Rooke Street.

3.1.4 Loading and Garbage Collection

A loading dock for the hotel will provided on the Devonport Waterfront Hotel site and will be accessed from the Formby Road vehicle access point. The loading dock will be accessed by delivery vehicles up to the size of a 6.4 metre Short Rigid Vehicle (SRV) and garbage trucks up to an 8.8m medium rigid vehicle.

Up to five service vehicles will access the loading dock per day as follows:

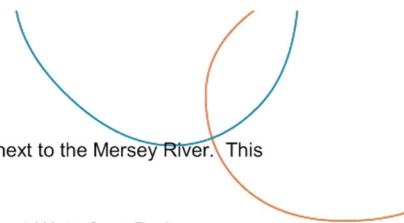
- 1 x 8.8m garbage truck per day (to be operated by a private company)
- 2-3 x SRV or delivery vans per day for food/drink deliveries
- 1 x SRV or delivery van every 1-2 days for linen.

The suitability of the loading dock is discussed in Section 4.4.

3.2 Devonport Waterfront Park

3.2.1 Overview

The Devonport Waterfront Park includes development of public space on the block bound by Best Street, Rooke Street and Formby Road to the north of the proposed Devonport Waterfront Hotel. The public space will include a large amphitheatre which can be used for events and a paved area along with public park space.



The Devonport Waterfront Park also extends across Formby Road to the parcel of land next to the Mersey River. This area will be public park space.

There are two linear pathways which provide pedestrian connectivity through the Devonport Waterfront Park.

The relevant design plans for the proposed development and the road modifications are attached in Appendix B.

3.2.2 Modifications to Formby Road

To connect the two sides of the Devonport Waterfront Park, it is proposed to include two pedestrian (zebra) crossings on Formby Road and a pedestrian bridge above Formby Road to connect the Devonport Waterfront Hotel with the Waterfront Park on the other side.

Pedestrians will have priority at both of the zebra crossings. The zebra crossings will be approximately 38 metres apart and will follow the line of the linear pathways.

The road will be raised at the crossings and in between the crossings a large platform which will be located at the kerb height. This results in no height change along the linear pathways. This platform will serve several purposes:

- To improve visibility of pedestrians using the pedestrian (zebra) crossings
- To slow vehicles on approach to the crossings
- To allow the road to be used as an event space on occasion.

Formby Road will be narrowed in width to 6.6m along the platform to give pedestrians the shortest width to cross. Bollards will be placed on either side of the road in this location to prevent vehicles from entering the park areas.

The pedestrian bridge will have a minimum clearance of 5.4m above Formby Road.

3.2.3 Modifications to Rooke Street

One of the linear pathways will also extend across Rooke Street, connecting the Civic Precinct with the Waterfront Precinct. It is proposed to introduce a raised pedestrian (wombat) crossing in this location. The crossing is approximately halfway along Rooke Street between Formby Road and Best Street. Pedestrians will have priority on this crossing. The wombat crossing will improve visibility of pedestrians and slow vehicles on approach to the crossing.

The introduction of the wombat crossing has resulted in amendments to the car parking on the west side of Rooke Street and the bus zone on the east side of Rooke Street. The crossing will effectively "split" the parking and bus zones into northern and southern sections.

Bus Zones

It is proposed to include space for five buses to stop on the east side of Rooke Street. Provision for five spaces has been included as this is the maximum number of buses that would be expected to be parked on Rooke Street at any point in time based on the existing bus timetable.

There will be three spaces to the north of the wombat crossing and two spaces to the south. The bus zone to the north of the wombat crossing is 68m in length and the bus zone to the south of the wombat crossing is 54m in length.

The suitability of the bus zones is discussed in Section 5.2.

Car Parking

Parallel car parking will be provided on the west side of Rooke Street. A total of 13 car parking spaces will be provided, five to the north of the wombat crossing and eight to the south. It is not proposed to have any loading zones on Rooke Street.

The suitability of the car parking is discussed in Section 5.1.2.

3.2.4 Modifications to Best Street/ Formby Road Intersection

It is proposed to modify the layout of the Best Street/ Formby Road intersection. A slip lane has been added for left turns from Best Street into Formby Road. A signalised crossing is proposed across the slip lane. It is understood that a zebra crossing may be considered as an alternative. Signalised pedestrian crossing would continue to be provided along the northern and eastern legs of the intersection. The southern leg of the intersection currently does not have a crossing due to the high volume of opposing right turns. This arrangement will remain. It is also proposed to remove the under-utilised right turn lane from Formby Road into Best Street to improve the operation of the intersection.

The expected operation of the modified intersection is discussed in Section 4.3.4.

4. Transport Assessment – Devonport Waterfront Hotel

4.1 Vehicle Access


4.1.1 Width for Vehicles

The vehicle access widths for each of the Devonport Waterfront Hotel vehicle entry/ exit points has been reviewed against the *Australian Standard for Off Street Car Parking (AS/NZS 2890.1:2004 and AS 2890.6:2009)*. All vehicle accesses to car parking have been assessed for a parking facility of User Class 2, determined from Table 1.1 of AS2890.1:2004.

In order to determine the access facility category and for access driveway widths, Table 3.1 and Table 3.2 of the Australian Standard has been reviewed. Best Street and Formby Road have been considered arterial roads for this assessment. The values used in Table 3.1 and Table 3.2 of the Australian Standard are shown in Figure 21 and Figure 22.

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

Figure 21: Table 3.1 from Australian Standard AS2890.1:2004



Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

Figure 22: Table 3.2 from Australian Standard AS2890.1:2004

Best Street – Hotel Main Entry

The Best Street Hotel Main Entry has one-way entry and exit for six parking spaces. For a parking area of less than 25 spaces and access from an arterial road, the separate entry and exit widths are required to comply with Category 2. This requires a minimum width of three metres for the entry and exit in accordance with the Australian Standard.

The proposed entry width is 5.4m while the exit width is 9.4m. As such, the main hotel entry meets the Australian Standard requirement.

Best Street – Hotel Lower Ground Floor Car Park

The Best Street Hotel lower ground floor car park has a separate entry and exit.

As the entry and exit lanes are 2.8m, they are unable to meet Australian Standard requirements. However, swept paths have been completed to demonstrate the operation and adequacy of this entry and are discussed in Section 4.2.3.

Best Street – Hotel Ground Floor Car Park

The Best Street Hotel ground floor car park access has a separate entry and exit.

As the entry and exit lanes are 2.8m, they are unable to meet Australian Standard requirements. However, swept paths have been completed at this access as shown in Appendix I. The swept paths show that vehicles are able to enter and exit in a forward direction using the access.

Formby Road – Loading Dock

The Best Street Hotel Loading Dock has a combined entry/ exit point that is accessed from Formby Road. However, swept paths have been completed at this access as shown in Appendix I. The swept paths show that vehicles are able to enter and exit in a forward direction using the access.

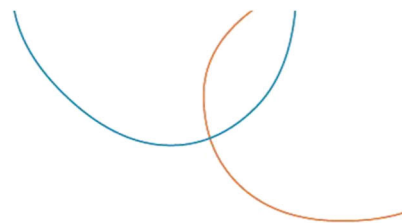
4.1.2 Sight Lines to Pedestrians

Best Street – Hotel Main Entry

The Best Street Hotel Main entry and exit points will provide full sight lines to pedestrians and will not be expected to impact on the safety to pedestrians using the footpath.

Best Street – Hotel Car Park

The Best Street Hotel car park exits from both lower ground floor car park and ground floor car park will provide sight lines to pedestrians on the Best Street footpath in accordance with the sight triangles specified in the *Australian Standard for Off Street Car Parking (AS/NZS 2890.1:2004)*.



Formby Road – Loading Dock

The Formby Road loading dock exit will provide sight lines to pedestrians on the Formby Road footpath in accordance with the sight triangles specified in the *Australian Standard for Off Street Car Parking (AS/NZS 2890.1:2004)*.

4.1.3 Boom Gate Operation

Queuing Areas

The queuing area available at the car park accesses between the boom gates and Best Street have been reviewed against the *Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004)* requirements.

In order to determine the queuing area requirements, the storage queue length that will not be exceeded 95% of the time has been calculated using queuing theory which states:

$$N = \frac{\log(0.05)}{\log(\rho) - 1}$$

Where:

N = Storage queue length required

ρ = utilization factor = $\frac{r}{s}$

r = average arrival rate (vehicles per hour)

s = service rate (vehicles per hour)

If we conservatively assume that it takes 1 minute to serve each vehicle arriving at the boom gate, the service rate is calculated to be 60 vehicles per hour. Using this service rate and allowing a length of 6.0m per vehicle, the storage queue length for the car park accesses are specified in Table 9.

It is noted that queuing area has been assessed assuming all vehicles enter the car park during the same hour as a worst-case scenario.

Table 9: Storage queue length

Car Park	Average Arrival Rate (vehicles per hour)	Storage Space Required (vehicles)	Storage Space Required (m)	Proposed Storage Space (m)
Hotel Lower Ground Floor Car Park Access	21	1	6m	6m
Hotel Ground Floor Car Park Access	21	1	6m	6m

Based on the above, the proposed queuing area available at the car park accesses meet the requirements of the Australian Standard.

4.2 Car Parking

4.2.1 Car Parking Requirement

Car parking rates for developments are set out in the *Devonport Interim Planning Scheme 2013*. Due to the location of the site in the Devonport CBD zone, the site is exempt from the minimum parking requirements. The provision for parking has been assessed against the Planning Scheme as a guide for the maximum amount of car parking to be

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provided.

The Planning Scheme car parking requirements for the hotel rooms and restaurant are provided in Table 10.

Table 10: Parking Rates for Hotel Development

Use	Planning Scheme Parking Rate	Number	Parking Requirement
Restaurant	1 space per 3 seats	70 seats	24
Hotel Rooms	1 space per bedroom plus 1 additional space per 5 bedrooms	213 hotel rooms	256
TOTAL			280

This car parking requirement is considered high for this development based on the following:

- The parking requirement for the hotel has been calculated to be 280 parking spaces or 1.31 spaces per room. This is based on the Planning Scheme requirement for visitor accommodation which includes bed and breakfast accommodation, motels and residential hotels. This rate applies throughout the Devonport LGA. The *RMS Guide to Traffic Generating Developments (2002)* specifies a parking rate of 1 space per 4 bedrooms for a 3 or 4-star hotel. In comparison the RMS Guide specifies 1 space per room for a motel.
- A large portion of the restaurant visitors would be staying at the hotel resulting in some ancillary use
- The site is located a close distance to regular bus services and a taxi zone is conveniently located close by
- There is good pedestrian infrastructure in place on all streets in close proximity to the site
- The majority of people accessing the development would be visitors to the hotel and Devonport and the hotel is located within walking distance to the Devonport CBD.

Based on the above points, the following assumptions have been made:

- The Planning Scheme parking requirement for visitor accommodation is more aligned to a motel parking rate, the hotel parking rate of 1 space per 4 bedrooms is considered more appropriate for a hotel of this standard.
- 50% of the restaurant patrons would be expected to stay at the hotel resulting in a reduction in the parking requirement by 50%.

The resultant parking demand based on the above points is shown in Table 11.

Table 11: Revised Car Parking Requirements for Hotel Development

Use	Parking Reduction	Parking Requirement
Restaurant	50%	12
Hotel Rooms	As per RMS	54

Based on the above, it is expected that 66 car parking spaces would be required to meet the parking needs of the hotel and restaurant.

As discussed, there are 48 parking spaces proposed for the hotel resulting in a shortfall of 6 spaces for hotel guests. As no parking is provided for non-hotel users of the restaurant, there is a shortfall of 12 parking spaces for the restaurant component. It is expected that restaurant visitors from outside the hotel will use public parking. It is understood that the hotel is considering using the CBD multi-level car park for any overflow parking of hotel guests and will negotiate this with Devonport City Council.

The availability of public parking for the shortfall of 6 spaces and the 12 spaces for the restaurant is discussed in Section 4.2.2.

The Planning Scheme also specifies the following requirements for the hotel/ restaurant:

- 1 of every 20 car parking spaces or part thereof should be provided as disabled (DDA) parking
- 1 motorcycle space must be provided for every 20 car parking spaces
- 1 bicycle space must be provided for every 20 car parking spaces.

The hotel development proposes 2 DDA parking spaces and 2 motorcycle parking spaces which complies with the Planning Scheme requirement.

No bicycle parking spaces are shown on the Concept Plan. Two bicycle spaces should be provided at the detailed design stage.

4.2.2 Public Car Parking Availability

The public car parking supply in the vicinity of the Devonport Waterfront Precinct development has been assessed currently and after the development of the Waterfront Precinct. A comparison is shown in Table 12.

Table 12: Public Car Parking Supply

Car Parking	Supply Before Development	Supply After Development
Off-Street		
Civic Precinct Multi-Level	479	479
Best Street	134	0
On-Street		
Best Street	24	22
Rooke Street	10	13
Oldaker Street	31	31
Fenton Way	24	24
Formby Road	3	0
TOTAL	705	569

As discussed in Section 4.2.1, 18 public spaces (6 for hotel visitor overflow and 12 for restaurant) are required to address the car parking shortfall in the Devonport Waterfront Hotel.

As part of the Civic Precinct TIA the expected parking demands for the nearby car parks after the development of the Civic Precinct were determined.

Table 13 shows the current, post Civic Precinct and post Waterfront Precinct expected public parking demand.

Table 13: Calculated Car Parking Demand

Level of Development	Expected Demand	
	Typical Weekday	Weekday (with Convention)
Existing (2018)	260	-
Post Civic Precinct	541	746
Post Waterfront Precinct	564	769

Based on the above, the total public car parking requirement at peak times would be 564 on a typical weekday and 769 on a weekday with a convention.

It is expected that the proposed car parking would be adequate at peak times on a typical weekday or weekend day. On weekdays when the Convention Centre is operating, there would be a car parking shortfall of 200 spaces.

It is noted that the values calculated above are a worst-case scenario as the land uses would not be expected to all require parking at the same time on a typical day. It is also noted that if a large convention was to be held in Devonport there would be expected to be visitors to the city, many of which would be expected to stay in the Devonport Waterfront Hotel and therefore these users would not require parking.

For events hosted in the Convention Centre that may result in a large demand for parking, it is recommended that people attending the event are encouraged to use public transport and it is advertised prior to the event that parking nearby would be limited.

4.2.3 Car Parking Layout Review

The Devonport Waterfront Hotel and Resident's car park layouts has been reviewed against the *Australian Standard for Off Street Car Parking (AS2890.1:2004 and AS2890.6:2009)*.

The requirements for car park dimensions are specified in Table 14.

Table 14: Off-Street Car Parking Requirements

Use	Feature	Minimum Requirement	Proposed (minimum)
Hotel Main Entry parking and pick-up/ drop-off ^[1]	Parking Space Width (90 degree)	2.5m	2.4m
	Parking Space Length (90 degree)	5.4m	5.4m
	Parking Aisle Width	5.8m	5.0m
	Parking Space Width (Parallel)	2.1m	2.1m
	Parking Space Length (Parallel)	5.4m	6.0m
Hotel Guest Parking (Class 2 requirement)	Parking Space Width (90 degree)	2.5m	2.6m
	Parking Space Length (90 degree)	5.4m	5.4m
	DDA Space Width	2.4m with a 2.4m shared space	2.6m with a 2.8m shared space
	Parking Aisle Width	5.8m	5.8m
	Blind Aisle Extension	1m	3.0m
	Circulation Road Width	5.5m	5.5m
	Ramp Grade	1 in 4	1 in 4
	Headroom	2.3m	2.85m
	Parking Space Length (90 degree)	5.4m	5.4m
	Parking Aisle Width	6.2m (2.4m width) 5.8m (2.6m width)	5.8m
	Blind Aisle Extension	1m	2.75m
	Circulation Road Width	5.5m	6.2m
	Ramp Grade	1 in 4	1 in 4
	Headroom	2.2m	2.85m

^[1] Swept paths, shown in Appendix E, completed at the Hotel Main Entry parking and pick-up/ drop-off spaces show that cars can enter and exit each of the spaces.

Based on the above, the Hotel Main Entry parking and pick-up/ drop-off dimensions are adequate for the proposed car movements. The 90-degree spaces are 2.4m wide which is lower than the Australian Standard requirement for the proposed use. Consideration should be given to widening these to a 2.5m or 2.6m width at the detailed design stage. There appears to be sufficient space to make this minor width change.

The proposed Hotel Guest Car Park Parking meets the Australian Standard requirements.

4.3 Traffic Impact Assessment

4.3.1 Traffic Generation

The traffic generation of the Devonport Waterfront Hotel is discussed below. It is noted that some existing traffic has been re-routed around the network or removed from the study interactions due to the removal of the Best Street Car Park, Harris Scarfe and auto stores located on the site.

The *RMS Guide to Traffic Generating Development* does not state traffic generation rates for hotels. Therefore, the traffic generation of the hotel has been sourced from the ITE *Trip Generation Manual*. The ITE manual states a hotel as the following:

"Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room) and/or other retail and service shops".

Based on that statement, the description from the ITE manual is consistent with the proposed development and therefore the ITE rate would be sufficient for determining the traffic generation.

Estimates of peak hourly traffic volumes resulting from the hotel are set out in Table 15.

Table 15: Estimated Traffic Generation

Use	Size	Design Traffic Generation Rate		Traffic Generation ^[1]	
		AM Peak	PM Peak	AM Peak	PM Peak
Hotel	213 rooms	0.67 trips per occupied room	0.70 trips per occupied room	143 trips	150 trips

^[1] Assuming 100% occupancy.

Table 15 indicates that the development could be expected to generate 143 vehicle movements and 150 vehicle movements in a weekday AM and PM peak hour respectively.

4.3.2 Directional Split

The total hotel rooms traffic generation has all been routed through the hotel main entry as a worst-case scenario. This scenario takes into account that vehicles arrive to check in or check out and then leave to access parking. Based on this, the following movements have been routed through the hotel main entry:

- AM Peak 143 vehicles in/ 143 vehicles out
- PM Peak 150 vehicles in/ 150 vehicles out.

It is expected that the number of hotel guests accessing the car park by vehicle will be small in comparison and this value is expected to be calculated as part of the additional traffic above.

4.3.3 Traffic Distribution and Assignment

The distribution of traffic generated by the development is based on several factors including:

- The location of major traffic distributing roads around the site and configuration of the road network
- The location of the site access points and any movement restrictions
- The location of other traffic generating locations
- Existing traffic patterns.

Based on this the expected traffic distribution to/ from the hotel main vehicle entry and hotel car park accesses are shown in Figure 23..

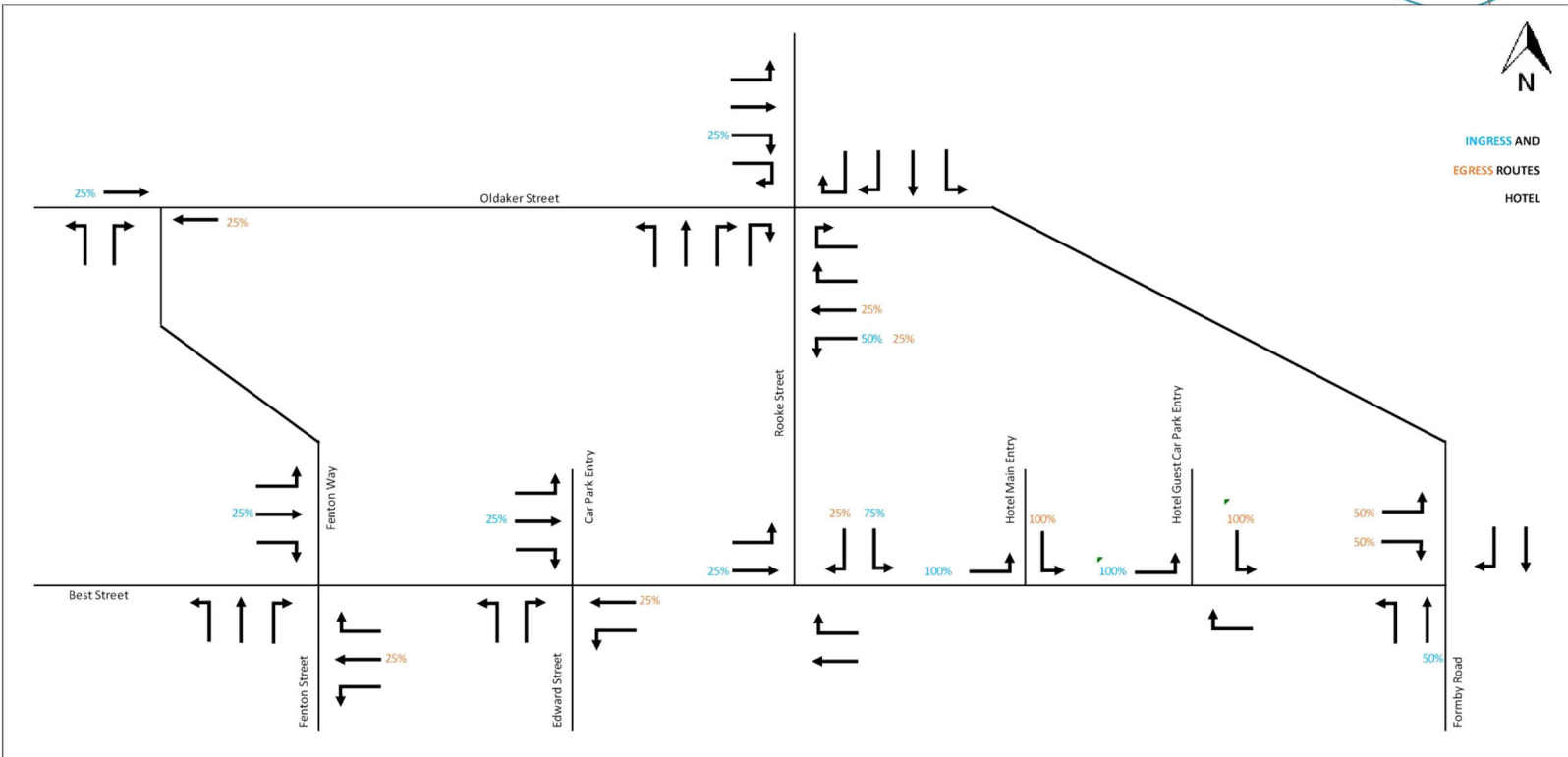
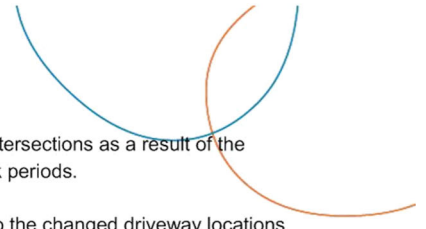


Figure 23: Traffic Distribution - Hotel Main Vehicle Entry and Hotel Car Park Accesses

Based on the above, the estimated increase in turning movements at the surrounding intersections as a result of the Devonport Waterfront Hotel development has been determined for the AM and PM peak periods.

It is noted that there is an expected slight decrease in traffic for some movements due to the changed driveway locations and the left in/ left out access to the Devonport Waterfront Hotel.

The estimated change in turning movements at each of the study intersection is shown in Figure 24 and Figure 25.



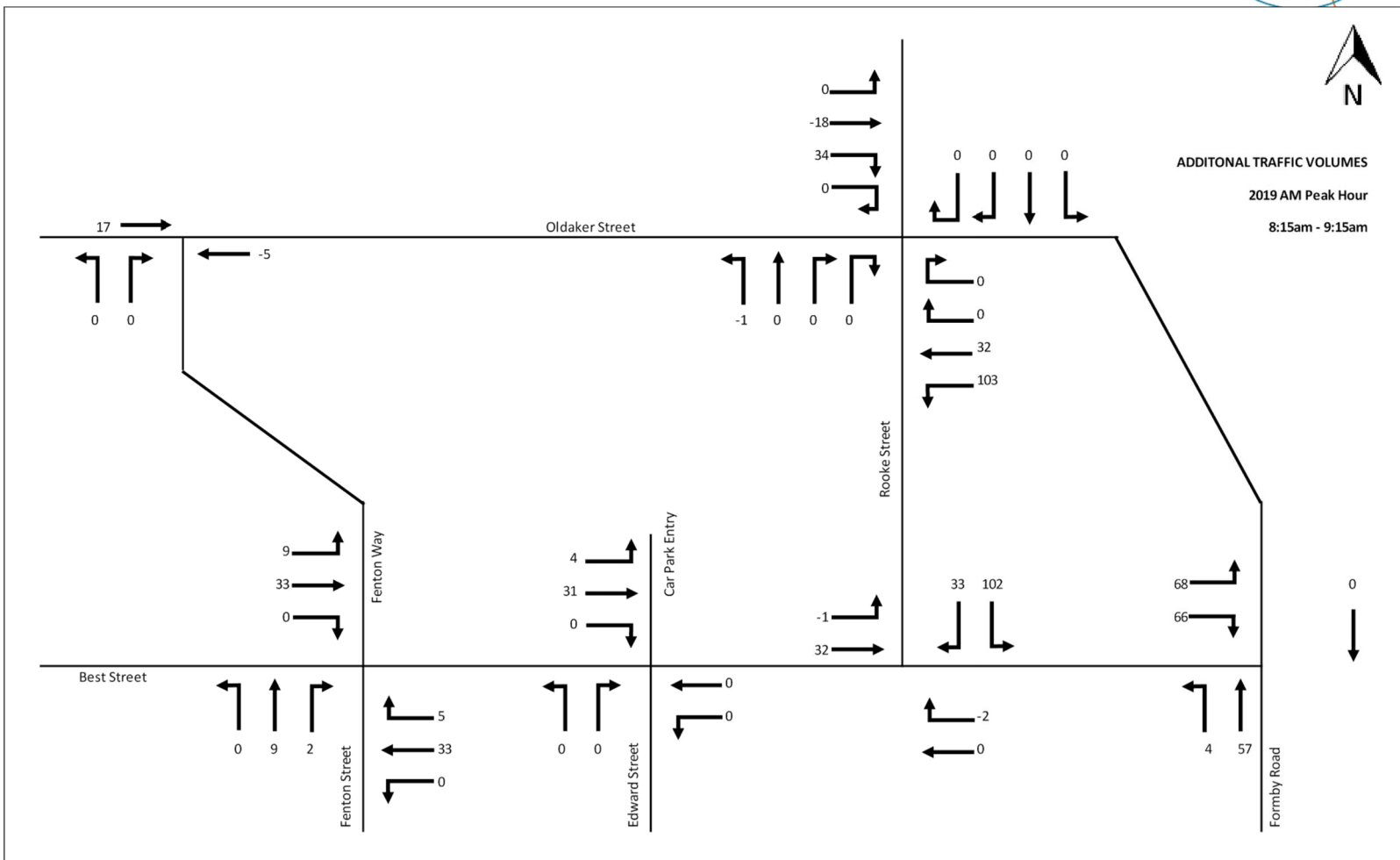


Figure 24: Traffic Volumes - Additional Weekday AM Peak

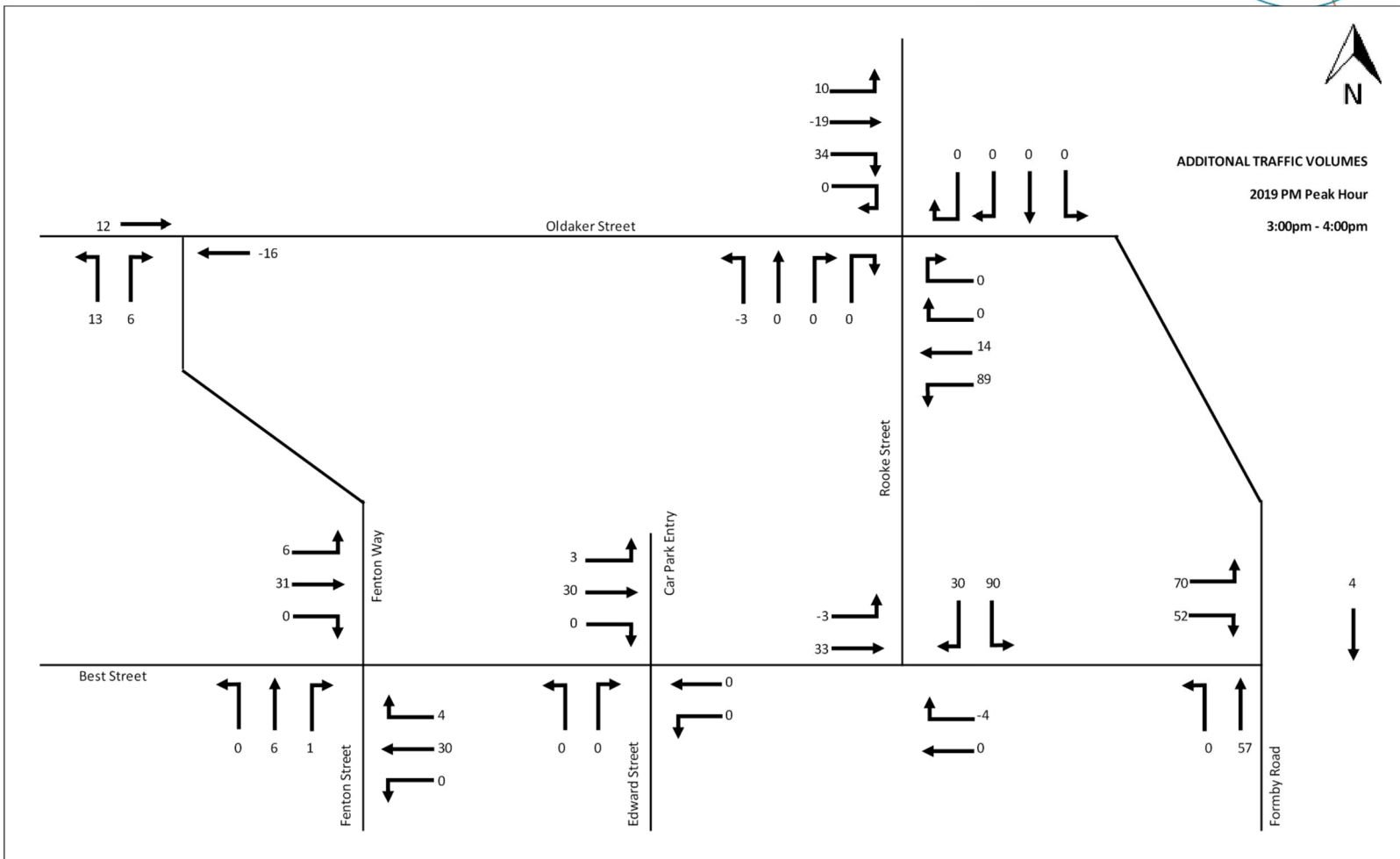
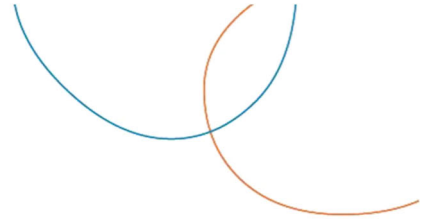


Figure 25: Traffic Volumes - Additional Weekday PM Peak



4.3.4 Traffic Impact

Hotel Car Park Access

As discussed, the total hotel rooms traffic generation has all been routed through the hotel main entry as a worst-case scenario and as such, the number of hotel guests accessing the car park by vehicle will be small in comparison to the number of vehicles accessing the hotel main entry.

Based on the above, although the lower ground car park access is located adjacent to the ground car park access, traffic impacts as a result of the car park access location is expected to be minimal.

Surrounding Intersections

The traffic impacts on surrounding intersections have been estimated for the Devonport Waterfront Hotel post development (2019) scenario and 10 years post development (2029) scenario. In order to represent future growth in the area, a compounding growth rate of 2% per year has been applied to the existing traffic volumes. The growth rate has not been applied to traffic generated by the Devonport Living City developments (including the Civic Precinct and Waterfront Hotel) as the developments are not expected to be made larger in the future and therefore the traffic generation would not be expected to increase.

It is noted that the traffic impacts have been estimated for a typical weekday and for a weekday with the convention centre operating.

The post development at 10 years post development traffic volumes for the AM and PM peak periods are shown in Figure 26 to Figure 29.

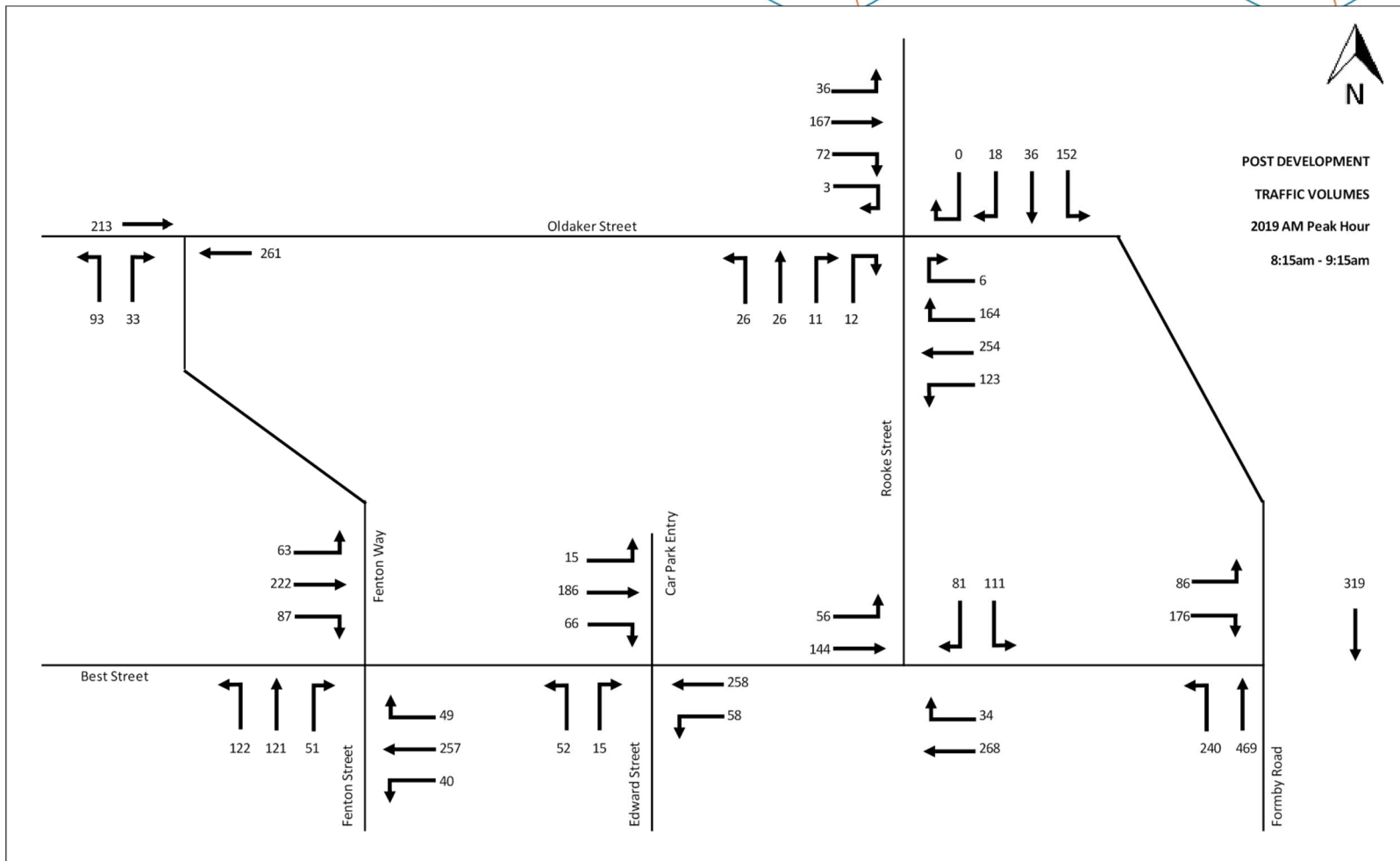


Figure 26: Traffic Volumes - Post Development (2019) Weekday AM Peak

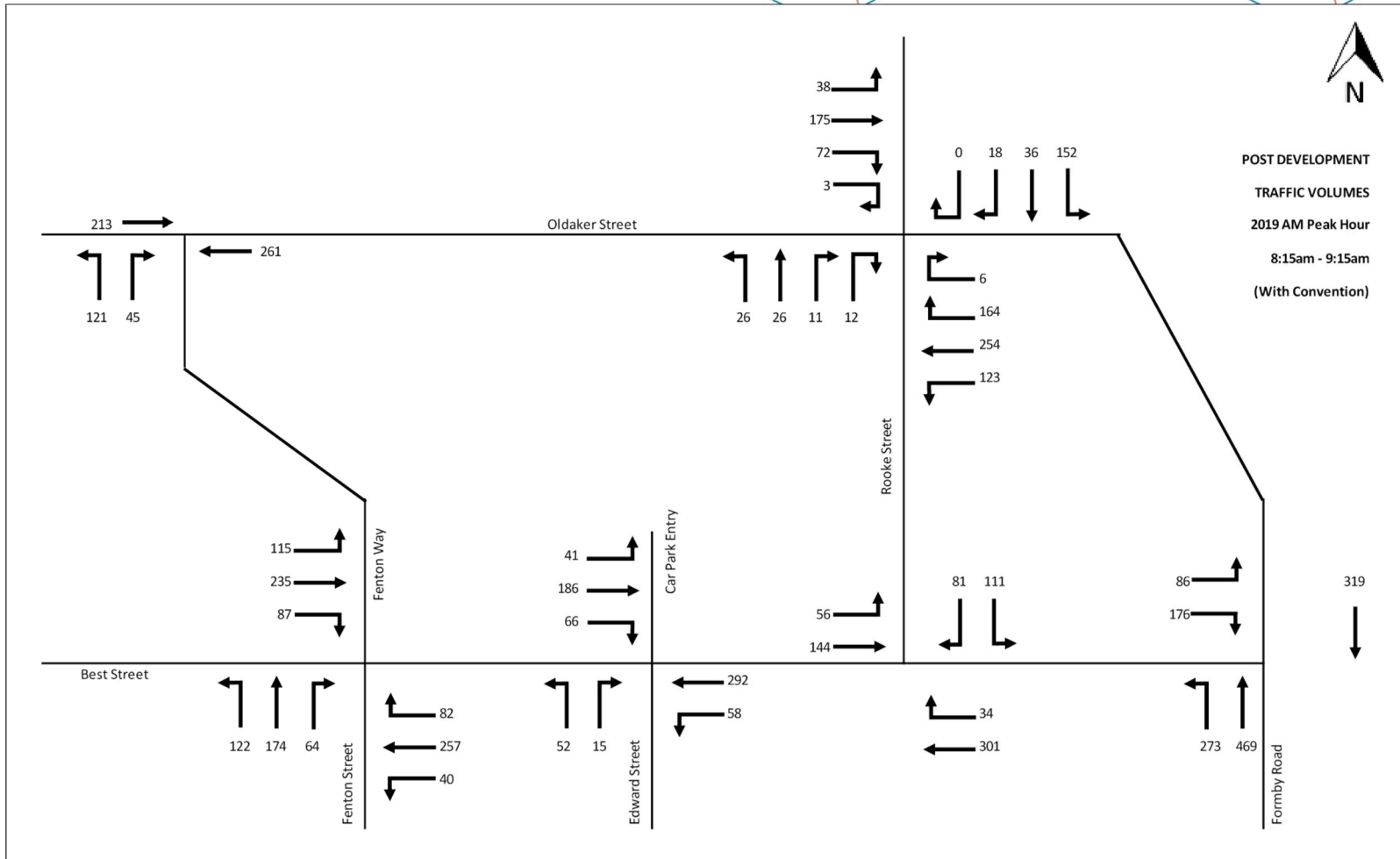


Figure 27: Traffic Volumes - Post Development (2019) Weekday AM Peak (with convention)

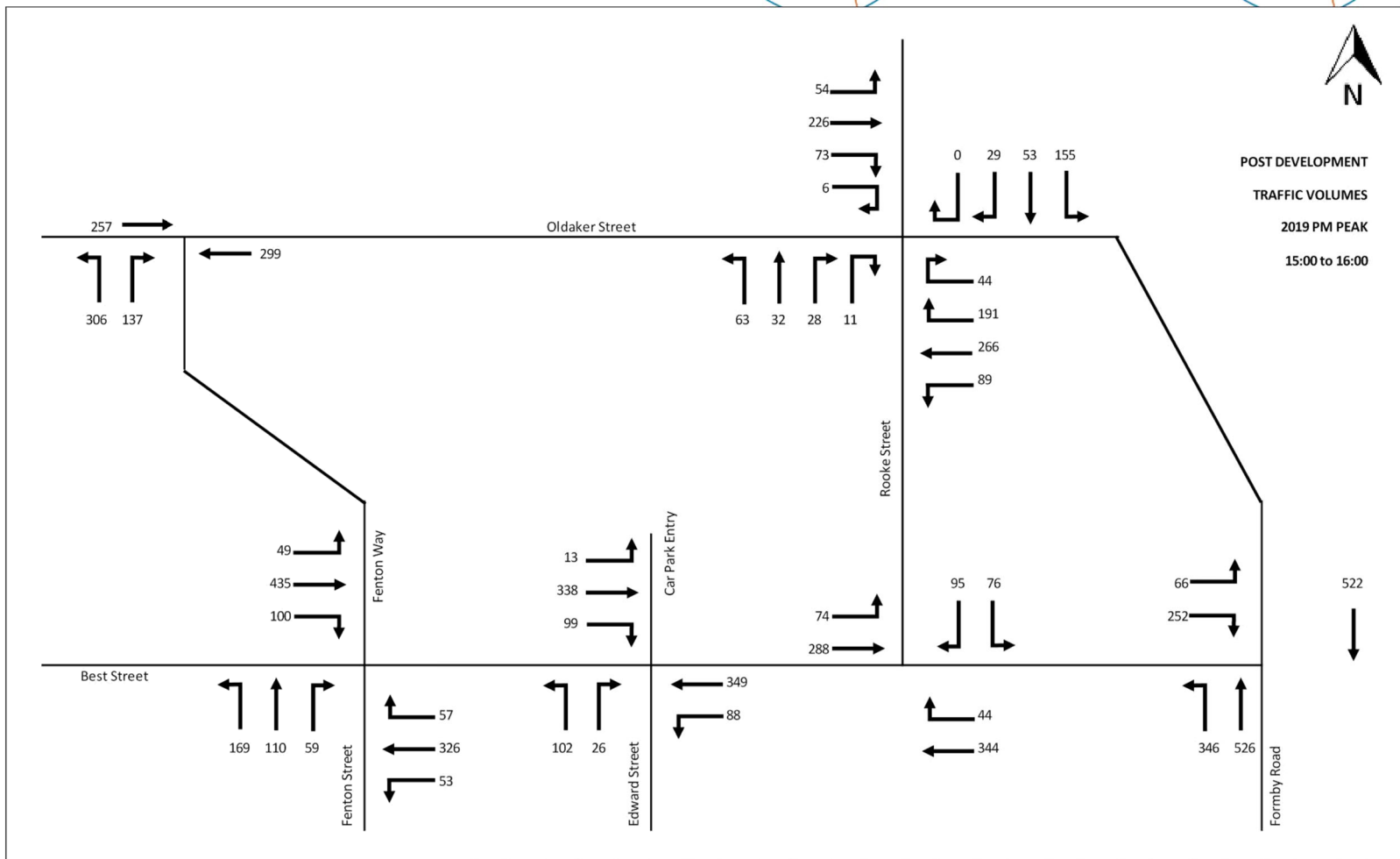


Figure 28: Traffic Volumes - Post Development (2019) Weekday PM Peak

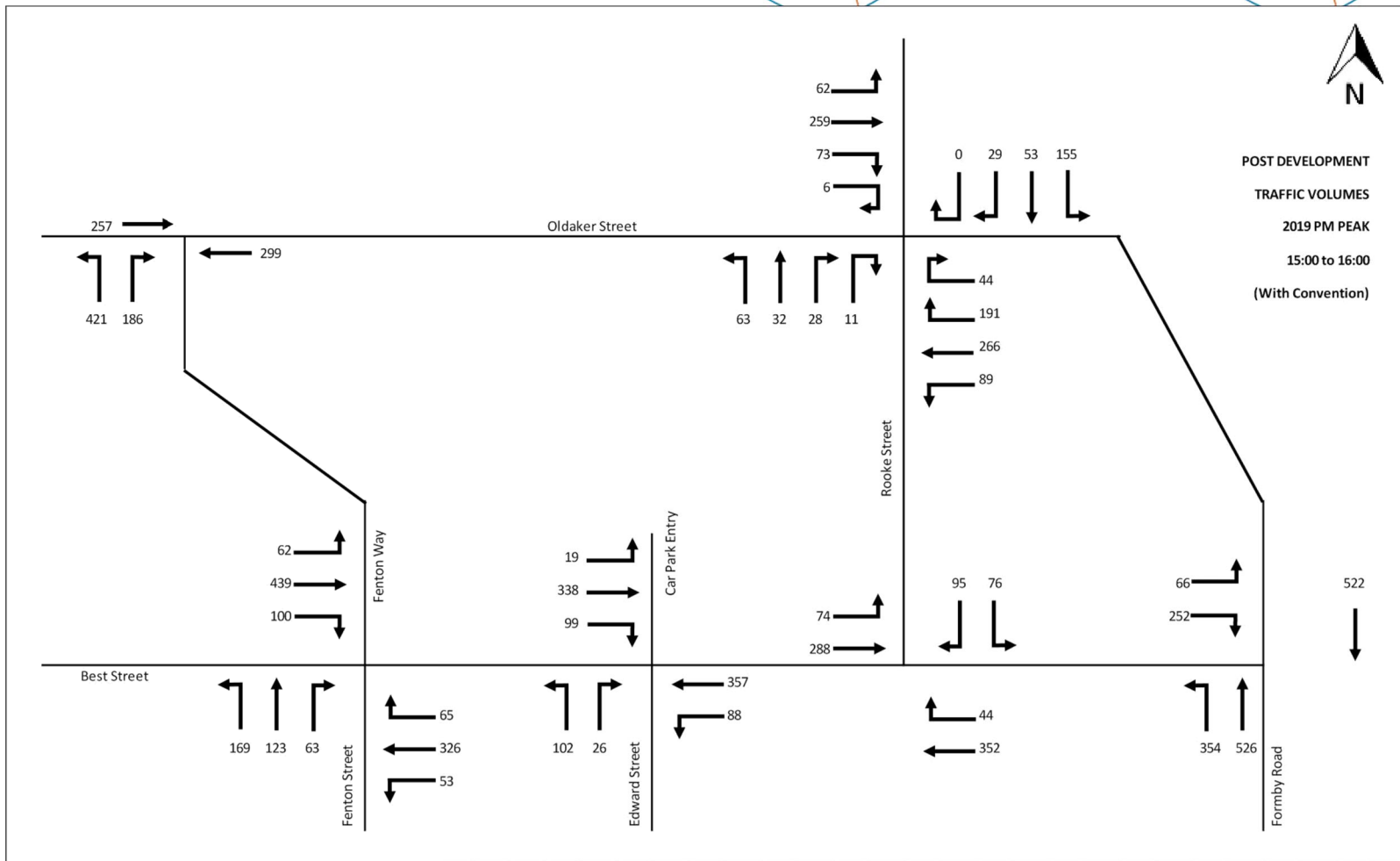


Figure 29: Traffic Volumes - Post Development (2019) Weekday PM Peak (with convention)

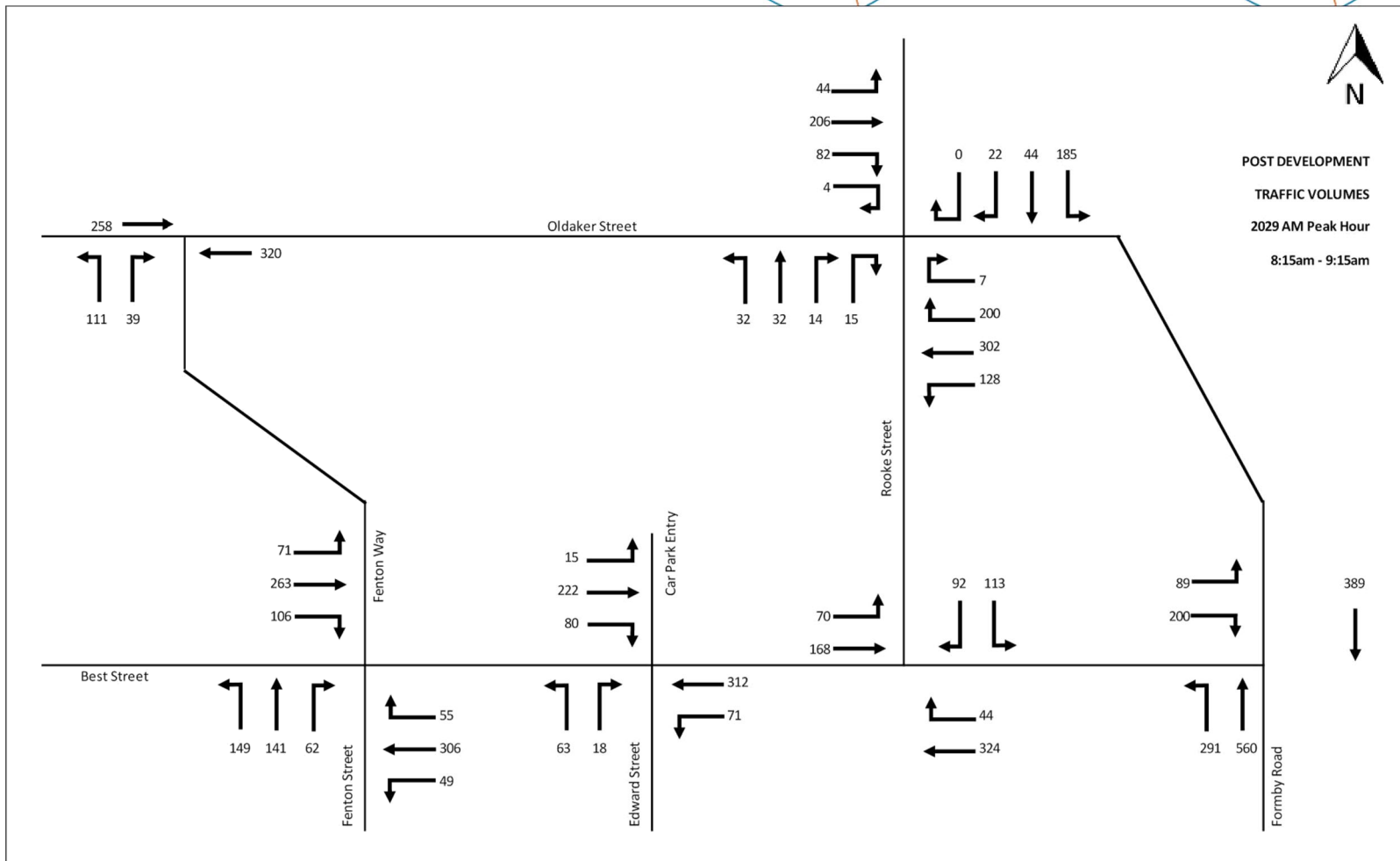


Figure 30: Traffic Volumes - Post Development (2029) Weekday AM Peak

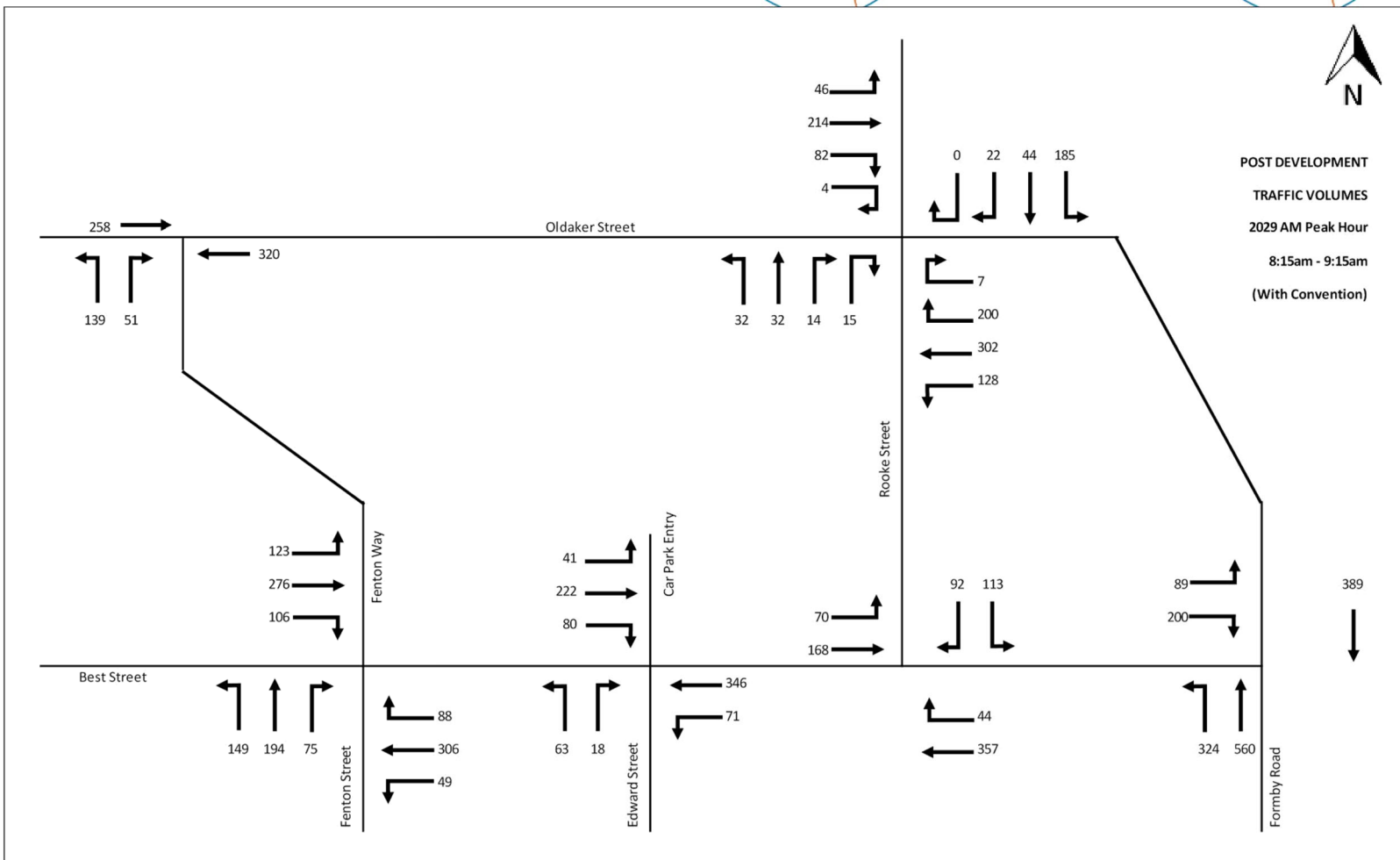


Figure 31: Traffic Volumes - Post Development (2029) Weekday AM Peak (with convention)

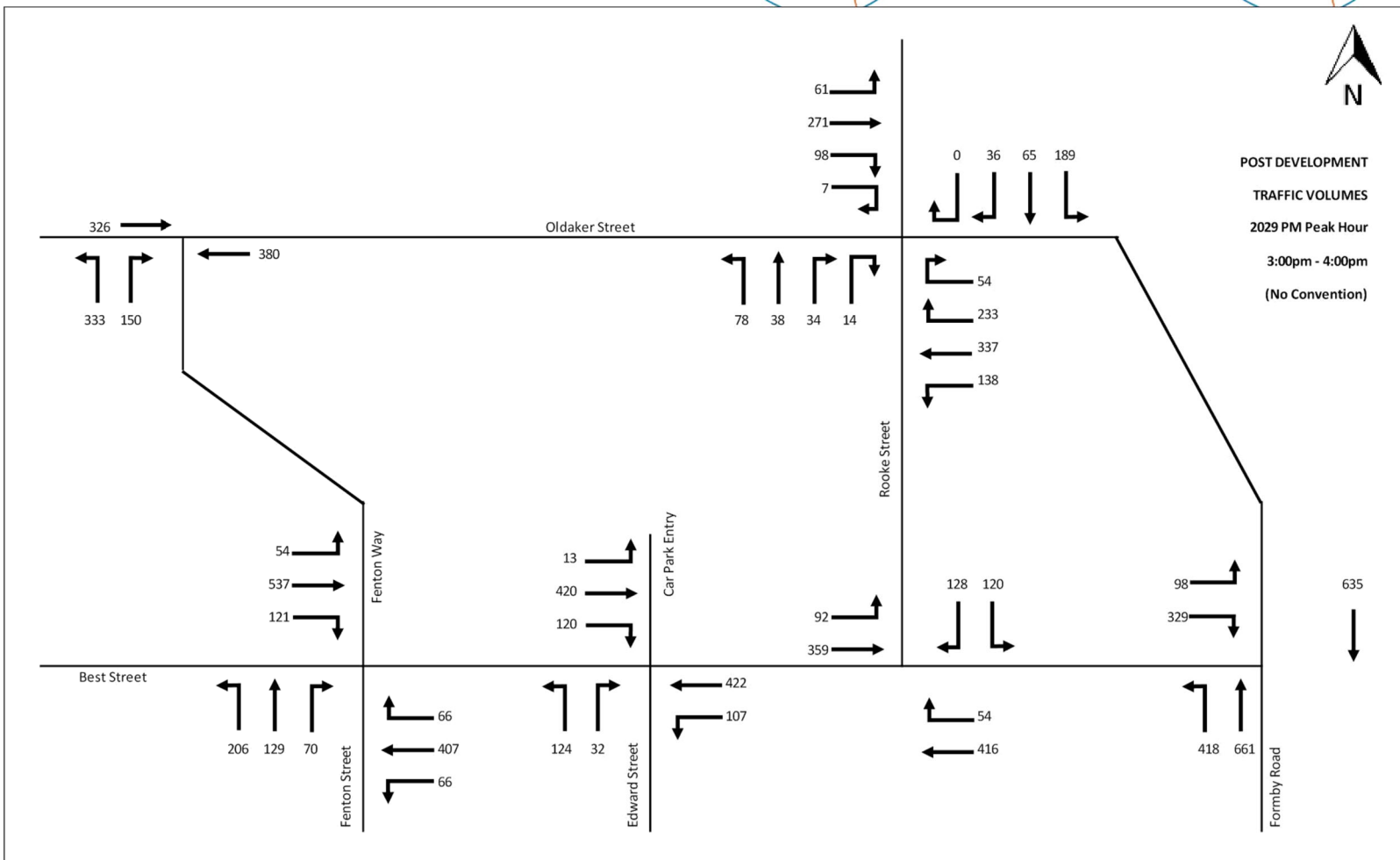


Figure 32: Traffic Volumes - Post Development (2029) Weekday PM Peak

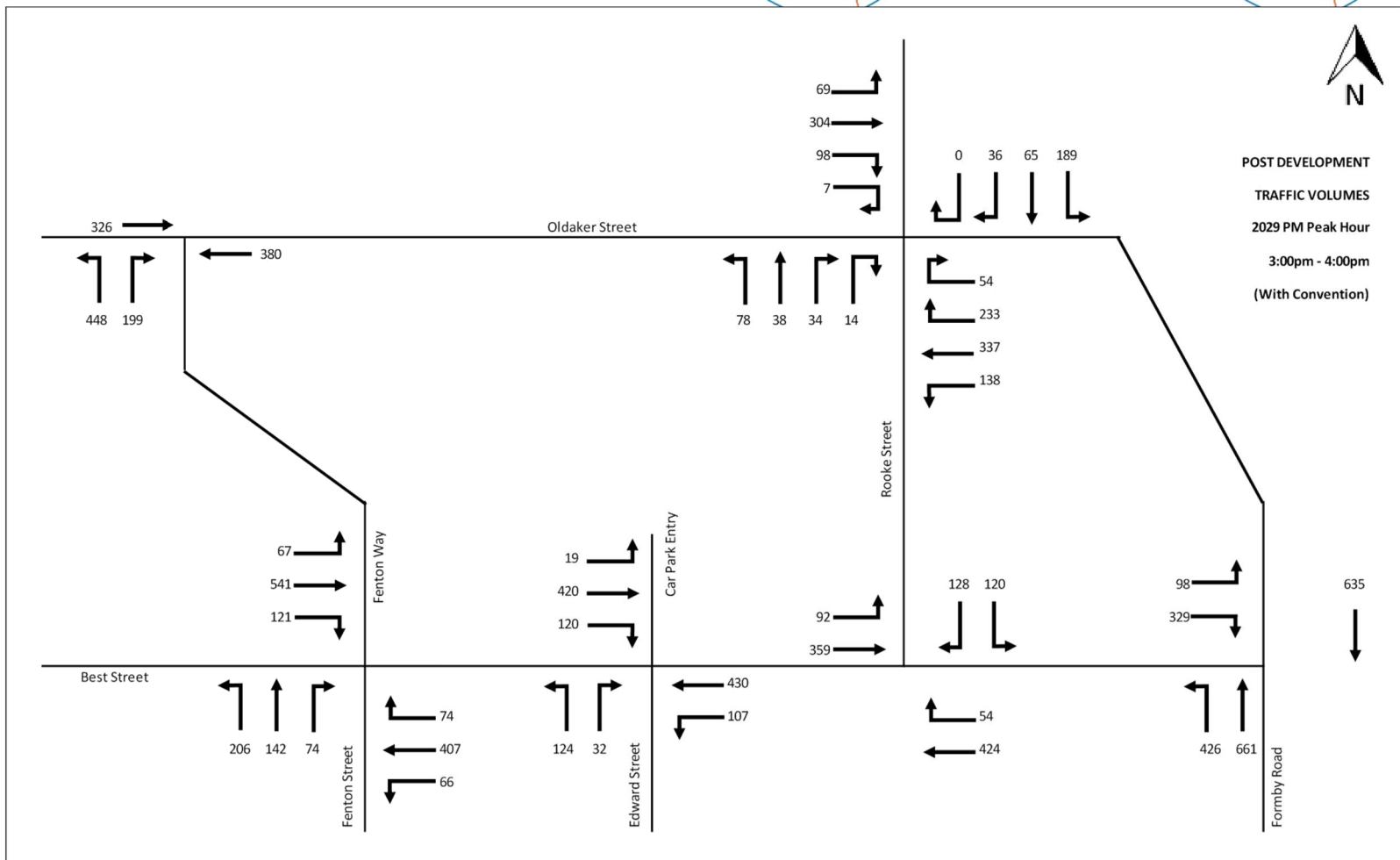
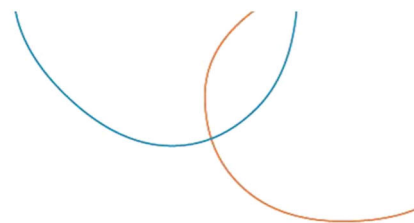


Figure 33: Traffic Volumes - Post Development (2029) Weekday PM Peak (with convention)



Post Development (2019) Impacts

The impact of the Devonport Waterfront Hotel on the study intersections has been assessed using SIDRA Intersection. Based on the traffic generation rates and distributions presented above, the anticipated operation of the surrounding intersections immediately post development is summarised in Table 16 and Table 17. Detailed results of the SIDRA analysis is provided in Appendix F.

Table 16: Post Development (2019) Intersection Operation

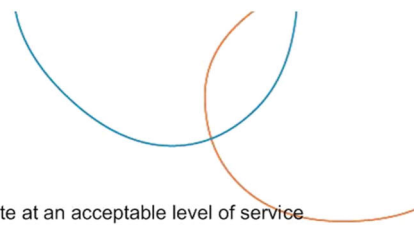
Intersection	Peak	Degree of Saturation (DOS)	Average Delay (secs)	95 th Percentile Queue (m)	LOS
Best Street/ Formby Road	AM	0.62	10	43	B
	PM	0.77	13	59	B
Best Street/ Rooke Street	AM	0.38	10	21	A
	PM	0.49	10	28	A
Best Street/ Edward Street	AM	0.18	2	5	A ^[1]
	PM	0.30	3	9	A ^[1]
Best Street/ Fenton Way	AM	0.51	11	27	B
	PM	0.81	13	61	B
Oldaker Street/ Fenton Way	AM	0.15	1	3	A ^[2]
	PM	0.46	3	18	A ^[2]
Oldaker Street/ Rooke Street/ Formby Road	AM	0.49	6	24	A
	PM	0.60	7	33	A

Table 17: Post Development (2019) Intersection Operation (with convention)

Intersection	Peak	Degree of Saturation (DOS)	Average Delay (secs)	95 th Percentile Queue (m)	LOS
Best Street/ Formby Road	AM	0.62	10	43	B
	PM	0.77	13	59	B
Best Street/ Rooke Street	AM	0.42	10	24	A
	PM	0.50	101	28	A
Best Street/ Edward Street	AM	0.20	2	5	A ^[1]
	PM	0.30	3	10	A ^[1]
Best Street/ Fenton Way	AM	0.62	12	34	B
	PM	0.84	14	66	B
Oldaker Street/ Fenton Way	AM	0.16	2	4	A ^[2]
	PM	0.62	5	37	A ^[2]
Oldaker Street/ Rooke Street/ Formby Road	AM	0.48	6	27	A
	PM	0.60	7	34	A

^[1]LOS for Edward Street leg, the overall intersection LOS would be better

^[2]LOS for Fenton Way leg, the overall intersection LOS would be better



Based on the above assessment, the study intersections would be expected to operate at an acceptable level of service after the Devonport Waterfront Hotel Development. The removal of the right turn lane from Formby Road into Best Street and the introduction of the left turn slip lane has resulted in improved delays at the Best Street/ Formby Road intersection.

10 Years Post Development (2029) Impacts

The anticipated operation of the surrounding intersections 10 years post development (2029) is summarised in Table 18 and Table 19. Detailed results of the SIDRA analysis is provided in Appendix G.

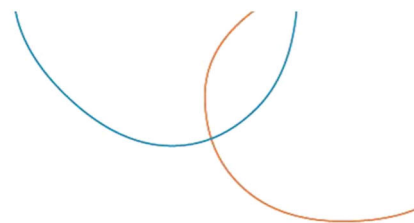
Table 18: Post Development (2029) Intersection Operation

Intersection	Peak	Degree of Saturation (DOS)	Average Delay (secs)	95 th Percentile Queue (m)	LOS
Best Street/ Formby Road	AM	0.74	11	61	B
	PM	0.79	15	97	B
Best Street/ Rooke Street	AM	0.47	10	27	A
	PM	0.61	10	36	A
Best Street/ Edward Street	AM	0.22	2	6	A ^[1]
	PM	0.37	3	16	A ^[1]
Best Street/ Fenton Way	AM	0.63	12	37	B
	PM	0.82	16	86	B
Oldaker Street/ Fenton Way	AM	0.18	1	4	A ^[2]
	PM	0.56	4	26	A ^[2]
Oldaker Street/ Rooke Street/ Formby Road	AM	0.59	6	33	A
	PM	0.73	8	59	A

Table 19: Post Development (2029) Intersection Operation (with convention)

Intersection	Peak	Degree of Saturation (DOS)	Average Delay (secs)	95 th Percentile Queue (m)	LOS
Best Street/ Formby Road	AM	0.74	11	61	B
	PM	0.79	15	97	B
Best Street/ Rooke Street	AM	0.51	10	30	A
	PM	0.62	10	37	A
Best Street/ Edward Street	AM	0.24	2	7	A ^[1]
	PM	0.37	3	17	A ^[1]
Best Street/ Fenton Way	AM	0.76	13	43	B
	PM	0.88	18	101	B
Oldaker Street/ Fenton Way	AM	0.20	2	5	A ^[2]
	PM	0.75	6	55	B ^[2]
Oldaker Street/ Rooke Street/ Formby Road	AM	0.59	6	33	A
	PM	0.73	8	60	A

^[1]LOS for Edward Street leg, the overall intersection LOS would be better



^[2]LOS for Fenton Way leg, the overall intersection LOS would be better

On the basis of the above assessment, the study intersections would be expected to continue operating at an acceptable level of service 10 years after the completion of the Devonport Waterfront Hotel development.

4.4 Loading

The *Devonport Interim Planning Scheme (2013)* specifies the following loading requirements for visitor accommodation:

- 1 SRV (6.4m length, as specified in AS2890.6)
- 1 passenger bus.

Truck Loading

A loading dock is provided on site that can accommodate a SRV. Swept paths, shown in Appendix H, confirm that a SRV can access and exit the site in a forward direction and can perform the left-in/ left out manoeuvres. This meets the Planning Scheme requirement.

Garbage collection will be completed by 8.8m long vehicles. Swept paths, shown in Appendix H, confirm that a garbage truck can access and exit the site in a forward direction and can perform the left-in manoeuvre. The garbage truck cannot turn left out due to the location of the adjacent kerb and gutter along Formby Road.

It is therefore proposed to allow the one garbage truck a day to turn right out of the site. The garbage truck will be operated by a private company and drivers familiar with the site. It is expected that garbage truck drivers will be notified to turn right out of the site. If an unfamiliar driver does happen to collect the garbage, on occasion, it is recommended that bollards are installed in the 0.3m protection kerb around the bridge columns to ensure they will not be hit. It is recommended as part of the detailed design that a median is designed with a break to allow the right turn movement.

The circulation road from Formby Road to the loading dock is located underneath the pedestrian bridge. The pedestrian bridge rises in height from the Devonport Waterfront Hotel to Formby Road. The lowest clearance to the pedestrian bridge along the Devonport Waterfront Hotel road to the loading dock is 4.0m. A SRV has a maximum height of 3.5m and the garbage truck has been specified at a maximum height of 3.25m. Based on this, the height clearance of 4.0m is adequate.

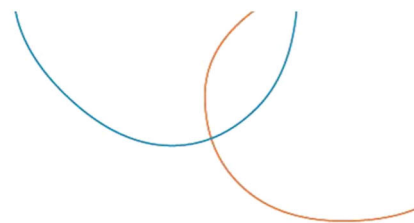
Passenger Bus

There is no provision for a passenger bus space on-site. This decision was made due to the proximity of the Devonport Waterfront Hotel to the main Devonport Bus Precinct on Rooke Street and the potential availability of spaces along Rooke Street.

As discussed, it is proposed to include space for five buses to stop on the east side of Rooke Street. Provision for five spaces has been included as this is the maximum number of public buses that would be expected to be parked on Rooke Street at any point in time based on the existing bus timetable.

There is only a need for five bus spaces for very short periods throughout the day. Referring to the *Burnie and Devonport Interchange Utilisation* report completed by Phillip Boyle and Associates in April 2018, five bus spaces are required for public buses at the following times:

- Weekday:
 - 3:18pm – for a period of up to one minute
- Saturday:
 - 9:58am – for a period of less than five minutes
 - 3:58pm – for a period of less than five minutes.



Five bus spaces are not required on a Sunday.

The Devonport Waterfront Hotel will only require the use of one bus space. Council could therefore consider the hotel making use of the public bus spaces on Rooke Street when all five spaces are not required. A ban for hotel buses at the following times could ensure there is no impact to public bus services:

- Weekdays – 3:00 to 3:30pm
- Saturdays – 9:45 to 10:15am and 3:45 to 4:15pm.

5. Transport Assessment – Devonport Waterfront Park

5.1 Car Parking

5.1.1 Parking Provision

The Devonport Waterfront Park development results in the loss of three on-street car parking spaces on Formby Road and a gain of three on-street car parking spaces on Rooke Street resulting in no change to parking provision.

5.1.2 Parking Layout

The on-street car parking along Rooke Street and Best Street has been reviewed against the *Australian Standard for On Street Car Parking (AS2890.5)*. The requirements for car park dimensions for on-street car parking is shown in Table 20.

Table 20: On-Street Car Parking Requirements

Location	Feature	Minimum Requirement	Proposed minimum
Rooke Street	Parking Space Width (Parallel)	2.1m	2.1m
	Parking Space Length (Parallel) – entering bay	5.4m	5.4m
	Parking Space Length (Parallel) – centre bay	6.0m	6.2m
	Parking Space Length (Parallel) – end bay	5.4m	5.4m
Best Street	Parking Space Width (Parallel)	2.3m	2.4m
	Parking Space Length (Parallel) – entering bay	5.4m	5.4m
	Parking Space Length (Parallel) – centre bay	6.0m	5.9m
	Parking Space Length (Parallel) – end bay	5.4m	5.9m

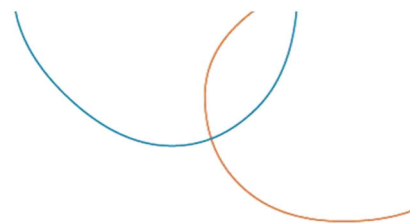
Based on the above, the proposed on-street car parking meets the Australian Standard requirements.

5.2 Bus Zone

5.2.1 Bus Parking Provision

As discussed, it is proposed to include space for five buses to stop on the east side of Rooke Street. Provision for five spaces has been included as this is the maximum number of public buses that would be expected to be parked on Rooke Street at any point in time based on the existing bus timetable.

The proposed layout meets the bus parking provision requirement.



5.2.2 Bus Parking Layout

The layout of the bus zones has been assessed against the requirements set out in the *NSW State Transit Bus Infrastructure Guide*. The requirements for the bus bays are specified in Table 21.

Table 21: Bus Zone Requirements

Feature	Minimum Requirement	Proposed (minimum)
Length of Individual Bus Bay	12.5m	12.5m
Draw Out Length	6m	7m
Draw In Length (first space only)	11.5m	13m

Due to length restrictions, arriving buses will be required to move to the front available bus stop either in the northern or southern bus zone. Buses will be able to exit independently if the bus in front is required to stop for longer.

5.3 Pedestrians

5.3.1 Formby Road

As discussed earlier, two at grade pedestrian (zebra) crossings have been proposed along Formby Road on the raised platform. These crossings have been reviewed against the requirements set out in the *Australian Standard Manual of Uniform Traffic Control Devices (AS1742.10-2009)*, the *Austroads Guide to Traffic Management Part 8: Local Area Traffic Management* and the *VicRoads Supplement to Austroads Guide to Traffic Management Part 6 (2015)*. Based on the review, the following items have been assessed:

- The angle of the crossings to the traffic stream
- The distance between the crossings
- The number of pedestrians to warrant the crossings

The assessed items have been discussed in more detail below.

Angle of Crossings

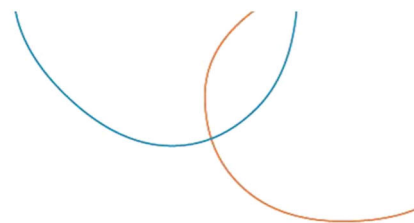
Australian Standard AS1742.10-2009 states that pedestrian (zebra) crossings should be located at approximately a 90-degree angle to traffic movements in order to maximise the sight distances for pedestrians and ensure pedestrians can easily turn to see vehicles travelling in both directions. The Australian Standard states that pedestrian (zebra) crossings may be angled by not more than 30 degrees (i.e. to a 60-degree angle from the traffic stream) where local circumstances require.

The southern crossing on Formby Road is angled by at 65 degrees to the traffic stream, this may be appropriate.

The northern crossing on Formby Road is angled by at 58 degrees to the traffic stream, this does not comply with the Australian Standard.

Distance between Crossings

The *Austroads Guide to Traffic Management Part 8: Local Area Traffic Management* states that spacing of zebra crossings should not be less than 80 metres. The proposed crossings along Formby Road are spaced at approximately 38 metres.



Warrants

The *VicRoads Supplement to Austroads Guide to Traffic Management Part 6 (2015)* states that a zebra (or wombat) crossing may be appropriate under the following circumstances:

- Pedestrian volumes of 20 or more per hour
- Vehicle volumes of 200 or more for the same hour
- Speed limit of 50km/h or less.

Although the number of pedestrians is unknown at this time, it is likely the warrants would be met for one pedestrian (zebra) crossing but potentially may not be met for two crossings.

5.3.2 Rooke Street

The raised pedestrian (wombat) crossing on Rooke Street has been reviewed against the requirements set out in the *Australian Standard Manual of Uniform Traffic Control Devices (AS1742.10-2009)*, the *Austroads Guide to Traffic Management Part 8: Local Area Traffic Management* and the *VicRoads Supplement to Austroads Guide to Traffic Management Part 6 (2015)*.

The wombat crossing is located at 90 degrees to the direction of the Rooke Street traffic flow, is located on the major linear pedestrian path with high pedestrian volumes expected and is not located within a short distance of another zebra or wombat crossing. Based on this the wombat crossing complies with the Australian Standard, Austroads and VicRoads requirements.

5.4 Pedestrian Bridge

The pedestrian bridge will have a height clearance to Formby Road of 5.4m. This allows a general access vehicle to pass underneath the bridge. There are other available routes for vehicles that are higher than a general access vehicle.

5.5 Traffic Impacts

It is expected that the introduction of the pedestrian (zebra) crossings to Formby Road would result in some short delays to vehicles travelling through, the short delays would not be expected to impact to travel routes significantly. The nearest alternative route of Rooke Street would also experience short delays due to the wombat crossing.

6. Planning Scheme Assessment

The proposed Devonport Living City Waterfront Development has been assessed against the E9.0 Traffic Generating use and Parking Code of the Planning Scheme. The Use Standards have been assessed in Table 22 and the Development Standards have been assessed in Table 23.

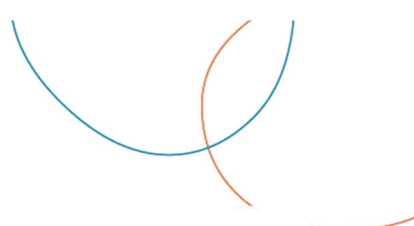
Table 22: Planning Scheme Use Standards

Use Standard

E9.5.1 Provision for parking

Objective:

Provision is to be made for convenient, accessible and usable vehicle parking to satisfy requirements for use or development without impact for use or development of other land or for the safety and operation of any road.



Acceptable Solution/ Performance Criteria	Comment
A1 Provision for parking must be – (a) The minimum of on-site vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table to this code P1 (a) It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or (b) Adequate and appropriate provision must be made for vehicle parking to meet – i. Anticipated requirement for the type, scale and intensity of the use ii. Likely needs and requirements of site users iii. Likely type, number, frequency and duration of vehicle parking demand	Acceptable Solution A1(a) not applicable, Satisfies Performance Criteria for (a) and (b) (a) Due to the location of the site in the Devonport CBD zone, the site is exempt from the minimum parking requirements P1 (a) Should the Planning Scheme car parking requirements be applicable, the development is required to provide 280 parking spaces. This car parking requirement is considered high for the development based on the reasons identified in Section 4.2.1 of this report. (b) A more appropriate parking requirement of 66 car parking spaces has been calculated for the site based on its operation and location as discussed in Section 4.2.1 of this report. With the provision of 48 spaces within the hotel, there is a shortfall of 18 spaces. It is understood that the hotel is considering using the CBD multi-level car park for any parking shortfall and will negotiate this with Devonport City Council. There is currently sufficient capacity within the multi-level car park to address the car parking shortfall in the Devonport Waterfront Hotel.

E9.5.1 Provision for loading and unloading

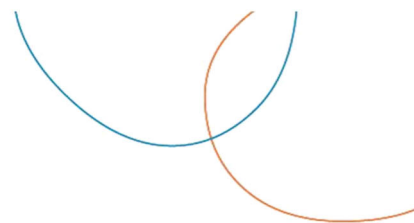
Objective:

Provision is made for conveniently located and accessible areas for the loading and unloading of goods and materials and for the pick-up and set-down of passengers and vehicles

Acceptable Solution/ Performance Criteria	Comment
A1 There must be provision within a site for – (a) On-site loading area in accordance with the requirement in the Table to this code; and (b) Passenger vehicle pick-up and set-down facilities for business, commercial, educational and retail use at the rate of 1 space for every 50 parking spaces P1 (a) It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or (b) Adequate and appropriate provision must be made for vehicle parking to meet – i. Likely volume, type and frequency of vehicles associated with the delivery and collection of goods and passengers; and ii. Likely frequency and duration of requirements for delivery and collection of goods or people	Complies with some aspects of Acceptable Solution A1, Satisfies Performance Criteria P1 (a) The Planning Scheme requires loading for 1 SRV and 1 passenger bus for visitor accommodation. A loading is provided on site that can accommodate a SRV. While there is no provision for a passenger bus on site, the Devonport Waterfront Hotel is located in close proximity to the main Devonport Bus Precinct on Rooke Street and there is potential, if Council agrees, to use the public bus spaces on Rooke Street. (b) The Planning Scheme requires the provision of 1 pick-up/ set-down space for every 50 parking spaces. There are 6 pick-up/ set-down spaces proposed as part of the development and as such meets the requirements of the Planning Scheme.

Table 23: Planning Scheme Development Standards

Development Standard	
E9.6.1 Design of vehicle parking and loading areas	
Objective: Vehicle circulation, loading and parking areas – <ul style="list-style-type: none"> a) Protect the efficient operation and safety of the road from which access is provided; b) Promote efficiency, convenience, safety and security for vehicles and users; and c) Provide an appropriate layout and adequate dimension to accommodate passenger or freight vehicles associated with the use of the site 	
Acceptable Solutions	Comment
A1 Other than for development for a single dwelling in the General residential, Low Density Residential, Urban Mixed Use and Village zones, the layout of vehicle parking area, loading area, circulation aisle and manoeuvring area must – <ul style="list-style-type: none"> (a) Be in accordance with AS/NZS2890.1(2004) – Parking facilities – Off Street Car Parking (b) Be in accordance with AS/NZS2890.2 (2002) Parking Facilities – Off Street Commercial Vehicles (c) Be in accordance with AS/NZS2890.3 (1993) Parking Facilities – Bicycle Facilities (d) Be in accordance with AS/NZS2890.6 Parking Facilities – Off Street Parking for People with Disabilities (e) Each parking space must be separately accessed from the internal circulation aisle within the site (f) Provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space (g) Be formed and constructed with compacted sub-base and surfaced with an all-weather dustless surface such as bitumen, concrete or brick or permeable paving blocks; and 	Complies with some aspects of Acceptable Solution A1, Satisfies Performance Criteria P1 <ul style="list-style-type: none"> (a) The Hotel Main Entry parking and pick-up/ drop-off dimensions are adequate for the proposed car movements. However, the 90-degree spaces are 2.4m wide which is lower than the Australian Standard requirement for the proposed use and therefore consideration should be given to widening these to a 2.5m or 2.6m width at the detailed design stage. The proposed Hotel Guest Car Park Parking meets the Australian Standard requirements. The Hotel Main Entry access meets the Australian Standard requirements. The Hotel Car Park accesses do not meet Australian Standards. However, swept paths show that the accesses are adequate for the required vehicle movements. (b) The loading bay for a SRV meets the Australian Standard requirements (c) Not applicable to proposed development as no bicycle parking spaces proposed (d) The accessible parking spaces meets the Australian Standards requirements (e) Each car park is separately accessed from the circulation aisle within the site (f) The circulation road has sufficient width to allow two-way flow allowing forward movement of vehicles and passing of vehicles within the site (g) The car parks will be formed and constructed with an all-weather dustless bitumen surface



7. Conclusion

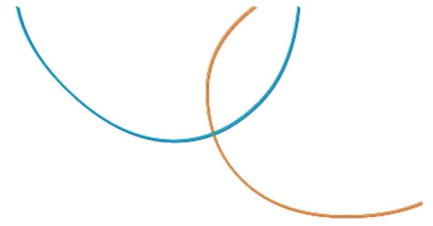
The proposed Devonport Living City Waterfront Development has been assessed in accordance with the Department of State Growth's *Framework for Undertaking Traffic Impact Assessments*. The analysis and discussions presented in this report are summarised below.

Waterfront Hotel

- The additional traffic volumes generated by the Waterfront Hotel development are not expected to have any significant impacts to the safety and operation of the surrounding road network for the post development and 10 years post development scenarios
- The development will provide a total of 48 car parking spaces, this is below the *Devonport Interim Planning Scheme Requirement*, a shortfall of 18 spaces can be accommodated using public car parking, it is understood the developer is considering negotiating this with Devonport City Council
- There is no provision bicycle parking, two bicycle spaces should be provided at the detailed design stage
- The internal car parking layouts for hotel visitors meet the requirements of the relevant Australian Standard, this is with the exception of the 90-degree spaces at the Hotel Main Entry which should be widened as part of the detailed design
- The vehicle accesses to the hotel car parks are adequate for the proposed number of spaces and required vehicle movements
- A small rigid vehicle can enter and exit the loading dock in a forward direction
- An 8.8m garbage truck cannot turn left out of the site due to the location of the adjacent bridge column, it is recommended that the one garbage truck per day is permitted to turn right out of the site.

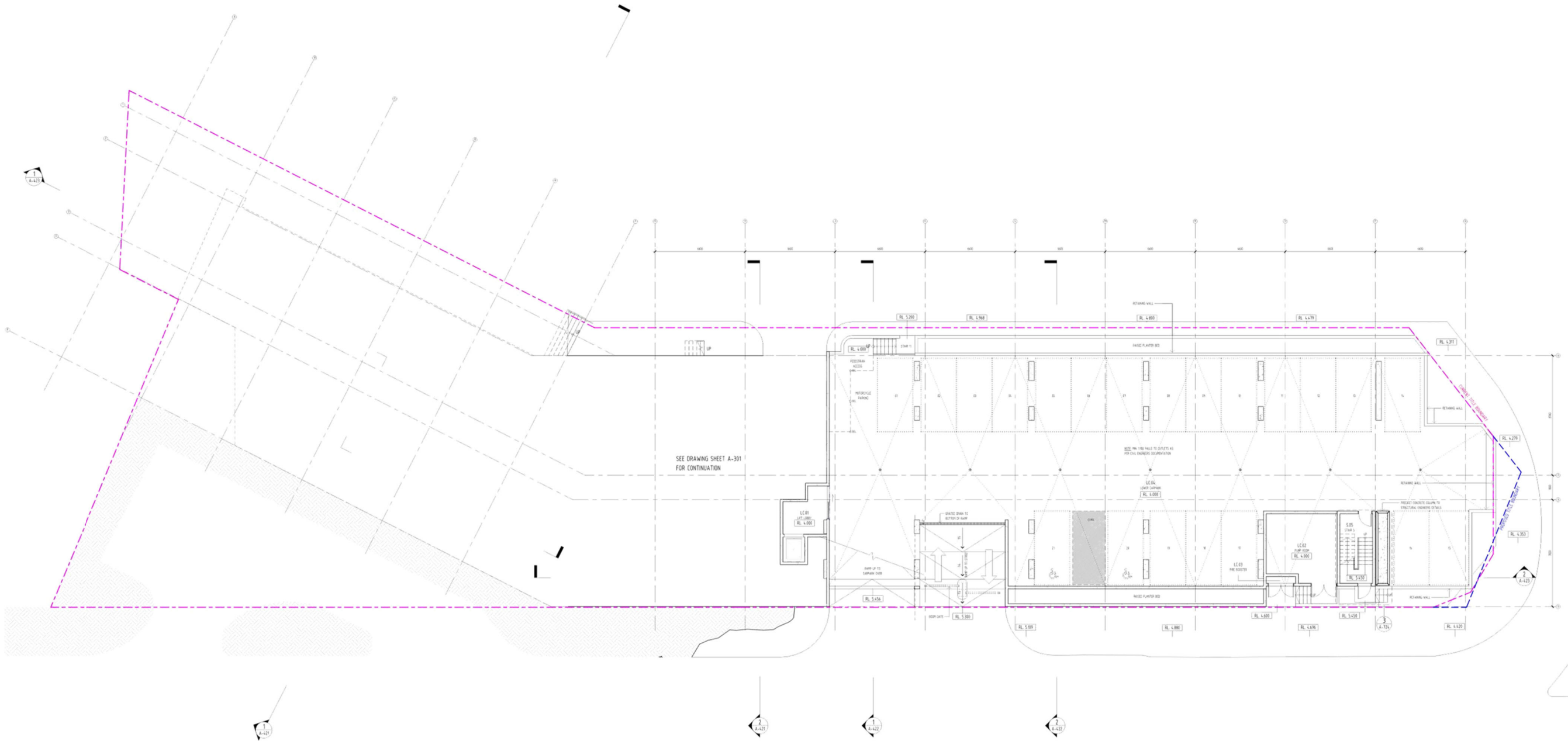
Waterfront Park

- The Waterfront Park development is not expected to have any significant impacts to the operation and safety of the surrounding road network
- The development will result in no change to the on-street parking provision
- The layout of the on-street car parking spaces meets the requirement of the relevant Australian Standard
- There is provision for five bus stops, arriving buses will be required to move to the front available bus stop and will be able to exit independently of each other
- The angle of the southern pedestrian (zebra) crossing on Formby Road at 65 degrees to the traffic stream may be appropriate.
- The angle of the northern pedestrian (zebra) crossing on Formby Road at 58 degrees to the traffic stream does not meet Australian Standard requirements
- The proposed pedestrian crossings along Formby Road are spaced at approximately 38 metres which is less than the Austroads recommended 80 metre minimum spacing
- VicRoads warrants are met for a pedestrian (zebra) crossing but potentially may not be met for two crossings
- The pedestrian bridge will have a height clearance to Formby Road of 5.4m which allows a general access vehicle to pass underneath.



Appendix A

Devonport Waterfront Hotel Architect Plans



1 GENERAL ARRANGEMENT PLAN - LOWER CARPARK
Scale: 1:100

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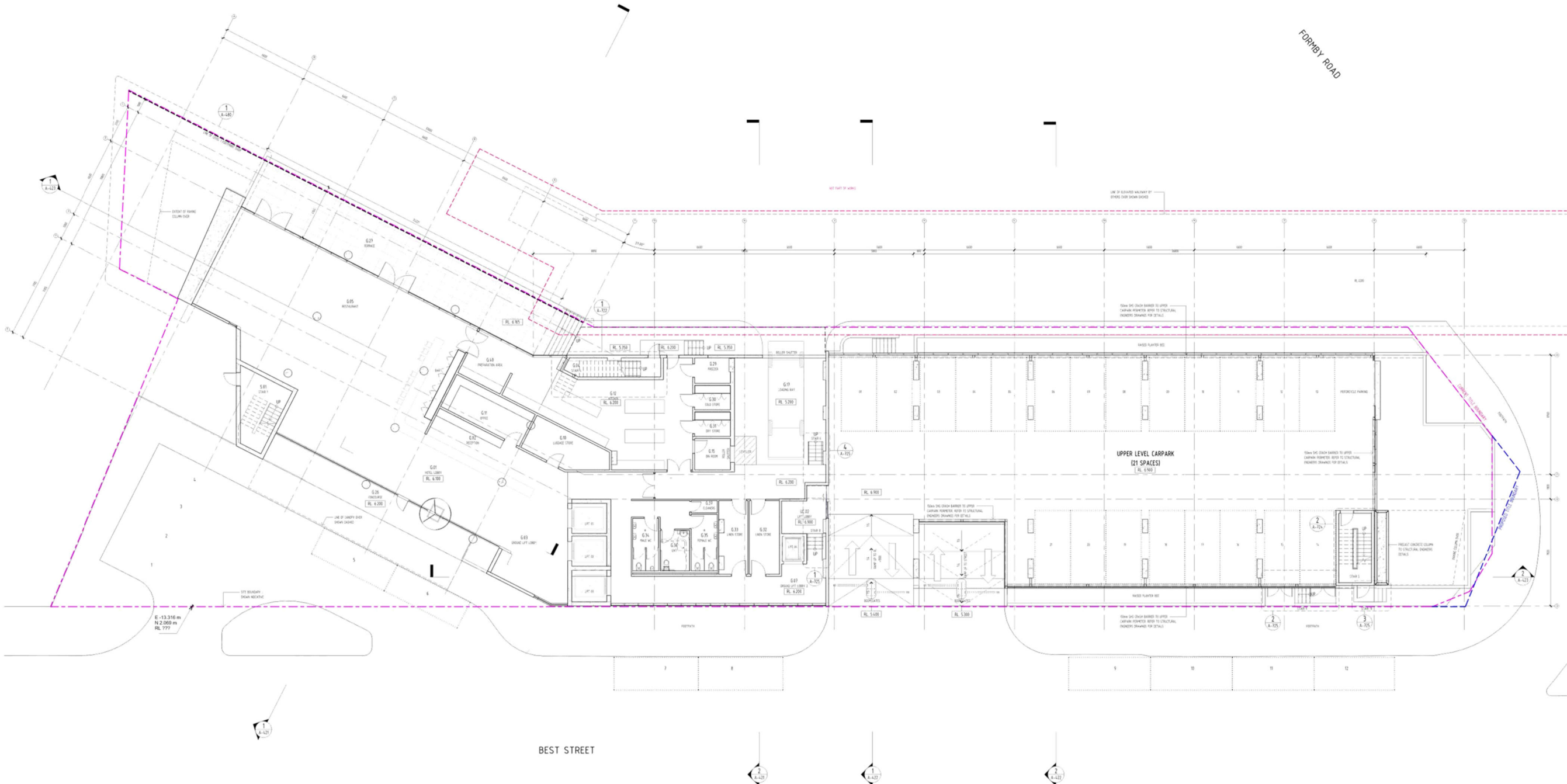
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PROJECT
DEVONPORT WATERFRONT
HOTEL
DRAWING TITLE
FLOOR PLAN - LOWER
CARPARK

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DESIGN DEVELOPMENT
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REVISION
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JOB No. DRAWN CHECKED
DL04 AG NA
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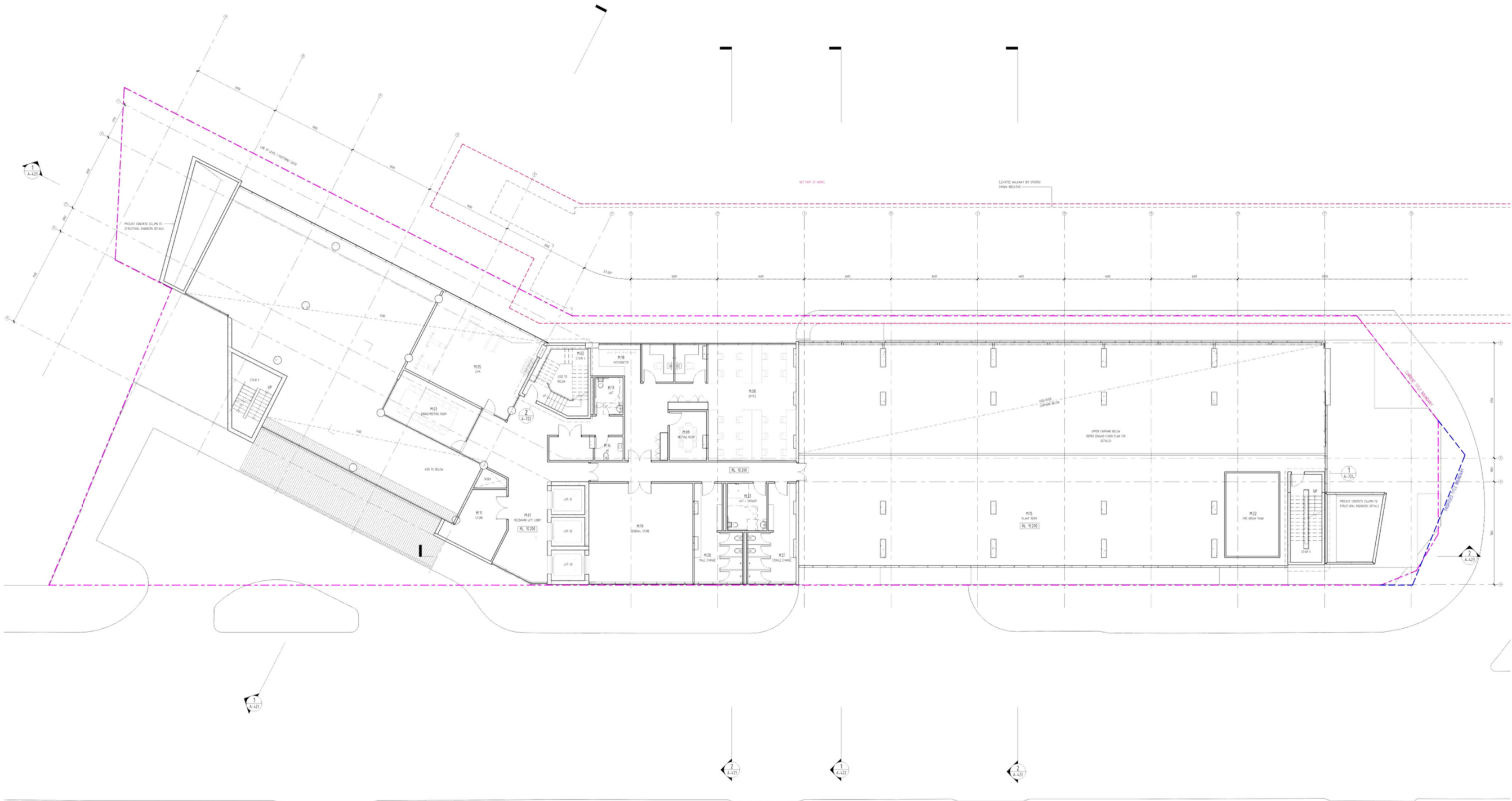
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PROJECT
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HOTEL

DRAWING TITLE
FLOOR PLAN - GROUND &
UPPER LEVEL CARPARK

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JOB No.	DL04
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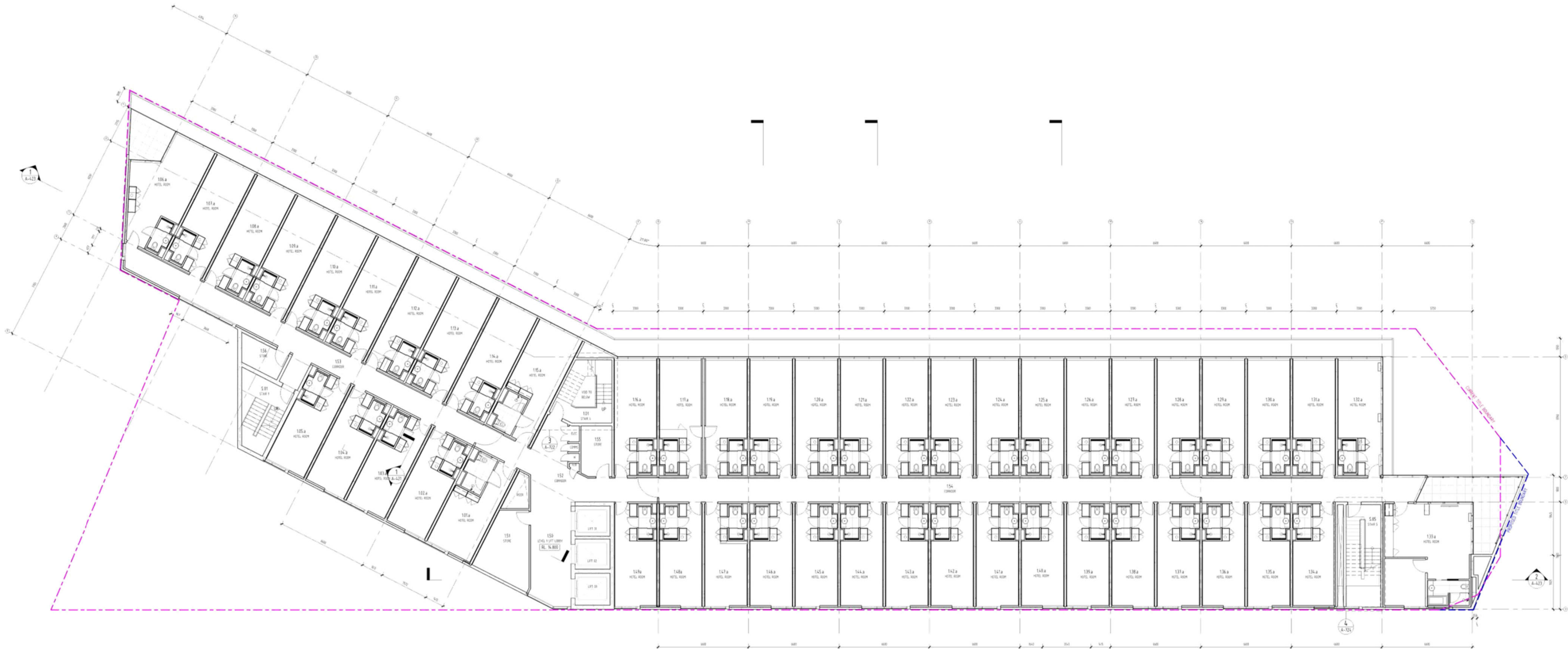
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DEVONPORT WATERFRONT
HOTEL
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FLOOR PLAN - MEZZANINE

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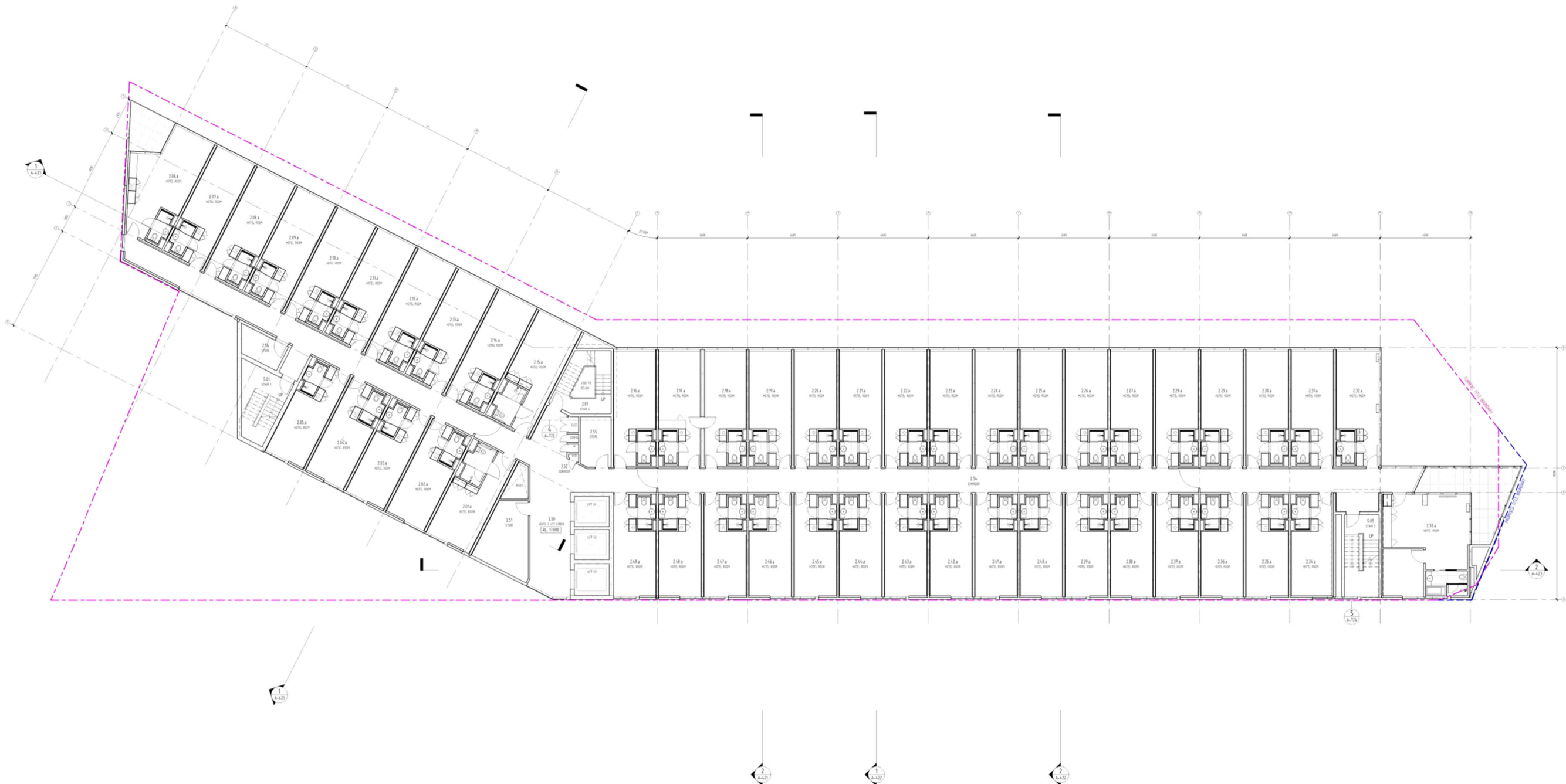
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PROJECT
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HOTEL
DRAWING TITLE
FLOOR PLAN - LEVEL 1

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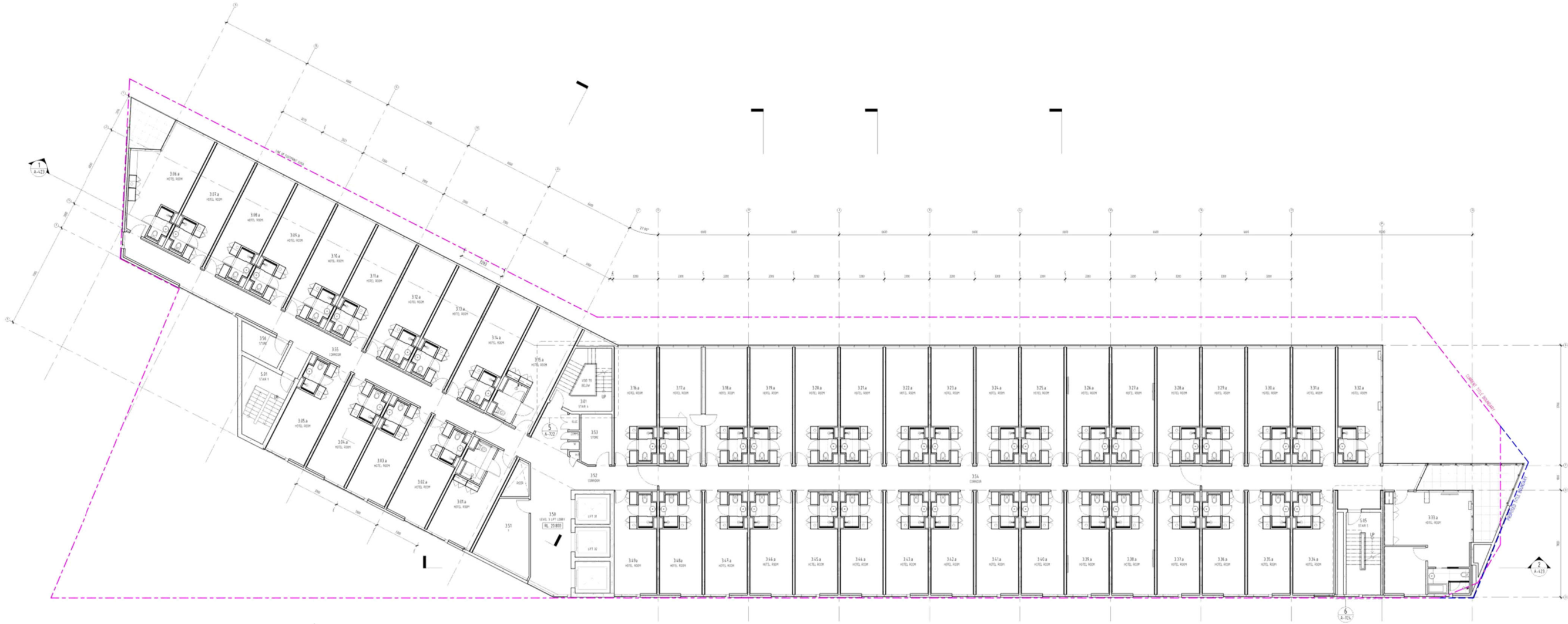
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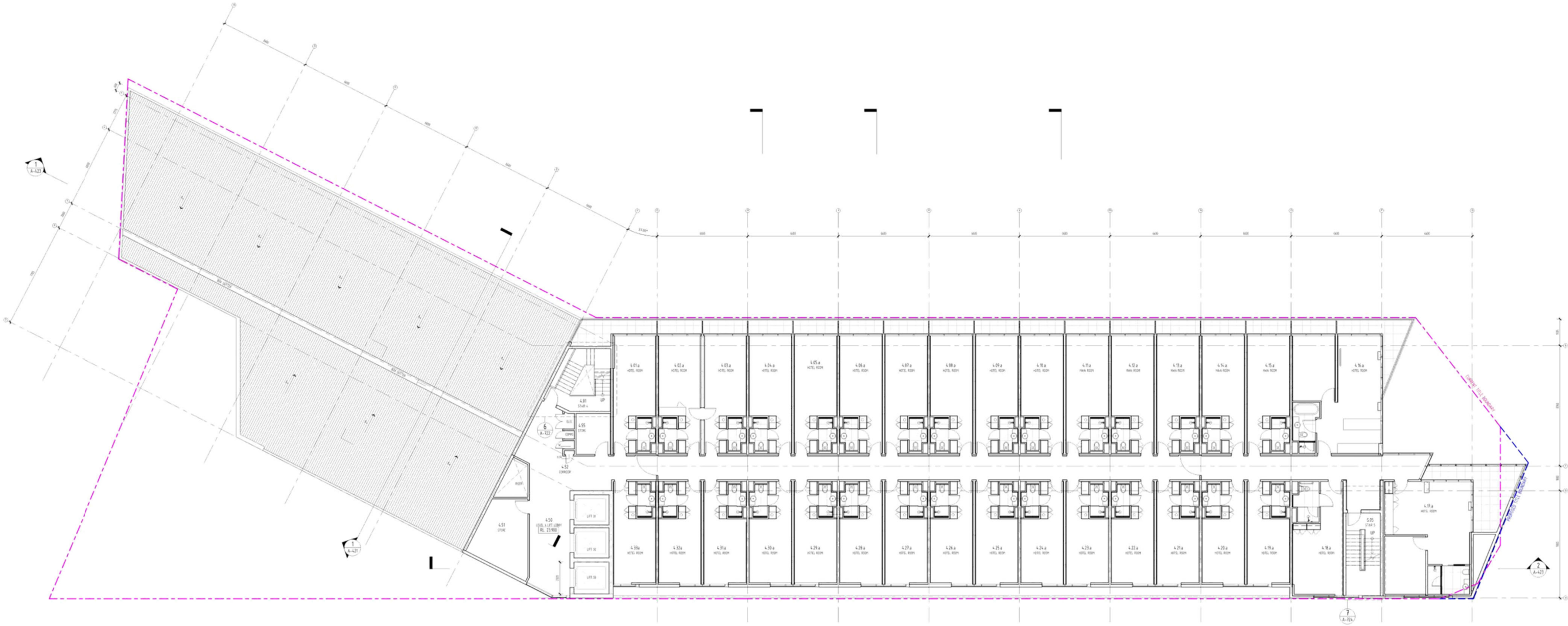
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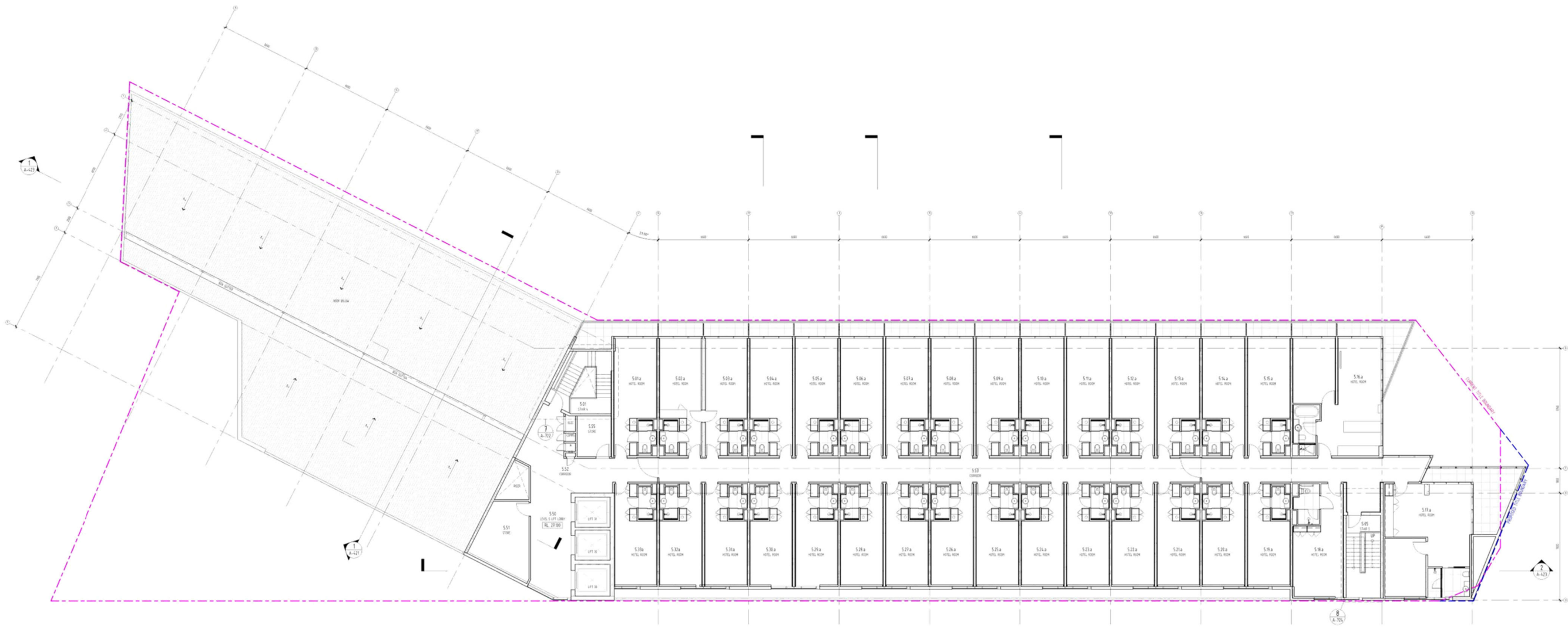
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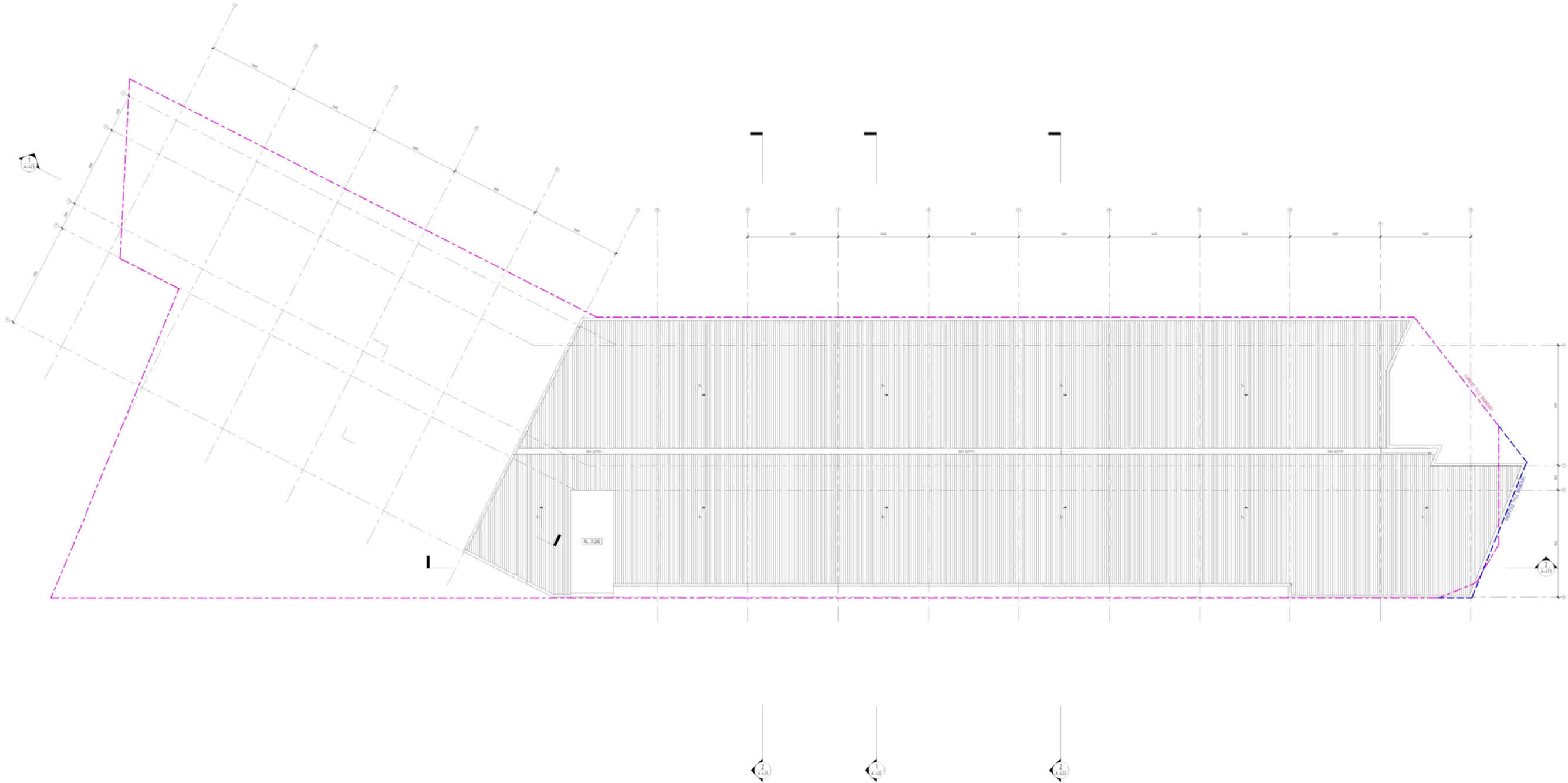


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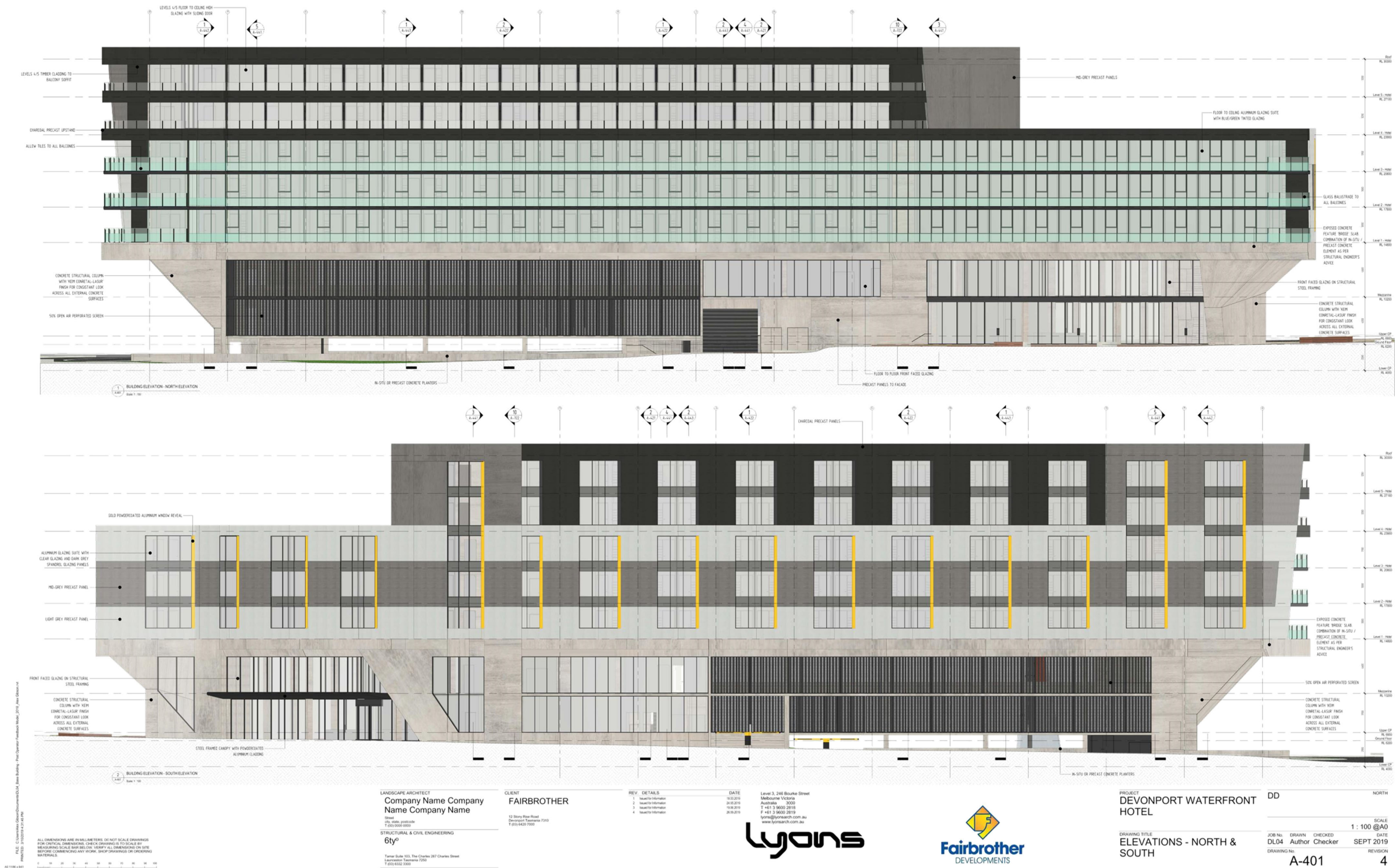
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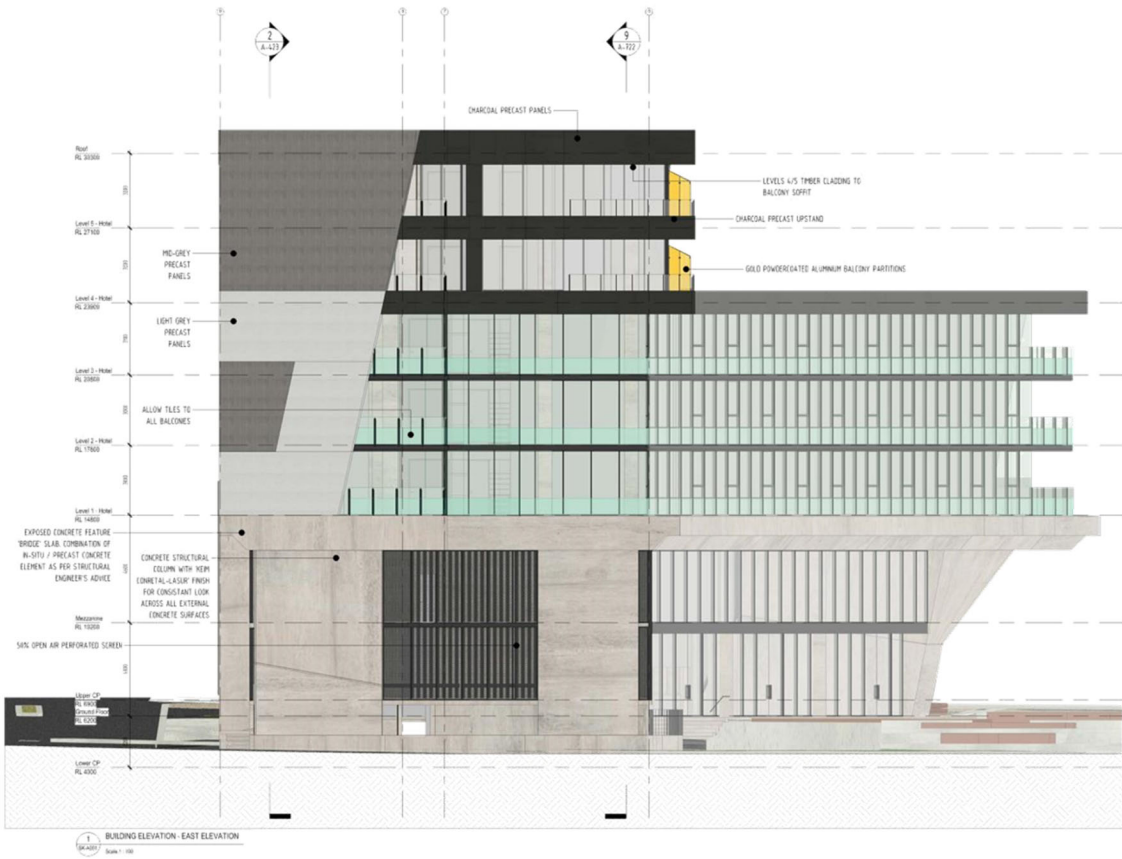


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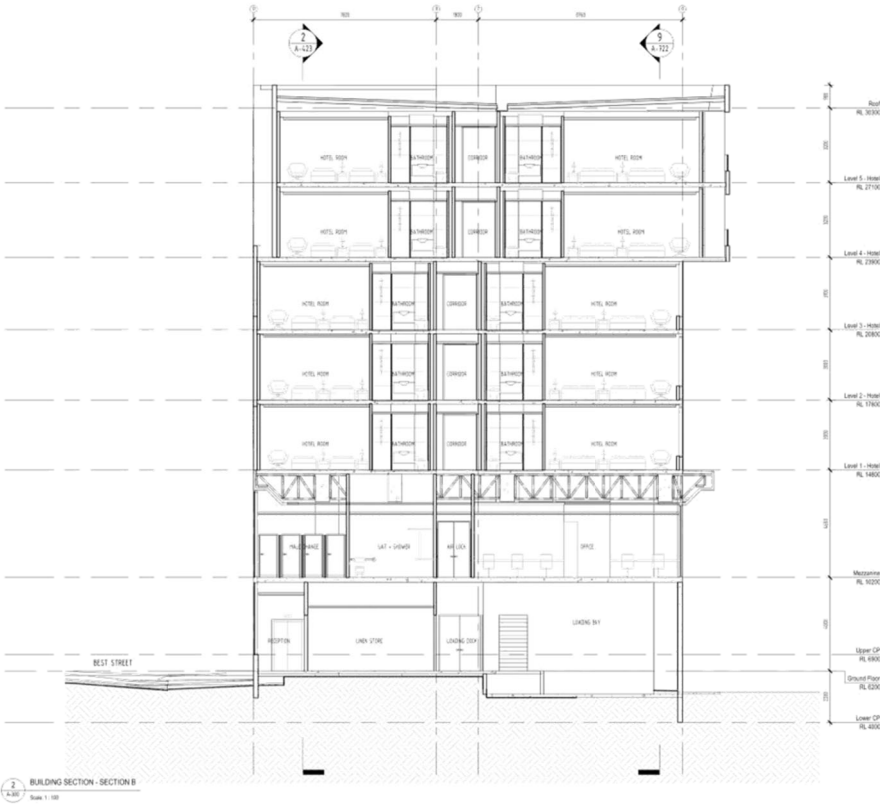
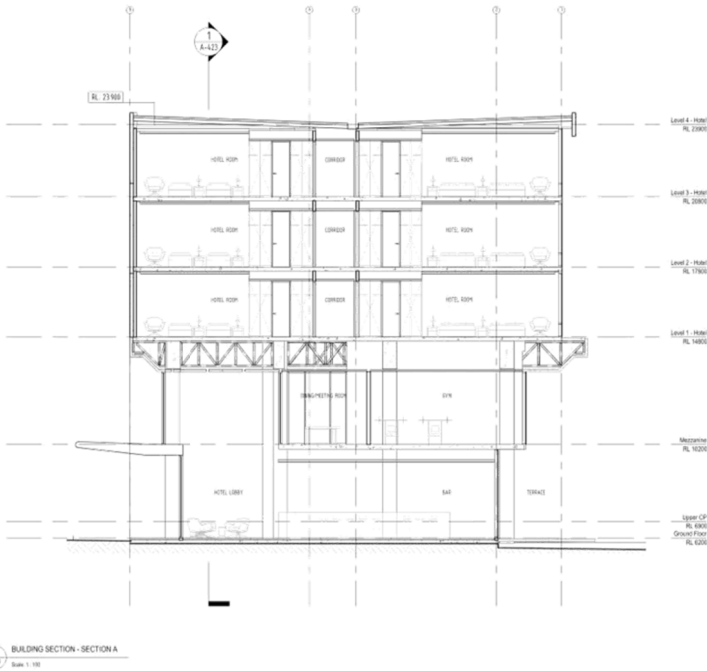
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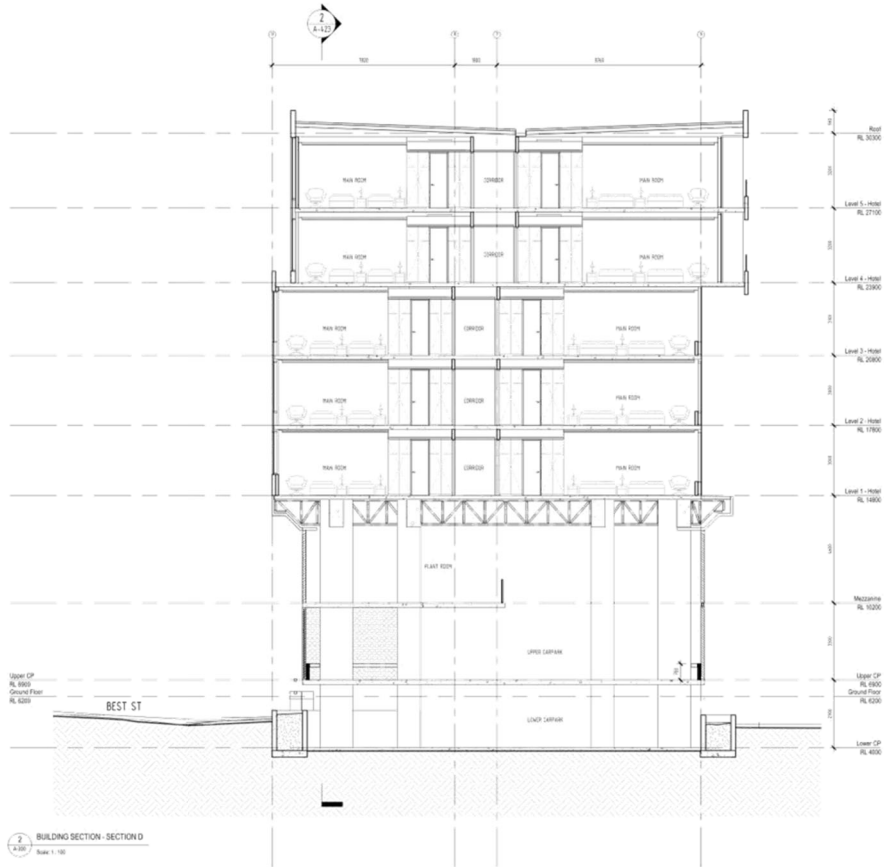
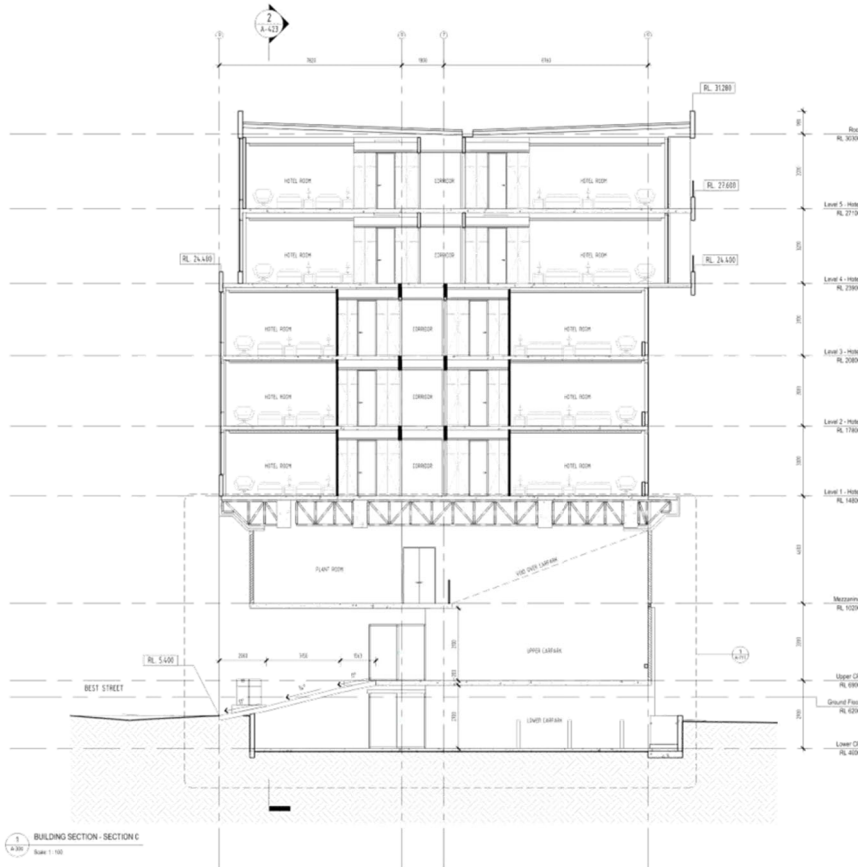
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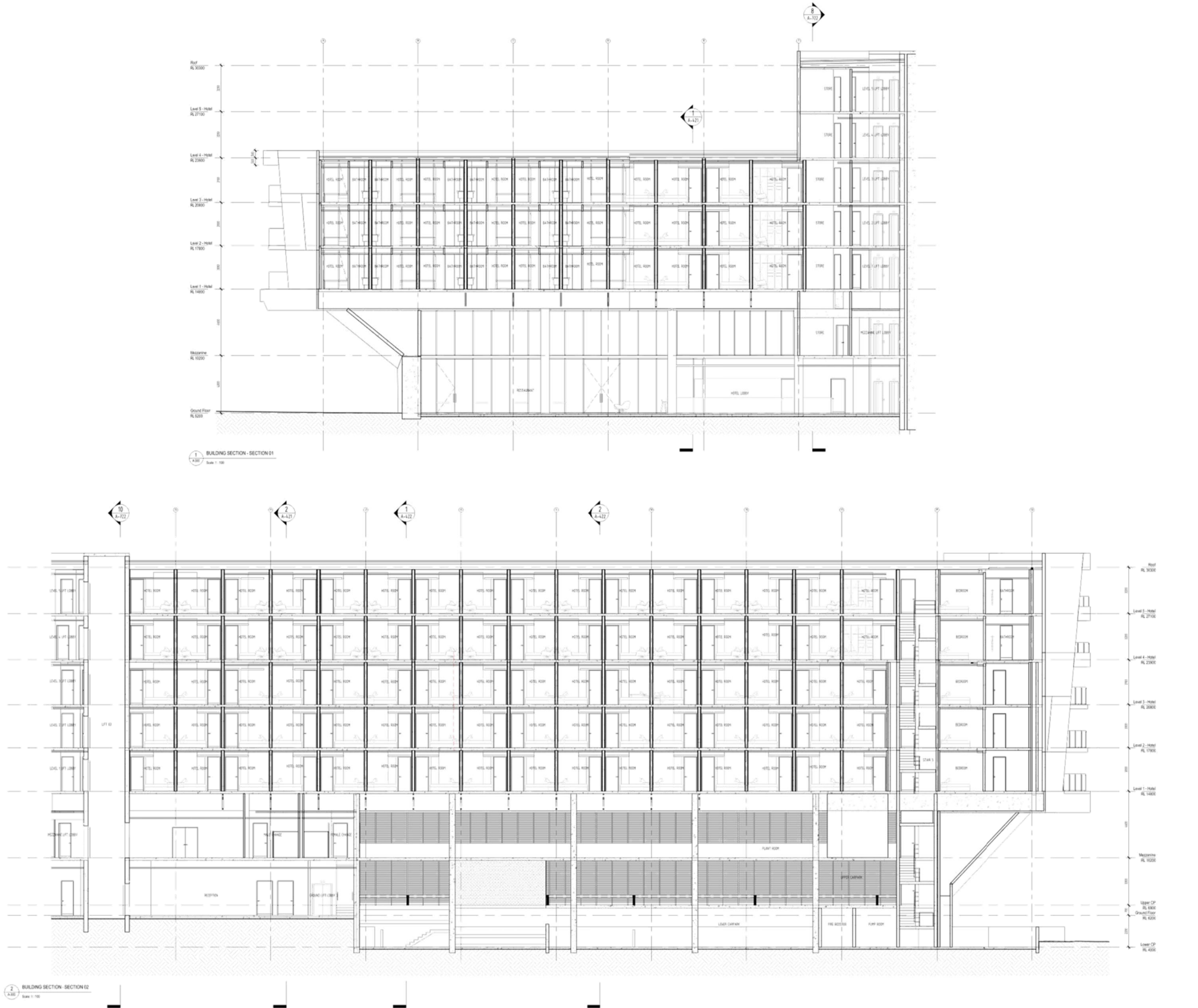
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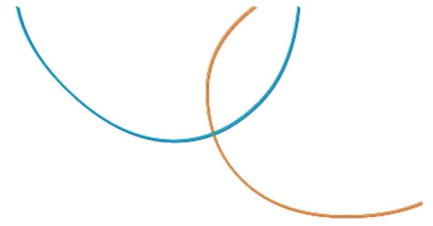
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Appendix B

Devonport Waterfront Park Design Plans



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57 Best Street
Devonport Tasmania
P (03) 6424 7161



ISSUE	DATE	ISSUED FOR	REV.
01	03.10.18	INFORMATION	-

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THIS NOTE IS AN INTEGRAL PART OF THIS PLAN.



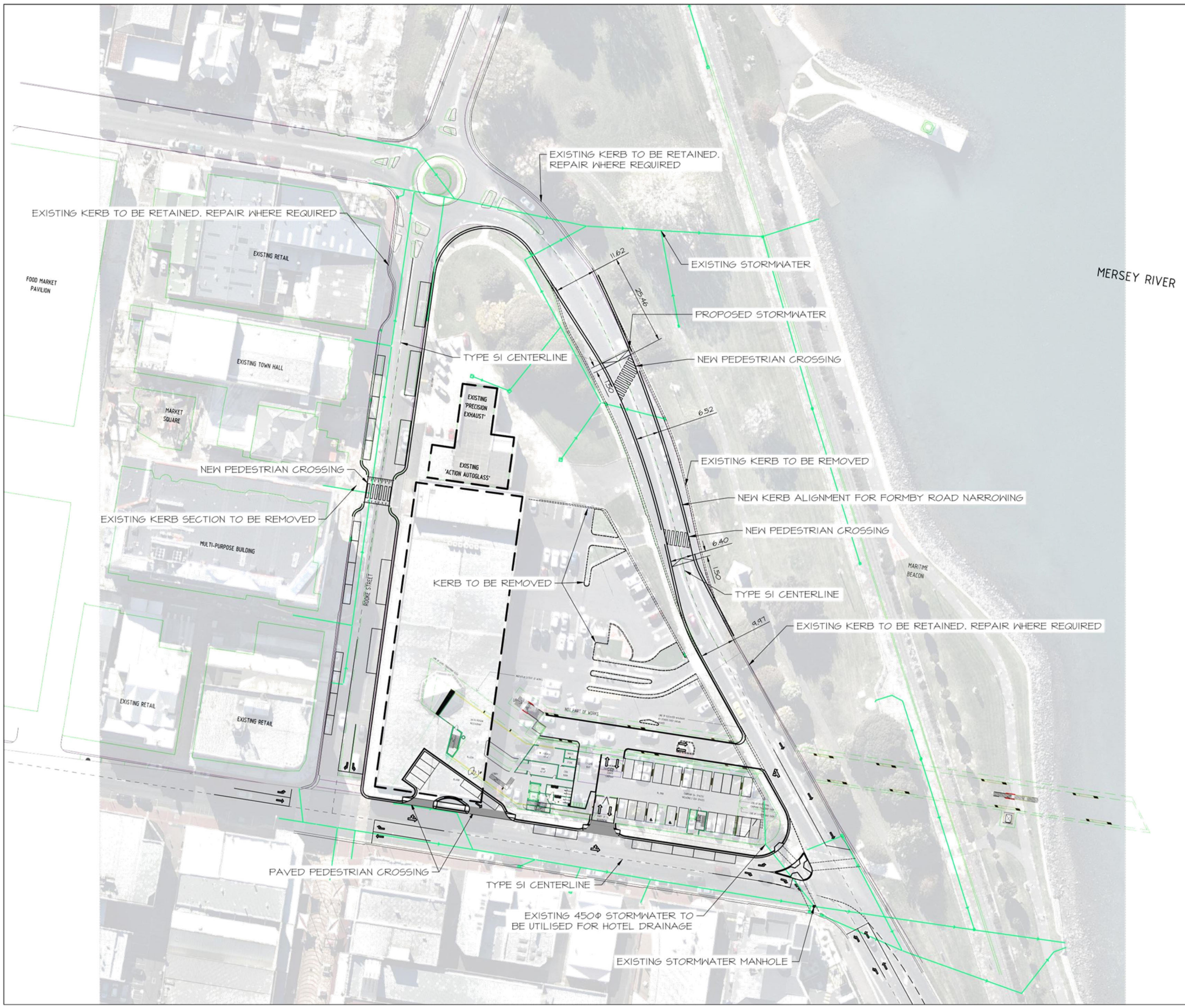
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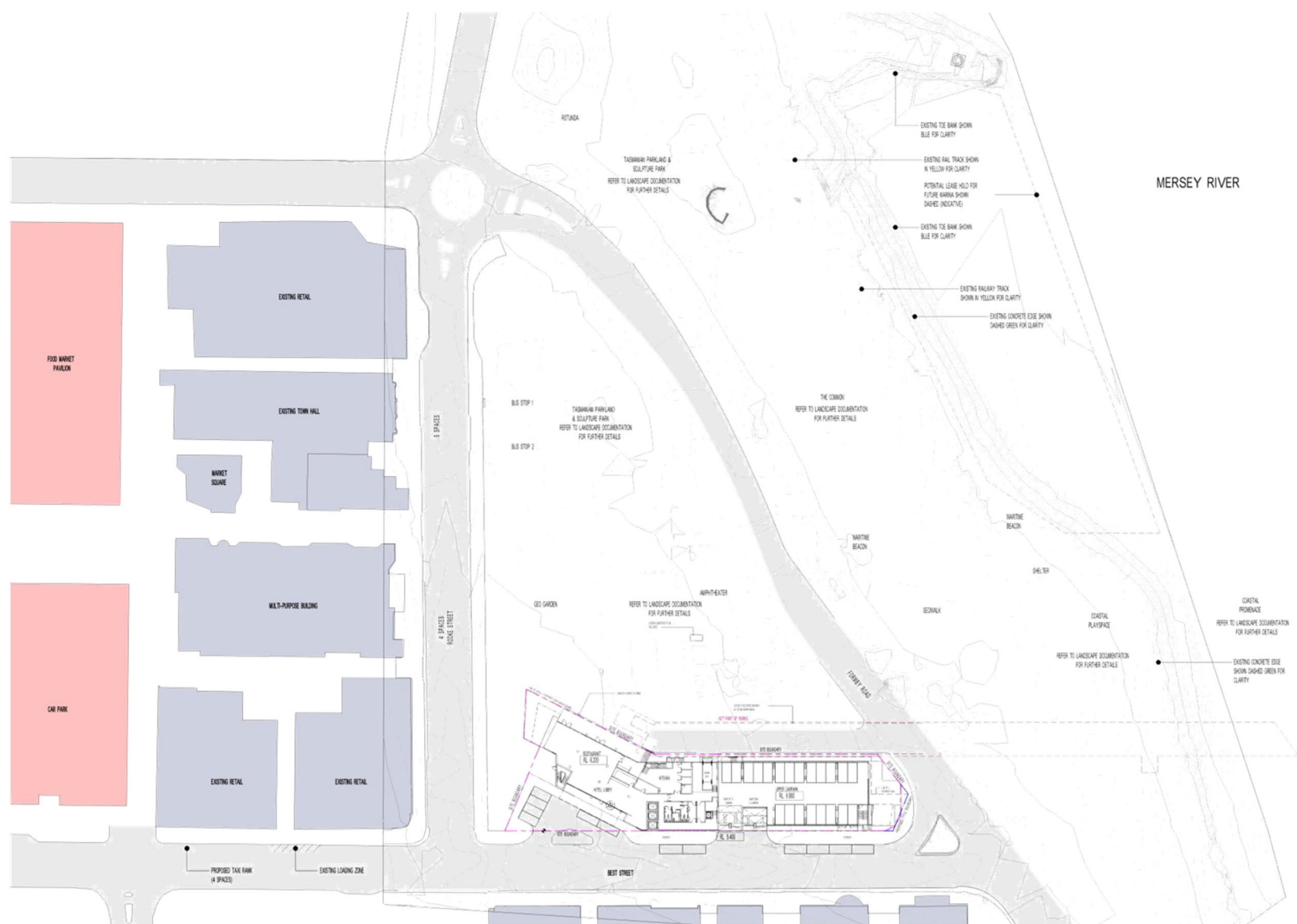
PROJECT: DEVONPORT WATERFRONT
PROJECT: PARK - CIVIL DESIGN
ADDRESS: FORMBY ROAD DEVONPORT
ADDRESS: TAS
FOR:

DRAWING: FOR INFORMATION ONLY
CIVIL PLAN

DESIGNED: DRAWN: CHECKED: P.M.W.
SCALES: 1:500 AT A1 SIZE DRAWING SHEET

PROJECT No: 18.212 DRAWING No: P01 REV: -





FILE: C:\Users\antony\Nahn\Documents\OLM_Base Building - Pilot Operator Feedback Model_2010_antony\Nahn.vnt
 PRINTED: 11/13/2019 2:05:28 AM

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0	10	20	30	40	50	60	70	80	90	100
0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0

LANDSCAPE ARCHITECT

**Company Name Company
Name Company Name**

Street
city state postcode
T (800) 0000 0000

STRUCTURAL & CIVIL ENGINEERING

6ty^o

Tamar Suite 103, The Charles 287 Charles Street
Launceston Tasmania 7250
T (08) 6332 3300

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FAIRBROTHER
12 Story Rise Road
Devonport Tasmania 7310
T (03) 6420 7000

REV.	DETAILS	DATE
1	Issued for Coordination	11/01/2019
2	Issued for Information	11/12/2019

DATE
11.01.2019
11.12.2019

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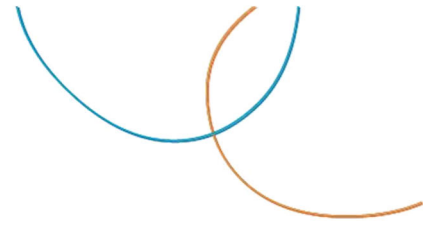
LYONS



PROJECT DEVONPORT WATERFRONT HOTEL

DRAWING TITLE
SITE PLAN - PROPOSED

DD			NORTH		
			SCALE		
			1 : 500 @A0		
JOB No.	DRAWN	CHECKED	DATE		
DL04	Author	Checker	SEPT 2019		
DRAWING No.			REVISION		
A-002			2		



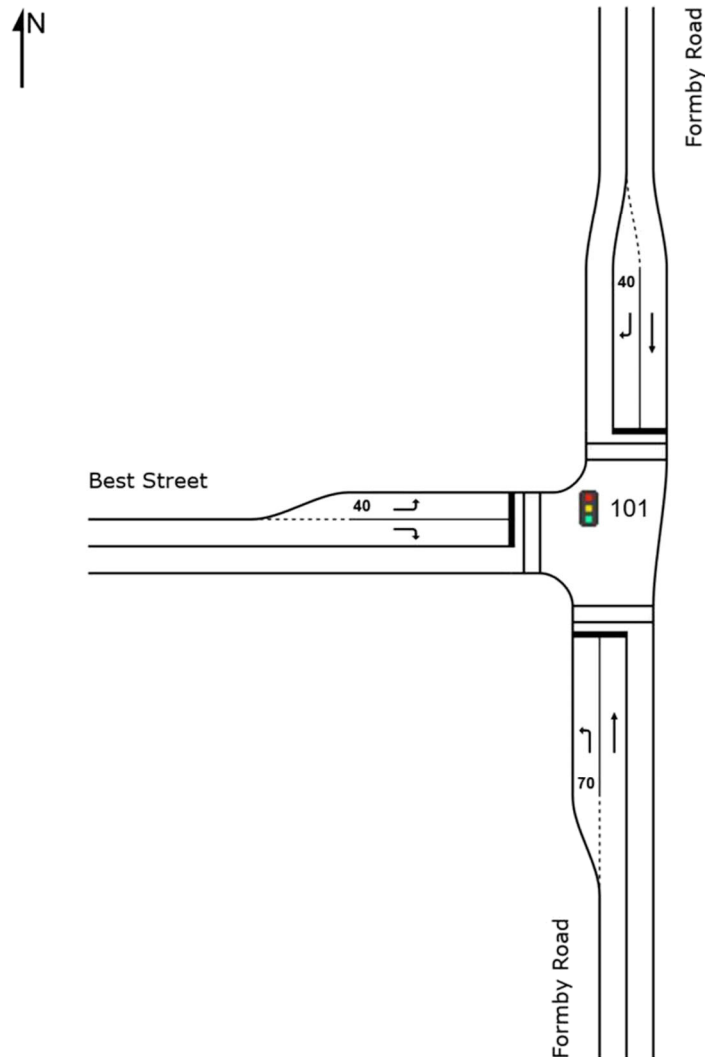
Appendix C

SIDRA Intersection Traffic Modelling Results – 2019 Post Civic Precinct

SITE LAYOUT

 **Site: 101 [Best Street/ Formby Road - Layout - Post Civic Precinct]**

Site Category: (None)
Signals - Fixed Time Isolated



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Organisation: PITT & SHERRY CONSULTING ENGINEERS | Created: Thursday, 28 November 2019 9:34:02 AM
Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Formby Road.sip8

MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Formby Road - 2019 Post Civic Precinct AM Peak]**

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 60 seconds (Site Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	ue	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m
South: Formby Road													
1	L2	249	5.0	0.464	23.6	LOS C	6.1	44.	0.86	0.1	0.86	3	35
2	T1	434	5.0	0.61	23.8	LOS C	12.8	93.6	0.9	0.93	1.10	3	3
Approach		683	5.0	0.61	23.	LOS C	12.8	93.6	0.93	0.88	1.02	3	36
North: Formby Road													
8	T1	336	5.0	0.593	19.8	LOS B	8.6	63.0	0.90	0.	0.90	39.3	
9	R2	9	5.0	0.053	32.4	LOS C	0.3	1.9	0.93	0.66	0.93	34.3	
Approach		345	5.0	0.593	20.2	LOS C	8.6	63.0	0.90	0.1	0.90	39.2	
West: Best Street													
10	L2	19	2.0	0.103	32.	LOS C	0.5	3.8	0.94	0.69	0.94	34.3	
12	R2	115	10.0	0.662	36.2	LOS D	3.6	2.1	1.00	0.85	1.1	33.1	
Approach		134	8.9	0.662	35.	LOS D	3.6	2.1	0.99	0.83	1.13	33.2	
All Vehicles		1162	5.4	0.61	24.0	LOS C	12.8	93.6	0.93	0.84	1.00	3	35

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac Pedestrian ped	o Distance m	ue	Prop. ueuec	E Stop Rate
P1	South Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90	
P3	North Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90	
P4	West Full Crossing	53	20.1	LOS C	0.1	0.1	0.82	0.82	
All Pedestrians		158	22.9	LOS C			0.8	0.8	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Formby Road.sip8

MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Formby Road - 2019 Post Civic Precinct AM Peak with Conversion]**

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 60 seconds (Site Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance Vehicles												
Mov ID	Turn	Demand Flow Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95th Percentile Back of Queue veh	Queue Distance m	Prop. Queue	Effective Stop Rate	Aver. No. Cycles	Average Speed m
South: Formby Road												
1	L2	284	5.0	0.528	24.0	LOS C	12.8	52.2	0.88	0.80	0.88	33.3
2	T1	434	5.0	0.61	23.8	LOS C	12.8	93.6	0.9	0.93	1.10	33.1
Approach		718	5.0	0.61	23.9	LOS C	12.8	93.6	0.93	0.88	1.02	33.6
North: Formby Road												
8	T1	336	5.0	0.593	19.8	LOS B	8.6	63.0	0.90	0.9	0.90	39.3
9	R2	9	5.0	0.053	32.4	LOS C	0.3	1.9	0.93	0.66	0.93	34.3
Approach		345	5.0	0.593	20.2	LOS C	8.6	63.0	0.90	0.9	0.90	39.2
West: Best Street												
10	L2	19	2.0	0.103	32.1	LOS C	0.5	3.8	0.94	0.69	0.94	34.3
12	R2	115	10.0	0.662	36.2	LOS D	3.6	22.1	1.00	0.85	1.1	33.1
Approach		134	8.9	0.662	35.1	LOS D	3.6	22.1	0.99	0.83	1.13	33.2
All Vehicles		119	5.4	0.61	24.1	LOS C	12.8	93.6	0.93	0.84	1.00	33.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flow ped	Average Delay sec	Level of Service	Average Back of Queue ped	Queue Distance m	Prop. Queue	Effective Stop Rate	
P1	South Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90	
P3	North Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90	
P4	West Full Crossing	53	20.1	LOS C	0.1	0.1	0.82	0.82	
All Pedestrians		158	22.9	LOS C			0.8	0.8	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Formby Road.sip8

MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Formby Road - 2019 Post Civic Precinct PM Peak]**

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 0 seconds (Site Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance Vehicles													
Mov ID	Turn	Demand Flow Total veh	Flow Sat H	Deg. Sat v	Average Delay sec	Level of Service	95th Percentile Back of Queue veh	Queue Distance m	Prop. Queue	Effective Stop Rate	Aver. No. Cycles	Average Speed m	
South: Formby Road													
1	L2	362	2.0	0.602	26.2	LOS C	10.6	5.0	0.89	0.82	0.89	36.5	
2	T1	522	5.0	0.841	30.3	LOS C	19.5	142.1	0.99	1.04	1.21	35.3	
Approach		884	3.8	0.841	28.6	LOS C	19.5	142.1	0.95	0.95	1.08	35.8	
North: Formby Road													
8	T1	545	5.0	0.896	36.8	LOS D	22.0	166.0	1.00	1.15	1.36	33.2	
9	R2	19	2.0	0.121	38.4	LOS D	0.6	4.5	0.95	0.69	0.95	32.4	
Approach		564	4.9	0.896	36.9	LOS D	22.0	166.0	1.00	1.14	1.35	33.2	
West: Best Street													
10	L2	24	2.0	0.154	38.6	LOS D	0.8	5.8	0.96	0.96	0.96	32.5	
12	R2	238	5.0	0.844	43.1	LOS D	9.3	60.0	1.00	0.99	1.38	31.1	
Approach		262	4.0	0.844	42.0	LOS D	9.3	60.0	1.00	0.99	1.34	31.3	
All Vehicles		1111	4.3	0.896	33.5	LOS C	22.0	166.0	0.99	1.01	1.21	34.2	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes for All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flow ped	Average Delay sec	Level of Service	Average Back of Queue ped	Queue Distance m	Prop. Queue	Effective Stop Rate	
P1	South Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92	
P3	North Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92	
P4	West Full Crossing	53	20.9	LOS C	0.1	0.1	0.92	0.92	
All Pedestrians		158	26.5	LOS C			0.8	0.8	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Formby Road - 2019 Post Civic Precinct PM Peak with Conversion]**

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 0 seconds (Site Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance Vehicles												
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m
South: Formby Road												
1	L2	3	2.0	0.616	26.3	LOS C	10.9		0.90	0.82	0.90	36.5
2	T1	522	5.0	0.841	30.3	LOS C	19.5	142.1	0.99	1.04	1.21	35.3
Approach		893	3.8	0.841	28.	LOS C	19.5	142.1	0.95	0.95	1.08	35.8
North: Formby Road												
8	T1	545	5.0	0.896	36.8	LOS D	22.	166.0	1.00	1.15	1.36	33.2
9	R2	19	2.0	0.121	38.4	LOS D	0.6	4.5	0.95	0.69	0.95	32.4
Approach		564	4.9	0.896	36.9	LOS D	22.	166.0	1.00	1.14	1.35	33.2
West: Best Street												
10	L2	24	2.0	0.154	38.6	LOS D	0.8	5.8	0.96	0.9	0.96	32.5
12	R2	238	5.0	0.844	43.1	LOS D	9.3	66.1	1.00	0.99	1.38	31.1
Approach		262	4.	0.844	42.	LOS D	9.3	66.1	1.00	0.9	1.34	31.3
All Vehicles		111	4.3	0.896	33.5	LOS C	22.	166.0	0.9	1.01	1.21	34.2

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes for All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac Pedestrian ped	o ue Distance m	Prop. ueuec	E Stop Rate	ectiv
P1	South Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92	
P3	North Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92	
P4	West Full Crossing	53	20.9	LOS C	0.1	0.1	0.	0.	
All Pedestrians		158	26.5	LOS C			0.8	0.8	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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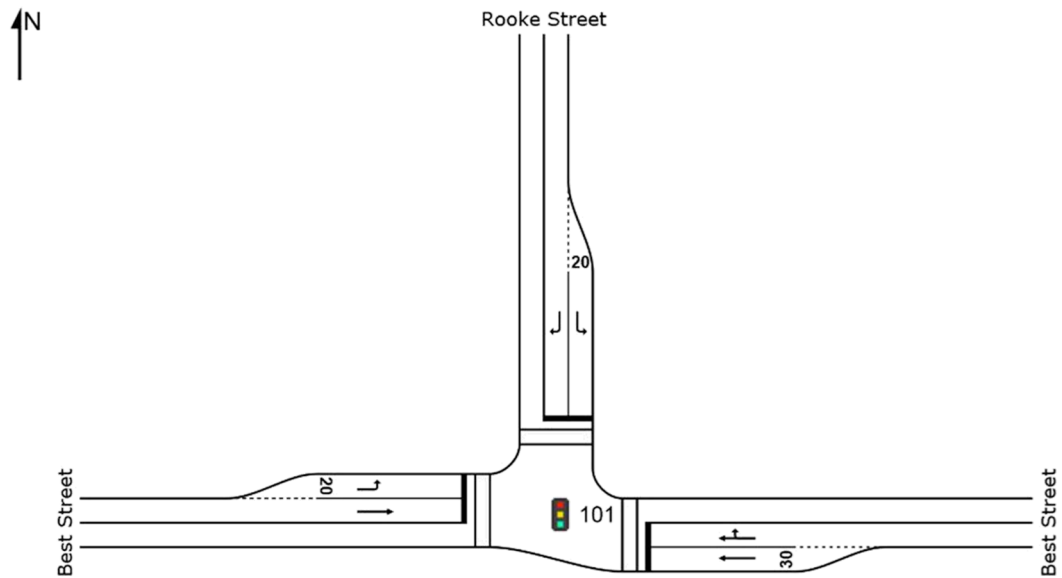
Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Thursday, 28 November 2019 9:33:54 AM

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Formby Road.sip8

SITE LAYOUT

 Site: 101 [Best Street/ Rooke Street - Layout]

Signals - Fixed Time Isolated



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 Organisation: PITT & SHERRY CONSULTING ENGINEERS | Created: Thursday, 4 October 2018 1:14:03 PM
 Project: J:\DEV\2018\001-050\DV18044\14P - Calculations\SIDRA - TIA\DV18044 Best Street-Rooke Street.sip7

MOVEMENT SUMMARY



Site: 101 [Best Street/ Rooke Street - 2019 Post Civic Precinct AM Peak]

08:15-09:15

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	282	5.0	0.378	7.0	LOS A	2.9	21.0	0.73	0.61	45.3
6	R2	38	5.0	0.378	11.8	LOS B	2.9	21.0	0.75	0.64	44.5
Approach		320	5.0	0.378	7.6	LOS A	2.9	21.0	0.73	0.61	45.2
North: Rooke Street											
7	L2	9	20.0	0.029	15.8	LOS B	0.1	1.0	0.83	0.65	40.6
9	R2	51	20.0	0.155	16.4	LOS B	0.7	5.5	0.86	0.72	40.2
Approach		60	20.0	0.155	16.3	LOS B	0.7	5.5	0.85	0.71	40.3
West: Best Street											
10	L2	60	20.0	0.092	11.0	LOS B	0.6	4.7	0.65	0.68	42.9
11	T1	117	5.0	0.155	6.5	LOS A	1.1	8.3	0.67	0.53	45.9
Approach		177	10.1	0.155	8.0	LOS A	1.1	8.3	0.66	0.58	44.9
All Vehicles		557	8.2	0.378	8.7	LOS A	2.9	21.0	0.72	0.61	44.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back Pedestrian ped	of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Tuesday, 25 September 2018 10:08:00 PM
 Project: J:\DEV\2018\001-050\DV18044\14P - Calculations\SIDRA - TIA\DV18044 Best Street-Rooke Street.sip7

MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Rooke Street - 2019 Post Civic Precinct AM Peak (With Convention)]**

08:15-09:15

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	317	5.0	0.416	7.1	LOS A	3.3	23.7	0.74	0.62	45.3
6	R2	38	5.0	0.416	12.0	LOS B	3.3	23.7	0.76	0.66	44.4
Approach		355	5.0	0.416	7.7	LOS A	3.3	23.7	0.74	0.63	45.2
North: Rooke Street											
7	L2	9	20.0	0.029	15.8	LOS B	0.1	1.0	0.83	0.65	40.6
9	R2	51	20.0	0.155	16.4	LOS B	0.7	5.5	0.86	0.72	40.2
Approach		60	20.0	0.155	16.3	LOS B	0.7	5.5	0.85	0.71	40.3
West: Best Street											
10	L2	60	20.0	0.092	11.0	LOS B	0.6	4.7	0.65	0.68	42.9
11	T1	117	5.0	0.155	6.5	LOS A	1.1	8.3	0.67	0.53	45.9
Approach		177	10.1	0.155	8.0	LOS A	1.1	8.3	0.66	0.58	44.9
All Vehicles		592	8.0	0.416	8.6	LOS A	3.3	23.7	0.73	0.62	44.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 Project: J:\DEV\2018\001-050\DV18044\14P - Calculations\SIDRA - TIA\DV18044 Best Street-Rooke Street.sip7

MOVEMENT SUMMARY



Site: 101 [Best Street/ Rooke Street - 2019 Post Civic Precinct PM Peak]

15:00-16:00

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	361	2.0	0.493	7.4	LOS A	3.9	27.7	0.76	0.65	45.1
6	R2	49	2.0	0.493	12.3	LOS B	3.9	27.7	0.79	0.69	44.3
Approach		411	2.0	0.493	8.0	LOS A	3.9	27.7	0.77	0.65	45.0
North: Rooke Street											
7	L2	25	15.0	0.075	16.0	LOS B	0.3	2.6	0.84	0.68	40.6
9	R2	83	10.0	0.240	16.5	LOS B	1.1	8.5	0.88	0.74	40.2
Approach		108	11.2	0.240	16.4	LOS B	1.1	8.5	0.87	0.73	40.3
West: Best Street											
10	L2	81	10.0	0.117	11.0	LOS B	0.8	5.9	0.66	0.69	43.0
11	T1	281	2.0	0.365	7.1	LOS A	3.0	21.6	0.74	0.62	45.5
Approach		362	3.8	0.365	8.0	LOS A	3.0	21.6	0.72	0.63	44.9
All Vehicles		881	3.9	0.493	9.0	LOS A	3.9	27.7	0.76	0.65	44.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Rooke Street - 2019 Post Civic Precinct PM Peak (With Convention)]**

15:00-16:00

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	369	2.0	0.502	7.4	LOS A	4.0	28.4	0.77	0.65	45.1
6	R2	49	2.0	0.502	12.3	LOS B	4.0	28.4	0.80	0.69	44.2
Approach		419	2.0	0.502	8.0	LOS A	4.0	28.4	0.77	0.66	45.0
North: Rooke Street											
7	L2	25	15.0	0.075	16.0	LOS B	0.3	2.6	0.84	0.68	40.6
9	R2	83	10.0	0.240	16.5	LOS B	1.1	8.5	0.88	0.74	40.2
Approach		108	11.2	0.240	16.4	LOS B	1.1	8.5	0.87	0.73	40.3
West: Best Street											
10	L2	81	10.0	0.117	11.0	LOS B	0.8	5.9	0.66	0.69	43.0
11	T1	281	2.0	0.365	7.1	LOS A	3.0	21.6	0.74	0.62	45.5
Approach		362	3.8	0.365	8.0	LOS A	3.0	21.6	0.72	0.63	44.9
All Vehicles		889	3.8	0.502	9.0	LOS A	4.0	28.4	0.76	0.66	44.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

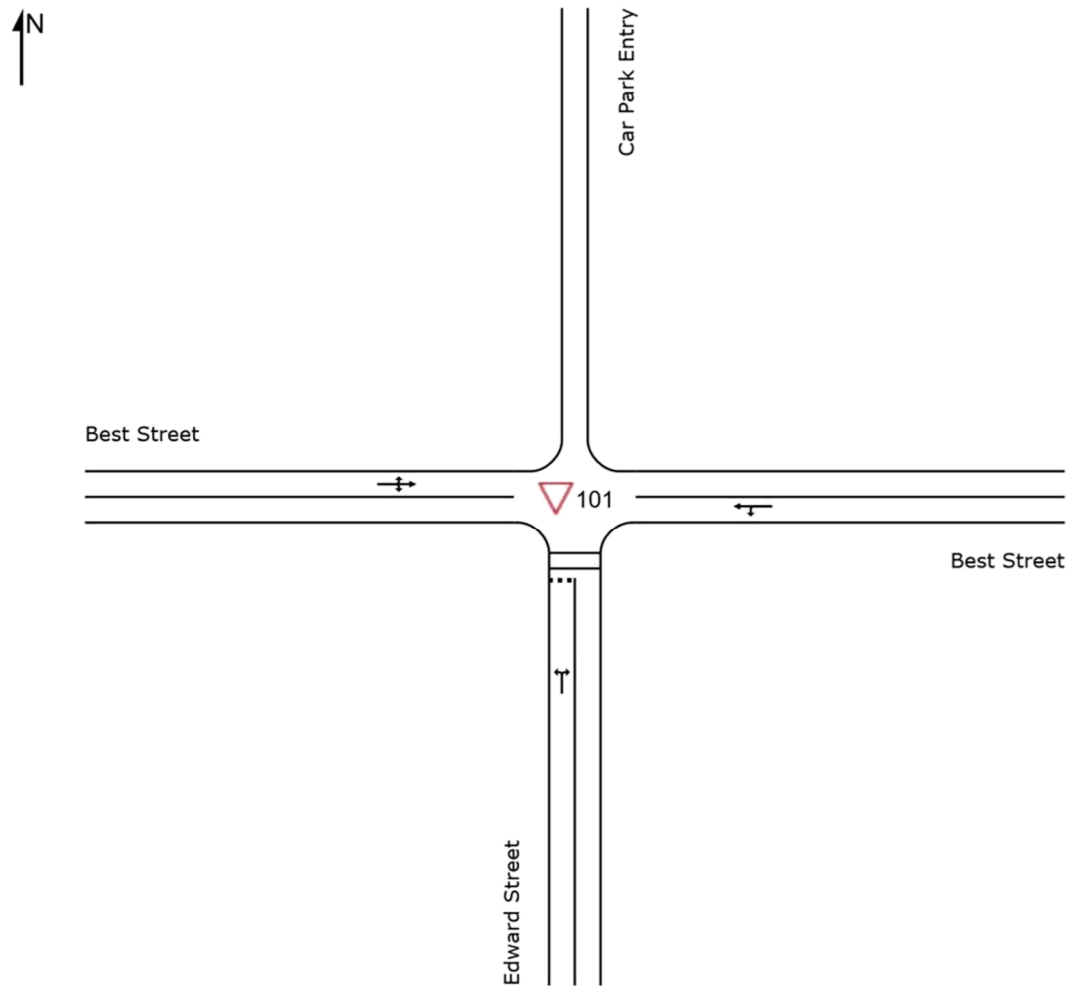
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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SITE LAYOUT

▽ Site: 101 [Best Street/ Edward Street- Layout]

Site Category: (None)
Give way Yield (T - oay)



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MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2019 Post Civic Precinct AM Peak]

08:15-09:15

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	55	2.0	0.068	5.6	LOS A	0.3	2.1	0.3	0.5	0.3	45.	
3	R2	16	10.0	0.068	6.1	LOS A	0.3	2.1	0.3	0.5	0.3	45.2	
Approach			3.8	0.068	6.1	LOS A	0.3	2.1	0.3	0.5	0.3	45.6	
East: Best Street													
4	L2	61	10.0	0.184	4.	LOS A	0.0	0.0	0.00	0.10	0.00	48.8	
5	T1	2	10.0	0.184	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	49.4	
Approach		333	10.0	0.184	0.9	NA	0.0	0.0	0.00	0.10	0.00	49.3	
West: Best Street													
10	L2	12	0.0	0.150	6.9	LOS A	0.6	4.5	0.23	0.19	0.23	51.4	
11	T1	164	10.0	0.150	0.	LOS A	0.6	4.5	0.23	0.19	0.23	48.5	
12	R2	69	5.0	0.150	6.1	LOS A	0.6	4.5	0.23	0.19	0.23	48.5	
Approach		245	8.1	0.150	2.5	NA	0.6	4.5	0.23	0.19	0.23	48.3	
All Vehicles		648	8.6	0.184	2.1	NA	0.6	4.5	0.13	0.18	0.13	48.5	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Ed ward Street.sip8

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2019 Post Civic Precinct AM Peak with Conversion]

08:15-09:15

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	55	2.0	0.0	5.	LOS A	0.3	2.1	0.40	0.58	0.40	45.6	
3	R2	16	10.0	0.0	8.2	LOS A	0.3	2.1	0.40	0.58	0.40	45.1	
Approach			3.8	0.0	6.3	LOS A	0.3	2.1	0.40	0.58	0.40	45.5	
East: Best Street													
4	L2	61	10.0	0.203	4.	LOS A	0.0	0.0	0.00	0.09	0.00	48.8	
5	T1	30	10.0	0.203	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	49.5	
Approach		368	10.0	0.203	0.8	NA	0.0	0.0	0.00	0.09	0.00	49.3	
West: Best Street													
10	L2	39	0.0	0.16		LOS A	0.	5.2	0.25	0.22	0.25	51.5	
11	T1	164	10.0	0.16	0.8	LOS A	0.	5.2	0.25	0.22	0.25	48.5	
12	R2	69	5.0	0.16	6.3	LOS A	0.	5.2	0.25	0.22	0.25	48.5	
Approach		2		0.16	3.1	NA	0.	5.2	0.25	0.22	0.25	48.6	
All Vehicles		1:	8.3	0.203	2.2	NA	0.	5.2	0.13	0.19	0.13	48.	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2019 Post Civic Precinct PM Peak]

15:00-16:00

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	10	2.0	0.155	6.1	LOS A	0.	4.8	0.4	0.64	0.4	45.1	
3	R2	2	10.0	0.155	11.6	LOS B	0.	4.8	0.4	0.64	0.4	44.6	
Approach		135	3.6	0.155	..	LOS A	0.	4.8	0.4	0.64	0.4	45.0	
East: Best Street													
4	L2	93	10.0	0.254	4.	LOS A	0.0	0.0	0.00	0.11	0.00	48.	
5	T1	36	10.0	0.254	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.3	
Approach		460	10.0	0.254	1.0	NA	0.0	0.0	0.00	0.11	0.00	49.2	
West: Best Street													
10	L2	11	0.0	0.282	8.1	LOS A	1.2	9.1	0.2	0.16	0.2	51.2	
11	T1	336	10.0	0.282	1.1	LOS A	1.2	9.1	0.2	0.16	0.2	48.3	
12	R2	104	5.0	0.282	..	LOS A	1.2	9.1	0.2	0.16	0.2	4..3	
Approach		451	8.6	0.282	2.	NA	1.2	9.1	0.2	0.16	0.2	48.1	
All Vehicles		1045	8.6	0.282	2.5	NA	1.2	9.1	0.18	0.20	0.18	48.2	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2019 Post Civic Precinct PM Peak with Conversion]

15:00-16:00

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	10	2.0	0.156	6.1	LOS A	0.	4.8	0.48	0.64	0.48	45.1	
3	R2	2	10.0	0.156	11.	LOS B	0.	4.8	0.48	0.64	0.48	44.5	
Approach		135	3.6	0.156		LOS A	0.	4.8	0.48	0.64	0.48	44.9	
East: Best Street													
4	L2	93	10.0	0.259	4.	LOS A	0.0	0.0	0.00	0.11	0.00	48.	
5	T1	3	10.0	0.259	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.3	
Approach		468	10.0	0.259	0.9	NA	0.0	0.0	0.00	0.11	0.00	49.2	
West: Best Street													
10	L2	1	0.0	0.286	8.1	LOS A	1.2	9.4	0.28	0.16	0.28	51.2	
11	T1	336	10.0	0.286	1.2	LOS A	1.2	9.4	0.28	0.16	0.28	48.3	
12	R2	104	5.0	0.286		LOS A	1.2	9.4	0.28	0.16	0.28	4	.3
Approach		45	8.5	0.286	2.8	NA	1.2	9.4	0.28	0.16	0.28	48.1	
All ehicles		1060	8.5	0.286	2.6	NA	1.2	9.4	0.18	0.20	0.18	48.2	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

ehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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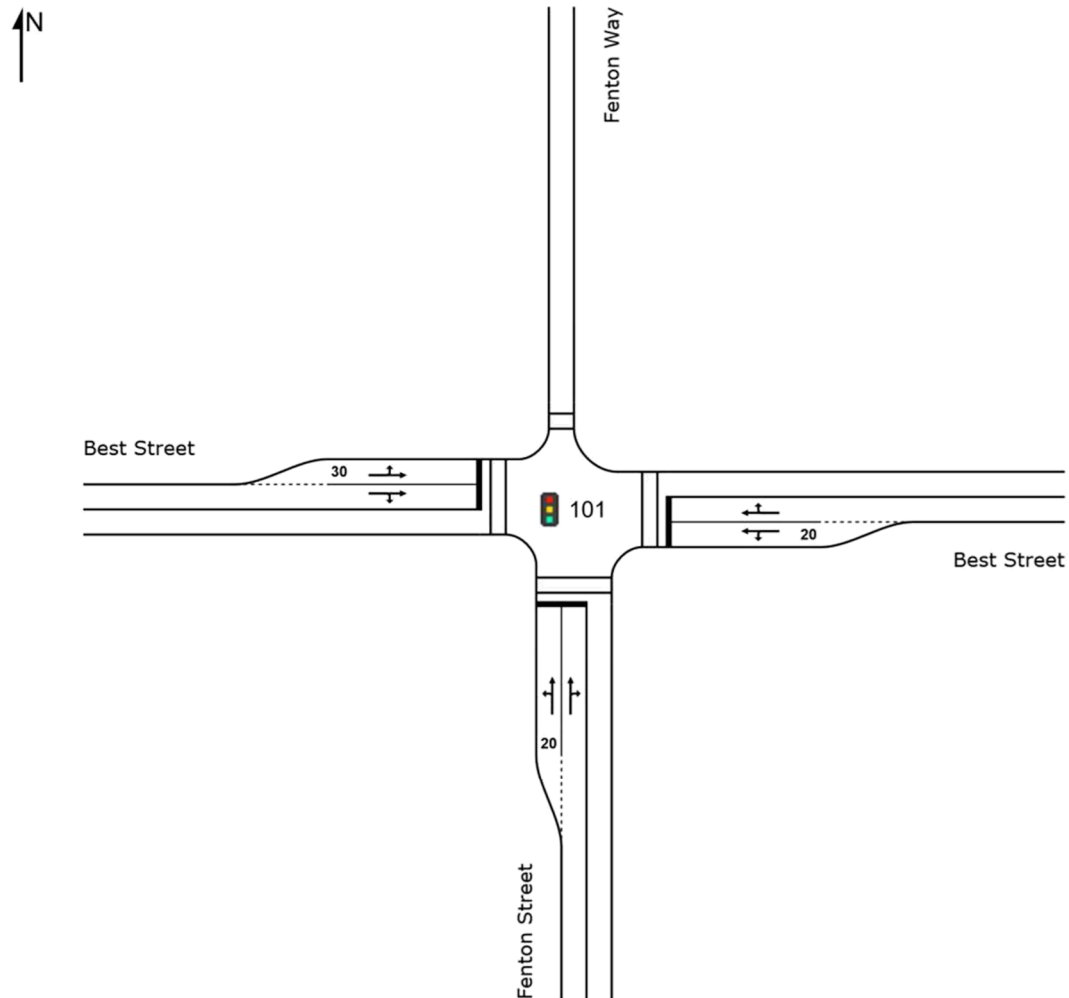
SITE LAYOUT

 **Site: 101 [Best Street/ Fenton Way - Layout]**

08:15-09:15


Site Category: (None)

Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton Way - 2019 Post Civic Precinct AM Peak]

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Fenton Street													
1	L2	128	2.0	0.351		16.	LOS B	1.8	12.6	0.90	0.1	0.90	40.4
2	T1	118	2.0	0.455		12.4	LOS B	2.4	11.4	0.92	0.1	0.92	42.1
3	R2	52	10.0	0.455		11.4	LOS B	2.4	11.4	0.92	0.1	0.92	41.4
Approach		298	3.4	0.455		15.1	LOS B	2.4	11.4	0.91	0.1	0.91	41.2
East: Best Street													
4	L2	42	10.0	0.081		10.9	LOS B	0.5	4.1	0.65	0.63	0.65	43.
5	T1	235	10.0	0.405		11.4	LOS A	3.0	22.2	0.1	0.66	0.1	44.9
6	R2	45	2.0	0.405		12.2	LOS B	3.0	22.2	0.1	0.66	0.1	44.0
Approach		322	8.9	0.405		8.5	LOS A	3.0	22.2	0.1	0.65	0.1	44.6
West: Best Street													
10	L2	58	2.0	0.094		10.8	LOS B	0.	4.	0.65	0.65	0.65	43.5
11	T1	199	10.0	0.4		11.4	LOS A	3.2	24.6	0.1	0.1	0.1	44.4
12	R2	92	10.0	0.4		12.3	LOS B	3.2	24.6	0.1	0.1	0.1	43.
Approach		348	8.	0.4		9.4	LOS A	3.2	24.6	0.1	0.69	0.1	44.1
All Vehicles		968		0.4		10.8	LOS B	3.2	24.6	0.80	0.1	0.80	43.3

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Ave M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	8.9	LOS A			0.	0.	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Fenton] - 2019 Post Civic Precinct AM Peak [with Conversion]**

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Fenton Street													
1	L2	128	2.0	0.301		15.6	LOS B	1.	11.9	0.86	0.4	0.86	40.9
2	T1	1	2.0	0.548		11.9	LOS B	3.4	24.4	0.93	0.4	0.95	42.4
3	R2	65	10.0	0.548		16.6	LOS B	3.4	24.4	0.93	0.4	0.95	41.
Approach		36	3.4	0.548		14.0	LOS B	3.4	24.4	0.90	0.	0.92	41.
East: Best Street													
4	L2	42	10.0	0.105		11.	LOS B	0.	5.2	0.69	0.63	0.69	43.5
5	T1	235	10.0	0.523		8.4	LOS A	3.6	26.6	0.81	0.4	0.81	44.0
6	R2	80	2.0	0.523		13.5	LOS B	3.6	26.6	0.83	0.4	0.83	43.1
Approach		35	8.2	0.523		10.0	LOS A	3.6	26.6	0.80	0.	0.80	43.
West: Best Street													
10	L2	113	2.0	0.168		11.8	LOS B	1.2	8.3	0.	0.	0.	42.
11	T1	213	10.0	0.555		8.8	LOS A	3.8	29.2	0.84	0.4	0.86	43.9
12	R2	92	10.0	0.555		13.5	LOS B	3.8	29.2	0.84	0.4	0.86	43.2
Approach		41	10.	0.555		10.	LOS B	3.8	29.2	0.81	0.4	0.82	43.4
All ehicles		1141	6.5	0.555		11.5	LOS B	3.8	29.2	0.84	0.4	0.85	42.9

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A veli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	9.1	LOS A			0.80	0.80	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton .ay.sip8

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton Way - 2019 Post Civic Precinct PM Peak]

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m	
South: Fenton Street													
1	L2	1	2.0	0.486	1	LOS B	2.5	18.0	0.93	0.	0.93	40.2	
2	T1	109	2.0	0.448	12.4	LOS B	2.4	1	0.92	0.	0.92	41.9	
3	R2	60	2.0	0.448	1	LOS B	2.4	1	0.92	0.	0.92	41.4	
Approach		34	2.0	0.486	15.6	LOS B	2.5	18.0	0.93	0.	0.93	40.9	
East: Best Street													
4	L2	56	5.0	0.115	10.9	LOS B	0.8	5.8	0.66	0.63	0.66	43.9	
5	T1	325	5.0	0.5	8.6	LOS A	4.5	32.5	0.83	0.	0.85	44.2	
6	R2	56	2.0	0.5	13.	LOS B	4.5	32.5	0.85	0.	0.8	43.3	
Approach		43	4.6	0.5	9.6	LOS A	4.5	32.5	0.81	0.	0.83	44.0	
West: Best Street													
10	L2	45	2.0	0.154	11.0	LOS B	1.1	8.1	0.6	0.60	0.6	44.5	
11	T1	43	2.0	0.6	11.5	LOS B	1	53.	0.90	0.91	1.13	42.6	
12	R2	105	2.0	0.6	1	LOS B	1	53.	0.94	0.9	1.22	41.6	
Approach		58	2.0	0.6	12.5	LOS B	1	53.	0.89	0.90	1.11	42.6	
All Vehicles		13	2.8	0.6	12.4	LOS B	1	53.	0.8	0.81	0.9	42.6	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Arel M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	8.9	LOS A			0.	0.	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton - ay.sip8

MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Fenton] - 2019 Post Civic Precinct PM Peak [with Conversion]**

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Fenton Street													
1	L2	1	2.0	0.486	1	12.6	LOS B	2.5	18.0	0.93	0.1	0.93	40.2
2	T1	123	2.0	0.495	12.6	12.6	LOS B	2.	19.0	0.93	0.1	0.93	41.9
3	R2	64	2.0	0.495	1	12.6	LOS B	2.	19.0	0.93	0.1	0.93	41.4
Approach		365	2.0	0.495	15.6	15.6	LOS B	2.	19.0	0.93	0.	0.93	40.9
East: Best Street													
4	L2	56	5.0	0.121	11.0	11.0	LOS B	0.8	6.2	0.66	0.63	0.66	43.9
5	T1	325	5.0	0.605	9.0	9.0	LOS A	4.	34.0	0.84	0.1	0.89	43.9
6	R2	64	2.0	0.605	14.1	14.1	LOS B	4.	34.0	0.86	0.1	0.92	43.0
Approach		445	4.6	0.605	10.0	10.0	LOS A	4.	34.0	0.82	0.1	0.8	43.8
West: Best Street													
10	L2	59	2.0	0.159	11.0	11.0	LOS B	1.2	8.3	0.6	0.62	0.6	44.3
11	T1	441	2.0	0.9	12.5	12.5	LOS B	8.1	5	0.91	0.96	1.21	42.1
12	R2	105	2.0	0.9	18.0	18.0	LOS B	8.1	5	0.95	1.01	1.29	41.2
Approach		605	2.0	0.9	13.3	13.3	LOS B	8.1	5	0.90	0.93	1.1	42.2
All Vehicles		1416	2.8	0.9	12.9	12.9	LOS B	8.1	5	0.88	0.83	1.01	42.3

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A veli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	8.9	LOS A			0.	0.	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

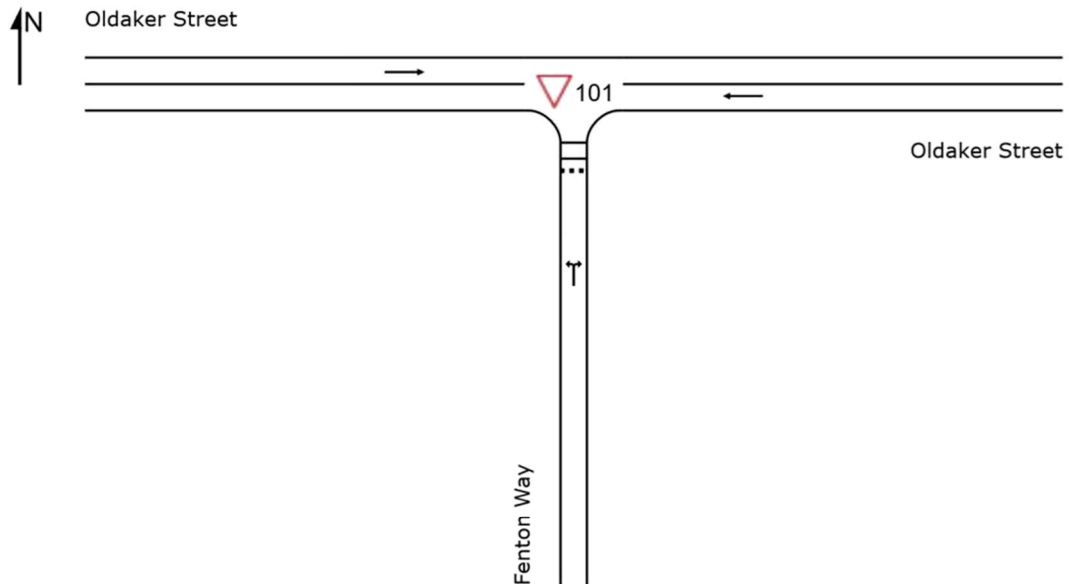
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

SITE LAYOUT

▽ Site: 101 [Oldaker Street/ Fenton Way - Layout]

Site Category: (None)
Give way Yield (T - oay)



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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2019 Post Civic Precinct AM Peak]

08:15-09:15

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Seg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Fenton Way													
1	L2	98	2.0	0.120	5.6	LOS A	0.4	2.9	0.30	0.59	0.30	45.8	
3	R2	35	2.0	0.120		LOS A	0.4	2.9	0.30	0.59	0.30	45.2	
Approach		133	2.0	0.120	6.0	LOS A	0.4	2.9	0.30	0.59	0.30	45.6	
East: Oldaker Street													
5	T1	281	5.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		281	5.0	0.149	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Oldaker Street													
11	T1	206	5.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		206	5.0	0.109	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All Vehicles		620	4.4	0.149	1.3	NA	0.4	2.9	0.06	0.13	0.06	49.0	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton ay - 2019 Post Civic Precinct AM Peak with Conversion]

08:15-09:15

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Seg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Fenton ay													
1	L2	12	2.0	0.159	5.	LOS A	0.6	3.9	0.31	0.60	0.31	45.	
3	R2	4	2.0	0.159	..	LOS A	0.6	3.9	0.31	0.60	0.31	45.2	
Approach		1 :	2.0	0.159	6.1	LOS A	0.6	3.9	0.31	0.60	0.31	45.6	
East: Olda er Street													
5	T1	281	5.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		281	5.0	0.149	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Olda er Street													
11	T1	206	5.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		206	5.0	0.109	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All ehicles		662	4.2	0.159	1.6	NA	0.6	3.9	0.08	0.16	0.08	48.	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is speci ed in the Parameters dialog (Site tab).

ehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay or all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable or t -o ay sign controls since the average delay is not a good LOS measure due to ero delays associated ith major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A eli M3D).

H () values are calculated or All Movement Classes o All Heavy ehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2019 Post Civic Precinct PM Peak]

15:00-16:00

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Fenton Way													
1	L2	308	2.0	0.444	6.8	LOS A	2.4	1 .	0.43	0. :	0.54	44.9	
3	R2	138	2.0	0.444	9.3	LOS A	2.4	1 .	0.43	0. :	0.54	44.4	
Approach		446	2.0	0.444		LOS A	2.4	1 .	0.43	0. :	0.54	44.	
East: Oldaker Street													
5	T1	332	2.0	0.1 :	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		332	2.0	0.1 :	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Oldaker Street													
11	T1	269	5.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		269	5.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All ehicles		104	2.8	0.444	3.2	NA	2.4	1 .	0.18	0.31	0.23	4 .6	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is speci ed in the Parameters dialog (Site tab).

ehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay or all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable or t -o ay sign controls since the average delay is not a good LOS measure due to ero delays associated ith major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A eli M3D).

H () values are calculated or All Movement Classes o All Heavy ehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2019 Post Civic Precinct PM Peak with Conversion]

15:00-16:00

Site Category: (None)

Give Way Yield (T-way)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Sat v	Average Delay sec	Level of Service	95th Percentile Vehicle	Back of Queue Distance m	Prop. Queue	Effective Stop Rate	Effective Rate	Aver. No. Cycles	Average Speed m
South: Fenton Way													
1	L2	429	2.0	0.615	11.0	LOS A	5.0	35.3	0.51	0.84	0.80	0.80	44.2
3	R2	189	2.0	0.615	11.0	LOS B	5.0	35.3	0.51	0.84	0.80	0.80	43.0
Approach		619	2.0	0.615	8.9	LOS A	5.0	35.3	0.51	0.84	0.80	0.80	44.0
East: Oldaker Street													
5	T1	332	2.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	0.00	50.0
Approach		332	2.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	0.00	50.0
West: Oldaker Street													
11	T1	269	5.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	0.00	50.0
Approach		269	5.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	0.00	50.0
All Vehicles		1220	2.0	0.615	4.5	NA	5.0	35.3	0.26	0.42	0.40	0.40	46.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable or too low since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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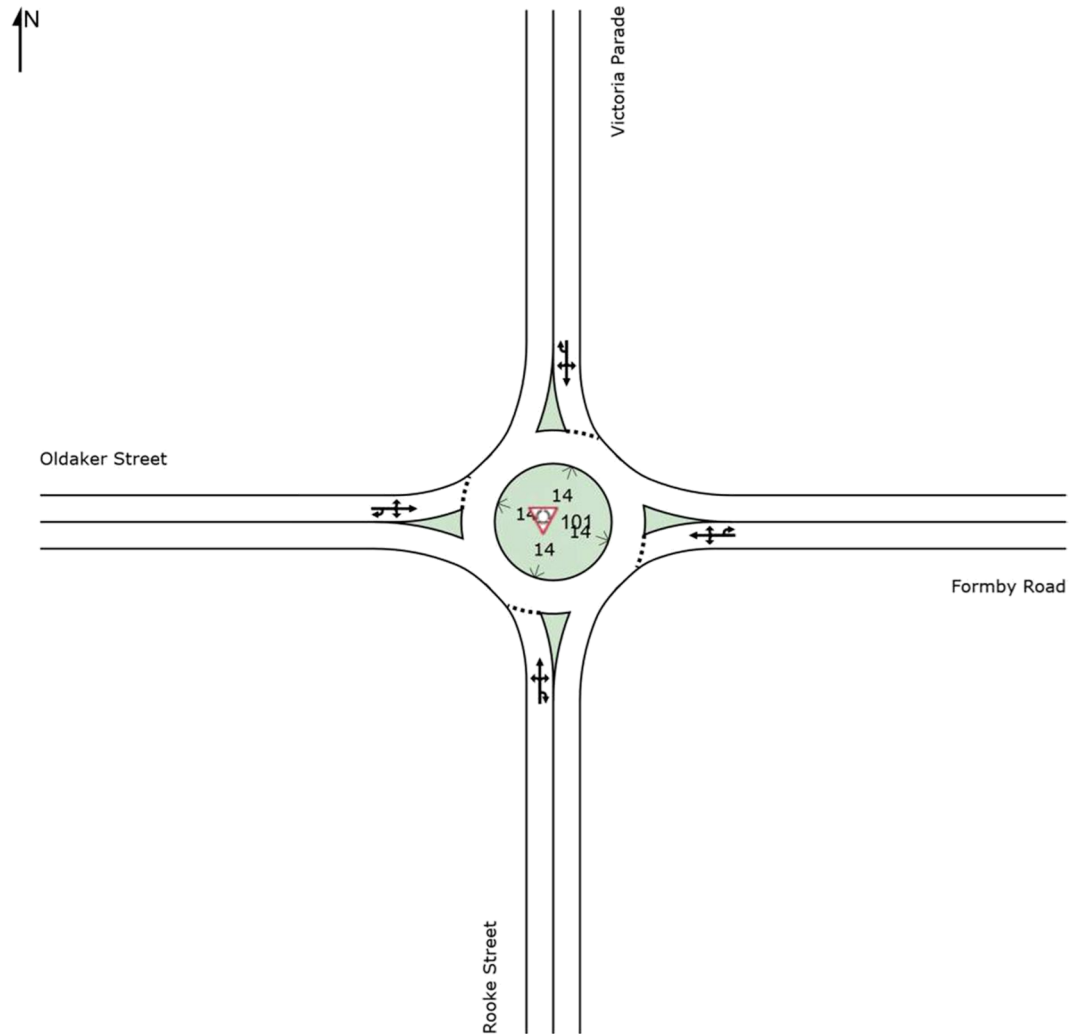
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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Oldaker Street-Fenton Way.sip8

SITE LAYOUT

 **Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - Layout]**

Site Category: (None)
Roundabout



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MOVEMENT SUMMARY

 **Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2019 Post Civic Precinct AM Peak]**

08:15-09:15

Site Category: (None)

Roundabout

Movement Performance Vehicles												
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o uet Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Rooke Street												
1	L2	28	5.0	0.098	5.9	LOS A	0.5	3.8	0.46	0.60	0.46	45.3
2	T1	2	10.0	0.098	6.0	LOS A	0.5	3.8	0.46	0.60	0.46	46.1
3	R2	12	10.0	0.098	9.8	LOS A	0.5	3.8	0.46	0.60	0.46	46.0
3u	U	13	5.1	0.098	13.4	LOS B	0.5	3.8	0.46	0.60	0.46	45.6
Approach		80	18.5	0.098	.	LOS A	0.5	3.8	0.46	0.60	0.46	45.
East: Formby Road												
4	L2	21	20.0	0.351	4.3	LOS A	2.0	14.4	0.30	0.53	0.30	45.6
5	T1	234	2.0	0.351	4.0	LOS A	2.0	14.4	0.30	0.53	0.30	46.6
6	R2	1	2.0	0.351	.	LOS A	2.0	14.4	0.30	0.53	0.30	46.6
6u	U	6	20.0	0.351	9.	LOS A	2.0	14.4	0.30	0.53	0.30	4 .0
Approach		434	3.1	0.351	5.6	LOS A	2.0	14.4	0.30	0.53	0.30	46.6
North: Victoria Parade												
	L2	160	2.0	0.21	4.9	LOS A	1.3	9.0	0.50	0.59	0.50	46.1
8	T1	38	2.0	0.21	4.9	LOS A	1.3	9.0	0.50	0.59	0.50	4 .0
9	R2	19	5.0	0.21	8.8	LOS A	1.3	9.0	0.50	0.59	0.50	46.9
9u	U	1	2.0	0.21	10.3	LOS B	1.3	9.0	0.50	0.59	0.50	4 .5
Approach		218	2.3	0.21	5.3	LOS A	1.3	9.0	0.50	0.59	0.50	46.3
West: Oldaker Street												
10	L2	38	5.0	0.260	4.8	LOS A	1.6	11.8	0.4	0.54	0.4	45.8
11	T1	194	2.0	0.260	4.8	LOS A	1.6	11.8	0.4	0.54	0.4	46.
12	R2	40	5.0	0.260	8.6	LOS A	1.6	11.8	0.4	0.54	0.4	46.6
12u	U	3	30.0	0.260	10.8	LOS B	1.6	11.8	0.4	0.54	0.4	46.8
Approach		2	3.2	0.260	5.4	LOS A	1.6	11.8	0.4	0.54	0.4	46.5
All ehicles		1006	4.2	0.351	5.	LOS A	2.0	14.4	0.40	0.55	0.40	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Aveleli M3D).


H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 OldakerRookeFormby.sip8

MOVEMENT SUMMARY

 Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2019 Post Civic Precinct AM Peak Conventional] itl

08:15-09:15
Site Category: (None)
Roundabout

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m	
South: Rooke Street													
1	L2	28	5.0	0.098	5.9	LOS A	0.5	3.8	0.46	0.60	0.46	45.3	
2	T1	2	10.0	0.098	6.0	LOS A	0.5	3.8	0.46	0.60	0.46	46.1	
3	R2	12	10.0	0.098	9.8	LOS A	0.5	3.8	0.46	0.60	0.46	46.0	
3u	U	13	5.1	0.098	13.4	LOS B	0.5	3.8	0.46	0.60	0.46	45.6	
Approach		80	18.5	0.098		LOS A	0.5	3.8	0.46	0.60	0.46	45.5	
East: Formby Road													
4	L2	21	20.0	0.351	4.3	LOS A	2.0	14.4	0.30	0.53	0.30	45.6	
5	T1	234	2.0	0.351	4.0	LOS A	2.0	14.4	0.30	0.53	0.30	46.6	
6	R2	1	2.0	0.351		LOS A	2.0	14.4	0.30	0.53	0.30	46.6	
6u	U	6	20.0	0.351	9.1	LOS A	2.0	14.4	0.30	0.53	0.30	46.0	
Approach		434	3.1	0.351	5.6	LOS A	2.0	14.4	0.30	0.53	0.30	46.6	
North: Victoria Parade													
7	L2	160	2.0	0.218	5.0	LOS A	1.3	9.1	0.50	0.59	0.50	46.1	
8	T1	38	2.0	0.218	5.0	LOS A	1.3	9.1	0.50	0.59	0.50	46.9	
9	R2	19	5.0	0.218	8.8	LOS A	1.3	9.1	0.50	0.59	0.50	46.8	
9u	U	1	2.0	0.218	10.4	LOS B	1.3	9.1	0.50	0.59	0.50	46.5	
Approach		218	2.3	0.218	5.3	LOS A	1.3	9.1	0.50	0.59	0.50	46.3	
West: Oldaker Street													
10	L2	40	5.0	0.218	4.9	LOS A	1.1	12.3	0.4	0.54	0.4	45.8	
11	T1	202	2.0	0.218	4.8	LOS A	1.1	12.3	0.4	0.54	0.4	46.1	
12	R2	40	5.0	0.218	8.1	LOS A	1.1	12.3	0.4	0.54	0.4	46.6	
12u	U	3	30.0	0.218	10.9	LOS B	1.1	12.3	0.4	0.54	0.4	46.8	
Approach		285	3.2	0.218	5.4	LOS A	1.1	12.3	0.4	0.54	0.4	46.5	
All Vehicles		101	4.2	0.351	5.1	LOS A	2.0	14.4	0.41	0.55	0.41	46.4	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A Reliability M3D).

H () values are calculated for All Movement Classes or All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2019 Post Civic Precinct PM Peak]**

15:00-16:00

Site Category: (None)

Roundabout

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95th Percentile Vehicle: veh	Queue Distance m	Prop. Queue	Effective Stop Rate	Aver. No. Cycles	Average Speed m	
South: Rookery Street													
1	L2	68	2.0	0.15	10.8	LOS A	1.0	23.3	0.55	0.66	0.55	44.6	
2	T1	34	2.0	0.15	10.8	LOS A	1.0	23.3	0.55	0.66	0.55	45.4	
3	R2	29	2.0	0.15	10.8	LOS B	1.0	23.3	0.55	0.66	0.55	45.4	
3u	U	12	10.0	0.15	12.1	LOS B	1.0	23.3	0.55	0.66	0.55	45.9	
Approach		143	2.6	0.15	8.2	LOS A	1.0	23.3	0.55	0.66	0.55	45.1	
East: Formby Road													
4	L2	43	15.0	0.480	4.1	LOS A	3.2	23.3	0.41	0.5	0.41	45.3	
5	T1	21	2.0	0.480	4.5	LOS A	3.2	23.3	0.41	0.5	0.41	46.3	
6	R2	201	2.0	0.480	8.3	LOS A	3.2	23.3	0.41	0.5	0.41	46.2	
6u	U	46	2.0	0.480	9.9	LOS A	3.2	23.3	0.41	0.5	0.41	46.9	
Approach		569	3.0	0.480	6.3	LOS A	3.2	23.3	0.41	0.5	0.41	46.2	
North: Victoria Parade													
8	L2	163	2.0	0.281	5.9	LOS A	1.1	12.5	0.62	0.68	0.62	45.5	
8	T1	56	5.0	0.281	6.0	LOS A	1.1	12.5	0.62	0.68	0.62	46.4	
9	R2	31	2.0	0.281	9.1	LOS A	1.1	12.5	0.62	0.68	0.62	46.3	
9u	U	1	2.0	0.281	11.3	LOS B	1.1	12.5	0.62	0.68	0.62	46.0	
Approach		251	2.1	0.281	6.4	LOS A	1.1	12.5	0.62	0.68	0.62	45.8	
West: Oldaker Street													
10	L2	4	2.0	0.369	5.6	LOS A	2.6	18.3	0.60	0.62	0.60	45.4	
11	T1	25	2.0	0.369	5.6	LOS A	2.6	18.3	0.60	0.62	0.60	46.2	
12	R2	53	2.0	0.369	9.4	LOS A	2.6	18.3	0.60	0.62	0.60	46.2	
12u	U	6	2.0	0.369	11.0	LOS B	2.6	18.3	0.60	0.62	0.60	46.8	
Approach		363	2.0	0.369	6.2	LOS A	2.6	18.3	0.60	0.62	0.60	46.1	
All Vehicles		1326	2.6	0.480	6.5	LOS A	3.2	23.3	0.51	0.61	0.51	46.0	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Aveleli M3D).

H () values are calculated for All Movement Classes for All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2019 Post Civic Precinct PM Peak Conventional]

15:00-16:00

Site Category: (None)

Roundabout

Movement ID	Turn	Demand Total veh	Flow H	Seg. Satn v	Average Delay sec	Level of Service	95th Percentile Delay sec	Back of Queue Distance m	Prop. Queue Length	Effective Stop Rate	Aver. No. of Cycles	Average Speed km/h
South: Rooke Street												
1	L2	68	2.0	0.1	1.0	LOS A	1.0	1.0	0.55	0.66	0.55	44.6
2	T1	34	2.0	0.1	1.0	LOS A	1.0	1.0	0.55	0.66	0.55	45.4
3	R2	29	2.0	0.1	10.8	LOS B	1.0	1.0	0.55	0.66	0.55	45.4
3u	U	12	10.0	0.1	12.0	LOS B	1.0	1.0	0.55	0.66	0.55	45.9
Approach		143	2.6	0.1	8.2	LOS A	1.0	1.0	0.55	0.66	0.55	45.1
East: Formby Road												
4	L2	43	15.0	0.480	4.0	LOS A	3.3	23.4	0.41	0.5	0.41	45.3
5	T1	2	2.0	0.480	4.5	LOS A	3.3	23.4	0.41	0.5	0.41	46.3
6	R2	201	2.0	0.480	8.3	LOS A	3.3	23.4	0.41	0.5	0.41	46.2
6u	U	46	2.0	0.480	9.9	LOS A	3.3	23.4	0.41	0.5	0.41	46.9
Approach		569	3.0	0.480	6.3	LOS A	3.3	23.4	0.41	0.5	0.41	46.2
North: Victoria Parade												
7	L2	163	2.0	0.290	6.2	LOS A	1.8	13.1	0.65	0.1	0.65	45.4
8	T1	56	5.0	0.290	6.2	LOS A	1.8	13.1	0.65	0.1	0.65	46.2
9	R2	31	2.0	0.290	9.9	LOS A	1.8	13.1	0.65	0.1	0.65	46.2
9u	U	1	2.0	0.290	11.6	LOS B	1.8	13.1	0.65	0.1	0.65	46.8
Approach		251	2.0	0.290	6.0	LOS A	1.8	13.1	0.65	0.1	0.65	45.0
West: Oldaker Street												
10	L2	56	2.0	0.411	5.0	LOS A	3.0	21.2	0.62	0.63	0.62	45.4
11	T1	292	2.0	0.411	5.0	LOS A	3.0	21.2	0.62	0.63	0.62	46.2
12	R2	53	2.0	0.411	9.5	LOS A	3.0	21.2	0.62	0.63	0.62	46.2
12u	U	6	2.0	0.411	11.1	LOS B	3.0	21.2	0.62	0.63	0.62	46.8
Approach		406	2.0	0.411	6.3	LOS A	3.0	21.2	0.62	0.63	0.62	46.1
All Vehicles		1369	2.6	0.480	6.5	LOS A	3.3	23.4	0.53	0.62	0.53	46.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

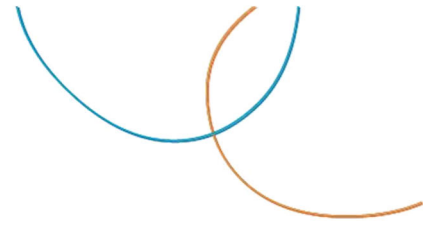
Gap-Acceptance Capacity: SIDRA Standard (Arelis M3D).

H () values are calculated for All Movement Classes or All Heavy Vehicle Model Designation.

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Appendix D

Parking Survey Data

Devonport Living City
Waterfront Park Project
On-Street Parking

Street	Between	Side of Road	Restrictions/ Comments	Supply	Date: Tuesday 18 September 2018							Daily Maximum	Percentage	Daily Average	Percentage
					9:00am	11:00am	12:00pm	1:00pm	3:00pm	4:00pm	5:00pm				
Best Street	Fenton Way & Rooke Street	N	1P Meter	8	2	6	4	5	3	3	3	6	75%	4	46%
		N	Loading Zone	1	1	0	0	0	0	0	0	1	100%	0	14%
Best Street	Fenton Way & Edward Street	S	1P Meter	3	1	0	0	0	1	0	0	1	33%	0	10%
Best Street	Edward Street & Rooke Street	S	1P Meter	2	2	2	2	2	1	2	2	2	100%	2	93%
		S	Motorcycle Parking	7	0	1	1	1	1	0	0	1	14%	1	8%
		S	Accessible	1	1	0	0	0	0	0	0	1	100%	0	14%
Best Street	Rooke Street & Formby Road	N	Taxi Zone	5	1	0	0	1	0	0	0	1	20%	0	6%
		N	1P Meter	5	3	3	5	4	5	4	1	5	100%	4	71%
		N	Loading Zone	1	1	0	0	0	0	0	0	1	100%	0	14%
Best Street	Rooke Street & Formby Road	S	1/4P	5	5	4	5	5	5	4	1	5	100%	4	83%
		S	Loading Zone	1	0	2	0	0	0	2	0	2	200%	1	57%
Rooke Street	Best Street & Oldaker Street	W	1/4P	4	2	4	1	2	4	4	2	4	100%	3	68%
		W	1P Meter	4	3	1	4	4	2	4	4	4	100%	3	79%
		W	1P Meter	2	2	1	2	2	2	2	2	2	100%	2	93%
Rooke Street	Best Street & Oldaker Street	E	Bus Zone	0	1	1	1	1	2	3	2	3	0%	2	#DIV/0!
		E	Loading Zone	3	0	3	2	2	0	0	0	3	100%	1	33%
		E	Bus Zone	0	0	0	0	0	0	1	0	1	0%	0	#DIV/0!
Oldaker Street	Rooke Street & Fenton Way	N	1P Meter	5	2	4	3	3	2	1	2	4	80%	2	49%
		N	1P Meter	6	2	3	1	1	0	0	0	3	50%	1	17%
Oldaker Street	Rooke Street & Fenton Way	S	1P Meter	8	5	4	6	6	5	5	5	6	75%	5	64%
		S	1P Meter	8	5	0	3	3	1	0	0	5	63%	2	21%
		S	1P Meter	4	4	0	0	0	0	0	1	4	100%	1	18%
Fenton Way	Oldaker Street & Best Street	W	1P Meter	4	0	1	0	0	0	0	0	1	25%	0	4%
		W	1P Meter	6	1	2	1	1	0	0	0	2	33%	1	12%
		W	1P Meter Accessible (60 degree angle)	1	0	0	1	1	1	1	1	1	100%	1	71%
		W	1P Meter (60 degree angle)	13	2	4	2	2	0	1	1	4	31%	2	13%
Formby Road	Oldaker Street & Best Street	W	1P	2	0	1	1	1	2	1	0	2	100%	1	43%
		W	1P RV	1	0	0	0	0	0	0	0	0	0%	0	0%
Total				110	46	47	45	47	37	38	27	47	43%	41	37%
Occupancy Percentage				100%	42%	43%	41%	43%	34%	35%	25%	43%		37%	

Devonport Living City
Waterfront Park Project
Off-Street Parking

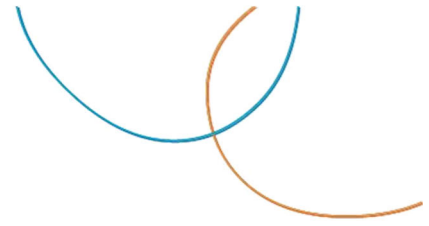
Car Park	Comments	Restriction	Supply	Date: Tuesday 18 September 2018							Daily Maximum	Percentage	Daily Average	Percentage
				9:00am	11:00am	12:00pm	1:00pm	3:00pm	4:00pm	5:00pm				
Best Street (Council Car Park)	General Public Parking	Fixed fee per hour	130	27	52	72	67	36	35	13	72	55%	43	33%
	Accessible	Fixed fee per hour	4	0	3	2	2	1	1	0	3	75%	1	32%
New Multi Storey Car Park	General Public Parking	Fixed fee per hour	451	108	142	145	139	126	103	65	145	32%	118	26%
	Accessible	Fixed fee per hour	28	0	0	0	0	0	0	0	0	0%	0	0%
Total			613	135	197	219	208	163	139	78	219	36%	163	27%
Occupancy Percentage			100%	22%	32%	36%	34%	27%	23%	13%	36%		27%	

**Devonport Living City
Waterfront Park Project
On-Street Parking**

Street	Between	Side of Road	Restrictions/ Comments	Supply	Saturday 15 September 2018	Percentage
					12:30	
<i>Best Street</i>	Fenton Way & Rooke Street	N	1P Meter	8	4	50%
		N	Loading Zone	1	0	0%
<i>Best Street</i>	Fenton Way & Edward Street	S	1P Meter	3	1	33%
<i>Best Street</i>	Edward Street & Rooke Street	S	1P Meter	2	1	50%
		S	Motorcycle Parking	7	0	0%
		S	1 1/2 P Accessible	1	1	100%
<i>Best Street</i>	Rooke Street & Formby Road	N	Taxi Zone	5	1	20%
		N	1P Meter	5	4	80%
		N	Loading Zone	1	0	0%
<i>Best Street</i>	Rooke Street & Formby Road	S	1/4P	5	5	100%
		S	Loading Zone	1	1	100%
<i>Rooke Street</i>	Best Street & Oldaker Street	W	1/4P	4	3	0%
		W	1P Meter	4	3	75%
<i>Rooke Street</i>	Best Street & Oldaker Street	E	Bus Zone	0	0	0%
		E	Loading Zone	3	0	0%
		E	Bus Zone	2	2	100%
<i>Oldaker Street</i>	Rooke Street & Fenton Way	N	1P Meter	5	6	120%
		N	1P Meter	6	4	67%
<i>Oldaker Street</i>	Rooke Street & Fenton Way	S	1P Meter	8	5	63%
		S	1P Meter	8	5	63%
<i>Fenton Way</i>	Oldaker Street & Best Street	W	1P Meter	4	0	0%
		W	1P Meter	6	1	17%
		W	1P Meter Accessible (60 degree angle)	1	0	0%
		W	1P Meter (60 degree angle)	13	0	0%
<i>Formby Road</i>	Oldaker Street & Best Street	W	1P	2	2	100%
		W	1P RV	1	0	0%

Devonport Living City
Waterfront Park Project
Off-Street Parking

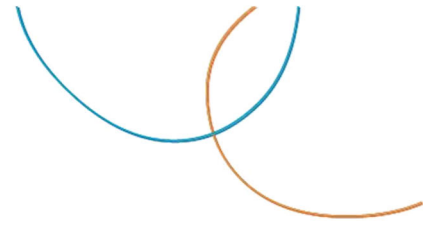
Car Park	Comments	Restriction	Supply	Saturday 15 September 2018	Percentage
				12:30	
Best Street (Council Car Park)	General Public Parking	Fixed fee per hour	130	73	56%
	Accessible	Fixed fee per hour	4	1	25%
New Multi Storey Car Park	General Public Parking	Fixed fee per hour	451	56	12%
	Accessible	Fixed fee per hour	28	0	0%
Total			613	130	21%
Occupancy Percentage			100%	21%	



Appendix E

Swept Paths – Hotel and Carpark Entry

[illegible]



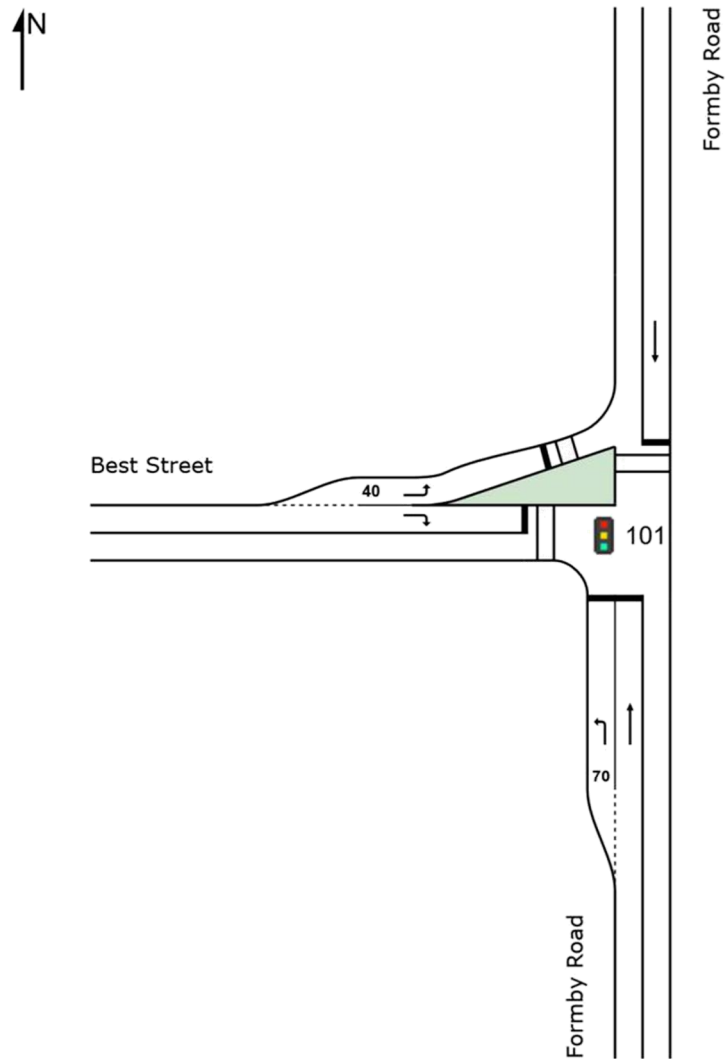
Appendix F

SIDRA Intersection Traffic Modelling Results – 2019 Post Waterfront Precinct

SITE LAYOUT

 **Site: 101 [Best Street/ Formby Road - Layout - Post ater ront Precinct]**

Site Category: (None)
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Formby Road - 2019 Post After Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles														
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	ueet	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Formby Road														
1	L2	254	5.0	0.354		11.	LOS B	2.	20.0	0.4		0.4	0.4	42.
2	T1	46	5.0	0.619		8.4	LOS A	5.9	43.0	0.85		0.4	0.89	44.8
Approach		2	5.0	0.619		9.6	LOS A	5.9	43.0	0.81		0.4	0.83	44.0
North: Formby Road														
8	T1	336	5.0	0.444		2	LOS A	3.8	20.0	0.		0.65	0.	45.4
Approach		336	5.0	0.444		2	LOS A	3.8	20.0	0.		0.65	0.	45.4
West: Best Street														
10	L2	91	2.0	0.24		16.3	LOS B	1.2	8.6	0.88		0.4	0.88	41.0
12	R2	160	10.0	0.461		10.0	LOS B	2.3	10.0	0.92		0.4	0.92	39.9
Approach		251	10.0	0.461		16.9	LOS B	2.3	10.0	0.91		0.4	0.91	40.3
All Vehicles		130	5.4	0.619		10.4	LOS B	5.9	43.0	0.82		0.4	0.83	43.6

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o uee	Distance m	Prop. ueuec	E ecti Stop Rate	Activ
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	8.8	LOS A	0.0	0.0	0.	0.	
P4S	West Slip Bypass Lane Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
All Pedestrians		158	8.4	LOS A			0.4	0.5	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Formby Road - 2019 Post after Front Precinct AM Peak with Convention]

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m	
South: Formby Road													
1	L2	288	5.0	0.402	11.9	LOS B	3.2	23.3	0.1	0.1	0.1	42.6	
2	T1	46	5.0	0.619	8.4	LOS A	5.9	43.0	0.85	0.1	0.89	44.8	
Approach		51	5.0	0.619	9.8	LOS A	5.9	43.0	0.81	0.1	0.84	43.9	
North: Formby Road													
8	T1	336	5.0	0.444	10.5	LOS A	3.8	23.3	0.1	0.65	0.1	45.4	
Approach		336	5.0	0.444	10.5	LOS A	3.8	23.3	0.1	0.65	0.1	45.4	
West: Best Street													
10	L2	91	2.0	0.24	16.3	LOS B	1.2	8.6	0.88	0.1	0.88	41.0	
12	R2	160	10.0	0.461	11.9	LOS B	2.3	11.9	0.92	0.1	0.92	39.9	
Approach		251	10.0	0.461	16.9	LOS B	2.3	11.9	0.91	0.1	0.91	40.3	
All Vehicles		1342	5.4	0.619	10.5	LOS B	5.9	43.0	0.82	0.1	0.83	43.5	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac Pedestrian ped	o ue Distance m	Prop. ueuec	E ecti Stop Rate	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	8.8	LOS A	0.0	0.0	0.1	0.1	
P4S	West Slip Bypass Lane Crossing	53	6.1	LOS A	0.0	0.0	0.6	0.6	
All Pedestrians		158	8.4	LOS A			0.1	0.5	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Formby Road - 2019 Post After Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh	Flows H	Deg. Satn v	Average Delay sec	Level of Service	95th Percentile Vehicle Delay sec/veh	Queue Length m	Prop. of Sat. Demand	Effective Stop Rate	Aver. No. of Vehicles in Queue	Average Speed m	
South: Formby Road													
1	L2	364	5.0	0.508	12.3	LOS B	4.2	31.0	0.80	0.4	0.80	42.4	
2	T1	554	5.0	0.3	10.5	LOS B	8.1	59.0	0.90	0.89	1.08	43.0	
Approach		918	5.0	0.3	11.2	LOS B	8.1	59.0	0.86	0.85	0.9	43.2	
North: Formby Road													
8	T1	549	5.0	0.2	10.3	LOS B	8.0	58.1	0.90	0.88	1.0	43.8	
Approach		549	5.0	0.2	10.3	LOS B	8.0	58.1	0.90	0.88	1.0	43.8	
West: Best Street													
10	L2	98	2.0	0.26	16.4	LOS B	1.3	9.4	0.88	0.4	0.88	41.0	
12	R2	265	10.0	0.6	20.4	LOS C	4.5	34.0	1.00	0.99	1.38	38.6	
Approach		363	10.0	0.6	19.3	LOS B	4.5	34.0	0.96	0.92	1.25	39.2	
All Vehicles		1831	5.6	0.6	12.6	LOS B	8.1	59.0	0.89	0.8	1.05	42.5	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ueuec	o Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	8.8	LOS A	0.0	0.0	0.80	0.80	
P4S	West Slip Bypass Lane Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
All Pedestrians		158	8.4	LOS A			0.8	0.8	5

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Formby Road - 2019 Post After Front Precinct PM Peak with Convention]

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m	
South: Formby Road													
1	L2	3	5.0	0.519	12.4	LOS B	4.4	31.9	0.80	0.8	0.80	42.4	
2	T1	554	5.0	0.3	10.5	LOS B	8.1	59.0	0.90	0.89	1.08	43.	
Approach		926	5.0	0.3	11.2	LOS B	8.1	59.0	0.86	0.85	0.9	43.2	
North: Formby Road													
8	T1	549	5.0	0.2	10.3	LOS B	8.0	58.1	0.90	0.88	1.0	43.8	
Approach		549	5.0	0.2	10.3	LOS B	8.0	58.1	0.90	0.88	1.0	43.8	
West: Best Street													
10	L2	98	2.0	0.26	16.4	LOS B	1.3	9.4	0.88	0.8	0.88	41.0	
12	R2	265	10.0	0.6	20.4	LOS C	4.5	34.0	1.00	0.99	1.38	38.6	
Approach		363	10.0	0.6	19.3	LOS B	4.5	34.0	0.96	0.92	1.25	39.2	
All Vehicles		1839	5.6	0.6	12.6	LOS B	8.1	59.0	0.90	0.8	1.05	42.5	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes for All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac Pedestrian ped	o ue Distance m	Prop. ueuec	E ecti Stop Rate	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	8.8	LOS A	0.0	0.0	0.8	0.8	
P4S	West Slip Bypass Lane Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
All Pedestrians		158	8.4	LOS A			0.8	0.8	0.5

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Rooke Street - 2019 Post Waterfront Precinct AM Peak]**

08:15-09:15

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	284	5.0	0.382	7.0	LOS A	2.9	21.2	0.73	0.61	45.3
6	R2	38	5.0	0.382	11.9	LOS B	2.9	21.2	0.75	0.64	44.5
Approach		322	5.0	0.382	7.6	LOS A	2.9	21.2	0.73	0.62	45.2
North: Rooke Street											
7	L2	77	20.0	0.236	16.6	LOS B	1.0	8.5	0.87	0.73	40.3
9	R2	73	20.0	0.223	16.6	LOS B	1.0	8.0	0.87	0.73	40.1
Approach		149	20.0	0.236	16.6	LOS B	1.0	8.5	0.87	0.73	40.2
West: Best Street											
10	L2	59	20.0	0.091	11.0	LOS B	0.6	4.6	0.65	0.68	42.9
11	T1	138	5.0	0.183	6.5	LOS A	1.4	9.9	0.68	0.54	45.9
Approach		197	9.5	0.183	7.9	LOS A	1.4	9.9	0.67	0.58	45.0
All Vehicles		668	9.7	0.382	9.7	LOS A	2.9	21.2	0.74	0.63	43.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
All Pedestrians		158	9.6	LOS A			0.80	0.80

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Rooke Street - 2019 Post Waterfront Precinct AM Peak (With Convention)]

08:15-09:15

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	319	5.0	0.421	7.2	LOS A	3.3	23.9	0.74	0.62	45.3
6	R2	38	5.0	0.421	12.0	LOS B	3.3	23.9	0.76	0.66	44.4
Approach		357	5.0	0.421	7.7	LOS A	3.3	23.9	0.74	0.63	45.2
North: Rooke Street											
7	L2	77	20.0	0.236	16.6	LOS B	1.0	8.5	0.87	0.73	40.3
9	R2	73	20.0	0.223	16.6	LOS B	1.0	8.0	0.87	0.73	40.1
Approach		149	20.0	0.236	16.6	LOS B	1.0	8.5	0.87	0.73	40.2
West: Best Street											
10	L2	59	20.0	0.091	11.0	LOS B	0.6	4.6	0.65	0.68	42.9
11	T1	138	5.0	0.183	6.5	LOS A	1.4	9.9	0.68	0.54	45.9
Approach		197	9.5	0.183	7.9	LOS A	1.4	9.9	0.67	0.58	45.0
All Vehicles		703	9.4	0.421	9.6	LOS A	3.3	23.9	0.75	0.64	44.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.


Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Rooke Street - 2019 Post Waterfront Precinct PM Peak]**

15:00-16:00

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	362	2.0	0.490	7.4	LOS A	3.9	27.5	0.76	0.65	45.1
6	R2	46	2.0	0.490	12.3	LOS B	3.9	27.5	0.79	0.68	44.3
Approach		408	2.0	0.490	7.9	LOS A	3.9	27.5	0.77	0.65	45.0
North: Rooke Street											
7	L2	80	15.0	0.238	16.6	LOS B	1.1	8.5	0.88	0.74	40.3
9	R2	100	10.0	0.288	16.6	LOS B	1.4	10.3	0.89	0.75	40.2
Approach		180	12.2	0.288	16.6	LOS B	1.4	10.3	0.88	0.74	40.2
West: Best Street											
10	L2	78	10.0	0.112	11.0	LOS B	0.7	5.7	0.66	0.69	43.0
11	T1	303	2.0	0.394	7.3	LOS A	3.3	23.6	0.75	0.63	45.5
Approach		381	3.6	0.394	8.0	LOS A	3.3	23.6	0.73	0.64	45.0
All Vehicles		969	4.5	0.490	9.6	LOS A	3.9	27.5	0.77	0.66	44.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Rooke Street - 2019 Post Waterfront Precinct PM Peak (With Convention)]

15:00-16:00

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	371	2.0	0.500	7.4	LOS A	4.0	28.2	0.77	0.65	45.1
6	R2	46	2.0	0.500	12.3	LOS B	4.0	28.2	0.80	0.69	44.3
Approach		417	2.0	0.500	8.0	LOS A	4.0	28.2	0.77	0.65	45.0
North: Rooke Street											
7	L2	80	15.0	0.238	16.6	LOS B	1.1	8.5	0.88	0.74	40.3
9	R2	100	10.0	0.288	16.6	LOS B	1.4	10.3	0.89	0.75	40.2
Approach		180	12.2	0.288	16.6	LOS B	1.4	10.3	0.88	0.74	40.2
West: Best Street											
10	L2	78	10.0	0.112	11.0	LOS B	0.7	5.7	0.66	0.69	43.0
11	T1	303	2.0	0.394	7.3	LOS A	3.3	23.6	0.75	0.63	45.5
Approach		381	3.6	0.394	8.0	LOS A	3.3	23.6	0.73	0.64	45.0
All Vehicles		978	4.5	0.500	9.6	LOS A	4.0	28.2	0.78	0.67	44.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Tuesday, 25 September 2018 10:16:12 PM

Project: J:\DEV\2018\001-050\DV18044\14P - Calculations\SIDRA - TIA\DV18044 Best Street-Rooke Street.sip7

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2019 Post After Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95th Percentile: veh	Proportion of Distance	Proportion of Queue	Effective Stop Rate	Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	55	2.0	0.068	5.6	LOS A	0.3	2.1	0.3	0.5	0.3	45.1	
3	R2	16	10.0	0.068	8.0	LOS A	0.3	2.1	0.3	0.5	0.3	45.2	
Approach			3.8	0.068	6.1	LOS A	0.3	2.1	0.3	0.5	0.3	45.6	
East: Best Street													
4	L2	61	10.0	0.184	4.0	LOS A	0.0	0.0	0.00	0.10	0.00	48.8	
5	T1	20	10.0	0.184	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	49.4	
Approach		333	10.0	0.184	0.9	NA	0.0	0.0	0.00	0.10	0.00	49.3	
West: Best Street													
10	L2	16	0.0	0.163	6.9	LOS A	0.6	4.0	0.22	0.18	0.22	51.5	
11	T1	183	10.0	0.163	0.0	LOS A	0.6	4.0	0.22	0.18	0.22	48.6	
12	R2	69	5.0	0.163	6.1	LOS A	0.6	4.0	0.22	0.18	0.22	47.6	
Approach		268	8.1	0.163	2.5	NA	0.6	4.0	0.22	0.18	0.22	48.5	
All Vehicles		610	8.6	0.184	2.1	NA	0.6	4.0	0.13	0.18	0.13	48.5	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Thursday, 28 November 2019 9:23:11 AM

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2019 Post Interim Precinct AM Peak with Convention]

08:15-09:15

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Metrics													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	55	2.0	0.0	5.	LOS A	0.3	2.2	0.40	0.58	0.40	45.6	
3	R2	16	10.0	0.0	8.4	LOS A	0.3	2.2	0.40	0.58	0.40	45.1	
Approach			3.8	0.0	6.3	LOS A	0.3	2.2	0.40	0.58	0.40	45.5	
East: Best Street													
4	L2	61	10.0	0.203	4.	LOS A	0.0	0.0	0.00	0.09	0.00	48.8	
5	T1	30	10.0	0.203	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	49.5	
Approach		368	10.0	0.203	0.8	NA	0.0	0.0	0.00	0.09	0.00	49.3	
West: Best Street													
10	L2	43	0.0	0.1	6.9	LOS A	0.	5.4	0.24	0.21	0.24	51.6	
11	T1	183	10.0	0.1	0.8	LOS A	0.	5.4	0.24	0.21	0.24	48.6	
12	R2	69	5.0	0.1	6.3	LOS A	0.	5.4	0.24	0.21	0.24	48.6	
Approach		296		0.1	3.0	NA	0.	5.4	0.24	0.21	0.24	48.8	
All ehicles		361	8.3	0.203	2.2	NA	0.	5.4	0.13	0.18	0.13	48.	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Thursday, 28 November 2019 9:23:11 AM

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2019 Post After Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	10	2.0	0.15	6.1	LOS A	0.	4.8	0.4	0.64	0.4	45.1	
3	R2	2	10.0	0.15	12.0	LOS B	0.	4.8	0.4	0.64	0.4	44.5	
Approach		135	3.6	0.15	...	LOS A	0.	4.8	0.4	0.64	0.4	44.9	
East: Best Street													
4	L2	93	10.0	0.254	4.	LOS A	0.0	0.0	0.00	0.11	0.00	48.	
5	T1	36	10.0	0.254	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.3	
Approach		460	10.0	0.254	1.0	NA	0.0	0.0	0.00	0.11	0.00	49.2	
West: Best Street													
10	L2	14	0.0	0.295	8.1	LOS A	1.2	9.4	0.2	0.15	0.2	51.3	
11	T1	356	10.0	0.295	1.1	LOS A	1.2	9.4	0.2	0.15	0.2	48.3	
12	R2	104	5.0	0.295	...	LOS A	1.2	9.4	0.2	0.15	0.2	48.3	
Approach		460	8.6	0.295	2.	NA	1.2	9.4	0.2	0.15	0.2	48.2	
All Vehicles		1068	8.6	0.295	2.5	NA	1.2	9.4	0.18	0.20	0.18	48.2	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Thursday, 28 November 2019 9:23:11 AM

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2019 Post Intersecting Precinct PM Peak with Convention]

15:00-16:00

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	10	2.0	0.158	6.1	LOS A	0.	4.9	0.48	0.64	0.48	45.0	
3	R2	2	10.0	0.158	12.1	LOS B	0.	4.9	0.48	0.64	0.48	44.5	
Approach		135	3.6	0.158		LOS A	0.	4.9	0.48	0.64	0.48	44.9	
East: Best Street													
4	L2	93	10.0	0.259	4.	LOS A	0.0	0.0	0.00	0.11	0.00	48.	
5	T1	3	10.0	0.259	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.3	
Approach		468	10.0	0.259	0.9	NA	0.0	0.0	0.00	0.11	0.00	49.2	
West: Best Street													
10	L2	20	0.0	0.299	8.2	LOS A	1.3	9.	0.28	0.16	0.28	51.2	
11	T1	356	10.0	0.299	1.1	LOS A	1.3	9.	0.28	0.16	0.28	48.3	
12	R2	104	5.0	0.299		LOS A	1.3	9.	0.28	0.16	0.28	4	.3
Approach		480	8.5	0.299	2.8	NA	1.3	9.	0.28	0.16	0.28	48.2	
All ehicles		1083	8.5	0.299	2.6	NA	1.3	9.	0.18	0.20	0.18	48.2	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

ehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - o ay sign controls since the average delay is not a good LOS measure due to ero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A eli M3D).

H () values are calculated for All Movement Classes o All Heavy ehicle Model Designation.

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 Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Thursday, 28 November 2019 9:23:12 AM
 Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton Way - 2019 Post Meter Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Fenton Street												
1	L2	128	2.0	0.351	16.	LOS B	1.8	12.6	0.90	0.1	0.90	40.4
2	T1	12	2.0	0.486	12.5	LOS B	2.6	18.	0.93	0.1	0.93	42.0
3	R2	54	10.0	0.486	11.1	LOS B	2.6	18.	0.93	0.1	0.93	41.4
Approach		309	3.4	0.486	15.1	LOS B	2.6	18.	0.92	0.1	0.92	41.2
East: Best Street												
4	L2	42	10.0	0.089	10.9	LOS B	0.6	4.5	0.65	0.62	0.65	43.8
5	T1	258	10.0	0.44	12.4	LOS A	3.3	24.	0.1	0.6	0.1	44.8
6	R2	52	2.0	0.44	12.4	LOS B	3.3	24.	0.1	0.6	0.1	43.9
Approach		352	8.8	0.44	8.6	LOS A	3.3	24.	0.1	0.66	0.1	44.5
West: Best Street												
10	L2	66	2.0	0.103	10.9	LOS B	0.1	5.1	0.65	0.6	0.65	43.4
11	T1	221	10.0	0.513	12.5	LOS A	3.6	21.1	0.1	0.1	0.1	44.4
12	R2	92	10.0	0.513	12.5	LOS B	3.6	21.1	0.80	0.1	0.80	43.1
Approach		379	8.6	0.513	9.5	LOS A	3.6	21.1	0.1	0.1	0.1	44.0
All Vehicles		1040	7.1	0.513	10.8	LOS B	3.6	21.1	0.81	0.1	0.81	43.3

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Arel M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	8.9	LOS A			0.1	0.1	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton] - 2019 Post - Intersecting Precinct AM Peak - Intersection

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Fenton Street													
1	L2	128	2.0	0.301		15.6	LOS B	1.	11.9	0.86	0.1	0.86	40.9
2	T1	183	2.0	0.5	0.4	12.1	LOS B	3.6	26.0	0.93	0.80	0.99	42.3
3	R2	6	10.0	0.5	0.4	16.8	LOS B	3.6	26.0	0.93	0.80	0.99	41.
Approach		3	3.4	0.5	0.4	14.1	LOS B	3.6	26.0	0.91	0.1	0.95	41.
East: Best Street													
4	L2	42	10.0	0.118		11.	LOS B	0.8	5.9	0.69	0.62	0.69	43.
5	T1	258	10.0	0.591		9.6	LOS A	4.1	31.0	0.85	0.1	0.90	43.4
6	R2	86	2.0	0.591		14.8	LOS B	4.1	31.0	0.88	0.1	0.93	42.4
Approach		386	8.2	0.591		11.0	LOS B	4.1	31.0	0.84	0.1	0.88	43.2
West: Best Street													
10	L2	121	2.0	0.180		11.9	LOS B	1.3	9.0	0.7	0.1	0.7	42.6
11	T1	235	10.0	0.620		10.3	LOS B	4.5	34.1	0.89	0.81	0.9	43.2
12	R2	92	10.0	0.620		14.9	LOS B	4.5	34.1	0.89	0.81	0.9	42.5
Approach		44	3.1	0.620		11.	LOS B	4.5	34.1	0.84	0.1	0.90	42.9
All Vehicles		1213	6.6	0.620		12.2	LOS B	4.5	34.1	0.86	0.	0.91	42.6

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - Multi M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.1	0.1	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	9.1	LOS A			0.1	0.8	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton Way - 2019 Post Meter Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Fenton Street													
1	L2	1	2.0	0.486	1	12.5	LOS B	2.5	18.0	0.93	0.1	0.93	40.2
2	T1	116	2.0	0.4	1	12.5	LOS B	2.5	1	0.93	0.1	0.93	41.9
3	R2	62	2.0	0.4	1	12.5	LOS B	2.5	1	0.93	0.1	0.93	41.4
Approach		356	2.0	0.486		15.6	LOS B	2.5	18.0	0.93	0.1	0.93	40.9
East: Best Street													
4	L2	56	5.0	0.123		11.0	LOS B	0.9	6.3	0.66	0.63	0.66	44.0
5	T1	343	5.0	0.616		9.1	LOS A	4.9	35.5	0.85	0.1	0.90	43.9
6	R2	60	2.0	0.616		14.2	LOS B	4.9	35.5	0.8	0.1	0.93	43.0
Approach		459	4.6	0.616		10.0	LOS A	4.9	35.5	0.83	0.1	0.88	43.8
West: Best Street													
10	L2	52	2.0	0.163		11.1	LOS B	1.2	8.6	0.6	0.61	0.6	44.4
11	T1	458	2.0	0.814		13.2	LOS B	8.6	60.9	0.92	0.98	1.26	41.8
12	R2	105	2.0	0.814		19.0	LOS B	8.6	60.9	0.96	1.05	1.36	40.8
Approach		615	2.0	0.814		14.0	LOS B	8.6	60.9	0.90	0.96	1.23	41.8
All Vehicles		1429	2.8	0.814		13.1	LOS B	8.6	60.9	0.89	0.85	1.04	42.2

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A veli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	8.9	LOS A			0.	0.	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton] - 2019 Post - Intersecting Precinct PM Peak - Intersection

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac vehicle: veh	Queue Distance m	Prop. Queue	Effective Stop Rate	Aver. No. Cycles	Average Speed m	
South: Fenton Street													
1	L2	1	2.0	0.486	1	LOS B	2.5	18.0	0.93	0.1	0.93	40.2	
2	T1	129	2.0	0.51	12	LOS B	2.8	20.0	0.94	0.1	0.95	41.8	
3	R2	66	2.0	0.51	1	LOS B	2.8	20.0	0.94	0.1	0.95	41.3	
Approach		3	2.0	0.51	15.6	LOS B	2.8	20.0	0.93	0.1	0.94	40.9	
East: Best Street													
4	L2	56	5.0	0.129	11.0	LOS B	0.9	6.6	0.66	0.62	0.66	44.0	
5	T1	343	5.0	0.645	9.4	LOS A	5.1	3	0.86	0.1	0.94	43.	
6	R2	68	2.0	0.645	14.	LOS B	5.1	3	0.88	0.82	0.98	42.	
Approach		46	4.6	0.645	10.4	LOS B	5.1	3	0.84	0.1	0.92	43.6	
West: Best Street													
10	L2	65	2.0	0.16	11.1	LOS B	1.2	8.	0.6	0.63	0.6	44.2	
11	T1	462	2.0	0.835	14.4	LOS B	9.2	65.6	0.93	1.03	1.34	41.2	
12	R2	105	2.0	0.835	20.2	LOS C	9.2	65.6	0.9	1.09	1.44	40.3	
Approach		633	2.0	0.835	15.0	LOS B	9.2	65.6	0.91	1.00	1.29	41.4	
All Vehicles		14	2.8	0.835	13.	LOS B	9.2	65.6	0.89	0.8	1.08	41.9	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - Multi M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level of Service	Average Bac Pedestrian ped	Queue Distance m	Prop. ueuec	Effective Stop Rate	
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	8.9	LOS A			0.	0.	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2019 Post Meter Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Fenton Way													
1	L2	98	2.0	0.119	5.6	LOS A	0.4	2.9	0.30	0.59	0.30	45.8	
3	R2	35	2.0	0.119		LOS A	0.4	2.9	0.30	0.59	0.30	45.2	
Approach		133	2.0	0.119	6.0	LOS A	0.4	2.9	0.30	0.59	0.30	45.6	
East: Oldaker Street													
5	T1	2	5.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		2	5.0	0.145	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Oldaker Street													
11	T1	211	5.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		211	5.0	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All Vehicles		618	4.4	0.145	1.3	NA	0.4	2.9	0.06	0.13	0.06	49.0	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Oldaker Street-Fenton Way.sip8

MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2019 Post After Front Precinct AM Peak with Convention]

08:15-09:15

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Flow Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95th Percentile Delay veh	Back of Queue Distance m	Prop. Delay veh	Effective Stop Rate	Effective Rate	Aver. No. Cycles	Average Speed m
South: Fenton Way													
1	L2	12	2.0	0.158	5.6	LOS A	0.6	3.9	0.31	0.60	0.31	45.2	45.2
3	R2	4	2.0	0.158	6.1	LOS A	0.6	3.9	0.31	0.60	0.31	45.6	45.6
Approach		12	2.0	0.158	6.1	LOS A	0.6	3.9	0.31	0.60	0.31	45.6	45.6
East: Oldaker Street													
5	T1	2	5.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	50.0
Approach		2	5.0	0.145	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	50.0
West: Oldaker Street													
11	T1	211	5.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	50.0
Approach		211	5.0	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	50.0
All Vehicles		660	4.2	0.158	1.6	NA	0.6	3.9	0.08	0.16	0.08	48.2	48.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes for All Heavy Vehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Oldaker Street-Fenton Way.sip8

MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2019 Post Meter Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Seg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Fenton Way													
1	L2	322	2.0	0.456	6.	LOS A	2.6	18.4	0.42	0. ;	0.53	44.9	
3	R2	144	2.0	0.456	9.3	LOS A	2.6	18.4	0.42	0. ;	0.53	44.4	
Approach		466	2.0	0.456		LOS A	2.6	18.4	0.42	0. ;	0.53	44.	
East: Oldaker Street													
5	T1	315	2.0	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		315	2.0	0.164	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Oldaker Street													
11	T1	2	5.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		2	5.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All Vehicles		1052	2.8	0.456	3.3	NA	2.6	18.4	0.19	0.32	0.24	44.5	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Thursday, 28 November 2019 9:3 :10 AM

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Oldaker Street-Fenton Way.sip8

MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2019 Post After Front Precinct PM Peak with Convention]

15:00-16:00

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Flow Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95th Percentile Delay sec	Back of Queue Length m	Prop. Queue Length	Effective Stop Rate	Effective Stop Rate	Aver. No. of Cycles	Average Speed m
South: Fenton Way													
1	L2	443	2.0	0.624	10.9	LOS A	5.2	3.0	0.50	0.83	0.83	0.41	44.2
3	R2	196	2.0	0.624	10.9	LOS B	5.2	3.0	0.50	0.83	0.83	0.41	43.0
Approach		639	2.0	0.624	8.8	LOS A	5.2	3.0	0.50	0.83	0.83	0.41	44.0
East: Oldaker Street													
5	T1	315	2.0	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	0.00	50.0
Approach		315	2.0	0.164	0.0	NA	0.0	0.0	0.00	0.00	0.00	0.00	50.0
West: Oldaker Street													
11	T1	2	5.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	0.00	50.0
Approach		2	5.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	0.00	50.0
All Vehicles		1224	2.0	0.624	4.6	NA	5.2	3.0	0.26	0.43	0.41	0.41	46.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes or All Heavy Vehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Oldaker Street-Fenton Way.sip8

MOVEMENT SUMMARY

 Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2019 Post After Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Roundabout

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Rooke Street													
1	L2	29	5.0	0.103	6.1	LOS A	0.5	4.1	0.48	0.61	0.48	45.1	
2	T1	2	10.0	0.103	6.2	LOS A	0.5	4.1	0.48	0.61	0.48	45.9	
3	R2	12	10.0	0.103	10.0	LOS B	0.5	4.1	0.48	0.61	0.48	45.8	
3u	U	13	5.1	0.103	13.8	LOS B	0.5	4.1	0.48	0.61	0.48	45.5	
Approach		81	18.3	0.103	9.1	LOS A	0.5	4.1	0.48	0.61	0.48	45.5	
East: Formby Road													
4	L2	129	20.0	0.489	4.8	LOS A	3.3	24.3	0.40	0.55	0.40	45.5	
5	T1	26	2.0	0.489	4.5	LOS A	3.3	24.3	0.40	0.55	0.40	46.6	
6	R2	1	2.0	0.489	8.2	LOS A	3.3	24.3	0.40	0.55	0.40	46.5	
6u	U	6	20.0	0.489	10.3	LOS B	3.3	24.3	0.40	0.55	0.40	46.9	
Approach		51	6.2	0.489	5.1	LOS A	3.3	24.3	0.40	0.55	0.40	46.3	
North: Victoria Parade													
	L2	160	2.0	0.221	5.0	LOS A	1.3	9.2	0.51	0.60	0.51	46.0	
8	T1	38	2.0	0.221	5.0	LOS A	1.3	9.2	0.51	0.60	0.51	46.9	
9	R2	19	5.0	0.221	8.9	LOS A	1.3	9.2	0.51	0.60	0.51	46.8	
9u	U	1	2.0	0.221	10.5	LOS B	1.3	9.2	0.51	0.60	0.51	46.5	
Approach		218	2.3	0.221	5.4	LOS A	1.3	9.2	0.51	0.60	0.51	46.3	
West: Oldaker Street													
10	L2	38	5.0	0.221	4.9	LOS A	1.8	12.9	0.48	0.5	0.48	45.6	
11	T1	1	2.0	0.221	4.8	LOS A	1.8	12.9	0.48	0.5	0.48	46.4	
12	R2	1	5.0	0.221	8.1	LOS A	1.8	12.9	0.48	0.5	0.48	46.3	
12u	U	3	30.0	0.221	10.9	LOS B	1.8	12.9	0.48	0.5	0.48	46.6	
Approach		293	3.5	0.221	5.9	LOS A	1.8	12.9	0.48	0.5	0.48	46.3	
All Vehicles		116	5.6	0.489	5.9	LOS A	3.3	24.3	0.45	0.5	0.45	46.3	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Aveleli M3D).


H () values are calculated for All Movement Classes for All Heavy Vehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 OldakerRookeFormby.sip8

MOVEMENT SUMMARY

 Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2019 Post after Front Precinct AM Peak
ith Convention]

08:15-09:15

Site Category: (None)

Roundabout

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Rooke Street													
1	L2	29	5.0	0.103	6.1	LOS A	0.5	4.1	0.48	0.61	0.48	45.1	
2	T1	2	10.0	0.103	6.2	LOS A	0.5	4.1	0.48	0.61	0.48	45.9	
3	R2	12	10.0	0.103	10.1	LOS B	0.5	4.1	0.48	0.61	0.48	45.8	
3u	U	13	5.1	0.103	13.8	LOS B	0.5	4.1	0.48	0.61	0.48	45.5	
Approach		81	18.3	0.103		LOS A	0.5	4.1	0.48	0.61	0.48	45.5	
East: Formby Road													
4	L2	129	20.0	0.480	4.	LOS A	3.2	23.	0.38	0.54	0.38	45.6	
5	T1	26	2.0	0.480	4.3	LOS A	3.2	23.	0.38	0.54	0.38	46.	
6	R2	1	2.0	0.480	8.1	LOS A	3.2	23.	0.38	0.54	0.38	46.6	
6u	U	6	20.0	0.480	10.1	LOS B	3.2	23.	0.38	0.54	0.38	4	.0
Approach		5	6.2	0.480	5.6	LOS A	3.2	23.	0.38	0.54	0.38	46.4	
North: Victoria Parade													
	L2	160	2.0	0.220	5.0	LOS A	1.3	9.2	0.51	0.59	0.51	46.0	
8	T1	38	2.0	0.220	5.0	LOS A	1.3	9.2	0.51	0.59	0.51	46.9	
9	R2	19	5.0	0.220	8.9	LOS A	1.3	9.2	0.51	0.59	0.51	46.8	
9u	U	1	2.0	0.220	10.4	LOS B	1.3	9.2	0.51	0.59	0.51	4	.5
Approach		218	2.3	0.220	5.4	LOS A	1.3	9.2	0.51	0.59	0.51	46.3	
West: Oldaker Street													
10	L2	40	5.0	0.2	4.9	LOS A	1.8	12.8	0.48	0.56	0.48	45.6	
11	T1	184	2.0	0.2	4.8	LOS A	1.8	12.8	0.48	0.56	0.48	46.5	
12	R2	63	5.0	0.2	8.	LOS A	1.8	12.8	0.48	0.56	0.48	46.4	
12u	U	3	30.0	0.2	10.9	LOS B	1.8	12.8	0.48	0.56	0.48	46.	
Approach		291	3.4	0.2	5.	LOS A	1.8	12.8	0.48	0.56	0.48	46.4	
All ehicles		1165	5.6	0.480	5.8	LOS A	3.2	23.	0.44	0.56	0.44	46.3	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.

ehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A vely M3D).

H () values are calculated for All Movement Classes or All Heavy ehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 OldakerRookeFormby.sip8

MOVEMENT SUMMARY

 Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2019 Post after Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o uet Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Rooke Street												
1	L2	66	2.0	0.182		LOS A	1.0		0.56	0.68	0.56	44.6
2	T1	34	2.0	0.182		LOS A	1.0		0.56	0.68	0.56	45.4
3	R2	29	2.0	0.182	10.9	LOS B	1.0		0.56	0.68	0.56	45.3
3u	U	12	10.0	0.182	12.8	LOS B	1.0		0.56	0.68	0.56	45.8
Approach		141	2.	0.182	8.4	LOS A	1.0		0.56	0.68	0.56	45.0
East: Formby Road												
4	L2	136	15.0	0.595	5.3	LOS A	4.6	33.4	0.51	0.60	0.51	45.2
5	T1	294	2.0	0.595	5.0	LOS A	4.6	33.4	0.51	0.60	0.51	46.1
6	R2	201	2.0	0.595	8.8	LOS A	4.6	33.4	0.51	0.60	0.51	46.1
6u	U	46	2.0	0.595	10.4	LOS B	4.6	33.4	0.51	0.60	0.51	46.
Approach		6	4.6	0.595	6.6	LOS A	4.6	33.4	0.51	0.60	0.51	46.0
North: Victoria Parade												
	L2	163	2.0	0.286	6.0	LOS A	1.8	12.8	0.64	0.69	0.64	45.5
8	T1	56	5.0	0.286	6.1	LOS A	1.8	12.8	0.64	0.69	0.64	46.3
9	R2	31	2.0	0.286	9.8	LOS A	1.8	12.8	0.64	0.69	0.64	46.3
9u	U	1	2.0	0.286	11.5	LOS B	1.8	12.8	0.64	0.69	0.64	46.9
Approach		251	2.	0.286	6.5	LOS A	1.8	12.8	0.64	0.69	0.64	45.
West: Oldaker Street												
10	L2	5	2.0	0.399	5.	LOS A	2.9	20.4	0.62	0.65	0.62	45.2
11	T1	238	2.0	0.399	5.	LOS A	2.9	20.4	0.62	0.65	0.62	46.1
12	R2	89	2.0	0.399	9.4	LOS A	2.9	20.4	0.62	0.65	0.62	46.0
12u	U	6	2.0	0.399	11.1	LOS B	2.9	20.4	0.62	0.65	0.62	46.6
Approach		391	2.0	0.399	6.6	LOS A	2.9	20.4	0.62	0.65	0.62	45.9
All Vehicles		1459	3.4	0.595	6.	LOS A	4.6	33.4	0.56	0.64	0.56	45.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Aveleli M3D).


H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2019 Post after Front Precinct PM Peak
ith Convention]

15:00-16:00

Site Category: (None)

Roundabout

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Rooke Street													
1	L2	66	2.0	0.182	.	LOS A	1.0	∴	0.56	0.68	0.56	44.6	
2	T1	34	2.0	0.182	.	LOS A	1.0	∴	0.56	0.68	0.56	45.4	
3	R2	29	2.0	0.182	10.9	LOS B	1.0	∴	0.56	0.68	0.56	45.3	
3u	U	12	10.0	0.182	12.8	LOS B	1.0	∴	0.56	0.68	0.56	45.8	
Approach		141	2.	0.182	8.4	LOS A	1.0	∴	0.56	0.68	0.56	45.0	
East: Formby Road													
4	L2	136	15.0	0.595	5.3	LOS A	4.6	33.5	0.51	0.61	0.51	45.2	
5	T1	294	2.0	0.595	5.0	LOS A	4.6	33.5	0.51	0.61	0.51	46.1	
6	R2	201	2.0	0.595	8.8	LOS A	4.6	33.5	0.51	0.61	0.51	46.1	
6u	U	46	2.0	0.595	10.4	LOS B	4.6	33.5	0.51	0.61	0.51	46.	
Approach		6	4.6	0.595	6.6	LOS A	4.6	33.5	0.51	0.61	0.51	46.0	
North: Victoria Parade													
	L2	163	2.0	0.296	6.3	LOS A	1.9	13.5	0.6	0.∴	0.6	45.3	
8	T1	56	5.0	0.296	6.4	LOS A	1.9	13.5	0.6	0.∴	0.6	46.1	
9	R2	31	2.0	0.296	10.1	LOS B	1.9	13.5	0.6	0.∴	0.6	46.1	
9u	U	1	2.0	0.296	11.	LOS B	1.9	13.5	0.6	0.∴	0.6	46.	
Approach		251	2.	0.296	6.8	LOS A	1.9	13.5	0.6	0.∴	0.6	45.6	
West: Oldaker Street													
10	L2	65	2.0	0.441	5.8	LOS A	3.3	23.4	0.64	0.65	0.64	45.2	
11	T1	2 ∴	2.0	0.441	5.8	LOS A	3.3	23.4	0.64	0.65	0.64	46.0	
12	R2	89	2.0	0.441	9.5	LOS A	3.3	23.4	0.64	0.65	0.64	46.0	
12u	U	6	2.0	0.441	11.2	LOS B	3.3	23.4	0.64	0.65	0.64	46.6	
Approach		434	2.0	0.441	6.6	LOS A	3.3	23.4	0.64	0.65	0.64	45.9	
All ehicles		1502	3.3	0.595	6.8	LOS A	4.6	33.5	0.58	0.64	0.58	45.8	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

ehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

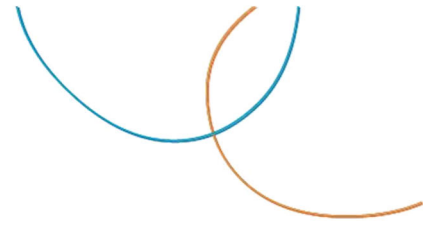
Gap-Acceptance Capacity: SIDRA Standard (A eli M3D).

H () values are calculated for All Movement Classes or All Heavy ehicle Model Designation.

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Appendix G

SIDRA Intersection Traffic Modelling Results – 2029 Post Waterfront Precinct

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Formby Road - 2029 Post After Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m
South: Formby Road													
1	L2	306	5.0	0.42		12.0	LOS B	3.4	25.0	0.	0.	0.	42.5
2	T1	562	5.0	0.4		10.8	LOS B	8.4	61.0	0.91	0.90	1.10	43.6
Approach		868	5.0	0.4		11.2	LOS B	8.4	61.0	0.86	0.86	0.98	43.2
North: Formby Road													
8	T1	409	5.0	0.542			LOS A	4.8	35.4	0.81	0.69	0.81	45.1
Approach		409	5.0	0.542			LOS A	4.8	35.4	0.81	0.69	0.81	45.1
West: Best Street													
10	L2	94	2.0	0.256		16.4	LOS B	1.3	8.9	0.88	0.8	0.88	41.0
12	R2	185	10.0	0.534		1	LOS B	2.	20.5	0.94	0.81	0.98	39.8
Approach		2		0.534		1	LOS B	2.	20.5	0.92	0.8	0.95	40.2
All ehicles		155	5.4	0.4		11.4	LOS B	8.4	61.0	0.86	0.80	0.93	43.1

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ueuec	o Distance m	Prop. ueuec	E ecti Stop Rate	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	8.8	LOS A	0.0	0.0	0.	0.	
P4S	West Slip Bypass Lane Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
All Pedestrians		158	8.4	LOS A			0.8	0.5	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Formby Road - 2029 Post After Front Precinct AM Peak with Convention]

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m	
South: Formby Road													
1	L2	341	5.0	0.4	12.2	LOS B	3.9	28.6	0.1	0.1	0.1	42.5	
2	T1	562	5.0	0.4	10.8	LOS B	8.4	61.0	0.91	0.90	1.10	43.6	
Approach		903	5.0	0.4	11.3	LOS B	8.4	61.0	0.86	0.86	0.98	43.1	
North: Formby Road													
8	T1	409	5.0	0.542		LOS A	4.8	35.4	0.81	0.69	0.81	45.1	
Approach		409	5.0	0.542		LOS A	4.8	35.4	0.81	0.69	0.81	45.1	
West: Best Street													
10	L2	94	2.0	0.256	16.4	LOS B	1.3	8.9	0.88	0.1	0.88	41.0	
12	R2	185	10.0	0.534	1	LOS B	2.	20.5	0.94	0.81	0.98	39.8	
Approach		2		0.534	1	LOS B	2.	20.5	0.92	0.1	0.95	40.2	
All Vehicles		1592	5.4	0.4	11.4	LOS B	8.4	61.0	0.86	0.80	0.93	43.1	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A Multi M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac Pedestrian ped	o ue Distance m	Prop. ueuec	E ecti Stop Rate	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	8.8	LOS A	0.0	0.0	0.	0.	
P4S	West Slip Bypass Lane Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
All Pedestrians		158	8.4	LOS A			0.1	0.5	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Formby Road - 2029 Post After Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 40 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ueet Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Formby Road													
1	L2	442	5.0	0.548		13.6	LOS B	6.5	4 .	0. i	0. i	0. i	41.8
2	T1	668	5.0	0. 8i		13.	LOS B	13.3	96.9	0.91	0.93	1.10	42.1
Approach		1111	5.0	0. 8i		13.	LOS B	13.3	96.9	0.86	0.88	0.9	42.0
North: Formby Road													
8	T1	668	5.0	0. 8i		13.	LOS B	13.3	96.9	0.91	0.93	1.10	42.1
Approach		668	5.0	0. 8i		13.	LOS B	13.3	96.9	0.91	0.93	1.10	42.1
West: Best Street													
10	L2	103	2.0	0.225		18.0	LOS B	1.	12.0	0.83	0. i	0.83	40.3
12	R2	319	10.0	0. 3i		22.5	LOS C	6.6	50.3	0.9	0.93	1.19	3 .
Approach		422	8.0	0. 3i		21.4	LOS C	6.6	50.3	0.94	0.88	1.10	38.3
All ehicles		2201	5.6	0. 8i		15.2	LOS B	13.3	96.9	0.89	0.89	1.03	41.2

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is speci ed in the Parameters dialog (Site tab).

ehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay or all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A eli M3D).

H () values are calculated or All Movement Classes or All Heavy ehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac Pedestrian ped	o ue Distance m	Prop. ueuec	E ecti Stop Rate	
P3	North Full Crossing	53	14.5	LOS B	0.1	0.1	0.85	0.85	
P4	West Full Crossing	53	9.1	LOS A	0.0	0.0	0.68	0.68	
P4S	West Slip Bypass Lane Crossing	53	.	LOS A	0.0	0.0	0.60	0.60	
All Pedestrians		158	10.3	LOS B			0. i	0. i	1

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value or Pedestrians is based on average delay or all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Formby Road - 2029 Post After Front Precinct PM Peak with Convention]

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 40 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m	
South: Formby Road													
1	L2	451	5.0	0.558	13.6	LOS B	6.	48.9	0.8	0.8	0.8	41.8	
2	T1	668	5.0	0.81	13.	LOS B	13.3	96.9	0.91	0.93	1.10	42.1	
Approach		1119	5.0	0.81	13.	LOS B	13.3	96.9	0.86	0.88	0.9	42.0	
North: Formby Road													
8	T1	668	5.0	0.81	13.	LOS B	13.3	96.9	0.91	0.93	1.10	42.1	
Approach		668	5.0	0.81	13.	LOS B	13.3	96.9	0.91	0.93	1.10	42.1	
West: Best Street													
10	L2	103	2.0	0.225	18.0	LOS B	1.	12.0	0.83	0.8	0.83	40.3	
12	R2	319	10.0	0.31	22.5	LOS C	6.6	50.3	0.9	0.93	1.19	38.3	
Approach		422	8.0	0.31	21.4	LOS C	6.6	50.3	0.94	0.88	1.10	38.3	
All Vehicles		2209	5.6	0.81	15.2	LOS B	13.3	96.9	0.89	0.90	1.03	41.2	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac Pedestrian ped	o ue Distance m	Prop. ueuec	E ecti Stop Rate	
P3	North Full Crossing	53	14.5	LOS B	0.1	0.1	0.85	0.85	
P4	West Full Crossing	53	9.1	LOS A	0.0	0.0	0.68	0.68	
P4S	West Slip Bypass Lane Crossing	53	..	LOS A	0.0	0.0	0.60	0.60	
All Pedestrians		158	10.3	LOS B			0.71	0.71	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Rooke Street - 2029 Post Waterfront Precinct AM Peak]**

08:15-09:15

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	343	5.0	0.468	7.3	LOS A	3.7	26.8	0.76	0.64	45.1
6	R2	47	5.0	0.468	12.2	LOS B	3.7	26.8	0.78	0.68	44.3
Approach		391	5.0	0.468	7.9	LOS A	3.7	26.8	0.76	0.64	45.0
North: Rooke Street											
7	L2	79	20.0	0.243	16.6	LOS B	1.1	8.7	0.88	0.74	40.3
9	R2	83	20.0	0.256	16.7	LOS B	1.1	9.2	0.88	0.74	40.1
Approach		162	20.0	0.256	16.7	LOS B	1.1	9.2	0.88	0.74	40.2
West: Best Street											
10	L2	74	20.0	0.113	11.1	LOS B	0.7	5.8	0.66	0.69	42.9
11	T1	164	5.0	0.217	6.7	LOS A	1.7	12.1	0.69	0.56	45.8
Approach		238	9.6	0.217	8.0	LOS A	1.7	12.1	0.68	0.60	44.9
All Vehicles		791	9.5	0.468	9.7	LOS A	3.7	26.8	0.76	0.65	43.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [Best Street/ Rooke Street - 2029 Post Waterfront Precinct AM Peak (With Convention)]

08:15-09:15

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	378	5.0	0.507	7.4	LOS A	4.1	29.8	0.77	0.65	45.1
6	R2	47	5.0	0.507	12.4	LOS B	4.1	29.8	0.80	0.69	44.2
Approach		425	5.0	0.507	8.0	LOS A	4.1	29.8	0.77	0.66	45.0
North: Rooke Street											
7	L2	79	20.0	0.243	16.6	LOS B	1.1	8.7	0.88	0.74	40.3
9	R2	83	20.0	0.256	16.7	LOS B	1.1	9.2	0.88	0.74	40.1
Approach		162	20.0	0.256	16.7	LOS B	1.1	9.2	0.88	0.74	40.2
West: Best Street											
10	L2	74	20.0	0.113	11.1	LOS B	0.7	5.8	0.66	0.69	42.9
11	T1	164	5.0	0.217	6.7	LOS A	1.7	12.1	0.69	0.56	45.8
Approach		238	9.6	0.217	8.0	LOS A	1.7	12.1	0.68	0.60	44.9
All Vehicles		825	9.3	0.507	9.7	LOS A	4.1	29.8	0.77	0.66	43.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
All Pedestrians		158	9.6	LOS A			0.80	0.80

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Tuesday, 25 September 2018 10:13:53 PM

Project: J:\DEV\2018\001-050\DV18044\14P - Calculations\SIDRA - TIA\DV18044 Best Street-Rooke Street.sip7

MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Rooke Street - 2029 Post Waterfront Precinct PM Peak]**

15:00-16:00

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	438	2.0	0.608	8.0	LOS A	5.1	36.3	0.80	0.71	44.8
6	R2	58	2.0	0.608	13.1	LOS B	5.1	36.3	0.84	0.76	43.8
Approach		496	2.0	0.608	8.6	LOS A	5.1	36.3	0.81	0.71	44.6
North: Rooke Street											
7	L2	86	15.0	0.257	16.6	LOS B	1.2	9.2	0.88	0.74	40.3
9	R2	120	10.0	0.346	16.8	LOS B	1.7	12.6	0.90	0.76	40.1
Approach		206	12.1	0.346	16.7	LOS B	1.7	12.6	0.89	0.75	40.2
West: Best Street											
10	L2	97	10.0	0.140	11.1	LOS B	0.9	7.2	0.67	0.70	43.0
11	T1	365	2.0	0.474	7.6	LOS A	4.2	29.7	0.79	0.66	45.3
Approach		462	3.7	0.474	8.3	LOS A	4.2	29.7	0.76	0.67	44.8
All Vehicles		1164	4.5	0.608	9.9	LOS A	5.1	36.3	0.80	0.70	43.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		158	9.6	LOS A			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 Project: J:\DEV\2018\001-050\DV18044\14P - Calculations\SIDRA - TIA\DV18044 Best Street-Rooke Street.sip7

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Rooke Street - 2029 Post Waterfront Precinct PM Peak (With Convention)]

15:00-16:00

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Best Street											
5	T1	446	2.0	0.617	8.1	LOS A	5.2	37.3	0.81	0.71	44.7
6	R2	58	2.0	0.617	13.2	LOS B	5.2	37.3	0.85	0.77	43.8
Approach		504	2.0	0.617	8.7	LOS A	5.2	37.3	0.81	0.72	44.6
North: Rooke Street											
7	L2	86	15.0	0.257	16.6	LOS B	1.2	9.2	0.88	0.74	40.3
9	R2	120	10.0	0.346	16.8	LOS B	1.7	12.6	0.90	0.76	40.1
Approach		206	12.1	0.346	16.7	LOS B	1.7	12.6	0.89	0.75	40.2
West: Best Street											
10	L2	97	10.0	0.140	11.1	LOS B	0.9	7.2	0.67	0.70	43.0
11	T1	365	2.0	0.474	7.6	LOS A	4.2	29.7	0.79	0.66	45.3
Approach		462	3.7	0.474	8.3	LOS A	4.2	29.7	0.76	0.67	44.8
All Vehicles		1173	4.4	0.617	10.0	LOS A	5.2	37.3	0.81	0.71	43.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
P3	North Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80
All Pedestrians		158	9.6	LOS A			0.80	0.80

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: J:\DEV\2018\001-050\DV18044\14P - Calculations\SIDRA - TIA\DV18044 Best Street-Rooke Street.sip7

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2029 Post After Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	66	2.0	0.090	5.8	LOS A	0.4	2.	0.42	0.60	0.42	45.4	
3	R2	19	10.0	0.090	9.2	LOS A	0.4	2.	0.42	0.60	0.42	44.9	
Approach		85	3.8	0.090	6.6	LOS A	0.4	2.	0.42	0.60	0.42	45.3	
East: Best Street													
4	L2	1	10.0	0.222	4.	LOS A	0.0	0.0	0.00	0.10	0.00	48.8	
5	T1	328	10.0	0.222	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	49.4	
Approach		403	10.0	0.222	0.9	NA	0.0	0.0	0.00	0.10	0.00	49.3	
West: Best Street													
10	L2	16	0.0	0.200	1.	LOS A	0.8	6.3	0.25	0.18	0.25	51.3	
11	T1	221	10.0	0.200	1.0	LOS A	0.8	6.3	0.25	0.18	0.25	48.4	
12	R2	84	5.0	0.200	6.6	LOS A	0.8	6.3	0.25	0.18	0.25	48.4	
Approach		321	8.2	0.200	2.8	NA	0.8	6.3	0.25	0.18	0.25	48.2	
All Vehicles		809	8.6	0.222	2.2	NA	0.8	6.3	0.14	0.19	0.14	48.4	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

ehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2029 Post-ater Front Precinct AM Peak with Convention]

08:15-09:15

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Vehicles												
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m
South: Edward Street												
1	L2	66	2.0	0.093	6.0	LOS A	0.4	2.8	0.45	0.62	0.45	45.3
3	R2	19	10.0	0.093	9.6	LOS A	0.4	2.8	0.45	0.62	0.45	44.8
Approach		85	3.8	0.093	6.8	LOS A	0.4	2.8	0.45	0.62	0.45	45.2
East: Best Street												
4	L2	1	10.0	0.242	4.	LOS A	0.0	0.0	0.00	0.09	0.00	48.8
5	T1	364	10.0	0.242	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	49.4
Approach		439	10.0	0.242	0.8	NA	0.0	0.0	0.00	0.09	0.00	49.3
West: Best Street												
10	L2	43	0.0	0.21	1.	LOS A	1.0	1.	0.2	0.20	0.2	51.3
11	T1	221	10.0	0.21	1.1	LOS A	1.0	1.	0.2	0.20	0.2	48.3
12	R2	84	5.0	0.21	6.9	LOS A	1.0	1.	0.2	0.20	0.2	48.4
Approach		348	5.0	0.21	3.3	NA	1.0	1.	0.2	0.20	0.2	48.4
All ehicles		8	8.4	0.242	2.4	NA	1.0	1.	0.15	0.19	0.15	48.5

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2029 Post After Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	131	2.0	0.225	6.6	LOS A	0.9	6.8	0.55	0.1	0.55	44.4	
3	R2	34	10.0	0.225	15.5	LOS C	0.9	6.8	0.55	0.1	0.55	43.9	
Approach		164	3.6	0.225	8.4	LOS A	0.9	6.8	0.55	0.1	0.55	44.3	
East: Best Street													
4	L2	113	10.0	0.308	4.	LOS A	0.0	0.0	0.00	0.11	0.00	48.	
5	T1	444	10.0	0.308	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.3	
Approach		55	10.0	0.308	1.0	NA	0.0	0.0	0.00	0.11	0.00	49.2	
West: Best Street													
10	L2	14	0.0	0.368	9.4	LOS A	2.1	15.8	0.35	0.1	0.41	50.6	
11	T1	429	10.0	0.368	1.8	LOS A	2.1	15.8	0.35	0.1	0.41	4 .8	
12	R2	126	5.0	0.368	8.6	LOS A	2.1	15.8	0.35	0.1	0.41	46.8	
Approach		569	8.	0.368	3.5	NA	2.1	15.8	0.35	0.1	0.41	4 .6	
All ehicles		1291	8.6	0.368	3.0	NA	2.1	15.8	0.23	0.21	0.25	4 .8	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

Site: 101 [Best Street/ Edward Street- 2029 Post Interim Precinct PM Peak with Convention]

15:00-16:00

Site Category: (None)

Give way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Edward Street													
1	L2	131	2.0	0.22	6.6	LOS A	1.0	6.9	0.55	0.1	0.55	44.4	
3	R2	34	10.0	0.22	15.6	LOS C	1.0	6.9	0.55	0.1	0.55	43.9	
Approach		164	3.6	0.22	8.5	LOS A	1.0	6.9	0.55	0.1	0.55	44.3	
East: Best Street													
4	L2	113	10.0	0.312	4.	LOS A	0.0	0.0	0.00	0.11	0.00	48.	
5	T1	453	10.0	0.312	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.3	
Approach		565	10.0	0.312	1.0	NA	0.0	0.0	0.00	0.11	0.00	49.2	
West: Best Street													
10	L2	20	0.0	0.3	9.5	LOS A	2.2	16.5	0.36	0.1	0.43	50.6	
11	T1	429	10.0	0.3	1.9	LOS A	2.2	16.5	0.36	0.1	0.43	4	
12	R2	126	5.0	0.3	8.	LOS A	2.2	16.5	0.36	0.1	0.43	46.	
Approach		5	8.6	0.3	3.	NA	2.2	16.5	0.36	0.1	0.43	4	
All ehicles		1305	8.6	0.3	3.1	NA	2.2	16.5	0.23	0.21	0.26	4	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

ehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - o ay sign controls since the average delay is not a good LOS measure due to ero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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 Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Thursday, 28 November 2019 9:23:13 AM
 Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Edward Street.sip8

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton Way - 2029 Post After Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flo H	ε	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m
South: Fenton Street													
1	L2	15	2.0	0.428	1	13.1	LOS B	2.2	15.	0.92	0.	0.92	40.3
2	T1	148	2.0	0.5	1	13.1	LOS B	3.2	22.9	0.95	0.81	1.02	41.8
3	R2	65	10.0	0.5	1	13.1	LOS B	3.2	22.9	0.95	0.81	1.02	41.1
Approach		3	3.4	0.5	1	15.5	LOS B	3.2	22.9	0.94	0.	0.98	41.0
East: Best Street													
4	L2	52	10.0	0.109	11.0	11.0	LOS B	0.	5.6	0.66	0.63	0.66	43.8
5	T1	311	10.0	0.54	11.0	11.0	LOS A	4.1	31.0	0.80	0.	0.80	44.6
6	R2	58	2.0	0.54	12.8	12.8	LOS B	4.1	31.0	0.81	0.	0.81	43.
Approach		420	8.9	0.54	8.9	8.9	LOS A	4.1	31.0	0.	0.	0.	44.4
West: Best Street													
10	L2	1	2.0	0.126	11.0	11.0	LOS B	0.9	6.4	0.66	0.66	0.66	43.5
11	T1	264	10.0	0.632	9.5	9.5	LOS A	4.8	36.8	0.86	0.80	0.94	43.4
12	R2	112	10.0	0.632	14.3	14.3	LOS B	4.8	36.8	0.8	0.81	0.96	42.
Approach		451	8.	0.632	10.9	10.9	LOS B	4.8	36.8	0.83	0.	0.90	43.3
All Vehicles		1241	10.	0.632	11.6	11.6	LOS B	4.8	36.8	0.85	0.	0.88	42.9

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A veli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level o Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	6.	LOS A	0.0	0.0	0.6	0.6	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	8.9	LOS A			0.	0.	

Level o Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton] - 2029 Post - Intersecting Precinct AM Peak - Intersection

08:15-09:15

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 30 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m	
South: Fenton Street													
1	L2	15	2.0	0.428	11.1	LOS B	2.2	15.0	0.92	0.9	0.92	40.3	
2	T1	204	2.0	0.51	15.4	LOS B	4.0	34.2	0.99	0.9	1.35	40.0	
3	R2	10.0	10.0	0.51	20.1	LOS C	4.0	34.2	0.99	0.9	1.35	40.1	
Approach		440	3.4	0.51	16.8	LOS B	4.0	34.2	0.9	0.90	1.19	40.4	
East: Best Street													
4	L2	52	10.0	0.128	11.0	LOS B	0.9	6.0	0.66	0.62	0.66	44.0	
5	T1	311	10.0	0.639	9.4	LOS A	5.0	34.2	0.85	0.8	0.94	43.5	
6	R2	93	2.0	0.639	14.6	LOS B	5.0	34.2	0.88	0.82	0.9	42.5	
Approach		455	8.4	0.639	10.6	LOS B	5.0	34.2	0.83	0.8	0.91	43.4	
West: Best Street													
10	L2	129	2.0	0.1	11.1	LOS B	1.3	9.1	0.68	0.6	0.68	43.0	
11	T1	211	10.0	0.69	10.8	LOS B	5.0	43.3	0.90	0.88	1.08	42.9	
12	R2	112	10.0	0.69	15.5	LOS B	5.0	43.3	0.90	0.88	1.08	42.2	
Approach		519	8.0	0.69	11.9	LOS B	5.0	43.3	0.85	0.84	0.98	42.8	
All Vehicles		1414	6.0	0.51	13.0	LOS B	5.0	43.3	0.88	0.84	1.02	42.2	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level of Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	53	6.0	LOS A	0.0	0.0	0.6	0.6	
P4	West Full Crossing	53	9.6	LOS A	0.0	0.0	0.80	0.80	
All Pedestrians		211	8.9	LOS A			0.0	0.0	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton - ay.sip8

MOVEMENT SUMMARY

 **Site: 101 [Best Street/ Fenton Way - 2029 Post After Front Precinct PM Peak]**

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 40 seconds (Site Practical Cycle Time)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Seg. Satn v	Average Delay sec	Level of Service	95th Percentile Vehicle Delay sec	Back of Queue Distance m	Prop. of Queue	Effective Stop Rate	Aver. No. of Vehicles	Average Speed km/h	
South: Fenton Street													
1	L2	21	2.0	0.91	26.1	LOS C	4.9	34.8	1.00	0.99	1.41	36.4	
2	T1	136	2.0	0.31	20.8	LOS C	4.5	32.3	1.00	0.93	1.29	38.2	
3	R2	21	2.0	0.31	25.4	LOS C	4.5	32.3	1.00	0.93	1.29	38.2	
Approach		426	2.0	0.91	24.6	LOS C	4.9	34.8	1.00	0.96	1.35	38.2	
East: Best Street													
4	L2	69	5.0	0.124	9.4	LOS A	1.2	8.6	0.51	0.56	0.51	45.0	
5	T1	415	5.0	0.620	8.8	LOS A	6.6	41.5	0.1	0.1	0.1	44.1	
6	R2	69	2.0	0.620	14.2	LOS B	6.6	41.5	0.1	0.1	0.81	43.0	
Approach		554	4.6	0.620	9.5	LOS A	6.6	41.5	0.1	0.68	0.1	44.1	
West: Best Street													
10	L2	5	2.0	0.164	9.4	LOS A	1.2	11.9	0.52	0.51	0.52	45.5	
11	T1	553	2.0	0.820	13.8	LOS B	12.1	86.4	0.82	0.90	1.06	41.5	
12	R2	12	2.0	0.820	20.1	LOS C	12.1	86.4	0.90	1.00	1.20	40.0	
Approach		3	2.0	0.820	14.1	LOS B	12.1	86.4	0.81	0.89	1.05	41.5	
All Vehicles		11	2.8	0.820	15.5	LOS B	12.1	86.4	0.83	0.84	1.02	41.1	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Assuming M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance Pedestrians									
Mov ID	Description	Demand Flow ped	Average Delay sec	Level of Service	Average Back of Queue Distance m	Prop. of Queue	Effective Stop Rate	Aver. No. of Pedestrians	Average Speed km/h
P1	South Full Crossing	53	14.5	LOS A	0.0	0.0	0.63	0.63	
P2	East Full Crossing	53	14.5	LOS B	0.1	0.1	0.85	0.85	
P3	North Full Crossing	53	5.0	LOS A	0.0	0.0	0.50	0.50	
P4	West Full Crossing	53	14.5	LOS B	0.1	0.1	0.85	0.85	
All Pedestrians		211	10.5	LOS B			0.1	0.1	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

MOVEMENT SUMMARY

 Site: 101 [Best Street/ Fenton] - 2029 Post - Intersecting Precinct PM Peak - Intersection

15:00-16:00

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time 150 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o ue Distance m	Prop. ueuec	E ecti Stop Rate	Aver. No. Cycles	Average Speed m	
South: Fenton Street													
1	L2	21	2.0	2.294	1215.5	LOS F	6	48.1	1.00	2.4	4.52	2.	
2	T1	149	2.0	2.344	1255.9	LOS F	1	50	1.00	2.55	4.5	2.	
3	R2		2.0	2.344	1260.5	LOS F	1	50	1.00	2.55	4.5	2.6	
Approach		444	2.0	2.344	123	LOS F	1	50	1.00	2.51	4.55	2.	
East: Best Street													
4	L2	69	5.0	0.3	6.8	LOS A	5.8	42.5	0.21	0.25	0.21	4	5
5	T1	415	5.0	1.8	108.9	LOS F	35.6	256.1	0.31	0.48	0.69	19.4	
6	R2		2.0	1.8	844.5	LOS F	35.6	256.1	1.00	2.06	3.99	3.8	
Approach		562	4.6	1.8	198.2	LOS F	35.6	256.1	0.39	0.6	1.09	13.0	
West: Best Street													
10	L2		2.0	0.486		LOS A	8.6	61.3	0.23	0.26	0.23	4	6
11	T1	55	2.0	2.431	121.6	LOS F	5	406.2	0.30	0.45	0.63	18.3	
12	R2	12	2.0	2.431	1335.3	LOS F	5	406.2	1.00	2.3	4.66	2.5	
Approach		5	2.0	2.431	315	LOS F	5	406.2	0.41	0.	1.2	9.1	
All Vehicles		16	2.8	2.431	510.6	LOS F	1	50	0.55	1.1	2.04	6.0	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - Multi M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flo ped	Average Delay sec	Level of Service	Average Bac o ue Distance m	Prop. ueuec	E ecti Stop Rate		
P1	South Full Crossing	53	2.8	LOS A	0.0	0.0	0.19	0.19	
P2	East Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	1.9	LOS A	0.0	0.0	0.16	0.16	
P4	West Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		211	35.8	LOS D			0.5	0.5	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 Best Street-Fenton ay.sip8

MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2029 Post After Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Fenton Way													
1	L2	11	2.0	0.154	5.9	LOS A	0.5	3.8	0.34	0.63	0.34	45.5	
3	R2	41	2.0	0.154	5.9	LOS A	0.5	3.8	0.34	0.63	0.34	45.0	
Approach		158	2.0	0.154	6.4	LOS A	0.5	3.8	0.34	0.63	0.34	45.4	
East: Oldaker Street													
5	T1	33	5.0	0.13	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		33	5.0	0.13	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Oldaker Street													
11	T1	259	5.0	0.13	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		259	5.0	0.13	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All Vehicles		500	4.4	0.13	1.4	NA	0.5	3.8	0.0	0.13	0.0	48.9	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2029 Post After Front Precinct AM Peak with Convention]

08:15-09:15

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Flow Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95th Percentile Delay veh	Back of Queue Distance m	Prop. Delay veh	Effective Stop Rate	Effective Rate	Aver. No. Cycles	Average Speed m
South: Fenton Way													
1	L2	146	2.0	0.196	6.0	LOS A	0.	4.9	0.35	0.64	0.35	45.5	
3	R2	54	2.0	0.196	8.0	LOS A	0.	4.9	0.35	0.64	0.35	44.9	
Approach		200	2.0	0.196	6.5	LOS A	0.	4.9	0.35	0.64	0.35	45.3	
East: Oldaker Street													
5	T1	33	5.0	0.1	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		33	5.0	0.1	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Oldaker Street													
11	T1	259	5.0	0.13	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		259	5.0	0.13	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All Vehicles		90	4.2	0.196	1.6	NA	0.	4.9	0.09	0.16	0.09	48.	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2029 Post Meter Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Fenton Way													
1	L2	351	2.0	0.561	8.1	LOS A	3.	26.4	0.55	0.86	0.83	44.0	
3	R2	158	2.0	0.561	11.	LOS B	3.	26.4	0.55	0.86	0.83	43.5	
Approach		508	2.0	0.561	9.2	LOS A	3.	26.4	0.55	0.86	0.83	43.8	
East: Oldaker Street													
5	T1	400	2.0	0.208	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		400	2.0	0.208	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Oldaker Street													
11	T1	331	5.0	0.1 !	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		331	5.0	0.1 !	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All ehicles		1239	2.8	0.561	3.8	NA	3.	26.4	0.23	0.35	0.34	4 .3	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

ehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A eli M3D).

H () values are calculated for All Movement Classes of All Heavy ehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Fenton Way - 2029 Post After Front Precinct PM Peak with Convention]

15:00-16:00

Site Category: (None)

Give Way Yield (T - oay)

Movement Performance Vehicles													
Mov ID	Turn	Demand Flow Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95th Percentile Delay sec	Back of Queue Distance m	Prop. Queue	Effective Stop Rate	Effective Rate	Aver. No. Cycles	Average Speed m
South: Fenton Way													
1	L2	4	2.0	0.5	10.3	LOS B		54.8	0.6	1.0	1.31	42.3	
3	R2	209	2.0	0.5	14.1	LOS B		54.8	0.6	1.0	1.31	42.3	
Approach		681	2.0	0.5	11.1	LOS B		54.8	0.6	1.0	1.31	42.6	
East: Oldaker Street													
5	T1	400	2.0	0.208	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		400	2.0	0.208	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
West: Oldaker Street													
11	T1	331	5.0	0.1	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0	
Approach		331	5.0	0.1	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0	
All Vehicles		1412	2.0	0.5	5.6	NA		54.8	0.32	0.52	0.63	46.1	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for T - oay sign controls since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A - eli M3D).

H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2029 Post After Front Precinct AM Peak]

08:15-09:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m
South: Rooke Street												
1	L2	36	5.0	0.141	10.9	LOS A	0.	6.0	0.55	0.66	0.55	44.6
2	T1	34	10.0	0.141	10.9	LOS A	0.	6.0	0.55	0.66	0.55	45.4
3	R2	15	10.0	0.141	10.9	LOS B	0.	6.0	0.55	0.66	0.55	45.3
3u	U	16	5.1	0.141	15.1	LOS B	0.	6.0	0.55	0.66	0.55	45.0
Approach		100	18.5	0.141	8.9	LOS A	0.	6.0	0.55	0.66	0.55	45.0
East: Formby Road												
4	L2	135	20.0	0.585	5.3	LOS A	4.5	32.9	0.49	0.59	0.49	45.3
5	T1	318	2.0	0.585	4.9	LOS A	4.5	32.9	0.49	0.59	0.49	46.3
6	R2	211	2.0	0.585	8.	LOS A	4.5	32.9	0.49	0.59	0.49	46.3
6u	U		20.0	0.585	10.8	LOS B	4.5	32.9	0.49	0.59	0.49	46.6
Approach		6	5.8	0.585	6.2	LOS A	4.5	32.9	0.49	0.59	0.49	46.1
North: Victoria Parade												
	L2	195	2.0	0.285	5.6	LOS A	1.8	12.	0.59	0.65	0.59	45.8
8	T1	46	2.0	0.285	5.5	LOS A	1.8	12.	0.59	0.65	0.59	46.
9	R2	23	5.0	0.285	9.4	LOS A	1.8	12.	0.59	0.65	0.59	46.6
9u	U	1	2.0	0.285	11.0	LOS B	1.8	12.	0.59	0.65	0.59	46.2
Approach		265	2.3	0.285	5.9	LOS A	1.8	12.	0.59	0.65	0.59	46.0
West: Oldaker Street												
10	L2	46	5.0	0.354	5.4	LOS A	2.4	11.	0.5	0.62	0.5	45.3
11	T1	21	2.0	0.354	5.3	LOS A	2.4	11.	0.5	0.62	0.5	46.2
12	R2	86	5.0	0.354	9.2	LOS A	2.4	11.	0.5	0.62	0.5	46.1
12u	U	4	30.0	0.354	11.5	LOS B	2.4	11.	0.5	0.62	0.5	46.4
Approach		354	3.5	0.354	6.3	LOS A	2.4	11.	0.5	0.62	0.5	46.1
All Vehicles		1389	5.4	0.585	6.4	LOS A	4.5	32.9	0.53	0.61	0.53	46.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Aveleli M3D).


H () values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 OldakerRookeFormby.sip8

MOVEMENT SUMMARY

 Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2029 Post After Front Precinct AM Peak
ith Convention]

08:15-09:15
Site Category: (None)
Roundabout

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Rooke Street													
1	L2	36	5.0	0.141		LOS A	0.	6.0	0.55	0.66	0.55	44.6	
2	T1	34	10.0	0.141		LOS A	0.	6.0	0.55	0.66	0.55	45.4	
3	R2	15	10.0	0.141	10.9	LOS B	0.	6.0	0.55	0.66	0.55	45.3	
3u	U	16	5.0	0.141	15.1	LOS B	0.	6.0	0.55	0.66	0.55	45.0	
Approach		100	18.5	0.141	8.9	LOS A	0.	6.0	0.55	0.66	0.55	45.0	
East: Formby Road													
4	L2	135	20.0	0.585	5.3	LOS A	4.5	32.9	0.49	0.59	0.49	45.3	
5	T1	318	2.0	0.585	4.9	LOS A	4.5	32.9	0.49	0.59	0.49	46.3	
6	R2	211	2.0	0.585	8.	LOS A	4.5	32.9	0.49	0.59	0.49	46.3	
6u	U		20.0	0.585	10.8	LOS B	4.5	32.9	0.49	0.59	0.49	46.6	
Approach		6	5.8	0.585	6.2	LOS A	4.5	32.9	0.49	0.59	0.49	46.1	
North: Victoria Parade													
	L2	195	2.0	0.288	5.6	LOS A	1.8	12.8	0.60	0.66	0.60	45.8	
8	T1	46	2.0	0.288	5.6	LOS A	1.8	12.8	0.60	0.66	0.60	46.6	
9	R2	23	5.0	0.288	9.5	LOS A	1.8	12.8	0.60	0.66	0.60	46.5	
9u	U	1	2.0	0.288	11.0	LOS B	1.8	12.8	0.60	0.66	0.60	4 .2	
Approach		265	2.3	0.288	6.0	LOS A	1.8	12.8	0.60	0.66	0.60	46.0	
West: Oldaker Street													
10	L2	48	5.0	0.364	5.4	LOS A	2.5	18.2	0.5	0.62	0.5	45.3	
11	T1	225	2.0	0.364	5.3	LOS A	2.5	18.2	0.5	0.62	0.5	46.2	
12	R2	86	5.0	0.364	9.2	LOS A	2.5	18.2	0.5	0.62	0.5	46.1	
12u	U	4	30.0	0.364	11.5	LOS B	2.5	18.2	0.5	0.62	0.5	46.4	
Approach		364	3.4	0.364	6.3	LOS A	2.5	18.2	0.5	0.62	0.5	46.1	
All ehicles		1400	5.4	0.585	6.4	LOS A	4.5	32.9	0.54	0.61	0.54	46.0	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.

ehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (A Reli M3D).

H () values are calculated for All Movement Classes or All Heavy ehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2029 Post After Front Precinct PM Peak]

15:00-16:00

Site Category: (None)

Roundabout

Movement Performance Vehicles												
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level of Service	95 Bac ehicle: veh	o uet Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m
South: Rooke Street												
1	L2	82	2.0	0.262	8.5	LOS A	1.6	11.3	0.65	0.1	0.65	43.8
2	T1	40	2.0	0.262	8.5	LOS A	1.6	11.3	0.65	0.1	0.65	44.6
3	R2	36	2.0	0.262	12.3	LOS B	1.6	11.3	0.65	0.1	0.65	44.5
3u	U	15	10.0	0.262	14.3	LOS B	1.6	11.3	0.65	0.1	0.65	45.0
Approach		143	2.0	0.262	9.8	LOS A	1.6	11.3	0.65	0.1	0.65	44.2
East: Formby Road												
4	L2	145	15.0	0.31	6.9	LOS A	8.1	58.8	0.65	0.1	0.1	44.3
5	T1	355	2.0	0.31	6.9	LOS A	8.1	58.8	0.65	0.1	0.1	45.3
6	R2	245	2.0	0.31	10.1	LOS B	8.1	58.8	0.65	0.1	0.1	45.2
6u	U	5	2.0	0.31	12.3	LOS B	8.1	58.8	0.65	0.1	0.1	45.8
Approach		802	4.4	0.31	8.5	LOS A	8.1	58.8	0.65	0.1	0.1	45.1
North: Victoria Parade												
7	L2	199	2.0	0.383	6.9	LOS A	2.6	18.6	0.1	0.1	0.1	45.0
8	T1	68	5.0	0.383	6.9	LOS A	2.6	18.6	0.1	0.1	0.1	45.8
9	R2	38	2.0	0.383	10.1	LOS B	2.6	18.6	0.1	0.1	0.1	45.8
9u	U	1	2.0	0.383	12.3	LOS B	2.6	18.6	0.1	0.1	0.1	46.4
Approach		306	2.0	0.383	6.9	LOS A	2.6	18.6	0.1	0.1	0.1	45.3
West: Oldaker Street												
10	L2	64	2.0	0.506	6.6	LOS A	4.0	28.1	0.1	0.1	0.1	44.8
11	T1	285	2.0	0.506	6.6	LOS A	4.0	28.1	0.1	0.1	0.1	45.6
12	R2	103	2.0	0.506	10.4	LOS B	4.0	28.1	0.1	0.1	0.1	45.6
12u	U	1	2.0	0.506	12.0	LOS B	4.0	28.1	0.1	0.1	0.1	46.2
Approach		460	2.0	0.506	6.6	LOS A	4.0	28.1	0.1	0.1	0.1	45.5
All Vehicles		1443	3.3	0.31	8.2	LOS A	8.1	58.8	0.69	0.1	0.1	45.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Ave. Rel. M3D).


H () values are calculated for All Movement Classes for All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [Oldaker Street/ Rooke Street/ Formby Road - 2029 Post after front Precinct PM Peak
ith Convention]

15:00-16:00

Site Category: (None)

Roundabout

Movement Performance Vehicles													
Mov ID	Turn	Demand Total veh	Flow H	Deg. Satn v	Average Delay sec	Level o Service	95 Bac ehicle: veh	o Distance m	Prop. ueuec	E Stop Rate	ecti Aver. No. Cycles	Average Speed m	
South: Rooke Street													
1	L2	82	2.0	0.263	8.5	LOS A	1.6	11.3	0.65	0. !	0.65	43.8	
2	T1	40	2.0	0.263	8.5	LOS A	1.6	11.3	0.65	0. !	0.65	44.6	
3	R2	36	2.0	0.263	12.3	LOS B	1.6	11.3	0.65	0. !	0.65	44.5	
3u	U	15	10.0	0.263	14.3	LOS B	1.6	11.3	0.65	0. !	0.65	45.0	
Approach		1 !	2.	0.263	9.8	LOS A	1.6	11.3	0.65	0. !	0.65	44.2	
East: Formby Road													
4	L2	145	15.0	0. 3'	! :	LOS A	8.1	59.1	0.65	0. ' :	0. ! :	44.3	
5	T1	355	2.0	0. 3'	6.9	LOS A	8.1	59.1	0.65	0. ' :	0. ! :	45.3	
6	R2	245	2.0	0. 3'	10.	LOS B	8.1	59.1	0.65	0. ' :	0. ! :	45.2	
6u	U	5	2.0	0. 3'	12.3	LOS B	8.1	59.1	0.65	0. ' :	0. ! :	45.8	
Approach		802	4.4	0. 3'	8.5	LOS A	8.1	59.1	0.65	0. ' :	0. ! :	45.1	
North: Victoria Parade													
7	L2	199	2.0	0.398	! :	LOS A	2.8	19.	0.	0. !	0.	44.8	
8	T1	68	5.0	0.398	! :	LOS A	2.8	19.	0.	0. !	0.	45.	
9	R2	38	2.0	0.398	11.0	LOS B	2.8	19.	0.	0. !	0.	45.6	
9u	U	1	2.0	0.398	12.6	LOS B	2.8	19.	0.	0. !	0.	46.2	
Approach		306	2.	0.398	!	LOS A	2.8	19.	0.	0. !	0.	45.1	
West: Oldaker Street													
10	L2	! :	2.0	0.552	! :	LOS A	4.9	34.6	0.	0.	0.82	44.	
11	T1	320	2.0	0.552	! :	LOS A	4.9	34.6	0.	0.	0.82	45.5	
12	R2	103	2.0	0.552	11.0	LOS B	4.9	34.6	0.	0.	0.82	45.4	
12u	U		2.0	0.552	12.6	LOS B	4.9	34.6	0.	0.	0.82	46.0	
Approach		503	2.0	0.552	8.1	LOS A	4.9	34.6	0.	0.	0.82	45.4	
All ehicles		1 8.	3.2	0. 3'	8.4	LOS A	8.1	59.1	0. !	0. ' :	0. !	45.1	

Site Level o Service (LOS) Method: Delay (SIDRA). Site LOS Method is speci ed in the Parameters dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

ehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay or all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

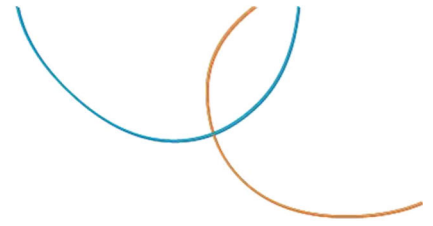
Gap-Acceptance Capacity: SIDRA Standard (A eli M3D).

H () values are calculated or All Movement Classes or All Heavy ehicle Model Designation.

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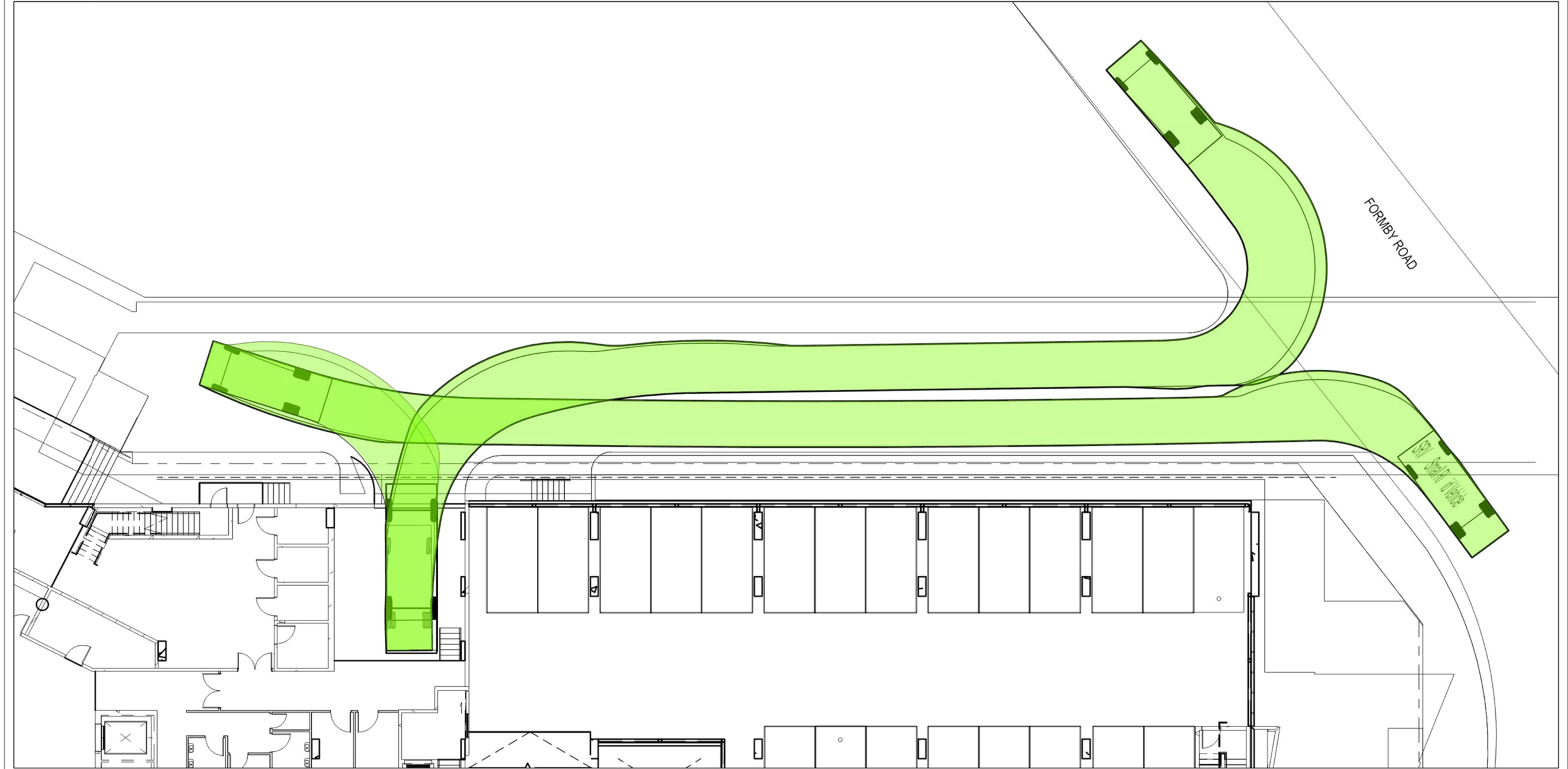
Project: \\pittsh\projects\HOB\2019\551-600\HB19588\14P - Calculations\SIDRA\HB19588 OldakerRookeFormby.sip8





Appendix H

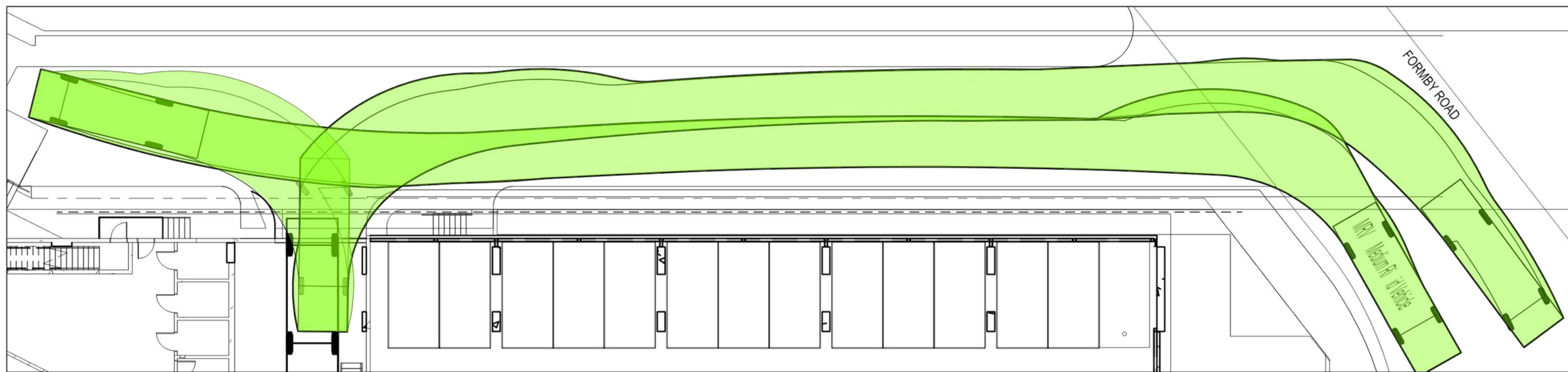
Swept Paths – Formby Road Loading Dock

ITEM 4.1



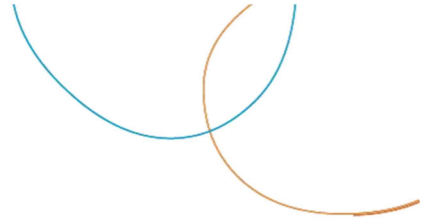
SMALL RIGID VEHICLE
SCALE 1 : 200 (m)

REFERENCE FILES ATTACHED HB19588 1110 HB19588 1125				SCALE (PLOTTED FULL SIZE) 1 : 200 (A3)		SHEET 31 OF 31		CLIENT FAIRBROTHER Pty Ltd		DRAWING TITLE TURNING PATHS GROUND LEVEL SHEET 1					
DRAWING REVISION HISTORY				APPROVED				 HOBART OFFICE 199 M P 03 210 1 00 F 03 223 290 T 03 909 809 000 ABN 1 018 809		PROJECT DEVONPORT HOTEL DEVELOPMENT TRAFFIC IMPACT ASSESSMENT		DRAWING No. HB19588 P01		REVISION	
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE							AHD / MGA		CLIENT No.	
												Nov. 29, 19 15 10 Name HB19588 P01.d Updated By Spiros Paradisis			



MEDIUM RIGID VEHICLE
SCALE 1 200 (m)

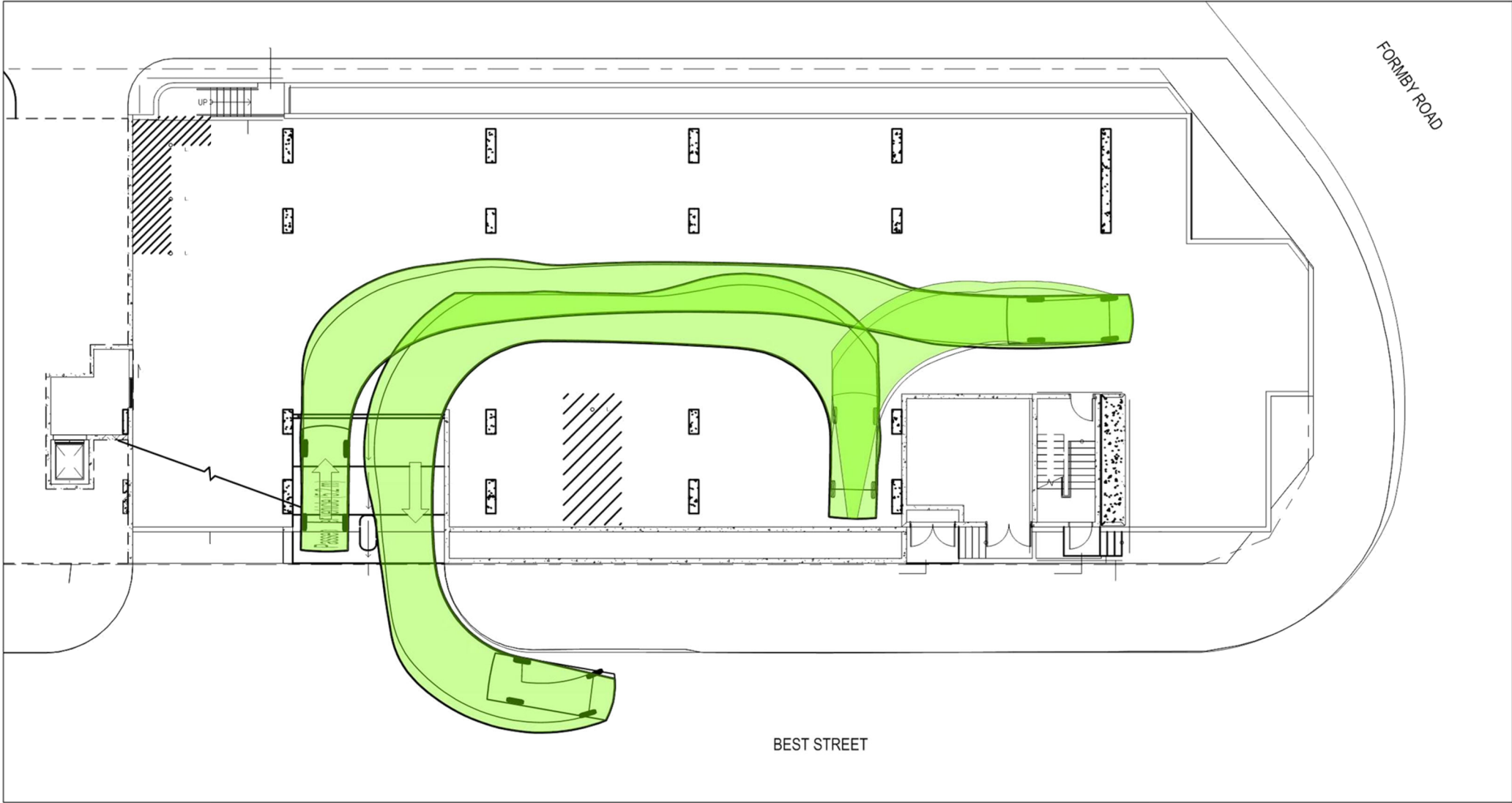
[illegible]



Appendix I

Swept Paths – Hotel Car Park Access

pitt&sherry



PASSENGER VEHICLE (5.2m)
SCALE 1 : 200 (m)

REFERENCE FILES ATTACHED HB19588 1110 HB19588 1125

DRAWING REVISION HISTORY				
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED

APPROVED	
ORIGINAL COPY ON FILE	"e" SIGNED BY
SIGNED	

SCALE (PLOTTED FULL SIZE)	1 : 200 (A3)	SHEET SIZE	A3



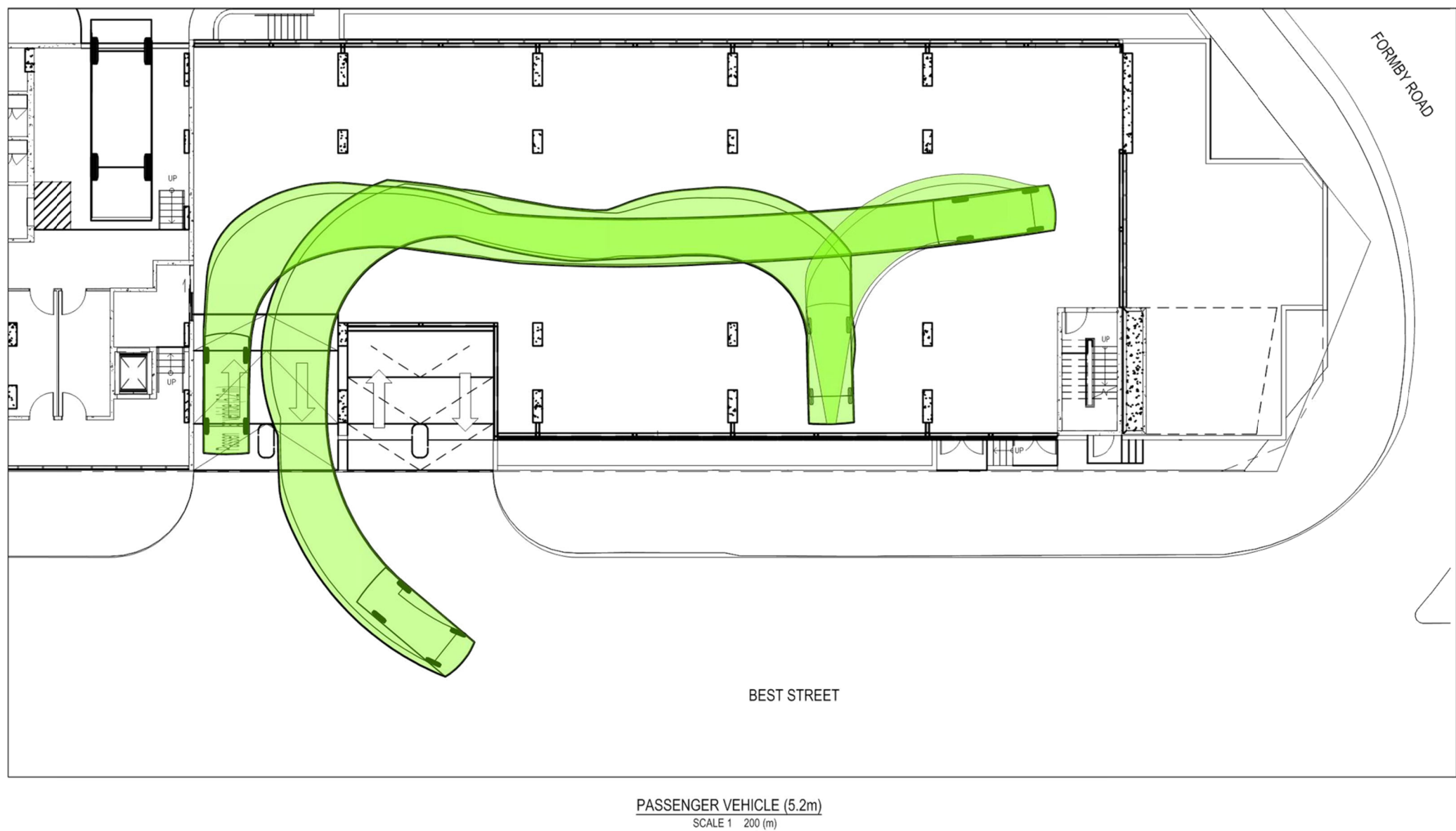
HOBART OFFICE
199 M
Hobart
T 000 ABN 1 018 909

P 03 210 1 00
F 03 223 599
E 03 223 599

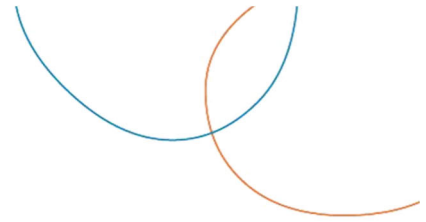
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CLIENT	FAIRBROTHER Pty Ltd
PROJECT	DEVONPORT HOTEL DEVELOPMENT
STATUS	PRELIMINARY

DRAWING TITLE	TURNING PATHS
DATUMS	AHD / MGA
DRAWING No.	HB19588 P11
Nov. 29, 19 15 10 Name	HB19588 P11.d Updated By Spiros Paradisis



REFERENCE FILES ATTACHED						HB19588	1110	HB19588	1125
DRAWING HISTORY									
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE				
						APPROVED		SCALE (PLOTTED FULL SIZE)	SHEET NO. A3
						ORIGINAL COPY ON FILE OF SIGNED BY		1 200 (A3)	
						SIGNED		 SCALE IN METRES 1 200	 HOBART OFFICE P 03 210 1 99 M r 3F r 03 229 239 Ho r T 000 ABL N 1 0 18
								CLIENT	FAIRBROTHER Pty Ltd
								PROJECT	DEVONPORT HOTEL DEVELOPMENT TRAFFIC IMPACT ASSESSMENT
								DRAWING TITLE	TURNING PATHS UPPER LEVEL CARPAR SHEET 1
								DATUMS	AHD / MGA
								CLIENT No.	
								STATUS	PRELIMINARY
								DRAWING No.	HB19588 P21
								Revision	
								Date	Nov 29 19 15 10
								Updated By	Sorros Paradisis



Devonport Living City – Waterfront Precinct Traffic Impact
Assessment

Contact

Leenah Ali
(03) 6210 1419
lall@pittsh.com.au

**Pitt & Sherry
(Operations) Pty Ltd**
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport
Wagga Wagga



ref: HB19588H001 TIA Rep 31P Rev 01/LA/cy

Fairbrother Hotel RBV RC assessment Submission for January 2020 final send .

ROBERT VELLACOTT
11 COCKER PLACE
DEVONPORT 7310
Email : vellacottrobert@yahoo.com.au

THE GENERAL MANAGER
DEVONPORT CITY COUNCIL
PO BOX 604
DEVONPORT 7310

14th January 2020

Dear Sir,

Subject - **DEVELOPMENT APPLICATION – VISITOR ACCOMMODATION**
NUMBER PA 2019 -0216

DEVONPORT CITY COUNCIL LIVING CITY STAGE 2 – PROPOSED VISITOR ACCOMMODATION
2-18 BEST STREET .20 –26 BEST STREET.

COMMUNITY REPRESENTATION AND COMMENTS

The Mayor and Councillors

Firstly in regard to the following comments, subject matter and attachments I wish to state that I have no financial or other interests in any accommodation or associated business what so ever.

The appended / attached “Brand Focus” report prepared, at no cost, by a reputable consultant Mr Ray Chaplin, is provided for your edification and consideration as well as to ensure you are all aware of the potential adverse affects that the proposed increase in accommodation may have on existing accommodation providers and other businesses and employment due to the flow on effect of the proposal not only in Devonport but the wider region.

I consider that if this hotel was being built without direct and or indirect subsidisation by council in accord with all existing town planning and relevant regulations then it would be impertinent to object or comment, as to its possible viability or effect on existing businesses, in any way whatsoever.

However the reason why I have forwarded the report to you is because of the questionable processes and circumstances how this project has reached this stage at this point in time. . Further, I suggest that due to the unprecedented involvement by most Devonport Councillors in doing everything possible, at rate payer expense, to ensure the private developer’s financing plan has the best opportunity to be viable carries with it a vicarious liability in relation to highly likely adverse outcomes not only in Devonport but the region.

My comments, in the representation hereunder, I contend will prove this to be so.

Subsidization of the site /land

It appears apparent that those responsible so far for the oversight of the actual size of and siting of the lot for the hotel have ensured that there will be maximum benefit at minimal cost for the financier /developer at the expense of ratepayers.

Council originally owned the land and had full control to increase the size of land to be subdivided and sold to the developers with appropriate covenants applied, or not sell it at all.

To provide the land for the developer at the lowest possible cost, it is noted; council willfully devalued the site by deconstructing and demolishing an existing building and car park to create a greenfield site. And as stated in the Auditor General's report Council had it valued as such.

Council also refuses to provide the figures to prove there has been no subsidization in regard to providing a greenfield site for the purchaser.

Further it is noted how carefully the hotel has been placed to ensure when completed there is no interrupted view from the paranple centre.

There has always been a great spiel by council about opening up the view from the CBD to the river yet the only real beneficiaries it seems will be from the hotel rooms ,balconies and of course the upper floors of the paranple centre along with a very limited view from the junction of Best St and Rooke Mall. In reality nothing much if anything has been achieved for the rest of the city regarding views to the river. In fact it could be said that when the hotel is constructed and the landscaping of the park land there will be actually far less.

Vehicle Parking – Well may it be argued that the allocated number of approx 42 spaces of parking **for the originally planned** 12 residential apartments and the 24 spaces for the 137 room hotel guests : now changed in this proposal to 208 rooms, more than complies with what is required with the CBD zoning - And it could also be argued how ridiculous it is, for what is being touted as an up market hotel to expect most guests to have to park their vehicles approximately 100 metres or more away in the multi level car park (with a low entrance height) and or other areas .

The question arises what provision has been made for tourist buses and larger vehicles? Surely parts of the previous PAYE car park could have be included as part of the land to be sold to the hotel to increase their parking facilities and in many instances this would reduce the chance of restricting on street sites available for patrons of other businesses and users of the parkland including the new riverside BBQ area etc.

The above is another example of ensuring the hotel developer's best interests have and will take precedence over ratepayers by whoever was responsible in negotiating and deciding how much land should be designated for the hotel site. As previously stated council because of ownership of the land had full control to increase the size of the land to be subdivided and sold to the developers with appropriate covenants applied.

Service Road - as this appears and could be argued as such is for the sole use and or convenience of the hotel why are the ratepayers going to be responsible for providing 100 % of the land, the cost of construction and maintenance? Again this should have been included in the lot that had been subdivided off for the hotel property.

Elevated Walkway - The Deputy General Manager , now General Manager confirmed that this will be constructed and maintained at ratepayers cost. Also there could be or might be access to the hotel from the walkway and there will be a lift and staircase almost adjacent. Therefore it is evident that at some time in the future this could be attached in some form to the building, by way of an interconnecting access provision, thereby making this structure if built accessible to and from the hotel and an obvious asset in terms of hotel usage - again at the expense of ratepayers.

From the above it can, I believe be shown, that ratepayers **have and will be subsidizing** in many ways what is a **private** investment property.

It must be asked again –

* Why has council taken upon itself to subsidize a commercial property developer in unfair competition to existing hotels, and other accommodation providers, restaurants and the like in the CBD and immediate area?

In plain English what council has in fact done and continues to do is using all the rates paid over many years by the major hotels and other accommodation providers to pay for, among other things, consultants and architects to produce fanciful plans, commercial in confidence documents and a restricted business case to facilitate and provide a subsidized site. (Please prove me wrong) for others to engage in direct competition to them > i.e. the existing businesses.

* Will Council extend the same courtesy to the already established businesses who wish to expand in the future?

There still remains the question as to **whether or not there could be a breach of Federal Govt. National Competition Policy, COAG** and the requirements of the state's **Economic Regulator**. Obviously again due to the commercial in confidence "deals" it is difficult for the owners of existing business places to determine exactly how much subsidization has and will be occurring.

Riverside Park:-

Whilst maximising the parkland by allowing the hotel to be built near or on the Best Street boundary what will could now be a 208 room hotel (that cannot fully service the 800 seat conference centre) on arguably from a developers perspective, the best site in Devonport and being made available at massive cost to ratepayers to acquire: it will none the less compromise for all others the liveability of that section of Best Street, the access and view to the river.

Information received indicates that rates for a \$40m property would be in the vicinity of \$180,000 per annum and that the overall cost maintenance of the parkland and walkway will exceed the revenue of rates collected. (If paid)

The expenditure required, apart from **all other costs i.e. property purchases**, from what can be ascertained for the elevated walk way, roadwork and parklands etc it ,will be in excess of some \$17.5 million – funded by the *"pork barrel bribe"* "Federal grant of \$10million and a further \$7.5 million or more of ratepayers' money. A very costly exercise indeed for what will actually be achieved.

Gaming / Poker Machines :-

Council I believe missed the opportunity to include in the condition of sale that it would not support gaming machines in the hotel complex.

Will council indicate as to whether or not it will support any application by the developers and/or managers to provide same?

"Private enterprise at work in the market place is one thing but DCC going out of its way /falling over itself in every way possible to subsidize a development such as this hotel proceeding is something else."

Please acknowledge receipt of this representation and appended information and include all of the above and responses in the appropriate Agendas.

R. B. Vellacott

BOB. VELLACOTT

Attachment – Reference document Brand Focus Why is the 208 Hotel Room bad news for Devonport?
See pages 4- 5



Why is the Fairbrother 208 room hotel bad news for Devonport?

A Devonport hotel/motel supply v's demand analysis

Currently the average annual hotel/motel occupancy in Devonport is approximately 67.5% with around 58,883 of the total available 87,235 room nights sold

At this level of demand the Fairbrother hotel's **additional 75,920** annual room nights (nearly double the current supply) would cripple the existing hotel/motel accommodation businesses in Devonport

Potentially the Fairbrother property could service almost 80% of Devonport's current demand and force most of its direct opposition out of the accommodation business

Critical to the ongoing accommodation profitability and viability of these existing businesses is their "break even" point. They do not begin to make a profit until that point is reached

Break even points are expressed as a percentage of occupancy which in regional Australia averages at around 55% before profits begin to be made

The Fairbrother hotel will need to sell some 41,756 room nights annually in just to break even on their accommodation business

At the existing level of demand the vast majority of these room nights would have to be poached from existing Devonport hotel/motel operators

The end result would see their average annual accommodation occupancy rate decrease from 67.5% to an unviable rate of around 20.0% meaning jobs will be lost

(Excludes any consideration of the impact of the growth in competition from Devonport's Airbnb accommodation providers and a negative future impact from less Spirit day sailings as explained later))

In a December 21st 2019 Advocate article the Mayor of Devonport, Annette Rockliff stated *"A larger hotel means more jobs, more tourists, and more opportunity for the City and region"*

Nothing could be further from the truth and precisely sums up Council's business incompetence and inability to comprehend let alone manage complex commercial projects like Living City

Council thinks (but has not a scintilla of evidence) that there will be substantial additional visitor demand for overnight hotel/motel stays created by Providore Place, and the 800 delegate paranalpe conference centre with both adding to the base of increased numbers of Spirit of Tasmania day sailing visitors

They think that this increased demand will support the profitability /viability of both the existing accommodation operators and the new Fairbrother hotel which has received the benefit of development incentives from council approved rate payer funds

Throughout the entire Living City process council's uneducated "opinions" have amounted to little more than "false promises" as many of the councillors have put their reputations and self interests first

There have been **NO** significant private business investors in Living City other than those businesses that have directly benefitted financially from ratepayer funding associated involvement in the Living City project

Potential independent investors who have not received financial benefits from council have been savvy enough to steer well clear of council's "build it and they will come" high risk renewal strategy e.g. Gateway Church who considered but withdrew from investing in and operating the Convention centre, Jackson Motor Companies owner and hotel developer Errol Stewart whose initial interest in developing the Waterfront Hotel gave way to more attractive development investment in Launceston and of course Woolworths who were supposedly on the cusp of committing to a Big W discount department store in the now unlikely to eventuate Stage 2 retail precinct of Living City

Rather than focussing on their flawed "build it and they will come" more supply strategy an intelligent council would have focussed its efforts on

Devonport's most obvious and logical option for a successful economic and social future i.e. creating the additional demand strategy necessary to attract private investment that can see profitable commercial supply opportunities in markets where proven demand already exists

There are only three key catalysts to Council's "opinion" in regards creating sufficient demand for both the Fairbrother hotel to succeed and at the same time for the existing hotel/motel operators to maintain their current profits and level of viability

Providore Place whilst a new local meeting place never was and never will be a destination reason for tourists to stay overnight (creating demand) in Devonport to experience same

Independent research shows that the 800 delegate paranapple conference and convention centre will never be able to compete in the interstate and international markets at the level necessary to increase hotel/motel bed nights (creating demand) to anywhere the numbers needed to sustain what will become a total of 163,155 room nights (87.2% more than currently exist)

At present Devonport hotel/motel room night average annual occupancy rate sits at around a reasonably healthy 67.5%

In recent years existing accommodation providers have benefitted from an occupancy growth of around 5% due mainly to the record numbers of Spirit of Tasmania day sailings which have increased by 17% from 144 in 2016 -17 to a record 169 in 2018 -19

It is well known that when the new Spirit ships commence operation they will increase passenger capacity by 43%

This increase will provide the TT Line with the opportunity to save significant operational costs by reducing the number of day sailings well into the future with a severe negative impact on Devonport hotel/motel occupancy rates and profitability

Any suggestion that these three key council catalysts to increasing demand for hotel/motel room nights (combined with existing visitor attractions) can generate the demand necessary to support the viability of the Fairbrother hotel without crucifying the existing hotel/motel accommodation businesses is naïve at best and incompetent at worst

Council's Living City commercial development strategy and modus operandi has been to sacrifice established businesses by incentivising start up competition and utilising rate payer funds to do so

The Fairbrother hotel is yet another example of this flawed business model and is destined to deliver the same result

Council management, many of the councillors and the community have once again been blinded by subjective "fantasy" rather than objective facts

This commercial distortion failure has been evident in the past by the Devonport council

Those councillors responsible have not learned from their previous mistakes is sound reason as to why council's existence should be strictly restricted to managing rates, roads and rubbish.

Ray Chaplin

Brand Focus

29/12/2019

5.0 REPORTS

5.1 TENDER REPORT CONTRACT CT0260 VICTORY AVENUE KERB RENEWAL

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.3.2 Provide and maintain roads, bridges, paths and car parks to appropriate standards

SUMMARY

This report seeks Council's approval to award Contract CT0260, Victory Avenue Kerb Renewal to Civilscape Contracting for a lump sum of \$175,221.

BACKGROUND

This report considers tenders received for "Victory Avenue Kerb Renewal" listed within the 2019/20 capital expenditure budget.

This project involves the renewal of the kerb on each side of the road and reseal of the road. The project includes a continuation of the scheme of road humps at each end of the street as is being constructed in the adjacent Adelaide Street.

- | | |
|--|--|
| ① New kerb to replace old kerb | ④ New road humps to discourage thru traffic and to make walking easier |
| ② New road surfacing | ⑤ No stopping close to intersection |
| ③ New driveways in naturestrip area graded to match new road level | |



STATUTORY REQUIREMENTS

Council is required to comply with Section 333A of the *Local Government Act 1993* and its adopted Code for Tenders and Contracts when considering awarding tenders.

DISCUSSION

In accordance with Council's Code for Tenders and Contracts, a Tender Planning and Evaluation Committee was formed to evaluate the tenders received.

Tenders were received from three companies. All tenders received were conforming tenders and are summarised in table 1.

TABLE 1

No.	Tender	Total Price (ex GST)
1	Civilscape Contracting	\$175,221
2	Hardings Hotmix	\$197,081
3	Kentish Construction and Engineering Company Pty Ltd (trading as Treloar Transport)	\$205,299

The Tender Planning and Evaluation Committee have considered the tenders against each of the selection criteria, these being:

- Relevant Experience
- Quality, Safety and Environmental Management
- Methodology
- Price

The evaluation by the Committee indicates that Civilscape Contracting scored highest overall against the selection criteria and therefore offers Council the best value for money.

The Tender Planning and Evaluation Committee minutes are available for Councillors to view, upon request.

COMMUNITY ENGAGEMENT

A public advertisement calling for tenders was placed in the Advocate Newspaper on 14 December 2019 and tenders were also advertised on Council's website.

FINANCIAL IMPLICATIONS

The 2019/20 capital expenditure budget includes an allocation for the "Victory Avenue Kerb Renewal" project of \$210,000. The quote received from Civilscape Contracting is \$175,221.

The breakdown of the forecast expenditure for this project is summarised below in table 2.

TABLE 2

No.	Tender	Budget (ex GST)
1	Contract CT0260	\$175,221
2	Project management/administration	\$ 18,000
3	Telstra works	\$ 5,590
4	Taswater works (estimated)	\$ 2,500
5	Construction contingency	\$ 26,283
	TOTAL	\$227,594

If the contingency is required, the forecast over expenditure will be \$17,594. This will be offset by savings on other capital projects where forecast expenditure is less than the allocated budget. As at 31 December 2019, Transport capital works project were forecast

to be \$328,000 less than budget, demonstrating that the forecast over expenditure can be accommodated.

RISK IMPLICATIONS

To minimise risk, the tender administration processes related to this contract comply with Council's Code for Tenders and Contracts which was developed in compliance with Section 333A of the *Local Government Act 1993*.

The contingency allowance for this project is 15% of the contract price. The risk of unforeseen variations is moderate, based on the experience on the Adelaide Street project.

CONCLUSION

Taking into account the selection criteria assessment, the Tender Planning and Evaluation Committee has determined that Civilscape Contracting meets Council's requirements and is therefore most likely to offer "best value" in relation to Contract CT0260 Victory Avenue Kerb Renewal.

ATTACHMENTS

Nil

RECOMMENDATION

That Council, in relation to Contract CT0260 Victory Avenue Kerb Renewal:

- a) award the contract to Civilscape Contracting for the tendered sum of \$175,221 (ex GST);
- b) note design, project management and administration for the project are estimated to cost \$18,000 (ex GST);
- c) utility related costs are estimated to be \$8,090 (ex GST); and
- d) contingency allowance of \$26,283 (ex GST).

Author:	Shannon Eade	Endorsed By:	Matthew Atkins
Position:	Project Management Officer	Position:	General Manager

5.2 REQUEST FOR COMMEMORATIVE SEAT - DEVONPORT GENERAL CEMETERY - LAWRENCE DRIVE

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 4.1.3 Promote passive recreational usage including walking, bike paths, trails, parks and playspaces

SUMMARY

In accordance with Council's Commemorative Seat Policy, requests for the placement of commemorative seats within the City are to be determined by Council.

BACKGROUND

At its meeting held 22 July 2019, Council adopted a Commemorative Seat Policy (Min No 153/19 refers). This policy assists Council in considering requests for commemorative seats within the City and to ensure an equitable process for such requests.

Council has recently received a Commemorative Seat/Plaque Application from Soroptimist International of Devonport. This application requests that a commemorative seat, commemorating babies who have been buried in unmarked graves be approved to be placed in the Devonport General Cemetery in Lawrence Drive, adjacent to the children's area containing unmarked graves. It is envisaged that the commemorative seat will be used as a place of reflection.

STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report.

DISCUSSION

The placement of commemorative seats within the community, as endorsed by Council's policy, is to commemorate individuals, organisations, businesses or clubs who have made a significant contribution to the community or to recognise a significant milestone. Commemorative seats add to the amenity of public open spaces and in respect of this application, would provide an asset to be used for quiet reflection and remembrance for people and family who are visiting the cemetery.

The site requested by Soroptimist International of Devonport is in an area which would be suitable for the placement of a seat. As there is no other seating available at the cemetery it has the potential to be well utilised.

COMMUNITY ENGAGEMENT

There was no community engagement as a result of this report, however representatives from the Soroptimists Club have met with the Mayor, Infrastructure and Works Manager and Works Supervisor and inspected the site to discuss the installation.

FINANCIAL IMPLICATIONS

The cost of purchasing and installing commemorative seats will be borne by the applicant, in line with Council's policy. The cost of supplying and placing the seat is \$3,500 and will be installed by Council. Soroptimist International of Devonport will also be responsible for supplying the plaque to be affixed to the seat.

Once the seat is installed, it becomes Council's property and with this, responsibility for maintenance and repairs is assigned to Council. Under the policy Council does however, reserve the right to remove the commemorative seat, without referral or compensation, should the seat fall into disrepair, become vandalised or pose a risk to the public.

RISK IMPLICATIONS

The application is somewhat outside the purpose of the policy as it is not recognising an individual, business or club that has made a significant contribution to the community or to recognise a significant milestone. However, the policy is discretionary and states that no precedent will be set and each application will be determined on an individual basis, therefore it is believed there are no risks proposed in relation to this request.

CONCLUSION

Due to the site requested by Soroptimist International of Devonport being a suitable site for a seat to be placed, it is considered that the application should be approved. Council staff would work with Soroptimist International of Devonport to finalise the location of the seat to the satisfaction of both parties.

ATTACHMENTS

1. Commemorative Seat - Plaque Application Form - Soroptimist Confidential International of Devonport

RECOMMENDATION

That Council receive the application from Soroptimist International of Devonport for the placement of a commemorative seat in the Devonport General Cemetery at Lawrence Drive and advise the applicant that, subject to final determination of the placement of the seat, the request is approved.

Author: Position:	Robyn Woolsey Executive Assistant General Management	Endorsed By: Position:	Kym Peebles Executive Manager Organisational Performance
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5.3 SEA FM AND 7AD FIRE RELIEF CONCERT

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 4.2.2 Cultural facilities and programs are well planned and promoted to increase accessibility and sustainability

SUMMARY

Devonport's Sea FM and 7AD (Grant Broadcasters) intend to present a fire relief (benefit) concert in order to raise funds for a bush fire relief charity. The organiser has approached Council for support. Specifically, the organiser has requested use of either the Town Hall Theatre or paranple convention centre, including in-kind support of associated costs and staffing.

BACKGROUND

A series of devastating bush fires are currently burning across Australia, predominantly in the South-East region. As of 15 January 2020, the 2019/2020 bush fire season has burned an estimated 46,000,000 acres, levelled 5,900 buildings and taken the life of 29 people, including emergency response personnel.

Nationally, a vast number of businesses, organisations, service clubs, community groups, local government organisations and individuals have donated or undertaken initiatives to raise funds to support those affected by the fire season.

Notable fire relief funds and charities include: the Australian Red Cross; the Salvation Army; St Vincent De Paul; Foodbank and the Regional Fire Service. Additionally, several specific funds have been established to assist injured wildlife, including the World Wildlife Fund and the RSPCA.

STATUTORY REQUIREMENTS

Section 77 of the *Local Government Act 1993* outlines Council's requirements in regard to grants and benefits:

- (1) *A council may make a grant or provide a pecuniary benefit or a non-pecuniary benefit that is not a legal entitlement to any person, other than a councillor, for any purpose it considers appropriate.*
 - (1A) *A benefit provided under subsection (1) may include –*
 - (a) *in-kind assistance; and*
 - (b) *fully or partially reduced fees, rates, or charges; and*
 - (c) *remission of rates or charges under Part 9.*
- (2) *The details of any grant made, or benefit provided are to be included in the annual report of the council.*

DISCUSSION

The organiser is proposing a fire relief (benefit) concert, utilising either the Town Hall Theatre or paranple convention centre. They have secured a headline act, which will be supported by Sea FM's Spotlight program, featuring emerging talent from the North-West Coast.

The proposed date for the event is Friday 21 February. Both the Town Hall Theatre and paranple convention centre are available and have been tentatively held for the event.

The organiser is seeking Council's support, by requesting the facility, equipment and associated staffing, at no cost. The venue and in-house equipment charges can be absorbed by Council, however, the staffing resource required for the event represents an actual cost to Council.

To adequately and safely resource the event with technical staff, front-of-house and back-of-house staff, the estimated staffing cost to Council is approximately \$3,000. This estimate will vary depending on the length of the production and whether the event is held in the Town Hall Theatre or paranple convention centre.

The total estimated commercial value of Council's contribution to the event, including venue hire, ticketing fees, equipment hire, and staffing is between \$10,000 and \$12,000.

In respect to the value of the event, Council could consider requesting the organiser promote Council as a joint presenter, rather than sponsor of the event.

COMMUNITY ENGAGEMENT

Nationally, many local government organisations have either made donations, or supported initiatives to raise funds for fire relief. Notably, Tasmania's Clarence City Council has made a \$20,000 donation to the Australian Red Cross Disaster Relief Fund.

Whilst the immediate Devonport community is not greatly impacted by the fires in South-East Australia, there is community empathy for the relief effort. Local firefighters have also been deployed to South-East Australia to provide relief to emergency personnel.

FINANCIAL IMPLICATIONS

The event represents a total cost to Council (both in-kind and actual cost) up to approximately \$12,000.

Council does not have an operational budget allocation to cover this event, however with the recent cancellation of Taste of the Harvest, the \$5,000 previously committed to this event could be reallocated to support the bushfire relief concert with the in-kind component provided as a further contribution towards the concert.

It would be a condition of Council's involvement that all funds raised were distributed via a reputable charity organisation.

RISK IMPLICATIONS

Council would be required to undertake the necessary steps and to appropriately resource the event to maintain an acceptable level of safety for patrons and staff.

CONCLUSION

The Council is able to support the national relief efforts currently underway to support people and wildlife affected by bushfires by providing the use of either the Town Hall Theatre or paranple convention centre and associated costs, including staffing, at no cost.

Due to the level of support, Council would be positioned to request being promoted as joint-presenter.

ATTACHMENTS

Nil

RECOMMENDATION

That Council reallocates funding previously committed to the Taste of The Harvest Festival to support the Sea FM and 7AD Fire Relief Concert through the provision of necessary facilities, equipment and staffing.

Author:	Geoff Dobson	Endorsed By:	Kym Peebles
Position:	Convention & Arts Centre Director	Position:	Executive Manager Organisational Performance

6.0 INFORMATION

6.1 WORKSHOPS AND BRIEFING SESSIONS HELD SINCE THE LAST COUNCIL MEETING

There were no Workshops or Briefing Sessions held since the last Council meeting.

Author:	Robyn Woolsey		Endorsed By:	Matthew Atkins
Position:	Executive Assistant Management	General	Position:	General Manager

6.2 MAYOR'S MONTHLY REPORT

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

SUMMARY

This report details meetings and functions attended by the Mayor.

BACKGROUND

This report is provided regularly to Council, listing the meetings and functions attended by the Mayor.

STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report.

DISCUSSION

In her capacity as Mayor, Councillor Annette Rockliff attended the following meetings and functions between 12 December 2019 and 22 January 2020:

- Council meeting, Various Council Committees, Special Interest Group and Working Group meetings and workshops as required
- Meetings with staff members and Councillors as requested
- Media as requested: Advocate photo re New Year's Eve, Triple J and 7AD
- Met with community members on a range of issues
- Attended Cradle Coast Authority Councillor's End of Year function
- Attended CCA Board meeting
- Opened new Gallery/Gift Shop at Melrose
- Attended End of Year Assembly at Miandetta Primary School
- Attended Reflections Café Christmas Celebration
- Attended End of Year Assembly at East Devonport Primary School
- Attended End of Year Assembly at Nixon Street Primary School
- Took part in media event re Coastal Pathways project at Ambleside
- Attended Breakfast in the Park
- Officially opened Devonport Athletic Club's Christmas Carnival
- Attended NYE event at Aikenhead Point
- With the Deputy Mayor took part in promotional event for Devonport Cup 2020
- Attended Devonport Cup
- Met with Devon Netball Association Committee members
- Met with Jane Forward from Devonport Library
- Attended Sister Cities BBQ/Meeting
- Visited Harvest Moon at Forth
- Visited the Mersey Valley Pony Club
- With the General Manager met with Devonport Regatta Committee
- Attended Maritime Centre 100th Birthday Celebration of the Harbourmaster's House

ATTACHMENTS

Nil

RECOMMENDATION

That the Mayor's monthly report be received and noted.

6.3 GENERAL MANAGER'S REPORT - JANUARY 2020

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.8.2 Ensure access to Council information that meets user demands

SUMMARY

This report provides a summary of the activities undertaken by the General Manager (or the person acting in the role), between 12 December 2019 and 22 January 2020. It also provides information on matters that may be of interest to Councillors and the community.

BACKGROUND

A monthly report provided by the General Manager to highlight management and strategic issues that are being addressed by Council. The report also provides regular updates in relation to National, Regional and State based local government matters as well as State and Federal Government programs.

STATUTORY REQUIREMENTS

Council is required to comply with the provisions of the *Local Government Act 1993* and other legislation. The General Manager is appointed by the Council in accordance with the provisions of the Act.

DISCUSSION

1. COUNCIL MANAGEMENT

- 1.1. Attended and participated in several internal staff and management meetings.
- 1.2. Attended Workshops, Section 23 Committee and Council Meetings as required.
- 1.3. Met with the Head Lessee of Providore Place.
- 1.4. Met with Property Management Agent regarding the transition of Providore Place operations back to Council
- 1.5. Attended AGM for paranapple centre body corporate
- 1.6. Met with the Chairperson of Council's audit committee, for a briefing on audit committee matters

2. COMMUNITY ENGAGEMENT (RESIDENTS & COMMUNITY GROUPS)

- 2.1. Met with Simon Want and his design consultants in regard to the redevelopment of the Devonport Showgrounds. In particular, it was an opportunity for staff to meet the proposed project master planning consultants.
- 2.2. With the Mayor met with representatives of the Devonport Regatta Committee
- 2.3. Met with a representative of the Devonport North Rotary Club in relation to the Devonport Motor Show

3. NATIONAL, REGIONAL AND STATE BASED LOCAL GOVERNMENT

- 3.1. Council have entered a team into the 2020 Local Government Professional Management Challenge to be held in May. The Management Challenge is a highly regarded local government professional development opportunity with over 100 teams participating in State and National finals.

4. STATE AND FEDERAL GOVERNMENT PROGRAMS

Nil

5. OTHER

Nil

COMMUNITY ENGAGEMENT

The information included above details any issues relating to community engagement.

FINANCIAL IMPLICATIONS

Any financial or budgetary implications related to matters discussed in this report will be separately reported to Council.

There is not expected to be any impact on the Councils' operating budget as a result of this recommendation.

RISK IMPLICATIONS

Any specific risk implications will be outlined in the commentary above. Any specific issue that may result in any form of risk to Council is likely to be subject of a separate report to Council.

CONCLUSION

This report is provided for information purposes only and to allow Council to be updated on matters of interest.

ATTACHMENTS

1. Current and Previous Minute Resolutions Update - January 2020
2. CONFIDENTIAL Current and Previous Minute Resolutions Update - Confidential January 2020

RECOMMENDATION

That the report of the General Manager be received and noted.

Author:	Matthew Atkins
Position:	General Manager

Current and Previous Minute Resolutions Update

OPEN SESSION Current Resolutions	
Resolution Title:	Tender Report Contract CT0245 Bus Stop Works
Date:	16 December 2019
Minute No.:	258/19
Status:	Completed
Responsible Officer:	Infrastructure and Works Manager
Officers Comments:	Contract executed.
Resolution Title:	Unconfirmed Minutes – Annual General Meeting – 9 December 2019
Date:	16 December 2019
Minute No.:	259/19
Status:	Ongoing
Responsible Officer:	General Manager
Officers Comments:	Workshop to be scheduled.
Resolution Title:	Pedestrian Bridge Over Figure of Eight Creek – Report on Feasibility (IWC 40/19 – Infrastructure Works and Development Committee – 9 December 2019)
Date:	16 December 2019
Minute No.:	266/19
Status:	Completed
Responsible Officer:	Infrastructure and Works Manager
Officers Comments:	No action required.
Resolution Title:	Squibbs Road Stormwater Improvements (IWC 42/19 – Infrastructure Works and Development Committee – 9 December 2019)
Date:	16 December 2019
Minute No.:	266/19
Status:	Completed
Responsible Officer:	Infrastructure and Works Manager
Officers Comments:	Contract awarded.

Previous Resolutions Still Being Actioned	
Resolution Title:	Future Visitation – Australian Navy Ships – Notice of Motion – Ald L M Laycock (D549874)
Date:	22 October 2018
Minute No.:	187/18
Status:	In progress
Responsible Officer:	Community Services Manager
Officers Comments:	Discussions commenced with TasPorts – Meeting held 2 August with Commander Bob Curtis.

6.4 UNCONFIRMED MINUTES - CRADLE COAST AUTHORITY REPRESENTATIVES MEETING - 28 NOVEMBER 2019

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.1.3 Develop and maintain partnerships and advocate for improved service provision, funding and infrastructure that balances the needs of industry, business, community, government and the environment

SUMMARY

To provide Council with the unconfirmed minutes of the Cradle Coast Authority Representative's meeting which was held 28 November 2019.

BACKGROUND

As a member of the Cradle Coast Authority, Council is provided with a copy of the minutes.

STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report. Under the Authority's Rules, minutes of Representatives meetings can be considered by Council in open session.

DISCUSSION

The unconfirmed minutes of the Cradle Coast Authority Representatives meeting which was held on 28 November 2019 are attached for consideration.

From the minutes it is noted:

- The CEO provided a brief update on current projects, and in particular the Coastal Pathway which is tracking well. Regional Employment Trials have been successful with participants offered internships.
- The CEO advised that the Board is looking at developing a financial management strategy with the goal of having an underlying surplus.
- The matter of Shared Services was discussed and is an opportunity to provide a more efficient and effective workforce.
- The RTO would like CCA to nominate two Local Government representatives for the RTO Board, this is to progress at the February meeting.
- There will be a launch in early 2020 for the Swinburne University program which will focus on regional areas.
- The CEO is to look into how Councils can be notified when migrants enter the region as part of the Welcoming Cities initiative.

COMMUNITY ENGAGEMENT

There was no community engagement as a result of this report.

FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

RISK IMPLICATIONS

There are no risk implications as a result of this report.

CONCLUSION

The unconfirmed minutes of the Cradle Coast Authority Representatives meeting which was held on 28 November 2019 are presented.

ATTACHMENTS

1. Unconfirmed Minutes - Cradle Coast Authority - Representatives Meeting - 28 November 2019

RECOMMENDATION

That the unconfirmed minutes of the Cradle Coast Authority Representatives meeting which was held on 28 November 2019 be received and noted.

Author:	Robyn Woolsey	Endorsed By:	Matthew Atkins
Position:	Executive Assistant General Management	Position:	General Manager



MEETING MINUTES REPRESENTATIVES MEETING

Date: 28 November 2019
Time: 10:00am
Location: Cradle Coast Authority, Function Room

1. AGM MEETING OPEN

2. STANDING ITEMS

2.1. Welcome and Apologies

Chief Representative and meeting Chair, Mayor Jan Bonde, opened the meeting at 10:00am, welcoming attendees.

Attendees and apologies are noted at Attachment 1.

2.2. Declarations

Nil

2.3. Confirmation of 2018/19 Annual General Meeting Minutes

Minutes of the 2018 Representatives AGM Meeting were presented.

RESOLUTION

The Representatives accept the minutes of the meeting held 22 November 2018.

Moved: D Quilliam / Seconded: G Monson / CARRIED

2.4. Review the 2018/19 Annual Report

Moved: D Quilliam / Seconded: G Monson / CARRIED

S Sidebottom congratulated the CEO, team and Board on the successful organisational reform. He also thanked the Chief Representative and Deputy Chief Representative for their input during 2019. J Arnold credited the changes that have been made within the last 12 months and noted they are very happy members of CCA.

The CEO to clarify outstanding debtors on page 37 of the Annual Report.

3. FOR DECISION

Nil.

The AGM closed at 10:13am.

4. REPRESENTATIVES MEETING OPEN

Meeting opened at 10:14am.

5. STANDING ITEMS

5.1. Confirmation of Previous Minutes

Minutes of the 22 August 2019 Representatives Meeting were presented.

RESOLUTION

The Representatives accepted the minutes of the meeting held 22 August 2019.

Moved: M Atkins / Seconded: S Riley / CARRIED

5.2. Declarations

A Jarman declared a conflict of interest at agenda item 7.1.

6. CRADLE COAST AUTHORITY UPDATE

6.1. Quarterly Progress Report

The CEO spoke to the quarterly progress report. He provided a brief update on current projects, said the Coastal Pathway is tracking well and that he can't speak highly enough of the three General Managers and Council engineers who are involved. The turning of the sod will be held later in December.

The CEO said the Regional Employment Trials have been a success with participants already being offered internships. Councils can receive \$1,000 per internship. The CEO said he is also in the process of finalising an MoU with Economic Development Australia which will allow two representatives from each Council to receive membership benefits.

The CEO advised that the Tasting Trail is likely to decide to move over to the new RTO. CCA are in the process of facilitating this transfer.

RESOLUTION

The Representatives accepted the Quarterly Progress Report.

Moved: A Jarman / Seconded: S Riley / CARRIED

6.2. Quarterly Financial Report

The CEO spoke to the financial report and requested feedback on the new financial reporting. T Wilson said that he liked the new format and G Monson suggested it would be good to highlight and explain any variances.

The CEO said that the Board are starting to look at developing a financial management strategy and will consider the goal of having an underlying surplus. He also Spoke about changes to the way that grant funding is being treated on the balance sheet. A Rockliff noted there are cashflow risks associated with NRM, as the deliverables are affected by weather and other external factors.

RESOLUTION

The Representatives accepted the Quarterly Financial Report.

Moved: T Wilson / Seconded: S Ayton / CARRIED

7. FOR DECISION

7.1. Coastal Pathway Development Plan

A Jarman left the meeting at 10:34 am.

Representatives committed to providing at the next Representatives meeting, sections of the pathway that they can have preliminary designs and costings for completed by September 2020. It was agreed CCA would increase communication around the Coastal Pathway to renew community enthusiasm.

It was raised that there should be a focus on preparing for the 2022 elections. The Representatives agreed they would meet in February to discuss the Regional Investment Framework and to prepare for the 2022 elections.

RESOLUTION

The Representatives accepted the Management Recommendation

Moved: D Quilliam / Seconded: M Atkins / CARRIED

7.2. Shared Services

The CEO spoke to the document provided and presented a PowerPoint presentation on Shared Services.

A Rockliff and M Atkins left the meeting at 10:52am.

The Chair said this is an opportunity to provide a more efficient and effective workforce. S Ayton stressed shared services won't provide cash savings but will instead allow councils to deliver more and improved services.

S Sidebottom said the Premier was of the opinion that we would have a better case to approach the Treasurer to receive resources.

The Representatives suggested that opportunities exist to standardise fees, policies and procedures and that the CEO is to work alongside the General Manager's to work on the Shared Services Strategy.

8. Representatives Local Government Update

D Midson thanked the CEO and the Chair for attending the West Coast Council workshop.

P Voller gave an update on the NRM Committee's recent decision to move to a more conventional structure whereby NRM staff clearly report to the CEO rather than the Committee.

9. General Business

9.1. RTO Board Positions

The CEO said the RTO reached out and would like CCA to nominate two local government representatives for the RTO Board. It was agreed one representative would be representing the community and the other to represent Cradle Coast Authority.

RESOLUTION:

The Representatives agreed that at the February meeting, they will select two local government representatives to recommend to the RTO Board, via a process to be determined by the Chief Representative in consultation with the Deputy Chief Representative, Chairman and CEO.

Moved: D Quilliam / Seconded: M Duniam / CARRIED

9.2. CCA's Approach to Criticism

The Chief Representative asked of ways CCA can approach criticism by its members and there was a discussion. The Representatives agreed they need to be quick to respond and ensure they are proactive in promoting good news.

9.3. Professor Eversole to give a brief overview of Swinburne University

Professor Eversole and Sebastian Geers entered the meeting at 11:54am.

Professor Eversole provided an update on the work Swinburne University are currently doing in the area of social impact. Swinburne University are developing a program that focusses on regional areas, the Cradle Coast region being one. There will be a launch in early 2020 for this program.

10. GUEST

10.1. Sebastian Geers, Manager of Welcoming Cities

S Geers presented on Welcoming Cities and provided two documents, the Steps to Settlement Success tool kit, outlining key blocks to ensure immigration success and the Welcoming Cities Standards, used to encourage local migration and retention. Accreditation to become a Welcoming City is done via an online portal and they currently have 42 members and over 90 Councils have expressed interest. There is an international network of more than 250 municipalities

across Australia, NZ, USA, Canada, Germany, UK. Welcoming Clubs is branching from Welcoming Cities and has been established to grow networks within sporting teams.

S Geers will provide information on Queensland Councils which are currently recognising new migrants entering their region. The CEO is to look into how Councils can be notified when migrants enter the region.

11. MEETING CLOSE

Meeting closed at 1:00pm. The next meeting will be held on 20th February 2020 at the Cradle Coast Authority offices.

UNCONFIRMED

Attachment 1: Attendees and Apologies**Representatives**

Alison Jarman	Deputy Mayor, Devonport City Council
David Midson	General Manager, West Coast Council (via video conference)
Don Thwaites	Deputy Mayor, Kentish Council
Gerald Monson	General Manager, Latrobe Council
Ken Dorsey	Councillor, Burnie City Council
Matthew Atkins	General Manager, Devonport City Council
Mayor Daryl Quilliam	Circular Head Council
Mayor Jan Bonde	Mayor Central Coast Council (Chief Representative)
Mayor Julie Arnold	King Island (via video conference)
Mayor Peter Freshney	Latrobe Council (Deputy Chief Representative)
Mayor Robby Walsh	Waratah-Wynyard Council
Mayor Tim Wilson	Kentish Council
Sandra Ayton	General Manager, Central Coast Council
Scott Riley	Circular Head Council
Shane Crawford	General Manager, Waratah-Wynyard Council
Shane Pitt	Deputy Mayor, West Coast Council

Cradle Coast Authority

Andrew Wardlaw	Director
Daryl Connelly	Chief Executive Officer
Katherine Schaefer	Director (via video conference)
Mayor Annette Rockliff	Director
Peter Voller	NRM Chair
Sid Sidebottom	Chairperson
Sophie Wright	Executive Assistant

Apologies

Claire Smith	Cradle Coast Authority
Giovanna Simpson	Deputy Mayor, Burnie City Council
Greg Alomes	General Manager, King Island
Malcolm Wells	CCA Director
Mayor Phil Vickers	West Coast Council
Mayor Robby Walsh	West Coast Council
Mayor Steve Kons	Burnie City Council
Sheree Vertigan	REDSG Chair
Don Thwaites	Deputy Mayor, Kentish Council

7.0 SECTION 23 COMMITTEES**7.1 PLANNING AUTHORITY COMMITTEE MEETING - 20 JANUARY 2020****RELEVANCE TO COUNCIL'S PLANS & POLICIES**

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

SUMMARY

The purpose of this report is to receive the minutes and note the recommendations provided to Council by the Planning Authority Committee meeting held on Monday, 20 January 2020.

ATTACHMENTS

1. Minutes - Planning Authority Committee - 20 January 2020

RECOMMENDATION

That the minutes of the Planning Authority Committee meeting held on Monday, 20 January 2020 be received and the recommendations contained therein be noted.

PAC 01/20 Planning Applications approved under Delegated Authority 21 November 2019 - 31 December 2019

PAC 02/20 PA2018.0196 Residential (Residential Aged Care Facility & Retirement Village) - 131-135 Stony Rise Road, Stony Rise

PAC 03/20 PA2019.0187 Visitor Accommodation - 3/1-3 Walpole Place Devonport

Author: Position:	Robyn Woolsey Executive Assistant Management	General	Endorsed By: Position:	Matthew Atkins General Manager
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MINUTES OF A PLANNING AUTHORITY COMMITTEE MEETING OF THE DEVONPORT CITY COUNCIL HELD IN THE ABERDEEN ROOM, LEVEL 2, paranapple centre, 137 ROOKE STREET, DEVONPORT ON MONDAY, 20 JANUARY 2020 COMMENCING AT 5:15PM

PRESENT: Cr A Rockliff (Mayor) in the Chair
 Cr J Alexiou
 Cr P Hollister
 Cr S Milbourne
 Cr L Perry

Councillors in Attendance:

Cr G Enniss
 Cr A Jarman
 Cr L Laycock

Council Officers:

General Manager, M Atkins
 Executive Manager Organisational Performance, K Peebles
 Development Services Manager, K Lunson
 Planning Coordinator, S Warren
 Planning Officer, A Mountney

Audio Recording:

All persons in attendance were advised that it is Council policy to record Council meetings, in accordance with Council's Digital Recording Policy. The audio recording of this meeting will be made available to the public on Council's website for a minimum period of six months.

1.0 APOLOGIES

The following apology was received for the meeting.

Cr Murphy	Apology
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2.0 DECLARATIONS OF INTEREST

The following Declaration of Interest was advised:

Cr Milbourne	Item 3.1	Planning Applications Approved Under Delegated Authority – 21 November – 31 December 2019
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3.0 DELEGATED APPROVALS

Cr Milbourne having declared an interest in the following item left the meeting at 5:16pm.

3.1 PLANNING APPLICATIONS APPROVED UNDER DELEGATED AUTHORITY 21 NOVEMBER 2019 - 31 DECEMBER 2019

PAC 01/20 RESOLUTION

MOVED: Cr Perry
 SECONDED: Cr Alexiou

That the list of delegated approvals be received.

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	For	Against		For	Against
Cr Rockliff	✓		Cr Hollister	✓	
Cr Alexiou	✓		Cr Perry	✓	

CARRIED UNANIMOUSLY

Cr Milbourne returned to the meeting at 5:17pm.

4.0 DEVELOPMENT REPORTS**4.1 PA2018.0196 RESIDENTIAL (RESIDENTIAL AGED CARE FACILITY & RETIREMENT VILLAGE) - 131-135 STONY RISE ROAD, STONY RISE****PAC 02/20 RESOLUTION**

MOVED: Cr Hollister

SECONDED: Cr Perry

That the Planning Authority, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2018.0196 and grant a Permit to use and develop land identified as 131-135 Stony Rise Road, Stony Rise for the following purposes:

- Residential (Residential Aged Care Facility & Retirement Village)

Subject to the following conditions:

1. Unless altered by subsequent conditions the Use and Development is to proceed generally in accordance with the submitted plans referenced as:
 - A. Stony Rise Aged Care, 18.309, DA01-DA18 & DA20-DA21, Rev 1, dated 5/3/19, DA19, Rev 3, dated 2/10/19 and SK01, dated 24/10/19;
 - B. Traffic Impact Assessment by Midson Traffic Pty Ltd, dated November 2018; and
 - C. Bushfire Hazard Management Report by Livingston Natural Resource Services, dated 21 March 2019;

copies of which are attached and endorsed as documents forming part of this Planning Permit.
2. The proposed pathways shown to the north and south of the subject site are to be removed from the plans as their construction is not permitted.
3. The plans are to be amended to show a channelised right hand turning lane (short) (CHR(S)) on Stony Rise Road, and approved by the Department of State Growth, prior to any work commencing on-site.
4. The channelised right hand turning lane (short) (CHR(S)) on Stony Rise Road is to be constructed prior to occupation of the site.
5. Any concentrated stormwater discharge is to be disposed of in accordance with the requirements of the current National Construction Code.
6. Stormwater discharge from the proposed development is to be hydraulically detailed and designed by a suitably qualified hydraulic engineer, for all storm events up to and including a 100-year Average

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Recurrence Interval (ARI), and for a suitable range of storm durations to identify peak discharge flows. As part of their design the hydraulic engineer is to limit stormwater discharge from the proposed development, by utilising a combination of pipe sizing and/or on-site detention, to that equivalent to only 50% of the development site being impervious. There is to be no uncontrolled overland flow discharge from the proposed development to any of the adjoining properties, for all the above nominated storm events.

7. Subject to the above and prior to commencing works on site the developer is to submit for approval detailed design calculations and drawings prepared by a suitably qualified engineer, detailing that the proposed downstream stormwater reticulation design compliance with current Tasmanian Standard Drawings, Tasmanian Subdivisional Guidelines and *Urban Drainage Act 2013*. In this regard details must be provided for:
 - The proposed impervious areas and extent on the development site;
 - Development catchment and internal reticulation systems;
 - On site detention systems and discharge controls;
 - Methods of downstream stormwater control and discharge to existing stormwater reticulation system or natural watercourse, from the proposed development;
 - Plans and long sections of all proposed stormwater mains downstream of the development site;
8. The developer is to ensure that there are adequate measures in place to ensure that the quality of stormwater discharged into the downstream drainage systems is free from deleterious materials and hydrocarbons throughout the construction and maintenance periods.
9. All approved stormwater reticulation works must be undertaken by a suitably qualified civil works contractor engaged by the developer.
10. The developer is to provide Works As Executed drawings in an electronic format at the completion of the works, detailing stormwater assets, invert levels and finished surface levels.
11. The developer is to provide CCTV camera footage and condition report to WSA05- 2013 v 3.1 standard, for all stormwater mains to be handed over to Council, for approval by the City Engineer.
12. The developer is to submit a design drawing of the proposed car parking and associated hardstand area as part of subsequent building permit applications or commencing works on site. The proposed car parking and turning layout is to comply with AS/NZS 2890.1 – 2004 Parking Facilities Part 1 – Off Street Carparking. In particular, vehicular turning movements that enable all parking facilities to be utilized.
13. Any existing redundant driveway and associated infrastructure is to be demolished and reinstated to match adjoining infrastructure and generally in accordance with the relevant IPWEA Tasmanian Standard Drawings.
14. Any existing Council infrastructure impacted by the works is to be reinstated in accordance with the relevant standards.

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15. The developer is to comply with the conditions specified in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit pursuant to section 56P (1) of the *Water and Sewerage Industry Act 2008*. A copy of this notice is attached. A copy of the Submission is appended to the report as **Attachment 2**.
16. No burning of any waste materials is to be undertaken on site. Any such waste material is to be removed and disposed of at a licensed refuse waste disposal facility.
17. During construction the developer is to ensure that all stormwater run-off is managed in accordance with the Environment Protection Authority's "Soil & Water Management on Large (greater than 250m² of ground disturbance) Building & Construction Sites" recommendations.
18. The developer is to manage any asbestos found during demolition in accordance with the How to Safely Remove Asbestos Code of Practice issued by Safe Work Australian (October 2018).
19. The applicant must seek approval from the Councils' Environmental Health Department before any works commence. As part of this the Building Surveyor is to submit a Form 42 and its associated paperwork (including proposed menu type) as part of the Building and Plumbing application process.
20. The developer is to ensure that food preparation and food storage areas comply with the National Construction Code of Australia Tas H102 and AS4676:2004 Design, Construction and Fit-out of a food Premises.

Note: The following is provided for information purposes.

The development is to comply with the requirements of the current National Construction Code. The developer is to obtain the necessary building and plumbing approvals and provide the required notifications in accordance with the *Building Act 2016* prior to commencing building or plumbing work.

Hours of Construction shall be: Monday to Friday Between 7am - 6pm, Saturday between 9am -6pm and Sunday and statutory holidays 10am - 6pm.

During the construction or use of these facilities all measures are to be taken to prevent nuisance. Air, noise and water pollution matters are subject to provisions of the *Building Regulations 2016* or the *Environmental Management and Pollution Control Act 1994*.

A permit to work within the road reserve must be sought and granted prior to any works being undertaken within the road reserve.

In regard to condition 15 the applicant/developer should contact TasWater – Ph 136992 with any enquiries.

In regard to conditions 5-14 the applicant should contact Council's Infrastructure & Works Department – Ph 6424 0511 with any enquiries.

Enquiries regarding other conditions can be directed to Council's Development Services Department – Ph 6424 0511.

	For	Against		For	Against
Cr Rockliff	✓		Cr Milbourne	✓	
Cr Alexiou	✓		Cr Perry	✓	
Cr Hollister	✓				

CARRIED UNANIMOUSLY

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**4.2 PA2019.0187 VISITOR ACCOMMODATION - 3/1-3 WALPOLE PLACE DEVONPORT
PAC 03/20 RESOLUTION**

MOVED: Cr Milbourne

SECONDED: Cr Alexiou

That the Planning Authority, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2019.0187 and grant a Permit to use land identified as 3/1-3 Walpole Place, Devonport for the following purposes:

- Visitor Accommodation

Subject to the following condition:

1. The Use is not to cause any unreasonable loss of residential amenity having regard to:
 - (a) the privacy of residents;
 - (b) any likely increase in noise;
 - (c) the residential function of the strata scheme;
 - (d) the location and layout of lots;
 - (e) the extent and nature of any other non-residential uses; and
 - (f) any impact on shared access and common property.

Note: The following is provided for information purposes.

If the accommodation service will provide food to/prepare food for guests, the operator must contact the Council to confirm their requirements under the *Food Act 2003*.

It is suggested the applicant/service provider discusses with a building surveyor any building code matters that need to be satisfied under the relevant building regulations.

	For	Against		For	Against
Cr Rockliff	✓		Cr Milbourne	✓	
Cr Alexiou	✓		Cr Perry	✓	
Cr Hollister	✓				

CARRIED UNANIMOUSLY

With no further business on the agenda the Chairperson declared the meeting closed at 5:20pm.

Confirmed

Chairperson

7.2 GOVERNANCE, FINANCE & COMMUNITY SERVICES COMMITTEE MEETING - 20 JANUARY 2020

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

SUMMARY

The purpose of this report is to receive the minutes and endorse the recommendations provided to Council by the Governance, Finance & Community Services Committee meeting held on Monday, 20 January 2020.

ATTACHMENTS

1. Minutes - Governance Finance & Community Services Committees - 20 January 2020

RECOMMENDATION

That the minutes of the Governance, Finance & Community Services Committee meeting held on Monday, 20 January 2020 be received and the recommendations contained therein be adopted.

GFC 01/20	Annual Plan Progress Report to 31 December 2019
GFC 02/20	Elected Members Expenditure Report November and December 2019
GFC 03/20	General Manager's Delegations
GFC 04/20	Finance Report to 31 December 2019
GFC 05/20	HMAS Stuart - The freedom of entry to the City of Devonport
GFC 06/20	Reconciliation Australia - National Reconciliation Walks
GFC 07/20	Community Services Report - November and December 2019
GFC 08/20	Arts and Convention Report - November and December 2019
GFC 09/20	Governance and Finance Report - November and December 2019

Author: Position:	Robyn Woolsey Executive Assistant General Management	Endorsed By: Position:	Matthew Atkins General Manager
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**MINUTES OF A GOVERNANCE, FINANCE & COMMUNITY SERVICE COMMITTEE MEETING OF
THE DEVONPORT CITY COUNCIL HELD IN THE ABERDEEN ROOM, LEVEL 2, paranaple centre,
137 ROOKE STREET, DEVONPORT ON MONDAY, 20 JANUARY 2020 COMMENCING AT 5:30PM**

PRESENT: Cr A Jarman (Chairman)
Cr J Alexiou
Cr G Ennis
Cr L Laycock
Cr S Milbourne
Cr A Rockliff

Councillors in Attendance:

Cr P Hollister
Cr L Perry

Council Officers:

General Manager, M Atkins
Executive Manager Organisational Performance, K Peebles
Community Services Manager, K Hampton
Convention and Arts Centre Manager, G Dobson

Audio Recording:

All persons in attendance were advised that it is Council policy to record Council meetings, in accordance with Council's Digital Recording Policy. The audio recording of this meeting will be made available to the public on Council's website for a minimum period of six months.

1.0 APOLOGIES

There were no apologies received.

2.0 DECLARATIONS OF INTEREST

There were no Declarations of Interest.

3.0 PROCEDURAL**3.1 PUBLIC QUESTION TIME****RODNEY RUSSELL – 225 STEELE STREET, DEVONPORT**

Q1 Page 4, Annual Plan Progress for 31 December 2019 states a Retaining Wall Policy has been drafted for internal review. When will the Retaining Wall Policy be available for the public to view?

Response

The General Manager advised that the exact date would be provided to Mr Russell in writing.

Q2 Governance and Finance Report page 101, Municipal Boundary adjustment between Devonport City Council and the Kentish Council. What's happening there?

Response

The General Manager advised that there was a small section of land that there was some confusion over the ownership. It was a matter that we raised with the Kentish

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Council around ten years ago and for whatever reason it wasn't finalised, but now that matter has been finalised and been cleared up. It was a very small sliver of land.

BOB VELLACOTT – 11 COCKER PLACE, DEVONPORT

Q1 As of the 31st December or thereabouts is the revenue received for Stage 1 Living City as predicted/budgeted and if not what is the shortfall?

Response

The Chairperson advised that the question would be taken on notice and a response provided in writing.

Q2 When it is predicted that Council will commence to receive revenue as originally budgeted from, the now, Stage 2 of the Living City Project ie Waterfront Hotel?

Response

The Chairperson advised that the question would be taken on notice and a response provided in writing.

MALCOLM GARDAM – 4 BEAUMONT DRIVE, MIANDETTA

Q1 Did Council pay in full or part thereof for the Pitt & Sherry Traffic Impact Assessment report which included an in depth assessment of traffic design requirements and impacts from the proposed new waterfront hotel and formed an integral part of the initial Application for Planning Permit as submitted by Fairbrother Pty Ltd?

Response

The General Manager advised that Council engaged Pitt & Sherry to do some traffic modelling right across Living City, prior to entering into the hotel arrangement with Fairbrother, however, once Council entered into the preferred proponent agreement with Fairbrother, the preparation of the development application was fully their responsibility and any work that Pitt & Sherry undertook was funded by Fairbrother.

Malcolm Gardam

Yes, the question, if you don't mind, clarification, the traffic impact assessment that was embodied in the application for planning permit, had a lot of hotel turning circles etc requirements, did Council pay for all of that application?

Chairperson

So, now we are saying all the application, or the Pitt & Sherry component?

Malcolm Gardam

Yes, sorry, the Pitt & Sherry traffic impact statement.

General Manager

Yes, as stated the work that was undertaken by Pitt & Sherry prior to the hotel arrangement with Fairbrother was paid for by Council, but then, once Fairbrother came on board it was their responsibility and certainly the work in the DA was their responsibility, whether they levered off some of the previous work that was undertaken, I am unaware of that, but that was public information they may or may not have used.

Q2 Has Council contributed in kind or by reimbursement towards the cost of the Pitt & Sherry Traffic Impact Assessment report included with the current proposed Waterfront Hotel Application for Planning Permit PA2019.0216 as submitted by Fairbrother Pty Ltd?

Response

The General Manager advised, no.

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BOB VELLACOTT – 11 COCKER PLACE, DEVONPORT

Q3 What is the now estimated cost to ratepayers for the subsidised access road that will be necessary for the proposed Waterfront Hotel?

Response

The Chairperson advised that the question would be taken on notice and a response provided in writing.

MALCOLM GARDAM – 4 BEAUMONT DRIVE, MIANDETTA

Q3 Noting the supposed finalisation of the new Waterfront Parkland development tender with Vos Constructions, as at today's date, has Council received approval from TasRail for the necessary public interfaces with the rail corridor and the projection of the elevated Walkway out over the river?

Response

The General Manager advised that the responsibility for the permits relating to how they are constructed is with Vos, so they are dealing with TasRail on getting those permits when they choose to. They will need to effectively close the rail when they deliver the bridge and so that is something that Vos under the contract need to do with TasRail.

The Chairperson advised that due to further queries from Mr Gardam the question would be taken on notice and a response provided in writing.

3.2 QUESTIONS FROM COUNCILLORS

Nil

3.3 NOTICES OF MOTION

Nil

4.0 GOVERNANCE REPORTS**4.1 ANNUAL PLAN PROGRESS REPORT TO 31 DECEMBER 2019****GFC 01/20 RESOLUTION**

MOVED: Cr Laycock
SECONDED: Cr Milbourne

That it be recommended to Council that the 2019/20 Annual Plan Progress Report for the period ended 31 December 2019 be received and noted.

	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Enniss	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

4.2 ELECTED MEMBERS EXPENDITURE REPORT NOVEMBER AND DECEMBER 2019**GFC 02/20 RESOLUTION**

MOVED: Cr Alexiou
SECONDED: Cr Rockliff

That it be recommended to Council that the bi-monthly report advising of Councillor allowances and expenses be received and noted.

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	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Enniss	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

4.3 GENERAL MANAGER'S DELEGATIONS**GFC 03/20 RESOLUTION**

MOVED: Cr Rockliff

SECONDED: Cr Laycock

That it be recommended to Council that:

1. Pursuant to Section 22(1) of the *Local Government Act 1993* ("the Act"), Council delegate its functions and powers as outlined in the attached document to the General Manager (or an officer acting in that capacity); and
2. Permit the sub-delegation of those powers and functions by the General Manager to appropriately qualified and/or experienced employees, pursuant to Section 64 of the Act.

	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Enniss	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

5.0 FINANCE REPORTS**5.1 FINANCE REPORT TO 31 DECEMBER 2019****GFC 04/20 RESOLUTION**

MOVED: Cr Alexiou

SECONDED: Cr Enniss

That it be recommended to Council that the Finance Report as at 31 December 2019 be received and noted.

	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Enniss	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

6.0 COMMUNITY SERVICES REPORTS**6.1 HMAS STUART - THE FREEDOM OF ENTRY TO THE CITY OF DEVONPORT****GFC 05/20 RESOLUTION**

MOVED: Cr Laycock

SECONDED: Cr Rockliff

That it be recommended to Council that Devonport grant "Freedom of Entry" to the City to the HMAS *Stuart* during its visit between 28 February and 2 March 2020.

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	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Enniss	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

6.2 RECONCILIATION AUSTRALIA - NATIONAL RECONCILIATION WALKS**GFC 06/20 RESOLUTION**

MOVED: Cr Milbourne

SECONDED: Cr Rockliff

That it be recommended to Council that it advise Reconciliation Australia and Reconciliation Tasmania that Council supports in principle the National Reconciliations Walks 2020, subject to approval of the Department of State Growth to close Victoria Bridge.

	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Enniss	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

7.0 INFORMATION REPORTS**7.1 COMMUNITY SERVICES REPORT - NOVEMBER AND DECEMBER 2019****GFC 07/20 RESOLUTION**

MOVED: Cr Rockliff

SECONDED: Cr Milbourne

That it be recommended to Council that the Community Services report be received and noted.

	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Enniss	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

7.2 ARTS AND CONVENTION REPORT - NOVEMBER AND DECEMBER 2019 (D613897)**GFC 08/20 RESOLUTION**

MOVED: Cr Alexiou

SECONDED: Cr Enniss

That it be recommended to Council that the Arts and Convention report be received and noted.

	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Enniss	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

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7.3 GOVERNANCE AND FINANCE REPORT - NOVEMBER AND DECEMBER 2019**GFC 09/20 RESOLUTION**

MOVED: Cr Rockliff

SECONDED: Cr Milbourne

That it be recommended to Council that:

- a) the Governance and Finance report be received and noted; and
- b) the revised Code for Tenders and Contracts which addresses the Tasmanian Audit Office procurement report recommendation 4 be adopted.

	For	Against		For	Against
Cr Jarman	✓		Cr Laycock	✓	
Cr Alexiou	✓		Cr Milbourne	✓	
Cr Ennis	✓		Cr Rockliff	✓	

CARRIED UNANIMOUSLY

There being no further business on the agenda the Chairperson declared the meeting closed at 6:02pm.

Confirmed

Chairperson

8.0 CLOSED SESSION

RECOMMENDATION

That in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*, the following be dealt with in Closed Session.

Item No	Matter	Local Government (Meeting Procedures) Regulations 2015 Reference
8.1	Confirmation of Closed Minutes – Council Meeting – 16 December 2019	15(2)(g)
8.2	Application for Leave of Absence	15(2)(h)
8.3	Nomination – Land Sale 2-26 Best Street	15(2)(f)(g)
8.4	Unconfirmed Minutes – Joint Authorities	15(2)(g)

OUT OF CLOSED SESSION

RECOMMENDATION

That Council:

- (a) having met and dealt with its business formally move out of Closed Session; and
- (b) resolves to report that it has determined the following:

Item No	Matter	Outcome
8.1	Confirmation of Closed Minutes - Council Meeting - 16 December 2019	Confirmed
8.2	Application for Leave of Absence	
8.3	Nomination - Land Sale 2-26 Best Street.	
8.4	Unconfirmed Minutes - Joint Authorities	Received and noted.

9.0 CLOSURE

There being no further business the Mayor declared the meeting closed at pm.
