



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 23 June 2021

**at 5:15 pm
via Zoom**

SUPPLEMENTARY ITEMS

ORDER OF BUSINESS

- 10. STAGE 3 NEW TOWN RETAIL PRECINCT UPGRADE - LRCI
ROUND 3 GRANT FUNDING OPPORTUNITY 3**
- 11. CITY OF HOBART TEMPORARY HOARDINGS AND FENCING
PERMIT PROCEDURE 10**

The Chief Executive Officer reports:

“That in accordance with the provisions of Part 2 Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*, these supplementary matters are submitted for the consideration of the Committee.

Pursuant to Regulation 8(6), I report that:

- (a) information in relation to the matter was provided subsequent to the distribution of the agenda;
- (b) the matter is regarded as urgent; and
- (c) advice is provided pursuant to Section 65 of the Act.”

**10. Stage 3 New Town Retail Precinct Upgrade - LRCI Round 3 Grant
Funding Opportunity
File Ref: F21/57435; 2017-0082-02**

Report of the Senior Transport Engineer and the Director City Planning of
21 June 2021 and attachment.

Delegation: Council

**REPORT TITLE: STAGE 3 NEW TOWN RETAIL PRECINCT UPGRADE -
LRCI ROUND 3 GRANT FUNDING OPPORTUNITY****REPORT PROVIDED BY:** Senior Transport Engineer
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. This report presents an update on the New Town retail precinct streetscape upgrade project, and an opportunity to complete the project (see attachment A for the extent of the works) with an identified capital funding grant source (LRCI – Round 3) and a Council capital works contribution.
- 1.2. The New Town retail precinct upgrade project, approved by the Council, which was partially completed but put on hold due to COVID-19, could now be substantially completed, should the Council so resolve.
- 1.3. The proposed streetscape improvements will provide better access and amenity for pedestrians, making it easier for people to safely and comfortably access the shops, services and public transport in New Town Road, between Pedder Street and Risdon Road.

2. Report Summary

- 2.1. The City's design team has developed a draft streetscape plan for the New Town Retail Precinct, based on the New Town community Project Action Team's recommendations and priorities.
- 2.2. The Council has previously considered a report relating to the community engagement and the streetscape design concept plan at its 4 June 2018 meeting.
- 2.3. The Council resolved to implement the streetscape upgrade, based on the concept design proposal.
- 2.4. Construction commenced in 2019 and a first stage of works in the vicinity of the Pirie Street, Pedder Street, New Town Road junction along with other kerb and channel and footpath renewal works between the junction with Pirie Street and the "Salvos" at 115 New Town Road were completed in early 2020.
- 2.5. Extensive project documentation and development was undertaken for the second and third stage works in anticipation of undertaking these during 2020.
- 2.6. The second and third stage works were however placed on indefinite hold following the COVID-19 pandemic and related financial impacts to the City of Hobart.

- 2.7. The City of Hobart has applied for funding from the Tasmanian Government's VRUP (Vulnerable Road User Program) to support installation of median island crossings at two locations, as identified in the Council approved concept plans, near the "Salvos" and Cross Street, to improve pedestrian amenity and safety at these locations. It is likely this application will be well considered.
- 2.8. The City of Hobart is also eligible to receive an additional funding allocation of \$1,370,000 under the recently notified, phase 3 of the LRCI (Local Road and Community Infrastructure) Program from the Australian Government. This program was initiated to help respond to the economic impacts of COVID 19.
- 2.9. The City of Hobart has until 31 July 2021 to nominate projects to utilise this funding. The funding is to be spent in 2022.
- 2.10. The New Town retail precinct upgrade is believed to be an eligible project based on the criteria for phase 1 and 2 of the LRCI program. Phase 3 criteria have not yet been released, but are believed to be largely unchanged.
- 2.11. The funding available from the phase 3 LRCI Program along with VRUP funding and a contribution from the City of Hobart of \$500,000 would be sufficient to complete the substantial Stage 3 of the New Town Retail Precinct upgrade project in 2022-23. The smaller Stage 2 component of the project between Risdon Road and 192-194 New Town Road, and costed at \$500K, would remain to be completed when funding became available.
- 2.12. Completing the substantial Stage 3 New Town Retail precinct project respects the existing Council resolution and commitment to upgrading this area of Hobart, capitalises on the extensive co-design community engagement process, detail design and planning already undertaken.

3. Recommendation

That:

1. ***The Council authorise the Chief Executive Officer to nominate the works associated with the Stage 3 New Town retail precinct upgrade for funding under phase 3 of the Australian Governments LRTI Program;***
2. ***The Council allocate for its consideration an amount of \$500,000 from the Capital works budget allocation in the 2022-23 year for Stage 3 New Town retail precinct upgrade project.***

4. Background

- 4.1. In December 2015, the Council endorsed a plan to upgrade a series of local retail precincts across Hobart. A Plan for Hobart's Local Retail Precincts (the plan) was prepared by a consultant team including MRCagney, Inspiring Place, Village Well, Jon Mongard Landscape Architects and Fresh Start Communications.
- 4.2. The Lenah Valley precinct was the first of the upgrades from the plan to be completed in 2018. In other work through the local retail precincts planning, The City of Hobart has also improved pedestrian access in the South Hobart retail precinct (pedestrian traffic signals and Macquarie Street (south side) raised threshold side road crossings), and undertaken extensive stakeholder engagement and trial installation in the Elizabeth Street "Midtown" precinct.
- 4.3. Prior to this program, the City of Hobart had also undertaken an extensive streetscape upgrade in the Sandy Bay retail precinct area. The City of Hobart has also continued to progressively upgrade pedestrian amenity in the Hobart Waterfront and Salamanca precinct in this time.
- 4.4. The complete documentation for those projects and the New Town retail precinct project has been previously considered by the Council.
- 4.5. The COVID-19 event, whilst not impacting Tasmania as deeply as some other jurisdictions, has reminded us of the need to support and enhance our local activity centres, supporting local businesses, community resilience, health and wellbeing.

5. Proposal and Implementation

- 5.1. The proposal is to nominate the package of works described as Stage 3 New Town retail precinct project as the City of Hobart's phase 3 LRCI program project.
 - 5.1.1. Should the Council so resolve, Council officers would prepare the necessary nomination paperwork for submission into the phase 3 process prior to the deadline of 31 July 2021.
- 5.2. It is also proposed to include an amount of \$500,000 in the 2022-23 capital works budget to fully complete Stage 3 of the project.
 - 5.2.1. It is noted the previously approved Council capital funding allocation for the project was reallocated during the COVID-19 related revised budget in 2020.

6. Strategic Planning and Policy Considerations

- 6.1. The proposal furthers a number of strategic objectives of the Capital City Plan 2015-2025, including:
 - 1.3 Vibrant city centre and suburban precincts;
 - 2.1 A fully accessible and connected environment;

- 2.2 A people-focussed city with well-designed and well managed urban and recreational spaces;
- 4.1 Community connectedness and participation realises the cultural and social potential of the community; and
- 5.4 An engaged civic culture where people feel part of decision making.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. The Australian Government phase 3 LRCI Program has not been planned or anticipated. It is part of ongoing COVID-19 recovery support.
 - 7.1.2. As such there is no impact on the current year operating result.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. It is proposed that the 2022-23 budget year capital allocation of \$500,000 occur to complete Stage 3 of the project occurs at a time when recovery in the Council's financial position will be improving.
 - 7.2.2. Other financial implications including street cleansing, parks maintenance, planned asset maintenance and asset write offs have been previously documented in the New Town retail precinct upgrade report (CIC 30 May 2018). It is not believed there is any material change to these.
- 7.3. Asset Related Implications
 - 7.3.1. It is noted that a portion of the works is planned asset renewal which is required in any event at some point in the coming years.

8. Legal, Risk and Legislative Considerations

- 8.1. Key considerations have been documented in the previous New Town retail precinct upgrade report (CIC 30 May 2018).
- 8.2. The additional consideration is that the Council is authorising the City of Hobart Chief Executive Officer to enter into an agreement with the Australian Government under the LRCI Program to fund the identified New Town retail precinct project.

9. Environmental Considerations

- 9.1. Key considerations have been documented in the previous New Town retail precinct upgrade report (CIC 30 May 2018).

10. Social and Customer Considerations

- 10.1. Key considerations have been documented in the previous New Town retail precinct upgrade report (CIC 30 May 2018).

- 10.2. By completing this substantial stage of the project the Council is honouring the commitment it has made to the local community and stakeholders.
- 10.3. The Council is demonstrating its prudent management through financial restraint when required, but also continued support of local community retail precinct areas when funding becomes available.

11. Marketing and Media

- 11.1. Key considerations have been documented in the previous New Town retail precinct upgrade report (CIC 30 May 2018).
- 11.2. Restarting and completing the project, with Australian and Tasmanian Government support will generate media interest.

12. Community and Stakeholder Engagement

- 12.1. A significant community and stakeholder engagement program has been undertaken during the planning phase of this proposal.
- 12.2. Key considerations have been documented in the previous New Town retail precinct upgrade report (CIC 30 May 2018).
- 12.3. Should the Council so resolve, and the LRCI Program funding application is confirmed as successful, the community and stakeholder engagement plan, previously put on hold, will be refreshed and engagement will recommence.

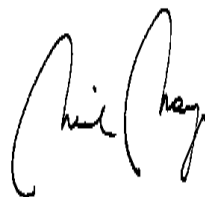
13. Delegation

- 13.1. This is a matter for the Council to determine.

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




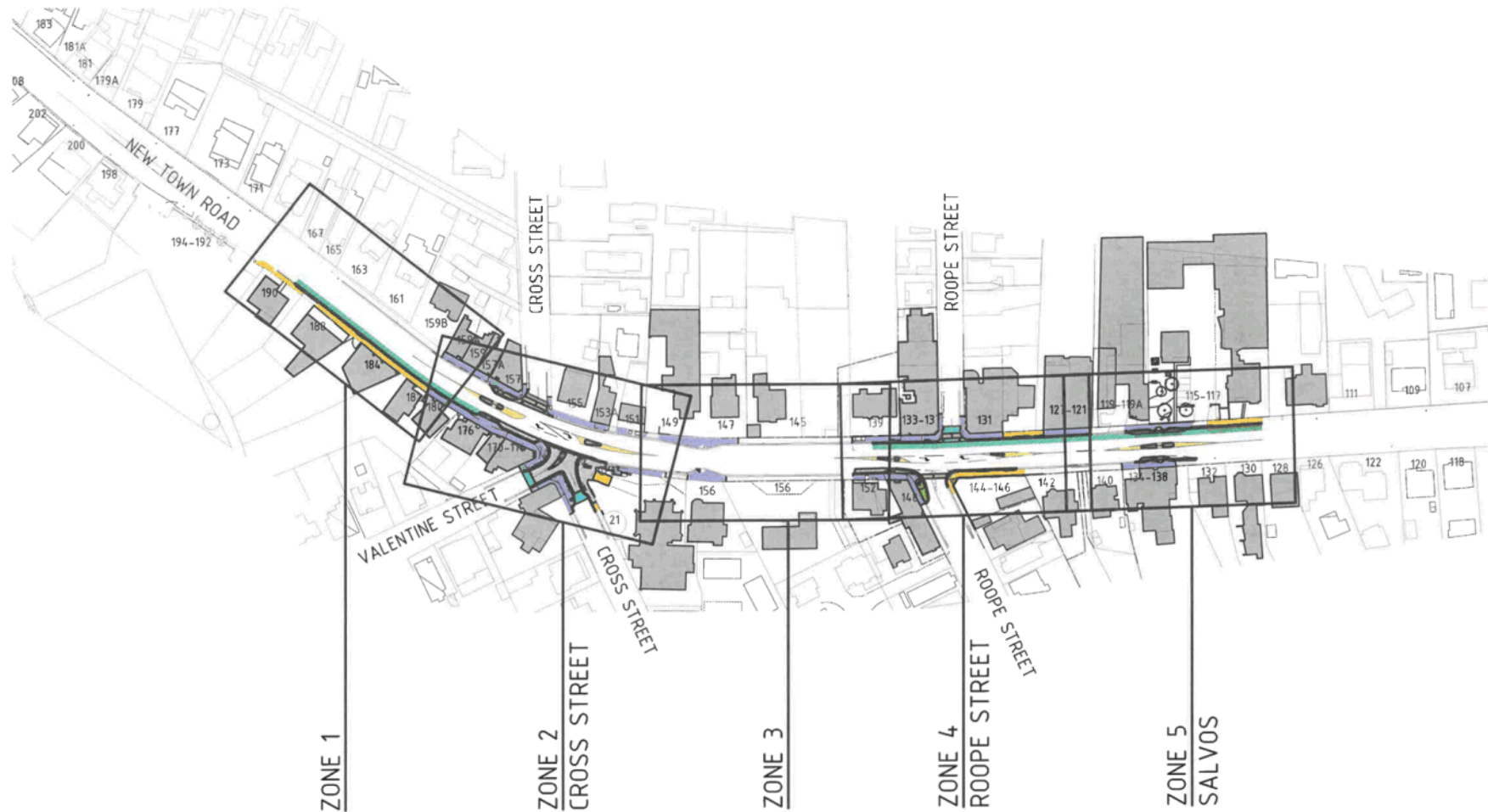
Stuart Baird
SENIOR TRANSPORT ENGINEER





Neil Noye
DIRECTOR CITY PLANNING

Date: 21 June 2021
File Reference: F21/57435; 2017-0082-02

Attachment A: New Town Retail Precinct Streetscape Upgrade - General Arrangement Plan ↓ 



GENERAL ARRANGEMENT REFERENCE PLAN
Scale 1:1500

REV	DESCRIPTION	DATE			
A	ESTIMATE AND REVIEW	01/10/19			
			 City of HOBART HOBART COUNCIL CENTRE 15 SLEAZEBOTH STREET SHEPPARD TAS 7008 P: 031 4220 2710 F: 031 4220 1023 E: info@hobartcity.com.au www.hobartcity.com.au		
					
			PROJECT DESCRIPTION NEW TOWN RETAIL PRECINCT STREETScape UPGRADE - STAGE 3		
			DRAWING TITLE GENERAL ARRANGEMENT REFERENCE PLAN		
			CLIENT CITY PLANNING DIVISION		
			DESIGN RJ	FILE NUMBER RPS18-0056 & 0067	SHEET 3 OF 3 A3
			DRAWN TMD	FILE LOCATION	
			DATE 01/10/19	SHEET NUMBER 0.200	REVISION A
			SCALE 1:1500		

11. City of Hobart Temporary Hoardings and Fencing Permit Procedure
File Ref: F21/57874; F21/57022;16/116

Report of the Manager City Mobility and the Director City Planning of
21 June 2021 and attachment.

Delegation: Committee

REPORT TITLE: CITY OF HOBART TEMPORARY HOARDINGS AND FENCING PERMIT PROCEDURE**REPORT PROVIDED BY:** Manager City Mobility
Director City Planning**1. Report Purpose and Community Benefit****1.1. Procedure purpose**

- 1.1.1. Consistent with City of Hobart Council's responsibilities under Section 30 of the *Tasmanian Local Government (Highways) Act*, Council is required to deliver a safe road environment.
- 1.1.2. As the City grows, key destinations in the city will be under pressure to perform economically for all businesses, and yet to accommodate significant development over the coming years.
- 1.1.3. This *Works on Public Highways – Hoardings and Fences Permit Procedure* (the Procedure) defines City of Hobart Council's 'local regulatory requirements' in accordance with the provisions of Section 2.2.5 of *Australian Standard 4687 Temporary fencing and hoardings*.
- 1.1.4. The Procedure limits the use of fences in the city for vacant, dangerous and construction sites in selected areas which are within the pedestrian destination areas of the city.

2. Report Summary**2.1. Description of Procedure**

- 2.1.1. Consistent with the current Permit application process which remains in place;
- 2.1.2. Provides for the requirement for more solid and safer construction and vacant site hoardings to be installed in select locations within the Hobart Local Government Area;
- 2.1.3. Will improve road safety particularly for pedestrians in key destination and centre areas by use of hoardings protection; and
- 2.1.4. Will improve visual outcomes in the city during its' next growth phase.

3. **Recommendation**

That the Temporary Hoarding and Fencing Permit Procedure marked as Attachment A to this report be received and noted.

4. **Background**

4.1. City Infrastructure Committee Question Without Notice

- 4.1.1. City Infrastructure Committee raised a Question Without Notice at its meeting on 23 September 2020 as follows:

Could the Director please advise if the City has any standards for Building Site Hoardings such as in other Capital Cities? If not, is it time for Hobart to consider Hoarding Standards and requirements to avoid unsightly building sites with flimsy transparent fencing impacting on the streetscape?

- 4.1.2. Director City Planning, Mr Neil Noye responded on 19 November 2020 (F20/104415; 13-1-10) as follows:

A report is being prepared for the consideration of the committee for the review of the standards for building site hoardings taking into account standards employed in other Australian cities with the aim of improving the safety and appearance of building sites within the city. The report will be presented to the committee on or before the first quarter of 2021.

- 4.1.3. This *Works on Public Highways – Hoardings and Fences Permit Procedure* is the outcome report referred to in the Response to Question Without Notice referred to in section 4.1.2 of this report.

5. **Proposal and Implementation**

- 5.1. The *Works on Public Highways – Hoardings and Fences Permit Procedure* is consistent with the current Permit application process which remains in place.

- 5.1.1. The Procedure will be communicated to the industry as follows:

5.1.1.1. Briefing scripting and fact sheets available via the City of Hobart website, the City of Hobart customer service centre and the City Mobility Unit Duty Officer;

5.1.1.2. Via letter to key industry providers; and

- 5.1.1.3. By advertisement in the local newspaper distributed in the Hobart Local Government Area

6. Strategic Planning and Policy Considerations

- 6.1. The Procedure responds to the Council's vision, *Hobart A Community Vision for our Island Capital: Pillar 5 Movement and Connectivity* as follows:

- 6.1.1. 5.1 WE KEEP OUR CITY BREATHING: 5.1.2 Any growth or changes to transport and technology must be unobtrusive; natural, environmental and cultural elements are all taken into account whenever we are contemplating any changes to our transportation and technology system.

- 6.1.1.1. In relation to city safety: Hobart's footpaths are generally constrained in cross section. In the more pedestrianised areas of the city, the hoardings requirement will provide a high level of confidence for pedestrian and community safety i.e. extent of frontages on construction or vacant site will have fixed, legible and safer installations.

- 6.1.1.2. In relation to city aesthetics: Hobart is an historic and event city. In order to welcome business visitors and tourists to enjoy Hobart in the coming years, it is desirable to improve the visual impact of multiple development and construction sites across the centres areas which are expected to occur at the same time.

- 6.1.2. 5.2 WE MAINTAIN OUR PACE OF LIFE: 5.2.2 Connections between spaces are safe and easy to find and navigate. They are interesting, encouraging us to move between them, to be active as we move from place to place and space to space.

- 6.1.2.1. Consistent with Council's and the community's investments and expectations in the Hobart CBD, Hobart Destination and Hobart Suburban Retail Precincts, the redevelopment of these areas is expected to be consistent with the qualities of the surrounding environment.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result

- 7.1.1. The implementation of this procedure is not expected to funding implication for the current financial year.

7.2. Impact on Future Years' Financial Result

- 7.2.1. Potential for future revision to Fees and Schedules for minimum requirements and incentives.

7.3. Asset Related Implications

- 7.3.1. Consultation with Council's asset management areas occurred during the development of the Procedure.

- 7.3.2. Section 2.4 of the Procedure excludes works by Council and other utility providers and their suppliers which are generally:

- 7.3.2.1. Of short duration (under 14 days), and/ or emergency works;

- 7.3.2.2. Within the trafficable highway area where fences are the only feasible solution; and

- 7.3.2.3. In parkland areas with higher wind loadings

8. Legal, Risk and Legislative Considerations

8.1. Legal review

- 8.1.1. The Procedure has been reviewed and amended in accordance with advice from the Legal Officer, Compliance and Permits, Mr Tom Rolfe.

- 8.1.2. The Procedure is generally consistent with other Permit and compliance procedures implemented by City of Hobart Council.

9. Environmental Considerations

9.1. Climate change

- 9.1.1. The Procedure retains the Australian Standard requirement for apertures in the Hoarding design, but requires that the hoarding is 'visually solid'.

- 9.1.2. This is intended to maintain the safety and affordability of Hoarding structures in relation to wind speed and gust forecasts under both normal and climate change scenarios.

- 9.1.3. All Hoardings will be required to be designed and installed in accordance with the relevant engineering design standards and certifications.

10. Social and Customer Considerations

10.1. Pedestrian and disability access safety

10.1.1. The Procedure requires hoardings to be built in Hobart Destinations, the Hobart CBD, and the Suburban Retail Precincts.

10.1.2. As these areas are the highly pedestrianised areas of the city, the following benefits are anticipated:

10.1.2.1. Improved safety and legibility for all footpath users;

10.1.2.2. Improved safety and legibility for mobility impaired road users; and

10.1.2.3. Increased attractiveness for walking and moving in Hobart's key pedestrian areas.

11. Marketing and Media

11.1. The *Works on Public Highways – Hoardings and Fences Permit Procedure* is consistent with the current Permit application process which remains in place.

11.1.1. The new procedure will be communicated to the industry as follows:

11.1.1.1. Via briefing scripting and fact sheets available via the website, the City of Hobart customer service centre and the City Mobility Unit.

11.1.1.2. Via letter to key industry providers

11.1.1.3. By advertisement in the local newspaper distributed in the Hobart Local Government Area

12. Community and Stakeholder Engagement

12.1. Actions as itemised in Section 11.0.

12.2. Review of initiative after the first twelve months.

13. Delegation

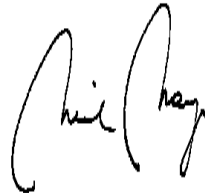
13.1. The *Works on Public Highways – Hoardings and Fences Permit Procedure* (the Procedure) defines City of Hobart Council's 'local regulatory requirements' in accordance with the provisions of Section 2.2.5 of *Australian Standard 4687 Temporary fencing and hoardings*; and

- 13.2. As the land use and road authority responsible for the management and maintenance of Hobart highways, the Council will implement the procedure once formally adopted.

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




Louisa Carter
MANAGER CITY MOBILITY



Neil Noye
DIRECTOR CITY PLANNING

Date: 21 June 2021
File Reference: F21/57874; F21/57022;16/116

Attachment A: COH Temporary Hoardings and Fencing Permit Procedure ↓ 

 Works on Public Highways – Procedure for Temporary Hoardings and Fences by the City of Hobart		
TRIM Reference		Division City Planning
Doc Type Procedure	Application City Planning Division	Date June 2021
Author: Manager City Mobility		Approver: Director City Planning

1 Purpose

- 1.1 This procedure operates as an exception to the usual permit process for City of Hobart Council Permit *Application to occupy and/or carry out works on a highway*, which remains a requirement for the regulated occupation of a highway.
- 1.2 This procedure provides a guideline for lodgement, assessment and approval of temporary occupation permits relating to hoarding and fencing permitted by the City of Hobart (Council) under Clause 27 *City of Hobart Infrastructure By Law*, including:
 - i. Installations of hoardings in the Hobart Local Government Area Central Business District, Retail Precincts and Destinations in accordance with the provisions of Australian Standard 4687 *Temporary fencing and hoardings*.
 - ii. Installations of fences in the Hobart Local Government Area (except in the Central Business District, Retail Precincts and Destinations) in accordance with the provisions of Australian Standard 4687- *Temporary fencing and hoardings*.

2 Scope

- 2.1 Occupational Permits under Clause 27 of the *City of Hobart Infrastructure By Law* for any temporary hoarding or fence are required across the Hobart Local Government Area via the City of Hobart Council Permit *Application to occupy and/or carry out works on a highway*.
- 2.2 This procedure applies to temporary hoardings and fencing in accordance with AS 4687 *Temporary fencing and hoardings*.
- 2.3 In general, the procedure is intended to improve the safety and aesthetics of hoardings and access arrangements to vacant, unsafe or construction sites in the Hobart Destinations, Hobart Central Business District (Central Catchment) and Hobart Suburban Retail Precincts.
- 2.4 All civil work and works located solely within the road reserve, or works conducted by or for a public and utility providers or under permit from a relevant authority are excluded from this procedure.

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- 2.5 The Council Permit for *Occupation and/or carry out works on a highway* and this Temporary Hoardings and Fencing Procedure do not include assessment and licensing of permanent structures and installations.

3 Definitions

	Term	Description
3.1.	Hoarding	A temporary and solid safety and visual barrier which is certified by a structural engineer, and as defined in Section 2.2 of AS 4687 <i>Temporary fencing and hoardings</i> .
3.2.	Fence	As defined in Section 2.1 of AS 4687 <i>Temporary fencing and hoardings</i> .
3.3.	Hobart Destinations	Identifies key national renowned destination locations within the Hobart Local Government Area including: Sullivan's Cove Salamanca Place Hobart Central Business District Battery Point Cascade Brewery Waterworks Reserve Queens Domain Kunanyi/ Mountains
3.4.	Hobart Central Business District	Central Catchment i.e. the Central Hobart Precincts Plan area
3.5.	Hobart Suburban Retail Precincts	Lenah Valley Midtown North Hobart South Hobart Sandy Bay

4 Responsibilities

- 4.1 The Manager City Mobility is responsible for the implementation and maintenance of this procedure.
- 4.2 The Director City Planning is responsible for ensuring that highway management and works are undertaken in accordance with Sections 25 and 30 of the *Local Government (Highways) Act 1982*.

- 4.3 In particular, the Council as a corporation under the *Local Government (Highways) Act 1982* is responsible for the 'care, control and management' of those highways:

Section 21 (3) The local highways in a municipality that are maintainable by the corporation vest in the corporation and, for the purpose of the exercise of its functions in respect of those highways, the corporation has, subject to the [Traffic Act 1925](#) and the [Vehicle and Traffic Act 1999](#), the care, control, and management of those highways.

- 4.4 The Director City Planning is the process owner.

5 Procedure

- 5.1 This Procedure provides for the technical assessment of the road environment in terms of hoardings and fencing structures.
- 5.2 Hoardings are required in the following locations within Hobart:
- 5.2.1 Hobart Destinations
 - 5.2.2 Hobart Central Business District
 - 5.2.3 Hobart Suburban Retail Precincts
- Except for temporary events and festivals.
- 5.3 A Permit for *Occupation and/or carry out works on a highway* for hoardings is required in the locations nominated in section 5.2 of this procedure.
- 5.4 In exercising its' discretion to grant a permit for a temporary hoarding or fence, Council provides the following 'local regulatory requirements' in accordance with section 2.2.5 of AS 4687 *Temporary fencing and hoardings*:
- 5.4.1 Hoardings (including bracing) in the Hobart Destinations, Central Business District and Retail Precincts are required to be visually solid, fit for purpose and in a finish and colour to the satisfaction of the Council.
 - 5.4.2 Permit applications for Hoarding installations will include design and certification by a structural engineer to be submitted to Council prior to use of the hoarding installation.

5.5 Application submission requirements

Applications must include the following documentation:

- 5.5.1 Council Permit Application to occupy and/or carry out works on a highway
- 5.5.2 Council Permit Application to occupy and/or carry out works on a highway Fees invoice (payment up front)
- 5.5.3 Traffic Management Plan or Exemption for an Application for Road Closure showing dimensioned plans indicating construction phasing requirements

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proposed within the highway and location and duration of *Permit to occupy and/or carry out works on a highway*

- 5.5.4 Certificate of Currency (for Public Liability and Product insurance for \$20M cover in any single instance)
- 5.5.5 Design certification by a structural engineer to be submitted to Council with appropriate documentation; and
- 5.5.6 Architectural imagery and Finishes board showing expected streetscape outcomes for *Application to occupy and/or carry out works on a highway* in the areas specified in Section 5.2 of this procedure.

5.6 Notification requirements for temporary hoardings and fences

- 5.6.1 Ensure that frontage properties (except for schools) receive written notification of the proposed works, a minimum of 7 days prior to the commencement of the works (commencement of erection of the hoarding).
- 5.6.2 Ensure that the City Mobility Unit of Council is notified of the proposed works, a minimum of 7 days prior to the commencement of the works.
- 5.6.3 If required, Council may make the notification period longer in accordance with local conditions.
- 5.6.4 In the event the works include the closure of bus stops for Metro (or other public transport operator), provide written notification to the operators, a minimum of 14 days prior to the commencement of the installation of the hoarding.

5.7 Non Compliance with Permit to occupy and/ or carry out works on a highway

- 5.7.1 Council reserves the right to require rectifications to the Hoarding installation if required.
- 5.7.2 Council reserves the right to cancel the Permit to occupy and/ or carry out works on a highway at any time if the structure is considered unsafe or non-compliant with conditions.
- 5.7.3 If Council is required to undertake enforcement action in accordance with the provisions of 5.7.1 and/ or 5.7.2 of this procedure, all costs will be recoverable from the Hoardings Permit Holder (or the former Hoardings Permit Holder if cancelled).

6 Monitoring, Evaluation and Review

City Mobility Unit will work with external and internal stakeholders to monitor, evaluate and review the installation of hoardings in the Hobart Local Government Area.

6.1 Review

- 6.1.1 This procedure shall be reviewed annually.

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6.2 Identified Risks and Internal Controls

6.2.1 This procedure has been developed to ensure that hoarding installations on Hobart Local Government roads are installed legally, in compliance with the requirements of the Transport Commission, and in such a way that:

- 6.2.1.1 Minimises the risk of the public suffering injury or unreasonable delay or interruption, while also allowing works to be undertaken in an efficient and cost effective manner; and
- 6.2.1.2 Improves the visual quality of Hobart's streetscapes whilst the city grows.

6.3 Key Performance Indicators/Measures

6.3.1 KPIs are likely to include:

- Industry uptake, issues and successes
- Improved compliance, safety and aesthetics

6.4 Non Compliance with this Procedure

- 6.4.1 In the case of Emergency works, this procedure as a local provision in relation to AS 4687 *Temporary fencing and hoardings* does not apply.
- 6.4.2 Council Civil Works, Bushland & Reserves, and Parks & Recreation may undertake works without meeting the requirements of this procedure in the following circumstances:
 - 6.4.2.1 When it is necessary to conduct 'Emergency Traffic Management Works'; or
 - 6.4.2.2 When consent to vary this procedure is obtained from the General Manager or Director City Amenity.
- 6.4.3 No temporary fences will be permitted in the Hobart Destinations, Central Business District and Retail Precincts for a period longer than 7 days, with a maximum of 14 days per year. Variations to this requirement will be at Council's discretion to the satisfaction of the Directors City Planning and City Amenity. Discretionary approval under this subclause will only be granted for a maximum of 7 days

7 Amendment Table

Date of Issue	Description of Change
1930/06/21	Approved by Director City Planning and issued.

8 Records

- Insert Trim number/ PPM number

9 References

- Section 49 and 59 of the *Traffic Act 1925*;
- Sections 21(1) and 21(2) and 21 (3) and 25(1) and 25(3) and 30(1) and 30(3) and 125 the *Local Government (Highways) Act 1982*;
- Traffic Control for Works on Roads - Tasmanian Guide – Department of State Growth; and *Council Infrastructure By Law (By Law No. 1 of 2018)*.
- Australian Workplace Health and Safety legislation and guidance
- Clauses 21 and 25 of the Local Government (Highways) Act 1982
- Traffic Control for Works on Roads - Tasmanian Guide – Department of State Growth Local Government (Highways) Act 1982
- Australian Standard 4687 *Temporary fencing and hoardings*
- *Council Infrastructure By Law (By Law No. 1 of 2018): Clause 27 (for occupation of road for cranes or special vehicles, hoarding scaffolding or fencing, placement of temporary traffic management infrastructure, or installation of industrial waste containers).*