



CITY OF HOBART

MINUTES ATTACHMENTS

SPECIAL CITY PLANNING COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 10 MAY 2021

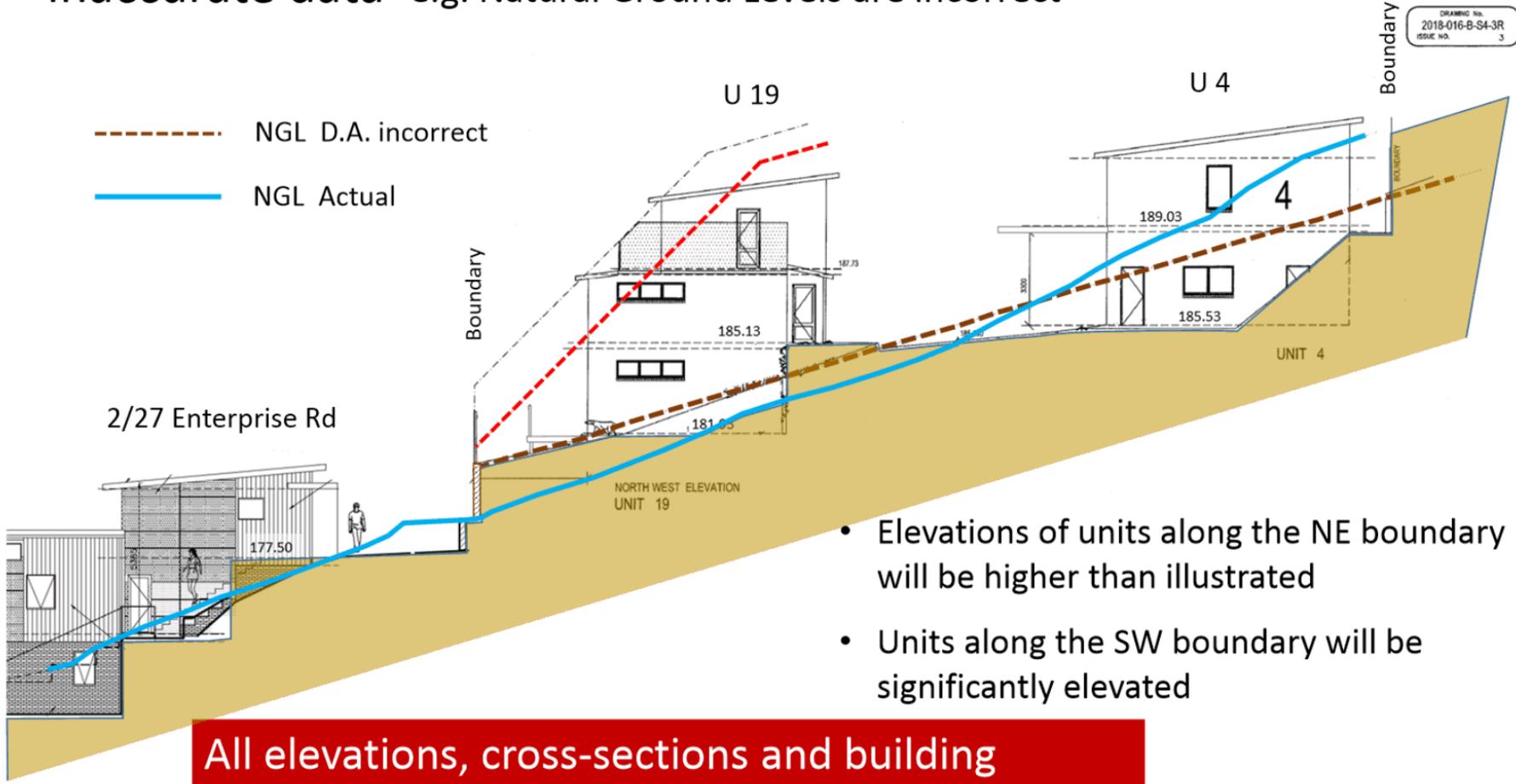
AT 4.00 PM

VENUE: COUNCIL CHAMBER, TOWN HALL

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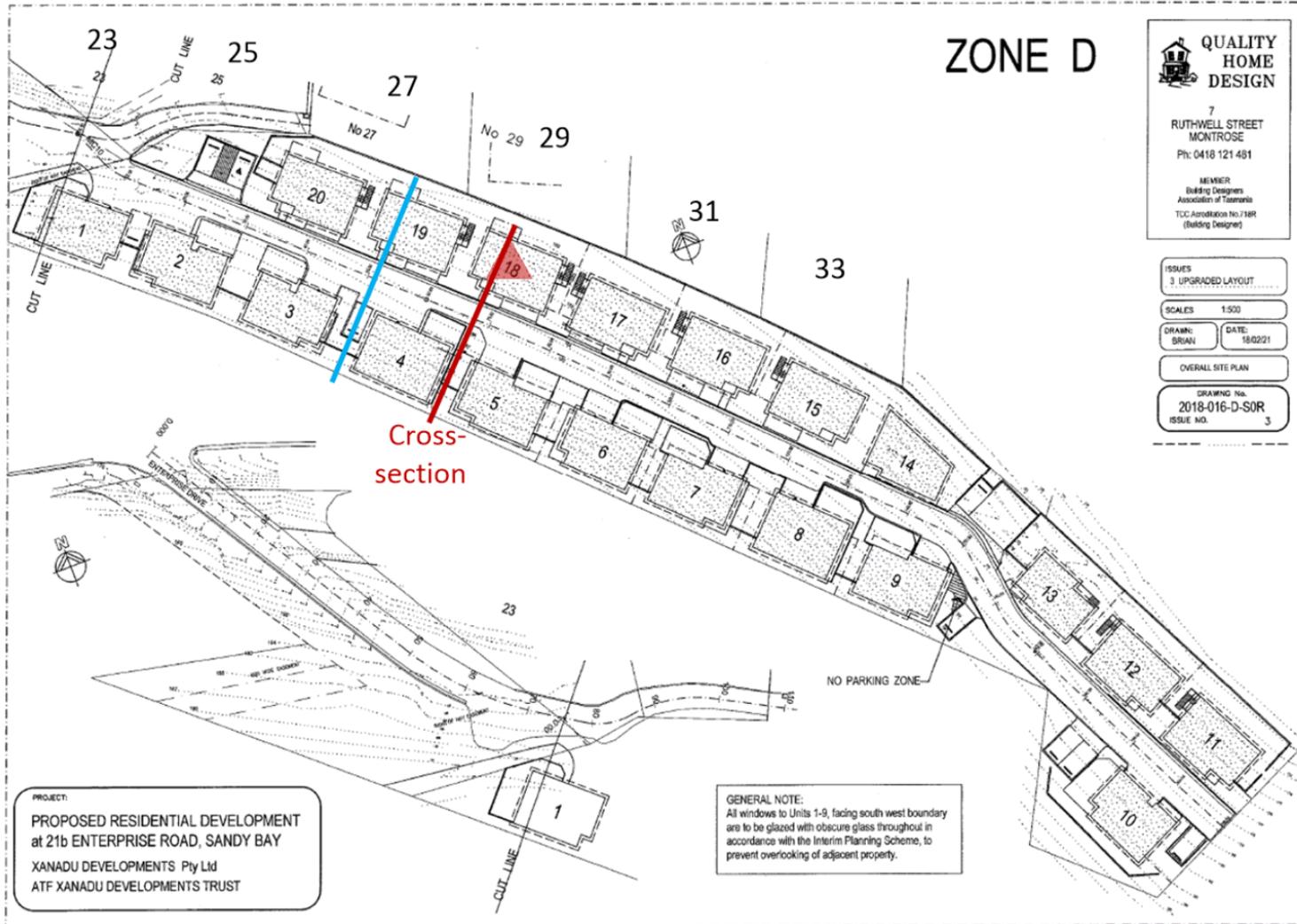
3.1.1	21B Enterprise Road and 21A Enterprise Road, and 26 Edith Avenue (CT 169835/105) and 35 Enterprise Road, and Adjacent Road Reserve, Sandy Bay - 20 Multiple Dwellings and Associated Works	
A.	Stuart McKenzie-Hall - Deputation Supporting Information - 21B Enterprise Road.....	2
B.	Jocelyn McFie - Deputation Supporting Information - 21B Enterprise Road.....	9
C.	Peter Sibly - Deputation Supporting Information - 21B Enterprise Road.....	14

Inaccurate data e.g. Natural Ground Levels are incorrect



- Elevations of units along the NE boundary will be higher than illustrated
- Units along the SW boundary will be significantly elevated

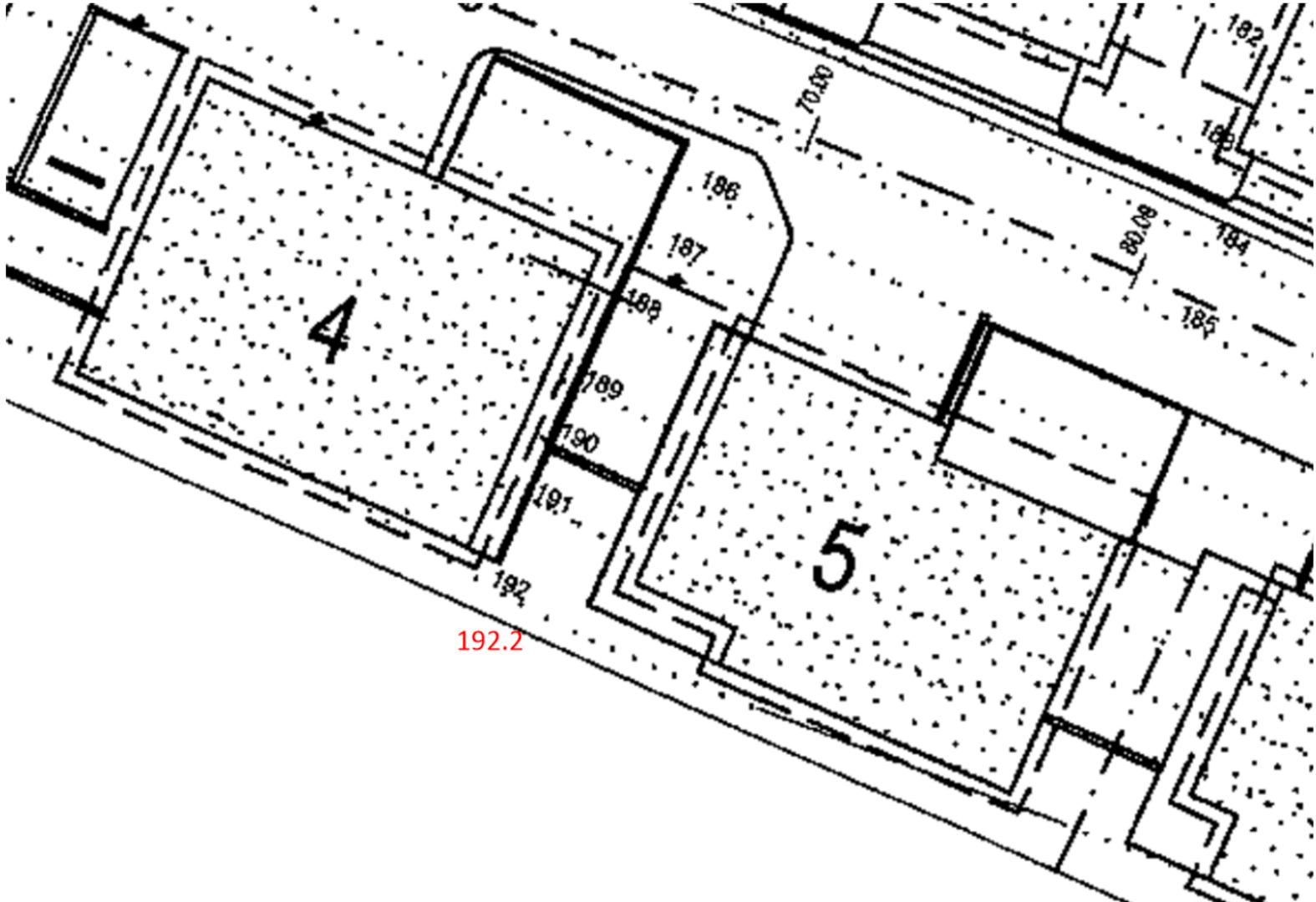
Community concerns – Inaccurate data



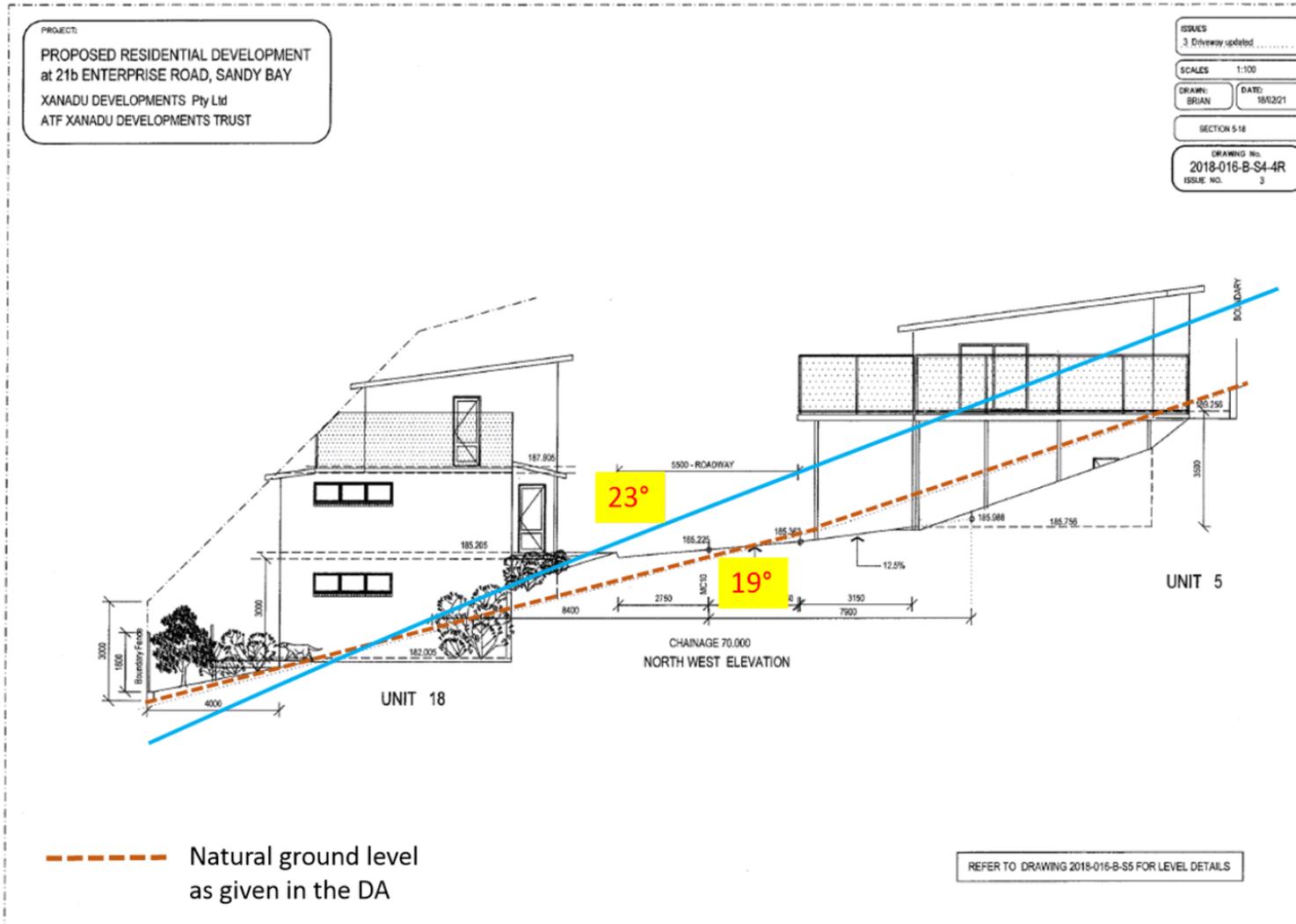
Overall Site Plan

20 units in two rows
either side of an
access lane

13 units are 3 storeys
7 units are 2 storeys



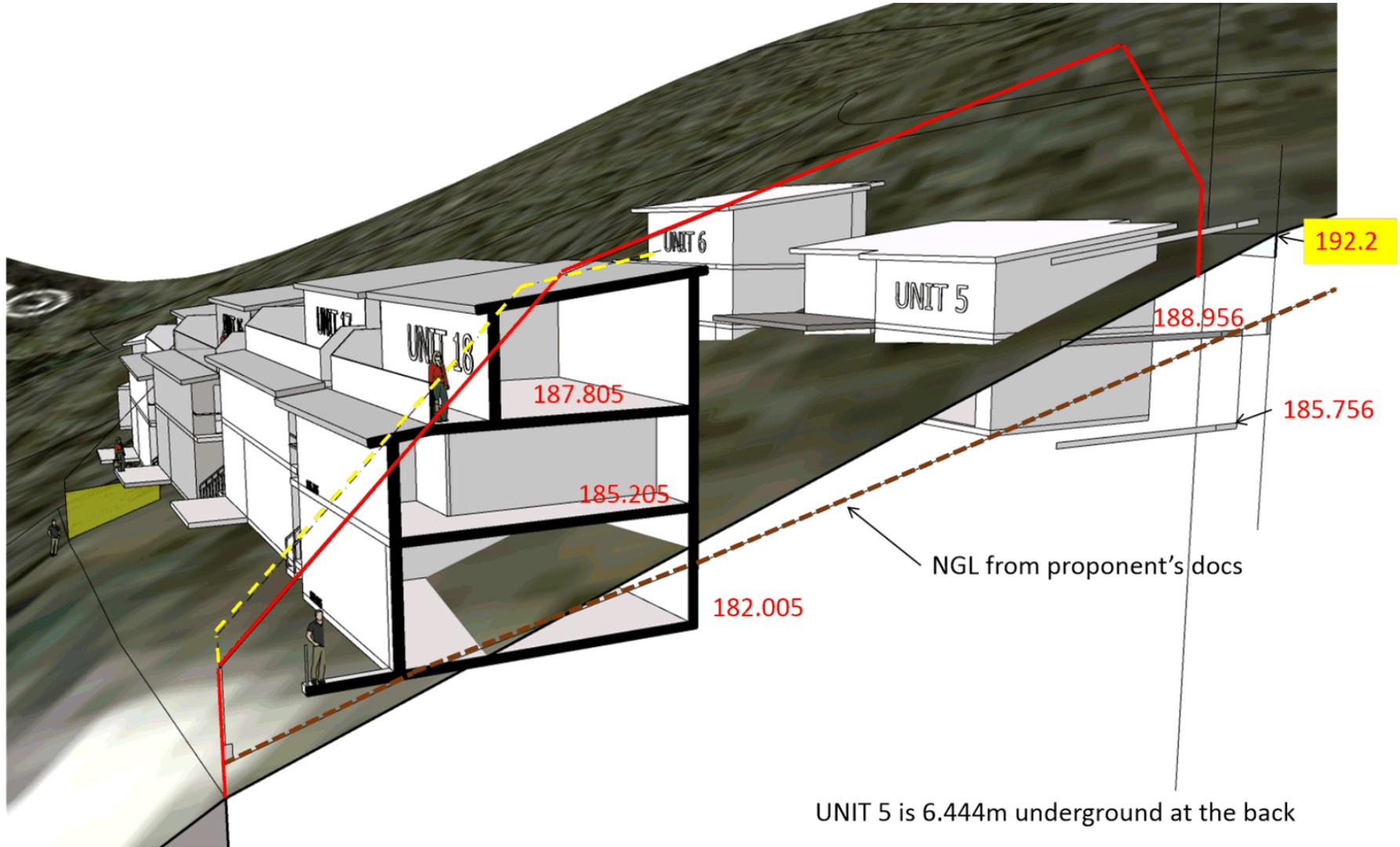
192.2



Typical cross-section looking southeast

Units 5 and 18

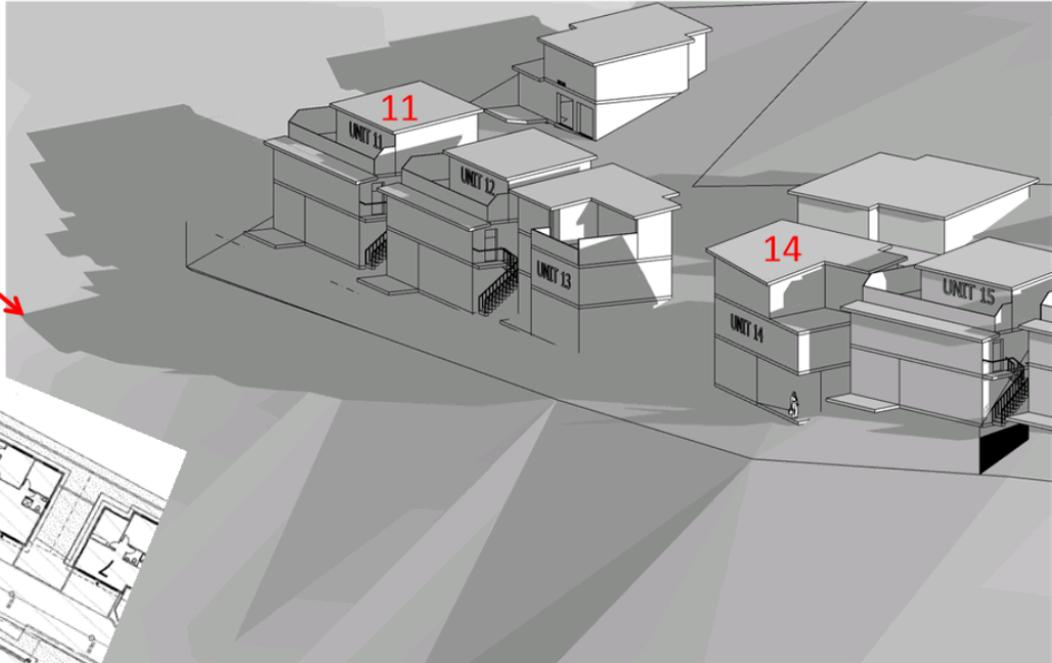
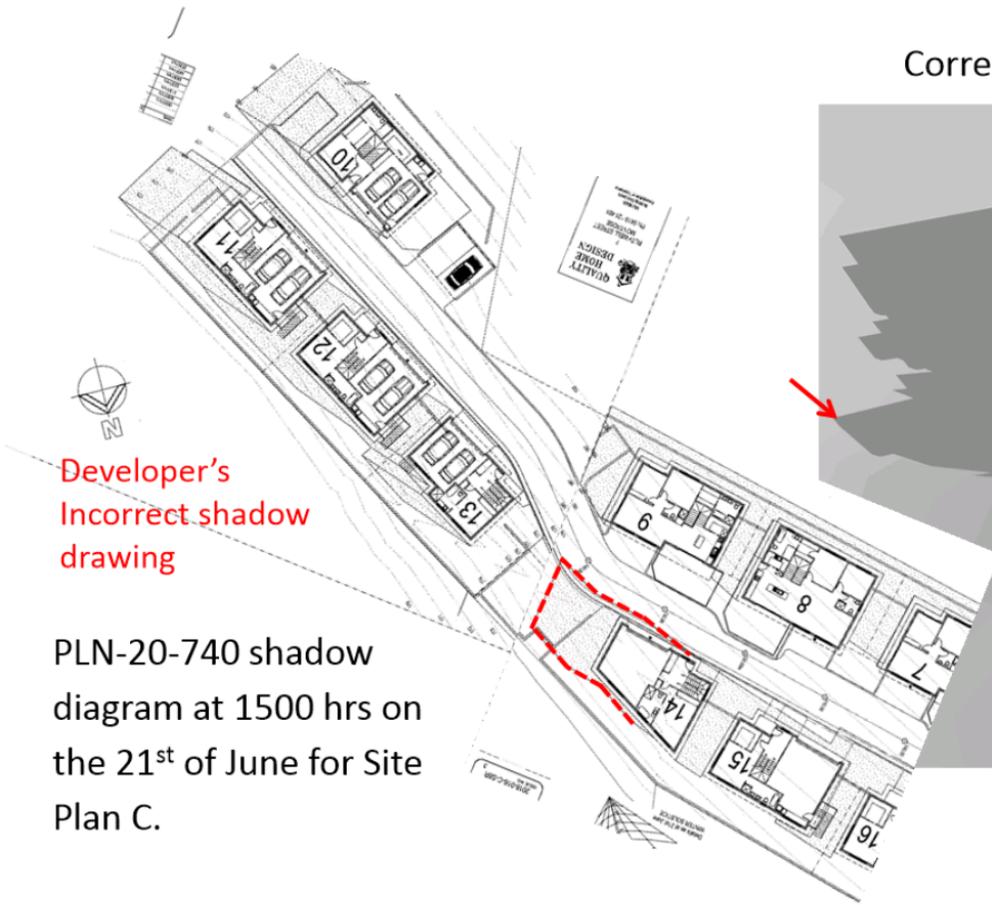
Slope angles are from Council's Geocortex mapping system, referred to in Planner's report, casting doubt on the assessment.



Inaccurate data e.g. Shadow diagrams

All the shadow diagrams provided in PLN-20-740 are inaccurate

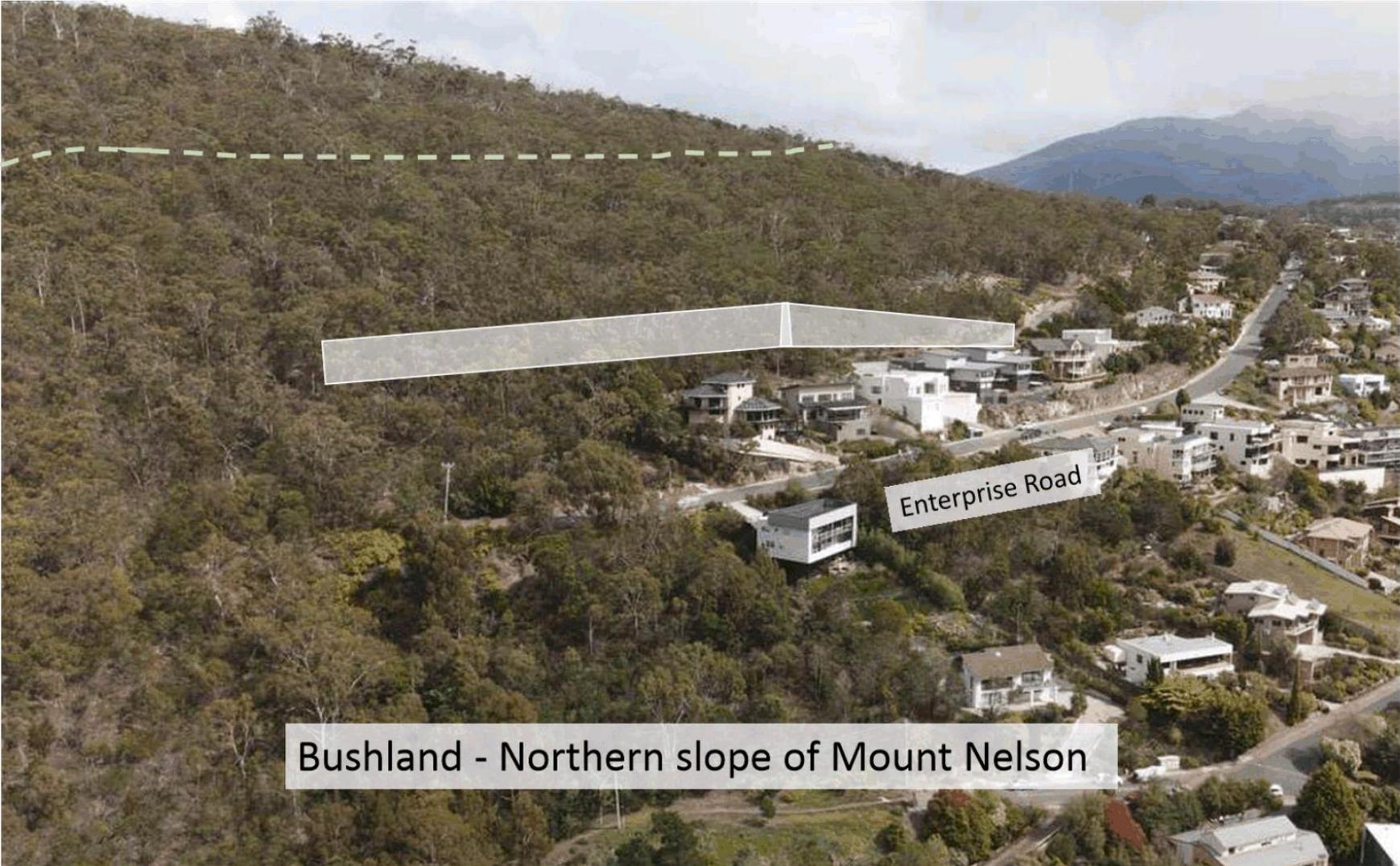
Correct shadow diagram at 1500 hrs on the 21st of June.



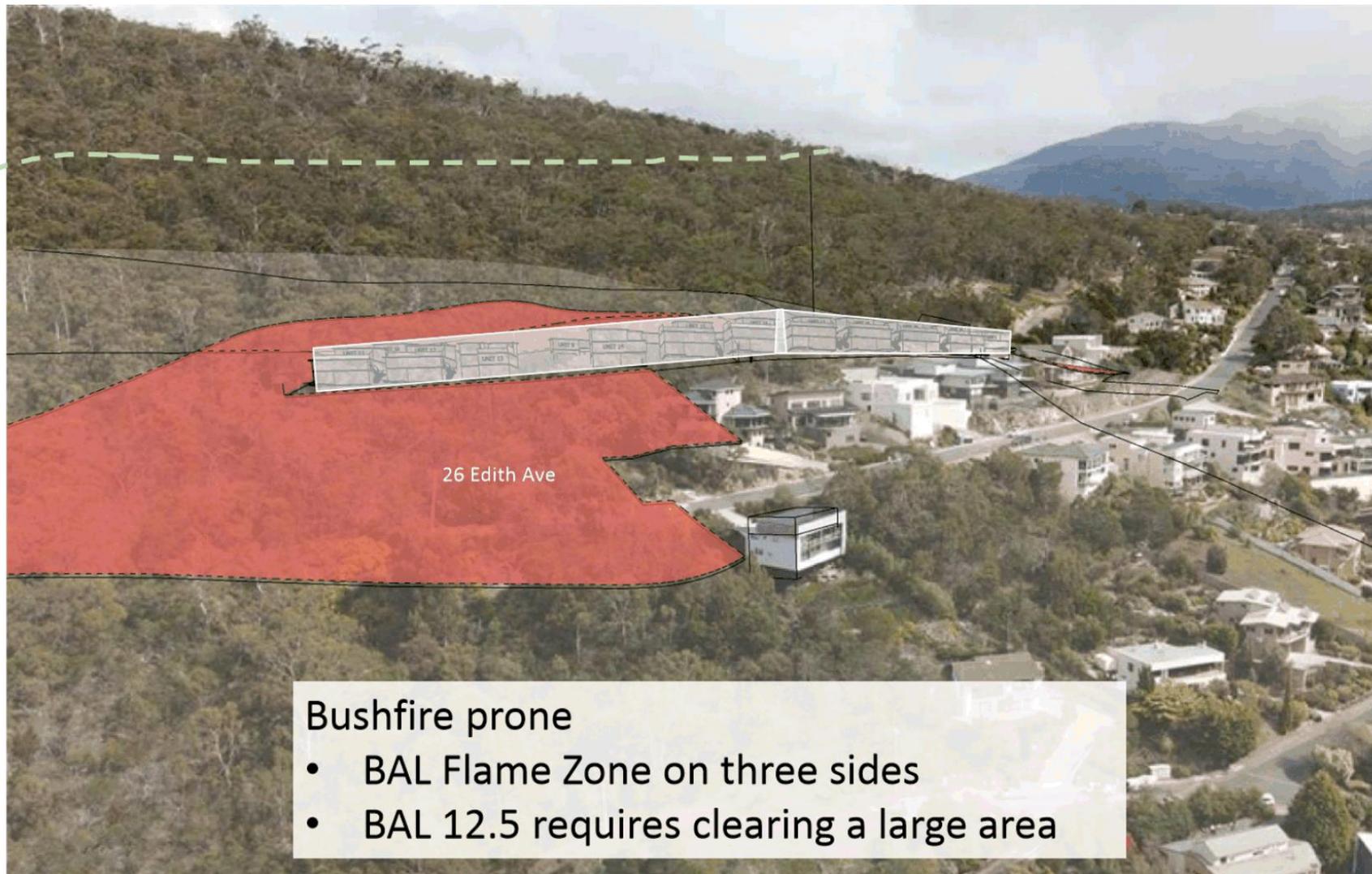
Community concerns – Inaccurate data

- 6.7.5 As a preliminary matter, there is concern that slope has been underestimated under the submitted plans, resulting in doubt as to the potential compliance of dwellings with the building envelope. The stated slope on submitted plans is of the order of 19 to 20 degrees. The applicant is adamant the plans are accurate. Under Council's Geocortex mapping system, the prevailing slope of the site is of the order of 23 degrees. The potential under-estimate will have implications for the building envelope compliance of all dwellings, and more significantly, the potential impact of the lower row of dwellings, Nos. 11-20.

While there may remain some potential for excavation or other measures to ensure the building envelopes remain as shown, there remains some doubt with regard to assessment. The potential impact of all dwellings is considered below.

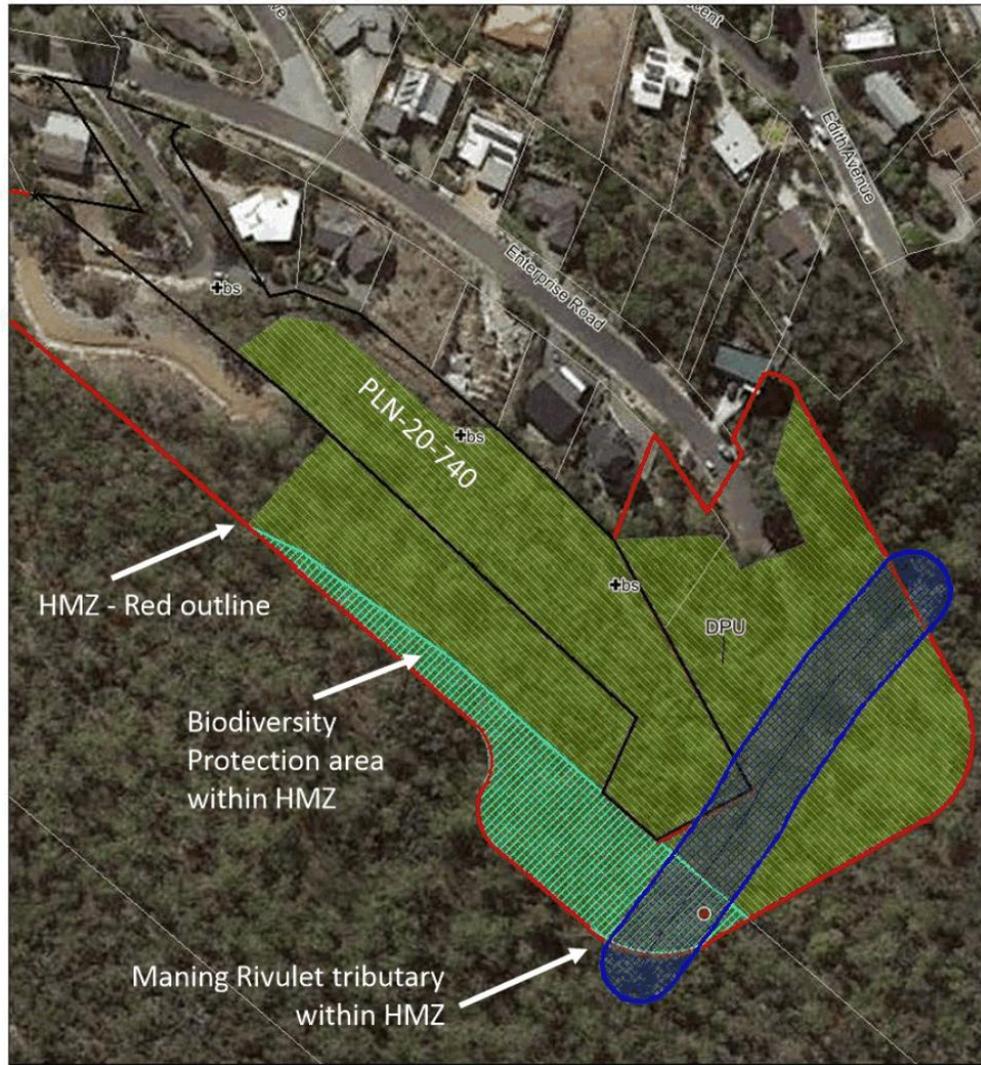


Bushland - Northern slope of Mount Nelson



Bushfire prone

- BAL Flame Zone on three sides
- BAL 12.5 requires clearing a large area

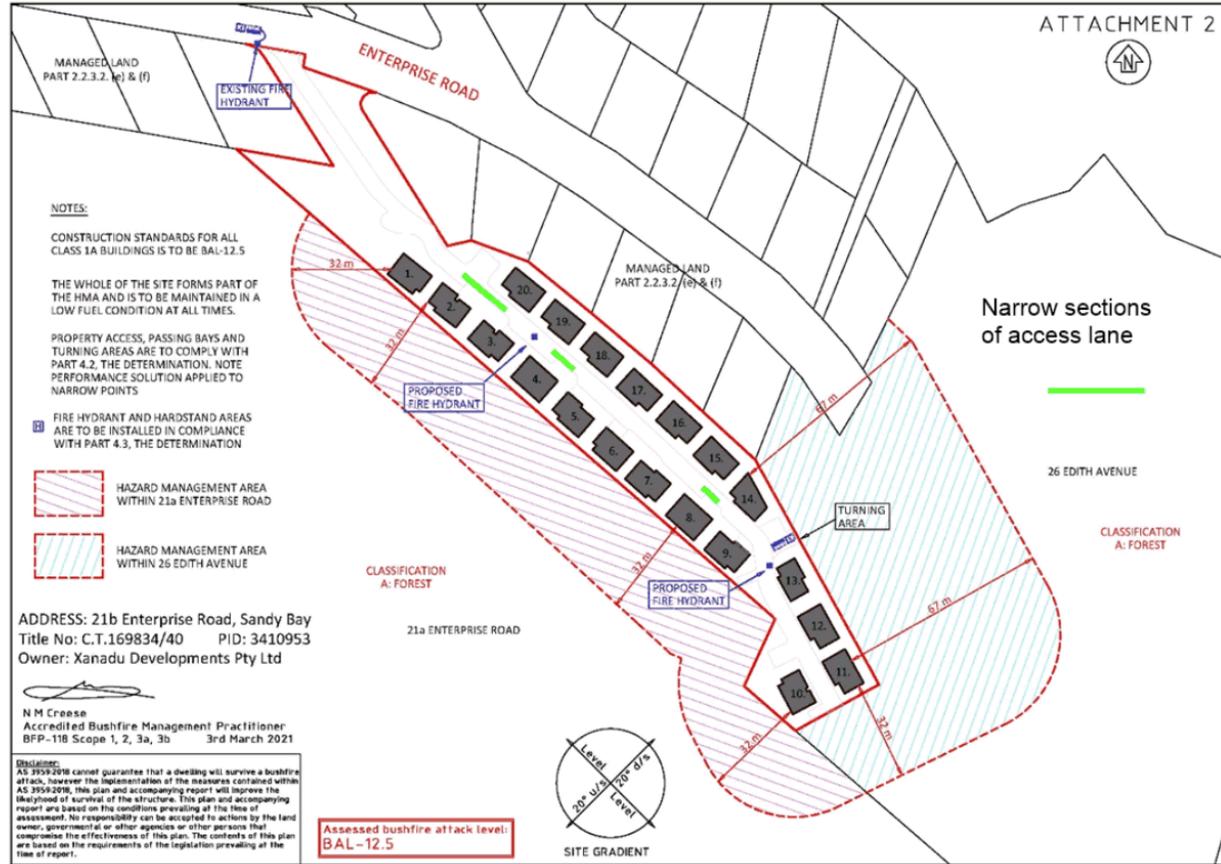


- Impacts have not been **avoided or minimised**
- Does not meet E10.7.1, P1 nor E11.7.1, P1

PLN-20-740 Natural Values Determination
North Barker 2019, p.8



Excessive environmental footprint - bushfire prone area



Community concerns –
Environment



Traffic - at the site

Community concerns – Traffic



Traffic - at the site

.Existing 53 movements per day at access to Enterprise Road will increase to 267 movements per day – 405% increase
Does not comply with E5.5.1 A3 - Max. 20% increase

.Sight distance at intersection with Enterprise Road is ~ 60 m
Does not comply with E5.6.4 A1 - Should be 80 m

.Vehicle passing areas along an access
Does not comply with E6.7.3 A1 - Too narrow



Does not comply with E5.5.1 A3, E5.6.4 A1 and E6.7.3 A1

Community concerns – Traffic

Traffic - neighbourhood

All roads are narrow, steep, and winding.

Nine or ten intersections to Churchill Ave
•all inclined
•only one is at right-angles.

More than 175 properties will be solely dependent on the Beddome Street/Niree Heights junction for access to Churchill Avenue if development goes ahead.

More than **2160** movements per day at this junction.



Community concerns – Traffic

Beddome Street – Niree Heights junction: **2160** vehicle movements per day



Beddome Street – rubbish truck, view to southeast



Beddome Street – view to southeast

PLN-20-740 will adversely affect residential amenity by exacerbating existing traffic congestion in the neighbourhood

Community concerns – Traj