

Attachment Folder

Item 8.1

Ordinary Meeting

Thursday, 30 January 2025

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
8.1	DEVELOPMENT APPLICATION - MATERIAL CHANGE OF USE TO ESTABLISH SHORT-TERM ACCOMMODATION - 862 & 894 LANDSBOROUGH-MALENY ROAD, BALD KNOB	
ATTACHMENT 1	DETAILED ASSESSMENT REPORT	5
ATTACHMENT 2	PROPOSAL PLANS.....	55
ATTACHMENT 3	CONCURRENCE AGENCY RESPONSE	103
ATTACHMENT 4	SUBMISSIONS MAP	113
ATTACHMENT 5	COUNCIL 3D MODEL IMAGES.....	115



DETAILED ASSESSMENT REPORT
 DEVELOPMENT PERMIT FOR SHORT TERM
 ACCOMMODATION
 MCU23/0125

APPLICATION SUMMARY	
Division:	5
Applicant:	Geoffrey Thomas Family Trust
Consultant:	Adams & Sparkes Town Planning
Owner:	Presidential Capital Pty Ltd Tte
Proposal:	Development Permit for Material Change of Use of Premises to Establish Short Term Accommodation
Properly Made Date:	24/05/2023
Street Address:	862 & 894 Landsborough-Maleny Rd BALD KNOB QLD
RP Description:	Lot 1 SP 256087 & Lot 3 SP 311048
Assessment Type:	Impact
Number of Properly Made Submissions:	The application was publicly notified for 15 business days between 11 December 2023 and 18 January 2024 in accordance with the requirements of the Planning Act 2016. A total of 2 properly made submissions was received objecting to the proposed development.
State Referral Agencies:	<u>Concurrence</u> <ul style="list-style-type: none"> SARA at DSDILGP (State Controlled Road)
Referred Internal Specialists:	<ul style="list-style-type: none"> Economic Development Branch Development Services Branch: <ul style="list-style-type: none"> Principal Development Engineer Senior Landscape Officer Senior Environmental Management Officer 3D Project Officer

PROPOSAL:

The application seeks approval for Development Permit for Material Change of Use of Premises to Establish Short-Term Accommodation.

The proposed development will comprise of 38 residential units, a manager’s residence and a reception and dining area, along with associated carparking and driveway access. The residential accommodation is comprised of 33 one-bedroom units and 5 two-bedroom

units, plus the manager's two-bedroom unit. Each unit includes bedroom/s with an ensuite, kitchenette and balcony.

The proposal comprises of six buildings, with the main building fronting Landsborough-Maleny Rd which includes Reception, Dining area (for guests only), Manager's office and meeting rooms. Twenty units are proposed directly adjacent the reception building all with balconies facing towards the coastal viewlines. An additional three buildings are proposed along the northern boundary of the site, which contain the remaining 18 units and manager's residence.

All buildings are a maximum of two storeys and within the 8.5m overlay height limit.

Vehicular access to the site is proposed via a 12m wide all-movements crossover on Landsborough Maleny Road, which includes a Basic Left Turn (BAL) and Channelised Right Turn (CHR) treatment. The proposal incorporates a total of 45 car parking spaces, including three persons with disability (PWD) bays. A service vehicle car park (MRV) is provided adjacent to the Reception/dining building. The proposed development also includes three motorcycle parking spaces, ten bicycle parking spaces and 18 golf cart parking spaces.

Reticulated water supply is not available to the development. Potable water supply will be provided via rainwater storage tanks.

The site is not in a sewered area. Greywater, accounting for two thirds of the wastewater flow will be treated on-site and discharged via a dedicated land application area. The land application area is proposed on adjoining lot 894 Landsborough-Maleny Road (Lot 1 on SP256087) which is also owned by the applicant. An easement is proposed over the land application area to provide the appropriate discharge rights. The remaining blackwater will be pumped out from a storage tank for disposal at a municipal sewerage treatment facility.

It is noted that Lot 1 SP 256087 has been included in the application but for the purposes of wastewater irrigation only. All other aspects of the development are contained within Lot 3 SP 311048.

On site waste collection is proposed from a screened bin enclosure and washdown area located at the eastern end of the proposed car parking area. The bin store area will contain 6 x 1,100L bulk bins which will be serviced two times a week on site by a waste collection vehicle.

Plans, elevations and sections are included below.

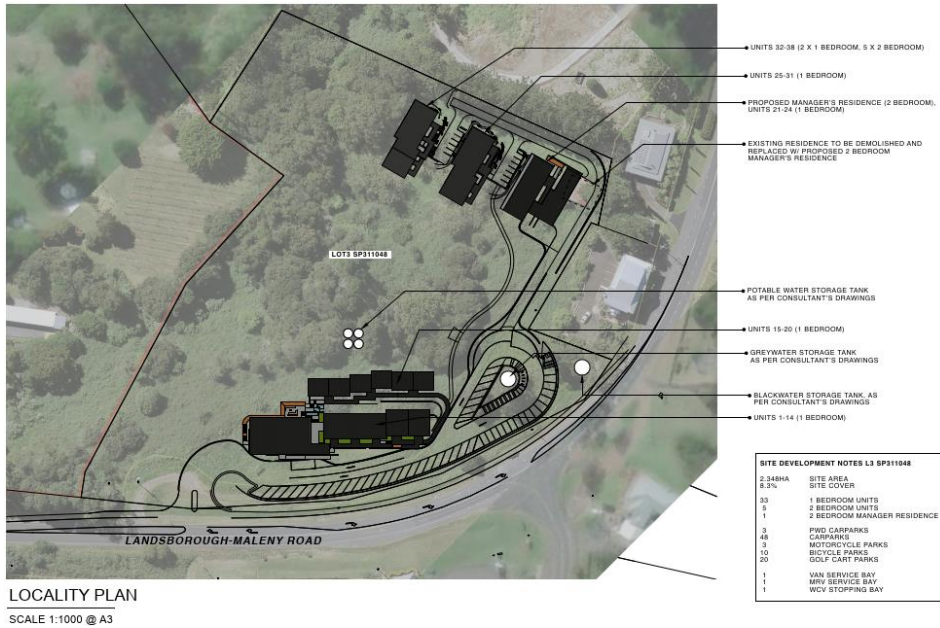


Figure 1 Locality Plan

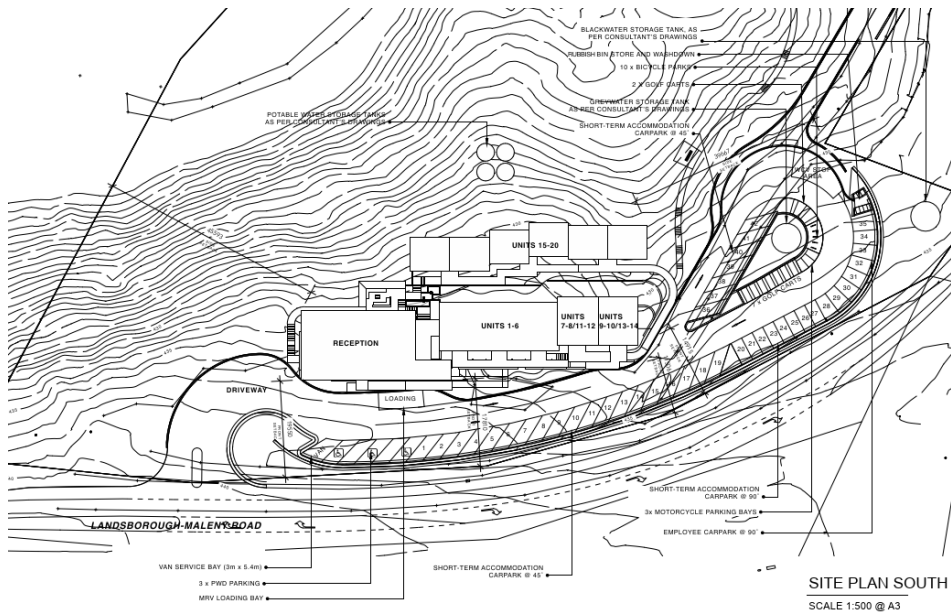


Figure 2 Site Plan of Southern Buildings and carpark

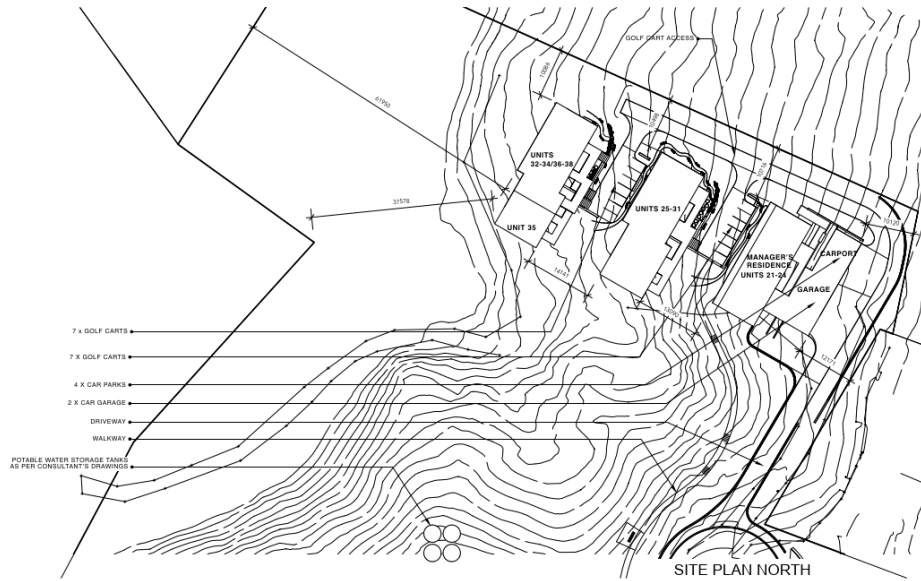


Figure 3 Site Plan of Northern Buildings



Figure 4 Upper Floor Plan of Reception Building

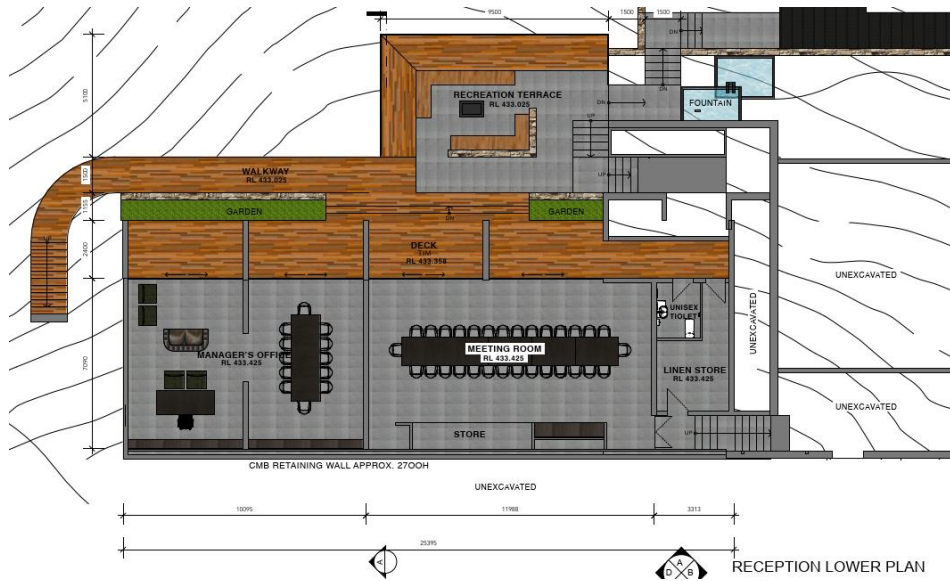


Figure 5 Lower Floor Plan of Reception Building



Figure 6 Floor Plan of Units 1-6



Figure 7 Floor Plans of Units 7-10



Figure 8 Floor Plan of Managers Residence



Figure 9 Floor Plan of Units 36-38 (2 bedrooms)



Figure 10 South Elevation of southern building (from road frontage)



Figure 11 North Elevation of southern building

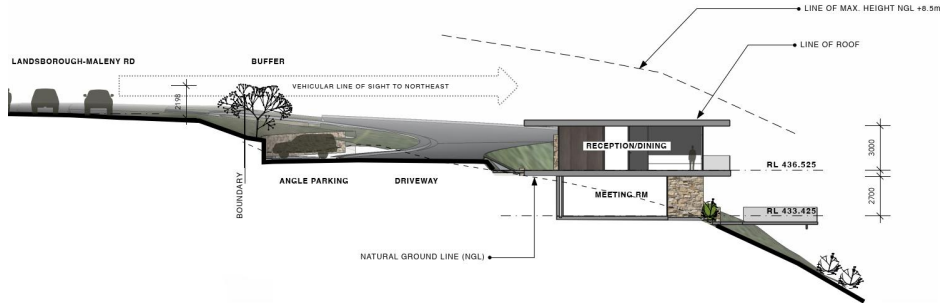


Figure 12 Section of Reception Building and Carpark

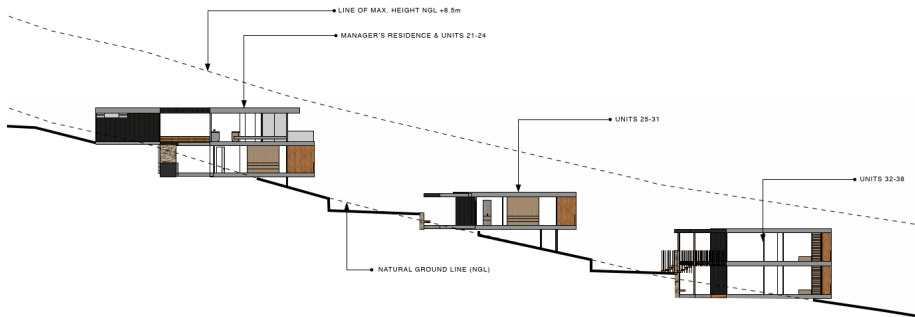


Figure 13 Section of Units 21-38 and Manager's Residence

The following table describes the key development parameters for the proposal:

MATERIAL CHANGE OF USE	DEVELOPMENT PARAMETERS	
	Design solution offered by the codes as an Acceptable Outcome for achieving compliance	Proposed
Gross Floor Area	60m ² x 8 = 480m ²	1,950m ² approx.
Number of Units	Not Applicable	38 units plus manager's residence
Building Height/Storeys	8.5m	8.5m (up to 2 storeys)
Density	Not Applicable	15.9 units per/ha based on the site area of Lot 3 SP 311048 only (2.348ha)
Setbacks	Front: 20m Side: 50m	Front: 11m-19m Side: 10m
Site Cover	NA	8.3% (based on the area of Lot 3 SP 311048 only)
Parking	42 spaces	45 car parks

	4 motorcycle spaces 6 bicycle spaces 1 x MRV & 1 x VAN	3 motorcycle spaces 10 bicycle spaces 1 x MRV & 1 x VAN
Landscaping	Minimum 3m wide landscape buffer to frontages (between car parking and front boundary). NOTE: While this is a minimum requirement in the Landscape Code, there are other provisions in the Strategic Framework and Overlay codes which take precedence and may require wider buffer widths, this is discussed in the following sections of the report.	2m-15m wide landscape buffer to frontage.

SITE DETAILS:

Site Features and Location

SITE AND LOCALITY DESCRIPTION	
Land Area:	2.348ha (Lot 3 SP 311048 only)
Existing Use of Land:	Detached Dwelling (to be demolished)
Road Frontage:	Approx. 218m to Landsborough-Maleny Rd
Significant Site Features:	<ul style="list-style-type: none"> • Site slopes from road frontage to the rear with steeper land (escarpment) located within the centre portion of the site. • Site is cleared along the road frontage with the remainder of the site vegetated. • Site comprises an uninhabited dwelling in the eastern portion of the site that will be removed. • The site to the North-West (Lot 1 on SP256087), known as Maleny Manor, is owned by the applicant and is an operated as a function facility. • Existing access is from the western end of the Landsborough Maleny Road frontage.
Topography:	The site is very steep with slopes ranging from 15% to greater than 25%, with the majority of the site being greater than 25%, noting the site forms part of the Blackall Range escarpment which in places has slopes up to 60%.
Surrounding Land Uses:	North: Function Facility and short-term accommodation (Maleny Manor) East: Rural zoned land used for agistment and residential purposes South/West: Landsborough-Maleny Rd forms the southernmost and western boundaries. Adjoining the site

	<p>to the south, are two smaller rural zoned properties one containing a dwelling house (836 Landsborough-Maleny Rd) and the other being used as a restaurant and short term accommodation (840 Landsborough-Maleny Rd). On the opposite side of Landsborough-Maleny Rd is a mixture of residential properties and commercial uses including a commercial centre (within a Local Centre Zone) which contains restaurants and art galleries. Adjacent to the commercial centre are existing short term accommodation uses (Maleny Views Motel and Maleny Terrace Cottages).</p>
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The location of the subject site in relation to its surrounds is shown below:

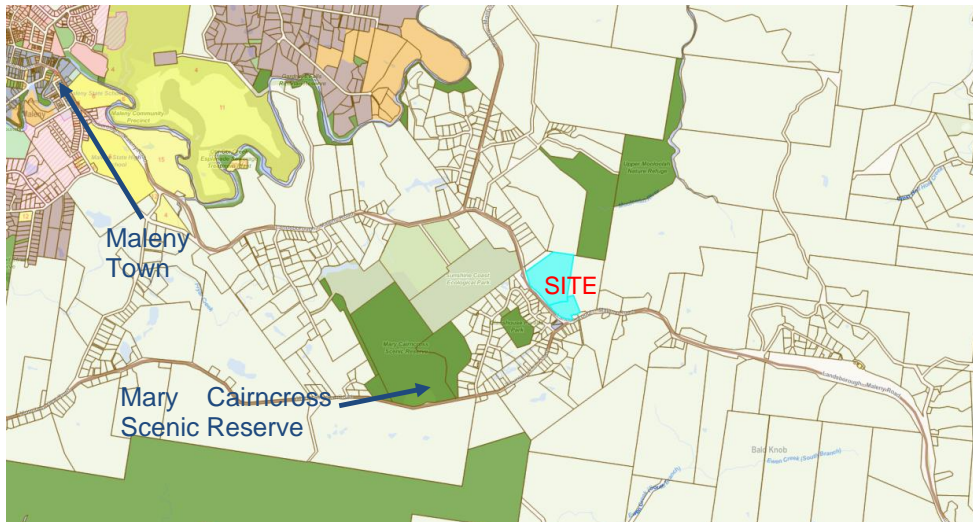


Figure 14 Locality Map

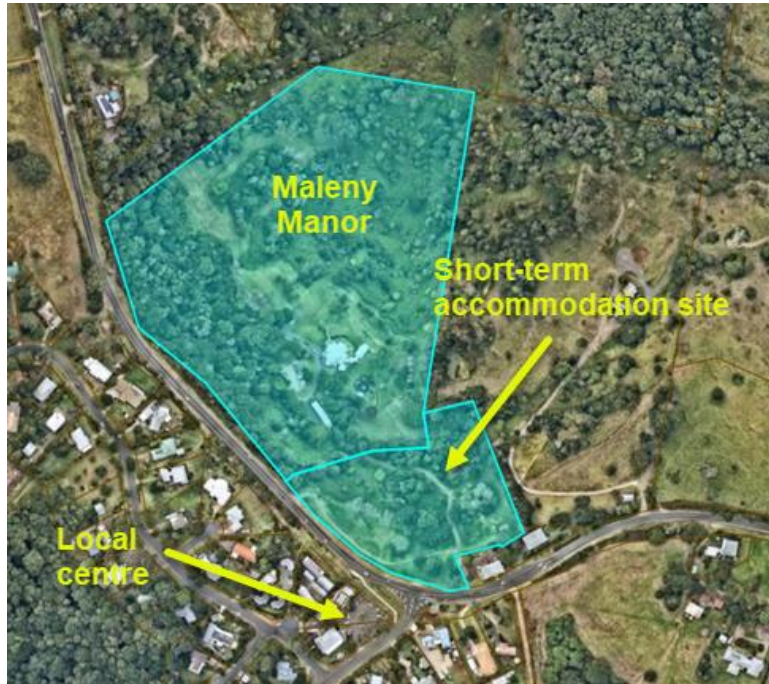


Figure 15 Aerial Photo of Site

Development History of Site

In relation to the site where the short term accommodation buildings are proposed, there is no relevant planning history to this proposal (a single detached dwelling is the only existing structure on the site).

ASSESSMENT:

Framework for Assessment

Categorising Instruments for Statutory Assessment

For the *Planning Act 2016*, the following categorising instruments may contain assessment benchmarks applicable to development applications:

- the *Planning Regulation 2017*
- the Planning Scheme for the local government area
- any temporary local planning instrument
- any variation approval

Of these, the planning instruments relevant to this application are discussed in this report.

Assessment Benchmarks Related to the *Planning Regulation 2017*

The *Planning Regulation 2017* (the Regulation) prescribes assessment benchmarks that the application must be carried out against, which are additional or alternative to the

assessment benchmarks contained in council's Planning Scheme. These assessment benchmarks may be contained within:

- the SEQ Regional Plan and Part E of the State Planning Policy, to the extent they are not appropriately integrated into the Planning Scheme; and
- Schedule 10 of the Regulation.

PLANNING REGULATION 2017 DETAILS	
Applicable Assessment Benchmarks:	<ul style="list-style-type: none"> • Part E

State Planning Policy (SPP), Part E

The assessment benchmarks of the SPP Part E that are relevant to the development proposal do not vary the current provisions of the Planning Scheme.

Assessment Benchmarks Related to the Planning Scheme

The following sections relate to the provisions of the Planning Scheme.

PLANNING SCHEME DETAILS	
Planning Scheme:	Sunshine Coast Planning Scheme 2014 (16 May 2022)
Strategic Framework Land Use Category:	Rural Enterprise and Landscape Area High Value Scenic Area Scenic Route Major Escarpment
Local Plan Area:	Not applicable
Zone:	Rural Zone
Consistent/Inconsistent Use:	Potentially consistent
Applicable Assessment Benchmarks:	<p>In relation to the <i>Sunshine Coast Planning Scheme 2014</i>, the application is assessable against the whole of planning scheme, including the <i>Strategic Framework</i> and the following relevant codes:</p> <ul style="list-style-type: none"> • <i>Landslide Hazard and Steep Land Overlay</i> • <i>Biodiversity, waterways and wetlands overlay code</i> • <i>Bushfire hazard overlay code</i> • <i>Height of buildings and structures overlay code</i> • <i>Regional infrastructure overlay code</i> • <i>Scenic amenity overlay code</i> • <i>Rural zone code</i> • <i>Nature and rural based tourism code</i> • <i>Landscape code</i> • <i>Nuisance code</i> • <i>Safety and security code</i> • <i>Stormwater management code</i> • <i>Sustainable design code</i> • <i>Transport and parking code</i>

	<ul style="list-style-type: none"> • <i>Waste management code</i> • <i>Works, services and infrastructure code</i>
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Strategic Framework

The Strategic Framework is an Assessment Benchmark for Impact Assessable applications and considers the following matters:

- Settlement Pattern
- Economic Development
- Transport
- Infrastructure and Services
- Natural Environment
- Community Identity, Character and Social Inclusion
- Natural Resources
- Natural Hazards

The application has been assessed against each of the matters above.

The proposal conflicts significantly with Council’s Strategic Intent for development within rural areas and severely compromise the outcomes relating to Rural areas, High Value Scenic Areas, Scenic Routes and the Blackall Range Escarpment.

Upon detailed review of the application material and Council’s 3D modelling it has been found that the proposal would have a significant impact on the views available across the site from Landsborough-Maleny Road (identified Scenic Route) and will severely detract from the landscape values of the site and the visual amenity of a scenic route. The proposal is positioned in a highly prominent location and is of a bulk and scale which is more urban in nature which is incongruent with its rural setting. The mitigating features of the proposal have been considered, but these have been found to not be sufficient to overcome the significant visual amenity impacts the proposal would have. Additionally, the applicant’s visual impact assessment has been peer reviewed by an external visual amenity expert. Both internal specialists and the external peer reviewer agree that the proposal would have significant detrimental visual impacts and conflicts with the Strategic Framework in a number of ways.

The pertinent issues arising out of assessment against the Strategic Framework are discussed below.

Strategic Intent

Section 3.2.1 of the Strategic Intent provides an overview for shaping growth in the Sunshine Coast. The following statement used to articulate the policy direction of the planning scheme for shaping growth in rural areas is considered particularly pertinent to the assessment of the proposed development:

Outside of defined urban and rural residential areas, rural and natural areas are protected and enhanced for their rural enterprise, landscape and environmental values. These areas separate the Sunshine Coast from other parts of metropolitan

South East Queensland and provide the landscape setting and biological diversity for which the Sunshine Coast is renowned.

Comments

The proposal is more urban in scale and intensity and is inconsistent with the character of the surrounding rural area, despite it not being a typical rural area because of the surrounding land uses. Given that a significant proportion of the site is subject to environmental constraints, the proposed development is concentrated to the south of the site presenting a dense array of built form, which is inconsistent with the character and amenity of the rural area. The proposed short-term accommodation would comprise 38 units, and associated facilities (reception, guest dining, meeting rooms and extensive car parking) plus a manager's residence. This represents a short-term accommodation offering of a significant scale within the Rural Zone. This type of development is more suited to an urban environment.

Settlement Pattern

Section 3.3 of the Strategic Framework provides policy statements for managing the pattern of settlement in urban areas on the Sunshine Coast. Although the development does not propose permanent accommodation, the scale of the proposed accommodation buildings are considered to be urban development in this context. The following strategic outcome in section 3.3.1 (d) is considered pertinent as it relates to the protection of rural lands and natural areas:

Outside these [urban] areas, rural lands and natural areas are maintained predominantly for their rural enterprise, landscape and environmental values. These areas reinforce the character of the Sunshine Coast as a place with large areas of open space surrounding distinct and separate urban and rural residential areas.

Comments

The short-term accommodation buildings and associated facilities (reception, guest dining, meeting rooms and extensive car parking) are not consistent with the rural character of the area. They are of a bulk, scale and intensity more akin to an urban setting. The subject site is located outside of the local growth management boundary and the proposed scale and intensity of the short-term accommodation use conflicts with the strategic outcomes of the settlement pattern, as it does not contribute to a compact, efficient and functional urban form.

Economic Development

Element 5 of Section 3.4 of the Strategic Framework provides policy statements for managing tourism and tourism focus areas. Specific outcome 3.4.6.1 (a) is considered pertinent to the assessment of the proposed development:

"To support the preferred pattern of settlement, development provides for tourist oriented activities and services to be concentrated within the tourism focus areas identified conceptually on Strategic Framework Map SFM 2 (Economic development elements) and described in further detail in Table 3.4.6.1 (Tourism focus areas)"

Comments

The Strategic Framework seeks to establish urban tourism uses within the Coastal Tourism Focus areas, while Table 3.4.6.1 requires tourism in rural locations to be “*low impact*” and to have a “*primary emphasis on nature and hinterland/rural based tourism experiences*”. The short-term accommodation is of a scale and intensity which is urban in nature (taking the form of small short term accommodation rooms) and has not demonstrated any emphasis on nature or hinterland/rural based tourism experience. Further, the proposal is not considered ‘low impact’ in terms of visual amenity and character as discussed in the following section.

Community Identity, Character and Social Inclusion

The following Strategic Outcomes in section 3.8.1 are considered pertinent as they relate to non-urban areas:

(c) The prominent landscape features which contribute to the diversity and richness of the Sunshine Coast landscape, including beaches, headlands, high dune systems, creeks and rivers, islands, mountains, ridgelines, foothills and escarpments remain intact and undiminished. In 2031 these features are clearly identifiable in the landscape and retain a high level of visual, scenic and cultural value. (Emphasis added)

(d) The Sunshine Coast continues to be renowned for the many important views and vistas which contribute to the identity and attractiveness of the region. Local views of importance to residents are recognised and respected. (Emphasis added)

(f) Although parts of the coastal urban area within the Sunshine Coast Enterprise Corridor display the characteristics of a complex and reasonably intense urban environment, other parts of the region are generally characterised by a less intensive scale and form of development. (Emphasis added)

Further Specific Outcomes under the Landscape elements and features (Element 1) in section 3.8.2.1 are particularly pertinent to the proposal:

(a) The landscape elements identified conceptually on Strategic Framework Map SFM 6 (Community identity, character and social inclusion elements) which include regional and sub-regional inter-urban breaks, high value scenic areas, regional gateways and scenic routes are protected and enhanced. (Emphasis added)

(d) Scenic routes are protected and enhanced as major transport routes providing a high level of scenic and visual amenity to travellers.

(e) The prominent landscape features identified in Table 3.8.2.1 (Regionally significant landscape features) and important views to these features are protected from intrusion from buildings and other aspects of urban development. (Emphasis added)

(g) Other views and vistas, including those identified in local plans or which are important in a local context are also protected, particularly from development which exceeds specified building heights.

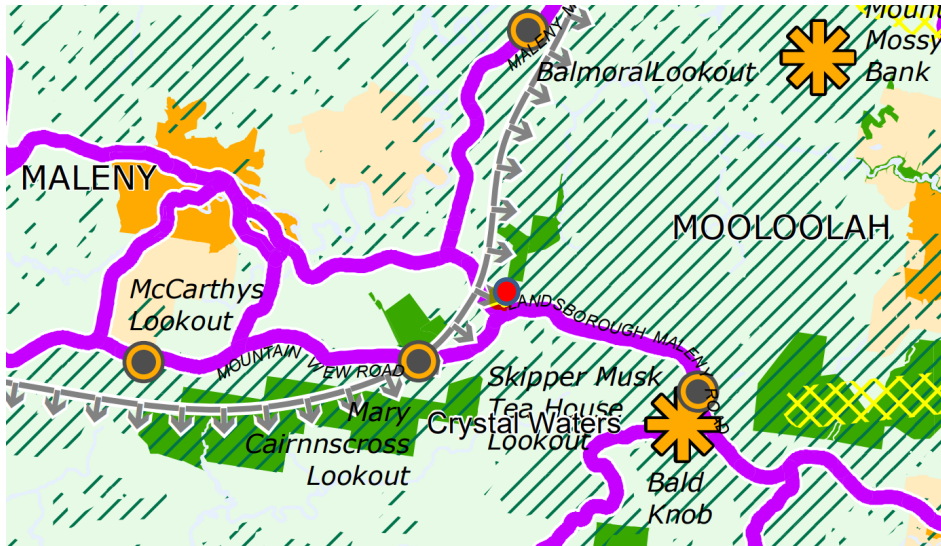


Figure 16 Extract of Strategic Framework Map SFM6 showing the site on a Scenic Route (approx. location of site shown with a red dot)

Figure 16 above shows the site being within 'High Value Scenic Area' (green hatch) and adjacent to a 'Scenic Route' (purple line) and an identified 'Major Escarpment' (grey arrows) by Map SFM6. It is noted that the Blackall Range escarpment is identified as a Regionally significant landscape feature in Table 3.8.2.1.

Landsborough Maleny Road is also identified as a Scenic Route on the Scenic Amenity Overlay Map.

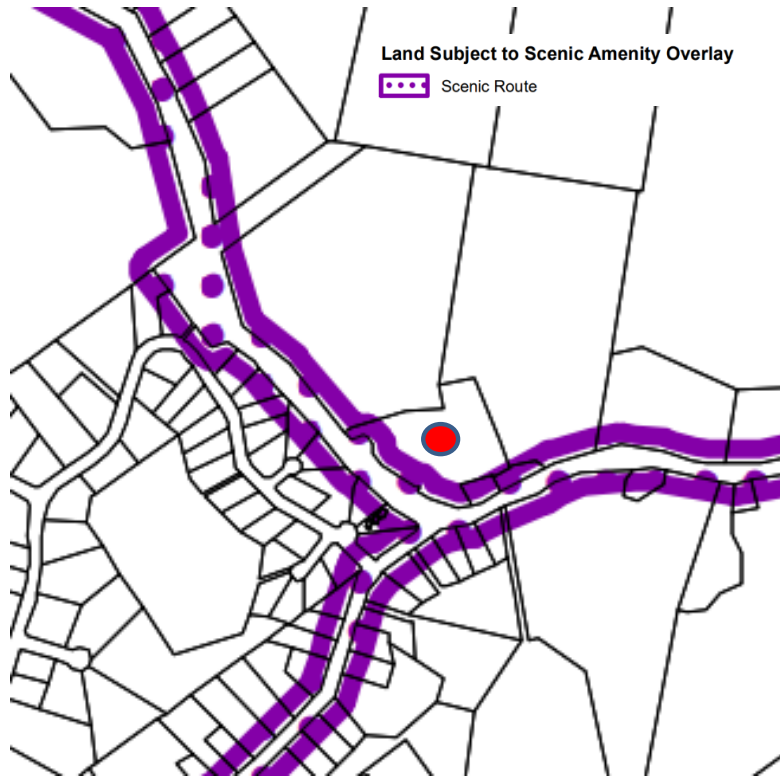


Figure 17 Extract of Scenic Amenity Overlay Map OVM38L (location of site shown with a red dot)

Comments

Existing views of the site along Landsborough Maleny Road are provided in the images below (these have been provided by an external visual amenity expert appointed by Council to undertake a peer review of the applicant's material).



Figure 18 View of site from Landsborough Maleny Road



Figure 19 View of site from Landsborough Maleny Road



Figure 20 View of site from Landsborough Maleny Road



Figure 21 View of site from Landsborough Maleny Road (intersection with Mountain View Rd)

The applicant proposes to address the provisions of the Planning Scheme relating to Scenic Routes, High Value Scenic Areas and the Blackall Range escarpment through a combination of built form treatments and landscaping treatments. The Architectural and Landscape Concept Plans submitted for the subject application incorporate:

- Landscape treatments to visually screen and soften built form elements.
- Planting in close proximity to the proposed buildings to help screen buildings and soften views into the development but not block view sheds from the scenic route.

- A predominantly endemic plant palette to create a building setting which is grounded in its context and is consistent with the natural landscape and character of the Maleny Hinterlands.
- The removal of a number of weed tree species on the property to open up additional view sheds from the scenic route.
- Building materials and external finishes that are compatible with the visual character and the landscape or townscape setting of the scenic route.
- Stepping of the building in sections in line with the natural landform.
- Keeping a flat roof profile and minimising building height where possible.

In addition, the applicant has provided a Visual Impact Assessment which has come to the following conclusions:

- The Photomontages provide static views limited by the field of view of the camera lens and are focussed upon the Site. In 'real world' situations the site (and the proposed development) would be viewed dynamically as a receptor passes the Site and would not have a fixed view. The visibility of broader visual context would militate their attention, interest and focus on the Site.
- Views from Landsborough-Maleny Road to the north across the Site will primarily be experienced by receptors travelling along the road in motor vehicles. These views will be available for a very short duration and are less expansive than views available from Landsborough-Maleny Road to the east of the Site.
- The streetscape is not a pedestrian orientated environment. It only provides a footpath partially along the southern side of the Landsborough-Maleny Road extending from the intersection with Mountain View Road to the west where it terminates at a bus stop. Receptors are unlikely to linger at the bus stop due to it providing neither seating nor shelter. The Site's neighbouring streetscape is otherwise unlikely to be traversed by pedestrians.
- The availability of the existing view is somewhat fortuitous, resulting primarily from the absence of taller vegetation on the Site. Vegetation located on the Site adjacent to the frontage or within the road reserve elsewhere along the northern side of Landsborough-Maleny Road is shown to obstruct views partially or fully to the north from Landsborough-Maleny Road. The view could therefore be easily diminished or lost due to potential similar tree growth on the Site.
- The change to the existing view resulting from the proposed development, will also include the creation of new view opportunities from Landsborough-Maleny Road. The clearing of vegetation within the Site will allow for alternate views to the north into and across the Site when looking to the north from Landsborough-Maleny Road, including a new vista from the intersection with Mountain View Road.
- The building will have limited visibility from Landsborough-Maleny Road and the neighbouring properties.
- The building's bulk and scale will be compatible with the existing streetscape. The proposed development will complement and make a positive contribution to the existing streetscape's built form character that will enhance its legibility and coherence.
- The proposed development will not have an unacceptable impact upon the existing visual character, amenity, and sense of place of the streetscape, neighbourhood, and citywide contexts.
- The proposed development is consistent with the applicable planning scheme provisions and intent where relevant to issues of visual amenity and character.

A selection of photomontages (and associated viewpoint referenced plan) provided with the Visual Impact Assessment are provided below:



Figure 22 Applicant's Viewpoint Reference Plan



Figure 23 Applicant's photomontage view of proposal from Landsborough Maleny Rd from Viewpoint D



Figure 24 Applicant's photomontage view of proposal from Landsborough Maleny Rd from Viewpoint E



Figure 25 Applicant's photomontage view of proposal from Landsborough Maleny Rd from Viewpoint F



Figure 26 Applicant's photomontage view of proposal from Landsborough Maleny Rd from Viewpoint G



Figure 27 Existing view of site from Landsborough Maleny Rd from Viewpoint H



Figure 28 Applicant's photomontage view of proposal from Landsborough Maleny Rd from Viewpoint H (showing removal of existing vegetation)



Figure 29 Applicant's photomontage view of proposal from Landsborough Maleny Rd from Viewpoint L

The landscape outcomes shown in the applicant's photomontages and on their landscape concept plans have been reviewed by Council's Senior Landscape Officer who has advised that the planting shown on these images are not realistic or viable for several reasons as outlined below:

- A retaining wall is proposed adjacent to the majority of the frontage of the site associated with the proposed car park, which is set back a minimum of 1m from the property boundary.
- The proposal indicates an offset of the retaining walls from the front boundary of approx. 750mm for the majority of the frontage, with 2 larger areas for landscape at either end of the car parking area. The space of 750mm would be insufficient to accommodate planting capable of screening the car park and just as critically the built form.
- At the top of the retaining wall the submitted engineering plans show a cut off drain proposed for stormwater overland flow interception and conveyance. Planting/landscaping within this drainage infrastructure will be very limited (if any).

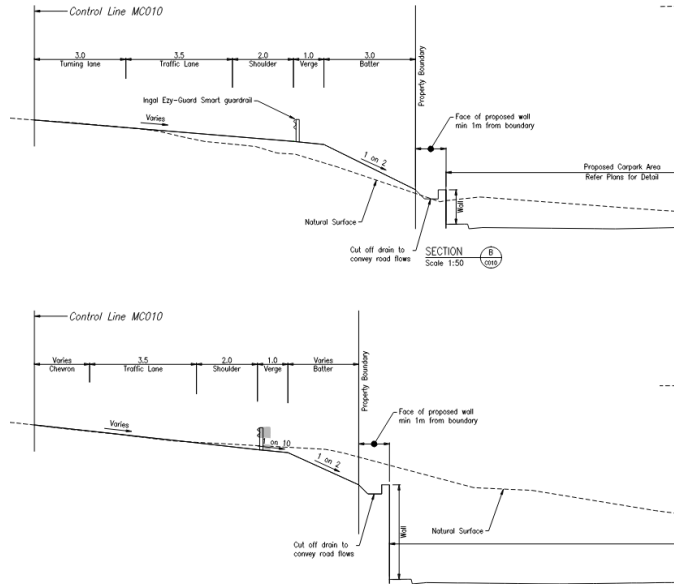


Figure 30 Applicant's engineering sections of proposed retaining wall adjacent the site's frontage

- The width of landscaping space at the base of the proposed retaining wall is very limited (approx. 600mm). This width is insufficient to accommodate species that could achieve a height to screen the built form from the road, with such a narrow width not being conducive to the growth of plants.
- A narrow area of landscape is proposed between the car park and the building that could potentially be landscaped. This has a maximum width of approximately 2.0m, with the width varying across the length. While some tree planting could hypothetically occur in this area, given the limited width it is unlikely to support any more than approximately 3 canopy trees which will not be sufficient to screen the built from considering its extensive length (70m).
- The conditions imposed by the State (for state controlled road impacts) limit planting along the entire frontage of the site so as to not obstruct visibility for vehicles exiting the site, which means landscape must be less than 1m high (both within the site and within the road reserve). In addition, there are conditions requiring front boundary fencing be provided for the length of the frontage (due to the steep drop off), which may further impact upon landscape outcomes.

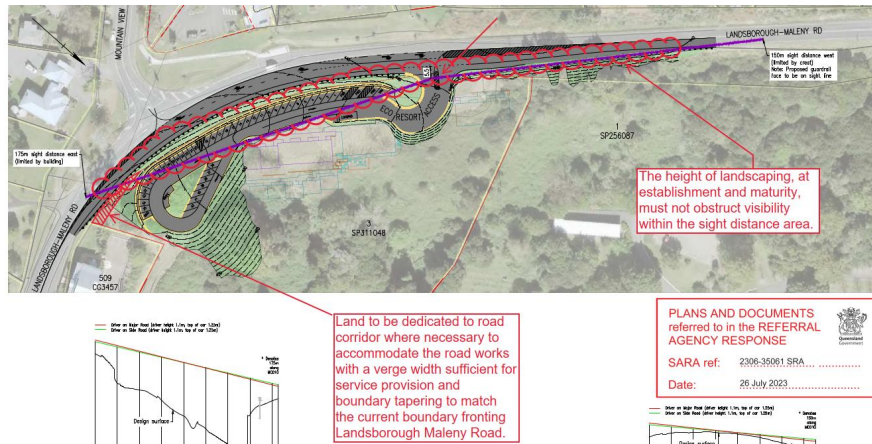


Figure 31 State referenced plan showing extent of landscaping restrictions

- The applicant’s landscape concept plans indicate substantial verge planting to assist in screening the built form. This is not considered feasible given the aforementioned constraints.
- The application material indicates two storage tanks associated with greywater and blackwater treatment. No detail has been provided around the height of these tanks or what landscape could feasibly be provided in these two locations.

The applicant’s visual impact assessment (VIA) was peer reviewed by Council’s external visual amenity expert. Council’s expert has made the following conclusions, which dispute the applicant’s assertion that the proposal would not have an unacceptable impact upon the existing visual character and amenity and would be consistent with the planning scheme provisions relating to visual amenity and character:

“The VIA Report that is the focus of this review reflects a customised methodology for assessing impacts from the proposed development, but we accept that the essence of the assessment adopts the fundamentals of what might be considered an industry standard. There are however aspects of the assessment methodology and the findings which we consider to be shortcomings or disagree with. Of particular note:

- a) the assessment provides little in the way of description of the landscape and visual values of the site and wider setting and in our opinion the VIA Report understates the values of the landscape and the importance of the views across the site;*
- b) the Photomontages that have been provided (as well as the earlier set attached to the VIA Report) represent a narrow view of the proposed development from each viewpoint and limit the appreciation of the full extent of the view, the full extent of view obstruction, nor the full extent of the development likely to be visible from each viewpoint;*
- c) there is a lack of specificity in the application documents and the VIA Report about tree retention and removal across the site meaning the extent of the new views provided around the built form cannot be known with certainty;*
- d) the ratings for assessing impact magnitude lack clarity and the ratings for the sensitivity of receptors are lower than we would have rated;*

e) the responses provided for a number of the provisions raised in Council's IR are limited or overly general.

In our opinion, having regard to the proposed development, our observations about the site and the visual environment, and in response to the key outcomes sought by the relevant assessment benchmarks:

a) we accept that the proposed development is separated into a number of buildings with some having limited visibility; is of high architectural merit; is complementary to the rural character of the area; and responsive to the site conditions, but also believe that the main southern building is a relatively large building and arguably a more intense development outcome than is contemplated for this type of use in this locality;

b) the proposed development will have a significant impact on the views available across the site from Landsborough-Maleny Road and will severely detract from the landscape values of the site and the visual amenity of a scenic route;

c) while it is possible that there could be some new views provided (as a partial compensation for the views that will be lost) the provision and maintenance of these views is not assured (given the lack of certainty relating to retained and proposed landscaping).

Ultimately, having regard to the above observations, the proposed development fails, in our opinion, to satisfy a number of key assessment benchmarks and while the VIA Report is informative and useful, it does not demonstrate otherwise."

In context of the above advice from the external visual amenity expert and also Council's Senior Landscape Officer, Council's 3D Modelling Officer has undertaken detailed modelling of the proposal. This modelling seeks to illustrate a more accurate and realistic landscape outcome and includes the infrastructure items shown on the applicant's engineering details and as required by the State agency requirements. It demonstrates the proposal will clearly obstruct the available views from the scenic route, including the loss of foreground and mid distant views of rolling hills and other significant landscape features, and that the impacts of the proposal will not be mitigated by landscaping.

The following images are taken from the road at eye level of a person sitting in a sedan vehicle.



Figure 32 Council 3D model view of proposal from Landsborough Maleny Rd from Viewpoint D



Figure 33 Council 3D model view of proposal from Landsborough Maleny Rd from Viewpoint E



Figure 34 Council 3D model view of proposal from Landsborough Maleny Rd from Viewpoint F



Figure 35 Council 3D model view of proposal from Landsborough Maleny Rd from Viewpoint G

