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12 May 2010

Ref: KJ:MV:20060645LA
37094Ltr

Sunshine Coast Regional Council
PO Box 141
TEWANTIN QLD 4565



Attention: Ms Tracy Jones
Council Ref: 2007/1965

Dear Madam

Re: Application for Material Change of Use - Preliminary Approval under s3.1.6 of the Integrated Planning Act 2007 – Sundale Tewantin
At: 86-100 McKinnon Drive, Tewantin
For: Sundale Garden Village, Nambour

With reference to the abovementioned project and following receipt of your correspondence dated 16th November 2007 – Information Request, we respond below.

Before doing so, it is appropriate to reconfirm that Sundale is a charitable organisation operating on a not-for-profit basis. It is an established and long-term provider of aged persons' accommodation on the Sunshine Coast. It purchased the subject land for the purposes of providing a major aged care and retirement accommodation facility, together with associated support facilities. This combination of facilities Sundale references as a *community living environment*.

In terms of the retirement living units (RLUs), it should be noted that the original application sought a yield of 314 units with partial areas of the site proposed as 3 storey. In addressing the information request, Sundale has significantly reduced this yield to 180 in a 2-storey arrangement or alternatively 196 units in 2 storey arrangement with one precinct of 3 storeys. Details of the change to yield are discussed in the revised Town Planning Report by Paul Summers Planning Strategies (PSPS).

As part of the response, we have also:

- Revised various plans and supporting studies; and
- Prepared new studies and plans

We are currently seeking a meeting with Council staff to introduce the changes and the review the alterations made to the proposed development

We now respond to the specific information request items below:

Architectural Plans

1. *Where possible, provide an illustrative site plan of the entire development to scale at a size greater than A4.*

Response:

Drawings are provided by Dimond Architects for the entire development as follows:

- 404.SK1 Issue C- Illustrative Aerial Site Plan
- 404.SK2 Issue C - Illustrative Site Plan
- 404.SK2.1 Issue B - Illustrative Roof Plan
- 404.SK3 Issue C - Illustrative Basement Plan

2. *Provide the following plans, in respect to development in Precincts 1 and 2 with each Precinct being shown in its entirety on one plan:-*

- 2.1 *Basement Plans;*
- 2.2 *Floor Plans;*
- 2.3 *Roof Plans*
- 2.4 *Elevations; and*
- 2.5 *Sections.*

It is noted that the original submission did not include all these plans (ie. Roof plans were not given for every building), or were only included in part (ie. Elevations did not illustrate all buildings within a Precinct).

Response:

Drawings are provided by Dimond Architects for Precincts 1 and 2 as follows:

- 404.DA-1 Issue C – Site Plan
- 404.DA-1.1 Issue B – Basement Plan
- 404.DA-1.2 Issue B – Level 1 Floor Plan
- 404.DA-1.3 Issue B – Level 2 Floor Plan
- 404.DA-1.4 Issue B – Roof Plan
- 404.DA-10.1 Issue B – Precinct 1 Overall Elevations
- 404.DA-10.2 Issue B – Precinct 2 Overall Elevations
- 404.SK7 Issue B – Site Sections

3. *Ensure that the plans identified in Item 2 are either to scale or where not possible due to the size of the development and plan size include measurements and notations which addresses the following:*

- 3.1 *Setbacks to front, site and rear boundaries at all levels;*

Response:

Setback dimensions have been added to plans 404.DA1.1, DA1.2 & DA1.3.

- 3.2 *Separation distances between unattached buildings at all levels;*

Response:

Separation distance dimensions have been added to plans 404.DA1.1, DA1.2 & DA1.3.

- 3.3 *Building height in metres of all buildings – maximum allowed and proposed;*

Response:

Building heights are now shown on 404.DA11, DA12, DA13 & DA14.

- 3.4 *Proposed gross floor area for the Wellbeing Type 2 Social use.*

Response:

The Day Respite Centre has been withdrawn due to prohibitive constraints with providing this service. A community care function is still proposed on site however, its services are delivered in-home and therefore off-site. Administration of the service will be based in the proposed administrative services area. The GFA required for an administrator would be minimal and duplicated with other on site administration services. GFA attributed to each administration officer work space is approximately 4m².

Planning Need

4. *Provide a Planning Needs Study, which demonstrates a justifiable need for the proposal and specifically addresses the following issues in respect to the Residential Aged Care & Retirement Housing Study for the Shire:-*

- 4.1 *There is an identified demand for residential aged care. This application proposes a maximum of 60 places for residential aged care, which will not meet the projected demand of 2026. Justify the proposal's limited provision for residential aged care.*
- 4.2 *There is an identified potential surplus (127) or deficit (139) of retirement housing units within the Shire by 2026 without considering this application. This application proposes a further 314 units which will over supply above the projected demand. Justify the number of retirement housing units proposed.*
- 4.3 *Recent discussions suggest that persons residing in the retirement housing units will have care needs that will be catered for by Sundale. Therefore, justify why retirement housing units are of such a large size (ie. 2 & 3 bedrooms) as the size of units appears seemingly inappropriate for persons who have care needs;*
- 4.4 *Demonstrate how the application provides for affordable housing options for less affluent older people, such as through the provision of smaller retirement housing units.*

Response:

An independent planning needs study has been undertaken by Council. Council's correspondence of 18 July 2008 indicates that the independent study demonstrates that sufficient need exists for an Aged Care facility in this location and this satisfies the requirements of Item 4 of the Information Request. A copy of this correspondence follows this letter.

Visual Impact

5. *Demonstrate that the proposed development has adequate setbacks in respect to maintaining visual amenity and character to the major road network and adjoining properties;*

5.1 *Provide further details on the proposed visual/acoustic buffer to McKinnon Drive as the application refers to mounding and the retainment of existing vegetation however it is considered that mounding may impact on the health of existing vegetation;*

Response:

Mounding will only take place away from the drip zone of existing trees which will alleviate any potential impact on the health of existing vegetation. Refer to Landscape Concept Plans by Landgraphics.

5.2 *Demonstrate that a sufficient setback is provided within the site to the site's frontage to McKinnon Drive to achieve vegetated screening opportunities. It is noted that development on the opposite side of McKinnon Drive has a setback of 10 metres;*

Response:

The RLUs are set back a minimum of 10m from the McKinnon Drive frontage with the bulk of the buildings set back well in excess of this. The Care Centre is set back a minimum of 6m from the McKinnon Drive frontage, nearing this setback at only one corner, with the bulk of the building is located behind the 10m setback line. The existing vegetation along with the proposed landscaping will provide significant visual buffering to the proposed development.

5.3 *Demonstrate that a sufficient setback is provided to the eastern site boundary. The sitting of buildings and internal roads are considered to limit opportunities for vegetation screening;*

Response:

First, RLUs originally proposed for what is now Precinct 7 have been removed, thus greatly increasing the setback to built development in this area.

Second, development in the balance precincts close to the eastern boundary (Precincts 2 and 4) adjoins parkland and land included in the Rural Settlement Zone.

Third, the RLUs in Precincts 2 and 4 are set back approximately 12.5m from the eastern boundary, while the roadway edge is set back a minimum of 5m from the boundary. The landscaped area relating to the portion of land located within 15m of the eastern boundary in Precinct 2 is approximately 74% (total area = approximately 835m²; landscaped area = approximately 615m²). 81% of this landscape area is located between the internal roadway and the boundary, providing substantial opportunity for significant landscape screening.

- 5.4 *Provide colour perspectives, which illustrate how the proposed development might be viewed from McKinnon Drive;*

New drawing 404.SK10_A provides a colour perspective of how the development might be viewed from McKinnon Drive.

Filling

6. *Provide section plans demonstrating how the edge of filled areas of the site will be treated/finished having particular consideration to the following:*

- 6.1 *The retainment of existing vegetation, particularly those located along the site frontage, and along the eastern and western side of boundaries where the site adjoins existing residences and Wooroi Creek; and*

Response:

Refer to Earthworks Plans E01 to E06 which show the extent of disturbance and the edge of filled areas. Refer to Sheet R01 specifically for details of proposed retaining walls and batters.

- 6.2 *The visual impact of treatment/finishes, particularly in respect of the site's frontage and eastern side boundaries where the site adjoins existing residences.*

Response:

As for Item 5.3 above, a substantial component of residential development has been removed from the eastern boundary.

The visual impact of the interface between the filled area and natural ground will be minimal along the site frontage (fill depths less than 300mm).

A retaining wall will be provided along the road edge adjacent the eastern site boundary which will be no closer than 3m to the boundary and approximately 1m high.

Landscaping will be provided along the eastern site boundary which will screen the retaining wall.

Building Height

7. *Whilst the Residential Aged Care & Retirement Housing Study for the Shire does recommend the use of vertical models, it notes that such models may be more applicable to infill/redevelopment sites (which the site is not) and also states that prevailing building height limits of the area should be respected. Provide a summary of grounds of why the proposed development is required to be of 3 storeys when the surrounding land and most of Noosa Shire is predominantly 1-2 storeys.*

Response:

As part of one of the options that has been advanced, the 3rd storey has been deleted from the proposal plans. Another option has 3rd storey development retained in one Precinct. There are an extensive range of comments contained in the PSPS planning report relating to the need for part of the development to be three storeys in height. Particular reference is made to Sections 11.1.3, 11.1.4, 11.1.5, 11.1.7 and 11.2.

8. *Provide plans (ie. Sections) which demonstrate the extent that the 3rd storey will or will not be visible from McKinnon Drive.*

Response:

As indicated above, the 3rd storey has been deleted, apart from in one of the options advanced for Council consideration (Precinct 6). At its closest point, this precinct is setback 125m from the road reserve (further to the carriageway). Between the road reserve and Precinct 6 lies Precinct 10 where existing vegetation including canopy trees is to be retained. The setback distance; the existing vegetation which provides substantial buffering to McKinnon Drive; the supplementary landscaping that will be provided; the 2-storey development to be located between Precinct 6 and McKinnon Drive; and the curvature of Driveways 2 and 4 will provide more than adequate buffering of the development that rises to 3-storeys.

Riparian Buffer

9. *Provide a survey plan, which identifies the centreline of the creek and 75 metres (Biodiversity Overlay requirement) from this location and the top of the bank and 30 metres (Ecological Assessment Report recommendation) from this location. In addition, have these areas pegged out on site for an inspection by Council staff.*

Response:

Refer to the attached existing site Contour Plan 06645 Sheet EW06 by Covey Associates. These areas will be pegged upon request by Council (note that there has been little point pegging this area beforehand, given the potential for pegs to be removed).

10. *Provide further justification in respect to the proposed reduction of the riparian buffer width from 75 metres from the centreline of the creek (Biodiversity Overlay requirement) to the setback proposed, particularly as the Ecological Assessment Report submitted with the application recommends a minimum 30 metre setback from top of bank.*

Response:

The Ecological Assessment Report by Litoria Consulting identifies that the relevant mapping over the site by the former Noosa Council does not reflect the actual circumstances and that most of the mapped areas are highly degraded.

A specific response to the riparian buffer issue has been prepared by Duke Environmental.

The Ecological Assessment Report, the Riparian Assessment Report and the associated development response within the Sundale Tewantin Development Code seek to protect and enhance those parts of the site that actually have environmental significance. The proposed rehabilitation of this area will result in a net increase in the riparian buffer to that which exists or could otherwise be regulated through the land's existing zoning.

Also note the comments at Section 11.2 of the PSPS planning report.

11. *Provide professional advice as to whether the proposed reduction in riparian width could adversely impact on above ground or below ground water flows above and below the*

site, given that the upstream catchment of the creek is approximately 898ha, and the creek is a fifth order stream adjacent to the development.

Response:

It is proposed to implement water sensitive urban design principles on this subject site to mitigate the effects of the increase in hardstand area due to the development. Refer to the Stormwater Management Plan by Covey Associates for specific detail.

Further, the subject site forms a small portion of the larger overall catchment of Wooroi Creek. During construction it is proposed to monitor ground water levels as part of the filling operations which is stipulated in the Environmental Management Strategy that forms part of the Sundale Tewartin Development Code. Coupled with the stormwater management measures to be implemented on the site it is not considered that the proposal will have an adverse impact on above ground and below ground water flows adjacent to the site.

Refer to the specific information provided by Duke Environmental with respect to this item.

12. *Given that the riparian area will need to be restored to most likely RE12.2.7/12.1.1 (as agreed by DNRW); please provide any requirements DNRW may have to protect a 50 metres (Regional Vegetation Management Code PR P.3: Watercourses) riparian setback from high bank; and also provide ecological advice on the "South East Queensland Regional Coastal Management Plan supporting documents" preference to provide a 100 metre riparian setback from the adjacent Fish Habitat Area.*

Response:

DERM has acknowledged that the vegetation mapping over the site is incorrect and issued conditions based on Litoria Consultings' ground truth mapping. In addition, refer to information provided by Duke Environmental with respect to this item. The proposed riparian buffer area can maintain and improve the existing ecological function of the site and additionally is considered of an adequate width for the site specific constraints.

Vegetation Protection

13. *Provide information as to whether any marine plants will be adversely affected by the development (eg saltwater couch).*

Response:

There will be no negative impact to marine plants. Refer to the information provided by Duke Environmental with respect to this item.

14. *With regard to Council's Biodiversity Overlay – Environmental Protection, provide evidence that the Department of Natural Resources and Water have assessed the endangered regional ecosystem on the site and have agreed to remap this if this is the outcome of an on-site investigation.*

Response:

DERM has provided its approval to the proposed areas for rehabilitation with appropriate conditions. It is recommended that council adopt DERM approved buffers and conditions.

Bushfire Hazard

15. *Provide a site specific assessment of bushfire risk in accordance with Appendix 3 of the State Planning Policy 1/03 Guideline: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide; and a bushfire management plan in accordance with Appendix 8 of the State Planning Policy 1/03 Guideline: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide, where the site is identified at risk by the above assessment. Note that any firebreaks/trails are to be provided outside of Riparian Buffer Areas. This information is required to assist in the assessment of the proposal and Development Code.*

Response:

Please refer to the Bushfire Management Plan by The Consultancy Bureau which meets with requirements of SPP 1/03 and Council's Guidelines. The site has a low fire hazard and risk incorporates mitigation of threat from surrounding lands.

Development Code

16. *Minor changes will be required to the Development Code. It is considered that a further meeting will be the most appropriate manner in which to discuss the required changes. Please have Paul Summers contact staff to arrange a convenient time in which to meet about this issue.*

Response:

A meeting was held with Council staff on 5th September 2008 to discuss changes to the Development Code. Refer to the revised Development Code and Environmental Management Strategy by Paul Summers Planning Strategies. Further, the Planning Report has been updated to reflect the current proposal.

Survey

17. *Please provide a more detailed survey of the existing site levels by obtaining more spot levels across the site and by showing the contours at a closer interval in the flat areas of the site of say 100 or 200mm intervals, as this will enable a better understanding of the extent of earthworks proposed on site and will assist in establishing the existing drainage pattern for the site. This plan should be provided at a suitable scale with at least one plan printed at A1 size and the other plans printed at A3 size (A4 size will not be suitable). This upgraded level information should also be used to fine-tune the flood model for the site allowing a more accurate prediction of the existing flood extent and the proposed flooding extent.*

Response:

Refer to Earthworks Plan E06 which shows existing contours at closer intervals. The site is very flat and the existing detailed survey has adequate spot levels to form an accurate digital terrain model which was used in preparation of the flood study.

Earthworks

18. *Based on the up-dated survey information, please indicate the depth of proposed earthworks (both cut and fill works) extensively across the site by denoting any fill levels with a "+" and any cut levels with a "-". Also indicate on the proposal plans any batter*

slopes required (showing the top and bottom of the slopes) and/or any retaining walls that may be necessary (including the height of such walls).

Response:

Refer to Preliminary Earthworks Plans by Covey Associates. The proposed cut/fill plan Sheet EW04 details areas of cut and fill and locations of batter slopes and retaining walls. Sheet E02 details batter slope grades and retaining wall heights.

19. *Please provide a series of cross section through the site showing the existing ground levels, the proposed ground levels, the proposed buildings (including any basement car parks), and the existing ground water level based on detailed Geotechnical Investigations.*

Response:

Refer to Preliminary Earthworks Plans by Covey Associates. Sheet EW02 details sections through the site, extent of proposed buildings, basements and ground water levels which are based on the detailed Geotechnical Investigation.

20. *In addition to the cross sections required across the entire site, please also provide a series of detailed cross sections through the proposed drainage line showing the existing ground levels, the proposed ground levels, the existing ground water level and the peak Q100 flood level.*

Response:

Refer to the Drainage Channel Details and Cross Sections Sheet EW03 by Covey Associates for required details.

21. *Please prepare a plan that illustrates the extent of all earthworks (including temporary and permanent batter slopes), with consideration given to basement construction and how the surrounding earth will be retained and/or battered in order to construct the basements, roadways, services, drainage works, and building platforms.*

Response:

It is proposed that the site will be filled to final level in two stages. The first stage covers Precincts 1, 2, 4 and 7. Once filled, the basements will be excavated and basement walls brought up to level. The wall will then be backfilled and excess material from basement excavations taken to Precincts 3, 5 and 6. Batter slopes will be no steeper than 1 in 4 for both temporary and permanent earthworks.

22. *Demonstrate how it is intended to carry out earthworks on the subject site (including excavation works, compaction works, and haulage) without impacting on the surrounding residential areas, particularly the residential area that borders the eastern boundary of the development site.*

Response:

It is not known at this stage from where the site fill will be sourced however, at Operational Works phase a detailed earthworks and haulage plan will be prepared. It is noted that McKinnon Drive will be the access point and is often used as a haulage route from the Ringtail Creek Quarry and the Johns Quarry on Johns Road, Cooroibah.

The majority of the fill is occurring in the northern part of the site. Where fill areas are adjacent existing residences. Adverse effects of fill operations will be managed in accordance with an approved Environmental Management Plan for the earthworks operation. This plan will form part of the Operational Works application. See Sections 6.1 and 6.2 of the Environmental Management Strategy in the Sundale Tawantin Development Code for further information.

23. *Provide certification from an Arborist or similar qualified person, that the earthworks on site will not damage or reduce the life of any of the existing vegetation to be retained on site, as some of the earthworks is likely to sever the roots of trees, and conversely some of the fill proposed on site is also likely to negatively affect vegetation intended to be retained. In this regard the extent and/or methodology of earthworks may need to be reviewed in order to protect such vegetation.*

Response:

Preliminary assessment of the revised plan of development, earthworks concept and existing vegetation to be retained suggests that where trees/vegetation are/is to be retained, some provision for vegetation management may need to be considered however the extent of the disturbance to trees/vegetation is expected to be minimal. Certification from an arborist should be a condition of the Development Approval and addressed as part of an Operational Works application.

Geotechnical

24. *Please provide an updated Geotechnical Report as the report submitted is a preliminary report that was undertaken before any development plans had been prepared by the applicant and is not reflective of the proposed development and the possible problems that may be encountered. In this regard more extensive testing is needed across the entire site to reflect the latest development proposal including testing in areas that had previously not been*

investigated such as the northeast corner where buildings (with basements) are now proposed.

Response:

Refer to Geotechnical Investigation by Golder Associates. The report has been carried out recently based on the latest development layout.

25. *The Geotechnical Report will need to address the rehabilitation work required to remove the contaminants found on site and will also need to detail how Potential Acid Sulfate Soils will be dealt with during the establishment phase, the construction phase, and the operational phase.*

Response:

Refer to Geotechnical Investigation by Golder Associates which recommends a remove and replace scenario of the uncontrolled fill on site which contains construction waste.

The Preliminary Site Investigation (Contamination) by Golder Associates identified areas which require additional testing for contaminated areas for removal during earthworks.

Refer to the Acid Sulphate Soil Investigation by Golder Associates which indicates a moderate risk of encountering Acid Sulphate Soils on the site and recommends

preparation of a Site Specific Management Plan be incorporated into an Environmental Management Plan. Relevant processes have been included in Environmental Management Strategy in the Sundale Tewanin Development Code.

26. *Please show all Geotechnical Bore Hole and Test Pit locations on at least one of the Architectural Plans so that the relationship between the test locations and results of such tests can be kept in perspective with the actual development proposed at that location.*

Response:

Bore hole locations are now indicated on drawing 404.SK2_B by Dimond Architects.

Water Quality

27. *Please provide a Water Quality Management Plan for the site outlining the water quality objectives for the site and demonstrating how surface water, ground water and Potential Acid Sulfate Soils will be handled during the establishment phase, the construction phase, and the operational phase.*

Response:

Refer to Stormwater Management Plan by Covey Associates which discusses water quality measures to be undertaken on site.

Refer to the Acid Sulphate Soil Investigation by Golder Associates which indicates a moderate risk of encountering Acid Sulphate Soils on the site and recommends preparation of a Site Specific Management Plan be incorporated into an Environmental Management Plan. Relevant processes have been included in Environmental Management Strategy in the Sundale Tewanin Development Code.

28. *Please outline the exact details of the proposed stormwater treatment facility, as little information has been provided and this matter will need to be resolved as part of the assessment of this MCU application to ensure the development has no off-site impacts.*

Consideration will also need to be given to vehicle contaminants (such as grease, oil, break dust, rubber, etc) from the driveways and car parking areas and determine how these contaminants will be collected and treated.

Response:

Refer to Stormwater Management Plan by Covey Associates which discusses water quality measures to be undertaken on site. It is proposed to use bio retention swales alongside roadways to treat runoff from hard stand areas and rainwater tank overflow as the site lends itself to this type of treatment facility.

Stormwater

29. *Demonstrate that the proposed development will not result in a net increase or decrease in runoff from the site so as not to have any impact on downstream ecological and hydrological systems.*

Response:

Refer to the Stormwater Management Plan by Covey Associates. A combination of rainwater tanks with additional storage and the proposed open water body will have sufficient detention capacity above the standing water level to mitigate increases in stormwater run off. Stage specific detailed Stormwater Management Plans will be provided with an Operational Works Application demonstrating non-worsening to downstream environs.

30. *Illustrate the capacity and location of all holding tanks/rainwater tanks proposed on site, as it is difficult to read the A4 size Architectural plans submitted with the application. In this regard the capacity will need to be justified with regard to local rainwater patterns, the catchment area (roof area) and other hard standing areas (driveways and carparking areas).*

Response:

Refer to Stormwater Management Plan by Covey Associates which discusses the capacity and locations of the rainwater tanks on the site. Refer to Sections 3.1 and 4.0 of this document specifically.

A total of 46 5000L tanks are proposed throughout the Residential Precincts of the development. This equates to approximately one tank every two ground floor units, distributed across the site. The club house and care centre will require larger storage tanks (2 x 35kL tanks) due to the amount of roof area and opportunity for non-potable reuse. The undercover area in Precinct 7 will have one 5000L tank to pick up roofwater runoff and provide a source of water in this area.

A storage/wet well is proposed for basement carparks to assist with intermittent storage of water runoff from entry ramps to the basements. No specific details are provided at this, however, the tanks will be located underground adjacent to basement areas.

Easements

31. *Indicate on all relevant proposal plans all existing easements on site (such as the drainage easement through the site), and any new easements that may be necessary over any future services required in order to service the site (such as sewer mains, water mains, electrical, etc).*

Response:

There are no existing or proposed easements on the site. Refer to the current title search of the subject allotments at the end of this correspondence.

Services and Servicing

32. *Indicate on the proposal plans the location of the Electrical Sub-Station that will be likely for a development of this scale, as these substations can be significantly sized and often are required to be located on their own separate title of land. The location and size of the substation will assist in Council's review of the overall development with regard to visual impact, noise impacts, and access by service trucks for electrical maintenance.*

Response:

One substation will be provided inside the property boundary adjacent to the main access to the development. An indicative location is shown on drawing DA1.2 by Dimond Architects.

It is not yet known if Energex will require the substation to be located on a separate title of land or whether the substation can be incorporated into the road reserve of McKinnon Drive by way of boundary realignment. The substation will be on an approximately 3.5m x 3.5m concrete pad and the cabinet will be 1.8m x 1.8m x 1.5m high which is fairly standard for most residential developments.

33. *Show the location of the Fire Booster Pump needed for a development of this scale, as these pumps can be significantly sized and need to be positioned such that direct access is available for fire fighting purposes. The location and size of the booster pumps will assist in Council's review of the overall development with regard to both visual impact and access by fire truck.*

Response:

A fire booster pump will not be required as there is sufficient capacity in the existing main to provide for fire fighting flows. Refer to Section 4.3 of the Water Network Analysis by Worley Parsons.

34. *Indicate on the proposal plans the location of all bin storage areas and demonstrate how these bins will be serviced. Will a refuse truck be required to manoeuvre around the entire site once a week, servicing individual buildings/dwelling units, or will garbage be collected from a central location? Please also indicate the manoeuvring path of the refuse vehicle required to service the site.*

Response:

It is proposed three waste collection points be located throughout the site. A Council refuse truck will traverse the site to collect waste from these points. Refer to new drawings 404.SK5 & 404.SK6 by Dimond Architects showing details of proposed garbage truck routes, collection points and manoeuvring paths.

See also the Traffic Report prepared by McCormick, Rankin, Cagney. Refer to Section 3.4 which discusses Servicing arrangements for the development and Appendix A which has swept path analysis drawings for a refuse truck.

Water Reticulation

35. *The network analysis by JWP, dated August 2007, is to be amended to comply with Noosa Council requirement for connection of rateable properties to Council mains. In this regard only one metered connection will be permitted to the proposed centrally owned and managed development. Additional connections may be permitted to provide fire fighting capacity, however this would require separate fire and domestic mains. Applicant's consultants to contact Council's Water Supply and Sewerage Capital Works Manager on 5449 5288, to discuss and formulate an acceptable solution.*

Refer to Water Supply Analysis by Worley Parsons which has been updated to reflect the current layout and has been prepared in consultation with Council's Capital Works Manager.

Traffic Issues – Refer to Traffic Report by McCormick Rankin Cagney for response to Items 36-61.

36. *Assuming the applicant's traffic analysis and methodology of calculating future traffic conditions are correct, the proposed development will be accountable for between 20-25% of all traffic in McKinnon Drive. This is a considerable increase in traffic and is likely to have a significant impact on McKinnon Drive and the surrounding road network, which at this stage has not been adequately addressed.*

It is noted from review of the traffic report that the only intersection that has been investigated is that actual intersection of McKinnon Drive with the access into the development. It is further noted that the applicant's justification for this is that they believe Council's Coastal Major Road Network Infrastructure Charges Plan (CMRNICP) and the subsequent monetary contributions that may be levied on the applicant will cater for all other intersections.

However this is not the case, as Council's CMRNICP has not given any consideration to a development of this nature and scale on the subject site. Indeed, the CMRNICP assumed a traffic generation reflective of the actual zoning under Council's Planning Scheme (Non-Urban under the previous Planning Scheme and Rural Settlement under the Noosa Plan) and on that basis a maximum of 10 trips per day from each allotment was determined giving a maximum of 20 trips a day from the entire site.

Accordingly, this development is likely to generate the need for additional upgrading above that required by the CMRNICP and as such the applicant will need to provide a detailed traffic assessment of all intersections and surrounding roads that result in an increase in traffic of 5% or more as a result of the proposed development. The amended traffic report will also need to make recommendations as to the level of works that will be necessary to upgrade the various intersections and roads to appropriate standard.

Response:

Refer to Traffic Report by McCormick Rankin Cagney, Section 4.0 where additional analyses of relevant intersections has been carried out. In summary, at the completion of Stage 1, no neighbouring intersections will have an increase of more than 5% of base traffic. The report recognises that proposed road upgrade works, namely the Tewantin Bypass and Butler Street connection could have a significant impact on the surrounding network. The report recommends further assessment when Development Approval is sought for Stage 2 and beyond, taking account of the modified traffic flows as a consequence of the proposed network changes.

37. *Upon reviewing the level of upgrading works necessary to the existing road network, please also determine the directional split of traffic to and from the development and provide justifications for making such assumptions.*

Response:

Refer to Traffic Report by McCormick Rankin Cagney, Section 4.0, where the directional split and justification is provided.

38. *Please provide an updated traffic report based on more current and site-specific traffic count data taken over an appropriate time frame in order to give more accurate results.*

Response:

Refer to Traffic Report by McCormick Rankin Cagney, Section 2.3 which includes updated traffic count data.

39. *Please provide justification for the traffic generation estimates to and from the development and demonstrate that all Uses have been catered for as well as visits to external uses and/or external operators that will regularly visit the site. All traffic estimates should be based on locally collected data where possible including generation rates from the Department of Main Roads Guidelines, and justification for using such rates clearly defined.*

Response:

Additional justification is provided in the Traffic Report by McCormick Rankin Cagney. Refer to page 26 of the Traffic Report.

40. *It appears from review of the traffic report that the traffic analysis has been based on traffic generated in the am and pm peak hours only, and that certain traffic generated to and from the site outside of the peak hours has been excluded. Though this methodology is understood, it is considered that the overall daily traffic volume should also be determined whereby the non-peak traffic can be included to give an overall daily volume. This information should be included in the amended traffic report to be submitted.*

Response:

It is considered that the daily traffic volumes adopted in the Traffic Report are highly conservative. Refer to page 26 of the Traffic Report by McCormick Rankin Cagney.

41. *Please provide clarification of the exact traffic arrangement proposed for the site, as it appears from the plans that 3 access driveways are intended to/from McKinnon Drive. In this regard the plan suggests that the central driveway will cater for ingress and egress, whereas the south-western and south-eastern driveways appear to cater for one-way egress only from the site onto McKinnon Drive.*

It also appears from the traffic report that the south-western driveway will be restricted for refuse collection and emergency vehicles only. Accordingly, please demonstrate how vehicles will be prevented from entering the site at the south-western and south-eastern driveways, and conversely also demonstrate how vehicles internal to the site will be prevented from exiting the site via the south-western driveway. Security gates for example would be impractical for servicing by Council refuse vehicles.

Response:

The main central access is a two way access and egress point. The south eastern driveway is an egress only access. This access will be left out only which will be designed to physically discourage vehicles turning right into the access from McKinnon Drive. The northern driveway will be for waste collection and emergency vehicles only. This will be a gated entry which is remote controlled by administration.

The above circumstances are now fully and clearly codified with the Sundale Tewanin Development Code.

Refer also to page 27 of the Traffic Report by McCormick Rankin Cagney.

42. *Based on traffic count data held by Council, it appears that the 85 percentile speed just north of the site in McKinnon Drive is 88 km/h and just south-east of the site the 85 percentile speed is 69km/h. Based on the location of this traffic count data it is calculated that the 85 percentile speed of vehicles adjacent to the central access driveway into the site will be in order of 80km/h despite being a 60km/h speed zone. In this regard please demonstrate that appropriate sight distances are achievable for all vehicle movements to and from the site via the various driveways.*

For safety reasons, and based on the traffic count data, it is recommended that sight distances to and from the:

- *South-western driveway be based on a design speed of 85km/h;*
- *Central driveway be based on a design speed of 80km/h; and the*
- *South-eastern driveway be based on a design speed of 75km/h*

Response:

Compliance with sight distances for each access point based on the stipulated design speeds above is discussed in Section 3 of the McCormick Rankin Cagney Traffic Report.

43. *Demonstrate how traffic exiting the site (via the south-western and/or the south-eastern driveways) will be able to head in a north-west bound direction, as the proposed central median and double white lines on McKinnon Drive would prohibit a right turn movement. Indeed given the traffic volume and design speed of McKinnon Drive such manoeuvres could be quite dangerous. As such a U-Turn or Roundabout facility will need to be provided to the south-east of the development site to enable such traffic the ability to safely turn-around in order to head in a north-west direction.*

Right turn manoeuvres from the central driveway onto McKinnon Drive (in order to head in a north-west direction) also need to be taken into consideration, as this could also be a dangerous manoeuvre, particularly if vehicles can not make the turn in one manoeuvre and pause mid-way across the intersection in order to head in a north-west direction.

Response:

There is adequate sight distance for vehicles exiting the site in both directions. Vehicles exiting from the south eastern driveway are restricted to a left-out only. Vehicles exiting from the north western driveway will be restricted to Waste Collection and Emergency vehicles only and will likely only make a left out manoeuvre.

Refer to Section 3.2.1, 3.2.2, 3.2.3 of the Traffic Report by McCormick Rankin Cagney.

44. *Please give consideration to the provisions of a short acceleration lane in McKinnon Drive for each of the proposed access/egress driveways to enable existing traffic heading in a south-west direction the ability to accelerate to the appropriate speed and/or the ability to accelerate to avoid a rear-end collision.*

Response:

There is adequate sight distance for vehicles exiting the site in both directions. Vehicles exiting from the south eastern driveway are restricted to a left-out only . Vehicles exiting

from the north western driveway will be restricted to Waste Collection and Emergency vehicles only and will likely only make a left out manoeuvre. Therefore it is not considered necessary to provide an acceleration lane.

Refer to Section 3.2.1, 3.2.2, 3.2.3 and page 29 of the Traffic Report by McCormick Rankin Cagney.

45. *Justification should also be provided as to why more than one access driveway to/from McKinnon Drive is necessary as a single controlled access point to and from the development could potentially result in a safer arrangement by reducing potential conflict points.*

Response:

There is now only one access point (central driveway) for the site. The south eastern and north western driveways will be egress only. The sheer length of site frontage enables arguments for accesses as proposed; however in addition to this:

- It is desirable to reduce the internal and basement travelling distances for residents, noting also that for some parts of the site will be counter-intuitive to head north-west, in order to head to destinations that lie south-east – hence Access A3 overcomes this.
- Access A2 which is limited to service vehicles provides ease of manoeuvring and flexibility for larger vehicles.

Refer to page 45 of the Traffic Report by McCormick Rankin Cagney.

46. *It is noted that a bus stop and bus shelter is located to the frontage of the development, to the immediate west of the south-western access driveway that leads from the development. In this regard please demonstrate that adequate sight distances are available taking account of the actual bus shelter and the possibility of a bus parked in this location.*

Response:

Sight lines from the proposed northwest egress will be clear of the bus shelter. Refer to page 30 of the Traffic Report by McCormick Rankin Cagney for additional detail on this item.

47. *It is noted from the traffic report submitted that a right-turn lane should be provided into the site to prevent vehicles queuing into the through traffic lane. In this regard please prepare a plan illustrating the details of these works in relation to the horizontal road geometry of McKinnon Drive and the radius of the road, as it is thought that considerable works will be necessary to enable a smooth transition for the through lanes given Council will not accept through lanes that step or weave in and out or an alignment that results is not comfortable to drive.*

The horizontal road geometry must be based on one continuous radius that joins tangentially to the existing road alignment as opposed to that indicated within the traffic report, which is effectively a straight cord across the arc of the road with small transitions at the ends.

Response:

Modification to the road geometry of McKinnon Drive to cater for the proposed right turn lane has been undertaken. Refer to Section 4.1.1 and Appendix E of the Traffic Report

by McCormick Rankin Cagney which includes a relevant design discussed at Section 4.1.1.

48. *In addition to the right turn lane, it is recommended that a left-turn/deceleration lane also be provided for the central driveway so as not to restrict any through-flowing traffic. This should be shown on the amended plans submitted and should be consistent with the speed environment.*

Response:

The provision of a left turn lane is not required from a traffic capacity or safety viewpoint. Refer to page 31 of the Traffic Report by McCormick Rankin Cagney.

49. *Taking account of the bus stop to the frontage of the development, necessary sight distances to and from the proposed access driveways, the right-turn lane required, the central median that will be necessary along the McKinnon Drive frontage, a left-turn/deceleration lane into the site, and the intersection of McKinnon Drive with Yellowwod Close and the Tewanin Sports Field entrance roadway – it is considered that McKinnon Drive will need to be widened and the existing bus stop repositioned to the north (ie. Closer to the actual development site) in order to cater for the necessary roadworks. In this regard please illustrate the road geometry required on the proposal plans and give an accurate indication of any vegetation that will need to be removed within the road reserve to the frontage of the development as a result of such works including removal of vegetation for safe sight lines.*

Response:

Refer to Traffic Report by McCormick Rankin Cagney which includes a discussion on this item at page 31 and detailed plans in Appendix E.

50. *Please demonstrate whether any street lighting will be necessary at the proposed access and egress points to and from the development onto McKinnon Drive, and if required, please show the necessary infrastructure on the proposal plans for Council to consider and review.*

Response:

It is expected that as part of detailed electrical reticulation design for the development, street light locations will be provided. At a minimum, a street light would be required at the main access point to the development. Street light locations have therefore not been shown on plans at this stage but will be provided as part of an Operational Works application for electrical reticulation.

51. *Given the volume of the traffic that will be generated to and from the proposed development, demonstrate how it is intended to offset these impacts on the nearby Tewanin School, as concern is raised for the safety of children going to and from the school if there is going to be an increase in overall volume of traffic that these children have to contend with.*

Creating a potentially hazardous situation for children as a result of traffic generated to and from the proposed development will not be an acceptable outcome and the applicant will need to address these matters.

Response:

The Traffic Report by McCormick Rankin Cagney (page 32) demonstrates that it is unlikely that the additional traffic generated by the development will impact on the safety of school children. Further, residents of the proposed retirement living community will likely avoid travel during peak school times. It is noted that Construction of the Butler Street connection may alleviate any traffic impacts on the school zone.

52. *To cater for a development of this scale it will also be necessary to provide appropriate pathway linkages to existing pathways, plus improvements to the existing pathway network and these should be shown on the proposal plans. In this regard a 2m wide meandering pathway should be provided extending from the south-eastern side of the existing foot bridge (to the south west of 100 McKinnon Drive, i.e Lot 86 on MCH 1415) along the frontage of the development and to the McKinnon Drive (Cullinane Street)/Goodwin Street intersection to link with the existing pathway on the northern side of Cullinane Street located to the east of this intersection.*

Response:

Refer to the response below at Item 54.

53. *This pathway is mentioned as this may require removal of some vegetation within the road reserve to the frontage of the development site to cater for the path, not to mention the appropriate sight lines required to cater for cyclists at any access driveways, which may require further removal of vegetation. The applicant is advised that in order to provide and maintain a 2m wide path and to cater for safe travelling by cyclists and pedestrians with good surveillance opportunities that it is likely that a clear corridor of 4-5m would be necessary.*

Response:

Refer to the response below at Item 54.

54. *The applicant is also advised that the northern side of McKinnon Drive is the most appropriate location for this pathway, as it is not safe to direct pedestrians to and from the development across McKinnon Drive in a location where the traffic volumes are high and vehicles are travelling at reasonable speeds. Providing a safe crossing points to the east of the Cullinane Street / Goodwin Street intersection is therefore considered the safest option.*

An existing high standard pathway is located on the southern side of McKinnon Drive which provides the necessary function to carry pedestrian and cyclists. It is not proposed to provide a pathway on the northern side of McKinnon Drive. Refer to page 33 of the Traffic Report by McCormick Rankin Cagney for the relevant discussion on this item.

Response:

55. *Please illustrate on the proposal plans the end of trip facilities that will be available to encourage walking and cycling to and from the site, particularly in terms of the staff that will be employed on site. This includes internal pathway networks, seating areas, secure bicycle-parking facilities, showering facilities, secure lockers, and change room facilities.*

Response:

Internal pathway networks are shown on all Site Plans as well as all Level 1 Floor Plans by Dimond Architects.

Bicycle parking facilities are shown on drawing 404.SK4 by Dimond Architects adjacent to Administration Building and in rear service yard adjacent to Club House.

Staff showering, change room and locker facilities are shown on drawing 404.DA6 by Dimond Architects in the Administrative Services area.

Car Parking

56. *The car parking provisions outlined in the Planning Report and Development Code are inconsistent with the rates identified in the Traffic Report prepared by McCormick Rankin Cagney. Therefore a suitably qualified traffic consultant is required to address car parking provisions for the development and in particular, justifies any adopted car parking rates that differ from those requirements outlined in the Noosa Plan. In this regard, the following should be addressed:*

- 56.1 *Car parking for Multiple Housing Type 3 Retirement and Special Housing (ie. Taking into consideration residents/visitor/employee numbers);*

Response:

Noosa Council's standard carparking rates have now been used to calculate the minimum number of required spaces. A total of 289 spaces and 2 emergency bays are required with 289 and 2 emergency spaces provided. Having said that, Sundale is still of the view that the parking demand will be consistent with the arguments in the planning report and that there is a strong potential that many of the 289 spaces will stand vacant. As such, the additional parking demand generated by the Precinct 6 3-storey option can be met from within the 289-space provision. Sundale's consultant team would appreciate the opportunity to discuss this aspect further with Council staff.

Refer to Section 3.3 of the Traffic Report by McCormick Rankin Cagney for further discussion on car parking provisions.

- 56.2 *Car parking for Wellbeing Type 2 Social (ie. Taking into consideration number of day visitors and employees based on and off site);*

Response:

The Day Respite Centre (Wellbeing Type 2 Social) has been withdrawn due to prohibitive constraints with providing this service. A community care function is still proposed on site however, its services are delivered in-home and therefore off-site. Administration of the service will be based in the proposed administrative services area. The GFA required for an administrator would be minimal and

shared with on site administration services. GFA attributed to each administration officer work space is 4m². As such, Item 56.2 is not entirely applicable.

- 56.3 *Car parking for Education Type 1 Child Care (ie. Note: number of employees referred to in the Traffic Report seems to be low (ie. 2 employees) given the Child Care Centre is intended to accommodate 75 children);*

Response:

This is no longer applicable as the Child Care Centre is now deleted.

- 56.4 *Car parking for the ancillary facilities of shops etc, taking into consideration number of employees and operating hours.*

Response:

Noosa Council's standard carparking rates have been used to calculate the minimum number of required spaces. A total of 289 spaces and 2 emergency bays are required with 289 and 2 emergency spaces provided. This includes allowance for ancillary services proposed on the site. It should be noted that the ancillary facilities are designed to service the resident population and not the general public and as such the parking provided is more than capable of servicing the development. Also, refer to the response to Item 56.1 above.

Refer to Section 3.3 of the Traffic Report by McCormick Rankin Cagney which demonstrates that the site has sufficient parking proposed.

- 56.5 *Provision for a bus bay in the vicinity of the Core Precinct to service the needs of day respite visitors and for other services Sundale may offer its residents and visitors.*

Response:

There is space for a bus to park up under the "portico" at the entrance to Precinct 1's care centre and clubhouse. The bus will be parked off site overnight. The day respite centre has been deleted from the development.

Refer to Section 3.3 of the Traffic Report by McCormick Rankin Cagney.

57. *Please provide detailed plans (at an appropriate scale to facilitate checking), showing all car parking areas including the at-grade carparks and the basement carparks. The plans need to show the dimensions of the proposed spaces (appropriate for their intended Use, with consideration given to the age of patrons being 70+ and requiring greater room around vehicles for wheel chairs and walking assistance apparatus), aisle widths and roadway widths. Consideration also needs to be given to any obstructions, such as walls and columns, as well as consideration to height clearance requirements that may be necessary for access to disabled spaces with a basement, particularly if wheel chairs are carried on the roof of vehicles.*

Response:

See drawings 404.SK3, 404.DA1.1, 404.DA2 & 404.DA3 by Dimond Architects.

The clearance height in the basement car parks is 3.0 metres. The clearance at the entry to the ramps is 2.5 metres. A standard car height is 1.8 metres. A standard wheel chair carrier is 0.5 metres. Thus the total height of a car with a wheel chair carrier is 2.3 metres. Further, all basement entries will have height clearances signposted above entry ramps.

58. *Demonstrate that the grades on all of the driveways, particularly the driveways that lead to and from the basement carparks, comply with the Australian Standard for Off Street Parking (AS2890.1), as modifications may be necessary to the roadways and carpark areas to ensure the grades will not cause vehicles to scrape and/or bottom.*

Response:

New drawings 404.SK8 & 404.SK9 are provided by Dimond Architects. Driveway ramps have been designed in accordance with the *Australian Standard for Off Street Parking (AS2890.1)*.

59. *Demonstrate how the proposed basement carparks are intended to drain by gravity means in accordance with Council's Driveways & Carparking Code, Specific Outcome O17, as no pumps are permitted.*

Response:

Entrances to basement car parking will be located above the 100 year ARI flood level to ensure flood immunity of the basements. Some stormwater runoff from the access ramps will enter the basements. This stormwater will be collected by a storage tank/wet well located beneath the basement and pumped to the internal gravity drainage system, which is in accordance with *AS3500 Part 3 – Plumbing and Drainage – Stormwater Drainage*.

60. *In reviewing the car parking arrangements on site, please also give consideration to pick-up and set-down activities for the proposed Child Care Centre consistent with Class 3A spaces in AS2890.1 and show these on the amended plans.*

Response:

This is no longer applicable as Child Care Centre has been deleted.

Loading and Delivery Areas

61. *Please illustrate on the proposal plans all loading and delivery areas that will be necessary to cater for the proposed development and the manoeuvring areas required for vehicles to enter and depart these areas.*

Response:

New drawing 404.SK6 is provided by Dimond Architects. Also refer to Appendix E of the Traffic Report by McCormick Rankin Cagney.

MATTERS OF INTEREST TO DEPARTMENT OF MAIN ROADS

The Department of Main Roads has no requirements with respect to the proposed development.

MATTERS OF INTEREST TO QUEENSLAND TRANSPORT

Queensland Transport encourages development which minimises reliance on public transport and promote opportunity for people to access public transport facilities.

Community Bus Service

The community bus service is to pick up residents at the Care Centre and Club House which will be a centralised pick up location. The residents will wait inside the building where seating will be provided.

MATTERS OF INTEREST TO DEPARTMENT OF NATURAL RESOURCES AND WATER

Concurrence Agency Matters

Regional Ecosystems on the site have been ground truthed and identified. Refer to the Ecological Assessment Report by Litoria Consulting.

Appropriate revegetation as a result of the Material Change of Use will be undertaken in accordance with the Department of Environment and Resource Management approval conditions. Refer to the Landscape Concept Plans by Landgraphics.

Further, there is a significant need for Aged Care facilities in the Noosa Region. A recent independent needs study was commissioned by Noosa Council which demonstrates the urgent need for such a facility. This is further supported by a Land Use study undertaken by Noosa Council which clearly demonstrates that there is no alternative site in the immediate area for an Aged Care facility. Refer to correspondence from Noosa Council regarding the need for the facility. A Land Use Study was undertaken by Council which highlights the lack of alternative sites in the area.

Advice Agency Matters

Previous soil investigations have revealed that there is PASS on the site. Refer to the more detailed Acid Sulfate Soils Investigation which has been undertaken by Golder Associates.

A search of the Aboriginal and Cultural Heritage database has been undertaken and no records are recorded for this site. Due to the previous clearing and disturbance on the site, it is unlikely that any cultural heritage remains undisturbed on the site.

MATTERS OF INTEREST TO THE ENVIRONMENTAL PROTECTION AGENCY

The site is listed as a koala living area. The design layout is generally sensitive to existing vegetation and koala habitat. It is not proposed to have koala fencing installed. There is a vast tract of koala living area (State Forest) immediately to the north and west of the subject

site. It is proposed to have a spotter catcher on the site prior to and during clearing activities to move fauna into undisturbed areas.

Refer to Golder Associates report with respect to PASS. An Acid Sulphate Soils Management Plan shall be prepared prior to commencement of construction works as part of an Operational Works Application.

Refer to Stormwater Management Plan prepared by Covey Associates with respect to stormwater quality issues and the proposed mitigation measures for the site.

We have responded to all of the information requests by providing additional information of revised plans, apart from where particular components of the development have been modified by deletion, such as in the case of the respite centre. As this completes our response, we will now proceed with the Public Notification phase. We would request a meeting to introduce Council staff to the various changes that have been made and discuss the response to information request.

Trusting the above is to your satisfaction and should you require any further information please contact Ms Kristine Johnston at this office.

Yours faithfully
COVEY & ASSOCIATES PTY LTD

A handwritten signature in black ink, appearing to read 'Kevin Covey', with a long horizontal stroke extending to the right.

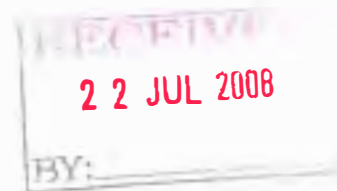
KEVIN COVEY
Director

BEng, Dip. Fire Safety Eng., CPEng, MIEAust, RPEQ (1823), MSPE PNG

Officer: Tracy Jones
Direct Telephone: 07 5449 5228
Response Address: PO Box 141, Tewantin QLD 4565
Email: tracy.jones@sunshinecoast.qld.gov.au
Our Reference: 2007/1965
Your Reference: <

18 July 2008

Sundale Garden Village Nambour
CARE Covey & Associates Pty Ltd
PO Box 16
MAROOCHYDORE QLD 4558



Dear Sir

**Re: Application for Sundale Tewantin situated at 82 & 100 McKinnon Drive,
Tewantin described as Lot 2 RP220516 & Lot 86 MCH 1415**

I refer to our earlier discussions in which the issue of planning need was raised. You were advised that the 'planning need' of the proposal needed to be firstly overcome before addressing the other issues of Council's Information Request.

You are advised that Council is now in receipt of an independent Social Needs Assessment, which addresses the issue of planning need for the proposal. In this regard, Council is satisfied that sufficient need exists for an aged care facility in this location and the proposed mix of uses (aged care facility and independent living units) is reasonable for the operation of the use.

Accordingly, it is suggested that you continue with the application process by responding to the other issues identified in Council's Information Request dated 16 November 2007. Once Council has received this information processing of the application can continue.

It should be noted that this letter signifies Council may favourably consider the proposal subject to all other constraints being satisfied.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Shane Adamson".

Shane Adamson
MANAGER - LAND USE

CURRENT TITLE SEARCH

NATURAL RESOURCES AND WATER, QUEENSLAND

Sundale
40197

Request No: 2650469
Search Date: 30/11/2007 14:31

Title Reference: 17198104
Date Created: 10/10/1988

Previous Title: 16134201

REGISTERED OWNER

Dealing No: 709489682 03/04/2006

SUNDALE GARDEN VILLAGE NAMBOUR

ESTATE AND LAND

Estate in Fee Simple

LOT 2 REGISTERED PLAN 220516
County of MARCH Parish of NOOSA
Local Government: NOOSA SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 16134201 (Lot 107 on CP MCH4268)

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

** End of Current Title Search **

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Requested By: SMIS .

Sundale
40197

CURRENT TITLE SEARCH

NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 2650466
Search Date: 30/11/2007 14:31

Title Reference: 18074079
Date Created: 19/12/1990

REGISTERED OWNER

Dealing No: 709307689 20/01/2006

SUNDALE GARDEN VILLAGE NAMBOUR

ESTATE AND LAND

Estate in Fee Simple

LOT 86 CROWN PLAN MCH1415
County of MARCH Parish of NOOSA
Local Government: NOOSA SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 18074079 (Lot 86 on CP MCH1415)

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - Yes 03/04/2006 709478423 Certificate No. 3

** End of Current Title Search **

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Requested By: SMIS .