

Development Watch Inc



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16 July 2026

To: The Chief Executive Officer
Sunshine Coast Regional Council
BY EMAIL – mail@sunshinecoast.qld.gov.au

NOTICE OF SUBMISSION

Application No: MCU26/0088
Proposal: Development Permit for Material Change of Use for service station
Street Address: 551 David Low Way, Pacific Paradise
Real Property Description: Lot 5 SP215175

Development Watch Inc. (DW) is a volunteer community group whose primary focus is advocating respect for the Planning Scheme for Coolum and surrounding areas including the Northshore, so that the residents can have certainty when choosing where they wish to reside.

DW objects to a commercial development on the Maroochy River flood plain.

CONFLICTS WITH THE PLANNING SCHEME

RURAL ZONE CODE

This land is zoned rural and should remain zoned rural due to constraints with flooding.

SEQRP

The South East Queensland Regional Plan 2005-2026 (SEQRP) includes the subject site in the defined Urban Footprint area.¹ However, the SEQRP qualifies such inclusions by stating, ***“Inclusion of land in the Urban Footprint does not imply that all such lands can be developed for urban purposes”***.² It then amplifies this by saying, ***“Land in the Urban Footprint may otherwise be unsuitable for urban development for a range of more local reasons, including constraints such as flooding, land slope, scenic amenity, and protection of biodiversity values of state, regional or local significance.”***³

The SEQRP delegates to local government the determining of desired use of land with these constraints.⁴ This development therefore conflicts with Council’s stated position on the development of this land.⁵

FLOOD HAZARD OVERLAY CODE

This land is a flood plain.

This development conflicts with the Flood Hazard Overlay Code.

Allowing a development of this nature on the Maroochy River flood plain would be a recipe for a human and/or environmental catastrophe.

Should this development flood the consequential damage to the water quality of the Maroochy River would be insurmountable.

¹ SEQRP, Map 2, SEQ regional land use categories, page 14

² SEQRP, page 16

³ SEQRP, page 16

⁴ SEQRP, page 16

⁵ Sunshine Coast Growth Management Position Paper (GMPP), Sunshine Coast Regional Council, July 2008, Table, page 37, designates the subject site as *“Major Area within the Urban Footprint Not Intended for Urban Development”*

NEED

The weight to be ascribed to the identified need by the applicant sits at the lower end of the spectrum.

Any need for a service station in this area is not with immediacy, and is not pressing. This is so for the following reasons –

1. There are two service stations already located within 3 kilometres of this site. The first is on David Low Way in the township of Pacific Paradise. The second is at Bli Bli. There is also a fuel depot at the Quanda Park Industrial Estate at Coolum approx. 3 klms from the Motorway. Furthermore, there is a service station which is well placed and very assessable to travellers and residents alike located across from Surfair Beach Hotel, David Low Way, Marcoola.
2. Importantly to any need assessment is also the fact that a comprehensive service station is proposed for the Sunshine Coast Airport which will be close to and easily assessable from major road networks in the area. This airport expansion is underway (Gateway Precinct) and forms part of a State Government planning controlled area. There have also been several other services stations approved between Coolum and Pacific Paradise in the past that have never come to fruition – one would assume due to a lack of need. One such service station was on Coolum-Yandina Road. That approval has now lapsed. Another approval was given near the Coles Shopping Village at Pacific Paradise. That approval has yet to be taken up.
3. In relation to fuel costs, there is not an undersupply of service stations translating into above average prices at the fuel pump for residents or the travelling public. The Sunshine Coast has a competitive fuel market. Motorists can assess a wide variety of branded stations, fuel types and services at various locations across the Sunshine Coast region.
4. While a theoretical undersupply for the primary trade area may be mooted by the applicant, the force of that undersupply even if it were to happen, would need years to build. In such time, home charging of EVs and very fuel-efficient/hybrid cars will be the mainstay of the market. The concept of having service stations on street corners servicing local neighbourhood areas has passed.
5. 'On-the-ground', members of the public are not suffering from a supply constrained market.

6. It is claimed a service station at this site would be well placed to meet the needs of passing traffic (travelling public and heavy vehicles). Traffic of this kind does not necessarily originate, or terminate, in the “trade” area. It can come from much further abroad. That being the case, it is artificial to limit an assessment of the supply of existing service stations to those in the trade area. When a broader lens is adopted, there is a reasonably high prospect of 'escape' expenditure to outside competitors. This is particularly so given the extent of service stations, and service centres, located near or on major traffic routes in and around the Sunshine Coast including the Bruce Highway to the south-west, west and north-west.

VISUAL AMENITY

The Area

There is a band of 20 dwelling houses on traditional suburban lots to the north and north-west of the land on David Low Way and Finland Road;

There is a large band of rural land to the north of David Low Way;

At scale developments in the general area (3klm radius) is the Maroochy River Golf Club (and associated driving range) on the northern side of David Low Way and the Bli Bli Acqua and Sports complex to the west of the site approximately 2.5 klms away; These facilities are open space type developments leveraging the aesthetic appeal of the general “rural” outlook.

There is also rural land of similar character to the subject land, located to the south and south-west.

Importantly David Low Way is recognised in this area is a ‘scenic route’ and noted as such in various planning documents for the Sunshine Coast.

Character

The existing character of the area is predominantly open space/green fields. The landscape is visually attractive and open. Built form is still evident in that landscape but is not visually dominant. It comprises a mixture of houses and non-residential structures. Those structures are surrounded, and subservient in visual terms, to large, expansive areas of open space. The largest building in the area appears to be the Golf Club. A low profile architecturally designed golf club that sits softly in the landscape and unlike the proposed service station development does not have homes directly opposite.

Apart from the visual amenity for passing motorists on a scenic route, the visual amenity for the residential strip of approx. 20 homes opposite the subject site, will be forever ruined if a service station were to be approved at this site.

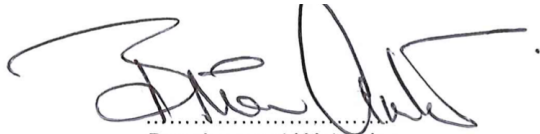
NOISE, FUMES AND LIGHTING IMPACTS/COMMUNITY EXPECTATION

At this time the only quiet time for the residents opposite the subject site is at night. The proposed traffic lights on David Low Way will adversely impact on the residents of the 20 homes opposite the subject site. There will be the noise and fumes from traffic stopping and starting at the traffic lights and then lighting from the vehicles/trucks exiting the service station at night will impact negatively on the homes opposite. This is not something that the residents opposite the subject site were expecting when they purchased and/or built their homes as the land was zoned rural. The Planning Scheme has a role to play in protecting the liveability of residents from undue disruption and negative influence. A poorly located fuel facility, associated traffic signally and increased frequency of traffic movements unfortunately would be a burden on these residents.

POTENTIAL CONTAMINATION OF GROUND WATER AND THE MAROOCHY RIVER FLOODPLAIN AS A RESULT OF FUEL LEAKS

It is not uncommon for underground fuel tanks to leak. If a leak did occur at this site, the environmental consequences for the Maroochy River Floodplain and the river itself would be catastrophic. It is important to note that under climate modelling the site in question will in the future be impacted upon by tidal influence which would be a concern for any underground storage of fuel.

Yours sincerely,



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Development Watch Inc

Brian Anker
President