



The Chief Executive Officer
Sunshine Coast Regional Council
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22 February 2023

Subject: Unacceptable impacts of proposed development on safety and access for residents of Grandview Lane, Coolum Beach

Executive Summary

The body of this submission describes how the proposed development west of Grandview Lane in Coolum Beach will cause serious safety and access issues for the residents of Grandview Lane. It seems that Council may not have considered the impacts of the proposed development on Grandview Lane when assessing the development application. CRA requests Council to enter into urgent negotiations with the developer to resolve these issues and achieve an acceptable outcome for the residents of Grandview Lane.

Introduction

Residents of Grandview Lane, Coolum Beach (several of whom are members of the Coolum Residents Association) have recently observed surveying and geotechnical drilling activity on the land abutting the western side of Grandview Lane. The subject land appears to have the street address of 85 Yungar Street, Coolum Beach and is described as 204SP246695.

The placement of survey pegs immediately adjacent to the constructed lane has caused a great deal of concern and alarm for the residents of Grandview Lane, and CRA was approached to make representations to Council on their behalf, and to take the matter further if necessary.

Description of Grandview Lane

A brief description of Grandview Lane may assist in understanding the reasons for concern.

Grandview Lane is a 700 metre long, one-way access lane with a reserve width of approximately 4.5 metres, and a constructed roadway 3.5 metres wide adjacent to the western edge of the road reserve. It provides vehicle and pedestrian access to 29 dwellings and one undeveloped residential lot. Due to the local topography, it is the only means of vehicle access except for 3 lots which have alternative access from Millen Court, but even these use Grandview Lane for primary access due to the steep nature of the lots.

Grandview Lane is also a well-used walking and cycling route.

The proposed development

We have requested our local Councillor Maria Suarez to provide information on the proposed development on the western side of Grandview Lane. We have not yet received this information, however it seems that the development proposes to create about 40 residential lots accessed via an internal street network. Local residents have long been aware that the land would be developed for residential purposes at some stage, and have no in-principle objection to the nature of the proposed development.

However, we understand that the development envisages a combination of fences and safety barriers abutting the western edge of, and for the entire length of Grandview Lane. This raises very serious safety

and access issues for Grandview Lane residents who have never been advised or consulted about it, and have only just become aware of the nature of the proposed treatment of Grandview Lane.

It is at least arguable that the residents of Grandview Lane have been denied natural justice in relation to Council decisions about the proposed development that, if allowed to stand, will have profoundly negative effects on them.

Comparison of Grandview Lane with Council's minimum standards

This comparison draws on SC6.17 Planning scheme policy for the transport and parking code. Under the policy Grandview Lane would be considered an Access Street which, among other things, is intended to provide direct access for up to 75 adjacent residential properties.

In Table SC6.17B the minimum reserve width for an Access Street is 15.3-16.6 metres. CRA understands that this is for a 2-way access street, so could be reduced to perhaps 10-11 metres for a one-way access street like Grandview Lane. Even so, Grandview Lane has considerably less than half the required minimum reserve width.

Other key minimum requirements for an Access Street that are not achieved include:

- Minimum 1.8 metre pathway on at least one side of the street
- Provision for unmarked on-street parking spaces.

Grandview Lane is not fit-for-purpose. It is not wide enough to accommodate all the necessary functions of an Access Street (see Table SC6.17A). In fact, it does not even meet the minimum standards for an Access Laneway (minimum reserve width 6.5 metres) which is the lowest level of the street hierarchy, and intended only to provide secondary rear access to a small number of dwellings.

As a result, Grandview Lane residents and visitors have had to use parts of the privately owned land on the western side of the lane for parking, passing stationary vehicles, putting bins out for collection (can only occur on western side due to one-way access for rubbish collection trucks), and as a safe refuge from vehicles when walking or cycling along the lane.

Local residents have had the reasonable expectation that Council would take any impacts on Grandview Lane into consideration when assessing development proposals for the land on the western side of the lane. At the very least it was expected that Council would take the opportunity to ensure Grandview Lane would be upgraded to achieve something approaching the minimum standards set out in Council's own planning scheme policy.

As Council would be aware it is common practice when considering development of adjoining land holdings to require each landholder to provide 50% of the desired road reserve width along the shared boundary between the landholdings. Given the inadequate width of Grandview Lane, it seems likely that this was the original intention for Grandview Lane to achieve an acceptable width of road reserve when the land to the west of Grandview Lane was developed. CRA does not understand why Council did not use this approach when assessing the proposed development.

Impact of the proposed development

If the development is allowed to proceed as described above, it will mean that Grandview Lane will be permanently locked in to its current inadequate reserve width and configuration which are very much below Council's own minimum standards. Some of the specific impacts include:

- No on-street parking for residents, visitors, delivery and service vehicles and emergency vehicles.
- No ability for one vehicle to pass another on the lane, meaning that any vehicle that wants or needs to stop on Grandview Lane will block access for all other vehicles, including emergency vehicles.
- No safe verge or footpath for pedestrians.
- Nowhere to put rubbish bins out for safe collection.

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- Making vehicle turning movements from some existing garages/driveways difficult.

Some recent examples of safety and access issues

These examples have all occurred over the past few months and can be confirmed by the relevant residents. If the development is allowed to proceed as currently proposed, each of these incidents (and many other similar ones) will create serious safety and access issues:

- A large building supplies delivery truck was unable to negotiate the corner near the northern end of the lane and had to reverse the full length of the lane. This was only possible because vehicles had enough space to move off the western edge of the roadway.
- A crane with stabilisers parked on the lane to deliver roofing materials to a construction site, but vehicles had enough space to the west of the lane reserve to manoeuvre around the stationary vehicle.
- Ambulances have had to park in the lane to attend several elderly residents with serious health issues. Once again other vehicles were able pass the ambulance using space west of the reserve.

These examples describe ordinary everyday events, the impacts of the proposed development on safety and access would be magnified many times over in the event of a major hazard such as a bushfire, house fire, police or health emergency.

A Way Forward

The safety and access issues described in this submission are so significant that Council has a responsibility to act. While it may not be possible to achieve Council's minimum standards for the entire length of the lane, there are certainly opportunities for substantial improvement.

CRA requests Council to begin urgent negotiations with the developer to achieve a better outcome for Grandview Lane residents. CRA would be willing to participate in such discussions. Please contact CRA president, Ray Barber, on 5446 4600, to make arrangements.

Your sincerely,

Gary Lee
Secretary, Coolum Residents Association

Cc Cr Maria Suarez