

Information Request

Planning Act 2016



Address all communications to
The Chief Executive Officer

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Enquiries to: Planning Department
Our Reference: MCU26/0002
Your Reference: DA049-25

19 March 2026

Krike Holdings Pty Ltd
C/- BNC Planning
PO Box 5493
Townsville QLD 4810
Via email: da.corro@bncplanning.com.au

Attention: Ben Collings

Dear Ben,

I refer to your application and advise that Council requires further information to satisfactorily assess the proposal.

Application Details

Application No:	MCU26/0002
Proposal:	Material change of use – Food & Drink Outlet with Drive-Through
Street Address:	101 Edwards Street, Ayr
Real Property Description:	Lot 1 on RP707714
Planning Scheme:	Burdekin Shire Council Planning Scheme 2022

Information Required

The following information is requested:

1. Pedestrian access and street alignment

The development site is located on Edwards Street. The overall outcomes of the centre zone code seek to establish a main street character along Edwards Street, through generating frequent visitation by pedestrians at street level (2.d.i.), buildings built to the street alignment with awnings over footpaths (2.d.ii) and glazed or open building façade at street level (2.d.iii). This is reflected in the performance outcomes of the centre zone specific to Edwards Street (PO7, PO8). The development does not achieve compliance with these outcomes, as no pedestrian access is proposed to the development and the development is not designed to front Edwards Street.

The development also does not comply with general building design and urban design outcomes which seek to establish buildings built to the street alignment (PO1/ AO1.3), with pedestrian entry points from the street (PO11).

Information requested

Please provide a revised plan of development that meets the urban design outcomes specific to Edwards Street, ensuring that the development fronts Edwards Street and allows for pedestrian access, as well as the envisioned vehicle access. Where the building façade does not open to Edwards Street, window glazing should be provided.

2. Traffic and access

A swept path analysis has been provided which shows that a heavy rigid vehicle (the anticipated service vehicle) relies on vacant car parking spaces and vacant drive-through lanes to conduct a three-point turn, in order to enter and exit the site in a forward direction. There is no on-site loading and unloading area for service vehicles, with loading and unloading proposed to occur between the car park and drive-through, blocking access to both areas.

The application specifies that service vehicles will only enter the site when the café is closed. It is considered possible that scenarios will arise whereby deliveries are required during operational hours, such as when operationally necessary or when scheduled deliveries are late. It is also possible that car parking spaces may not be vacant at the time service vehicles are present, as staff are likely required on site to accept deliveries. Where service vehicles can not

Vehicle access, manoeuvring and loading areas should be provided such that they are safe and accessible at all times. The current development design does not provide adequate space for safe and efficient manoeuvring.

Information Requested

Please provide an amended plan of development which provides adequate space for vehicle manoeuvring, including a designated loading and unloading area and space for service vehicles to safely turn around in order to enter and exit the site in a forward direction. Vehicle manoeuvring areas should be safe and accessible at all times, and should not be reliant on areas which are to be occupied by other vehicles.

In order to minimise adverse amenity impacts on neighbouring residential lots, loading and unloading areas and vehicle turning areas should be provided as far as possible from the boundary of the neighbouring residential lot (Lot 2 on RP718252).

3. Pedestrian access from car parking area

The application outlines that the development does not facilitate pedestrian access in order to minimise conflict with on-site vehicle traffic. However, the current proposal does not ensure that staff utilising the car parking area can safely access the premises. The potential for pedestrian and vehicle conflict is worsened by the fact that there is no loading and unloading area and service vehicles are required to unload in the area between the car parking spaces and the building.

Information Requested

Please provide an amended plan of development which provides safe pedestrian access from car parking areas to the building, in line with Australian Standard AS2890. Best practice, as outlined in Australian Standard AS2890, is to provide physically separated walkways to keep pedestrians away from vehicle movement areas.

End of Information Request

Under the provisions of the *Development Assessment Rules 2017*, you have three options available in response to this Information Request. You may give the assessment manager (in this instance Council):

- (a) all of the information requested; **or**
- (b) part of the information requested; **or**
- (c) a notice that none of the information will be provided.

For any response given in accordance with items (b) and (c) above, you may also advise Council that it must proceed with its assessment of the development application.

Please be aware that under the *Development Assessment Rules 2017*, the applicant is to respond to any Information Request within **3 months** of the request.

If you do not respond to the Information Request within this time period, or, within a further period agreed between the applicant and Council, it will be taken that you have decided not to provide a response.

In the event of no response being received, Council will continue with the assessment of the application without the information requested.

Council prefers that all of the information requested be submitted as one package.

If any additional matters arise as a result of the information submitted, or, as a result of public notification (where applicable), you will be advised accordingly.

Should you have any further queries in relation to the above, please do not hesitate to contact Council.

Yours sincerely,



James Stewart

DIRECTOR INFRASTRUCTURE, PLANNING AND ENVIRONMENTAL SERVICES