

From: "BNC Planning Correspondence" <da.corro@bncplanning.com.au>
Sent: Fri, 1 May 2026 10:33:31 +1000
To: "RES - Mailbox - Planning" <Planning@burdekin.qld.gov.au>
Cc: "Megan Bradford" <megan.bradford@burdekin.qld.gov.au>
Subject: MCU26/0002 - Information Request Response - 101 Edwards Street Ayr
Attachments: DAS s13 IR Response.pdf, Updated Plans.pdf, L BNCA038-20260420 SMP - Issue 2.pdf

Please find attached correspondence relating to the above referenced development application.

Kind Regards,

Office 7 / Ground Floor / 41 Denham Street TOWNSVILLE CITY QLD 4810
PO BOX 5493 TOWNSVILLE QLD 4810 T. (07) 4724 1763 E. da.corro@bncplanning.com.au



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BNC Ref. DA049-25
BSC Ref. MCU26/0002
SARA Ref: 2603-51298 SRA

>> 1 May 2026

ASSESSMENT MANAGER
BURDEKIN SHIRE COUNCIL
PO BOX 974
AYR QLD 4807
Via: Email

and

STATE ASSESSMENT AND REFERRAL AGENCY
PO BOX 113
ROCKHAMPTON QLD 4700
Via: MyDAS

RE: APPLICANT COMBINED RESPONSE TO ASSESSMENT MANAGER & REFERRAL AGENCY INFORMATION REQUESTS – MATERIAL CHANGE OF USE DEVELOPMENT APPLICATION FOR A FOOD & DRINK OUTLET USE AT 101 EDWARDS STREET, AYR QLD 4807 (RPD: LOT 1 ON RP707714)

BNC Planning acting on behalf of the applicant submits this response to the *information requests* issued by the Burdekin Shire Council as assessment manager and State Assessment and Referral Agency (SARA) as a referral agency, in accordance with section 13 of the Development Assessment Rules. The assessment manager information request is dated 19 March 2026, the SARA information request is dated 27 March 2026 and are associated with a material change of use development application over the above referenced premises.

The applicant has responded by providing all of the information requested or has provided a suitable alternative outcome. A detailed response to each item from the notice is provided below.

BURDEKIN SHIRE COUNCIL - ASSESSMENT MANAGER

Request Item 1 – Pedestrian access and street alignment

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.

BNC Planning Pty Ltd
ABN 80 147 498 397
Office 7 / Ground Floor / 41 Denham Street
TOWNSVILLE CITY QLD 4810
PO BOX 5493 TOWNSVILLE Q 4810
(07) 4724 1763 or 0438 789 612
enquire@bncplanning.com.au
www.bncplanning.com.au

Applicant's Response

The urban design outcomes specified in the Centre zone code are acknowledged. However, it is clearly evident that some supported land uses do not present the opportunity to objectively comply with some of the PO's/AO's referenced in this request item because of the physical nature of the built form and the inability to integrate built to boundary elements. Despite this, there is clear evidence in past development application decisions made by Council that such uses can still be supported where all reasonable attempts are made to achieve suitable alternate solutions.

The subject site is on the very edge of the Centre zone area and as such there is inherently less pedestrian activity compared to the more stereotypical centre areas along Edwards Street closer to Queens Street. The immediate locality presents little to no built to frontage outcomes, very limited front façade glazing and limited street awnings. As such the proposed development does not present the risk of being out of character. With this in mind, the following responses are provided against PO1/AO1, PO7, PO8 and PO11 of the zone code.

PO1/AO1 – The development has a height, scale and alignment consistent with the established built form outcomes exhibited within the immediate streetscape, as discussed above. The development is still able to maximise the extent to which the site acknowledges Edward Street as the primary frontage. Street activation occurs through landscaping and signage, the built form and placing of signage identifies the 'face' of the development as being the Edwards Street frontage, and street level exposure to the drive through activity fosters a scene of vibrancy and commerce. See the response to PO7 below in relation to the pedestrian environment.

PO7 – PO7 offers no AO's and is considered a relatively high level outcome statement. As a purely drive through food and drink offering, by its very nature, it does not generate high levels of pedestrian activity. But it does generate a high level of activity in general. The development still seeks to maximise patronage by offering a well presented, modern, highly convenient and accessible retail service. Street activation still occurs through landscaping and signage, the built form is clearly designed to address Edwards Street, and street level exposure to the drive through activity fosters a scene of vibrancy and commerce. All key outcomes for the Centre zone. As such the development is consistent with the Purpose of the zone code.

PO8 – PO8 is clearly not achievable. It is however evident that development that is not able to incorporate shop front window glazing along a frontage can be supported and have a role in the mix of uses that need to occur within a well-functioning centre environment. It is noted that the building façade that fronts Edwards Street does involve openings in the form of a door and windows, at a scale that reflects the size and function of the building. There are a range of supported uses which, due to the nature of their operation and built form requirements, do not involve built to frontage facades which can be glazed. Despite this, the performance based assessment systems allows such uses to be considered on their merits and supported despite non-compliance with PO8. This is evident in recent development decisions made by Council in the Centre zone within close proximity to this site, including other drive through offerings and other like uses such as service stations.

PO11 – PO11 is clearly not achievable. It is however evident that development that is not able to incorporate street frontage pedestrian access points can be supported and have a role in the mix of uses that need to occur within a well-functioning centre environment. PO11 clearly assumes that all uses will require pedestrian entrances, which is not the case. As such, PO11 is taken to be not applicable or relevant in this instance. There are a range of supported uses which, due to the nature of their operation and built form requirements, do not involve built to frontage facades which can be accessed directly by the public. Despite this, the performance based assessment systems allows such uses to be considered on their merits and supported despite non-compliance with PO11. This is evident in recent development decisions made by Council in the Centre zone within close proximity to this site, including other drive through offerings and other like uses such as service stations.

Despite requiring a performance based assessments against some PO's, the overall development is still clearly consistent with the Purpose of the Centre zone code and represents a good land use and development opportunity for the site.

Note – While this proposed development stands on its merits, the constraints of the current construction market present significant barriers to development which in turn obliges a more open and creative approach to development assessment on the part of an assessment manager. The industry must be allowed to pivot and use creative built form outcomes to ensure projects remain feasible. This proposed development has sought to use a prefabricated commercial building that comes partially fit-out to respond to the limitations placed on a traditional in situ construction option. This in turn limits design flexibility and the flexibility to adapt to the more prescriptive outcomes from the planning scheme codes. This is a key consideration for Council in assessing and deciding this development application.

Request Item 2 – Traffic and access

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).

Applicant's Response

The applicant provides the attached amended site plan which now includes delineated pedestrian connection routes from the car park to the building and dedicated service vehicle parking. There is no other viable location for the service vehicle car park, but it is located adjacent to the road frontage where the ambient back noise from vehicles is highest.

It is again reiterated that this is purely a drive through offering. There is no patron access to the building. Only staff will use this route and car park, who will attend the site before and after the peak traffic times.

Delivery vehicles will be small B99 vehicles and not medium rigid vehicles, which is consistent with typical small delivery business of this nature and the parent site in Townsville. In this instance, only one parking space is required for the delivery vehicle. Furthermore, for context only, even if the service vehicle was an 8.8m MRV and requires the last two bays to be empty, there are still 3 carpark spaces for the staff that are still in the shop.

Business opening time will generally be consistent with the parent Townsville store, being 6am to 1:30pm. As such, there are significant portions of the afternoon period where a service vehicle can access the site when the car park will be mostly available and no traffic will be occurring in the drive through lanes.

Request Item 3 – Pedestrian access from car park

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.

Applicant's Response

The applicant provides the attached amended site plan which now includes delineated pedestrian connection routes from the car park to the building and dedicated service vehicle parking.

It is again reiterated that this is purely a drive through offering. There is no patron access to the building. Only staff will use this route and car park, who will attend the site before and after the peak traffic times.

STATE ASSESSMENT REFERRAL AGENCY - REFERRAL AGENCY

Request Item 1 – Stormwater management

Please provide a stormwater management strategy to control post-development flow rates in accordance with applicable practice. Alternatively, demonstrate that the existing drainage infrastructure has adequate spare capacity and that the increase in impervious area will not result in any adverse impacts on the state-controlled road.

Applicant's Response

The applicant provides the attached amended Stormwater Management Plan in response to this item.

Summary

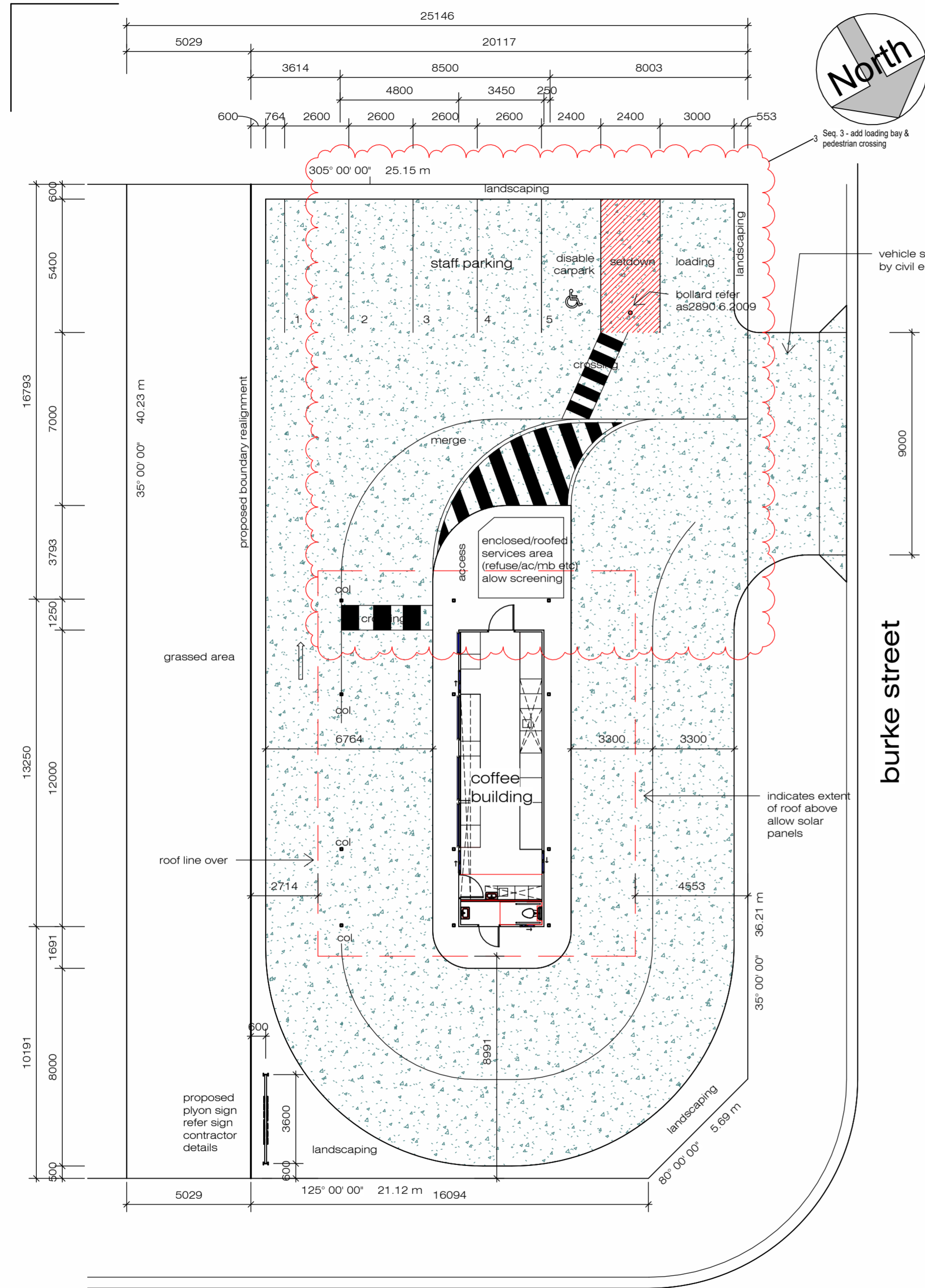
I trust the additional common material included in this response provides sufficient information to allow the assessment of the development application to proceed. Should there be any issues, or should additional information be required, please contact me.

Kind regards,

A handwritten signature in black ink, appearing to read 'Bnk', written in a cursive style.

Benjamin Collings, Director
BNC Planning Pty Ltd

Att.

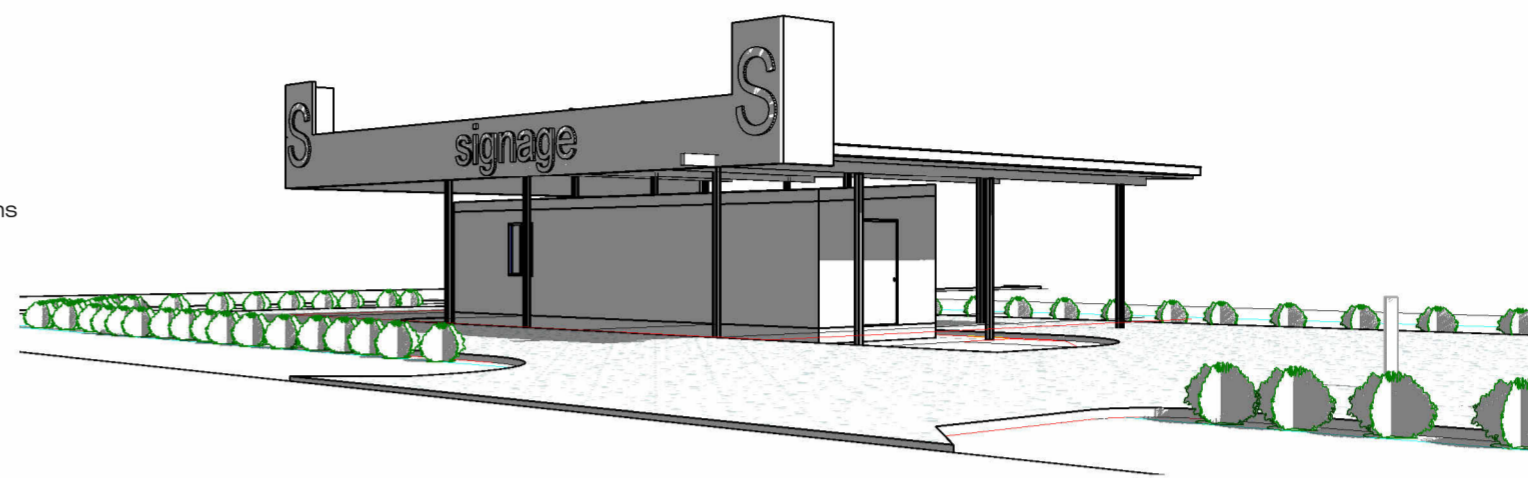


property description
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 plan no: rp 707714
 site area = 1004m²

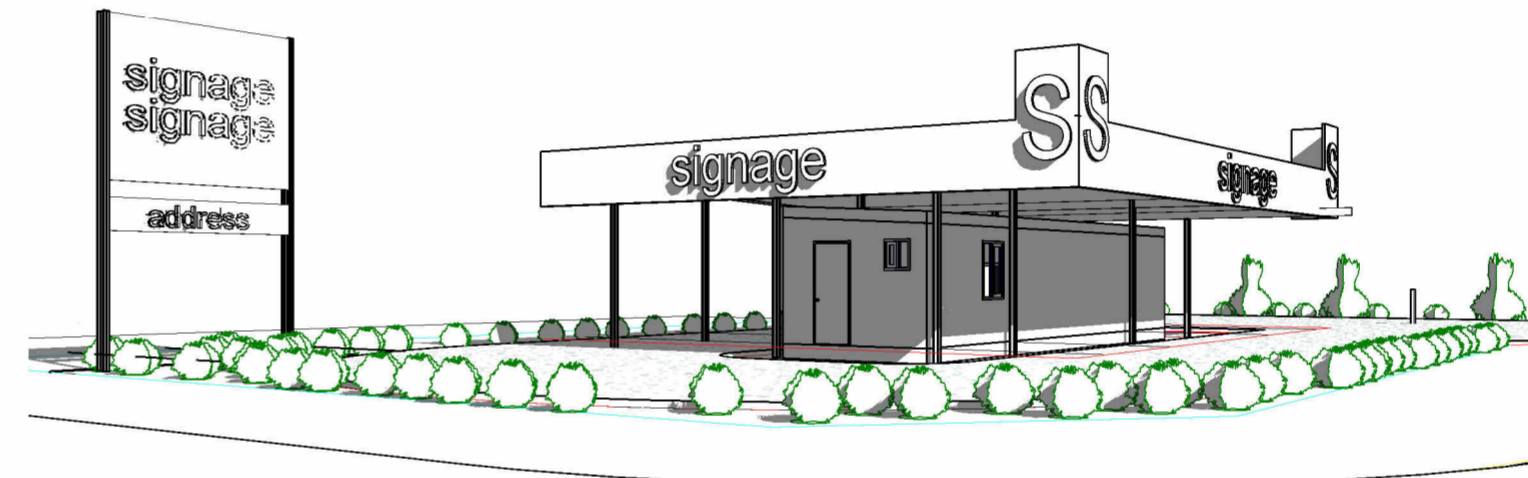
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 * VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

Revision Schedule		
No	Description	Date
3	add loading bay & pedestrian crossing	26.03.31

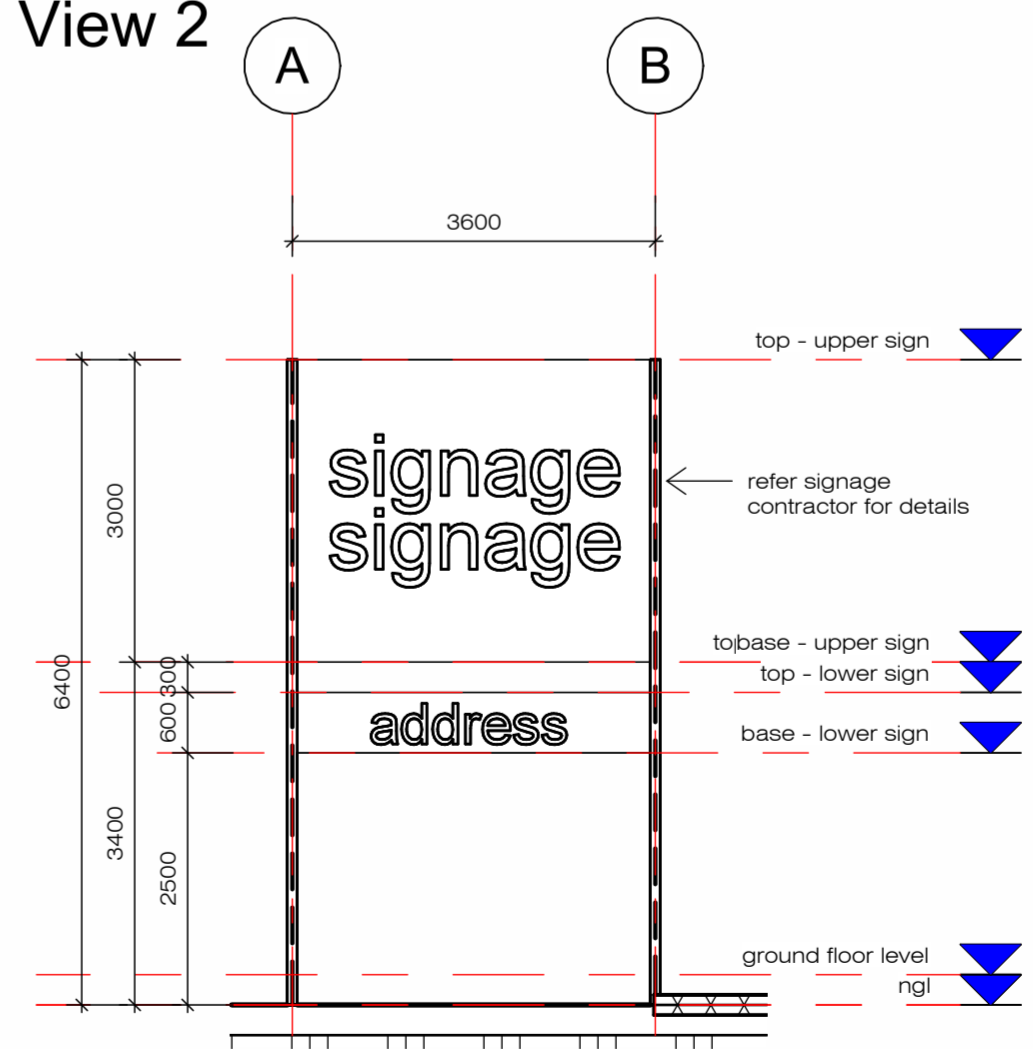
Sheet List		
Count	Sheet Number	Sheet Name
1	sk_01	site plan
1	sk_02	site area & services plans
1	sk_03	floor & roof plan
1	sk_04	elevations & section
Grand total: 4		



3
sk_01
3D View 1



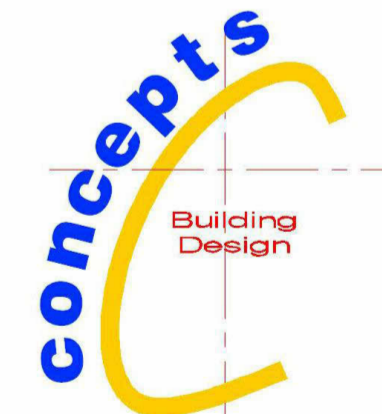
2
sk_01
3D View 2



5
sk_01
signage elevation
1 : 75



issued for planning
 issue date: 26.01.12



tel: 07 4728 3228

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project:
drive through cafe

for:
Mr & Mrs Guazzo

at:
103 Edwards street
Ayr

Issue Date feb 2025	24 Edward sk_03
Drawn Author	
scale As indicated	
sheet sk_01	printed 31/03/2026 3:31:26 PM

A2 sheet size

1
sk_01
site plan
1 : 150



airial view

A product of Queensland Globe



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Not suitable for accurate measurement.
 Projection: Web Mercator (EPSG:3826) (SRG7)
 For more information, visit <https://qld.gov.au/infrastructure/qld-globe>
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Queensland Government
 Department of Natural Resources and Mines, Manufacturing, and Regional and Rural Development

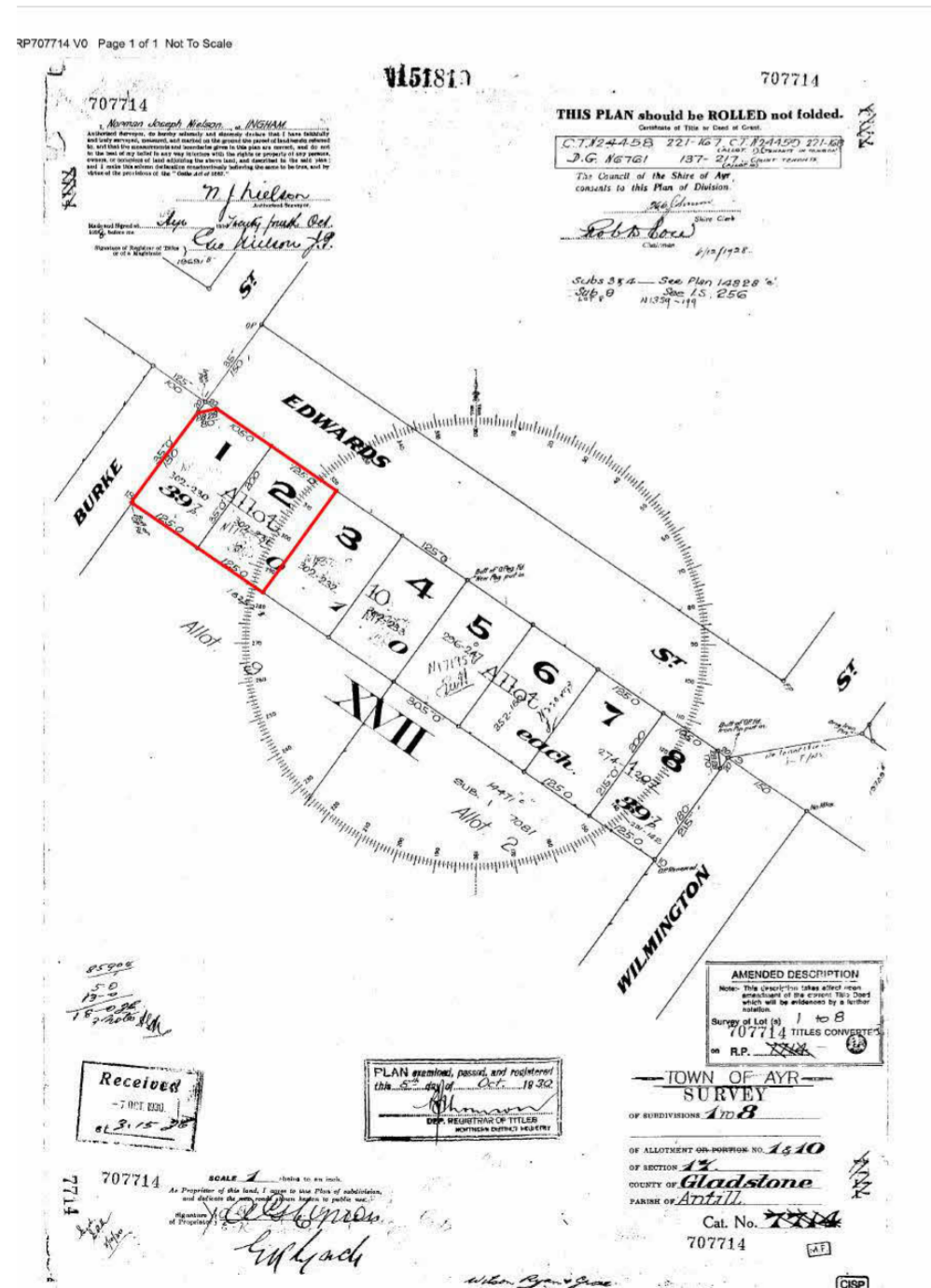


services plan

NOTES:
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Revision Schedule

No	Description	Date
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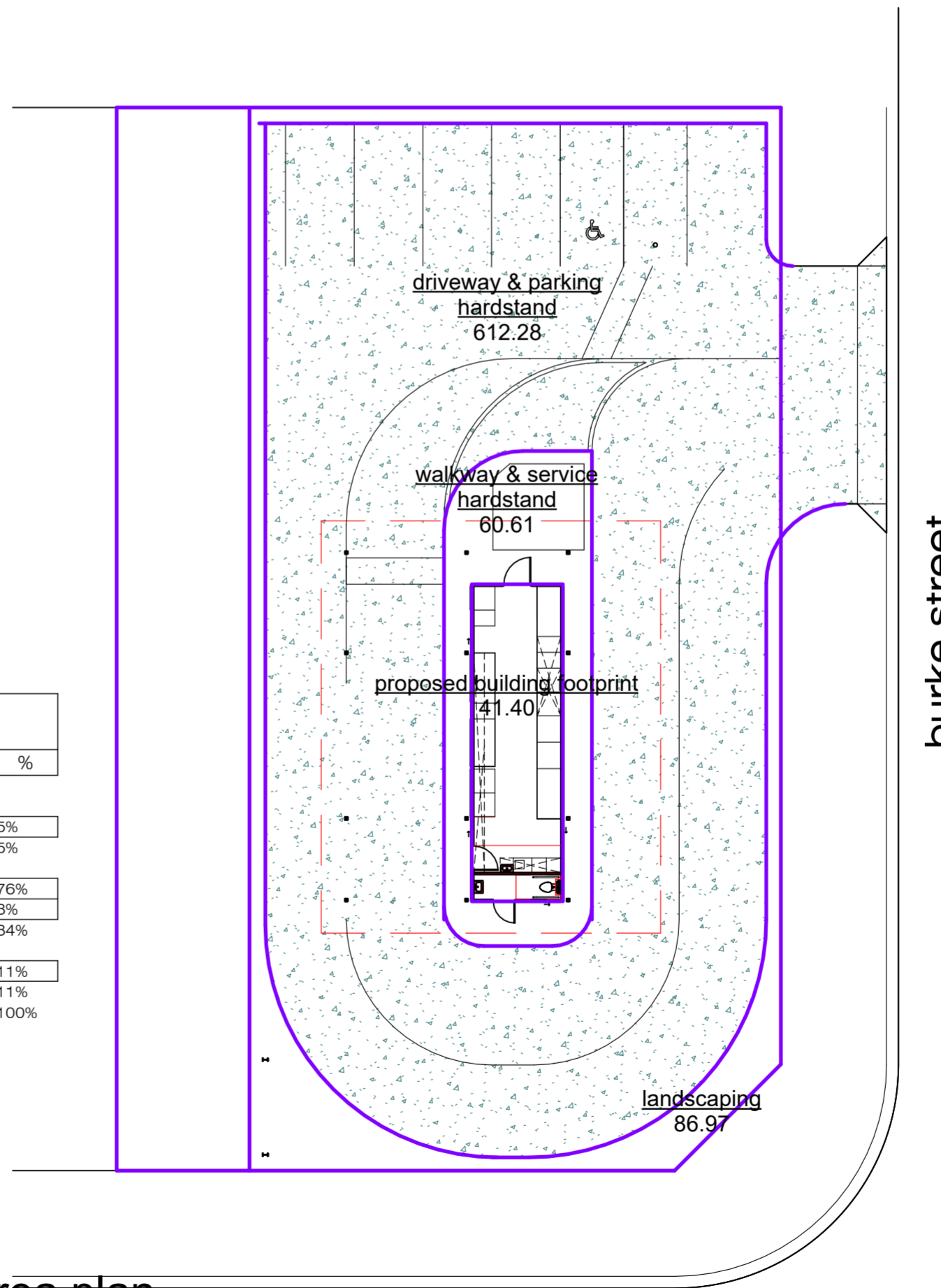
rp plan

Area Schedule (site area)			
Count	Name	Area	%
building			
1	proposed building footprint	41.40	5%
1		41.40	5%
hardstand			
1	driveway & parking hardstand	612.28	76%
1	walkway & service hardstand	60.61	8%
2		672.90	84%
landscaping			
1	landscaping	86.97	11%
1		86.97	11%
4		801.27	100%

2
sk_02

site area plan

1 : 200

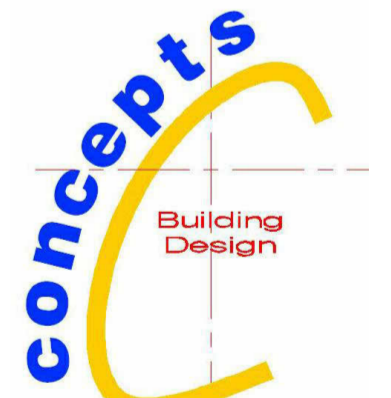


edwards street

burke street



issued for planning
 issue date: 26.01.12



tel: 07 4728 3228

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project:
drive through cafe

for:
Mr & Mrs Guazzo

at:
103 Edwards street
Ayr

Issue Date	feb 2025	24 Edward sk_03
Drawn	Author	
scale	1 : 200	
sheet	sk_02	printed 31/03/2026 3:31:28 PM

A2 sheet size



LCJ Engineers Pty Ltd
Consulting Engineers
ABN 54 131 516 446
601 Flinders Street Townsville QLD 4810
PO Box 1498 Aitkenvale QLD 4814
Tel: (07) 4721 5800
townsville@lcjengineers.com.au
www.lcjengineers.com.au

BNCA038/AC/DN

20 April 2026

Coffee Presto
C/- BNC Planning
41 Denham Street
TOWNSVILLE CITY QLD 4810

ATTENTION: Benjamin Collings

Dear Benjamin

**STORMWATER MANAGEMENT PLAN
PROPOSED COFFEE SHOP – DRIVE THROUGH
101 EDWARDS STREET, AYR**

LCJ Engineers (LCJ) has been commissioned to provide a Stormwater Management Plan (SMP) for the above proposed development.

The site is located at 101 Edwards Street, Ayr, which is currently an empty lot with a property area of 1,004m². The proposed development involves the alteration of lot boundary and therefore reducing the lot area to 801m². The balance area will be amalgamated with the adjacent neighbouring property.

The site is located at the southern corner of Edwards Street and Burke Street intersection and is within the Centre Zone in accordance with Burdekin Shire Council (BSC) Planning Scheme. There is an existing roundabout at the Edwards Street and Burke Street intersection.

We have been advised that the site was previously used as a Caltex Service Station, however it was closed in 2019 and was subsequently demolished. The site is bounded by Edwards Street on the northeastern side, Burke Street on the northwestern side, and neighbouring properties on the other two (2) sides.

Edwards Street is a State-Controlled Road with existing kerb. There is a gentle longitudinal grade towards the southeast.

Burke Street is a two (2) way local street with existing kerb and channel. Due to the flat nature of the road, it was difficult to distinguish which way the kerb and channel falls.

The site is generally flat with a gentle slope towards southeast. No survey was available at the time of writing this report.

The Client has provided preliminary drawings which are attached to this report.

Lawful Point of Discharge

The site is bordered by residential properties to the southern boundaries of the site, Burke Street to the northwest, and Edwards Street to the northeast. Therefore, the lawful point of discharge is towards Burke Street and Edwards Street.

However, given that Burke Street is higher than the subject site, and that the previous service station hardstand was discharging towards Edwards Street, the recommendation is to discharge the stormwater onto Edwards Street.

Hydraulic Assessment

The subject site is not located within the flood hazard overlay of the BSC Planning Scheme.

Stormwater Management Plan

The proposed development is to have a total of impervious area of 714m², including new building, roof and hardstand. The remaining 87m² area will be landscaped. This equates to 89% of the site being impervious. As previously mentioned, the previous land use was a service station with the site area being entirely concrete hardstand.

Therefore, the proposed development will have a slight reduction in flows for the post-development scenario.

A conceptual stormwater layout plan is provided in sketch SK03 and is attached to this report. The general intent is to utilise the grassed area and landscaping area to provide a basic stormwater quality treatment measure prior to discharging off site.

Conclusion

Based on the above, the proposed development will not have any increased impact on the stormwater.

If there are any queries on the above, please advise Danny Johnstone of this office at your earliest convenience.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'DE Johnstone', written in a cursive style.

DE JOHNSTONE
MANAGER
BE (Hons), MIE Aust, CP Eng
RPEQ No. 5892

