



Date >> 27 May 2026

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Dear Sir/Madam

## Information Request

### *Planning Act 2016*

As per our telephone conversation on 27 May 2026 please be advised that, upon review of the below mentioned development application, further information is required to undertake a comprehensive assessment. In accordance with section 12 of Development Assessment Rules under the *Planning Act 2016* the following information is requested.

#### Application Details

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<b>Application no:</b>	MCU26/0037
<b>Assessment no:</b>	0207027
<b>Proposal:</b>	Short-term Accommodation (100 Rooms) and Food and Drink Outlet
<b>Street address:</b>	52 Gregory Street NORTH WARD QLD 4810
<b>Real property description:</b>	Lot 2 RP 718777 Lot 1 RP 718777
<b>Applicant's reference:</b>	NP25.336

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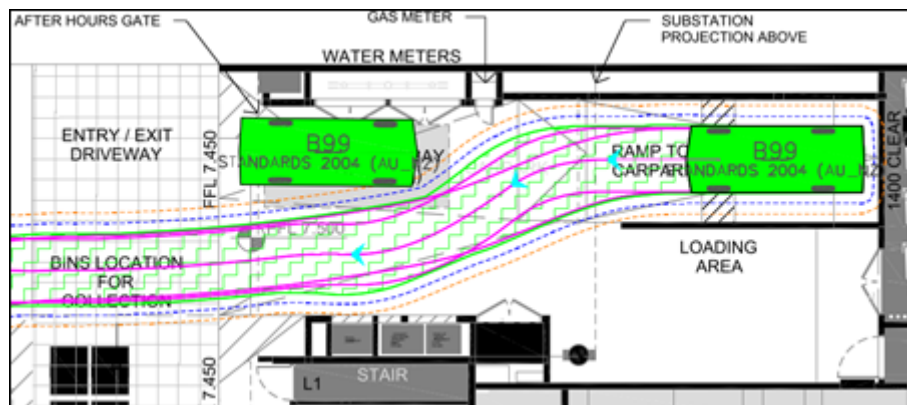
The information requested is set out below >>

#### Request Item 1 - Updated Traffic Impact Assessment

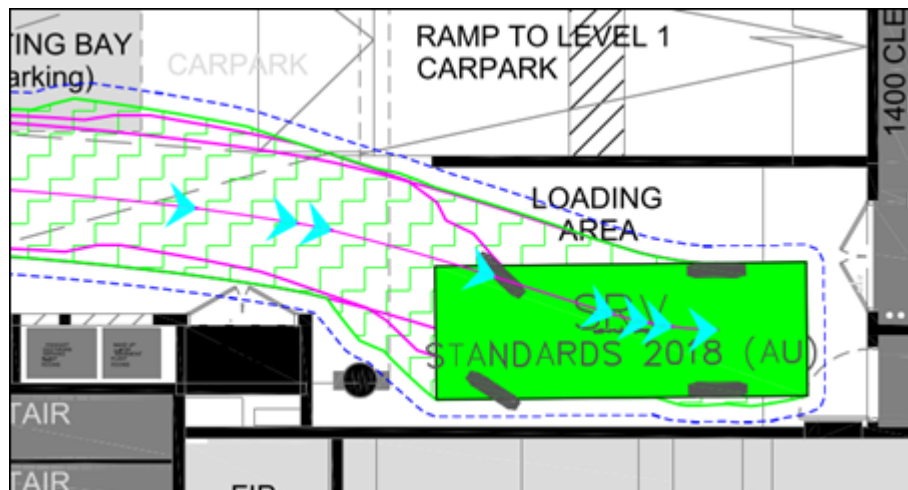
The applicant is requested to provide an updated Traffic Impact Assessment (and associated changes to the development layout), amended as necessary to address each of the following matters:

- A. On-Site Car Parking Space Sizing and Configuration
  - (a) Revise to eliminate and/or substantially reduce the small and tandem parking spaces proposed, as these are only suitable for staff and not accommodation guests (noting that the current proposal has 20 guest suitable spaces and 14 staff suitable spaces).
  - (b) Remove all tandem parking from Level 01, as the required tandem parking space manoeuvring conflicts with the through traffic driving between the ground level and parking on Level 02.

- (c) Minimise provision of small spaces (typically no more than 10% of the total parking supplied). Ensure that any small car spaces proposed are in locations where a longer vehicle utilising them will not encroach into the swept paths of vehicles traversing the driveway aisles.
  - (d) Remove indication that small spaces comply with AS2890.1 and Development manual planning scheme policy standards, unless this can be demonstrated to council's satisfaction.
- B. On-Site Car Parking Space Quantity
- (a) Revise to provide additional justification for reductions in Policy recommended on-site parking quantity, in particular given that current plans supply only 20 guest suitable spaces and the loss of 14 existing on-site parking spaces), versus 132 spaces (or 25 spaces if the CBD 1 per 4 room rate were to be applied).
  - (b) Provide commentary on how the specific quantity of proposed on-site spaces is suitable, given that only 20 guest suitable spaces are provided but the development trip generation indicates 57 trips for both morning and evening peak hours - potentially involving significantly more than 20 vehicles that require parking.
- C. Mitigating Loss of On-Street Parking
- (a) Revise to clearly indicate the proposed removal of at least 16 existing on-street public parking spaces, including the loss of a disabled parking space. It is noted that whilst two on-street parallel spaces are proposed, it is anticipated that these will be signed for pick-up/drop-off only due to proximity to the lobby/reception entrance, and thus would not be available for public parking.
  - (b) Revise to indicate replacement of the remove on-street parking to the extent practicable, or otherwise address how the loss of parking will be suitably mitigated (refer advice below).
- D. Ground Level Waiting Bay for Single Lane Ramp
- (a) Relocate the after-hours gate further into the site, such that a vehicle waiting for the gate to open can sit within the ramp waiting space and not be required to wait within the street or footpath.
  - (b) Revise the layout so that the marked waiting area/stop bar corresponds with the waiting space location assumed in the swept path diagram, and preferably supply additional manoeuvring area to minimise the likelihood of an exiting vehicle hitting the end of the adjoining loading area wall:



- E. Service Vehicles
- (a) Revise and/or relocate the loading space(s), to address the following:
    - (i) Demonstrate a minimum vertical clearance of 3.5m along the SRV travel path and setdown space.
    - (ii) Provide a wider travel path that does not require absolute driver perfection to achieve access (noting the multiple precise turning movements required in the swept path diagram):



- (iii) Preferably provide for SRV forward entry & exit, or otherwise propose appropriate safety measures to address SRV/pedestrian conflicts due to SRV reversing manoeuvres undertaken over the full verge width footpath (which at this location will be subject to heavy pedestrian usage).
- (iv) Consider building redesign or loading area relocation such that there is lift access closer to any on-street loading zone.
- (v) Consider building redesign to allow for an MRV to occasionally reverse into the site's exit driveway lane and if possible the loading area, requiring a minimum vertical clearance of 4.5m. This could potentially allow for elimination of the proposed on-street loading zone, and provision/retention of some on-street parking along Mitchell Street (signed as no-parking on waste collection days to still allow for on-street bulk bin collection). This would also mitigate item E(a)(iv) above if the on-street loading zone was eliminated.

**Reason**

To demonstrate compliance with *Traffic impact, access and parking code, Works code* and other relevant codes and associated policy guidelines of the Townsville City Plan.

**Advice**

*A Parking Management Plan should be supplied for the development, in particular addressing management of items listed above that cannot be resolved only via design changes due to interlinks between various matters such as standard requirement, proposed internal parking and its management, proposed removal of on-street parking and impacts to the existing on-street parking, traffic management considerations etc.*

*Relating to sub-item c) "Mitigating Loss of On-Street Parking" above, consideration could possibly be given to the development supplying re-line marking works to increase on-street parking spaces within Mitchell Street (between Gregory and Kennedy Streets), which could help offset the significant loss of existing on-street parking due to the development.*

**Request Item 2 - Airport Environs Overlay**

The applicant is requested to provide written consent for the proposed development from the Townsville Airport and the Department of Defence.

**Reason**

To demonstrate compliance with Performance Outcome PO1 of the Airport environs overlay code.

**Advice**

The applicant is advised that the development plans submitted for assessment nominate the building (including the lift overrun) as being less than the operational airspace limit of 45m above ground level, associated with OM-01.1. However, there is potential for temporary or appurtenant structures such as cranes or antennas exceeding the height trigger. To assist with providing consent from the relevant entities, please refer to the contact details below:

Townsville Airport Pty Ltd (TAPL): [info@tsvairport.com.au](mailto:info@tsvairport.com.au)  
PO Box 7636 Garbutt QLD 4814 Australia

Department of Defence: [estatemangementnq.ncz@defence.gov.au](mailto:estatemangementnq.ncz@defence.gov.au)  
Director General Estate Planning Department of Defence  
PO Box 7911 Canberra BC ACT 2610 Australia

### Request Item 3 - Waste Management

The applicant is requested to provide the following in relation to the waste management for the development:

- a) An updated waste management plan to detail that waste collection is to be facilitated by Council.
- b) conformation that the proposed waste collection point provides adequate clearance for Council's refuse vehicles.  
Note: As per [SC6.4.22 Waste Management](#) of the Development manual planning scheme policy, a 6.5m clearance is required for bulk refuses bins.

### Reason

- a) The Waste Management Plan and Traffic Impact Assessment, contain conflicting information as to who is collecting the waste associated with the development.
- b) To ensure compliance with PO25 of the Works code.

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### End of Information Request >>

Under the provisions of the Development Assessment Rules under the *Planning Act 2016*, 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 under the *Planning Act 2016*, 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.

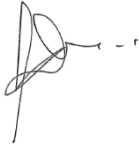
Council prefers that all of the information requested be submitted as one package. If any additional matters arise as a result of the information submitted, or, as a result of public notification (where applicable), you will be advised accordingly.

Should any referral agency make an information request, you are reminded of your obligation to provide council with a copy of the information response provided to that referral agency.

You may wish to follow the progress of this application using PD Online on Council's website [www.townsville.qld.gov.au](http://www.townsville.qld.gov.au)

If you have any further queries in relation to the above, please do not hesitate to contact Kate Wilkes on telephone 07 47279418, or email [developmentassessment@townsville.qld.gov.au](mailto:developmentassessment@townsville.qld.gov.au).

Yours faithfully

A handwritten signature in black ink, appearing to be 'K. Wilkes', written over a faint horizontal line.

**For Assessment Manager**  
Planning and Development