

Our Reference: MCUI/2024/7257
 CS Portal Reference: N/A
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FURTHER ADVICE
Planning Act 2016 Section 68
Development Assessment Rules Section 35

Fernleigh Properties Pty Ltd
 C/- Precinct Urban Planning
 PO Box 3038
 TOOWOOMBA QLD 4350

Email: andrew@precinctplan.com.au

3 November 2025

Dear Sir

Application for: Preliminary Approval for a Material Change of Use – Impact – Dwelling Houses, Dual Occupancy and Multiple Dwellings; and Preliminary Approval for a Material Change of Use – Impact – Variation Request

Location: Lot 4 SP254418 119 E Drews Road, WESTBROOK QLD 4350

Property Description: Lot 4 SP254418

The further information provided by you in response to Council's initial Further Advice Letter dated 18 June 2025 was received on 1 September 2025 and has been reviewed.

Council provides the following further advice in relation to certain aspects of your proposal that require additional clarification/information in order to enable proper consideration and determination of your application.

An extension to the current period is recommended to address these matters.

1. WATER SUPPLY

| Aspect of Development: | |
|-------------------------------|--|
| 1.0 | <p>The Response to Further Advice Letter Appendix B includes hydraulic model pressure and flow results for 100 lots as modelled by Council. The Council report states:</p> <p><i>Development of the site has been previously allowed for in the model in the 2041 planning horizon, once full development of the Priority Infrastructure Area (PIA) is assumed to be reached in Westbrook. The proposed development is located outside of the PIA and therefore inclusion of these lots onto the water supply network will reduce Council's ability to supply growth within the PIA. Consultation with Development Assessment will be required to determine if the provision for additional trunk infrastructure capacity is required.</i></p> <p>Council has undertaken an assessment of Residential EP demand from development sites within the PIA based on existing development approvals and applications and compared those to the assumptions within the <i>Greater Western Toowoomba Water Supply Study Planning Report 2023 (Water Supply Study)</i>. Our investigation indicates that development sites within the</p> |

PIA and serviced by the Glensvale Reservoir (generally being the area south of Hursley Road and west of Boundary Street) are being developed at a faster rate compared to the assumptions within the Water Supply Study as shown in the table below. On this basis there is the possibility that development of 100 lots on the Subject Site may have an adverse impact on water supply for development sites within the PIA.

EP - Actual Development Pattern with Design Year Assumptions

| Development Details | | | | | | EP at Final Year of Opening | | | | | Total |
|---|-------------------------|-----------|------|-------|-------------|-----------------------------|-------------|-------------|------|-------------|-------|
| Name | App No | Stage | Lots | EP/ET | EP | 2026 | 2031 | 2036 | 2041 | 2061 | |
| Gainsborough | RAL/2020/5054/B | 1 | 56 | 3.1 | 174 | 174 | | | | | |
| | RAL/2022/4965 | 2 to 8 | 340 | 3.1 | 1054 | | 1054 | | | | |
| | Hillside (not approved) | | 42 | 3.1 | 130 | | | 130 | | | |
| Alford Grove 300 Drayton Wellcamp Road | RAL/2015/1869/A | 1A to 5B | 314 | 3.1 | 973 | 973 | | | | | |
| | MCUC/2024/8131 | 1 | 331 | 3.1 | 1026 | | 1026 | | | | |
| | RAL/2024/8129 | 2 | 21 | 3.1 | 65 | | 65 | | | | |
| 390 Drayton Wellcamp Road | Balance (not approved) | 3 | 108 | 3.1 | 335 | | | 335 | | | |
| | RAL/2025/7308 | 12dwgs/ha | 288 | 3.1 | 893 | | | 893 | | | |
| Total | | | | | 4650 | 1147 | 2145 | 1358 | | 4650 | |

EP - Greater Western Toowoomba Water Supply Study Planning Report 2023 Assumptions

| Development Details | EP at Design Year | | | | | Total |
|---------------------------|-------------------|-------------|------------|------|-------------|-------------|
| | 2026 | 2031 | 2036 | 2041 | 2061 | |
| Gainsborough | 796 | 797 | | | | 1593 |
| Alford Grove | 180 | 345 | 260 | | | 785 |
| 300 Drayton Wellcamp Road | | | | | 1107 | 1107 |
| 390 Drayton Wellcamp Road | | | | | 1237 | 1237 |
| Total | 976 | 1142 | 260 | | 2344 | 4722 |

The Water Supply Study identifies many infrastructure works in the 2036 planning horizon that need to be implemented before the development of Fernleigh in 2041. Further water modelling is required based on the actual development pattern as tabulated above to determine if the timing of water infrastructure upgrades needs to be changed.

Further Advice:

Update the Water Supply Assessment based on the actual development trends as tabulated above, demonstrating that a compliant water supply system can be achieved to service the development site for all the planning horizons identified in *The Greater Western Toowoomba Water Supply Study 2023* (Water Supply Study). The report is to demonstrate, as a minimum, modelling hydraulic results demonstrating pressure and flows, the external augmentations required to service the development and the timing of those works. Variations with the timing of infrastructure as identified in the Water Supply Study must be determined and any additional infrastructure requirements not currently included in the Water Supply Study must including timing and costings.

Council offers the opportunity to meet with the applicant to discuss this assessment of residential EP demand.

2. TRAFFIC

Aspect of Development:

The Traffic Impact Assessment (TIA) undertaken by RMA states the reporting has been undertaken generally in accordance with the requirements identified in the *TMR Guide to Traffic Impact Assessment* (GTIA). The TIA has assessed the Drayton Wellcamp Road/Boundary Street South intersection. The following matters need further consideration:

2.0

1. The 2027 AM background traffic includes traffic associated with a Ministerial Infrastructure Designation for a Catholic College on Shoemith Road. There is no information showing how the College traffic was derived and how many classes are assumed to be operational in 2027.
2. The threshold level for investigation of the intersection is not reported. The threshold level in the GTIA is 5% of the base traffic for any movement in the design peak at the year of opening (i.e.2027). Council's analysis is that development traffic from 100 lots is exceeding 5% for several turn movements in the 2027 design year. Council's analysis is that the 5%

trigger is exceeded once more than 67 lots are developed.

3. There has been no analysis of the operation of the existing intersection for the 2027 design year with development traffic. Council's analysis confirms the aggregate intersection delay with development increases delay to base traffic movement by 19% in aggregate. There is a significant worsening to the intersection, which is more than the desired outcome of less than 5% in aggregate recommended in the GTIA.
4. Lengthy delays (significantly greater than 42 seconds) occur for drivers turning right out of Boundary Street South in the AM Peak. The GTIA recommends priority control intersections should be upgraded for safety reasons under these circumstances. Solutions could include additional turn pockets, medians for two part turns or a complete intersection upgrade with a contribution towards the works.
5. The TIA assumes the quarry is currently not in use. There should be an allowance for continuing use of the quarry in the traffic signal analysis.
6. The Road Safety Risk Assessment has not assessed the risk scores against the risk items for the "with development" scenario and the "with development and mitigation" scenario.
7. The TIA determines the Drayton Wellcamp Road turn warrants for the intersection and states the existing configuration does not meet the warrant standards. However, this deficiency for the right turn lane on Drayton Wellcamp Road is ignored in the Road Safety Risk Assessment.

Further Advice:

Update the Traffic Impact Assessment (TIA) consistent with the methodology outlined in TMR's *Guide to Traffic Impact Assessment* (GTIA).

Demonstrate that the proposed yield does not exceed 5% increase in traffic.

If the proposal does exceed 5% increase in traffic, nominate how the development will reduce this below 5% or address the network infrastructure implications.

Responding to the Further Advice

Please advise within two (2) business days of the receipt of this letter whether you intend to respond to Council's further advice and if so, a proposed timeframe for your response to Council.

You may wish to consider stopping a current period in the development assessment process in accordance with Section 32 of the Development Assessment Rules if you require additional time to consider this letter and any actions you may wish to take in response.

Should you not agree to respond to the further advice contained in this letter, Council will proceed to determine the application in accordance with the original decision making period on the basis of the information supplied.

If you require clarification of any of the above and in particular specific details of the further advice, please contact Council's Lead Senior Planner Jayden Forbes-Mitchell on the above number.

Yours faithfully



Krys den Hertog
Principal Planner, Planning Branch