

Statement of Reasons
Section 63(4) and (5) of the *Planning Act 2016*

SITE DETAILS	
Site Address	37-59 Harrow Street and 2-22 Devonshire Street, DRAYTON QLD 4350
Real Property Description	Lot 2 RP118570, Lot 4 RP118570, Lot 2 RP56826, Lot 3 RP56826 and Lot 1 RP51147
Site Area	4.0477 ha
Owner	Sologne Pty Ltd and Chemille Pty Ltd

PROPOSED DEVELOPMENT	
Name of Applicant	Glennie Street (Qld) Pty Ltd
Type of Application	Reconfiguring a Lot
Proposed Development	Five (5) Lots into 71 Lots
Level of Assessment	Impact
Submissions Received	Objection: Two (2)
	Support: Nil
Decision	Approval
Decision Date	5 February 2026

ASSESSMENT MATTERS					
Assessment benchmarks	<p>The proposed development was assessed against the following assessment benchmarks:</p> <ul style="list-style-type: none"> • Schedules 9 and 10 of the <i>Planning Regulation 2017</i> (as relevant); • <i>State Planning Policy July 2017</i> (as relevant); • South-east Queensland Regional Plan ShapingSEQ 2023/Darling Downs Regional Plan (as relevant); • The Local Government Infrastructure Plan; and • <i>Toowoomba Regional Planning Scheme 2012</i> (Version 28): <ul style="list-style-type: none"> ○ Strategic Framework ○ Emerging Community Zone Code ○ Open Space Zone Code ○ Reconfiguring a Lot Code ○ Airport Environs Overlay Code ○ Flood Hazard Overlay Code ○ Environmental Standards Code ○ Integrated Water Cycle Management Code ○ Landscaping Code ○ Transport, Access and Parking Code ○ Works and Services Code 				
Matters raised in submissions	<table border="1"> <thead> <tr> <th>Issue</th> <th>How matter was dealt with</th> </tr> </thead> <tbody> <tr> <td>Traffic & Roads</td> <td> <p>One of the submitters questioned if the local roads can safely handle the additional traffic from 71 new households, and what measures will be taken to accommodate the increased traffic. Another submitter raised concerns surrounding the information contained within the applicants submitted Traffic Impact Assessment (TIA), particularly that the TIA did not address pedestrian and cyclist traffic satisfactorily.</p> <p>The proposed development involves the creation of 71 new residential lots. The development requires the construction of two (2) new internal roads, in addition to the construction of Harrow Street, Devonshire Street, and Glennie Street to achieve the relevant</p> </td> </tr> </tbody> </table>	Issue	How matter was dealt with	Traffic & Roads	<p>One of the submitters questioned if the local roads can safely handle the additional traffic from 71 new households, and what measures will be taken to accommodate the increased traffic. Another submitter raised concerns surrounding the information contained within the applicants submitted Traffic Impact Assessment (TIA), particularly that the TIA did not address pedestrian and cyclist traffic satisfactorily.</p> <p>The proposed development involves the creation of 71 new residential lots. The development requires the construction of two (2) new internal roads, in addition to the construction of Harrow Street, Devonshire Street, and Glennie Street to achieve the relevant</p>
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		<p>construction standards for a Local Access Street in accordance with PSP2 of the Planning Scheme. The submitted TIA has demonstrated that the proposed new roads and upgrades to existing streets will be able to accommodate the demand created by the proposed development. Further, an Operational Works application is required which will address specifics regarding the design and construction of the proposed new and upgraded roads, including intersection design, to ensure they will be adequate to support the proposed development and still serve the greater road network.</p> <p>The submitted TIA has not been included as an approved document, however will required to be approved as part of the required future Operational Works application. The submitted TIA demonstrates that the proposed new and upgraded roads are sufficient to service the traffic generated by the development. Whilst not satisfactorily addressed by the submitted TIA, conditions of approval have been imposed that require pedestrian footpaths for all new internal roads and upgraded streets, as well as new footpaths that connect to the existing footpath network in Drayton to the north-east of the site along Glennie Street.</p>
	<p>Infrastructure & Services</p>	<p>One of the submitters questioned if the existing water, sewer, stormwater and other reticulated networks in the area have enough capacity to service the proposed development.</p> <p>The proposed development consists of two (2) stages, with Stage 1 able to connect to the existing TOPS8 sewer network (servicing the proposed 35 lots). Stage 1 will also be connected to the existing water supply infrastructure, and discharge stormwater to Westbrook Creek.</p> <p>Stage 2 of the development is not able to be serviced by the existing sewer network as it does not feature enough capacity for Stage 2. As such, a new Sewer Pump Station, along with gravity and rising mains has been conditioned to be provided in order to service stage 2 of the development. As such, when the new Sewer Pump Station is constructed, Stage 2 will feature connection to a reticulated sewer network. The existing water supply infrastructure is able to service Stage 1 in addition to Stage 2. Accordingly, each of the proposed lots can be connected to all required reticulated services.</p>
	<p>Stormwater & Flooding</p>	<p>One of the submitters questioned how drainage will be managed to prevent flooding or runoff to adjoining properties.</p> <p>Council's engineers have assessed the proposed development and determined that the development will not result in flooding or an increase of water discharged to adjoining properties. Stormwater generated by the development will be concentrated and discharged to the road reserve surrounding Westbrook Creek, which has more than sufficient capacity to accommodate the developments flows.</p>

		<p>Adjoining properties, particularly those to the north and north-east of the site will not be impacted by stormwater or flooding from the proposed development.</p>
	<p>Environmental Impact</p>	<p>One of the submitters has raised concerns surrounding the protection of trees, animals, habitats, and open space on the site and has concerns over if any parkland or open space is being provided as part of the development.</p> <p>The subject site is not mapped within any state overlays regarding vegetation or koala habitat, and is not identified within Council's Environmental Significance Overlay. The site itself is highly disturbed and contains little to no remaining vegetation. There are small pockets of vegetation within road reserve surrounding the proposed development, however none of this vegetation will be disturbed by the proposed development. The development does not involve the provision of parkland or open space, however the Toowoomba Region Open Space Strategy identifies that Westbrook Creek which adjoins the development, will be a District Linear Corridor Park, which will provide more than adequate park provision for the larger catchment. As such the development has been designed to provide an interface to the future park corridor that will not detract from the operations or amenity of any future parkland.</p>
	<p>Construction Impacts</p>	<p>One of the submitters has raised concerns surrounding the timing and staging of the development and the impacts of construction on adjoining properties, as well as the road disruptions during construction.</p> <p>Multiple conditions have been imposed on the development which ensure that during construction, adjoining properties are not impacted. Conditions regarding air quality, vibrations, construction waste management and storage, construction noise, and erosion and sediment control have been imposed in order to ensure the development results in acceptable impacts to adjoining properties. These conditions seek to reduce the impact of construction to neighbouring properties and seek to control the impacts of construction to the surrounding area. Further Operational Works permits will further assess the construction standard and methods for roads, earthworks and infrastructure and will impose additional requirements and conditions on the construction of the development, including road traffic diversions and controls.</p>
<p>Design and Density</p>	<p>One of the submitters has raised concerns regarding the size of the proposed lots and their compatibility with the surrounding locality. The submitter has concerns regarding the amenity outcome of future dwellings on these small lots.</p> <p>The proposed development is purely for the creation of the lots and cannot assess the design or future outcomes of dwellings on these lots. As part of any future development for a dwelling on these lots however, where the lot size is under 450m², it will require assessment against the Small Lot Housing</p>	

		<p>Design Code which will assess the design, amenity, and impacts of dwellings on these smaller lots. The subject site is located within the Emerging Community Zone which is intended to allow for the timely conversion of non-urban land to urban purposes where detailed planning is provided that demonstrates development occurs in a logical pattern and facilitates the timely and cost effective provision of infrastructure. The proposed development includes lots that range in size from 375m² to 678m², with most lots being between 375m² and 480m². The proposed development is seen to provide a logical pattern that provides for residential land that is well planned and effectively serviced. The density of the development is also consistent with that anticipated for the Emerging Community Zone and will not result in an overdevelopment of the land. Future housing will be controlled by not only the Small Lot Housing Design Code of the planning scheme, but by the Queensland Development Codes and their requirements for siting, setbacks and height.</p>
	Community Facilities	<p>One of the submitters has raised concerns surrounding the provision of footpaths, cycleways, parks or other community facilities as part of the development. The submitter has concerns that the proposed development has not made provision for parkland or community facilities to accommodate the increased population.</p> <p>The proposed development results in footpaths being provided along every street and upgraded road of the development, and also provides a footpath that connects to the greater footpath network of Drayton. The development was not required to provide parkland, with the adjacent land surrounding Westbrook creek is planned to be part of a future District Linear Corridor Park, which will provide for ample open space and community facilities for the entire Drayton region.</p> <p>Whilst not providing parkland, the development has provided a design that features opportunities for connectivity to the future District Linear Corridor Park, and an amenity outcome facing the future park corridor that does not impact on the ability for future infrastructure to be provided and provides a good interface to the future park land.</p>
	Maintenance and Responsibility	<p>One of the submitters has raised the issue of who is responsible for maintaining new roads, drainage and green spaces to support the proposed development. The submitter has concerns on how Council will ensure the promised infrastructure is delivered.</p> <p>The construction of new infrastructure and roads will be conducted by the developer, which after an on-maintenance period, ownership will be transferred to Council for maintenance. The maintenance of infrastructure, roads and green spaces falls to Council, who ensures that sufficient operational budget is allocated to maintain assets. Council will ensure that infrastructure that is conditioned is delivered by not allowing each stage to be sealed before infrastructure and roads are constructed and assessed by Councils</p>

	Alignment with TRC Planning Scheme	<p>engineers.</p> <p>One of the submitters has raised concerns surrounding the proposed developments alignment with certain aspects of the <i>Toowoomba Regional Planning Scheme 2012</i>, specifically in regard to the creation of neighbourhoods where residents can walk/ cycle to work, school, shops, and services and parks in accordance with the Planning Schemes Citation and Commencement Section.</p> <p>The proposed development is located an 800m walk away from the Drayton Woolworths development and features connections to pedestrian infrastructure that services the greater Drayton area. A footpath is required to be constructed along Glennie Street to connect to the existing footpaths which provide walkability to the nearby school, shops, and other residential areas. Connectivity and pedestrian and cyclist infrastructure have been considered and implemented where reasonable within the proposed green field development.</p>
	Alignment with TRC Strategies	<p>One of the submitters has raised concerns surrounding the proposed development alignments with the outcomes of the Toowoomba Region Sustainable Transport Strategy, and Toowoomba Region Road Safety Strategy.</p> <p>Drayton is an area which is still developing and most of the anticipated cyclist and pedestrian infrastructure is still being designed and planned for the larger Drayton area. Council policies and strategies such as the Toowoomba Regional Open Space Strategy identify areas and networks of pedestrian and cyclist infrastructure that will be implemented in Drayton once detailed design work and planning has been achieved. The development provides footpaths and linkages to the greater Drayton area, but is not required to specifically plan for trunk active transport networks throughout the Drayton area. The development allows for future active transport infrastructure through the Open Space Corridor of Westbrook creek which the development addresses and allows for connectivity to.</p> <p>The proposed development has demonstrated that the design provided provides for accessible and safe transport options for the community that allow for walking and cycling on the proposed footpaths and roadside infrastructure.</p>
	Issues with Submitted Town Planning Assessment Report	<p>The submitter has raised concerns with the submitted Town Planning Assessment Report, stating that it has not adequately addressed the relevant performance outcomes and acceptable outcomes of the planning scheme which relate to public and active transport, road networks, connectivity to centres and employment nodes, and connectivity to the surrounding area.</p> <p>The applicant has provided responses to the required acceptable and performance outcomes of the scheme and specifically those that relate to the provision of pedestrian and active transport infrastructure. The Planning Scheme features requirements for active transport infrastructure to be provided for new roads,</p>

		<p>which has been conditioned, and for active transport infrastructure to connect with the greater network. As such, and in accordance with the recommendations of the applicants submitted TIA, conditions of approval have been imposed that require the development provide a 1.5m wide footpath to connect to the existing footpath network at the intersection of Kaytons Street and Glennie Street. The development has provided appropriate pedestrian and active transport infrastructure as required by the provisions of the Planning Scheme.</p>
<p>Reasons for decision</p>	<p>The development was assessed against all of the assessment benchmarks listed above and complies, or can be conditioned to comply, with all of these without exception.</p>	

For further details on the assessment of this development application, please see the Delegated Report available for public viewing on the Toowoomba Regional Council Planning and Development Online website at: <https://developmenti.tr.qld.gov.au/>. When accessing Council's website please use the following Application Number: RAL/2025/4731.