3.3 Settlement Pattern

3.3.1 Strategic outcomes

(1) Open space, both natural and managed, is an intrinsic feature of the whole Region. From becalmed suburban tree-lined boulevards to the majestic Toowoomba escarpment and the numerous and extensive State Forests and National Parks, the Toowoomba Regional Council area is infused with a broad spectrum of parks, gardens, reserves and bushland that underlines its Toowoomba Garden City status.

(2) Settlement opportunities range from a multitude of diverse vibrant rural towns to the highly urbanised forms within Toowoomba City and its suburbs and interspersed with the significant rural townships of Clifton, Crows Nest, Highfields, Millmerran, Oakey and Pittsworth. These settlements are interspaced by extensive areas of natural bushland and rural production, providing a strong sense of identity through their individual local character and built form responses. It is the intent of this plan that these towns remain viable places in perpetuity.

(3) Toowoomba Regional Council area has a network of strong and dynamic towns. These towns support and service the needs and aspirations of the local communities and provide central place functions for their adjacent agricultural, manufacturing, Defence and extractive and mining industries. Population growth is directed towards the existing network of urban areas and towns rather than dispersed population growth throughout the rural area.

(4) There are seven major urban areas and towns throughout the Toowoomba Regional Council area. These are:

(a) Toowoomba City

(i) Toowoomba City is the principal centre in the Toowoomba Regional Council area and Southern Queensland, as well as northern inland New South Wales, for employment, retail and commerce, government, community services, medical services, education, cultural and recreational activities. Located on the eastern edge of the Great Dividing Range escarpment, Toowoomba City is Australia’s largest inland non-capital city.

(ii) Known as the ‘Garden City’, Toowoomba City hosts the Carnival of Flowers - the longest running floral event of its kind in Australia - each September and annual Easterfest music festival over the Easter weekend. There are more than 150 public parks and gardens in Toowoomba, including state heritage listed Queens Park and Picnic Point.

(iii) Toowoomba has an extensive heritage building portfolio including residential, commercial, industrial and community buildings. In addition, its network of mature tree-lined boulevards (dominated by camphor laurels) is a signature icon that one has entered the ‘Garden City’.

(iv) As principal regional centre for the Darling Downs, Toowoomba provides the higher order retail, commercial, health, education, legal and government facilities for Southern Queensland.

(v) The future economic growth of the Toowoomba centre is maintained:

(A) through its principal regional centre function to the whole of the Toowoomba Regional Council area and Southern Queensland;

(B) the significant development potential associated with the emerging energy resources from the Surat Basin;

(C) the continued growth in development and employment associated with value-adding in food processing.

(vi) Toowoomba City has thriving and diverse neighbourhoods that have a strong sense of community and local identity. Toowoomba City and the surrounding urban areas continue to experience sustained growth in residential, retail/commercial and industrial land uses. In response to these
pressures, local planning will be undertaken to address issues such as
growth management, infrastructure management, urban design and local
character, and the transitioning of non-urban (predominately rural residential
and rural) to urban areas and enterprise areas.

(vii) The Toowoomba CBD is the civic, retail and commerce ‘heart’ of the Region. The Toowoomba City Centre Master Plan (TCCMP) outcomes are facilitated through the planning scheme by reinforcing the primacy of the City and providing the land use development framework for the centre over the next 20 years, which builds on the strengths of the City’s natural and built assets such as parks, heritage buildings and streetscapes and laneways that sustain the CBD as a liveable centre.

(viii) Residential growth will be accommodated through new urban areas in Drayton, Glenvale and Darling Heights, and urban infill at increased residential densities in the form of detached dwellings on standard and small lots, dual occupancy and multiple dwellings throughout the existing urban area particularly around the major centres of Kearneys Spring, Wilsonton and Clifford Gardens within:

(A) Walking catchments around centres offering a broad range of goods, facilities and services (being 800m around Major and 400m around District centres and designated Local centres within the centre hierarchy);
(B) Land that benefits visually from high quality parkland;
(C) Walking catchments around major non-industrial employment areas (land within 800m walk of 1000 or more non-industrial jobs);
(D) A central transport corridor bounded by Nelson, West, Jellicoe and Hume street, and
(E) An 800m walking catchment of the University of Southern Queensland (Toowoomba campus).

Residential development outside of these areas will consist of detached dwellings on standard lots and dual occupancy.

Future urban areas outside the existing urban footprint are not released prior to 2031 and are protected from development which would compromise long-term growth options beyond 2031.

(b) Clifton

(i) Clifton is located approximately 40 kilometres south of Toowoomba and approximately 8.5km west of the New England Highway, which provides a high level of accessibility to Toowoomba City and Warwick.

(A) Clifton is a self-contained community that provides a range of services to its residents and performs a major centre role in the Region to service the surrounding rural hinterland and communities. Retail, commercial and community uses and services are focused within the town centre along the main street (King Street). The main industrial area is in the area southwest of the town, comprising a variety of lot sizes with strong links to the local road network and surrounding areas. Major community facilities include a secondary school and an area integrated sports and showground complex in the northeast of the town.

(B) The historic buildings and streetscapes of Clifton, which have been used in a number of Australian movies, are important elements that contribute to the local identity. The distinguished boulevard of boab trees that were planted to honour the men of WWI is an important cultural heritage feature in the main street. The cultural and tourism attractions also include the Clifton and District Historical Museum located in the former Butter Factor in Clifton and are enhanced by the Sister Kenny memorial and Rudd’s Pub in the nearby township of Nobby.

(B)(C) Residential growth will be accommodated through a mix of housing forms, including detached dwellings on standard and small lots, dual occupancy and multiple dwellings throughout the town.

(c) Crows Nest
Crows Nest is situated on the western slopes of the Great Dividing range, approximately 45 kilometres northeast of Toowoomba City on the New England Highway. The town is surrounded by state forests and national parks including nearby Crows Nest Falls, Ravensbourne and Geeham National Parks. Part of the Bicentennial National Trail runs through the town. Lakes Perseverance and Cressbrook dams, which provide the major water supply for Toowoomba, are located approximately 6km east of the town and are major water recreational facilities in the Region.

The town originated as a stopping place for timber haulers and is named after Jimmy Crow, a local aboriginal man who lived in a hollow tree and gave directions to early European settlers who passed with the bullock teams.

The town centre is focussed on the ‘Village Green’, a central park adjacent to the New England Highway with wide streets abutting the park. The park, which contains a statue of Jimmy Crow, is the centre for celebrations and events/festivals within the town. The central focus of the Village Green as an important community place is consolidated by the recreation reserve opposite (western alignment of the New England Highway) which includes the Crows Nest Regional Art Gallery in the former shire hall, swimming pool, bowls club and adjacent hospital.

The commercial centre is of a main street style with buildings aligned to the street front and continuous awnings over the footpaths that overlook the Village Green. Conservation of the town’s historic buildings, character and unique town setting will be balanced with localised growth and significant increases in destination and passing tourist traffic. The existing retail, commercial and community functions will be preserved and opportunities to attract and diversify the centre’s functions will be investigated through local planning.

Crows Nest offers an attractive small town lifestyle that capitalises on ‘tree change’ lifestyle opportunities and provides a range of community facilities and services including primary and secondary schools, hospital/nursing home, sporting/recreational and cultural uses. With improved road access and public transport services, Crows Nest is within daily commuting distance to Toowoomba City. The New England Highway between Toowoomba and Crows Nest has become a minor tourist route with galleries, specialist nurseries, antique stores, art galleries and museums exploiting traffic passing to the nearby national parks and lakes and Bunya Mountains to the north.

Residential growth will be accommodated through a mix of housing forms, including detached dwellings on standard and small lots, dual occupancy and multiple dwellings within an 800m walking area around the town centre (being land within the Major Centre Zone within Crows Nest) and detached dwellings on standard lots and dual occupancy elsewhere throughout the town.

Highfields is located 12 kilometres north of Toowoomba on the New England Highway. The area originally attracted timber-getters and workers associated with the expansion of the railway line from Toowoomba to Ipswich through Highfields and Murphy’s Creek. Dairying occupied the cleared hills.

Highfields has evolved to function as a significant satellite town, offering an attractive suburban and rural residential lifestyle with the convenience of proximity to Toowoomba City, as well as easy accessibility to the Defence force bases at Cabarlah and Oakey. Notwithstanding the close settlement
relationship with Toowoomba City, Highfields will continue to grow as a self-contained community with a range of employment, retail/commercial, community and cultural facilities.

(iii) The original Highfields centre and the Cabarlah township in the north of the district straddle the New England Highway. Traffic volumes and speeds of the highway restrict pedestrian and east-west vehicle traffic movements. Future development is located on the western side of the New England Highway to avoid fragmentation of development, to capitalise on urban infrastructure and to maintain efficiency of highway functions. Land to the east of the highway is constrained by the escarpment. The New England Highway continues to provide a tourism focus, attracting day trippers from Toowoomba as well as long distance travellers.

(iv) Highfields has a distinct local suburban residential character with a more urbanised and dense town centre. An inter-urban break reinforces the character of a physically discrete settlement from Toowoomba City.

(v) Highfields Village (Highfields and O’Brien Roads) is the town centre and is the major activity centre for the district and northern catchment of the regional council area. Development consolidates the Highfields town centre and incorporates a mix of uses and increased residential population. The centre has a ‘main street’ style, with a Town Square that provides a community and civic focal point. A range of higher order retail (including bulky-goods) and commercial, community, entertainment and cultural facilities is accommodated in the centre.

(vi) Residential growth will be accommodated through expansion of new urban areas to the northwest of the town centre and increased residential density in and within an 800m walking area around the town centre (being land within the Major Centre Zone in Highfields).

(e) Oakey

(i) Oakey is located 29 kilometres west of Toowoomba City. It has a diversified economy with well established links to surrounding agricultural (including broadacre cropping and grazing), Defence and expanding mining sectors and performs a major centre role to surrounding rural hinterland and communities in the west/northwest.

(ii) The town is located on the Warrego Highway, part of the national highway system, and offers a direct, quick link to Toowoomba City. The town is also located on the main rail link connecting southwest Queensland with Brisbane (via Toowoomba) which provides freight transport.

(iii) The town is named after the river oaks that dominate the creek which bisects the town. The creek system is retained and enhanced and provides a link to a number of major open space areas within the town.

(iv) The town centre established in the northern section of Campbell Street near the railway line. The ‘main street’ style of the town centre has the character of a traditional Queensland country town with a long, wide main street (central parking) and continuous built form fronting the street. This character and heritage buildings are retained and enhanced as the focal point for commerce, retail and community activities within the town. The town centre was redeveloped in 2005 with significant landscaping and street tree planting and larger shops (supermarket) were sleeved behind buildings fronting and integrating with the main street.

(v) The Oakey Civic Precinct, to the south of the town centre, is located on the main street adjoining Bicentennial Park which includes a statue of famous local Australian racehorse Bernborough. The precinct includes the cultural/conference centre, library and aquatic centre. Other major
community facilities include primary and secondary schools, hospital, RSL club and sporting grounds.

(vi) Major employment generators in the town include the abattoir and Army Aviation Centre. The Oaky Army Aviation Centre, which was established on the outskirts of the town during World War II, is also home to the Museum of Australian Army Flying. The University of Queensland has a campus for Equine Studies in the town.

(vii) Residential growth is accommodated in the form of detached dwellings on standard lots and dual occupancy within the existing town area and new urban area in the southeast of the town and through a mix of housing forms, including detached dwellings on standard and small lots, dual occupancy and multiple dwellings within an 800m walking area of the town centre (being land within the Major Centre Zone in Oakey).

(vii) Industrial development will continue to locate in the northwest of the town, however, major industrial activity will locate in the nearby Charlton Wellcamp Enterprise Area.

(f) Pittsworth

(i) Pittsworth is a large rural town located approximately 40 kilometres southwest of Toowoomba. It is situated on the basalt upland, overlooking the alluvium floodplains of the Condamine River. This floodplain has some of the best quality soils in Australia with mixed farming - predominantly grains and cotton - grown in the area. Established around a pastoral station and later hotel (Beauaraba), the town was named after the ‘Pitt’ family who had large landholdings in the district.

(ii) Pittsworth is a self-contained community that provides a range of services to its residents and surrounding agricultural areas. It has a small manufacturing base. The annual Pittsworth Sprints consists of two days of car sprints against the clock on a set course around the Pittsworth Industrial Estate.

(iii) Yandilla Street is the town centre and performs a major activity centre role by providing a range of retail, commerce, community and entertainment services. Opportunities exist to conserve these existing functions and diversity the centre’s functions while maintaining the character of the town centre.

(iv) The town centre has a main street style with small scale buildings that front the street. It contains a number of important heritage buildings including the former shire hall and council chambers and ANZ bank. It is planted with Silky Oaks and Jacarandas that enhance the amenity of the centre.

(v) Localised growth associated with surrounding agriculture and mining is anticipated. However, the location of Pittsworth on highly productive agricultural land constrains urban expansion. Future expansion of the urban area will be underpinned by community need and enhancement of services/facilities and will be managed through local planning.

(vi) Residential growth will be accommodated through a mix of housing forms, including detached dwellings on standard and small lots, dual occupancy and multiple dwellings throughout the town.

(g) Millmerran

(i) Millmerran is a rural town located on the Gore Highway approximately 75 kilometres southwest of Toowoomba. It is located near a lookout commonly used by the local aboriginal population prior to European settlement from which the town derives its name. European settlement is linked with the
pastoral industry and began with the establishment of a number of pastoral
stations including ‘Yandilla’.

(ii) Millmerran performs a major service centre role to surrounding agricultural
enterprises and has a small manufacturing base. A coal-fired power station
is located to the south of the town.

(iii) Millmerran is a self contained community that has a range of services
including a hospital, primary and secondary (P-10) schools and good
sporting facilities, including the Millmerran Indoor Sports Complex, a multi-
purpose sports complex that is the largest single building in Millmerran.

(iv) Millmerran is home to a series of larger–than-life murals placed throughout
the town to depict specific rural industries as well as, stages of the town’s
and district’s history. The town character is dominated by grain silos.

(v) The commerce area of Millmerran is located in the main street (Campbell
Street) which runs north from the Gore Highway. The street is characterised
by centre median street tree planting and comprises a mix of building styles,
including some heritage buildings. The centre continues to be the focus for
retail, commerce and community functions.

(vi) New urban development occurs within the existing town and provides a
variety of lifestyle choices, including detached dwellings on standard and
small lot sizes, dual occupancy and multiple dwellings throughout the town
and larger rural residential development in the southwest of the town.

(vi)(vii) Two industrial estates have been developed, including an area to the
northeast that accommodates heavy industry activities.

(vii) The Australian Camp Oven Festival, held in Millmerran, is a biennial
event that occurs in even-numbered years.

(5) Growth that aligns with the existing and planned community and network infrastructure,
occurs in integrated and compact form to promote and create accessible and walkable
communities. Opportunities for broadening the housing mix provide a variety of
opportunities for all members of the community, irrespective of age, lifestyle, economic
status and physical ability, providing the opportunity for the Region’s residents to age in
place. Such needs consist of providing a diversity of housing forms supported and
reinforced by robust and appropriate economic and community based activities including
education, health, employment, services and recreational facilities, that are dispersed
throughout the Toowoomba Regional Council area not concentrated into an ever
decreasing number of larger centres at the expense of smaller or more disparate centres.
Diverse rural towns and townships retain their attractive and vibrant character which
underpins the uniqueness of the Toowoomba Region area.

(5)(6) The greatest housing diversity occurs in infill areas within existing urban areas.
Residential development in greenfield areas will initially be dominated by detached
housing on lots over 500m² in area however greater diversity will develop around centres,
parkland and employment areas as they establish under the guidance of local plans.

(6) Built forms are responsive to the climatic conditions, local topographic constraints and the
variability in climate that is projected to be caused through climate change. Through
reinforcement of a compact urban form, lands within urban areas that have high
biophysical status and scenic value are conserved. Further, Indigenous and European
historic and cultural past is respected, while promoting modern architectural forms and
styles. Places of natural and spiritual significance are respected and conserved.

(7) Rural residential development is limited to the opportunities within existing rural
residential areas.

(8) Regionally significant and logistic industries will establish within the Charlton Wellcamp
Enterprise Area provided that their impacts are contained within the estate borders. Other
industries will be accommodated within existing industrial areas throughout the Region,
both on existing vacant land and on sites that become available as existing industry
relocates into the Charlton Wellcamp Enterprise Area.
Retail and business services will be accommodated within the network of activity centres with the Toowoomba City Centre continuing to provide the greatest amount and broadest range of activity and services to the Region. The major activity centres of Highfields, Kearneys Spring, Wilsonton, Clifford Gardens and the town centres of Oakey, Pittsworth, Crows Nest, Millmerran and Clifton will provide substantial retail, office and community functions. Other centres at the district and local levels throughout the Region will provide facilities and services at a more local scale.

Provision has been made for the following transport links between Toowoomba and South-East Queensland:
(a) the Commonwealth Government's Inland Rail Alignment Study;
(b) the Gowrie-Grandchester rail project; and
(c) the Toowoomba by-pass.

### 3.3.2 Element – network of towns

(1) The Toowoomba Region is characterised by a range of attractive and vibrant rural towns that are connected through an integrated transport system which is focused to the key regional centre of the Toowoomba City Centre.

#### 3.3.2.1 Specific outcomes

(1) Toowoomba City is the key regional centre of Southern Queensland and northern inland New South Wales for employment, retail and commerce, government, community services, medical services, education, cultural and recreational activities.
(2) The regional settlement pattern is reinforced through the maintenance of compact, mixed use distinctive rural centres which are separated by rural and natural landscape spaces.
(3) Urban areas have a defined ‘edge’ to reinforce the identity of communities in the Region and maintain spaces between places (inter-urban breaks).
(4) Local plans are produced over towns and villages as specific local needs emerge and resources become available.

(a) In response to the emerging urbanisation and sustained residential growth in and surrounding Highfields, Council has undertaken detailed local planning over Highfields and its surrounds. Local planning ensures that:

(i) there is a continuity in the character and identity of Highfields as it evolves from a low density locality dominated by large residential and rural residential and roadside tourism uses to a significant urban township distinct from but allied to the continued growth of the Toowoomba urban area in a way that honours and advances the character of the place;

(ii) Highfields remains physically distinct from the urban expansion of Toowoomba;

(iii) an urbanised Highfields is walkable for all members of the Highfields community;

(iv) connectivity for pedestrians, cyclists and the mobility assisted is achieved through dedicated and constructed footpaths, cycleways and combinations of the two;

(v) an integrated public transport system provides convenient connections throughout Highfields with good, efficient connections to Toowoomba City, Oakey and other key destinations in the Region;

(vi) water cycle infrastructure is provided in a manner in a sequenced and appropriately sized manner that facilitates urban growth;

(vii) the scale and character of Cabarlah is retained, tourist facilities, such as uses that attract and meet the needs of day-trippers and short-term accommodation, which have a direct relationship with the local or historic character of the Cabarlah area are retained in Cabarlah;
(viii) the form of development in the Highfields town centre focuses on the establishment of a 'Main Street' with 'sleeved' anchor stores provided in key locations, active street frontages along key streets, and a 'Town Square' which will function as a key civic node for Highfields;

(ix) the Highfields town centre, provides the focal point for the Highfields District, and comprises a diverse range of facilities and services including higher level retail, business, mixed use, residential, tourism and entertainment, educational, cultural, government and community facilities;

(x) a diversity of housing forms, sizes and densities is provided in the Highfields area in the form of detached dwellings on standard and small lots, dual occupancy and multiple dwellings in proximity to the town centre and detached dwellings on standard lots and dual occupancy elsewhere throughout the town, providing opportunities for universally accessible dwellings and affordable housing opportunities; and

(xi) the Defence operations of the Borneo Barracks at Cabarlah are protected from adverse impacts of development encroachment.

(5) Locate low impact industry and non-retail business in integrated locations that are accessible, provide client exposure and are not in core public transport nodes.

(6) The transport system is integrated with the pattern and sequencing of land use to ensure well-connected and accessible places in the Region.

(7) New centres support and maintain the focus of commercial and retail areas, employment and significant community and cultural activities where the needs of the population of the retail/service/entertainment catchment are justified.

(8) Many rural towns are based on a traditional grid street pattern. The expansion of these rural towns extends this grid pattern to reflect the traditional pattern and character of these places.

3.3.2.2 Land use strategies

(1) Where the subject of a Structure Plan, Master Plan or Local Plan, that plan is implemented.

3.3.3 Element – compact urban form

(1) A compact urban form promotes self-containment of communities that are:
   (a) defined by a distinct urban boundary; and
   (b) are provided with housing opportunities, community services and facilities, employment, adequate infrastructure and an integrated transport system.

3.3.3.1 Specific outcomes

(1) Safe, convenient and attractive suburban neighbourhoods, urban neighbourhoods and centres of activity meet the diverse and changing needs of the community and offer a wide choice of housing, leisure, local employment opportunities and associated community and commercial facilities.

(2) Centres of activity, specialist centres, more intensive integrated employment areas, tertiary education and major community facilities are located within walking distance of existing or proposed public transport nodes.

(3) A significant proportion of growth throughout the Region is achieved through infill and redevelopment of existing urban areas and rural townships on land with multiple transport options, adjoining or opposite high amenity parkland and within walking distance of:
   (a) centres offering a wide range of goods, services and facilities (including those that meet daily convenience needs);
   (b) high concentrations of non-industrial jobs; and
   (a) the University of Southern Queensland
(3)(4) The growing diversity in housing needs of residents in the Region are met by providing opportunities to provide a broader spectrum of lot sizes, land tenures and housing types.

(4)(5) Land use and transport are integrated to promote more compact urban growth to connect people and places comfortably, conveniently and effectively.

(5)(6) The Region is provided with sufficient supply of land to:
(a) ensure population growth and emerging communities are accommodated within the urban boundary;
(b) ensure self containment of employment;
(c) accommodate a range of industrial and enterprise activities; and
(d) encourage economic diversity and local employment opportunities.

(6)(7) There is a logical sequence to infrastructure delivery to ensure the effective and efficient delivery of land development and infrastructure services.

### 3.3.3.2 Land use strategies

(1) Any development within the Westbrook Identified Growth Area (South-East Queensland Regional Plan 2009-2031) and the emerging community area of Drayton that will compromise long-term consolidated urban growth is avoided.

(2) Structure planning of emerging community land will be undertaken progressively as part of the development assessment process.

(3) New developments shall contribute to achieving minimum dwelling yields in the order of:
(a) 15 dwellings per hectare net in Greenfield Development Areas;
(b) 30-40 dwellings per hectare net in Urban Consolidation Priority Areas designated infill areas, and within and around Major and District Urban Activity Centres; and
(c) 60 dwellings per hectare net in the Principal Activity Centre (Toowoomba City Centre).

(4) Designated infill areas are included within the Low-medium Density Residential Zone.

(4)(5) Regionally significant industrial and enterprise activities are located at Charlton Wellcamp Enterprise Area. The area is the major hub for regionally significant industries and logistic activities.

(5)(6) Significant car-dependant uses such as bulky goods stores and service industry uses are located in or adjacent to the major activity centres of Wilsonton, Kearney's Spring and Highfields and the Specialist Retail Centres at Anzac Avenue and Boundary Street.

### 3.3.4 Element – suburban neighbourhoods

(1) Suburban neighbourhoods provide the bulk of residential housing within the Toowoomba Regional Council area.

(2) Suburban neighbourhoods provide housing, products and services of daily convenience and community and recreational uses to their immediate neighbourhood.

#### 3.3.4.1 Specific outcomes

(1) Suburban neighbourhoods have a choice of housing types, including consist primarily of detached houses and dual occupancies, duplexes, row houses, some apartments, shop top housing and home based businesses.

(2) Other forms of housing including terrace and row housing as well as apartments and multiple dwellings are found throughout suburban neighbourhoods, often on lots with particular attributes, including corners, rear lane access and near open space, schools or centres.

(3) Housing in suburban neighbourhoods is within easy walking and cycling distance to a range of local facilities, including shops, schools, parks, and public transport. However, the emphasis is on enhancing and maintaining the amenity and lifestyle of residential uses. Suburban neighbourhoods are generally low in scale, with a sense of low rise buildings within a treed setting.

(4) Suburban neighbourhoods have a feeling of openness at the street level and are characterised by street trees, which provide shade and character. Streets are shared by
cars, bikes and walkers. They are often grid-based and connected up in a way that makes it easy to find your way around.

(5) Local plans are produced to maximise the range of densities that contribute to a residential character and maintain high levels of residential amenity.

(6) The Glenvale Local Plan will accommodate residential development and promote land use activities, transport networks and key infrastructure that will cater for future population growth in the western growth corridor of the Toowoomba urban area.

(a) The character and identity of the locality will evolve from a predominately rural/rural residential area to a quality residential estate with high scenic amenity associated with extensive open space, interconnected wetlands and permanent lakes; and densely treed boulevards.

(b) Residential development will achieve a diversity of housing forms, sizes and densities.

(c) The Glenvale Local Plan area is developed in a manner which is well connected and permeable, including connectivity for pedestrians, cyclists and the mobility assisted achieved through dedicated and constructed footpaths, cycleways and combinations of the two.

(d) Retail and commercial opportunities are provided in a centre located in the north east sector of the local plan area.

(e) Residential development in the southeast and southwest of the Glenvale Local Plan area is limited in extent and intensity due to existing land use activities including high impact industry to the east and the Glenvale Key Resource in the west and appropriate separation areas are implemented to minimise land use conflict.

(7) Suburban Neighbourhoods:

(a) are in the urban extent shown on the Strategic Framework Map SF1 – Settlement Pattern; and

(b) can be distinguished from single use car based suburbia by their walkability, housing choice and access to public transport, jobs and services are included within the Low Density Residential Zone.

3.3.4.2 Land use strategies

(1) At least 90% of the housing in these places is within 400m of their central focus.

(2) Walk to public transport stations or stops is 800m to 1,000m.

(1) Where the subject of a Structure Plan, Master Plan or Local Area Plan, that plan is implemented. Detached dwellings and dual occupancies are the only residential development form supported within Suburban Neighbourhoods.

(2) New residential lots have areas that reflect the predominant lots sizes in the surrounding area (within infill areas) and a minimum lot size of 500m² within greenfield areas. New lots in the form of hatchet lots are not supported.

(3) The clustering of dual occupancy is discouraged so as to promote a mix of low density housing forms within suburban neighbourhoods.

3.3.5 Element – urban neighbourhoods

(1) Urban neighbourhoods promote the development of a compact urban areasform by facilitating areas of higher medium density housing in areas that provide a mix of housing types, dwelling densities and with access to a mix of urban retail, commercial, service, community, and entertainment uses, employment and high quality parkland to residents within a 400m walk or short commute walking distance.

3.3.5.1 Specific outcomes

(1) Urban neighbourhoods:

(a) are characterised by focused around areas of mixed use, providing ready access to a range of shopping, community and other local services and employment, they are higher density and highly walkable;
Proposed Toowoomba Regional Planning Scheme Amendment No.16

s3 Strategic Framework

(b) have good public transport access and have been developed or redeveloped over time at higher densities and with a greater mix of housing and uses than suburban neighbourhoods;

(c) are often transit oriented; and

(d) are in the urban extent shown on the Strategic Framework Map SF1 – Settlement Pattern; and

(e) Included within the Low-medium Density Residential Zone.

(2) Higher density urban neighbourhoods usually have a number of suburban neighbourhoods nearby.

(3) Housing not in a mixed use setting is within easy walking and cycling distance to these uses and public transport. Detached houses are found in these areas, usually in small pockets and with a more urban setting.

(4) Urban neighbourhoods have:

(a) a sense of enclosure at the street level provided by small building setbacks and with the constructed part of its character usually dominant;

(b) streets are characterised by large street trees, which:

(i) provide shade;

(ii) enhance the amenity and character of the streetscape; and

(iii) reflect and enhance the treed network of boulevard streets which defines and reinforces the Garden City status of Toowoomba’s character.

(c) hard footpaths for walking trips and road corridor space that is shared by cyclists and cars.

(5) Urban neighbourhoods are usually grid-based and connected in a way that makes it easy to navigate the area.

3.3.5.2 Land use strategies

(1) At least 90% of the housing is within 800m of their central focus.

(2) Walk to public transport stops is 800m–4000m–1,000m.

(3) Where the subject of a Structure Plan, Master Plan or Local Plan, that plan is implemented.

(4) A broad range of residential housing forms are supported in urban neighbourhoods including detached dwellings on standard and small lots, dual occupancy and multiple dwellings.

(5) The clustering of medium density forms of housing (dual occupancy and multiple dwellings) is discouraged so as to promote housing choice and manage the amenity impacts of this form of development.

(6) New residential lots have a range of areas providing opportunities for housing diversity.

(7) Hatchet lots are only developed for single dwellings.

3.3.6 Element – centres of activity

(1) These centres provide goods and services to surrounding residential areas and are the focus for higher density urban residential living.

3.3.6.1 Specific outcomes

(1) Centres of activity:

(a) have concentrations of non-residential activities, including: shopping, offices, government, higher education and entertainment;

(b) come in various scales, from local to district and major, located in urban or rural situations as shown on the Strategic Framework Map SF1 – Settlement Pattern;

(c) are a focus of transport networks, and a hub for public transport and local pedestrian and cycling;
(d) contain housing in a variety of forms to provide residents with ready access to the range of uses and employment; and
(e) are important meeting places and focal points for their communities.

(2) The constructed character:
(a) is dominant creating a strong sense of enclosure at the street level, with little or no building setback to the street; and
(b) has built form, mix and intensity of uses that are more varied in character than suburban and urban neighbourhoods.

(3) Centres of activity are important meeting places and focal points for their communities, vibrancy flows from their mix of uses, level of activity and urban qualities, and these features are reinforced by well designed and located squares and urban parks.

(4) Amenity in these localities is a product of the proximity to the provision of a diversity of urban goods and services; the amenity of a quiet leafy suburban or urban neighbourhood is not the outcome sought in centres of activity.

(5) Streets:
(a) are usually grid-based and connected up in a way that makes it easy to way-find;
(b) are characterised by large street trees, which:
   (i) provide shade;
   (ii) enhance the amenity and character of the streetscape; and
   (iii) reflect and enhance the treed network of boulevard streets which defines and reinforces the Garden City status of Toowoomba’s character.
(c) have hard footpaths for walking trips;
(d) have road corridor space shared by cyclists and cars; and
(e) are utilised for the provision of infrastructure which is sensitive to the surrounding land uses.

(6) Centres of activity are surrounded by suburban and urban neighbourhoods.

3.3.6.2 Land use strategies

(1) Higher level centres, including Major and Specialist Retail Centres are located only where shown on a Strategic Framework Map.
(2) District and Local Centres are established to serve the local population catchment, provide a range of weekly and convenience retail, commerce, medical, entertainment and community activities that support the local population catchment and located where they provide a focus for local community interaction such as near schools, parkland or community facilities, are convenient and safely accessibly by walking and cycling and are generally located on a public transport route.
(3) At least 90% of the housing is within 400m of their central focus.
(4) Walk to public transport stations and sub-regional facilities is 800 – 1,000m.
(5) Where the subject of a Structure Plan, Master Plan or Local Plan, that plan is implemented.

3.3.7 Element – central business district (CBD)

(1) The Toowoomba CBD is the principal regional activity centre and heart of non-residential activities, including shopping, offices, government, higher education and entertainment for the Toowoomba Region.
(2) A variety of short term and long term accommodation facilities (e.g. hotels, motels) are available for interstate and international tourism.

3.3.7.1 Specific outcomes

(1) The CBD is the centre and heart of the Toowoomba Region, is the biggest centre and has the widest range and greatest intensity of activity in the council area.
(2) The CBD consists of a:
Proposed Toowoomba Regional Planning Scheme Amendment No.16

s3 Strategic Framework

(a) well defined urban core comprising a mix of uses including areas of retail,
commercial and civic focus;
(b) strong open space and recreation network;
(c) strong and clearly defined road hierarchy; and
(d) frame of supporting land uses.

(3) The CBD is laid out in a grid and is at the centre of transport networks for public
transport, cycling and pedestrians.

(4) The CBD is urban, buildings dominate the streets, although the streets are important
elements of its character.

(5) The large scale and intensity of the CBD provides vibrancy unlike any other part of the
council area.

(6) The CBD is:
(a) important to the economy of the Region, both as a centre of production and
consumption;
(b) the key focal point for the Toowoomba Region community;
(c) a place to work, do business, for entertainment or just to enjoy;
(d) a meeting place, with squares and urban parks; and
(e) a focus for alternative housing including high density living.

(7) Amenity in these localities is a product of the proximity to the provision of a diversity of
urban goods and services; the amenity of a quiet leafy suburban or suburban
neighbourhood is not the outcome sought in the central business district.

(8) Streets:
(a) are grid-based and connected up in a way that makes it easy to way-find;
(b) are characterised by large street trees, which:
   (i) provide shade;
   (ii) enhance the amenity and character of the streetscape; and
   (iii) reflect and enhance the treed network of boulevard streets which defines
       and reinforces the Garden City status of Toowoomba’s character.
(c) have hard footpaths for walking trips;
(d) have road corridor space is shared by cyclists and cars; and
(e) are utilised for the provision of infrastructure which is sensitive to the surrounding
land uses.

(9) Laneways are preserved and enhanced within the CBD to provide efficient and safe
pedestrian linkages throughout the area.

(10) The CBD is surrounded by suburban and urban neighbourhoods.

3.3.8 Element – sustainable urban development

(1) Sympathetic design for climate creates more sustainable design and lifestyles that needs
less energy use and provides for more affordable living.

(2) The Toowoomba Region’s climate varies from the coastal subtropical climate by being
warmer in summer and cooler in winter with less rainfall except for the immediate area
adjacent to the escarpment. This climate has become one of the defining characteristic of
design in the Region.

(3) Good design responds to the climate of the Region and the adopted lifestyles of its
residents and visitors, while acknowledging the history and traditions of the place.

3.3.8.1 Specific outcomes

(1) The amenity and sense of place of character areas, rural towns, new development and
redevelopment in established urban areas respects, reinforces and strengthens the
distinctive character of the locality.
(2) The built form, native and planted vegetation, the setting, view corridors and key points of character and cultural difference that contribute to the uniqueness of individual communities and create their individual sense of place are retained and promoted.

(3) Design that responds to the local subtropical climate ensures that orientation, siting and passive climate control options are achieved including good shelter and shade, indoor/outdoor living relationships, lightweight or post and beam construction, prominent roof forms and overhangs, hoods on windows and design for sun and breezes.

(4) Efficient water reticulation systems and effective water-efficient landscapes are designed to reduce consumption of potable water.

(5) Sustainable transport options such as walking, cycling and public transport are supported through promotion of a compact settlement pattern and provision for sustainable transport modes in new developments.

### 3.3.9 Element – rural landscape

(1) The rural landscapes of the Toowoomba Region are a valued visual and economic asset which are managed through best practice in agricultural and conservation techniques.

### 3.3.9.1 Specific outcomes

(1) The integrity, viability and productivity of agricultural land and the rural landscape are protected and maintained for agricultural purposes.

(2) Agricultural land:
   (a) that is outside of areas designated for urban development is conserved for current and future agricultural purposes (refer Strategic Framework Map SF4 – Natural Resources and Landscape); and
   (b) is not degraded, alienated or fragmented, providing for its long-term and sustainable agricultural use.

(3) Potential for conflict between farming activities and residential development is avoided.

(4) Rural residential development is restricted to the identified Rural Residential area shown on Strategic Framework Map SF1 – Settlement Pattern or to lands inside the urban extent that are unsuitable for urban use.

(5) Inter-urban breaks are maintained as viable rural areas to the south and west of Highfields to promote and enhance community identity.

(6) Agricultural practices do not compromise the long term viability of agricultural land.

(7) Innovative farming practices, value-adding activities and agri- and eco-tourism activities that broaden the economic structure of the agriculture sector are supported where they are sustainable, are associated with local primary production or local scenic and environmental values and do not restrict or undermine productive capacity, environmental integrity or landscape character.

### 3.3.10 Element – natural places

(1) Natural places (areas of ecological significance, waterways, wetlands and ecological corridors) are the lungs, water source and ecological library that support the environmental, social and economic foundation to the sustainability of the Toowoomba Regional Council area. Without natural places the Toowoomba Regional Council area is diminished.

### 3.3.10.1 Specific outcomes

(1) Natural areas identified on Strategic Frameworks Map – Natural Environment are preserved and enhanced.

(2) Natural places serve as essential functions as:
   (a) green space;
   (b) flora and fauna habitat;
   (c) places of environmental diversity;
   (d) the primary source of fresh water;
(e) a frame to urban and rural areas providing landscape character; and
(f) visual amenity to the whole Toowoomba Regional Council area.

(3) These areas are generally not suitable for development and are preserved except for very low impact eco-tourism, passive recreation and maintenance of walking, fire and security trails.

(4) On privately owned natural places, rural activities and associated development, including grazing, timber harvesting and cropping, do not intrude on the ecological, character or visual amenity values of the place.

### 3.3.11 Element – development constraints

(1) Areas with development constraints and areas exposed to natural hazards are identified to ensure that the risks to life, land use and natural systems are mitigated or avoided.

#### 3.3.11.1 Specific outcomes

(1) Areas subject to natural hazards or the projected effects of climate change are identified and where risks can be mitigated through management and design regimes, strategies are developed to:

(a) minimise vulnerability to riverine and urban stormwater flooding, bushfires and landslides;
(b) incorporate effective measures to mitigate or reduce hazards impacts;
(c) avoid areas with high exposure to the risk from natural hazards; and
(d) reduce or mitigate the risk from natural hazards exacerbated through climate change by avoiding areas with high exposure and establishing adaptation strategies to minimise vulnerability to projected riverine and urban stormwater flooding, bushfires and landslides.

### 3.3.12 Element – incompatible land uses

(1) The impacts of uses are contained within the site, designated area, estate or zoned area.

(2) Land to accommodate population growth and future infrastructure networks is identified and potential impacts, including reverse amenity impacts, associated with noise, odour or visual amenity are mitigated or avoided.

#### 3.3.12.1 Specific outcomes

(1) Appropriate separation is achieved between incompatible land uses by:

(a) ensuring that land accessible to the priority freight corridors is protected for industry, logistics and other low-density uses that require space or necessitate high volumes of commercial or freight trips;
(b) protecting rural activities from incompatible uses including residential or rural residential development;
(c) ensuring sensitive land uses or uses that are incompatible with a range of other land uses (noxious and hazardous land uses) are located with appropriately designated areas with industry incorporating separation buffers into ultimate design layouts, taking into account surrounding natural and built environments;
(d) preventing the encroachment of sensitive land uses into buffer areas around existing and future uses with potential off-site impacts;
(e) preventing incompatible land uses establishing in proximity to transport noise corridors to avoid impacts on the function and efficiency of transport corridors; and
(f) preventing the encroachment of sensitive land uses into separation areas around identified non-renewable resources and sites with potential beneficial uses.

(2) The location of industry, intensive agriculture and sensitive land uses, particularly residential activities, is managed to protect the health, wellbeing, amenity and safety of communities and individuals from the impacts of air, noise and odour emissions and from the impacts of hazardous materials and to support and protect industry and intensive agriculture in appropriate locations.
(3) The establishment of sensitive land uses in proximity to existing land uses with potential off-site amenity impacts, including industry, landfill sites and wastewater treatment facilities, is prevented.

### 3.3.12.2 Land use strategies

(1) Protect the existing and future operational and service requirements of the Toowoomba Airport and the Army Aviation Centre (Oakey) by ensuring that development of land around the airport is compatible with the needs of the airport.

(2) Ensure that sensitive and incompatible land uses:
   - avoid adversely affecting the safety and efficiency of the operational airspace of the Toowoomba Airport and Army Aviation Centre (Oakey) and the functioning of aviation facilities;
   - are compatible with forecast levels of aircraft noise within the 20 ANEF contour; and
   - avoid increasing risks to public safety near the ends of airport runways.

(3) Maintaining the following separation distances between areas zoned for industrial development and areas zoned for sensitive land uses:
   - medium impact industry – 250m;
   - high impact industry – 500m; and
   - noxious and hazardous industry – 1,500m.

(4) Do not include land within proximity to land uses with potential off-site amenity impacts within a zone that would support the establishment of sensitive land uses.