

Toowoomba Region Growth Plan



March 2023

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MAYOR'S FOREWORD

We all know the Toowoomba Region is a great place to live, raise families and do business and now population forecasts indicate our Region could be home to a further 66,600 people over the next 30 years, which is why we need to start planning now.

In 2021, Toowoomba Regional Council launched the Toowoomba Region Futures program, designed to build a community vision for growth and development. The program will deliver a Toowoomba Region Growth Plan (TRGP), a new Toowoomba Region Planning Scheme (TRPS) and a Toowoomba Region Infrastructure Plan (TRIP) which are further explained in this document.

I'm proud to say the Toowoomba Region Growth Plan is now complete. The TRGP establishes a clear and coordinated long-term growth strategy to guide when and how employment and population growth occurs this will allow the Region to develop in a thoughtful and considered manner.

This document shows how Council is going to take the Region forward. It produces the basis for Council functions to align policies, programs, investment and decision making, ensuring the liveability of our beautiful Region for decades to come.

A handwritten signature in black ink, appearing to read 'Paul Antonio', with a stylized flourish extending from the end.

Paul Antonio

A GROWTH PLAN FOR TOOWOOMBA REGION

Toowoomba Regional Council launched the Toowoomba Region Futures program in 2021. This is a five-year program designed to build a community vision for growth and development in our Region. The program incorporates the development of the Toowoomba Region Growth Plan, a new Toowoomba Region Planning Scheme (TRPS) and a Toowoomba Region Infrastructure Plan (TRIP), which together will provide a roadmap for managing urban growth throughout the Region.

The Toowoomba Region Growth Plan addresses how projected growth in population and employment will be accommodated through to 2051 and will inform the development of a new Toowoomba Region Planning Scheme and Toowoomba Region Infrastructure Plan.

The Toowoomba Region Growth Plan (TRGP) addresses how projected population and employment growth will be sustainably accommodated through to 2051. The TRGP addresses the community's expectation for maintaining and advancing the Region's liveability, lifestyle and character, by delivering a sustainable growth management framework which directs growth and the provision of infrastructure necessary to support that planned growth.

The TRGP is being undertaken at a critical point for Toowoomba as a Region. The combined factors of steady growth in population, changing and evolving community expectations, the delivery of key "region-shaping" infrastructure and trends in economic growth and change, will influence and direct growth within the Region for decades.

The Toowoomba Region needs a long-term growth strategy to respond to these challenges in a coordinated, responsive and efficient way across Council. It is driven by the need to establish a growth vision and consistent approach across various Council functions, to ensure the alignment of policies, programs, investment and decision making. The approach of the TRGP is outlined below.



1

- Foundational work to understand community's core values and the unique context for population and employment growth in the Toowoomba Region.
- Identification and investigation of trends that will influence the Region and drive growth.

2

- Identification of core elements for consideration in growth scenarios – including population growth rate, employment growth rate, settlement pattern and housing mix.
- Preparation of alternate growth scenarios.
- Preliminary Growth Statement and Growth Principles.

3

- Testing and analysis of alternate growth scenarios to understand implications of growth and performance of each scenario against key criteria.

4

- Presentation of the draft growth options informed by work to date in a Summary Report and Technical Report.

5

- Active engagement with a broad range of stakeholders and community members to generate feedback on the options for the Toowoomba Region Growth Plan.

6

- Preparation of the Toowoomba Region Growth Plan.

THE TOOWOOMBA REGION

The Toowoomba Region is situated in South East Queensland, approximately 125km west of Brisbane and covers an area of 12,975.3 km². The Toowoomba Region contains a broad range of diverse landscapes, from flat agricultural plains to steep mountainous regions, many of which are valued for their scenic beauty and outstanding views.

The Indigenous tribes of the Jagera, Giabal and Jarowair people inhabited the Darling Downs for at least 40,000 years before European settlement. Estimations place the Indigenous population pre-settlement from 1,500 to 2,500 people. The Jagera were of the foothills and escarpment, the Giabal were of the Toowoomba area and the Jarowair were of the northern areas towards and including the Bunya Mountains.

The Darling Downs was originally known as the 'upland area' and Indigenous people of this area used a technique in hunting food where they would burn the grasslands as the new, green sprouts attracted animals. This earned them the name 'Gooneburra', or 'the ones who hunt with fire', by the coastal tribes.

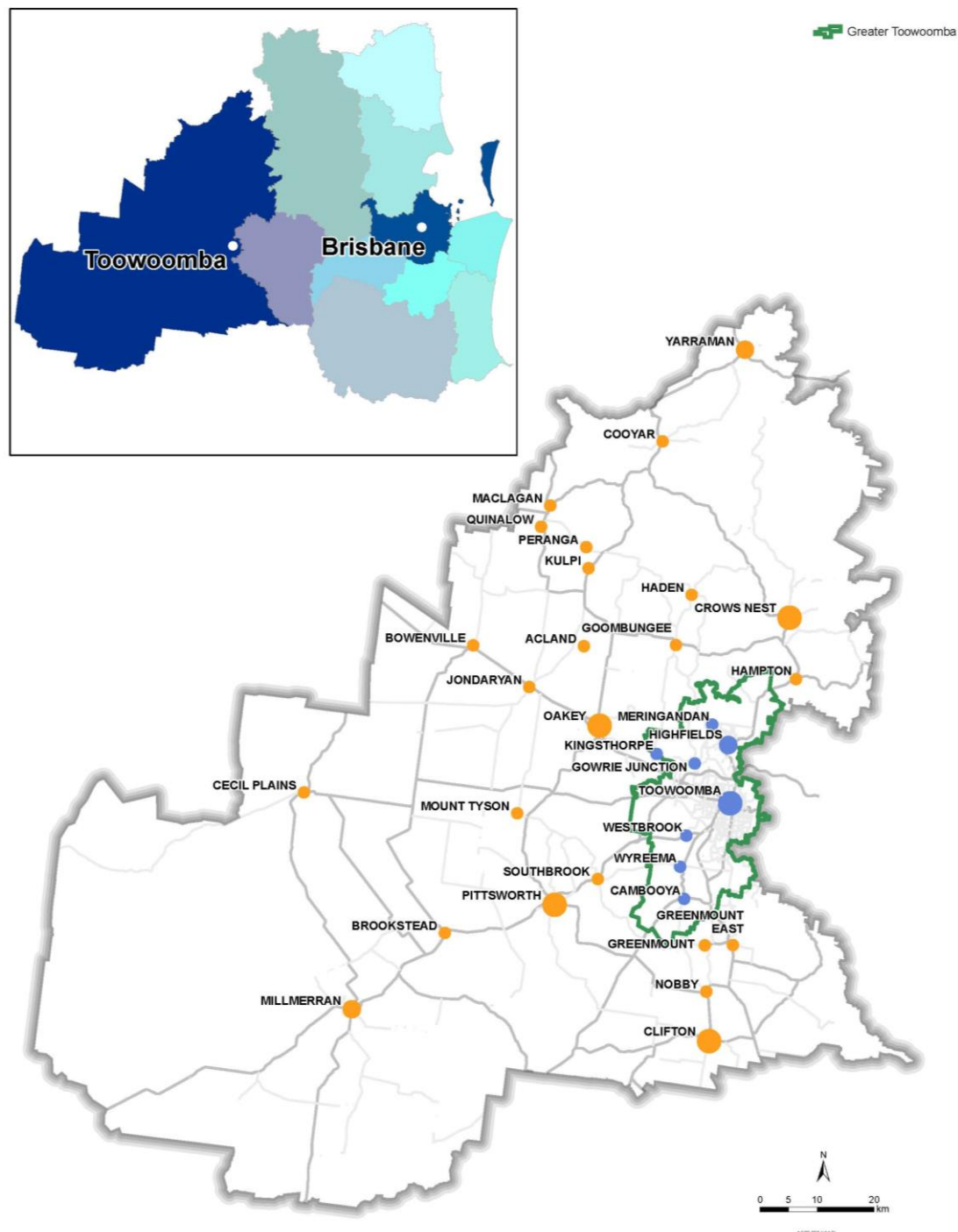


Figure 1: The Toowoomba Region (Source: TRC, 2023)

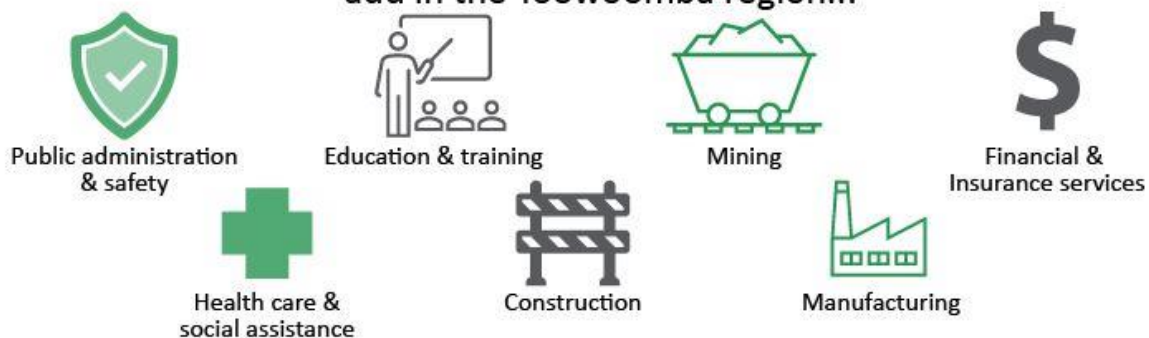
The Toowoomba Region is one of rich agriculture, historic towns and diverse landscapes, with Toowoomba and surrounding towns providing locations for services, employment, community and cultural activities. The Toowoomba Regional Local Government Area (LGA) is a network of rural towns surrounded by agricultural country, state forest and natural waterways. Toowoomba functions as the Western Gateway – an inland port that services trade in and out of the agricultural areas of the Darling Downs and South West Queensland.

The real GRP of the
Toowoomba Region
was estimated at
\$11.738 billion
in 2020-21
With an annual growth rate
of 2.6% between
2000-01 to 2020-21

Toowoomba City is a vibrant regional capital, a hub for the Darling Downs and South West Queensland and a key centre providing a unique location, environment and experience within South East Queensland. It is designated as a Principal Regional Activity Centre in ShapingSEQ, meaning it is a key focal point for employment and services. It is intended to serve as a creative and knowledge hub, while providing access for its workforce and residents to retail, hospitality, cultural and entertainment opportunities.

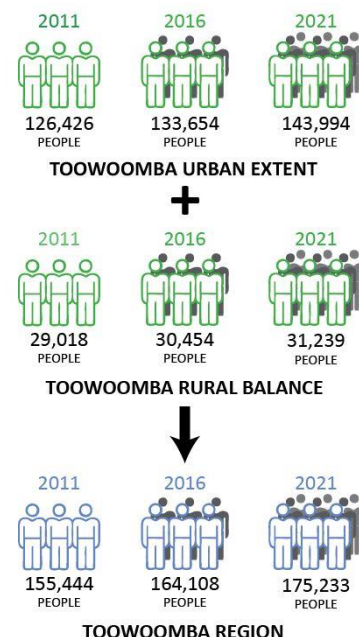
This already unique character, role and function is further reinforced and enhanced nationally and internationally by the operation of Toowoomba Wellcamp Airport servicing freight to Asian markets and the improved freight efficiency created by the Toowoomba Bypass. It will also be reinforced by the future Melbourne to Brisbane Inland Rail connections to the Port of Brisbane.

Sectors making the most significant contributions to value add in the Toowoomba region...



The current population of the Toowoomba Region is 175,233 (ABS, 2021), with approximately 82% of the population living within the Toowoomba Urban Extent (TUE) (see Figure 2). As the 'capital' of the Darling Downs, Toowoomba City is regionally renowned as 'The Garden City' based on its green and colourful setting, provided by trees and planting within its streetscapes, parks and gardens. A number of rural towns across the Toowoomba Region are experiencing pressure to accommodate growth, which is particularly evident in those rural towns situated in close proximity to Toowoomba City.

It is imperative to sustainably manage growth and development to 2051 within the Toowoomba Region, to ensure that the unique and diverse landscape, cultural and scenic amenity values are protected, in recognition of the significant roles they have in contributing to the health, livelihood and identity of the Toowoomba Region and its communities.



The current Toowoomba Regional Planning Scheme (planning scheme) was adopted by Council in 2012. In the years since its commencement, overall, Toowoomba has experienced steady and sustained population growth and development activity.

The policy approach under the current planning scheme is focused on consolidation of urban development either within or in proximity to the TUE (as shown in Figure 2) and established towns and villages in the Rural Balance. This policy approach has been applied based on a range of sound practical planning principles, including protection of green space, efficient use of land and utilisation of existing infrastructure capacity. The current planning scheme manages land supply through identifying areas for residential development in a variety of locations and housing forms, with a focus on supporting development within the current TUE and Priority Infrastructure Area (PIA). Areas flagged for future growth and zoned as Emerging Urban Community are generally located in proximity to the TUE and existing development. At the same time, locations which support employment in economic sectors such as commercial office, retail and industry are identified.

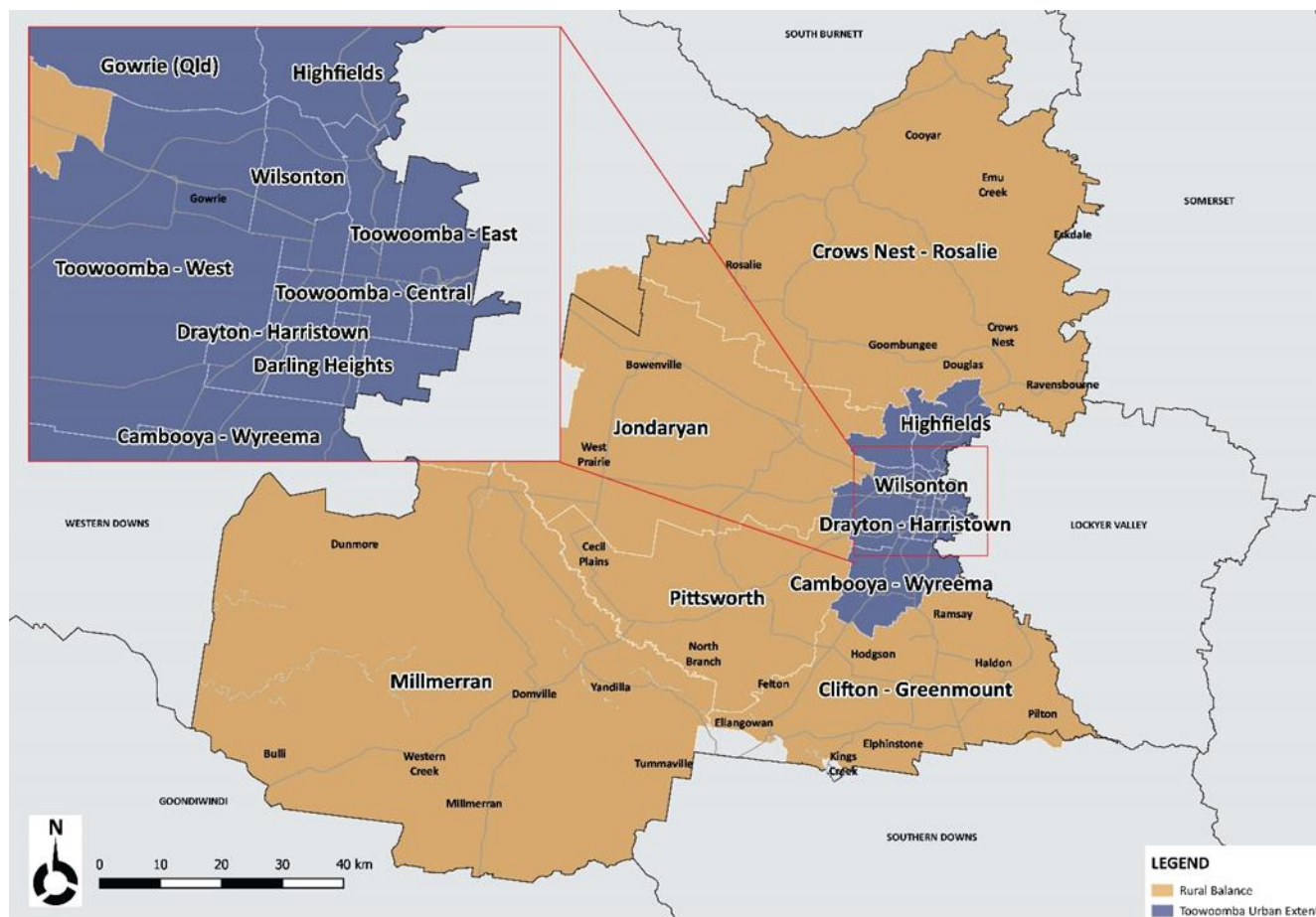


Figure 2: Toowoomba Urban Extent and Rural Balance (Source: PSA, 2022)

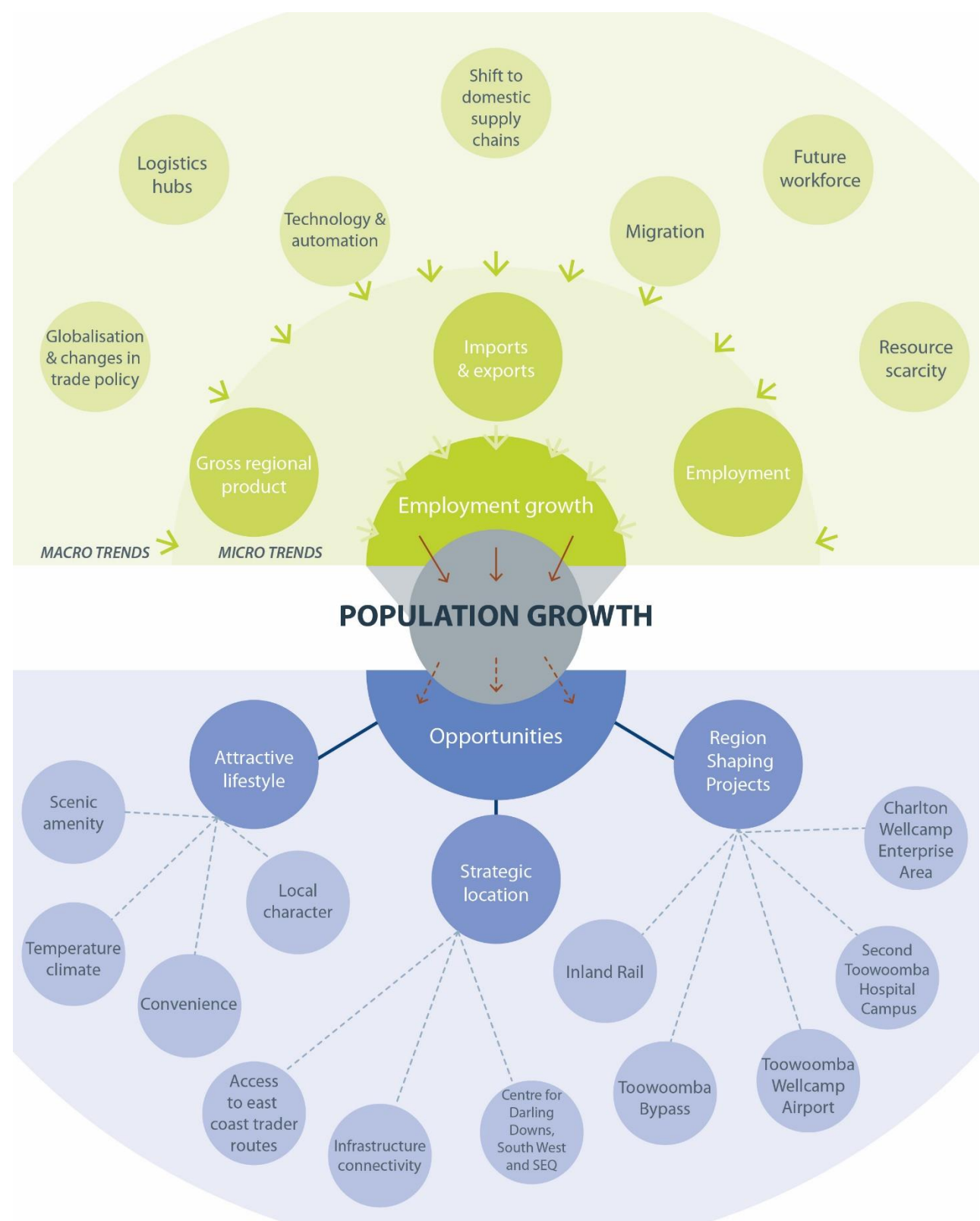
Under the current planning scheme, population growth (and therefore new dwellings), is focused in the Statistical Areas (SA2s) of Toowoomba – West, Highfields, Darling Heights and Drayton-Harristown – taking in the suburbs of Westbrook, Highfields, Darling Heights, Drayton, Harristown, and Glenvale. Furthermore, under the current planning scheme, a majority of employment growth is planned to be located in the Toowoomba-Central, Toowoomba-West, Wilsonton and Toowoomba-East SA2s.

An assessment has been undertaken of how the expected population growth can be accommodated under the zoning and residential dwelling density provisions of the current planning scheme. This assessment has shown that as the planning scheme nears the end of its planning horizon, it will not be able to effectively accommodate the expected population growth. As a result, the TRGP explored options to accommodate additional population through the supply of new dwellings, via both expansion and consolidation (infill) opportunities.

The TRGP addresses the community's expectations for maintaining the Region's liveability, lifestyle and character, by delivering a sustainable growth management framework which directs growth and the provision of infrastructure necessary to support that planned growth.

WHAT'S DRIVING GROWTH IN THE TOOWOOMBA REGION?

There are a number of economic and social trends that are driving growth within the Toowoomba Region. Through market research, a number of trends have been identified as influencing the population, dwelling and employment growth for the Region into the future. These trends reflect that Toowoomba is well placed in terms of the availability of a skilled workforce and is in a strategic location from a trade and logistics perspective.



There are a number of significant projects that will shape South East Queensland (SEQ) and the Toowoomba Region (particularly the city of Toowoomba), to 2051.

By virtue of its strategic location and important role as a centre for industry, freight and logistics for two Regions, Toowoomba is well placed to capitalise on these projects.

It is anticipated that completion of these projects will solidify Toowoomba as a city and Region with a strong economy and sustained population growth.



Melbourne to Brisbane Inland Rail



Toowoomba Bypass



Toowoomba Trade Gateway



Toowoomba Wellcamp Airport



Second Toowoomba Hospital Campus



New England Highway North-South Corridor



Brisbane to Toowoomba Passenger Rail

With region-shaping projects focused on the north and west of Toowoomba City, it is anticipated that the western suburbs within the TUE will become more desirable locations for residents, due to the relative proximity of employment opportunities. However, given the relatively compact form of the TUE, there are not anticipated to be significant shifts in the residential preferences of workers.

These region-shaping projects are anticipated to stimulate employment growth more broadly, resulting in a higher rate of population growth. This presents a challenge across the TUE and the towns and villages in proximity to Toowoomba City, to maintain a sustainable approach to growth management that aligns with the community's vision for the future of the Toowoomba Region.

Each project individually will influence the distribution of growth. Collectively, they will stimulate economic activity and population growth within the Toowoomba Region.

WHAT DOES THE COMMUNITY VALUE?

In establishing a clear, coordinated, long term growth plan for the Toowoomba Region to 2051, a sustainable framework that guides growth through the delivery of new development and infrastructure is crucial. In early 2021, a sentiment survey tested community values, concerns and aspirations with respect to future growth. In responding to the opportunities that are presented by anticipated population growth, the core values identified by the community are focused on maintaining the attractive lifestyle that the Toowoomba Region has historically and currently still provides.

CORE VALUES

ENVIRONMENT



'Green space and outdoor recreational areas', 'surrounding natural environment' and 'rural landscapes' were the top three characteristics the community identified as making Toowoomba a great place to live. These environmental factors rated ahead of other lifestyle statements relating to transport infrastructure, business growth opportunities, job opportunities and local neighbourhood character.

Additionally, respondents indicated that the city and Region having 'lots of open, green space and scenic views' is what they most strongly value about Toowoomba.

These environmental values were reflected throughout the survey, where loss of vegetation, natural assets and scenic landscapes were identified as a concern of growth in the Region. Preservation of natural assets was identified as a focus to make Toowoomba a great place to live in the future.

CONVENIENCE



Regarding travel and accessibility to services and facilities, convenience clearly stood out as being of value to the community. Respondents indicated that convenience and accessibility to services, recreation and leisure, contributed to making Toowoomba a great place to live. Further to this, a quick and convenient commute, minimal traffic congestion and the lifestyle and convenience of living close to services and facilities, were all factors valued highly among respondents.








Traffic congestion was identified as a key concern of growth in the area, highlighting the importance of maintaining convenience to the local community.

HERITAGE AND CHARACTER



Heritage and character buildings rated highly among survey respondents, where preservation of the Region's heritage, character and identity was identified as an important consideration, in ensuring Toowoomba remains a great place to live in the future.

In preparing the TRGP, it is essential that community expectations for managed growth are embedded within the TRGP and it should reflect how the framework will respond to community concerns and deliver on their aspirations. This should ultimately help to progress the sustainability of growth occurring within the Region. Community feedback was clear with respect to the concerns and aspirations that are held about the Toowoomba Region supporting an increased population.

CONCERNS	ASPIRATIONS
 <p>Water security was by far the greatest concern among the community when thinking about the impacts of growth in the Region. The free text comments in the survey reflect these community concerns.</p>	<p>Transport infrastructure and services, including more transport options, such as public transport and road connectivity with regional towns, are considered important to contribute to a liveable Region in the future.</p> 
 <p>Traffic congestion on local roads and highways was of high concern to the community. This is echoed in the development industry feedback regarding concerns about infrastructure provision, particularly the transport network keeping pace in responding to new development and supporting growth.</p> <p>These responses further support and solidify the community's key values of environment and convenience. It also highlights that infrastructure investment will be essential to support growth.</p>	<p>Preservation of vegetation areas and natural assets is an important community aspiration, with strong support for having bushland and/or open space separating built-up urban areas and rural towns. Only a small proportion of respondents indicated this separation was not important.</p> <p>This is in keeping with what participants indicate they love about the Region now – green spaces, outdoor recreation and the surrounding natural environment, along with an appreciation of the rural landscape.</p> 
 <p>Loss of vegetation, natural assets and scenic landscapes was identified as the community's third greatest concern. This is consistent with community aspirations for the preservation of vegetation areas and natural assets.</p>	<p>Preservation of the Region's heritage, character and identity was identified as a significant aspiration and central to making Toowoomba a great place to live in the future.</p> 
 <p>Of least concern among the community when it comes to growth, was a more competitive job market, followed by loss of local amenity and a lack of affordable, accessible and diverse housing supply. It can be assumed that these concerns rated lowest because growth is generally understood to positively contribute to the job and housing market and encourage improvements to local amenities.</p>	

GROWTH STATEMENT

A growth statement has been developed, drawing on key elements of the Strategic Framework from the current planning scheme, the Darling Downs Regional Plan, ShapingSEQ and themes drawn from the engagement task, to understand community concerns and aspirations with respect to future growth.

Growth in the Toowoomba Region will be sustained and well managed. The Toowoomba Region will be a network of unique and well- connected towns with a range of housing, employment and lifestyle opportunities, anchored by Toowoomba city as a vibrant, regional capital and hub for the Darling Downs. Through managing growth, the local character and sense of place will be maintained and enhanced.

The rich tapestry of natural assets across the Region underpins the local identity across diverse landscapes, from famous parks and gardens in the city and iconic suburban street trees, to the fertile agricultural plains and bushland parks. Recognising the value of nature, the city and towns will provide opportunities to shape, preserve and create a network of green infrastructure that will support our communities, enrich our environment and maintain our liveability in a changing climate.

Growth is directed to areas which minimise the impacts of natural hazards, including projected impacts of climate change. The network of towns and Toowoomba City are planned to include a mix of land uses and supporting infrastructure reflective of planning, housing and employment growth. Provision is made for land to support existing and emerging industries and employment.

Growth is supported through the provision of suitable infrastructure and services and occurs in a manner that preserves the unique values of the Region and protects communities from hazards. A balanced mix of housing will ensure that there are opportunities for people as their needs and preferences change over time. The heritage character and unique identity of the Toowoomba Region is celebrated and preserved through considered development that seeks to complement established street character and values heritage buildings.

GROWTH PRINCIPLES

The following principles focus on key issues and dynamics relating to the sustainable management of growth within the Region, including the settlement pattern, housing economy and key defining values. They have been developed to support the growth statement and are intended to guide the growth management task as it progresses into future planning within the planning scheme and other plans.

Settlement Pattern

1. New residential development and redevelopment, is contained within clearly defined urban areas or identified future growth areas, to limit encroachment into valuable agricultural land, or land with important environmental values.
2. Over the next 30 years a growth response is implemented which focuses on the delivery of detached dwellings on individual lots through to 2036, transitioning to a focus of accommodating growth in established urban areas with a greater diversity of housing choice.
3. The settlement pattern provides the foundation for accessible and walkable communities.
4. Regional towns have well defined urban areas, supported by good connections to services and employment, which support appropriate growth of each town.
5. The TUE accommodates the majority of growth for the Region as the primary focus for employment, services and infrastructure provision.
6. Expansion of urban areas through greenfield development is underpinned by community need and developed as high quality, integrated communities, with good access to employment, essential services and infrastructure.
7. Residential consolidation is encouraged in well-serviced locations, near town centres and public transport nodes and corridors.
8. Growth is directed to areas which integrate green infrastructure attributes and is located to minimise the impacts from natural hazards, including projected impacts of climate change.

Land Supply and Housing

9. Planning provides consideration for a long term (30 years) of land supply to be delivered as a pipeline, through both future planning schemes and interim amendments to those schemes.
10. Growth is carefully monitored and the planning scheme amended where necessary, to deal with changes in trends.
11. Land identified for future growth is protected from uses and activities that will compromise its long term viability as future urban land.
12. Land development and redevelopment is not subject to constraints that cannot be appropriately mitigated and does not represent a significant risk to life and property. This includes dealing with the effects of climate change, such as the effects of bushfire, drought, flooding and heatwaves.
13. Land for housing development and redevelopment occurs in areas that are accessible and well-connected to infrastructure, services and employment.
14. Growth catalyses the use of existing land zoned for residential purposes to increase the efficiency of land use and increase the viability of infrastructure and services provision.
15. Residential development in greenfield areas creates an attractive and desirable urban form through careful and considered design of housing and urban spaces.
16. The housing needs of residents in the Region are met through a variety of lots sizes and housing types, delivering housing diversity and meeting the changing housing needs of the community.

Employment and Economy

17. Planning provides for long term, sustainable and diverse employment choices across traditional economic sectors, while maximising opportunities in new sectors and leveraging generationally significant infrastructure investment.
18. Development supports evolving and emerging employment sectors and industries and supports the retention and expansion of existing businesses, as well as external investment into the Region to capitalise on the Region's advantages.
19. Development provides for the protection, enhancement and expansion, where appropriate, of the Region's existing and future economically significant areas, including the Toowoomba Trade Gateway and key agricultural/rural production and industrial areas.
20. Key natural resources underpinning the long-term economic sustainability, character and liveability of the Region are identified and protected.

Community Facilities and Services

21. Development delivers strong community foundations and supports improved health and wellbeing outcomes, by providing essential facilities and services infrastructure to meet the needs of the local community, including the growing older population, children and people with disabilities.
22. Development provides a range of functional open space and recreation opportunities to service the needs of residents, including provision of and/or contribution towards a range of local, district and regional parks.

Infrastructure

23. Development infrastructure and service networks are provided in an integrated, environmentally responsible and cost-effective sequence, to ensure that services are available for communities when they are needed.
24. Development sequencing responds to the logical and most efficient and cost-effective servicing of infrastructure, utilising latent network capacity where possible.
25. Long term land use policy supports and enables region-shaping and regionally significant infrastructure projects, which is critical in achieving the strategic vision for growth in the Region.
26. Development is prioritised in locations which have direct access to and/or will directly benefit from the provision of infrastructure (including planned trunk infrastructure), through appropriate land use initiatives.
27. New development infrastructure includes adequate provision for water supply, wastewater, stormwater, transport and parks and community facilities.

Environmental, Landscape and Character Values

28. Development provides for the protection, maintenance and/or enhancement of environmental values and features, contributing to a local and regional network of linkages, corridors and other environmentally significant areas.
29. Unique and defining heritage and landscape values of the Region are protected and enhanced through avoiding development which threatens these values.

PREPARING THE TOOWOOMBA REGION GROWTH PLAN

The Toowoomba Region has recently experienced steady population growth through to 2021. With the impacts of the COVID-19 pandemic driving growth in regions, there has been a short term and significant increase in demand for housing. Toowoomba is an attractive place to live with employment availability, key lifestyle factors and relatively affordable housing prices.

The TRGP considers key elements in growth management, including what population and employment projections are being planned for, what the settlement pattern will look like and the mix of housing. It is vital to consider these elements in the context of how growth may impact the community. The core considerations drawn on to define the growth task – population, employment, settlement pattern and housing mix, are discussed below.



POPULATION

Region shaping projects have catalysed population growth

Strong economic base from the core industries of agriculture, manufacturing and mining



SETTLEMENT PATTERN

Well-defined settlement pattern

Desire to protect open spaces and landscapes

Network of townships

Provision of infrastructure to support growth



EMPLOYMENT

Strategic location

Centre for industry, freight and logistics

Region shaping projects have catalysed employment growth



HOUSING MIX

Mix of housing types to provide diverse choices

Opportunities for townhouses, duplexes and units

Demand for house and land

The TRGP was prepared between late 2020 and early 2023, with the datasets and projections used being the best available at the time the work was undertaken. They should be treated as accurate at a point of time.

Population and employment

Population projections can be a helpful tool in understanding what future population growth might occur in the Toowoomba Region and what the future might look like. They are not certain, but do provide an informed estimate and help local and state governments in planning for the future. Projections are based on the most relevant and current information that is available at the time of preparation with certain assumptions around what might happen in the future being applied. Establishing population projections for the Toowoomba Region through to 2051 is a key element in understanding the growth management task through to 2051.

In the context of steady growth, with a significant increase in demand for housing through the COVID-19 pandemic, and an ongoing pipeline of major infrastructure and employment projects, a medium-high population projection was used for the purpose of preparing the TRGP. Under the medium-high projection, the Toowoomba Region is anticipated to grow to a population of just over 241,000 and 116,000 jobs at 2051 as shown in Table 1 and Table 2.

This means that in 30 years' time the Region will be home to approximately 66,500 new residents and 35,900 new jobs. The development of options to accommodate a medium-high level of population growth provided a

robust foundation for the testing of implications and preparation of the Growth Plan. It allows for the testing of key policies such as housing mix in the context of local opportunities and constraints. The preferred growth scenario presented in this Growth Plan Summary Report has been refined over a number of stages.

A key parameter for the future prosperity and sustainability of the Toowoomba Region is planning for economic growth and employment diversity. The employment future for the Toowoomba Region builds on the strong foundation of historic industries such as agriculture, manufacturing, education and health. It also takes into account the significant economic activity generated by Toowoomba Trade Gateway and Toowoomba Wellcamp Airport, as well as future catalytic projects such as the Second Toowoomba Hospital Campus and Melbourne to Brisbane Inland Rail.

The Inland Rail, Second Range Crossing and Toowoomba Wellcamp Airport projects will continue to shape SEQ and the Toowoomba Region (in particular the city of Toowoomba), through to 2051. By virtue of its strategic location and important role as a centre for industry, freight and logistics for two regions (being SEQ and the Darling Downs), Toowoomba is well placed to capitalise on these projects. It is anticipated that completion of these projects will solidify Toowoomba as a city and Region, with a strong economy and sustained population growth.

Table 1: TRGP Population Growth Outlook – by SA2 2021 and 2051

Statistical Local Area 2 (SA2)	Population @ 2021	Population @ 2051	Ave. Ann. Growth, 2021-51	Growth between 2021-51
Toowoomba Urban Extent				
Cambooya - Wyreema	8,000	8,700	0.3%	700
Darling Heights	14,800	18,950	0.8%	4,150
Drayton - Harristown	10,950	16,900	1.5%	5,950
Gowrie (Qld)	7,150	7,300	0.1%	150
Highfields	14,800	31,050	2.5%	16,250
Middle Ridge	7,650	8,500	0.3%	850
Newtown (Qld)	10,150	10,800	0.2%	650
North Toowoomba - Harlaxton	6,500	9,150	1.1%	2,650
Rangeville	8,750	9,400	0.2%	650
Toowoomba - Central	14,200	17,050	0.6%	2,850
Toowoomba - East	10,650	13,000	0.7%	2,350
Toowoomba - West	16,100	37,400	2.8%	21,300
Wilsonton	14,300	16,150	0.4%	1,850
Subtotal	144,000	204,350	1.2%	60,350
Toowoomba Rural Balance				
Clifton - Greenmount	5,150	6,000	0.5%	850
Millmerran	3,250	4,400	1.0%	1,150
Pittsworth	5,850	7,100	0.7%	1,250
Jondaryan	7,750	9,700	0.8%	1,950
Crows Nest - Rosalie	9,250	10,250	0.3%	1,000
Subtotal	31,250	37,450	0.6%	6,200
Toowoomba Region	175,250	241,800	1.1%	66,550

Source: Bull + Bear Economics, 2023

Table 2: TRGP Employment Growth Outlook – by SA2 2021 and 2051

Statistical Local Area 2 (SA2)	Employment @ 2021	Employment @ 2051	Ave. Ann. Growth, 2021-51	Growth between 2021-51
Toowoomba Urban Extent				
Cambooya - Wyreema	1,000	1,650	1.8%	650
Darling Heights	4,800	6,700	1.1%	1,900
Drayton - Harristown	5,950	10,300	1.8%	4,350
Gowrie (Qld)	800	1,350	1.8%	550
Highfields	3,750	6,600	1.9%	2,850
Middle Ridge	900	1,300	1.4%	400
Newtown (Qld)	2,450	3,150	0.8%	700
North Toowoomba - Harlaxton	2,850	4,600	1.6%	1,750
Rangeville	1,200	1,800	1.3%	600
Toowoomba - Central	21,650	25,050	0.5%	3,400
Toowoomba - East	6,150	8,050	0.9%	1,900
Toowoomba - West	7,950	15,700	2.3%	7,750
Wilsonton	7,300	14,850	2.4%	7,550
Subtotal	66,750	101,150	1.4%	34,400
Toowoomba Rural Balance				
Clifton - Greenmount	1,500	1,800	0.6%	300
Millmerran	1,800	2,100	0.5%	300
Pittsworth	2,450	2,800	0.5%	350
Jondaryan	4,900	4,950	0.0%	50
Crows Nest - Rosalie	3,600	4,050	0.4%	450
Subtotal	14,250	15,700	0.3%	1,450
Toowoomba Region	81,000	116,850	1.2%	35,850

Source: Bull + Bear Economics, 2023

The population projections provided in Table 1 for each of the Toowoomba Rural Balance SA2 areas contain multiple townships. The population projections for each township are listed in Table 3 to provide insight into the population changes at the township level. The projected population to 2051 is based on growth model outputs rebased to the ABS Urban Centres and Localities data release for 2021 total population of each township.

Table 3: Township Population Growth Outlook – for each township with more than 200 residents

Urban Centres and Localities	Population @ 2021	Population @ 2051	Ave. Ann. Growth, 2021-51	Growth between 2021-51
Cambooya	1840	2200	0.6%	360
Cecil Plains	240	250	0.1%	10
Clifton	1300	1750	1.0%	450
Crows Nest	1810	2010	0.4%	200
Goombungee	790	990	0.7%	200
Gowrie Junction	2030	2090	0.1%	60
Gowrie Mountain	220	230	0.1%	10
Greenmount	560	610	0.3%	50
Kingsthorpe	2020	2070	0.1%	50
Meringandan	320	1040	4.0%	720
Merringandan West	2400	2480	0.1%	80
Millmerran	1370	1870	1.1%	500
Oakey	4320	6320	1.2%	2000
Pittsworth	2930	3930	1.0%	1000
Southbrook	310	320	0.1%	10
Wyreema	1900	2080	0.3%	180
Yarraman	940	1090	0.5%	150

Housing mix

The mix of different housing types provided to support anticipated growth through to 2051 is another key element in understanding the growth management task. As the needs and expectations of the community change over the next 30 years the market demand for diversity of homes beyond the detached dwelling on a block of land will likely shift and more different types of homes will be needed.

Diverse housing choices are an important element to consider in accommodating future population growth and was reflected as such in the community feedback received. The mix of housing is key in providing housing choice (refer to 4). Whilst detached dwellings are the dominant and generally preferred type of housing in the Toowoomba Region, there will be a continued need to provide attached dwellings such as townhouses, villas, and units (see Table 5). The split of attached dwellings to detached dwellings can have significant implications for the settlement pattern of the Region. This is because attached dwellings provide greater opportunities to be developed in proximity to centres, with good access to services and facilities through their smaller development footprints.

The Growth Plan reflects a growth allocation that focuses a majority of new dwellings and jobs in the TUE, with a continuation of the current dwelling split of 80% detached homes to 20% attached homes through to 2036. This is before then transitioning to a growth pattern that is more focused on consolidation and delivers a dwelling split of 75% detached to 25% attached for the remaining years to 2051. Rural towns would retain the 90% detached to 10% attached allocation that is currently achieved in those areas.

This approach to dwelling splits is intended to increase the mix of housing types across the TUE. An increase in different types of housing, such as townhouses, duplexes and units, allows for increased choice and plays an important role in providing new homes at various price points. Diverse housing choices are also an important factor in managing the expansion of urban areas into rural lands that surround the TUE and the rural townships of the Region.

Table 4: TRGP Dwelling Growth Outlook – by SA2 2021 and 2051

Statistical Local Area 2 (SA2)	Dwellings @ 2021	Dwellings @ 2051	Ave. Ann. Growth, 2021-51	Growth between 2021-51
Toowoomba Urban Extent				
Cambooya - Wyreema	2,850	3,100	0.3%	250
Darling Heights	5,850	7,550	0.9%	1,700
Drayton - Harristown	4,850	7,600	1.5%	2,750
Gowrie (Qld)	2,400	2,500	0.1%	100
Highfields	5,200	11,100	2.5%	5,900
Middle Ridge	2,800	3,150	0.4%	350
Newtown (Qld)	4,750	5,100	0.2%	350
North Toowoomba - Harlaxton	2,750	3,950	1.2%	1,200
Rangeville	3,650	3,950	0.3%	300
Toowoomba - Central	6,600	8,050	0.7%	1,450
Toowoomba - East	4,500	5,600	0.7%	1,100
Toowoomba - West	5,950	13,950	2.9%	8,000
Wilsonton	6,350	7,250	0.4%	900
Subtotal	58,500	82,800	1.2%	24,300
Toowoomba Rural Balance				
Clifton - Greenmount	2,100	2,450	0.6%	350
Millmerran	1,400	1,950	1.1%	550
Pittsworth	2,200	2,750	0.7%	550
Jondaryan	2,950	3,750	0.8%	800
Crows Nest - Rosalie	4,050	4,500	0.4%	450
Subtotal	12,650	15,350	0.6%	2,700
Toowoomba Region	71,150	98,150	1.1%	27,000

Source: Bull + Bear Economics, 2023

Table 5: Dwelling by Type Outlook - Toowoomba Region, 2021 to 2051

Toowoomba Region	2021	2051
Toowoomba Urban Extent		
Detached	80%	76.4%
Attached	19.8%	23.4%
Other	0.2%	0.2%
Total	58,500	82,800
Toowoomba Rural Balance		
Detached	95.6%	92.2%
Attached	3.1%	6.7%
Other	1.3%	1.1%
Total	12,650	15,350
Toowoomba Region		
Detached	82.8%	78.9%
Attached	16.8%	20.8%
Other	0.4%	0.3%
Total	71,150	98,150

Source: Bull + Bear Economics, 2023)

Settlement pattern

A well-defined settlement pattern is the primary tool in managing growth. The settlement pattern of the Toowoomba Region is currently defined by the urban areas of Toowoomba City and surrounds, rural townships and villages, the rural landscape and areas of high ecological and scenic value. It is understood that the community greatly value the rural landscape and greenspaces across the Region and the future settlement pattern for the Region will need to consider how to limit encroachment into rural areas. The adopted settlement pattern takes into account such elements as the protection of open spaces and landscapes (including agricultural lands), restricting development on constrained lands (e.g. land susceptible to flooding, bushfire, landslides etc.), and enabling logical and sequenced growth and the provision of infrastructure. A well-defined settlement pattern is also important in maintaining the integrity of the network of towns in the Region, recognising the importance of their individual character and communities.



The TRGP maintains the high level of convenience that residents currently experience and value through continued opportunity for housing growth in established areas close to existing services and facilities. This growth in established areas is balanced with the creation of new communities through urban expansion in including Westbrook, West Toowoomba and Highfields. The TRGP will accommodate growth through a balance of urban expansion with consolidation in established urban areas while supporting greater housing diversity and providing jobs growth.

The Growth Plan allows for the growth allocation for new growth fronts to commence utilising the growth allocation, focused on delivering detached dwellings in greenfield sites. To ensure adequate availability of land to accommodate growth, the growth area footprint for the TRGP will be designated as the future expansion area to accommodate growth until 2051.

FUTURE GROWTH AREAS

Future Growth Areas are those areas where new population and employment growth is anticipated to be focused and where new land use planning policy will need to be applied to achieve the projected growth and good planning outcomes.

The overall growth anticipated in the Toowoomba Region over the 30 year period between 2021 to 2051 is summarised as follows.

2021	2051	2021	2051	2021	2051
					
175,250	241,800	71,150	98,150	81,000	116,850
persons	persons	dwellings	dwellings	jobs	jobs
<i>Average Annual Growth Rate 1.1%</i>		<i>Average Annual Growth Rate 1.1%</i>		<i>Average Annual Growth Rate 1.2%</i>	

For the purposes of the TRGP, Future Growth Areas are described under two overarching categories, namely:

- Toowoomba Urban Extent (TUE); and
- Rural Balance.

The Toowoomba Urban Extent (TUE) refers to the urban areas surrounding the Toowoomba CBD and includes the following SA2s as shown in

- Cambooya - Wyreema
- Darling Heights
- Drayton - Harristown
- Gowrie
- Highfields
- Middle Ridge
- Newtown
- North Toowoomba - Harlaxton
- Rangeville
- Toowoomba - Central
- Toowoomba - East
- Toowoomba - West
- Wilsonton

The TUE is bound by the rural areas of the Toowoomba Region and is characterised by low density residential uses, supported by a network of local and neighbourhood centres connecting to the Toowoomba CBD as a Principal Regional Activity Centre. The TUE contains significant education, health and community infrastructure, which is befitting of the role of Toowoomba as a city that connects SEQ to the rural areas and towns of the Darling Downs.

The Rural Balance includes the rural townships of Crows Nest, Yarraman, Goombungee, Oakey, Pittsworth, Millmerran and Clifton and takes in the extensive rural lands of the Region. The Rural Balance area includes the following SA2s as shown in Figure 3.

- Clifton – Greenmount
- Millmerran
- Pittsworth
- Jondaryan
- Crows Nest - Rosalie

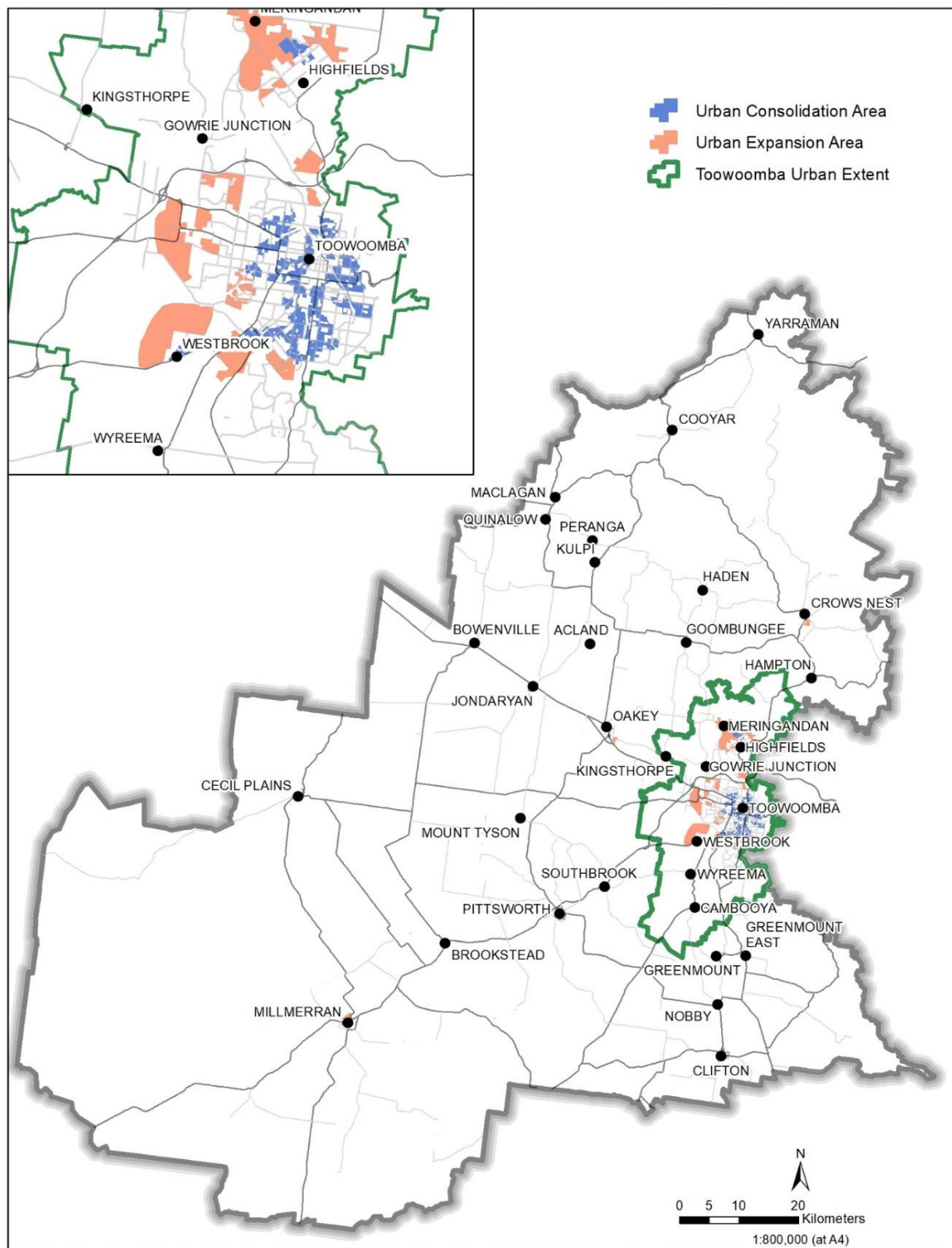


Figure 3: Future Growth Areas across the TUE and rural balance (Source: TRC, 2023)

TOOWOOMBA URBAN EXTENT

There are a number of Future Growth Areas identified within the TUE, as shown in Figure 4. The TUE is the largest settlement in the Region, forming a hub for the Darling Downs. It is located on and is the focus of major transportation routes for the Region, including the Warrego Highway, Toowoomba Connection Road and the New England Highway. Toowoomba is also readily accessible from the Gore Highway.

The following Future Growth Areas have been identified within the TUE and are described in further detail in this section:




- Toowoomba City Centre Core and City Centre Frame Future Growth Area
- Toowoomba North Future Growth Area
- Northern Toowoomba Corridor Future Growth Area
- Highfields Future Growth Area
- Meringandan and Meringandan West Future Growth Area
- Western Toowoomba Future Growth Area
- Drayton and Darling Heights Future Growth Area
- Westbrook Future Growth Area

There are also a number of townships within the TUE that may experience moderate growth which are described in further detail in this section. These include:

- Cambooya
- Wyreema
- Kingsthorpe
- Gowrie Junction

While the Future Growth Areas will be the focus of much of the anticipated population growth and resulting urban change, it is noted that growth will continue to be accommodated across other areas within the TUE, commensurate with the current urban form and land use planning intent for those areas.

Within the TUE, the following growth is anticipated over the next 30 years from 2021 to 2051.

2021	2051	2021	2051	2021	2051
					
144,000	204,350	58,500	82,800	66,750	101,150
persons	persons	dwellings	dwellings	jobs	jobs
Average Annual Growth Rate 1.2%		Average Annual Growth Rate 1.2%		Average Annual Growth Rate 1.4%	

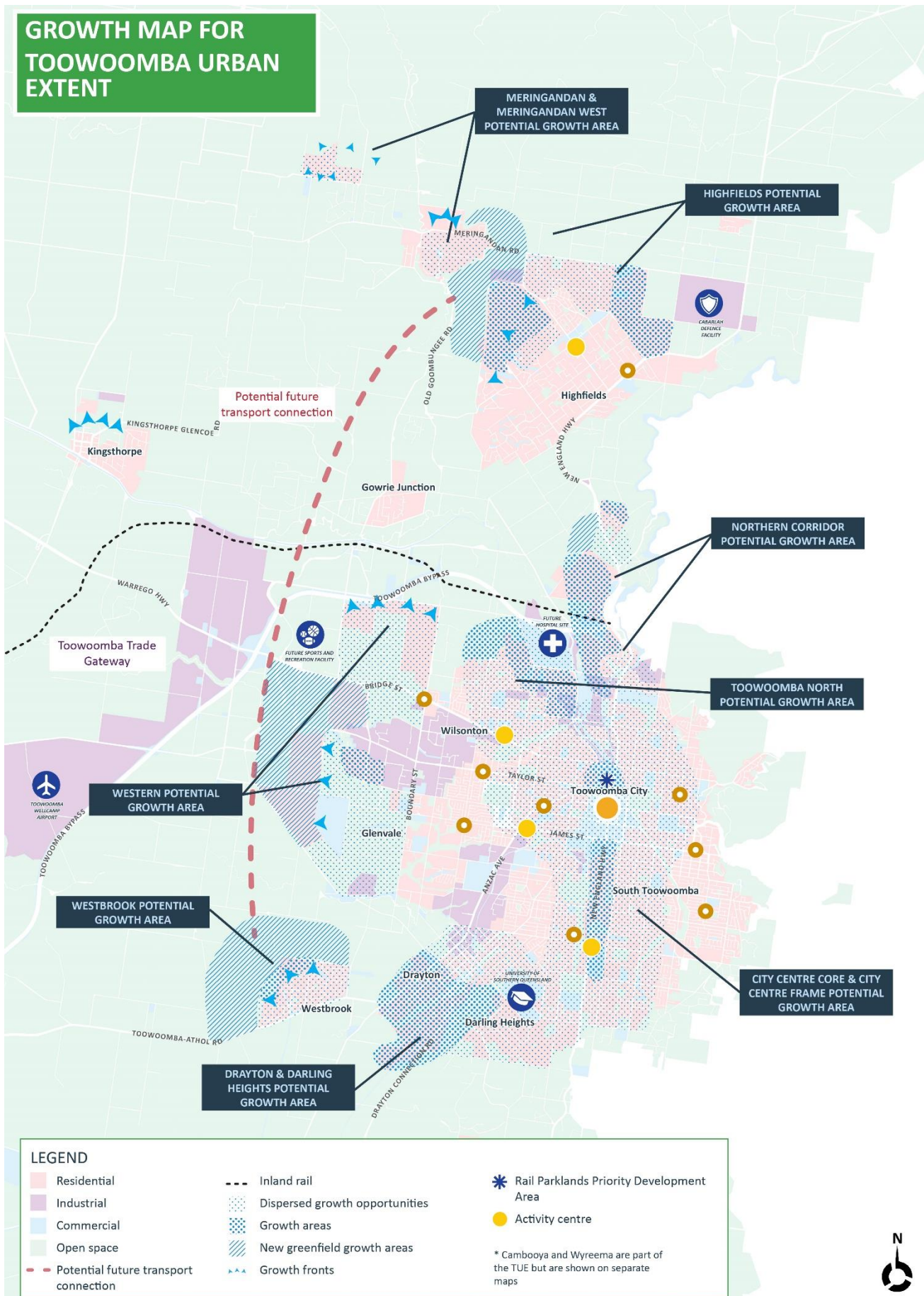


Figure 4: Future Growth Areas within TUE excluding Cambooya and Wyreema (Source: PSA, 2022)

TOOWOOMBA CITY FUTURE GROWTH AREAS

Toowoomba City is an area within the TUE comprised of established suburbs focused around the Toowoomba CBD. As a focus of civic, community, retail and commercial uses within the TUE, Toowoomba City is attractive for new residents seeking the convenience of being located in an established suburb, with convenient access to goods and services. For the purpose of the TRGP, the extent of the Toowoomba City is considered to include the following SA2s.

- Toowoomba – Central
- Rangeville
- Toowoomba – East
- Middle Ridge
- Newtown
- Drayton – Harristown
- Darling Heights
- North Toowoomba – Harlaxton
- Wilsonton

Toowoomba City is known as the Garden City, which can be attributed to the tree lined streets and large areas of open space across the City. The natural features and topographic attributes of Toowoomba City are an important part of the City's character and a fundamental aspect of Toowoomba's history. The city's undulating terrain provides frequent outlooks to the heavily treed rising hillsides and surrounding ridgelines to the north-east and south that frame the City's setting. The City is centred on and roughly bisected by the railway line (South Western railway system).

Toowoomba City is the principal centre supporting the Toowoomba and Darling Downs Region and Southern Queensland, as well as northern inland New South Wales, providing key employment, retail and commerce, government, community services, medical services, education, cultural and recreational activities. The commercial core of the CBD is focused on a central block around Ruthven Street, comprising Herries Street, Margaret Street, Clifford Street, Annand Street and Hume Street. The Toowoomba CBD is the civic, retail and commerce 'heart' of the Region, with an increased focus on city living opportunities through to 2051.

The City also supports important industrial areas. One major industrial area is located in the north-west of the area around the intersection of Boundary Street and Carrington Road/Taylor Street. Another key industrial area is located on Anzac Avenue, between O'Quinn Street and Colvin Street. These commercial and industrial areas play a key role in the economic fabric of the City, as significant employment generators.

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.



Residential growth will be accommodated through new urban areas in Drayton, Glenvale and Darling Heights. In addition, growth will be also be achieved through urban infill at increased residential densities, in the form of detached dwellings on standard and small lots, dual occupancy and multiple dwellings, within walking catchments around centres offering a broad range of goods, facilities and services. Residential development outside these areas will consist of detached dwellings on standard lots and dual occupancy.

It is anticipated that the following Future Growth Areas will accommodate significant growth through to 2051 and be subject to shifts and changes in the urban form as these established suburbs mature further:

- Toowoomba City Centre Core and City Centre Frame Future Growth Area
- Toowoomba North Future Growth Area
- Northern Toowoomba Corridor Future Growth Area
- Western Toowoomba Future Growth Area
- Drayton and Darling Heights Future Growth Area

These Future Growth Areas are discussed in further detail below.

Toowoomba City Centre Core and City Centre Frame Future Growth Area

<p>Anticipated growth to 2051</p>  <p>3,200 – 4,500 persons</p>	<p>Anticipated growth to 2051</p>  <p>2,800 – 3,300 dwellings</p>
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The Toowoomba City Centre Core and City Centre Frame Future Growth Area takes in the established suburbs around the Toowoomba CBD as shown in Figure 5. These areas will be the focus of urban consolidation, particularly post 2036, when a greater focus will be placed on development within established suburbs. Within the Future Growth Area, there are a number of key locations for employment, as well as extensive open space.

Comprising the Toowoomba CBD, the City Centre Core and City Centre Frame Future Growth Area will remain the primary centre of employment within the Region and will see sustained growth through to 2051, providing the majority of commercial and retail services.

Population growth will be prioritised in the City Centre Core and City Centre Frame, with policy intervention likely to be required to encourage redevelopment of appropriate sites and provide a diversity of housing types in proximity to the City Centre Core. This growth will see some redevelopment of existing sites to provide for new housing types and also sees the Railway Parklands Priority Development Area (PDA) as the primary source of attached dwellings. The Railway Parklands PDA presents a significant redevelopment opportunity and is anticipated to accommodate close to 900 dwellings at ultimate development.

Over the 30 years to 2051, population growth in the City Centre Core and City Centre Frame is anticipated to be steady across each of the five-year growth cohorts to 2051 as community acceptance of attached housing product shifts and demand rises.

<p>Anticipated growth to 2051</p>  <p>7,040 jobs</p>	<p>Key employment attributes:</p> <ul style="list-style-type: none">• <i>Principal Centre under the current planning scheme</i>• <i>Principal Regional Activity Centre in ShapingSEQ 2017</i>• <i>Toowoomba Base Hospital</i>• <i>St Vincent’s Private Hospital</i>• <i>High order retail and speciality stores – e.g. Grand Central Shopping Centre</i>• <i>Significant commercial office space</i>• <i>Educational institutions and schools</i>
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As the focus for business and commerce in the Region, the Toowoomba CBD and surrounds is home to the highest order civic, retail, commercial, educational and community functions, including the Toowoomba Regional Council offices and Council chambers, Toowoomba Hospital (public) , St Vincent’s Private Hospital, Empire Theatre, Grand Central Shopping Centre and State government offices, as well as various educational establishments, hotels, offices, restaurants and speciality retail stores.

The role of the City Centre Core and City Centre Frame in supporting the function of the Toowoomba CBD as a primary centre is key to the continued economic success of Toowoomba City. As a result, the focus for this Future Growth Area through to 2051 is supporting employment growth by upgrading and re-using existing buildings to increase capacity for commercial, retail, civic and community uses. As an example, the development of the Second Toowoomba Hospital Campus at the Baillie Henderson campus site provides an opportunity for an upgrade of the existing Toowoomba Hospital campus and surrounding areas to support growth in health and medical related jobs. It has been assumed that the Toowoomba CBD will continue to play a key role in the provision of health and medical facilities and therefore retain much of the current employment in the health sector.

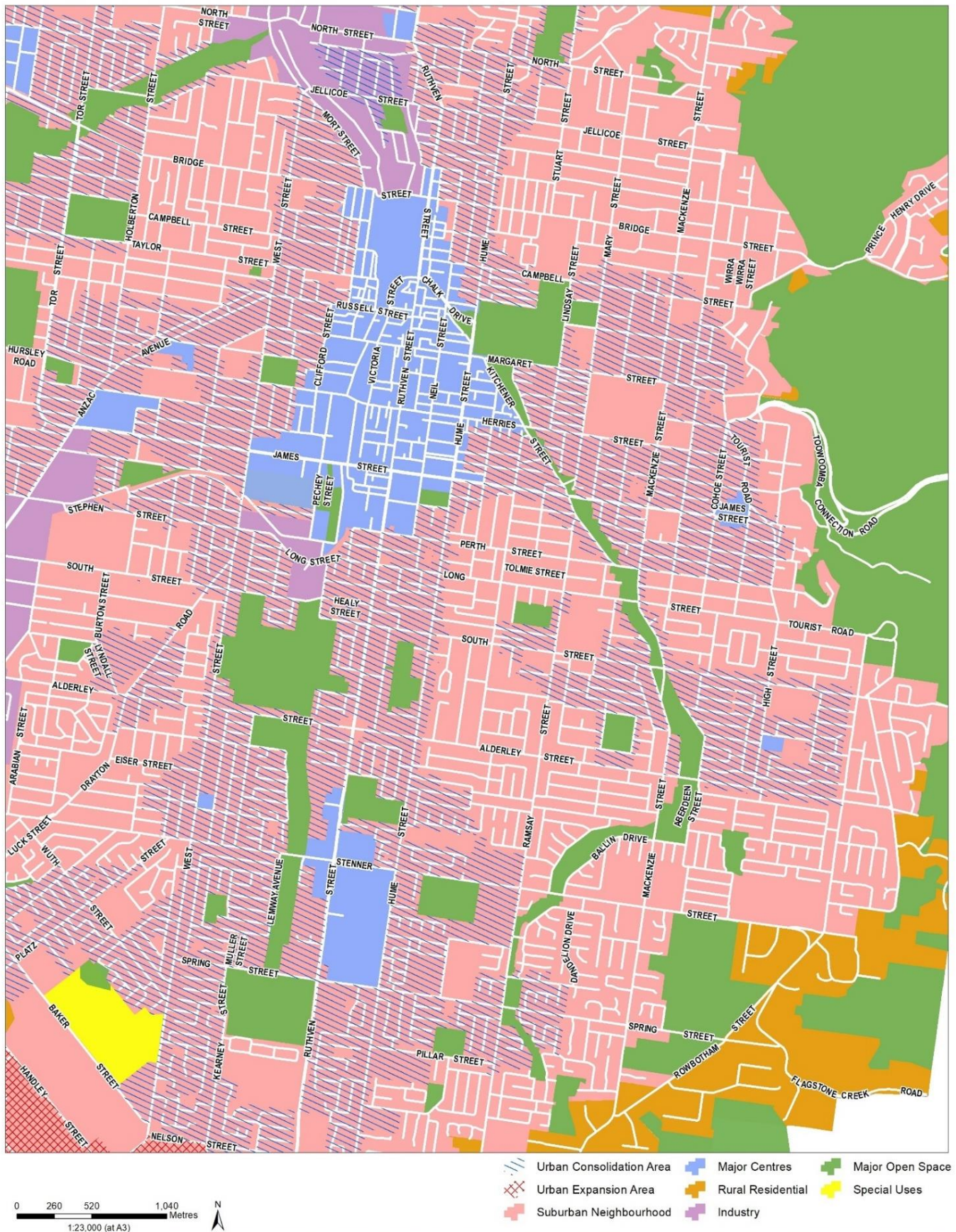


Figure 5: Toowoomba City Centre Core and City Centre Frame Future Growth Area (Source: TRC, 2023)

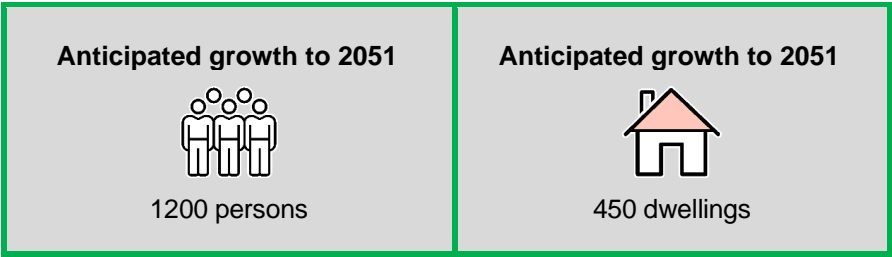
With increased economic activity and employment, the City Centre Core and City Centre Frame Future Growth Area will need to support residential growth as new residents seek to be close to services and employment provided in the Toowoomba CBD. It is anticipated that this growth will be accommodated through redevelopment focused within the urban consolidation precinct and mixed use zoned land, spreading out from the City Centre Core along key corridors into the City Centre Frame.

The City Centre Core and City Centre Frame Future Growth Area presents an opportunity for the community to live in walkable communities with proximity to employment, service, and facilities, including good access to green infrastructure such as parks, sporting fields and natural features. Consolidation of growth in established urban areas close to the City Centre reduces the need for new growth to expand beyond the current urban boundary of Toowoomba into valuable rural land.

Redevelopment in the City Centre Core and City Centre Frame areas provide significant opportunities for medium density urban consolidation, a greater mix of housing types, including townhouses, units and houses on smaller lots through renewal of housing stock. This will provide opportunities for community members to access housing that responds to their housing preference as their needs change into the future. To achieve this mix of housing types, new housing in the City Centre Core and City Centre Frame area will be predominantly attached dwellings such as townhouses and units. Council will work to enable new development that complements the local character of established neighbourhoods and protects heritage sites.

While this Future Growth Area is well serviced with existing and planned infrastructure, ongoing infrastructure planning and investment will be required to provide additional capacity in parks, water, sewer, community and transport networks, with a particular focus on stormwater management and capacity.

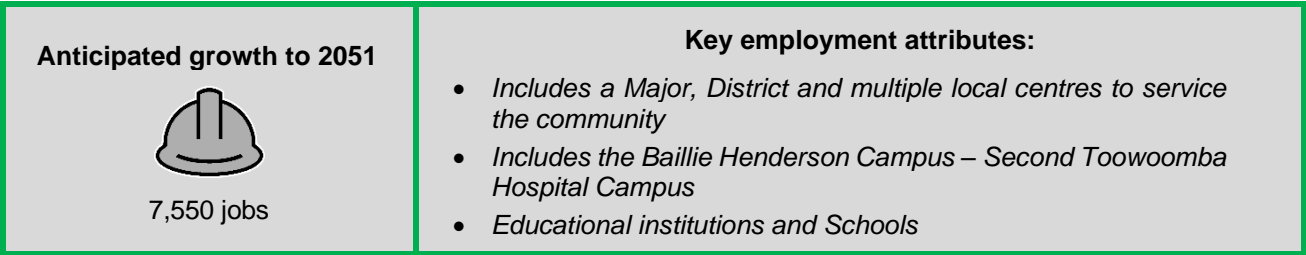
Toowoomba North Future Growth Area



On the doorstep of the City Centre Core and City Centre Frame, the Toowoomba North Future Growth Area reflects the anticipated continuation of development to support new growth to the north and north-west. Over the 30 years to 2051, it is anticipated that growth will be focused in the short to medium term, holding steady to 2051.

When catalysing new growth in this area, it is anticipated that the establishment of the Second Toowoomba Hospital Campus at Wilsonton Heights / Cranley will attract a significant number of new jobs to the area. As shown in Figure 6, it is proposed that population growth will be located in areas in proximity to the Hospital site and along key corridors to the Toowoomba CBD, with policy intervention likely to be required to encourage redevelopment of appropriate sites and provide a diversity of housing types.

Whilst the scale of new population and dwelling growth anticipated is less than surrounding Future Growth Areas, Toowoomba North provides an opportunity for growth to be accommodated in established suburbs with good accessibility to employment, services and facilities in the City centre and surrounding suburbs.



The nearby City centre remains the primary centre of economic activity and employment and will see sustained growth, which will likely stimulate demand for more housing and jobs within Toowoomba North. In addition, this economic activity and employment growth will be driven largely by the creation of the Second Toowoomba Hospital Campus, with the number of jobs in this Future Growth Area expected to more than double in the years to 2051. This accounts for both the relocation of staff to the Second Toowoomba Hospital Campus and also new hospital staff, as well as new health and knowledge industries establishing near the hospital site.

Redevelopment in the Toowoomba North Future Growth Area will provide opportunities for a greater mix of housing types, including townhouses, units and houses on smaller lots, through renewal of housing stock. This will provide opportunities for community members to access housing as their needs change into the future. To achieve this mix of housing types, new housing in the Toowoomba North Future Growth Area will be predominantly attached dwellings, such as townhouses and units.

This focus on redevelopment and consolidation of growth in established urban areas reduces the need for new growth to expand beyond the current urban boundary of Toowoomba into valuable rural land.

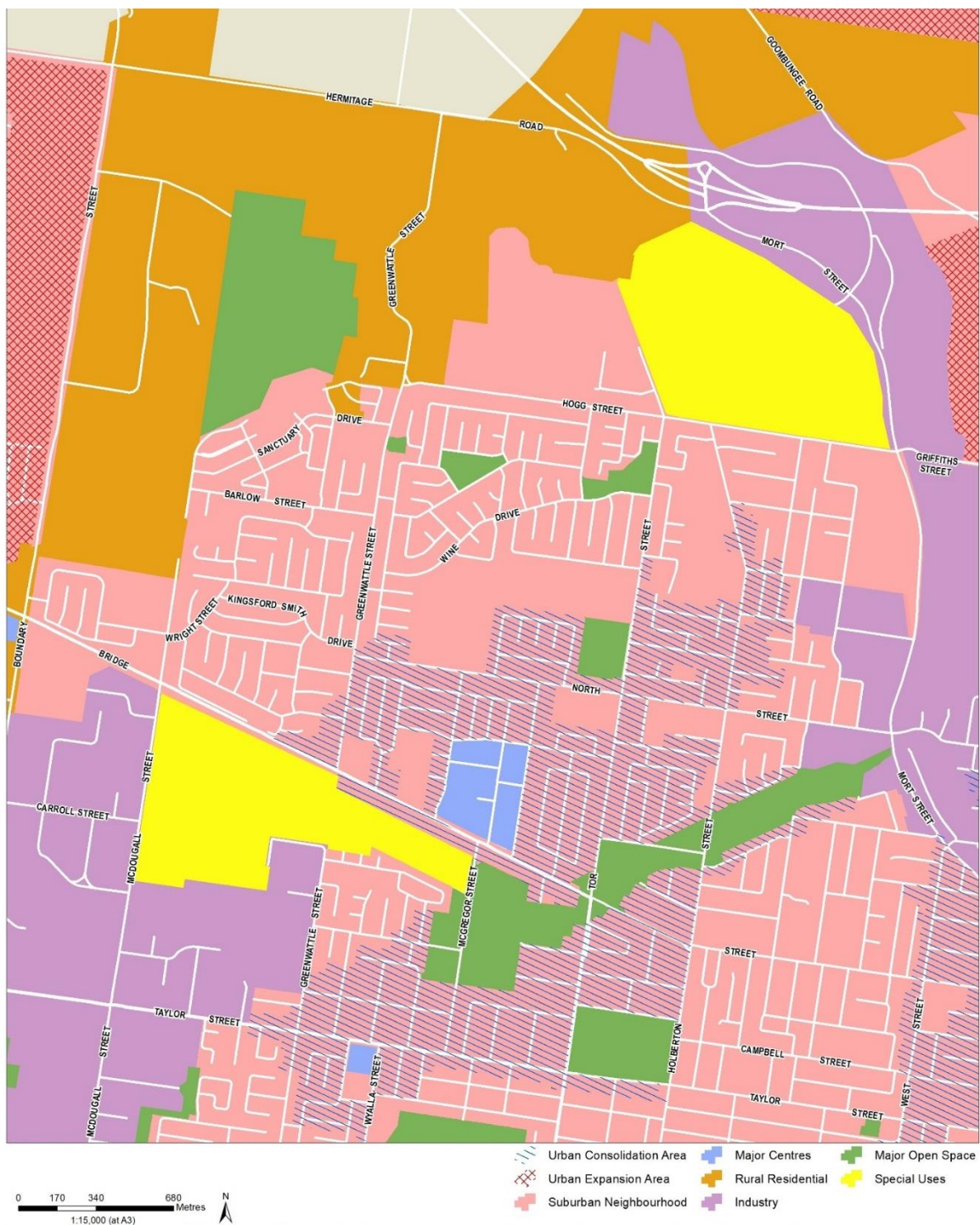
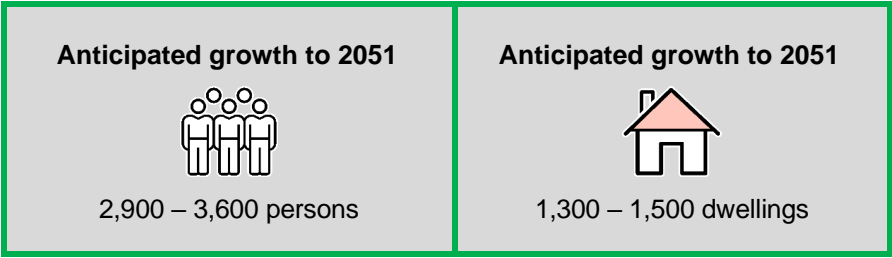


Figure 6: Toowoomba North Future Growth Area (Source: TRC, 2023)

Northern Toowoomba Corridor Future Growth Area



While not located within the Northern Toowoomba Corridor Future Growth Area, the Second Toowoomba Hospital Campus being constructed at the Baillie Henderson site is anticipated to catalyse new growth outward from the City Centre Core and City Centre Frame Future Growth Area, anchored by the Railway Parklands PDA in the south. It is anticipated that much of this new growth will be accommodated in the suburbs immediately surrounding the Second Toowoomba Hospital Campus and extending north along the New England Highway, as shown in Figure 7, with population and dwelling growth in this Future Growth Area anticipated to remain steady in the short to medium term, with a particular increase post-2031.

This natural expansion of the City Centre Frame to the north is also driven by the potential for new growth to be well serviced with infrastructure and in proximity to the Toowoomba City Centre. This Future Growth Area provides opportunities for both urban expansion and urban consolidation, which will balance the potential to accommodate new growth against the need to reinforce the inter-urban break distinction between Highfields and Toowoomba.

The character of new housing in this Future Growth Area will be primarily single homes with dual occupancy houses occasionally dispersed within neighbourhoods. However, there will also be an increased focus on delivering a mix of housing types and a higher rate of attached dwellings will result in a higher dwelling yield, particularly in proximity to the Second Toowoomba Hospital Campus and the Railway Parkland PDA.



Compared to other Future Growth Areas, the Northern Toowoomba Corridor does not contain significant employment numbers. However, there are a number of dispersed employment generators such as schools and quarry sites that are anticipated to continue to support new jobs. It is also considered that development of the Second Toowoomba Hospital Campus will provide a catalyst for additional investment in health and wellbeing facilities that have a nexus with the hospital and benefit from being located in close proximity. As a result, the growth rate for employment in this Future Growth Area is anticipated to be higher than others.

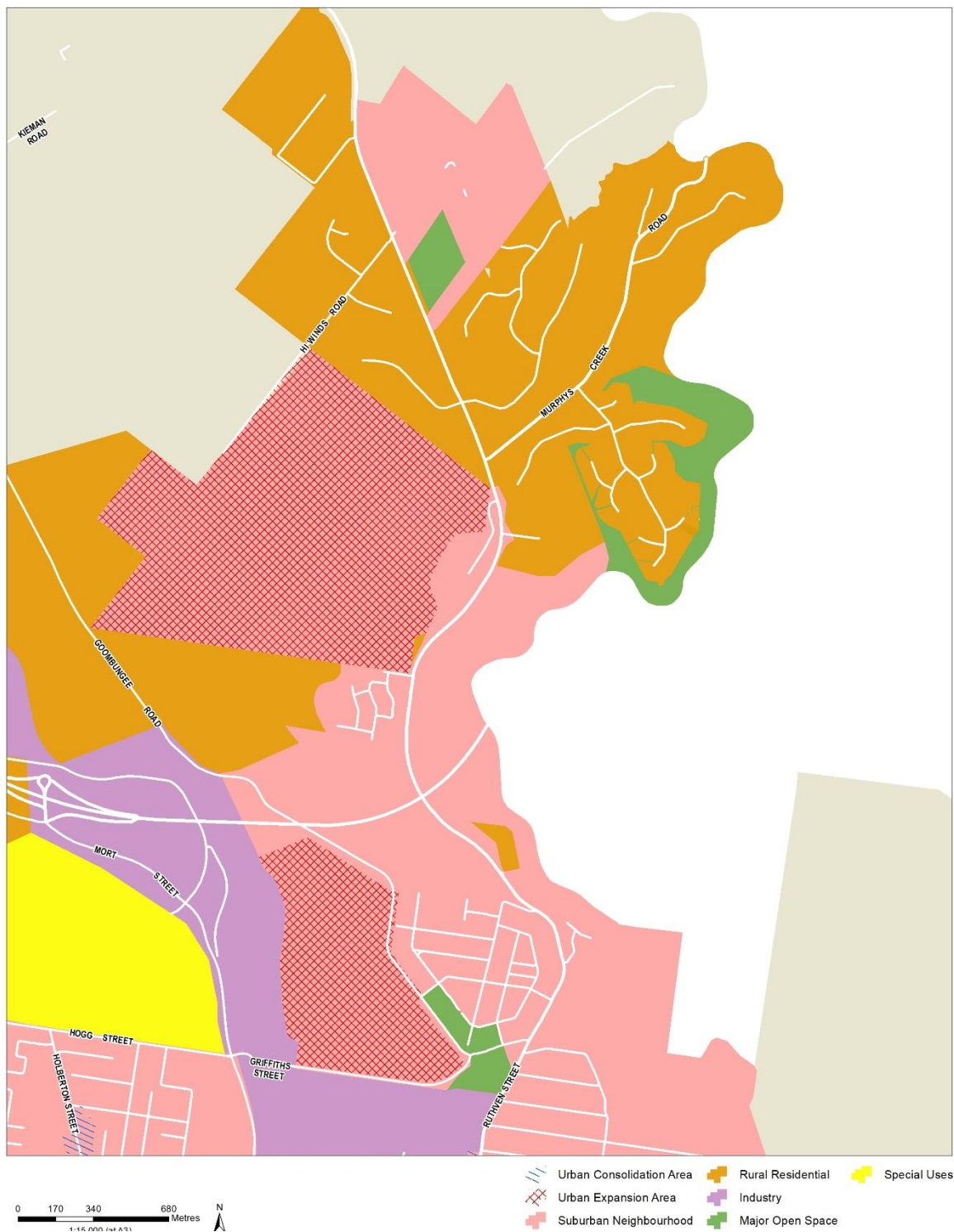


Figure 7: Northern Toowoomba Corridor Future Growth Area (Source: TRC, 2023)

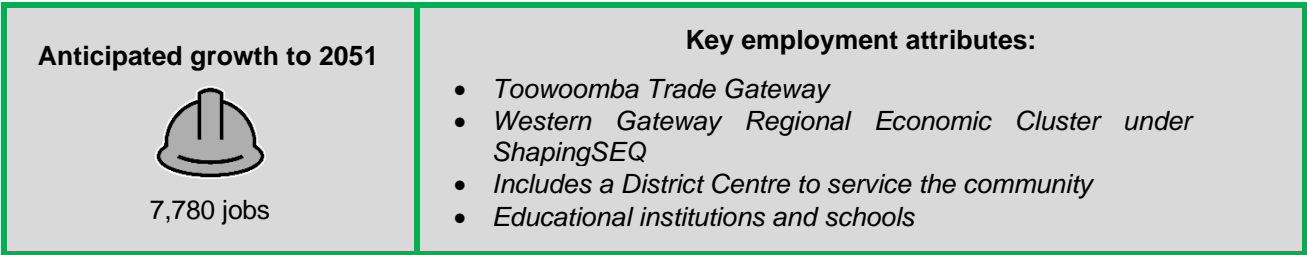
Western Toowoomba Future Growth Area



The Western Toowoomba Future Growth Area encompasses a number of suburbs including Glenvale, Torrington, Cotswold Hills and part of Wellcamp, which is included in the Toowoomba Trade Gateway. This Future Growth Area has benefitted from extensive land use planning exercises which have identified significant growth potential in both dwellings and employment. The Western Toowoomba Future Growth Area is a key growth front for greenfield expansion after Highfields and Westbrook, with significant growth in anticipated dwellings through to 2036, particularly in the 10 years between 2026 and 2036, before tapering off slightly to 2051. As shown in Figure 8, the Western Toowoomba Future Growth Area represents a larger geographic area than other identified growth areas, which reflects the more dispersed nature of potential development opportunities to support new growth. As discussed, much of this growth will be accommodated through greenfield development of larger residential lots in Glenvale, supported by smaller scale development in areas such as Cotswold Hills which is focused on vacant or underdeveloped sites.

New growth in Western Toowoomba will deliver walkable communities with proximity to employment, services and facilities, including good access to green infrastructure such as parks, sporting fields and natural features. Additionally, consolidation of growth in established urban areas reduces the need for new growth to expand beyond the current urban boundary of Toowoomba into valuable rural land.

It is anticipated that new development in the Western Toowoomba Future Growth Area will be primarily focusing on the delivery of single homes, with dual occupancy houses occasionally dispersed within existing and new neighbourhoods. While development of detached dwellings will continue, there will also be a focus on ensuring housing mix is maintained. However, a lower rate of attached dwellings is applied, resulting in a larger number of detached dwellings. The planned expansion beyond the current urban boundary reflects the need for additional land for greenfield development. It is noted that while the final location of the State government proposed Western Connector corridor has the potential to trigger reconsideration of planning for this area to accommodate the corridor, the Western Toowoomba Future Growth Area still presents an important growth front to accommodate greenfield development. It is also important to note that residential development in the Western Toowoomba Future Growth Area will need to be located and designed to limit any potential impact on operations at the Toowoomba Trade Gateway, such as reverse amenity concerns.



The Western Toowoomba Future Growth Area contains part of the Toowoomba Trade Gateway, located at Charlton Wellcamp. The Toowoomba Trade Gateway is an important element of the Western Gateway Regional Economic Cluster identified in ShapingSEQ as one of the most significant transport, logistics and business hubs in Australia. The Toowoomba Trade Gateway provides a central location, well accessed by highways and major roads, and supported by an internationally capable airport, as well as major multi-modal freight facilities with more than 2000 hectares of industrial land. The important role of Toowoomba Trade Gateway in the Western Toowoomba Future Growth Area is reinforced by the significant growth in employment anticipated, with an average annual growth rate of 2.3%, meaning that employment opportunities in the Toowoomba -West SA2 will more than double between 2021 and 2051.

The thread tying the growth opportunity across these suburbs together is the potential for coordination of land use and infrastructure planning exercises and the relative proximity and accessibility to both Toowoomba City Centre and the Toowoomba Trade Gateway. The locational attributes of these western suburbs present a significant opportunity for coordinated and sequenced growth.

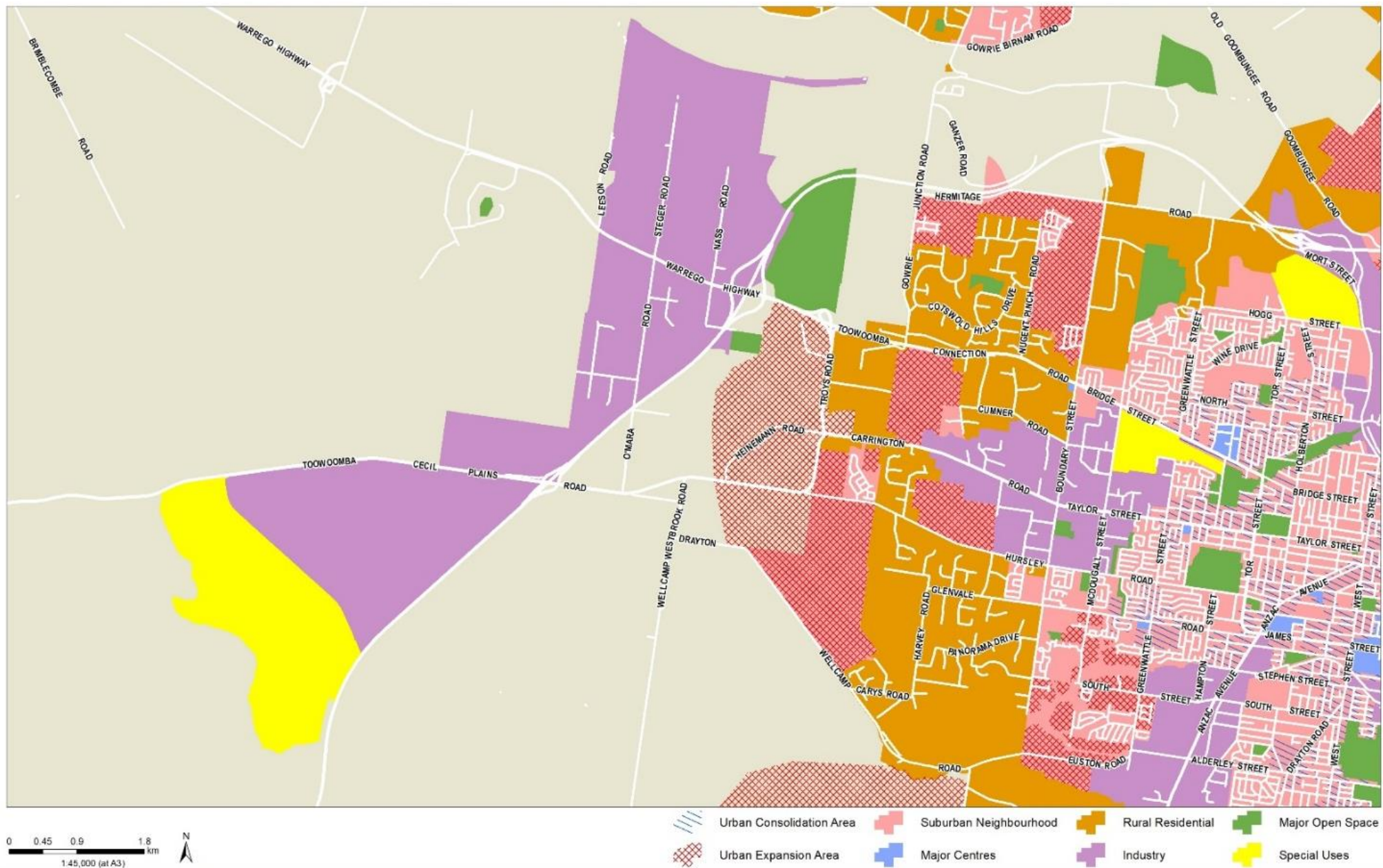
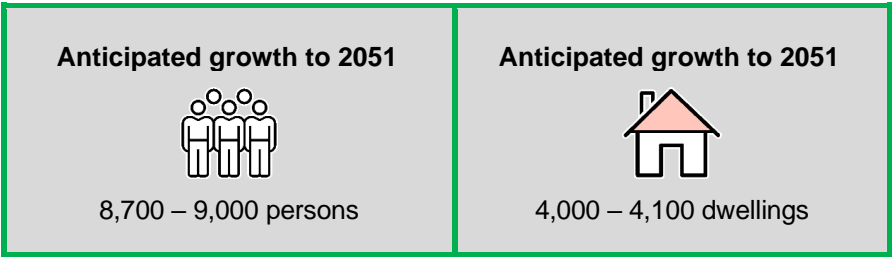


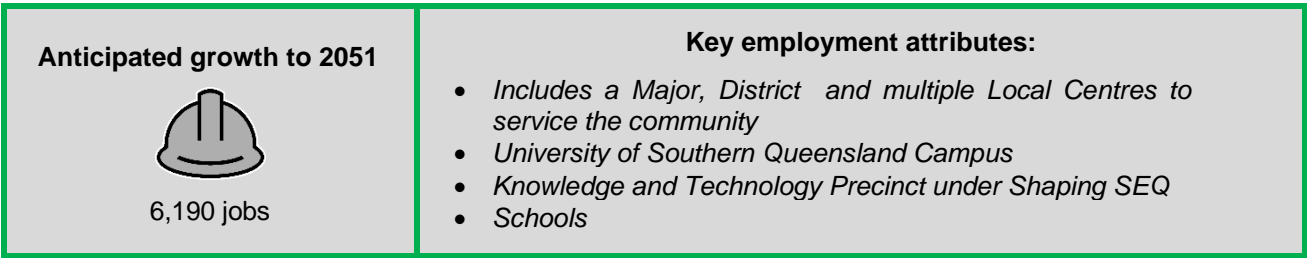
Figure 8: Western Toowoomba Future Growth Area (Source: TRC, 2023)

Drayton and Darling Heights Future Growth Area



The Drayton and Darling Heights Future Growth Area is anticipated to grow significantly between 2021 and 2051, with steady growth across the five year cohorts – particularly in Drayton. As shown in 9 and identified through extensive land use planning undertaken by Council, the Future Growth Area of Drayton and Darling Heights presents a significant opportunity to accommodate new growth in both established suburbs and greenfield sites.

Economic activity and employment for the Future Growth Area is largely driven by the University of Southern Queensland campus, supported by a network of local centres. The University Campus is part of the Knowledge and Technology Precinct in the Western Regional Economic Cluster identified in ShapingSEQ, which reinforces its important role in education and innovation. It is anticipated that the University will continue to grow and attract complementary employment generating uses in the research and enterprise fields.



New growth in Drayton and Darling Heights will build on the foundations of the established communities to refresh the urban form and create complete communities that respond to the anchoring presence of the University of Southern Queensland campus. Growth potential will be realised through a mix of new homes on greenfield sites, in suburban residential and rural residential areas. It will also be realised through the redevelopment of existing residential uses to increase yields and accommodate people in next-generation neighbourhoods that provide a greater diversity of housing types, including townhouses and units, that appeal to a range of incomes and household types. An increased focus on delivering a mix of housing types and a higher rate of attached dwellings will result in a higher dwelling yield.

New development will be focused on providing a mix of housing types within walkable neighbourhoods where community hubs and small-scale local centres act as focal points and strong connections are provided to the surrounding suburbs and north to the City Centre. Consolidation of growth in established urban areas reduces the need for new growth to expand beyond the current urban boundary of Toowoomba into valuable rural land. While well serviced with existing and planned infrastructure, ongoing infrastructure planning and investment will be required to provide additional capacity in parks, water, community and transport networks and to address stormwater management.

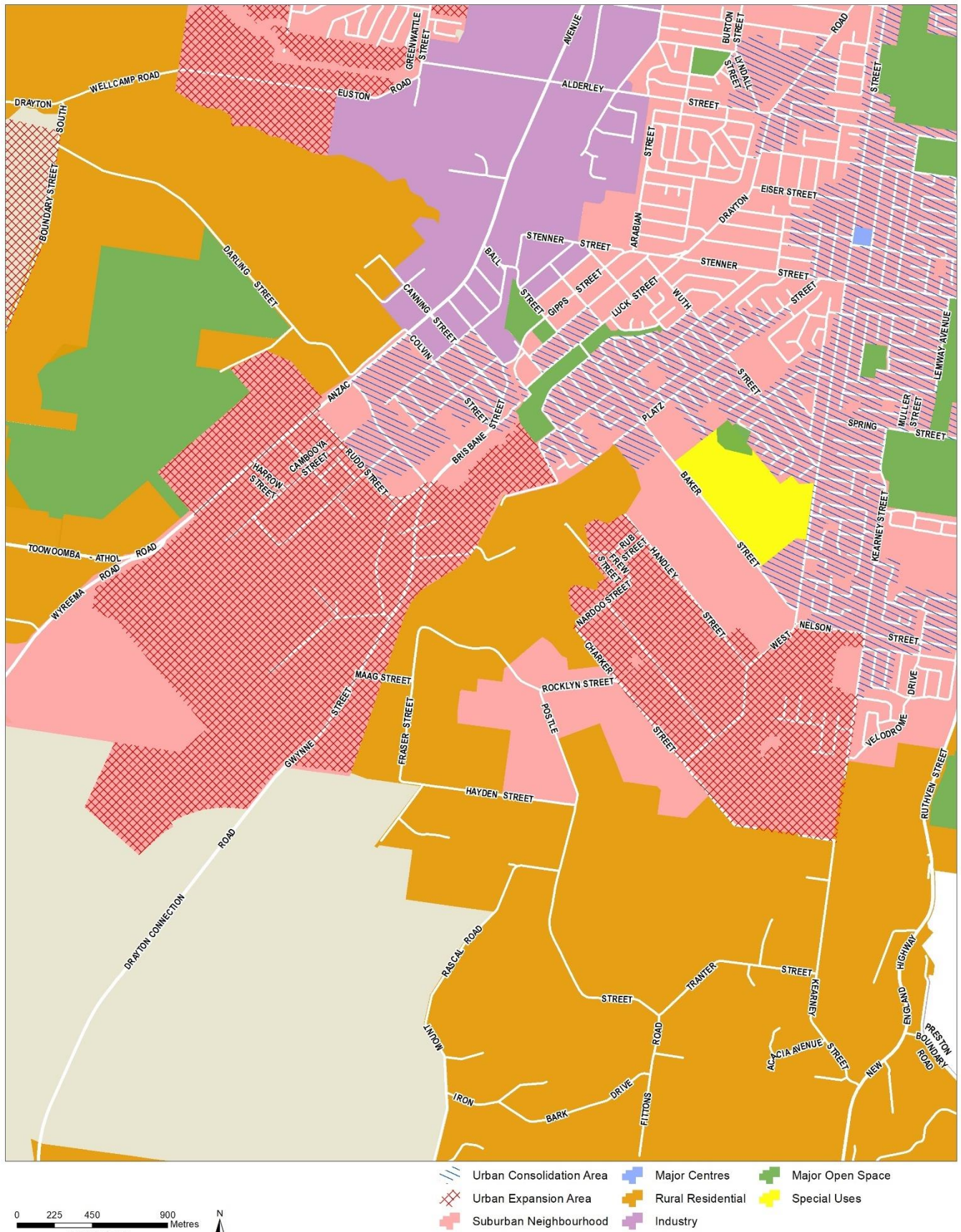


Figure 9: Drayton and Darling Heights Future Growth Area (Source: TRC, 2023)

HIGHFIELDS FUTURE GROWTH AREA


Anticipated growth to 2051  11,000 – 12,800 persons	Anticipated growth to 2051  5,000 – 5,400 dwellings
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Highfields is located on a plateau high on the Great Dividing Range. The Highfields centre is located approximately 12km north of Toowoomba City Centre, while residential development associated with Highfields is less than 2km north of the northern extent of Toowoomba. Highfields is accessed via a network of small rural roads. Highfields is arranged in a series of blocks of residential streets within the framework of a large grid of roads extending in an approximately north-east by north-west direction.

Highfields is an established community built around the town centre and has a number of educational, civic, retail, commercial and industrial facilities including a new Library (part of the Highfields Cultural Precinct) and a small industrial precinct located on Highfields Roads. It has strong connections to Toowoomba City that has significant growth potential. For both growth options, Highfields SA2 experiences steady growth to 2026 then sees a significant increase in growth between 2026 and 2031 with growth then ‘smoothing’ out toward 2051.

Highfields has accommodated a majority of greenfield development in recent years – providing a significant number of new homes that are supported by the Highfields centre, schools, parks, and other facilities and amenities. In accommodating future growth, Highfields will continue to play an important role as shown in Figure 1010. This is also reflected in the Strategic Framework for the current planning scheme where a large area is identified for ‘new urban growth’.

New growth will be accommodated through the traditional house and land package, however there is also potential for a variety of new housing choices to be delivered to create walkable communities in areas close to Highfields centre. The Highfields centre will continue as the major centre for economic activity and employment in the Highfields Future Growth Area, as reflected in the anticipated growth in employment.

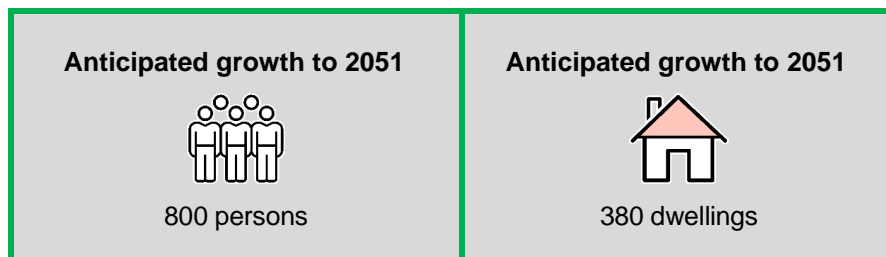
Anticipated growth to 2051  2,840 jobs	Key employment attributes: <ul style="list-style-type: none">• Includes a Major Centre and District Centre to service the community• Civic and community uses• Neighbourhood scale commercial spaces• Educational institutions and schools
--	--

The logical expansion of the urban area west toward Meringandan presents a number of benefits from an infrastructure and urban form perspective. However, this expansion will need to be considered in the context of the impact on the planned inter-urban break and also the discrete urban form and character of Meringandan.

With significant investment in trunk infrastructure in recent years, Highfields is well serviced with existing and planned infrastructure. To support new growth, ongoing infrastructure planning and investment will be required to provide additional capacity in parks, water, community and stormwater networks, with a particular focus on transport connections south to Toowoomba.

An increased focus on delivering a mix of housing types and a higher rate of attached dwellings will result in a higher dwelling yield and greater mix of dwellings.

MERINGANDAN & MERINGANDAN WEST FUTURE GROWTH AREA



Meringandan

Meringandan is a small town located on the undulating and elevated western extent of the Great Dividing Range around 15km north-west of Toowoomba City Centre. It is just over 1km from the existing urban edge of Highfields and less than 500m from residential development associated with Meringandan West. Meringandan is accessed via a network of roads including the Oakey Meringandan Road and Meringandan Shirley Road.

Meringandan is a small rural town that presents as a loose collection of residential and commercial buildings. The main thoroughfare, Main Street, contains residential buildings interspersed with a few commercial buildings, such as Meringandan Hotel and Meringandan Store and Butcher.

Benefitting from proximity to the services and facilities established at Highfields, Meringandan provides an opportunity to accommodate managed and moderate growth. This growth will be predominantly accommodated in separate houses within existing urban areas of Meringandan and the identified Meringandan township extension area (Emerging Community Zone). There are also opportunities for expansion beyond the existing urban areas to the north and north-west, as shown in 11.

New development will be largely detached dwellings on separate lots to complement the distinct township character. Modest employment growth is anticipated off a currently low base, relating largely to local service industries.

Meringandan West

Meringandan West is a small town located on undulating and elevated land at the western extent of the Great Dividing Range. It is close to Meringandan, around 17km north-west of Toowoomba City Centre and less than 500m from residential development associated with Meringandan. Meringandan West is accessed via a network of roads including the Goombungee Meringandan Road and Yalangur Lilyvale Road.

Meringandan West presents as a 'suburban' modern rural residential community and is exclusively residential with no commercial centre. It contains a small produce store and petrol station located in the southern section of Goombungee Meringandan Road. Ongoing subdivision is occurring at the north-western parts of the settlement.

Benefitting from proximity to the services and facilities provided at Highfields, Meringandan West provides an opportunity to accommodate managed and moderate new growth. This growth will be predominantly accommodated in separate houses within existing urban areas of Meringandan West and in some identified greenfield sites. There are opportunities for expansion beyond the existing urban areas to the north and south, as shown in Figure 11.

New growth will be predominantly accommodated in houses within the existing urban areas of Meringandan West that complement the distinct township character. New development will be largely detached dwellings on separate lots to complement the distinct township character. Modest employment growth is anticipated off a currently low base across the SA2, relating largely to local service industries.

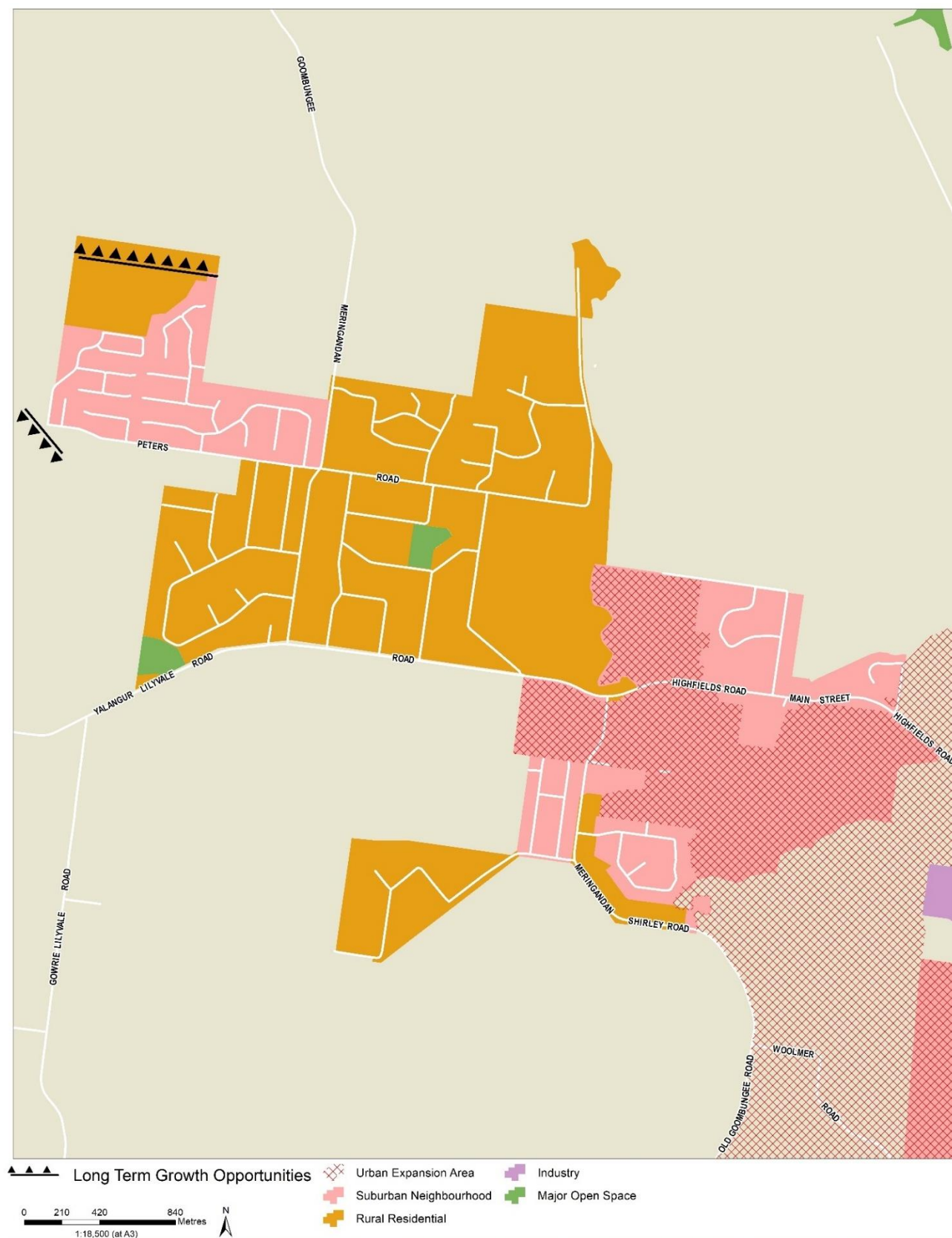
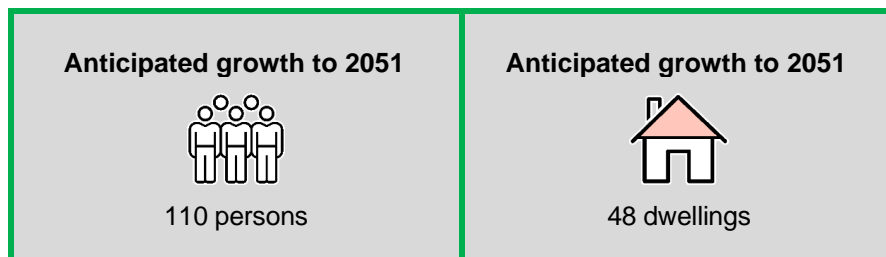


Figure 11: Meringandan and Meringandan West Growth Opportunities (Source: TRC, 2023)

KINGSTHORPE & GOWRIE JUNCTION FUTURE GROWTH AREA



Kingsthorpe

Kingsthorpe is located around 16km north-west of Toowoomba City Centre and is primarily accessed from the south via the Kingsthorpe Haden Road from the Warrego Highway.

Kingsthorpe presents as a growing rural residential community, comprising several separate residential areas, complemented by individual commercial and community-use buildings, which are mostly concentrated along Gowrie Street and Kingsthorpe Haden Road. Kingsthorpe has a relatively large population (i.e. comparable to Clifton and Millmerran), but it does not have a strong townscape character due to its physical form and layout. Its population is a result of more recent residential development of the area as a rural adjunct to Toowoomba.

Limited growth is anticipated for Kingsthorpe through to 2051. It is considered that a majority of the demand can be accommodated within the existing urban and rural residential areas, however there is potential for expansion beyond the urban areas to accommodate greenfield growth to the north if required, as shown in Figure 12.

The extent of Kingsthorpe's main thoroughfare is marked at its eastern extent by the intersection of Gowrie Street and East Street, and at its western extent by the intersection of Gowrie Street and Goombungee Road.

Large 'acreage' properties within established gardens are located across the settlement, particularly in the west and north-west on Old Goombungee Road. Newer rural residential properties are being developed in the north of the settlement, west of the area around Storeys Road.

There is capacity in land and infrastructure networks to accommodate new growth within the existing township extent. New housing will complement the township character and lifestyle housing within planned rural residential areas. In the event that additional land is required to accommodate growth, potential Long Term Growth Opportunities will be investigated to the north of the town.

The development of the Inland Rail network provides an opportunity to enhance the town's freight and logistics industry through rail, however this opportunity will need to be managed to protect the amenity of the area. Other modest employment growth is anticipated, relating largely to local service industries.

Gowrie Junction

Gowrie Junction is a small settlement located around 10km north-west of Toowoomba City Centre and is accessed from the south by Gowrie Junction Road from the Warrego Highway.

The Gowrie settlement is picturesquely situated among undulating hills that border the open cropping plains of the Darling Downs. The settlement lies to the north of Gowrie Creek that runs through into the centre of Toowoomba. The existing West Moreton railway system (which facilitates freight traffic only), is situated south of Gowrie Creek and follows the curve of the creek as the line continues through to Toowoomba Station, south of Burkes Road, and to the east and west of Old Homebush Road.

Limited growth is anticipated for Gowrie through to 2051. It is considered that a majority of the demand can be accommodated within the existing urban and rural residential areas as shown in Figure 12

The settlement is dispersed and comprises a series of connected but physically distinct residential areas. The main residential, commercial and civic area of the town is located between Gowrie Birnam Road to the

south and Burkes Road to the north. The school is located centrally and acts as a key hub in this small community. The town is also supported by a convenience store at the entrance to the urban area on Old Homebush Road intersection.

A large area of modern rural residential lots is located on elevated land (around Calcutt Road and Hillview Crescent) in north-west Gowrie. A new large estate of a similar style of development is located on lower land to the south (around Calcutt Road, Panorama Crescent and Commonwealth Crescent), north of Gowrie Tilgonda Road.

To the west of these areas, large older 'acreage' properties within established gardens are located in western Gowrie around Redlands Drive. Another new enclave of rural residential properties is located on elevated land in the northeast of the settlement between the Old Goombungee Road and Old Homebush Road and south of Roddy Burke Road.

New growth will be modest, predominantly accommodated in the form of houses within the existing urban area of Gowrie Junction that complements the township character and lifestyle housing within the planned rural residential areas. There is capacity in land and infrastructure networks to accommodate new growth within the township extent.

Modest employment growth is anticipated relating largely to local service industries.

The development of the Inland Rail network provides an opportunity to enhance the town's freight and logistics industry through rail, however, this change may also impact the amenity of the area.

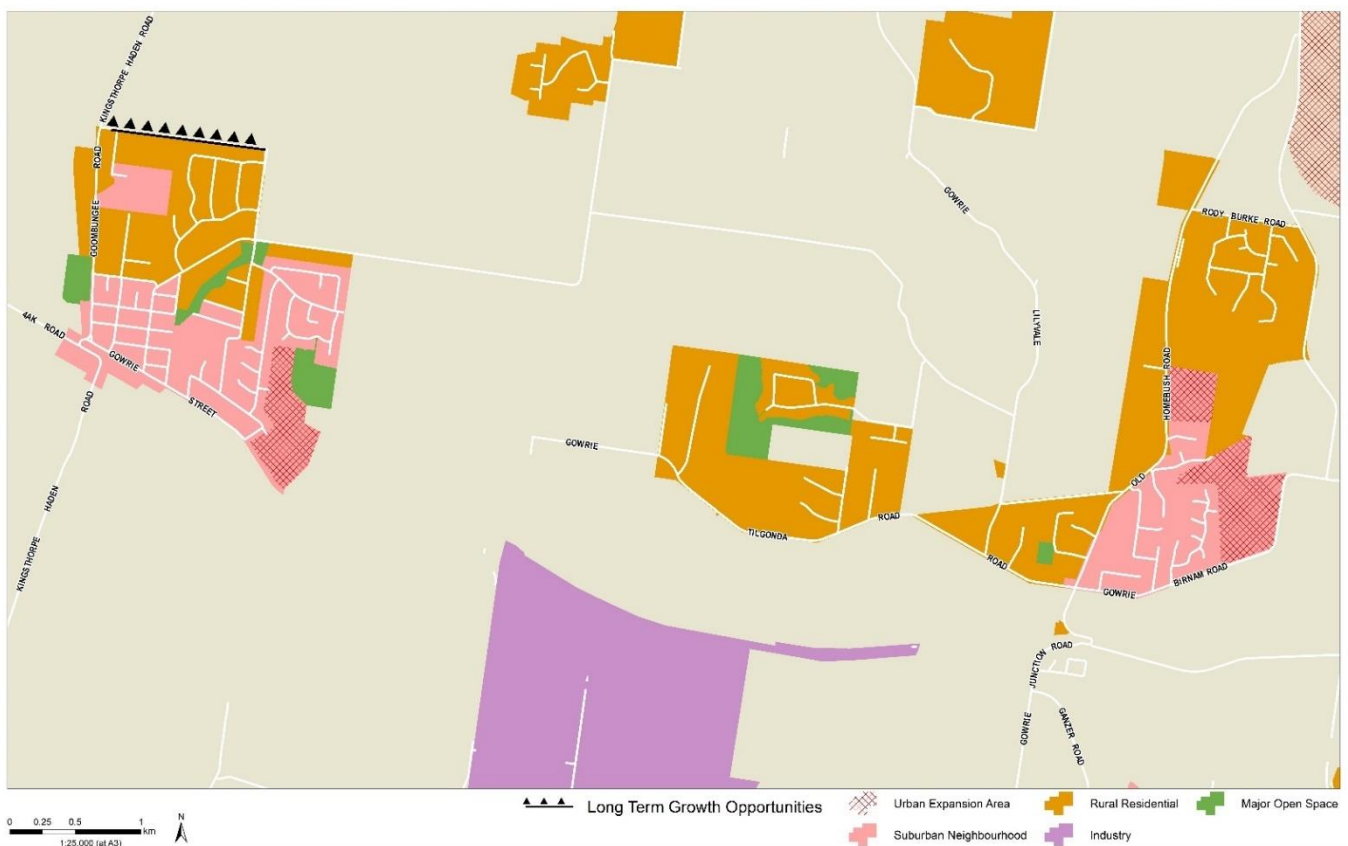
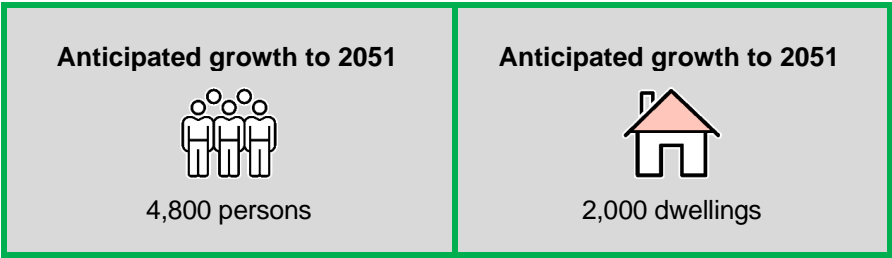


Figure 12: Kingsthorpe and Gowrie Growth Opportunities (Source: TRC, 2023)

WESTBROOK FUTURE GROWTH AREA



Westbrook is a significant growth front located less than 10km south-west of the centre of Toowoomba, accessed primarily via Toowoomba-Athol Road and the Gore Highway. Westbrook was one of the Region's earliest sites of settlement, however, due to the expansion of the City, the town appears in part as a satellite suburb of Toowoomba.

The compact and relatively dense form of the settlement and the visual and physical separation from the western edge of Toowoomba created by the landform of the Mount Peel Bushland Park gives Westbrook a distinct identity. Westbrook has a relatively large population (i.e. comparable to Millmerran), as a result of a recent residential development and is within easy commuting distance to Toowoomba City.

Westbrook has experienced growth since the mid-1990s with a high proportion of greenfield residential development in recent years occurring in Westbrook. Looking ahead, West Toowoomba, which includes Westbrook, experiences increased growth to 2036, which then increases significantly through to 2051. The community recognise Westbrook as an area to accommodate long term future growth along with Highfields. This is also reflected in the Strategic Framework for the current planning scheme where a large area is identified for 'new urban growth'.

As shown in Figure 13, the logical expansion beyond the current urban area of Westbrook to the west and north provides potential to accommodate a significant number of new dwellings that would contribute to a larger and potentially more complete community at Westbrook, with access to new services and facilities that are attracted to service the larger population. This expansion needs to be weighed against the resulting encroachment into land identified as quality agricultural land, as well as against the level of investment required to support new and upgraded infrastructure. This is particularly as it relates to water supply networks, hence this Future Growth Area has been shown as requiring further investigation.

Westbrook has a character that reflects the modern residential estates that have been developed in response to demand for new homes in areas with easy access to Toowoomba City. New growth is anticipated to be accommodated through the traditional house and land package, however there is also potential for a variety of new housing choices to be delivered in Westbrook, to create walkable communities in areas close to the existing local centre.

Employment in the Westbrook Future Growth Area will be heavily influenced by the nearby Toowoomba Trade Gateway within a majority of employment generating uses occurring outside of the Future Growth Area with the exception of schools and centres to support the local community.

The urban form, including the establishment of a clear centre, sequencing and extending infrastructure networks and the integration with existing development, will be addressed through ongoing planning and development.

Similar to the Western Toowoomba Future Growth Area, new growth in Westbrook will seek to deliver new walkable communities with proximity to employment, services, and facilities, including good access to green infrastructure such as parks, sporting fields and natural features. Additionally, consolidation of growth in established urban areas reduces the need for new growth to expand beyond the current urban boundary of Toowoomba into valuable rural land.

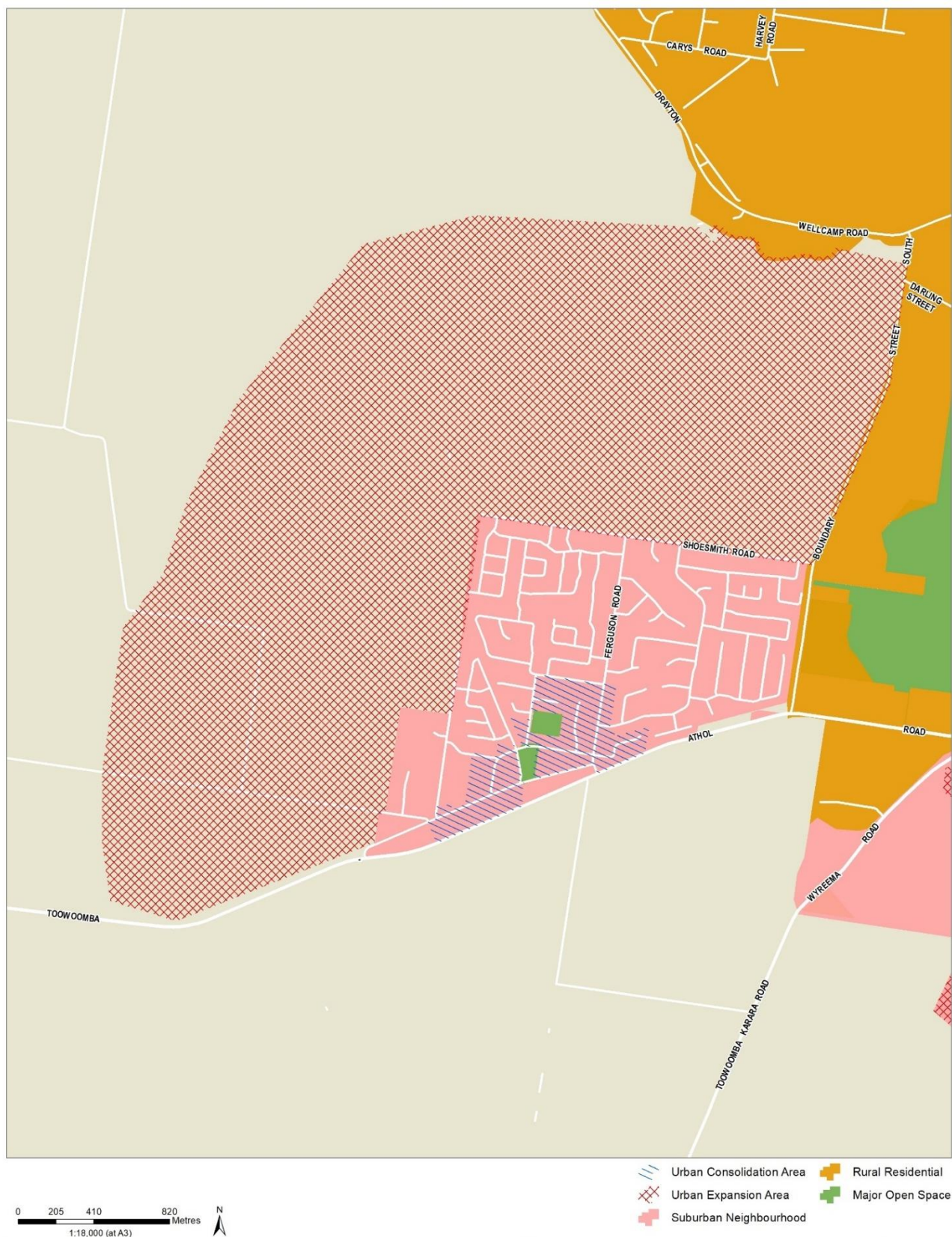
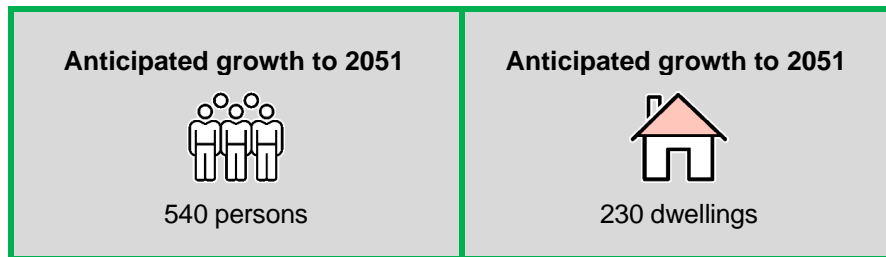


Figure 13: Westbrook Future Growth Area (Source: TRC, 2023)

CAMBOOYA & WYREEMA FUTURE GROWTH AREA



Cambooya

Cambooya is a significant rural town around 18km south-west of Toowoomba City Centre and is accessed by a network of local roads including the Cambooya Connection Road which links Cambooya to the New England Highway to the east.

The town comprises four main parts that are due to the bisection of the town by the railway line in a north-south direction and by William Street that passes through the town in an approximately east-west direction. The north-eastern area contains the town centre and older parts of the township, with newer development in the form of modern housing estates to the south-east. Moderate growth is anticipated through to 2051 with opportunities for greenfield areas to the south-east providing opportunities to accommodate new growth as shown in Figure 14.

The town centre and oldest part of the settlement is located in the north-eastern quadrant. The main street is Eton Street, which includes the Bull and Barley Hotel. Cambooya State School and other civic amenities are also located in this sector of the town, as well as many traditional residential buildings located on small town (low-medium density) blocks laid out in a regular grid.

The north-western quadrant, west of the railway line, also comprises traditional residential buildings north of Creek Street, with larger acreage properties to the south. The development here is more piecemeal and some housing shows signs of disrepair. The south-eastern quadrant is the focus of newer development comprising smaller residential blocks and low-set modern buildings.

Residential areas within walking distance of the main street (Eton Street) will have the greatest mix of housing. Therefore, the area bounded by the railway line, Cambooya Connection Road and Hodgson Creek have been designated for urban consolidation.

It is anticipated that new growth in Cambooya will be in keeping with the existing character of houses on mid-to-large sized lots, with limited take up of attached housing such as townhouses or duplexes.

There is capacity in land and infrastructure networks to accommodate new growth dispersed across the existing urban extent of the town. In the event that additional land is required to accommodate growth, potential Long Term Growth Opportunities can be investigated to the south-west and south-east of the town.

Wyreema

Wyreema is located in a semi-rural setting close to Westbrook on the urban edge of Toowoomba and is a significant town located around 14km south-west of Toowoomba City Centre. It is accessed primarily via Toowoomba-Karara Road.

Wyreema is surrounded by agricultural land, creating a distinct separation from the outskirts of Toowoomba. While Wyreema has a relatively large population it lacks commercial and community service buildings. The area's population is a result of a recent residential development located in easy commuting distance to Toowoomba. Moderate growth is anticipated through to 2051. There is capacity in land and infrastructure networks to accommodate new growth dispersed across the existing urban extent of the town. In the event that additional land is required to accommodate growth, there are opportunities for greenfield development to the north-west and south-east on the town centre as shown in Figure 14 that warrant further investigation.

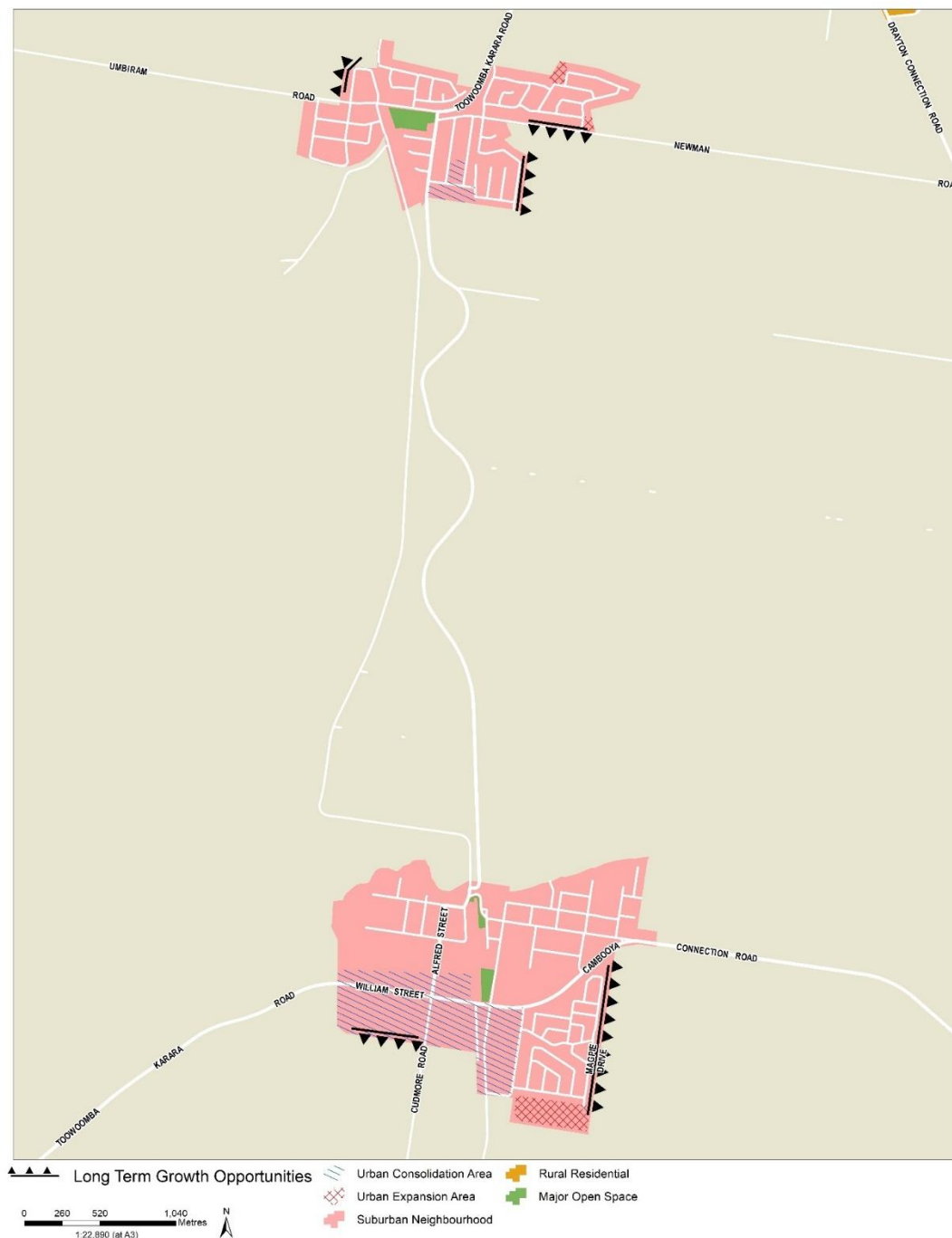


Figure 14: Cambooya and Wyreema Growth Opportunities (Source: TRC, 2023)

The easy commuting distance to Toowoomba has meant that there are no significant retail and commercial uses in Wyreema, with the township largely being residential in nature, characterised by housing from multiple eras. The commercial heart of the settlement currently comprises the Wyreema Store which is located where the Umbiram Road bridge crosses the railway. Another local centre is focused on Wyreema State School. The extent of Wyreema's main thoroughfare is marked at the east by the intersection of Umbiram Road and Balfour Street, and at the west by the intersection of Umbiram Road and Margetts Street and comprises commercial and recreational facilities.

The town comprises four main residential sectors created by the intersection of Umbiram Road, Toowoomba Karara Road, Newman Road and the old railway line. The original and historical residential area of Wyreema is located on the western side of the railway and has typical characteristics of a rural town. The sector on the eastern side of the railway, south of Newman Road, comprises conventional residential dwellings from the 1970s to the 1990s. To the east of Toowoomba Karara Road and north of Newman Road, is a modern and contemporary residential area. A similar modern estate is currently under development between Toowoomba Karara Road and the railway. It is anticipated that new growth in Wyreema will be in keeping with the existing character of houses on mid-to-large sized lots, with limited take up of attached housing such as townhouses or duplexes.

RURAL TOWNSHIPS

This section highlights the growth anticipated for rural townships, highlighting areas that will accommodate growth. The ability for growth in rural townships to be serviced by the necessary urban infrastructure has been considered as part of identifying existing capacity to accommodate future growth. In the event that growth exceeds existing capacity, potential opportunities for long term growth of the townships has also been identified. The need to further consider these areas will be determined by ongoing monitoring and will require further planning to determine the viability of expansion into these areas.

The rural townships are as follows:

- Crows Nest
- Yarraman
- Goombungee
- Oakey
- Pittsworth
- Millmerran, and
- Clifton

Crows Nest



Crows Nest is a township located on the New England Highway, around 44km north-east of the Toowoomba City Centre. As one of the larger townships in the Region, Crows Nest is a regional service centre comprising a mixture of residential, commercial, retail and educational land uses. The town has a relatively compact form centred on the Y-shaped intersection of Thallon Street, Toowoomba Road and Emu Creek Road.

Crows Nest is identified as a Priority Living Area in the Darling Downs Regional Plan 2013 and is anticipated to experience steady growth through to 2041, with growth to be generally focused in existing planned areas and residential growth to be accommodated through a mix of housing forms. Opportunity to expand beyond the township is limited due to the nature of the surrounding landscape and the township's location in the water catchment area. In the event that additional land is required to accommodate growth, potential for greenfield development will be investigated to the south-east of the town as shown in Figure 155.

The town centre layout of Crows Nest is unique and can be traced back to the introduction of the railway to the town in the 1880s. As the town centre gravitated towards the rail activity, the main buildings were constructed around the railway yards and, over time, the main street has wrapped around in a U-shape. However, when the railway closed in the 1960s, the area of land to the east of the road (i.e. the former rail yards) became a public park.

Today, Crows Nest is distinguished by its memorable town centre, characterised by retail shops and cafés located around a distinctive 'village green', which is an open, quadrangular-shaped park (variously called Centenary Park and Crows Nest Park), that is surrounded on four sides by roads, namely, the A3 and William, Charlotte and Curnow Streets, and the main commercial buildings which front onto this town square/village green.

The streets are laid out on a fragmented grid pattern oriented in a general north-west to south-east direction. The core of older buildings has expanded into newer settlements, mostly to the south, distinguished by somewhat larger houses on slightly smaller blocks (between Parklands Drive and Lake Perseverance Road). To the west, outlying areas of the town relate to the former presence of the railway branch line, which has now been dismantled (Railway Terrace). Crows Nest State School is located on Littlejohn Street to the west of the settlement. It is anticipated that new growth in Crows Nest will be accommodated in keeping with the existing

character of houses on mid-to-large-sized lots, with limited take up of attached housing such as townhouses or duplexes.

A changing demographic profile and increasing number of older residents may require additional provision of aged care services and facilities to continue to cater for the town’s ageing population. The community is seeking to become a ‘Recreational Vehicle friendly town’.

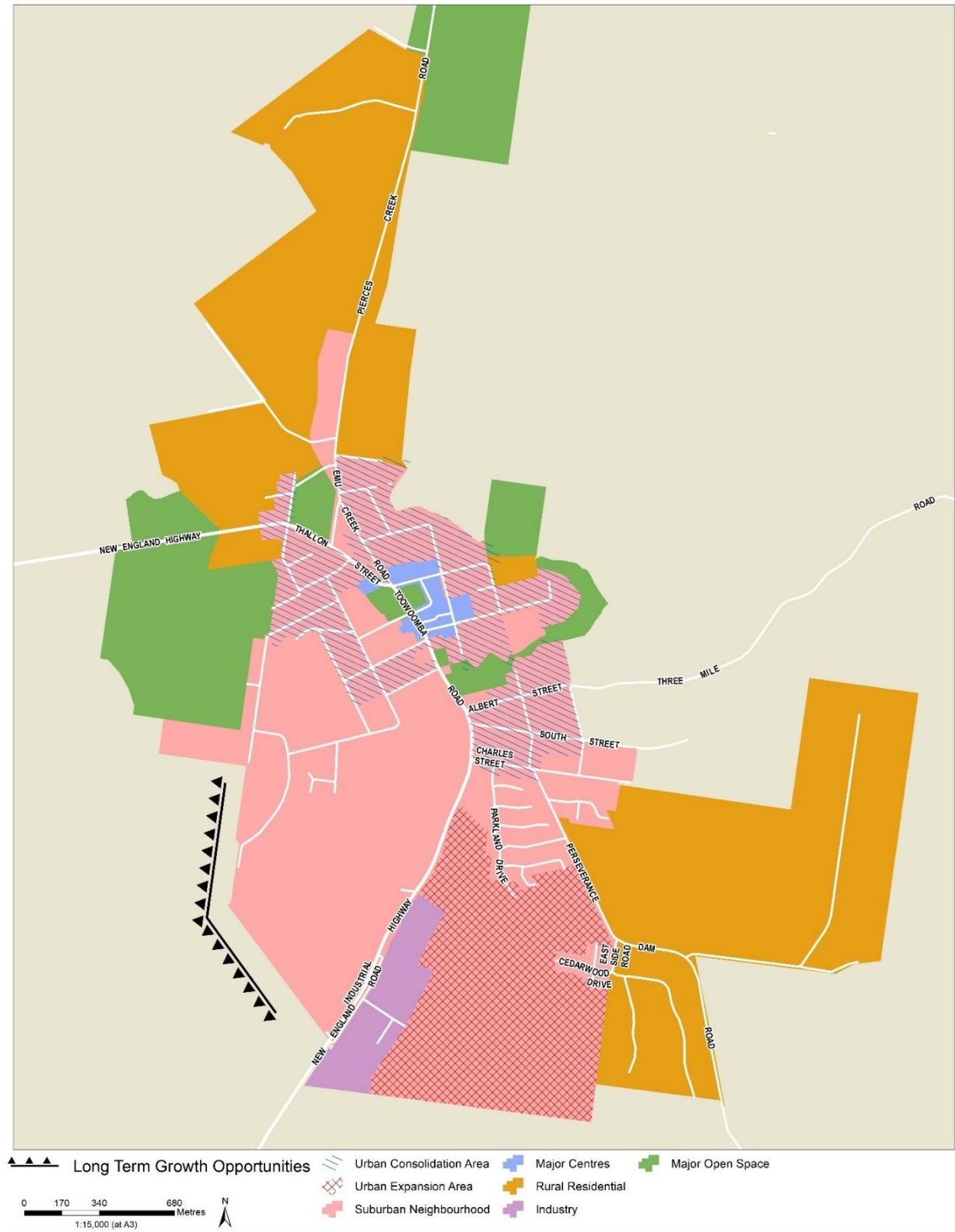
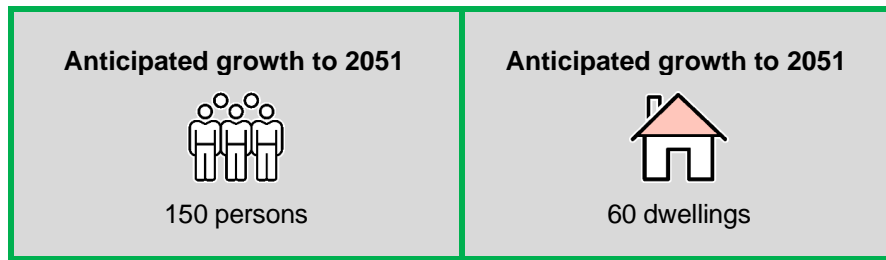


Figure 15: Crows Nest Growth Opportunities (Source: TRC, 2023)

Yarraman



Yarraman is the northernmost settlement in the Toowoomba Region. It is located around 117km north of Toowoomba City Centre. While Yarraman is in the Toowoomba Region, it is often included in tourist literature for South Burnett, due to its close proximity to the adjoining region.

There is a low level of growth anticipated, with any growth able to be accommodated in existing low-medium-density residential and rural residential zoned areas. There is capacity in land and infrastructure networks to accommodate new growth across the urban extent of Yarraman. In the event that additional land is required to accommodate growth, potential growth opportunities will be investigated to the north of the town as shown in Figure 16.

Growth within the floodway of Yarraman Creek is avoided, with flood resilient low density residential, industrial and commercial development occurring in areas of tolerable flood risk. Vulnerable uses are avoided in flood risk areas or higher risk overland flow path areas.

The town is centred on the T-shaped intersection of Toomey Street and Asher Street (both on the D'Aguilar Highway) and Margaret Street (on the New England Highway [A3]). The key community and retail buildings of the town, including a number of buildings with heritage character, are located on these streets, which appear wide but which still have a strong sense of place. It is notable that some of the retail premises are now vacant. Yarraman State School is located on a large area on John Street in the west of the settlement. It is anticipated that new growth in Yarraman will be accommodated in keeping with the existing character of houses on mid-to-large sized lots, with limited take up of attached housing such as townhouses or duplexes.

The remainder of the town comprises a loose grid of residential properties set on relatively large blocks, surrounded by gardens. The orientation of the grid pattern generally follows the contour lines with areas to the west of the D'Aguilar Highway oriented south-west to north-east, and properties to the east of the Highway orientated in a more east-west direction. To the east of the town, outlying areas of the town relate to the former presence of the railway branch line, which was dismantled in 1988.

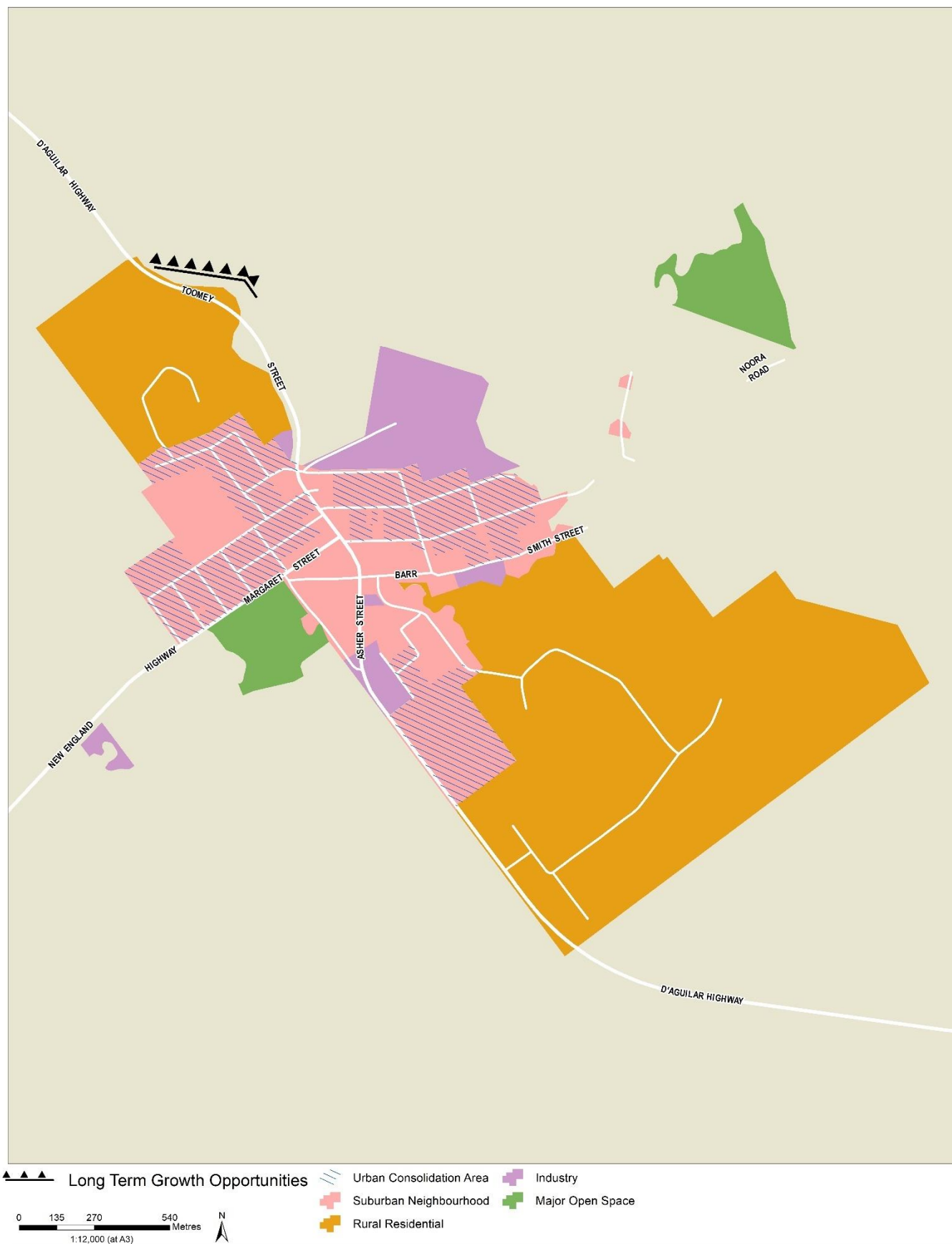
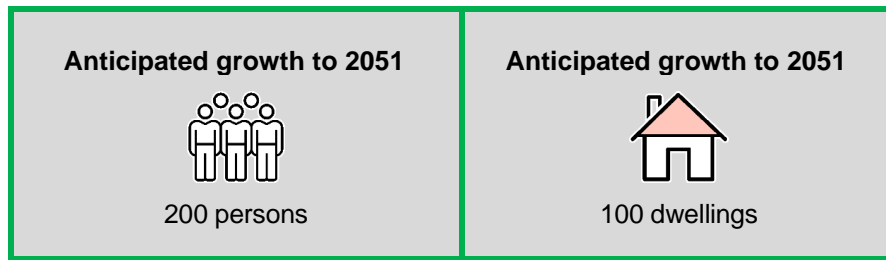


Figure 16: Yarraman Growth Opportunities (Source: TRC, 2023)

Goombungee



Goombungee is located around 35km northwest of the Toowoomba City Centre and is accessed by Kingsthorpe-Haden Road, Pechey- MacLagan Road and several other small rural roads.

Limited growth is anticipated for Goombungee. While its capacity in land and infrastructure networks to accommodate new growth is dispersed across the existing urban extent of Goombungee, there is no capacity to extend beyond the current township extent as shown in Figure 17.

The town is centred on Mocatta Street, which is a wide linear main street. Goombungee has a range of cafés and shops servicing both the local population and passing visitors (such as an antique shop and gift shops). The town centre appears vibrant, with relatively few vacant premises.

The settlement includes a range of community and educational buildings comprising a number of churches, Goombungee State School, a library and a Council service centre. There is a small industrial estate located around Harths Road/Industrial Avenue in the southern part of Goombungee.

Most other buildings are residential, comprising relatively small town blocks laid out in a regular grid pattern either side of Mocatta Street and orientated in an approximately north-south to east-west direction.

Growth will be focused in existing low-medium density residential and rural residential areas. It is anticipated that new growth in Goombungee will be accommodated in keeping with the existing character as low rise, low density residential.

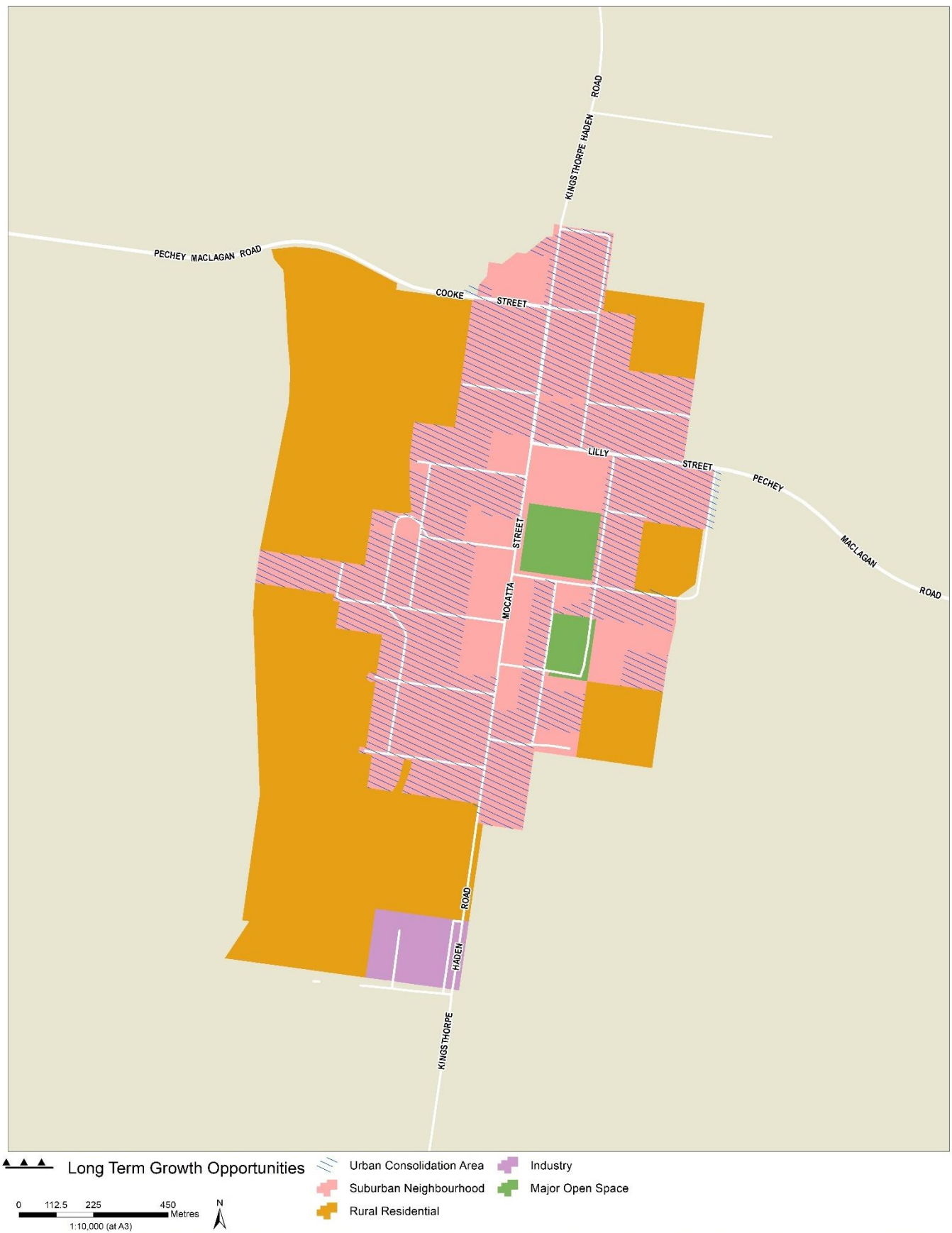


Figure 17: Goombungee Growth Opportunities (Source: TRC, 2023)

Oakey



Oakey is a significant regional town located 27km north-west of the Toowoomba City Centre.

Steady growth pressure is anticipated, with growth to be focused in existing planned areas and residential growth to be accommodated in the form of detached dwellings on standard lots and dual occupancy within the existing town area. Residential growth will occur in new urban areas in the south-east of the town, accommodated through a mix of housing forms, as shown in Figure 18.

Oakey has an identifiable commercial/ town centre on Campbell Street, extending to Bridge Street to the north. This commercial centre has a main streetscape of some aesthetic quality and is characterised by a consistent building form, through the use of materials, design expression and age of buildings (typically with origins in the early twentieth century).

Oakey's housing stock is typical of other country towns, with a core of early dwellings dating from the early establishment of the town and reflecting its slower growth through the early 1900s. Other areas of traditional character include housing that developed in the inter-war period and then a more substantial era of development that also occurred post World War II, having more modern characteristics. Much of the residential development to the south is post-war housing stock, constructed in the post-1950s. Development is oriented away from flood risk areas. Flood-resilient, low-density residential, industrial and commercial development occurs in areas of tolerable flood risk. Vulnerable uses are not located or expanded in flood risk areas.

A changing demographic profile and increasing number of older residents may necessitate the provision of additional housing choice, aged care services and facilities to cater for the town's ageing population.

There is capacity in land and infrastructure networks to accommodate new growth dispersed across the urban extent of Oakey. It is anticipated that new growth in Oakey will be accommodated in keeping with the existing character of houses on mid-to-large sized lots, with limited take-up of attached housing, such as townhouses or duplexes. In the event that additional land is required to accommodate growth, potential growth opportunities will be investigated to the south-west and south-east of the town.

There is a significant number of larger agricultural and industrial land uses, particularly located along the highways and railway on the western outskirts of the town. This includes historic silos, an abattoir, meat processing plants and a stock feed manufacturing plant. Additional infrastructure and industrial uses situated in close proximity to the town include:

- Gas-fired peak demand Power Station
- Oakey Solar Farm
- Private grain storage
- Army Aviation Centre.

Oakey's accessibility to major transport routes provides potential for further industrial growth servicing the freight and logistics industry. Oakey's proximity to Toowoomba Wellcamp Airport and New Acland Coal Mine will also see the number of jobs across the Jondaryan SA2 remain steady through to 2051, with limited growth expected.

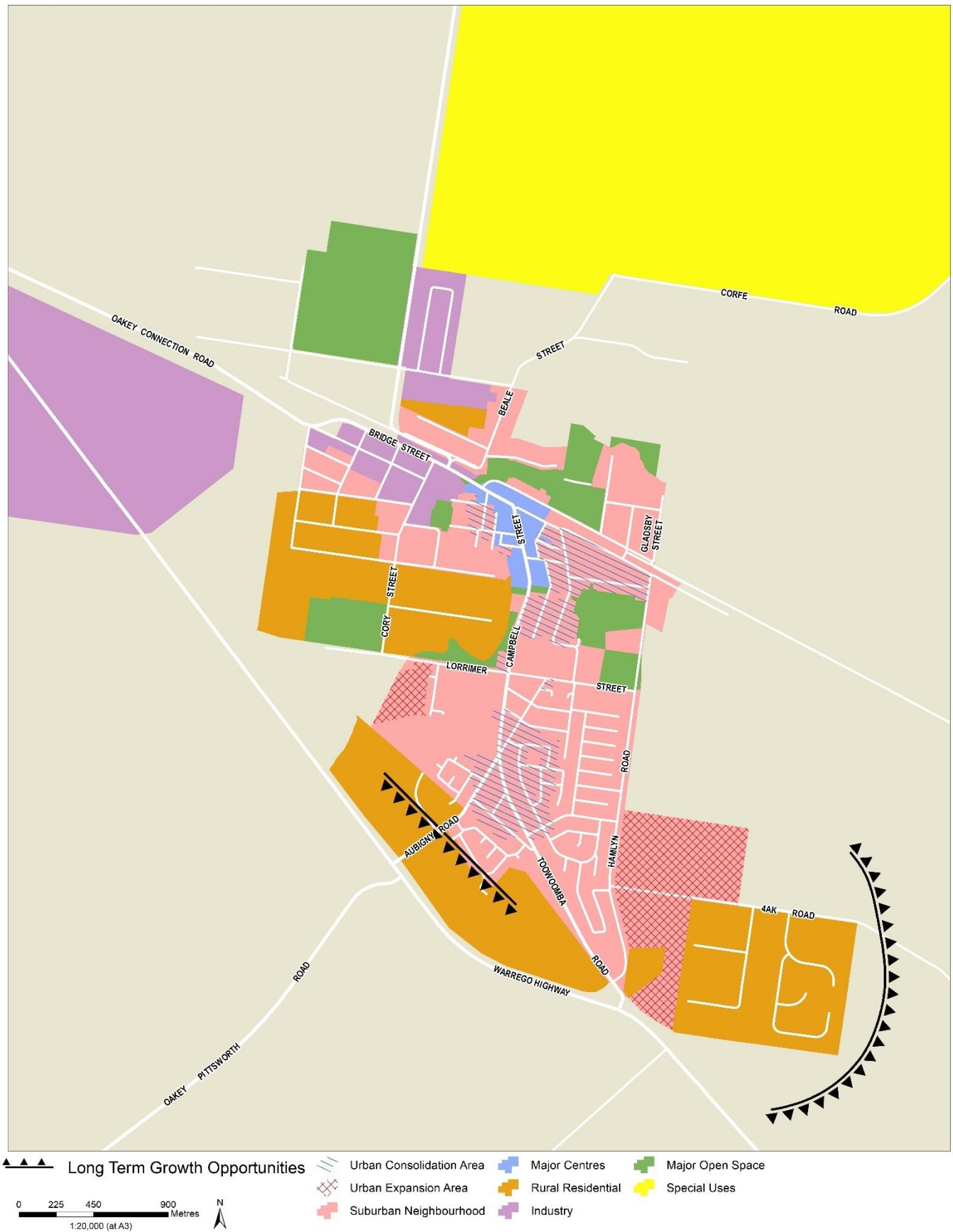
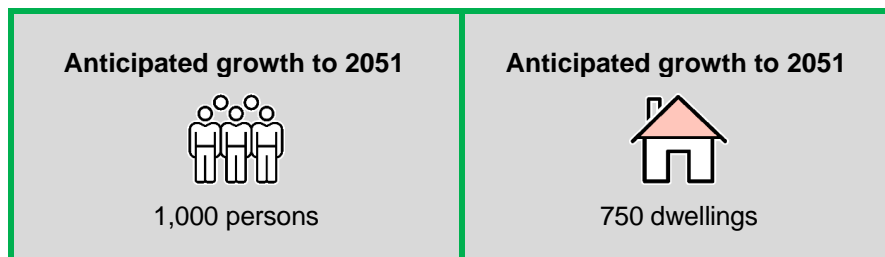


Figure 18: Oakey Growth Opportunities (Source: TRC, 2023)

Pittsworth



Pittsworth is a rural township located around 40km south-west of Toowoomba City Centre and is accessed via the Gore Highway, Oakey Pittsworth Road and a number of smaller rural roads. Pittsworth is a larger rural town with a strong rural character and a town centre, with closely spaced heritage and character buildings. The predominant built form in Pittsworth is of early to mid- 20th century retail and commercial buildings.

Growth in Pittsworth is anticipated to increase moderately through to 2041, before tapering for the remaining decade to 2051. Growth will be accommodated in existing planned areas throughout the town largely through new dwellings on standard and small lots, dual occupancy and multiple dwellings. It is anticipated that new growth in Pittsworth will be accommodated in keeping with the existing character of houses on mid-to-large sized lots, with limited take up of attached housing such as townhouses or duplexes.

There is capacity in land and infrastructure networks to accommodate new growth dispersed across the urban extent of Pittsworth. Opportunity to expand beyond the township is limited due to the nature of the surrounding landscape. In the event that additional land is required to accommodate growth, potential growth opportunities will be investigated to the north and west of the town as shown in Figure 19.

Similar to other rural townships, Pittsworth contains a core of early traditional timber dwellings in the street network, which has been complemented by 50s and 70s dwellings out to the perimeter of the town. There is capacity in land and infrastructure networks to accommodate new growth dispersed across the urban extent of Pittsworth.

The town centre is focused on and bisected by the railway which runs roughly parallel to Yandilla Street to the south and Hadley Street to the north. This was a fundamental component of Pittsworth's settlement history, however it is currently closed to passengers with the line continuing to facilitate freight rail traffic. Yandilla Street is the main street which includes retail shops servicing both the local population and passing visitors (including supermarkets, chemists, gift shops, etc.), banks, hotels, cafés and a range of civic buildings including the post office and police station.

The township includes a range of community and educational buildings such as Pittsworth State School, Pittsworth State High School, St Stephen's Catholic Primary School, a number of churches and a Council service centre. Most other buildings are residential, comprising of relatively small (low-medium-density residential) town blocks laid out in a generally regular grid pattern. Some larger pockets of rural residential development are located between the Gore Highway and the railway line to the north of the town. The residential area of Pittsworth also incorporates motels and a museum.

There is a significant area allocated for medium-impact industry south of Gap Road, as well as a landfill facility and area allocated for high-impact industry to the north of Gap Road in the west of the settlement. An aerodrome is located to the south of the settlement.

The development of the Inland Rail network provides an opportunity to further enhance the town's freight and logistics industry by leveraging this opportunity. There is also potential for further employment growth servicing the freight and logistics industry. Other modest employment growth is anticipated to occur in service-related industries through to 2051.

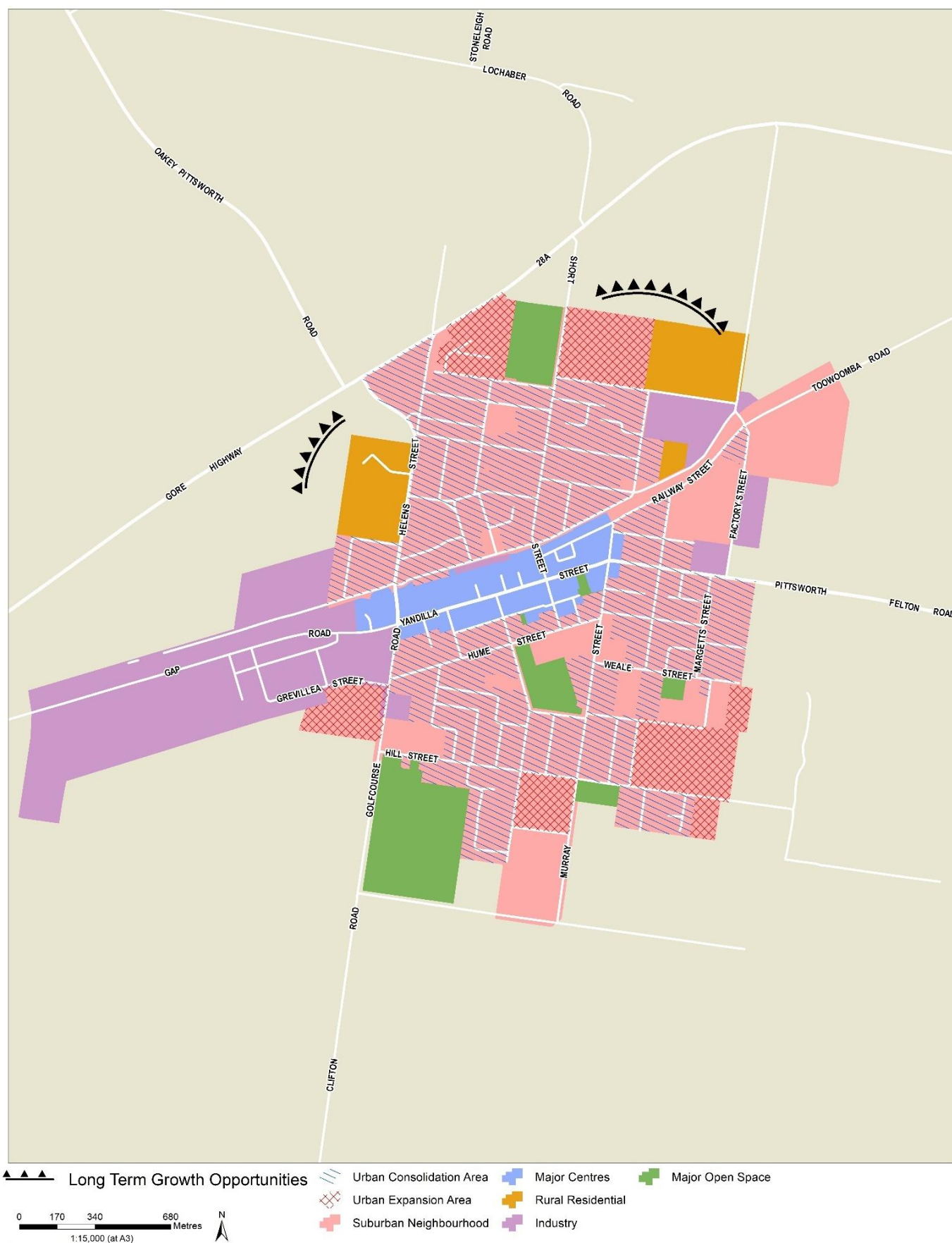
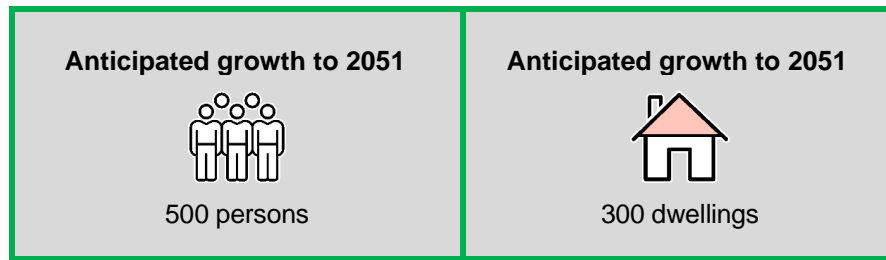


Figure 19: Pittsworth Growth Opportunities (Source: TRC, 2023)

Millmerran



Millmerran is a rural township surrounded by primary production areas on the edges of the Condamine River floodplain. It is located around 84km south-west of the Toowoomba City Centre on the Gore Highway and is also accessed by the Millmerran-Inglewood Road and Millmerran-Cecil Plains Road.

There is capacity in land and infrastructure networks to accommodate new growth dispersed across the urban extent of Millmerran. Growth will generally be focused in existing planned areas, with new urban development to occur within the current town. Development will provide a variety of lifestyle choices throughout the town, including detached dwellings on standard and small lot sizes. Larger rural residential development will also occur in the south-west of the town. It is anticipated that new growth in Millmerran will be accommodated in keeping with the existing character of houses on mid-to-large sized lots with limited take up of attached housing such as townhouses or duplexes.

Millmerran has a changing demographic profile, with an increasing number of older residents. This may necessitate provision of increased housing choice and increased aged care services and facilities to cater for the town's ageing population.

Opportunity to expand beyond the township is limited due to the nature of the surrounding landscape. In the event that additional land is required to accommodate growth, potential growth opportunities will be investigated to the north-west and south-west of Millmerran as shown in Figure 20.

Millmerran is an established township with a range of traditional and heritage buildings in an agricultural setting, reflecting a strong relationship with the surrounding rural landscape and production. Millmerran has a character area at its core, which is characterised by single storey detached dwellings with some attached masonry buildings built to the front lot boundary. Beyond the town centre, Millmerran's housing stock is largely comprised of timber dwellings from the early 1990s, with infill housing from the 30s, 50s and 70s. There are some newer homes on the fringe and large rural residential lots to the south.

Millmerran has an identifiable town centre, with clear residential sectors that have been well-established for many years. The town centre is focussed on an area around Campbell Street and includes retail shops (supermarket, bakery, etc.), as well as cafés and a hotel. A range of community buildings including the post office, police station, aquatic centre, museum and library are located elsewhere across Millmerran.

Millmerran has a number of educational establishments, including Millmerran State School, Millmerran State High School and St Joseph's Catholic Primary School, as well as a number of churches. Most other buildings in the main part of the town are residential, comprising relatively small (low-medium density residential) town blocks laid out in a generally regular grid pattern. Larger pockets of rural residential development are located in the west of the settlement.

There is a significant area allocated for medium and high-impact industry in the north of the town on Bligh Street. A landfill facility, along with a separate area of medium-impact industry is located in the south of the town on Crocker Street and Saleyards Road. The Millmerran Waste Management Facility is located to the south-west of the town on Owens Scrub Road. Commodore Mine and Millmerran Power Station are located 5km south of the town.

The development of the Inland Rail network provides an opportunity to further enhance the town's freight and logistics industry by leveraging this opportunity. Consolidation of the existing industrial precinct in the north of the town is a potential opportunity for further employment growth servicing the freight and logistics industry. Modest employment growth will also occur in service-related industries.

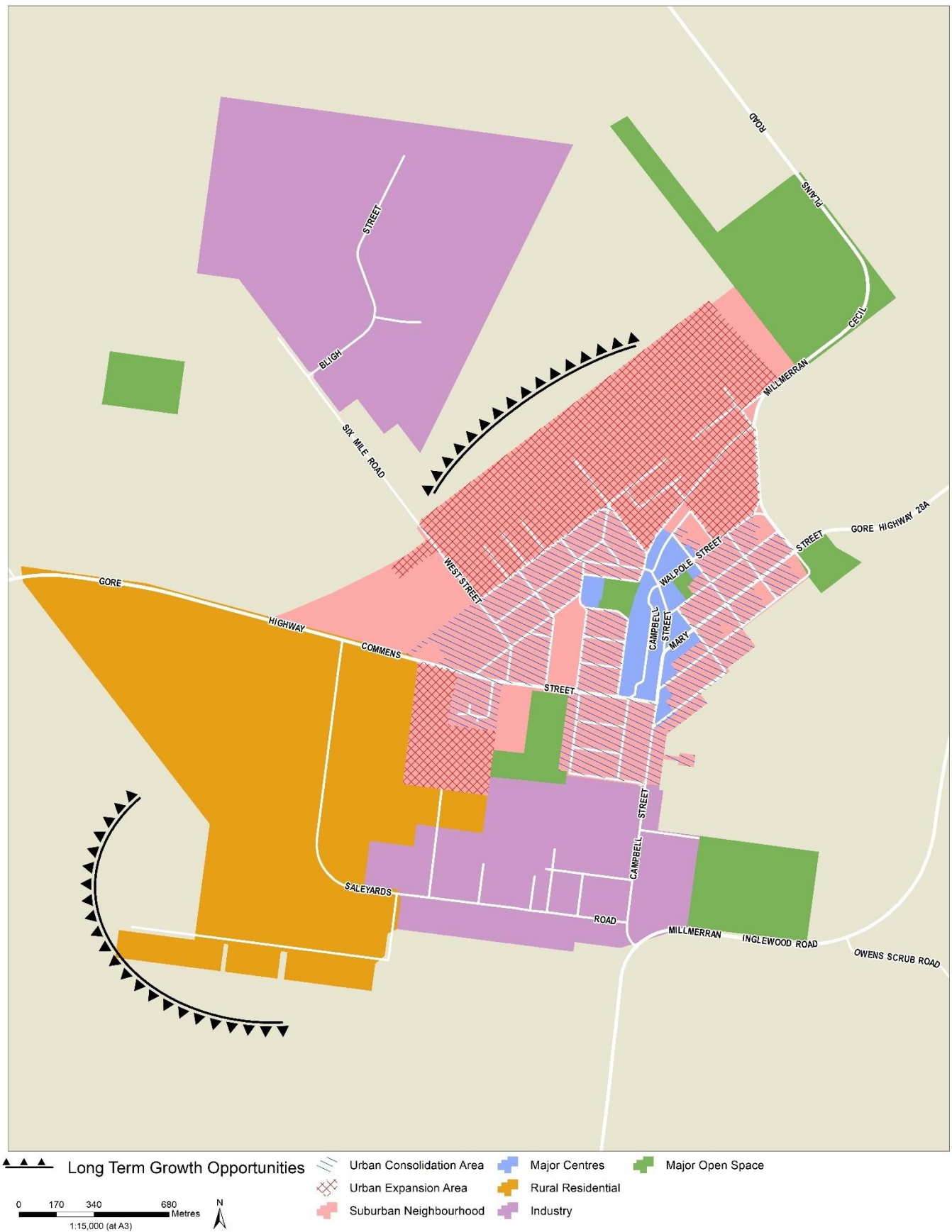
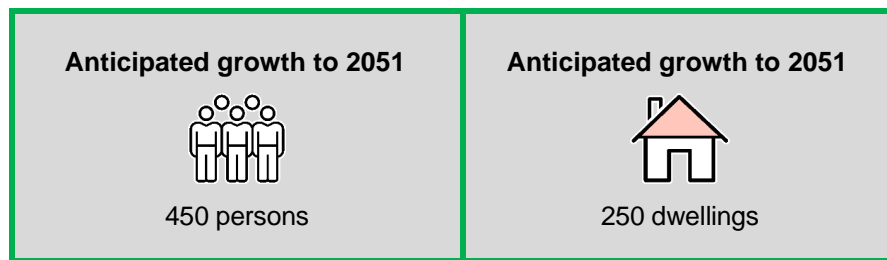


Figure 20: Millmerran Growth Opportunities (Source: TRC, 2023)

Clifton



Clifton is a rural township in the south of the Toowoomba Region. It is located 42km south of the Toowoomba City Centre and is accessed by several rural roads including Gatton - Clifton Road and Spring Creek Road, which connect to the New England Highway. Clifton is characterised by its rural setting and distinctive heritage buildings which reinforce a strong local character.

Growth will be accommodated in existing planned areas throughout the town and accommodated largely through detached dwellings on standard and small lots. It is anticipated that new growth in Clifton will be accommodated in keeping with the existing character of houses on mid-to-large sized lots with limited take-up of attached housing such as townhouses or duplexes.

There is capacity in land and infrastructure networks to accommodate new growth dispersed across the urban areas of Clifton. Opportunity to expand beyond the township is limited due to the nature of the surrounding landscape. In the event that additional land is required to accommodate growth, potential Long Term Growth Opportunities will be investigated to the west and east of the settlement, as shown in Figure 21.

Clifton's grid street layout reflects the early subdivision of urban lots, with a large portion of residential areas comprising a mix of traditional timber dwellings, with homes from the 50s and 70s and some newer housing product.

The town is centred on and bisected by the South Western rail system which runs parallel to King Street. This was a fundamental component of Clifton's settlement history until the rail line closed to passenger trains in 1972 and goods trains in 1998. A well-consolidated town centre, focused on King Street, is home to a range of retail, commercial and civic buildings.

The town has a range of community and education buildings including Clifton State School, Clifton State High School and St Francis de Sales Catholic primary school. Clifton also has a number of churches, a swimming pool, a library and a Council service centre. There is a small industrial/agricultural estate located west of Shannon Road in the southern part of Clifton. Most other buildings are residential, comprising relatively small (low-medium density) town blocks laid out in a generally regular grid pattern.

Clifton has a changing demographic profile with an increasing number of older residents. This may necessitate the provision of increased housing choice, as well as increased aged care services and facilities to cater for the town's ageing population.

Water quality and security issues are currently a major concern for towns within the southern region and are regarded as a constraint to growth. However, there is future potential for increased growth, with the delivery of the proposed southern water pipeline (currently being developed).

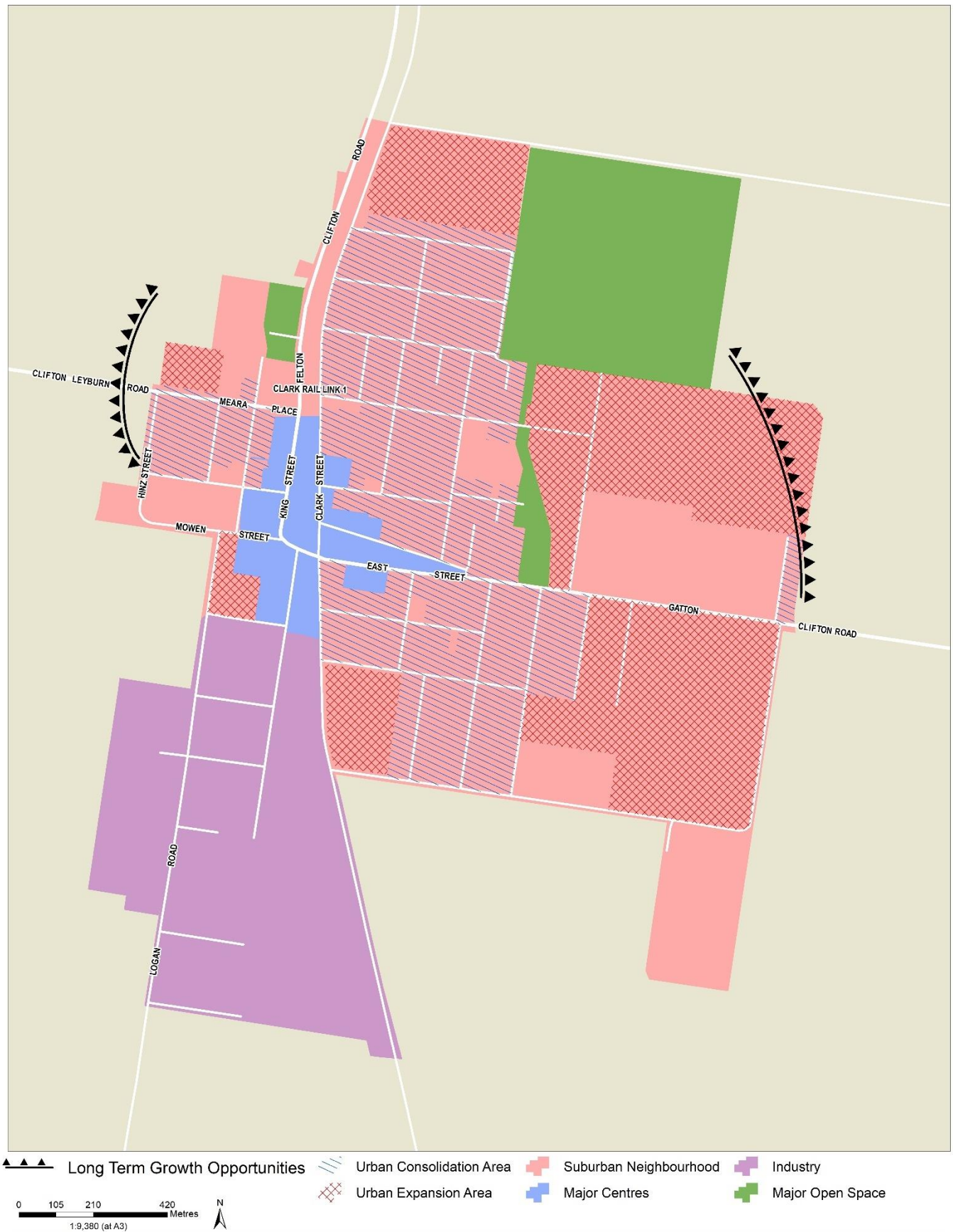


Figure 21: Clifton Growth Opportunities (Source: TRC, 2023)

EMPLOYMENT GROWTH

This section provides an overview of the projected employment for the Toowoomba Region by SA2s in the Toowoomba Urban Extent and Toowoomba Rural Balance, for the 2021 to 2051 period.

The anticipated high rate of employment growth is anticipated as a result of increased economic activity to serve the strong population growth in the Toowoomba Region and wider Darling Downs Region, as well as through employment arising from Toowoomba's strategic location in the regional transport network and employment arising from major projects undertaken in the Region, such as the Second Toowoomba Hospital Campus and Inland Rail.

Employment growth in the Toowoomba Region is reported by SA2, as shown in Figure 22.

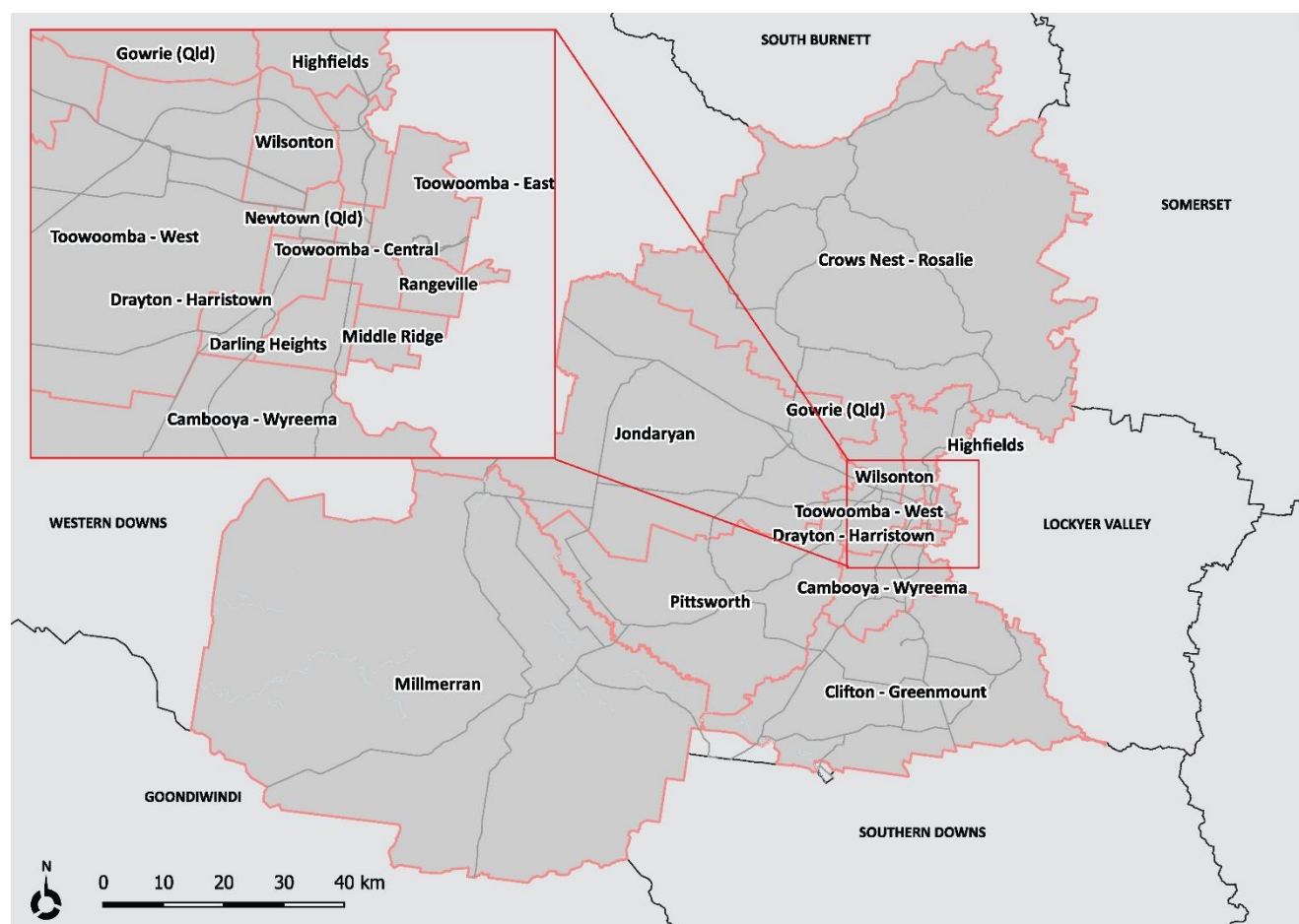


Figure 22: SA2s within the Toowoomba Region (Source: ABS, PSA, 2021)

Under the TRGP, employment in the Toowoomba Region is anticipated to increase from approximately 81,000 workers in 2021 to approximately 116,900 workers in 2051, representing an increase of roughly 35,900 workers. As shown in 6, the Toowoomba Urban Extent is anticipated to contain a large concentration of employment growth, increasing by some 34,400 workers over this period, accounting for 96% of the total growth in the workforce in the Region. Employment in the TUE will largely be concentrated in the Toowoomba - Central, Toowoomba – West and Wilsonton SA2s. Conversely, the Rural Balance is anticipated to record an increase of approximately 1,500 workers over the same period, with employment concentrated in the Jondaryan SA2 (Oakey) and Crows Nest – Rosalie SA2.

Key areas for employment growth over the 30 years from 2021 to 2051 include:

- City Centre and City Frame (Toowoomba central SA2);
- Toowoomba Trade Gateway (Toowoomba West SA2); and
- Wilsonton/Cranley (Wilsonton SA2).

Of these areas the Wilsonton SA2 is anticipated to have the highest growth with an average annual growth rate of 2.4% as shown in Table .

Table 6: Total employment projections – by SA2 2021 and 2051 (Source: Bull + Bear Economics, 2022)

Statistical Local Area 2 (SA2)	Employment @ 2021	Employment @ 2051	Ave. Ann. Growth, 2021-51	Growth between 2021-51
Toowoomba Urban Extent				
Cambooya - Wyreema	1,000	1,650	1.8%	650
Darling Heights	4,800	6,700	1.1%	1,900
Drayton - Harristown	5,950	10,300	1.8%	4,350
Gowrie (Qld)	800	1,350	1.8%	550
Highfields	3,750	6,600	1.9%	2,850
Middle Ridge	900	1,300	1.4%	400
Newtown (Qld)	2,450	3,150	0.8%	700
North Toowoomba - Harlaxton	2,850	4,600	1.6%	1,750
Rangeville	1,200	1,800	1.3%	600
Toowoomba - Central	21,650	25,050	0.5%	3,400
Toowoomba - East	6,150	8,050	0.9%	1,900
Toowoomba - West	7,950	15,700	2.3%	7,750
Wilsonton	7,300	14,850	2.4%	7,550
Subtotal	66,750	101,150	1.4%	34,400
Toowoomba Rural Balance				
Clifton - Greenmount	1,500	1,800	0.6%	300
Millmerran	1,800	2,100	0.5%	300
Pittsworth	2,450	2,800	0.5%	350
Jondaryan	4,900	4,950	0.0%	50
Crows Nest - Rosalie	3,600	4,050	0.4%	450
Subtotal	14,250	15,700	0.3%	1,450
Toowoomba Region	81,000	116,850	1.2%	35,850

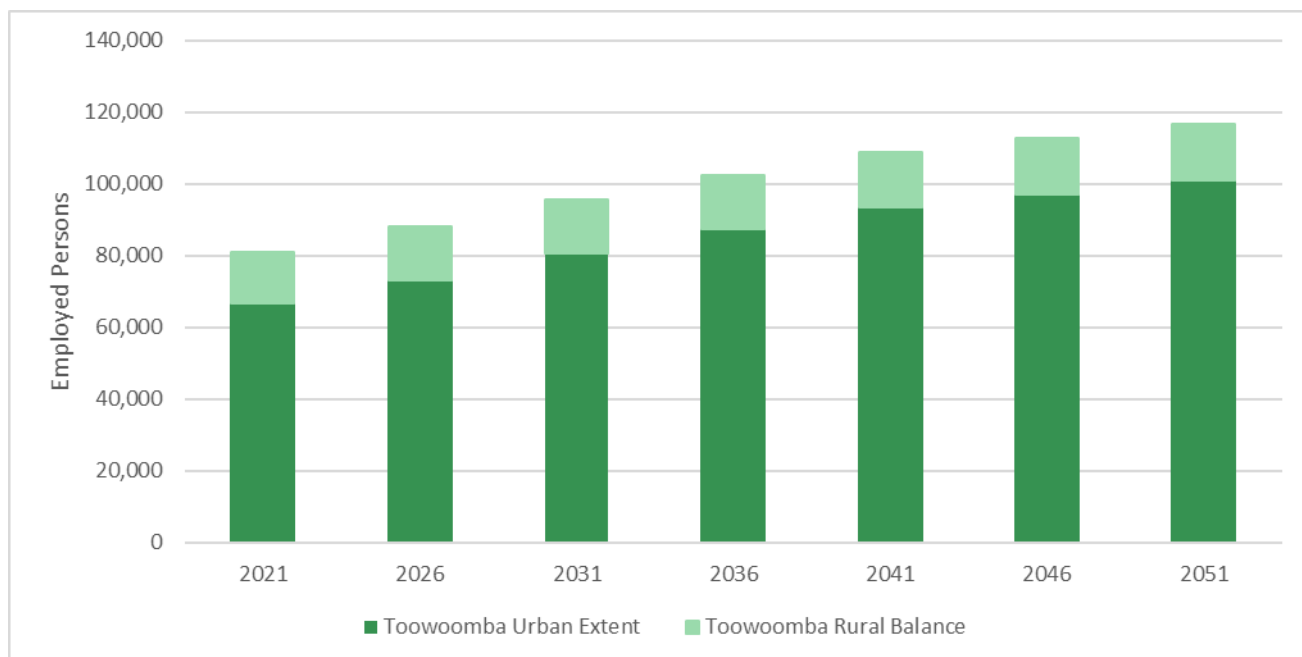


Figure 23: Total employment projections - Toowoomba Region (Source: Bull + Bear Economics, 2022)

Employment growth in the Toowoomba Region has been historically strong and will continue to be driven by established industries such as agriculture, manufacturing and health.. Additionally, employment growth is anticipated to be bolstered by a range of committed major projects and infrastructure investments such as the Second Toowoomba Hospital campus.

MAJOR PROJECTS AND INFRASTRUCTURE INFLUENCING EMPLOYMENT GROWTH

There are a number of significant projects that will shape SEQ and the Toowoomba Region, particularly the city of Toowoomba, to 2051. By virtue of its strategic location and important role as a centre for industry, freight and logistics for two regions (being SEQ and the Darling Downs), Toowoomba is well placed to capitalise on these projects. It is anticipated that completion of these projects will solidify Toowoomba as a city and Region with a strong economy and sustained population growth.

There are a range of significant region-shaping infrastructure projects being delivered within the Toowoomba Region that provide various land use, economic and other opportunities and present significant drivers for population and employment growth. The projects are shown in Figure 24.

The major projects in the Region include:

- Melbourne to Brisbane Inland Rail;
- Toowoomba Bypass;
- Second Toowoomba Hospital Campus;
- Toowoomba Wellcamp Airport; and
- Toowoomba Trade Gateway.
- New England Highway North-South Corridor
- Brisbane to Toowoomba Passenger Rail

The following provides a high-level overview of the key projects either planned or underway in the Toowoomba Region, including some of the likely impacts associated with each project. These projects are expected to be major drivers of employment growth in the Region over the 2021-2051 period.

Melbourne to Brisbane Inland Rail

The Australian Government commissioned the Australian Rail Track Corporation (ARTC) to develop and deliver Inland Rail. The proposed Inland Rail line is 1,700km of freight line and links Melbourne and Brisbane via Wagga Wagga, Parkes, Moree and Toowoomba. The introduction of Inland Rail is expected to reduce rail freight costs, reduce transit times, create jobs and take trucks off roads. The construction of Inland Rail commenced in early 2018 and is set to be in full operation by 2025.

Inland Rail is expected to bring immediate productivity and benefits to the Toowoomba Region, including from freight rail connections from Toowoomba to Brisbane. There are two Inland Rail priority projects that directly benefit the Toowoomba Region, being the Gowrie to Helidon and NSW Border to Gowrie sections.

The Gowrie to Helidon (G2H) section of Inland Rail is a 28 km, single-track, dual-gauge freight rail line to accommodate double stack freight trains up to 1,800 metres long and will include approximately 6 km of new tunnels. This component is set to create an efficient route through the steep terrain of the Toowoomba Range. G2H is expected to deliver an estimated 1,800 construction jobs over the next five years.

NSW Border to Gowrie (B2G) comprises nearly 146 km of new dual gauge track and 7 km of upgraded track from the New South Wales and Queensland border, to Gowrie Junction, north west of Toowoomba. The B2G section of Inland Rail is expected to benefit regional areas, by providing efficient transportation of agricultural goods, coal and minerals. B2G is expected to deliver an estimated 1,600 construction jobs over the next five years.

It is anticipated that the construction stage of the Inland Rail project would generate significant employment opportunities for locals within the Toowoomba Region. Construction work is highly mobile, therefore it is unlikely that there would be a shift in the residential preferences of local workers based on the construction of Inland Rail. However, the establishment of Inland Rail in conjunction with the Toowoomba Bypass and Toowoomba Wellcamp Airport, is anticipated to have an accelerative effect on industrial land take-up within the Toowoomba Trade Gateway and enhance the appeal of the western SA2s within Greater Toowoomba as a residential location, due to the relative proximity of employment opportunities.

Toowoomba Bypass

The Toowoomba Region is a key strategic link in the national land freight transport network, with approximately half of all exports from the Port of Brisbane originating from regions accessed through the Toowoomba Range. The Toowoomba Bypass is approximately 41 km long and stretches from the Warrego Highway at Helidon in the east to Gore Highway at Athol in the west, via Charlton. The Bypass presents an alternative crossing of the Toowoomba Range and provides for more efficient freight transport, driver safety, reduction of road congestion and enhances the liability of the Region's residents.

Toowoomba Bypass is intended primarily as a freight route, having been designed and built to accommodate large heavy vehicles, such as Type 1 Road Trains and B-Triple vehicles. The Bypass offers freight transporter operators more options to configure freight movements and induces significant cost savings.

The Toowoomba Bypass opened for operation in late 2019.

Toowoomba Hospital Second Campus

The Darling Downs Region and the Toowoomba Region more specifically, is experiencing an increasingly ageing population and an increased demand for hospital services. The Darling Downs Hospital and Health Service has introduced plans to redevelop Toowoomba Hospital and identify a second campus as the centre of a master planned health and knowledge precinct at Baillie Henderson Hospital, north of the Toowoomba CBD.

The relocation site is located in proximity to the newly developed Toowoomba Bypass. Building Queensland led the detailed business case for the hospital relocation, developed in partnership with the Department of Health and the Darling Downs Hospital and Health Service. As part of the 2022-23 Queensland Budget, \$1.3 billion in capital funding for the Toowoomba Hospital relocation was announced. The redeveloped Toowoomba Hospital is anticipated to be in operation by the end of 2027, with preparation works commencing in August 2022.

The development of a Second Toowoomba Hospital Campus would likely generate significant construction employment for the Region. However, as construction work is highly mobile, the inception of a new construction project is not the catalyst for a shift in the residential preferences of the resident workforce.

With construction of the Second Toowoomba Hospital Campus, health workers will be split across the CBD campus and the Baillie Henderson campus, with a majority of workers shifting across to the Baillie Henderson campus. It is expected that the CBD campus will be reactivated for other health related employment. This means that whilst a majority of current hospital workers will be relocated, new health workers will replace them in the Toowoomba CBD, as the two campus model is further developed and implemented.

Toowoomba Trade Gateway

The Toowoomba Trade Gateway industrial development is approximately 2,000 hectares in size and currently contains Toowoomba Wellcamp Airport and Business Park. Upon completion, the industrial area is expected to attract a range of transport and logistics businesses who are anticipated to benefit from Inland Rail, Toowoomba Wellcamp Airport and the Toowoomba Bypass. These businesses will offer synergies associated with a location encompassing an internationally capable airport and multi-modal freight facilities. The Toowoomba Trade Gateway currently contains, or is anticipated to contain the following:

- Toowoomba Wellcamp Airport;
- Principal Depot - a central operations and management building, currently under construction;
- InterlinkSQ - a master planned logistics, warehousing and industrial estate currently under construction; and
- Intermodal Terminal proposed by Wagner Corporation to be located at Wellcamp Business Park.

The development of Inland Rail and Toowoomba Bypass is also expected to attract several businesses to the industrial area. The operations within the Toowoomba Trade Gateway may shift the residential preferences of the workforce west.

Toowoomba Wellcamp Airport

The Toowoomba Wellcamp Airport opened in 2014 and serves as the gateway airport for Toowoomba and the Darling Downs and provides intrastate, interstate and international connectivity for the Region. The airport currently operates over 60 weekly passenger flights and a weekly international freight service. The airport contains the Toowoomba Regional Trade Distribution Centre (RTDC), which began operating in 2021. The Toowoomba Airport will continue to be a catalyst for economic development for the Region.

New England Highway North-South Corridor

The Department of Transport and Main Roads is currently investigating a north-south transport corridor around the western fringe of Toowoomba City. An exact alignment has not been advised. The intention is to link the New England highway north of Highfields and south of Toowoomba. This will have implications on strategic movements through the City Centre and could significantly affect both the redevelopment of the existing Toowoomba Hospital campus and the City Centre orientation to the second hospital campus.

Although only limited information on the corridor is available, improving opportunities for active transport and high frequency public transport corridors between anchor uses (such as the hospital, university, and perhaps future passenger rail stations) will create great benefit to the City Centre. Development potential would be increased and there would be improved access opportunities between key employment nodes and activity centres.

A north-south transport corridor would also provide improved connectivity to and from the Toowoomba Trade Gateway and capitalise on its transport and logistics role and function.

Brisbane to Toowoomba Passenger Rail

The Department of Transport and Main Roads and the Australian Government Department of Infrastructure, Transport, Regional Development and Communications are exploring ways to support current and future regional passenger connections and to enhance social and economic outcomes including access to employment, health and education services. Passenger rail services between the range and the coast would bring significant changes to the Region. It is proposed that 45 minute travel times could be achieved. This would strengthen the region's economic productivity and connect residents to jobs, services and housing options. The has the potential to catalyse housing and employment growth with the Toowoomba City Centre and the Toowoomba Railway Parklands Priority Development Area. This would also improve access between the Toowoomba City Centre, the Toowoomba Trade Gateway, and the Toowoomba Wellcamp Airport.

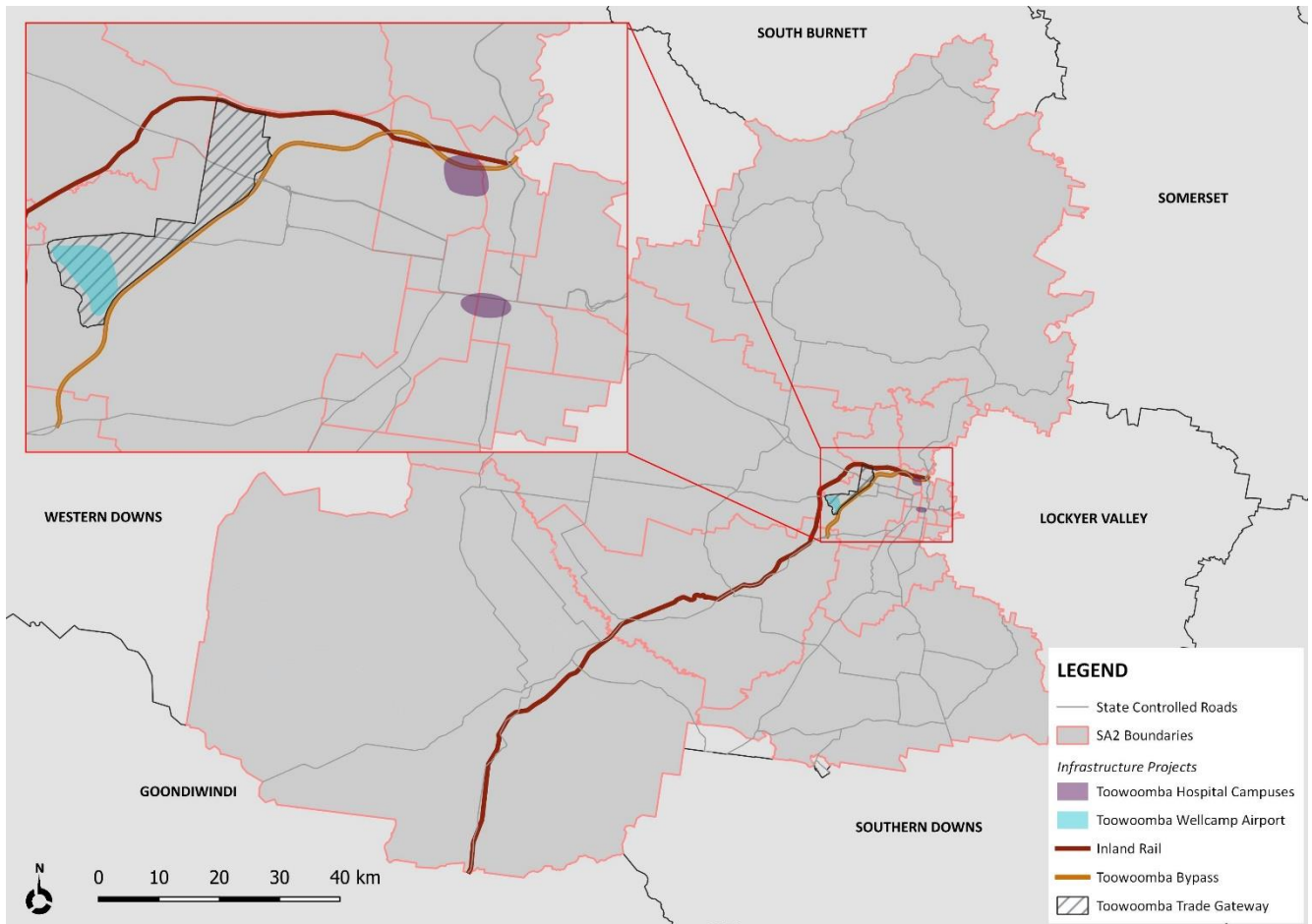


Figure 24: Major projects and infrastructure investment in Toowoomba Region (Source: PSA, 2021)

EMPLOYMENT SECTORS

Due to its strategic location and catalysing projects, the Region's economy is expected to be diverse and include growth in employment not only to serve the strong population growth, but also the expansion of existing and new industries.

The following industry sectors are anticipated to record the largest increase in workers:

- Social Assistance Services: an increase of approximately 5,430 workers between 2021 and 2051;
- Preschool and School Education: an increase of approximately 4,860 workers between 2021 and 2051;
- Hospitals: an increase of approximately 4,310 workers between 2021 and 2051;
- Professional, Scientific and Technical Services: an increase of approximately 2,740 workers between 2021 and 2051; and
- Construction Services: an increase of approximately 1,940 workers between 2021 and 2051 (but higher levels of employment in this sector during the construction phase relative to the Main Case).

Accommodating anticipated employment growth through to 2051 will be a crucial key to both driving and supporting population growth. The medium-high employment projection outlined in Table , which reflects employment potential of major projects, was measured against the quantum of land zoned for employment uses. Understanding the spatial distribution of employment lands to confirm that existing and future allocation of employment land responds to the locational needs of each sector into the future, is a key element of ensuring the Toowoomba Region has adequate employment land.

As demonstrated in Table 7, the analysis conducted as part of the TRGP has identified that the capacity of land zoned for employment generating uses under the current planning scheme meets the estimated number of employed persons at 2051, across a majority of sectors. Of particular note is that there is a significant capacity for additional industrial growth, reflecting the focus on delivery of opportunities in the Toowoomba Trade Gateway.

There is a shortfall in the supply of employment land to support the health and education sectors, particularly health. This is likely due to the allocation of land that supports health and education sectors being captured under land allocated to the community and commercial / retail sectors and the Second Toowoomba Hospital Campus not being factored into land use assumptions at the time of analysis. As a result, this shortfall is not considered to be strategic, but should be monitored.

The other shortfall is in the education sector. As with health, this shortfall is not expected to be problematic as there are noted intents from established educational institutions, such as University of Southern Queensland, TAFE, as well as public and private schools, to continue to grow to accommodate demand for education. With current models employed by Universities and Education Queensland, vertical expansion is being explored to maximise the yield on existing educational sites. It is anticipated that this trend will continue and result in reduced demand for education land.

Table 7: Capacity in employment land against projected employment

SECTOR	2051 PROJECTED EMPLOYED PERSONS	CAPACITY IN EMPLOYMENT LAND	DIFFERENCE	OBSERVATIONS
Commercial / Retail	43,980	52,610	8,630	Sector well provided for with zoned land in locations across Toowoomba.
Community	4,900	26,850	21,950	Sector well provided for with zoned land. Potential oversupply at expense of other sectors. Potential for some health and education sector employment to occur within community zoned land. Will need to review to ensure accurate reflection of demand for community based employment.
Education	12,600	11,580	-1,020	Moderate shortfall in capacity in employment land. Potential that education facilities (e.g. schools) additional to that provided for in the current planning scheme will be required as part of the growth task. Education is anticipated to be one of the most significant sectors in terms of net growth in employment numbers.
Health	22,080	7,830	-14,250	Significant shortfall in capacity. Likely that health facilities additional to that provided for in the current planning scheme will be required as part of the growth task, such as the Second Toowoomba Hospital Campus. The shortfall could be resulting from the current zoning arrangements not fully recognising the opportunities with respect to the Second Toowoomba Hospital Campus. Health is anticipated to be one of the most significant sectors in terms of net growth in employment numbers. Council will keep a watching brief on demand for health-related employment to ensure shortfalls are avoided.
Industrial	12,570	64,660	52,090	Sector well provided for with zoned land – potentially oversupplied. Reflects commitment to Toowoomba Enterprise Area and reflects role of Toowoomba as a key logistics and freight hub into the future.
Transport and Logistics	4,340	6,700	2,360	Sector well provided for with zoned land.
Construction	9,460	9,460	-	Sectors represent a mobile workforce that are not allocated to a particular category of employment generating land.
Agriculture / Mining / Forestry / Fisheries	7,650	7,650	-	

IMPLEMENTATION

The TRGP sets the policy intent and establishes a framework for growth in the Toowoomba Region to 2051. This is an important document that is intended to stimulate further land use and infrastructure policy and planning work to ensure that growth is delivered in a well-managed and sustainable manner.

The following recommendations are provided to guide this further work.

1. Adopt the Toowoomba Region Growth Plan to guide preparation of the Strategic Framework and other planning provisions for the new planning scheme for the Toowoomba Region.
2. Adopt medium-high population and employment projections as identified in the Toowoomba Region Growth Plan to inform future land use and infrastructure planning.
3. Apply a balanced approach to the future settlement pattern for the Toowoomba Urban Extent, by providing for a mix of the New Communities and Convenience growth options (as presented to the community and industry for comment). This approach provides for measured expansion of urban uses and a focus on consolidation of urban areas, through development in established suburbs and townships.
4. Apply a future growth approach in rural townships which focuses on maximising the use of existing land and infrastructure already identified for growth. Identify and protect options for longer term expansion of townships where existing land supply may become exhausted.
5. Incorporate identified Potential Growth Areas within the Strategic Framework for the new planning scheme for the Toowoomba Region. This should include applying appropriate planning controls to:
 - enable immediate development of land with appropriate land use and infrastructure planning in place; and
 - provide for further investigation of Potential Growth Areas to resolve infrastructure and land use planning matters that may influence yield and delivery of these areas for urban uses.
6. Undertake further work to improve options around medium density and infill development, housing choice and styles, and opportunities to age in place, including:
 - exploring more opportunities for medium density residential development; and
 - exploring a medium density design model, that demonstrates compliance with the Toowoomba Region Design Warm Temperate Climate Building Design Guidelines, balanced with development feasibility.
7. Provide for strong employment growth in the Region through the new planning scheme, by:
 - reinforcing a network of economically viable activity centres;
 - protecting and maintaining land currently zoned and identified for employment uses in the Toowoomba Region; and
 - ensuring that infrastructure planning and delivery is undertaken to support the development of these areas as employment lands.
8. Prepare the Toowoomba Region Infrastructure Plan (TRIP) to support anticipated growth in the Region. The preparation of the TRIP is to be undertaken using the Toowoomba Region Growth Plan as a high-level, top-down guide to complement the bottom-up calculation of growth that is required in the preparation of the TRIP.
9. Implement an ongoing program of regular monitoring and review of the TRGP and the new planning scheme (once prepared), to ensure that Council is well positioned to respond to potential shifts in population and employment growth into the future.

