



## TOOWOOMBA REGION **FUTURES**

### **Land Use Implications of Major Infrastructure Study**

#### **Why have we done the strategic project, and what did we want to achieve?**

The study will inform the new planning scheme response to land use implications of four major infrastructure projects being delivered in the Region. These projects are the Melbourne to Brisbane Inland Rail, the Toowoomba Bypass, the Toowoomba Wellcamp Airport and the Toowoomba Hospital Relocation.

#### **What are the key components?**

The study explores planning and policy considerations to support land uses to respond to and capitalise on these major infrastructure projects. It will guide the drafting of the new planning scheme elements relating to immediate, future and potential use categories, use types, connections between uses and servicing.

#### **Who have we consulted with?**

Targeted consultation has occurred with state agencies, key developers, industry groups and business association networks.

#### **What are the key findings we have learned?**

Key opportunities for emerging land uses include: an intermodal transport and logistics facility aligning with the Inland Rail and Toowoomba Bypass; advanced manufacturing and processing; increased agtech and agri-businesses such as intensive horticulture, 'smart farms' and a combined agribusiness precinct; and data intensive industries.

Implications include larger floorplate requirements for industrial and related businesses for warehousing/logistics uses, a reduction in unskilled labour needs (i.e. carparking and amenities), an increase in knowledge-based inputs leading to larger office components and co-location of uses in industry-aligned sectors.

Hospital relocation will primarily result in change in co-locating uses around these sites and the potential for a north-south transport corridor providing new growth focus north of the City Centre.

#### **Disclaimer**



The following study has been prepared as part of the Toowoomba Region Futures program. It was endorsed by Toowoomba Regional Council at its Ordinary Council meeting on 19 April 2022 as information to aid decision-making. The content of this study does not reflect an adopted policy position of Council and Council's endorsement of it does not include adoption of any policy position, action or recommendation put forward by the study.

# Land Use Implications Report

Land Use Implications of Major Infrastructure Projects Study  
DRAFT

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## EXECUTIVE SUMMARY

The Land Use Implications of Major Infrastructure Projects Study is required to substantiate how the Planning Scheme should respond to the land use implications of four major infrastructure projects being delivered for the Toowoomba Region.

With a range of significant region-shaping infrastructure projects being delivered within the Toowoomba Region that provide various land use, economic and other opportunities, Council has identified the need for a study to inform the new Planning Scheme which assesses the land use implications of the following major infrastructure projects:



1. **Melbourne to Brisbane Inland Rail**



2. **The Toowoomba Bypass**



3. **Toowoomba Wellcamp Airport**



4. **Toowoomba Hospital Relocation**

This Study is informed by 2 preliminary investigations:

- **Preliminary Investigations Report** – this report was prepared to review and summarise background documents and planning frameworks, reflecting on documented land use and economic influences of the major infrastructure projects.
- **Stakeholder Engagement and Summary Report** – a summary of land use implications has been documented from the perspective of various stakeholders through facilitated engagement activities.

Reflecting the findings of the Preliminary Investigations the following discussion themes are used:



- Emerging Industries and Land Uses**



- Connecting Transport Networks**



- Rural Localities**



- City Centre**



- Integrating Land Uses and Infrastructure**



## PLANNING AND POLICY CONSIDERATIONS

Ultimately the future land use planning responses to the major infrastructure projects will be regulated through the new Planning Scheme.

Planning and policy considerations that will support land uses to respond and capitalise on the major infrastructure projects will provide guidance for the drafting of the new Toowoomba Regional Planning Scheme on immediate, future and potential use categories, use types, connections between uses and the servicing of uses.

There are limitations on the degree of detail available to this Study and these considerations are necessarily provided as a framework for more detailed planning processes being undertaken at the time of scheme drafting. An example of this includes whether or not passenger rail might be delivered, where stations might locate, and with what frequency services might run. The future potential of such infrastructure and service will have significant implications for the City Centre or other areas identified for locating passenger stations.

### Emerging Industries and Land Uses

There are significant implications in terms of opportunities for emerging land uses directly associated with, and complementary to, the completed and developing major infrastructure projects in Toowoomba. During the LUIMIPS project, several key emerging land uses were identified through the background review and stakeholder engagement. These include:

- An intermodal transport and logistics facility aligning with the Inland Rail and Toowoomba Bypass.
- Advanced manufacturing and processing.
- Increased agritech and agribusinesses such as intensive horticulture, ‘smart farms’ and a consolidated agribusiness precinct.
- Data intensive industries.

Emerging land uses catalysed by Toowoomba’s major infrastructure projects are likely to imply:

- Larger floorplate requirements of industrial and related businesses to facilitate automated processes and intensified warehousing/logistics uses.
- Reduction in unskilled labour requirements, potentially reducing the need for substantial carparking and other amenities.
- Increase in knowledge-based inputs and therefore larger office components.
- Potential for co-location of manufacturing/processing, knowledge-based and transport/logistics uses in related or industry aligned sectors (e.g. agribusiness).

Supporting emerging industries in the Region will assist in diversifying, strengthening and growing the regional economy: the new Planning Scheme should support the expansion of existing business, enabling new business or accessing new markets. Council’s role to support and even to be seen as a partner with industry will help to drive industry confidence and attract more business to the Region. Critically, contemporary and innovative operation of industrial, agricultural and other businesses requires that the planning scheme is flexible enough to fully capitalise on the economic opportunities presented by emerging technologies and land uses, while still upholding regional values (environmental, social).

In addition, Council should continue to reinforce its campaigning efforts for new industry – significantly advantaged by the supportive infrastructure made available to the Region – through branding and regional promotion.

It is acknowledged that the Industry Review project being concurrently undertaken will specifically advise on industrial land use provisions and planning for the Region. Plans for industrial lands in this Study are conceptualised to discuss potential future land uses only.

### Connecting Transport Networks

Beyond the 4 major infrastructure projects which are the subject of this Study, several other transport infrastructure projects have been identified for the Region and these will also have implications on the Region’s land use as it integrates with the Inland Rail, Toowoomba Bypass and Toowoomba Wellcamp Airport.

## Intermodal Facility

In particular, an intermodal facility that services rail, road and air freight services will be a distinct boon for Toowoomba. Currently 2 planned intermodal facilities, proposed by private industry, have been identified through this Study - one at Wellcamp and one at Charlton. Council's current Charlton Wellcamp Enterprise Area Local Plan (CWEALP, future TTG Local Plan) identifies an Intermodal Facility Precinct in the northern (Charlton) areas of the precinct and a site has been developed here as a freight, warehouse and logistics hub: a preliminary stage from which to develop future intermodal infrastructure. Competing with this is a proposal for an intermodal facility in the south of the TTG with better proximity to Toowoomba Wellcamp Airport. This will have the advantage of more direct access to air freight networks, although this is in conflict with existing strategic thinking for the TTG.

In addition to the existing local interests, a study is also being undertaken by the State Government to identify a preferred location for an intermodal facility, and this will have further implications on the role and capacity of either site to develop for an intermodal facility. It is understood that the State Government investigations are looking across Queensland and that a preferred location may be identified outside of Toowoomba. Until the findings of this investigation are made available it is recommended that the existing general location and intents for the Intermodal Facility Precinct continues to have strategic merit:

- The current local plan anticipates high employment generating uses in the north of the TTG and this is significantly more accessible to the City Centre and residential areas, able to accommodate traffic and future public transport more efficiently.
- High impact industry is strategically located and separated in the southern areas of the TTG.

Notwithstanding this, flexibility in the future TTG Local Plan could ensure opportunity for either location to facilitate this important regional facility would be optimised.

## Western Arterial Corridor

A Western Arterial Corridor is currently under pre-feasibility investigation by the State Government (TMR). An exact alignment has not been advised, however, it is understood to be located west of Torrington/ Glenvale.

## Rural Localities

Rural localities are an important land use, and there will be with implications for these lands from the major infrastructure projects. Aside from intersection and fragmentation by infrastructure corridors, much of the emerging industry for agritech and access to trade networks is a benefit to the significant good quality agricultural lands of the Region.

Planning scheme land use recommendations currently promote the proximity of the Inland Rail to rural localities, which are primarily focused on the Major Rural Centres of Pittsworth and Millmerran, as the rural service centres for surrounding agricultural lands.

While existing demand has not been suggested for the industrial lands in these localities, it is recommended that the planning scheme enables and promotes consequential growth for these important rural hubs. Any opportunity for rural connections to the Inland Rail network should be identified and enabled as this could be a valuable driver for business, industry and employment in the smaller towns (for example in food manufacturing). Current 'tree change' growth is also anecdotally suggested, and it will be important that employment and servicing options grow with the projected increase in population of these towns.

Pittsworth has the most localised opportunities to connect to the Inland Rail and has closer direct access to the Toowoomba Bypass than Millmerran.

As such, it is recommended that the new Planning Scheme supports the potential for rural localities to capitalise where food producers, food manufacturing and even agricultural technology uses might benefit from more direct links to agricultural lands. However, this must also ensure that water capacity and demand is sufficient for any intensification of industrial and agricultural land uses in rural localities. Fundamental to development in rural areas should be acknowledgement and alignment with the principles and values of TRC's *Green Infrastructure Strategy*, integrating green infrastructure outcomes to protect and enhance environmental values for both localities and the Region. Provisions should be incorporated that encourage on-site water recycling especially for water intensive uses. Renewable energy uses may be a consideration for rural lands around Millmerran.

## Rural Lands Around the Toowoomba Trade Gateway

Any increased demands for commercial land use around the Toowoomba Bypass interchanges needs to be planned to ensure any development is appropriate to the rural land uses that surround each interchange. It is noted that these areas are generally outside of the City's Priority Infrastructure Area and unless demand is demonstrated, development assessment needs to ensure development can be accommodated and appropriately serviced. Advancing on-site management and recycling technologies should be supported through the Planning Scheme in these areas.

Development adjoining, but outside of, the TTG will be in the Regional Landscape and Rural Production Area (outside of the Urban Footprint) under ShapingSEQ and would not be supported for urban uses. However, it has been suggested that rural lands located between (and proximate to) the Toowoomba Bypass and Inland Rail corridor could support intensive horticulture land uses and it is recommended that the new Planning Scheme supports this.

### **Toowoomba City Centre**

It is recommended that the numerous fronts for change in the City Centre warrants a revision and update of the City Centre Master Plan. With a shift in the key anchoring use of the hospital from the southern City Centre frame to the north, the change in co-locating uses around these sites and the potential for a north-south transport corridor, a significant review of Council's strategic planning for its City Centre will be important. In supplement to this it is recommended that a commercial needs analysis is undertaken to ensure that centre zones are responsive to expected demand and consolidated within the City Centre core where possible.

The master plan will reinforce integrated outcomes – co-locating commercial uses, residential (including retirement and aged care), community facilities around public and active transport networks and green spaces – around the Baillie Henderson site. Critically the work must also respond to trunk infrastructure networks and in particular, it has been advised that much of the city's infrastructure networks will need upgrading for any intensification of land uses.

Important to the function of the City Centre will be 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 – see below), will create great benefit to the City Centre. Development potential would be increased and improved and equitable access for residents and visitors will improve social advantage.

Redevelopment of both hospital sites should optimise connections to any transport corridor, and opportunities to incorporate social infrastructure and community facilities in highly connected precincts is essential to good city planning. It is recommended that these uses are integrated with the anchor uses developing on each site:

- Recreational and community spaces are developed in proximity to the new hospital site, capitalising on Gowrie Creek multi-purpose open spaces and delivering equitable, accessible mobility networks to and from the hospital.
- Community and public use of the existing hospital site is reinforced through community facilities that are complementary to any new anchor use, and are connected where practical to the north-south corridor.

### **Integrating Land Uses and Infrastructure**

It is recommended that land use planning considers:

- Residential growth in accordance with the Toowoomba Region Growth Plan, in particular development interests to the north and west of the city (e.g., Mount Kynoch and Toowoomba West) should be planned for and integrated with valuable environmental areas (green and blue infrastructure).
- Alignment with the Green Infrastructure Strategy Planning Scheme Integration Study (concurrent Council project) to inform integrated land use planning decisions around the hospital sites.
- Alignment with the Industry Review (concurrent Council project) to confirm emerging industry land use impacts and recommended planning scheme frameworks.
- The identification and conservation of future potential transport corridors where longer term transport options are identified (Brisbane to Toowoomba passenger rail, Western Arterial Bypass).

## **FUTURE CONSIDERATIONS**

The LUIMIPS has identified several future potential projects that if, and when, delivered will have a significant influence on the Toowoomba Region. It must be noted that some of these projects have the potential to change the strategic land use direction proposed above.

While the certainty of these projects being delivered cannot be ascertained at this stage, future planning for the Toowoomba Region may benefit from this early recognition and strategic mapping.

### **Brisbane to Toowoomba Passenger Rail**

There are many indications of State and Federal interest in a Brisbane to Toowoomba Passenger Rail. Passenger rail services between the Toowoomba Range and the coast would bring significant changes to the Region. With 45 minute travel times being discussed (not confirmed) it will provide a significant public transport service to Toowoomba residents, businesses and investment attraction.

### **2032 Olympic Games**

A recent announcement by the International Olympic Committee (IOC) that South East Queensland is the preferred host of the 2032 Olympic Games will bring significant development to the Region to provide venues, accommodation, infrastructure and services to one of the world's biggest sporting events. Opportunities for Toowoomba to be a key partner in servicing the Olympic bid must be adopted in planning processes as concepts and details develop.

### **Future Transport Corridors**

Several transport corridors have been identified as being considered through various agencies – Council, State and Federal – the most significant of which is the Western Arterial Bypass. While these corridors are not yet in the planning stage, any indication of alignments by lead agencies should be acknowledged and preservation of corridors along these alignments should be a strategic consideration.

### **Disused Rail Lines**

Opportunities for rail corridors if decommissioned in the future will be dependent on the conditions and timing of current services ending or their functions being altered (i.e. freight lines used for passenger services). While it is uncertain whether owner/ operators will face changes in demand or will determine other reasons to relinquish current use of rail corridors – in particular through the City Centre – the value of this land for other uses is a worthwhile consideration for future planning.

## **STAKEHOLDER COMMUNICATION**

Ongoing stakeholder communication will be at the core of keeping planning works informed and strategically responsive. It is recommended that Council commit to regular meetings with State agencies such as Transport and Main Roads and Queensland Rail, as well as with its internal stakeholders to coordinate on upcoming connecting infrastructure and services that will further influence the function and form of the City Centre.

It is also recommended that any land use planning is done in cooperation with the Jagera, Giabal, Wakka Wakka and Jarowair First Nations people and that Council approach its planning scheme works as a sharing of knowledge with Indigenous people of the Region for sustainable land use and culturally aware decision-making.

## **SPATIAL RECOMMENDATIONS AND ACTION PLAN**

Recommendations have been provided both as strategic plans for consideration of the spatial aspects of the findings discussed and as an action plan that reflects planning and policy considerations. The mapping outputs are as follows:

- An overall strategic land use plan illustrating areas of change in accordance with the themes of this report; and
- A series of structure plans that provide more considered details on areas of interest.

It is noted that the proposed land uses are for consideration only and future decisions for formal designation of urban lands will be undertaken by Council in accordance with the required State and Regional planning principles/ guidelines.

An Action Plan that summarises the planning and policy considerations for Council's further use has been developed out of the LUIMIPS.



| Item | Action   | Agency Partners                    |
|------|--|------------------------------------|
|      | <b>Include in new Planning Scheme</b>  |                                    |
| A1   | Revise the current CWEA Local Plan intent that an intermodal facility is to be located in the northern precinct of the TTG and allow for greater flexibility for such a facility to locate on any appropriate site having efficient access to and from Toowoomba's transport network, including Inland Rail and the Toowoomba Bypass. This facility should be located to achieve efficiencies in terms of the interchange of freight between rail and road, allowing the distribution of goods interstate and enhancing the reputation of the Toowoomba Region as being pivotal to the delivery of the national freight network. Appropriate uses which are compatible with the operation of the intermodal facility should continue to be facilitated through the new Planning Scheme and may include a range of road and/or rail freight depots, buildings, facilities and associated operations and other uses that have synergies with an intermodal facility. Development of unrelated uses on strategically located sites should be limited. | TRC/ TMR/ QR/ ARTC/ Private Market |
| A2   | Continue to engage with TMR regarding the outcomes of the feasibility assessments for an intermodal facility and future passenger rail. Acknowledge the potential that an intermodal facility location could be identified outside of the TTG, as has been considered for the Toowoomba Wellcamp Airport Structure Plan proposed in this Study. Once these findings have been finalised, TRC to determine what the implications are in aligning TMR planning with new Planning Scheme provisions for these matters.  | TRC/ QR/ Australian Government     |
| A3   | Within the Strategic Framework of the new Planning Scheme, support the delivery of passenger rail connecting Toowoomba to Brisbane, which will provide enhanced connectivity and accessibility to the Region.  | TRC/ TMR                           |
| A4   | Identify and manage desirable locations within the TTG appropriate for industrial subdivisions in consideration of potential future challenges faced by large floorplate uses due to land subdivision and fragmentation. Monitor and manage supply of contiguous vacant land suitable for large floorplate uses within TTG.  | TRC                                |
| A5   | Planning for local government infrastructure through the Toowoomba Region Infrastructure Plan (TRIP) should consider the demand for water supply to service any additional industrial uses associated with Inland Rail, in ensuring that such development can be adequately serviced. Use of recycled water for industrial uses, particular where high water quality is not required should be considered, allowing higher quality water to be available for agricultural uses.  | TRC                                |
| A6   | The new Planning Scheme could seek to streamline categories of assessment for renewable energy (e.g. solar farms) in the Rural Zone (where appropriate, noting it is generally not desirable in areas where impacts to class A/B agricultural land would result).  | TRC/ Coordinator-General           |
| A7   | Mort Street Interchange – the new Planning Scheme should allow some large format retail (LFR), allowing for an appropriate transition of uses, as well as ensuring integration with open space and pedestrian and active transport networks. Any new land uses around the Mort Street interchange are to ensure that there are no adverse impacts on sensitive hospital land uses nor in accessing the hospital site.  | TRC                                |
| A8   | Future connections to northern growth areas will reinforce the Mort Street Interchange as a City Centre gateway and the new Planning Scheme should develop appropriate placemaking and elevated design outcomes to reflect this intent.  | TRC                                |

| Item | Action   | Agency Partners       |
|------|--|-----------------------|
| A9   | Toowoomba-Cecil Plains Road and Gore Highway Interchanges – the new Planning Scheme to identify rural areas between the Toowoomba Bypass and the urban extents of the city, as being appropriate for agricultural technology uses, which could provide for intensive horticulture, smart farms or small industry farming such as flower production.  | TRC                   |
| A10  | Warrego Highway Interchange - the new Planning Scheme should recognise opportunities for data driven industries to take advantage of converging major connectivity networks at Charlton/ Toowoomba Cecil Plains Road for data and technology opportunities in the Toowoomba Trade Gateway. This recommendation must be aligned with the findings of the concurrent Toowoomba Trade Gateway Local Plan and Industry Zones Review study which is presently being undertaken.   | TRC                   |
| A11  | Toowoomba Connection Road (former Warrego Highway) – the new Planning Scheme to continue permitting commercial uses closer to the City Centre and medium-lower density residential uses continued away from the centre.  | TRC                   |
| A12  | Review industrial land supply within the City Centre and if demand for light industrial service areas is identified formalise land use intents for existing light industry uses in Prescott Street/ Clifford Street through re-zoning where appropriate to quantify supply.  | TRC                   |
| A13  | All interchanges - the new Planning Scheme should allow for the redevelopment of land around the Toowoomba Bypass interchanges, provided it can demonstrate that it is compatible with surrounding rural uses. This could be for a range of industrial uses (such as transport, postal and warehousing and wholesale trade and related sectors), service centres or service stations, or other uses benefiting from high exposure and efficient access to/from the Bypass. Any development for urban purposes that sits outside the Urban Footprint and/or PIA, may be more limited from developing in the short term.   | TRC                   |
| A14  | <p>The new Planning Scheme to be flexibly drafted to accommodate more industrial development within appropriate precincts near Toowoomba Wellcamp Airport and be responsive to innovation and changes in technology. It is noted that future justification will be needed for decision-making, considering non-rural development and class A/ B agricultural land outside the Urban Footprint. The new Planning Scheme should facilitate a range of dynamic land uses that are complementary to and supportive of the Airport operations and which share important synergies, including opportunities for intensive agriculture, which may be compatible on classified agricultural land.</p> <p>This recommendation must be aligned with the findings of the concurrent Toowoomba Trade Gateway Local Plan and Industry Zones Review study which is presently being undertaken, as well as considering likely impacts, appropriate buffer distances and compatible uses as part of formal planning processes. Any development for urban purposes that sits outside the Urban Footprint and/or PIA, may be more limited from developing in the short term.</p> | TRC/ TWA              |
| A15  | The new Toowoomba Trade Gateway Local Plan should ensure that transport and logistic land uses are supported through appropriate zones and precincts in the new Planning Scheme.   | TRC                   |
| A16  | Integrated residential development or intensification of residential uses in the City Centre needs to be planned in accordance with the dwelling supply benchmarks set out in ShapingSEQ and rationalised in accordance with the Toowoomba Region Growth Plan (concurrent study under the Toowoomba Futures Program).  | TRC/ State Government |

| Item   | Action  | Agency Partners       |
|--|---|-----------------------|
| A17  | Implement the proposed Structure Plan for the redevelopment of the current hospital, as part of the new Planning Scheme, which potentially allows for the following uses: <ul style="list-style-type: none"> <li>Community infrastructure such as sporting facilities, music studios, health and well-being services or aged care; or</li> <li>Educational facility to reinforce Knowledge and Technology Precinct intents (e.g. health research and development)</li> </ul>  | TRC                   |
| A18  | Ensure the new Planning Scheme facilitates integrated outcomes for the new hospital site and surrounds, such as co-locating commercial uses, residential (including retirement and aged care), public and active transport networks and green spaces (refer Structure Plan). Appropriate land use planning provisions will need to be drafted to ensure the desired outcomes for the arrival experience and requirements for placemaking and compatible land uses are achieved. Other studies and the Green Infrastructure Strategy Planning Scheme Integration Study (concurrent Council project) will be a key strategic source in confirming land use planning decisions around the hospital site. Any intensification of uses will need to incorporate early assessment and planning to identify any necessary infrastructure upgrades to accommodate this. | TRC/ QH               |
| A19  | Council to consider appropriate land uses along the Gowrie Creek corridor, taking appropriate stormwater and overland flow management measures into account. Opportunities for multi-purpose functions (including biodiversity restoration, recreation, stormwater and overland flow management) as part of the naturalisation of Gowrie Creek corridor are relevant not only to the development of the new hospital site, but to the greater Toowoomba Region in general.  | TRC                   |
| A20  | The new Planning Scheme should anticipate and be accommodating of larger commercial (office) components in industrial developments, provided in accordance with relevant recommendations of the Industry Review.  | TRC                   |
| <b>Strategic reference for future planning schemes</b> |   |                       |
| B1   | Acknowledge the long term potential for rural localities to capitalise on any future intent for connection to Inland Rail (e.g. opportunities may be sought through private venture or other agencies), where food producers, food manufacturing and agricultural technology uses might benefit from more direct links to agricultural lands.   | TRC                   |
| B2   | Future transport network planning to consider the impacts of Inland Rail in restricting east-west movements and what the implications are from a longer term traffic engineering and land use planning perspective.   | TRC/ TMR              |
| B3   | Further investigation is needed of the potential for the Toowoomba Connection Road (former Warrego Highway alignment James Street City Centre section) to contribute to a denser inner-city catchment in the longer term, which will be influenced by the kinds of services, people friendly spaces and activity that is created along the corridor.  | TRC                   |
| B4   | Council to determine its position with respect to advocating for more land around the interchanges to be included within the Urban Footprint, only where the Toowoomba Region Growth Plan, TRIP and other studies being undertaken concurrently, provide a justification for this. The new Planning Scheme to be amended to reflect this in the longer term, if relevant.   | TRC/ State Government |

| Item | Action  | Agency Partners |
|------|---|-----------------|
| B5   | Preserving linear corridors of (possible) future disused rail lines as potential redevelopment opportunities should be supported, however this will be dependent on the conditions and timing of current rail services finishing.   | TRC/ QR         |
| B6   | <p>Council to determine its position with respect to advocating for more land around The Toowoomba Wellcamp Airport to be included within the Urban Footprint, only where the Toowoomba Region Growth Plan, TRIP and other studies being undertaken concurrently, provide a justification for this. In addition, any justification will need to consider the protection of class A/ B agricultural land in accordance with the SPP. It is noted that flexibility in the Urban Footprint to include certain types of agriculture should be considered.</p> <p>The new Planning Scheme should be amended to reflect any expansion to the Urban Footprint in the longer term, if relevant.</p> | TRC/ TWA        |
| B7   | Review and update the City Centre Master Plan to ensure Council is proactive in planning for the ultimate preferred land uses for the current hospital site in the context to the greater City Centre, when the hospital re-develops.   | TRC             |



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## LIST OF ACRONYMS

|       |  |
|-------|--|
| ARTC  | Australia Rail Track Corporation                             |
| CBD   | Central business district                                    |
| CEAT  | Centre for Entrepreneurial Agri-Technology                   |
| CSIRO | Commonwealth Scientific and Industrial Research Organisation |
| DA    | Development application                                      |
| EOI   | Expression of interest                                       |
| EIS   | Environmental impact statement                               |
| GRP   | Gross regional product                                       |
| KTP   | Knowledge and technology precinct                            |
| LFR   | Large format retail  |
| LGA   | Local government area  |
| LGIP  | Local Government Infrastructure Plan                         |
| PIA   | Priority infrastructure area                                 |
| QGSO  | Queensland Government Statisticians Office                   |
| REC   | Regional economic cluster                                    |
| RTDC  | Regional Trade Distribution Centre                           |
| SEQ   | South East Queensland  |
| TRIP  | Toowoomba Region Infrastructure Plan                         |
| TRSC  | Toowoomba Second Range Crossing                              |
| TSBE  | Toowoomba and Surat Basin Enterprise                         |
| TTG   | Toowoomba Trade Gateway                                      |
| TTP   | Toowoomba Technology Park                                    |

# 1 INTRODUCTION

## 1.1 BACKGROUND AND OBJECTIVES OF STUDY

The Land Use Implications of Major Infrastructure Projects Study (LUIMIPS) is required to substantiate how the Planning Scheme should respond to the land use implications of four major infrastructure projects being delivered for the Toowoomba Region. It is undertaken as part of the Toowoomba Region Futures: a program of projects being delivered by Council to develop a new Toowoomba Region Planning Scheme, a Growth Plan and a Toowoomba Region Infrastructure Plan.

### 1.1.1 Description/Background of Major Infrastructure Projects

With a range of significant region-shaping infrastructure projects being delivered within the Toowoomba Region that provide various land use, economic and other opportunities, Council has identified the need for a study to inform the new Planning Scheme which assesses the land use implications of the following major infrastructure projects:



1. **Melbourne to Brisbane Inland Rail** - this major catalytic piece of infrastructure will provide opportunities for the Toowoomba Region in terms of the diversification of its economy and providing for land uses that are directly associated with and complementary to the Region's proximity to Inland Rail. Inland Rail will also enhance connectivity to existing freight routes and may potentially provide for fast passenger rail connections between Toowoomba and Brisbane.



2. **The Toowoomba Bypass** – the Toowoomba Bypass (the Bypass) provides for key improvements in traffic and transport safety and efficiency, by offering an alternative route for heavy vehicles to access the National Land Transport Network without the need to pass directly through the Toowoomba City Centre. The project was opened to traffic in September 2019. A toll point for the Bypass is located east of the Mort Street Interchange.



3. **Toowoomba Wellcamp Airport** – the Toowoomba Wellcamp Airport provides a host of opportunities for land uses which both immediately adjoin the Airport land, as well as the Region more generally. In providing greater access to national and international markets (and being cognisant of the current limitations due to COVID-19), the Region should explore further land use opportunities that benefit from proximity to an Airport, particularly in relation to agriculture, food manufacturing, resources, tertiary education and tourism. The Toowoomba Trade Gateway (TTG) Area, while being addressed within a separate Council project (Industry Review Study) will therefore still be a key influence on the findings of the subject Study.



4. **Toowoomba Hospital Relocation** – the proposed relocation of the Toowoomba Hospital will have land use implications for both the current and proposed hospital sites and could present a range of opportunities. Significant City Centre redevelopment opportunities catalysed by multiple changes include the hospital relocation, planning for the Northern Growth Corridor, development within the Railway Parkland Priority Development Area, establishment of a multi-functional, linear park along Gowrie Creek and planning for a north-south multi-modal connection corridor.

### 1.1.2 Project Context

The Toowoomba Region acknowledges the Jagera, Giabal, Wakka Wakka and Jarowair First Nations people of the Darling Downs, foothills and escarpment and Toowoomba City areas. This acknowledgement is an important aspect for land use planning for the Region. It encourages future land use planning by Council to build relationships with First Nations' tribes welcoming the sharing of knowledge for sustainable land use and culturally aware decision-making.

The major infrastructure projects all have regional significance and are identified as region-shaping in both the South East Queensland Regional Plan (ShapingSEQ) and the Darling Downs Regional Plan. They will contribute to the economic growth of the Toowoomba Region and are anticipated to catalyse change in land use opportunities.

Planning for these changes will be influenced by a myriad of strategic factors, such as residential land demand, industrial land demand, environmental constraints on land and any new land use needs for emerging or growing industries. LUIMIPS takes these factors into consideration and where possible aligns its planning assumptions with other relevant projects being

progressed concurrently. The following Toowoomba Region Futures projects are identified as relevant to the LUIMIPS and where possible have been consulted with through this work:

- **Toowoomba Region Growth Plan** – will determine planning assumptions for population growth and residential land supply
- **Industry Review** – will review industrial land regulation to ensure contemporary, safe and supportive conditions for industrial land uses in the region, and will make recommendations for the Toowoomba Trade Gateway local plan (central to several major infrastructure projects)
- **Green Infrastructure Strategy Planning Scheme Integration** – establishes a Green Infrastructure Network and recommendations for the planning and regulation of development outcomes that deliver regional and local benefits, recognising Green Infrastructure values

Other projects that will also have to be considered as part of Council's land use decision making through the Toowoomba Region Futures Program include:

- Toowoomba Regional Landscape and Urban Character Study
- Toowoomba Scenic Amenity Study
- Bushfire Risk Assessment
- Indigenous Cultural Heritage Engagement
- Temperate Climate Study
- Toowoomba Region Urban Form Framework
- Landslide and Steep Land Study
- Community Facilities Planning
- Toowoomba Region Infrastructure Plan

The major infrastructure projects are shown on Map 1 on the following page. This Study looks at land use planning for areas that will be impacted by changed interfaces, connections or functions resulting from ultimate delivery of this infrastructure. Several key areas of interest that may be influenced by the major infrastructure projects have been identified for the purposes of this Study. These are shown on Map 2 and are described in Table 1.

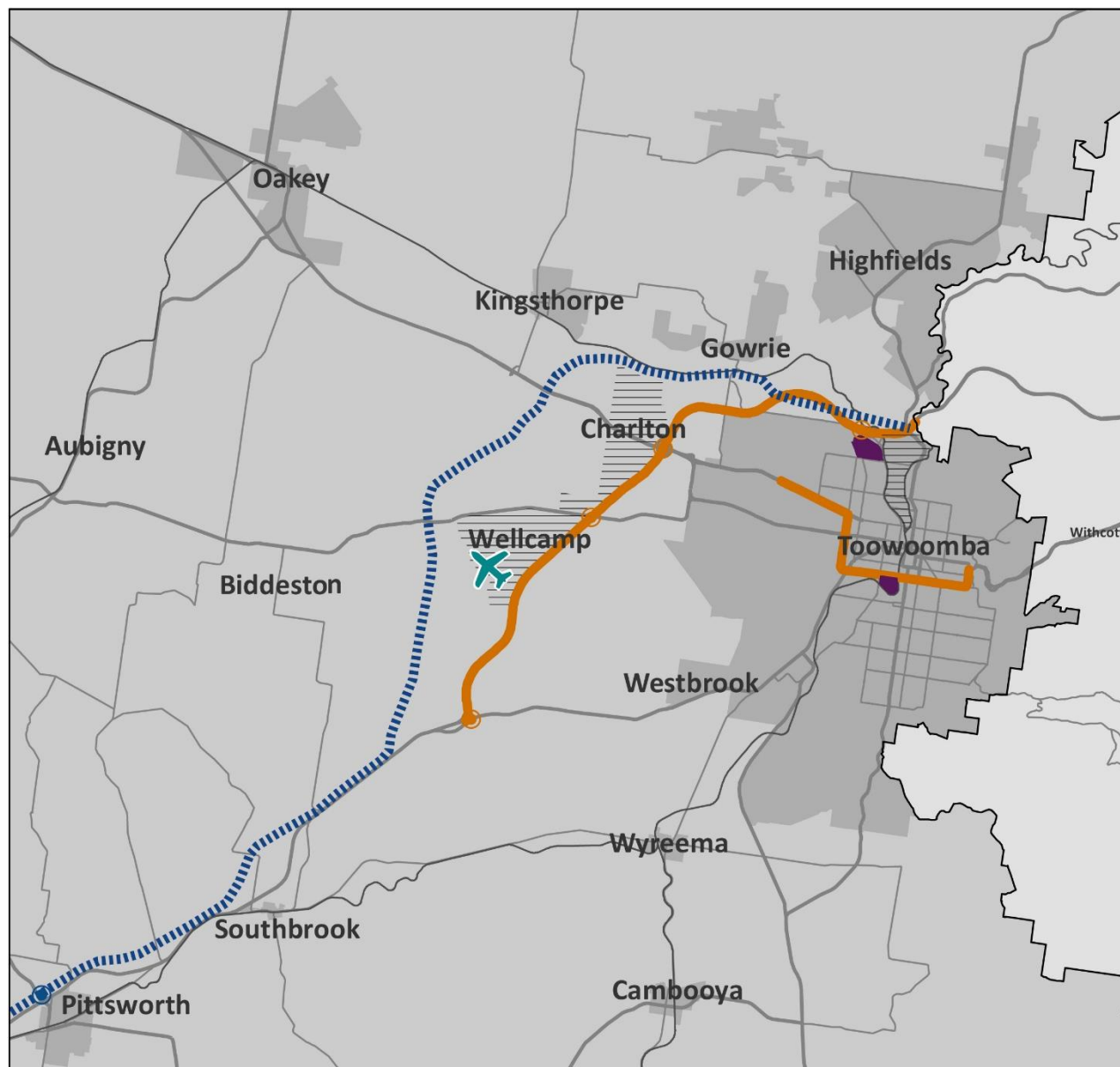
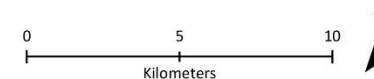


## TOOWOOMBA LAND USE IMPLICATIONS OF MAJOR INFRASTRUCTURE PROJECTS STUDY

### MAJOR INFRASTRUCTURE (TOOWOOMBA LGA)

#### Legend

-  Toowoomba Regional Council LGA
-  Railways
-  Major Roads
-  Minor Roads
-  Inland Rail
-  Toowoomba Bypass and old alignment
-  Toowoomba Hospital Relocation
-  Wellcamp Airport
-  Urban Extent
-  Other council areas
-  Toowoomba Trade Gateway and Northern Growth Corridor



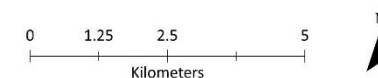
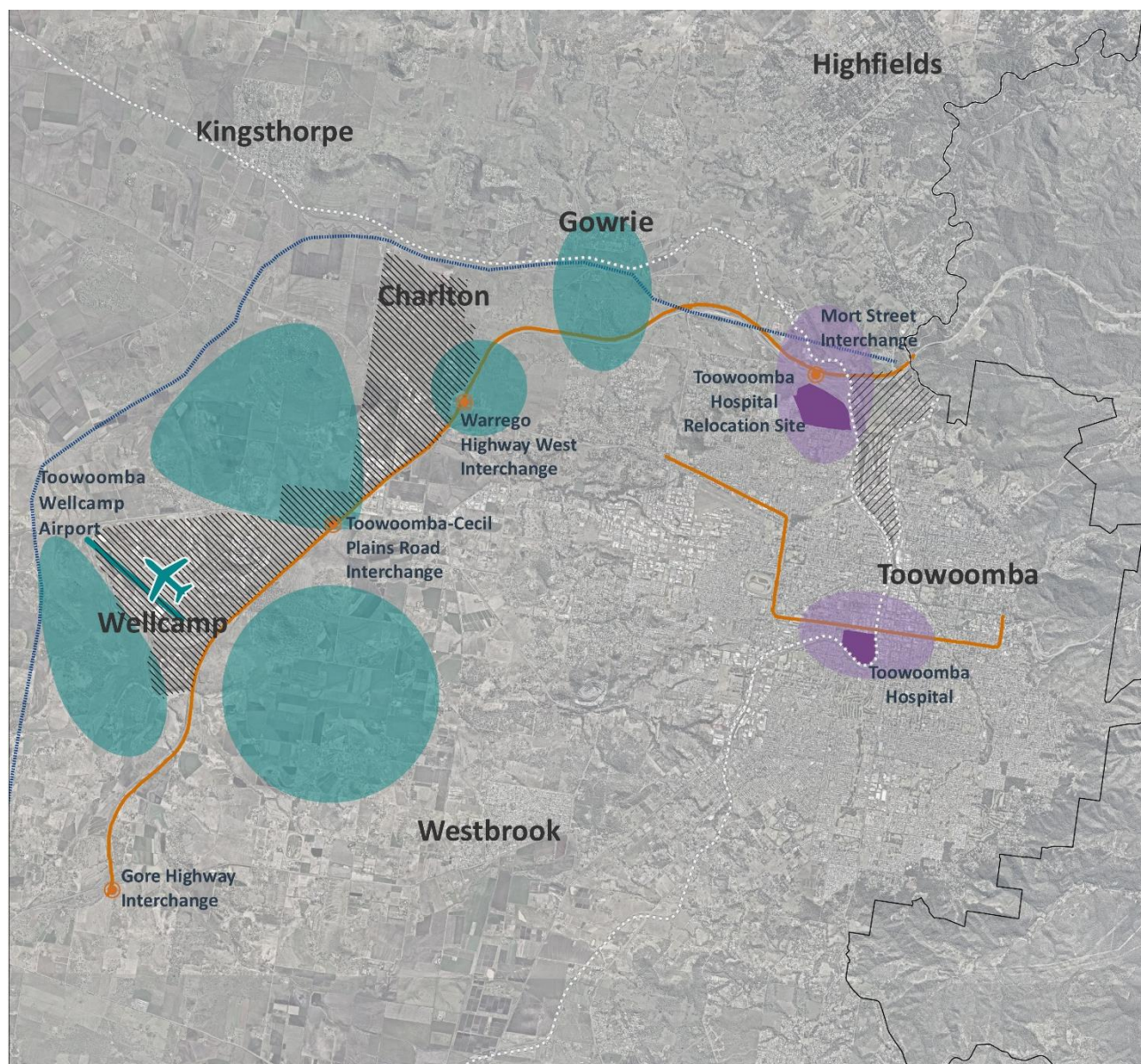
Map 1: Major infrastructure regional extents

TOOWOOMBA LAND USE  
IMPLICATIONS OF MAJOR  
INFRASTRUCTURE PROJECTS STUDY

STUDY EXTENTS  
KEY AREAS OF INTEREST

**Legend**

- Toowoomba Regional Council LGA
- Existing Railways
- Inland Rail
- Toowoomba Bypass
- ...and interchanges
- Toowoomba Hospital Relocation
- Northern Growth Corridor
- Toowoomba Trade Gateway
- Toowoomba Hospital Relocation sites and surrounds
- Rural land pockets with potential access to TWA and Inland Rail
















Map 2: Key areas of interest



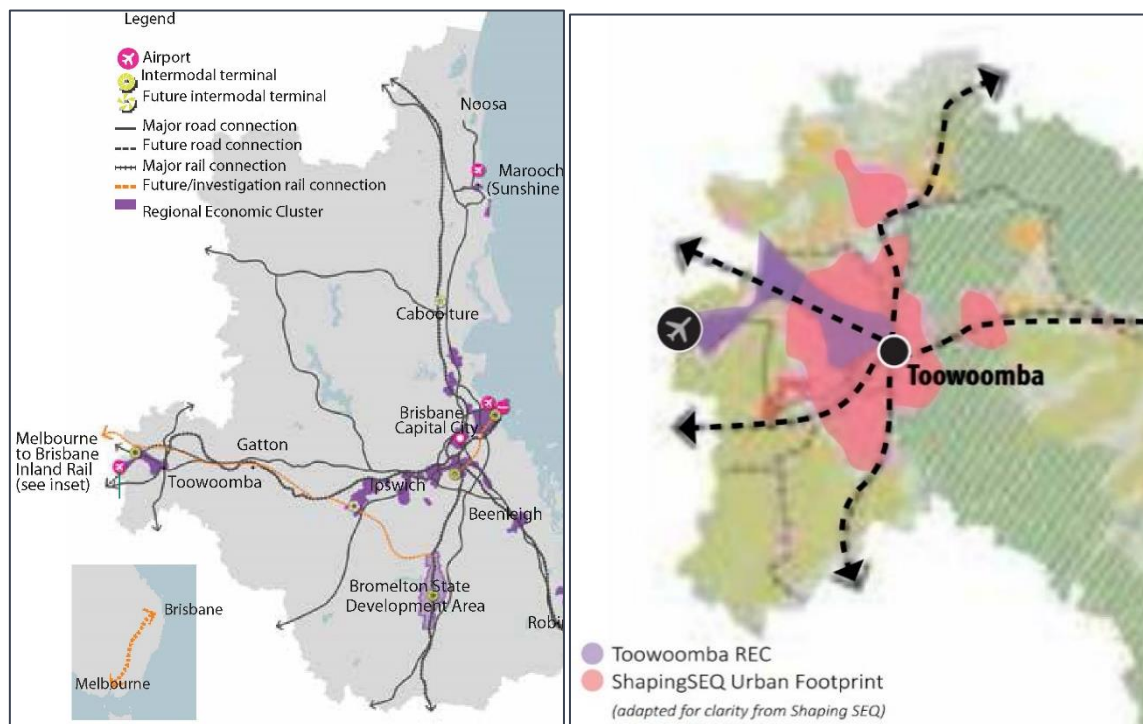
These key areas of interest are described in more detail in Table 1.

**Table 1: Project context - key areas of interest**

| Key Area   | Relevant impacting infrastructure   | General existing land uses  | General land use zone   |
|--|---|---|---|
| <b>Toowoomba Wellcamp Airport – Cecil-Plains Road Interchange</b>                                      |       | Industry and vacant land<br>Noting Rural land uses to east of Bypass  | Low, medium and high impact industry zones (general industry and quarry and Wellcamp precincts) + Rural   |
| <b>Warrego Highway – InterLinkSQ</b>   |       | Some industry; predominantly vacant rural land  | Medium impact industry zone (intermodal facility and transport and warehousing precincts), Local centre zone (commercial/centre precinct) and community facilities zones (education and government precincts) + Rural   |
| <b>Mort Street Interchange – New Toowoomba Hospital Site</b>   |       | <i>South of Bypass</i> – health care, retirement village, residential, vacant land<br><i>North of Bypass</i> – industry, manufacturing, gas pipeline sales station, vacant land | Community facilities zone (hospital and government precincts), low and high impact industry zones, low density and rural residential zones (4,000m <sup>2</sup> ), open space and emerging community zone + Rural – noting State/ local heritage exists on site |
| <b>Existing Toowoomba Hospital Site - Pechy Street</b>   |     | Mixed urban uses, retail, residential, health care  | Community facilities zone (hospital), mixed use zone, low-medium density residential, low impact industry – noting State/ local heritage exists on site   |
| <b>Toowoomba Connection Road (former Warrego Highway, James Street City Centre section of the A21)</b> |   | Commercial, retail, community uses, residential   | Mixed use zone, low-medium density residential zone (urban consolidation precinct), some low impact industry zone, community facilities (education and Hospital), centre (major and district)   |
| <b>Pittsworth</b>  |    | <i>Major rural centre</i> – Agriculture and mining industry   | Major rural centre – various zones include low/med/high impact industry   |
| <b>Millmerran</b>  |    | <i>Major rural centre</i> – Agricultural enterprise and small manufacturing base with industrial land development as well   | Major rural centre – various zones include med/high impact industry   |
| <b>Gowrie Junction</b>   |    | Rural residential – school – local services   | Rural Residential Township  |

This project has undertaken investigations based on the key areas of interest identified, although considerations outside of these areas were explored as the Study progressed.

## 1.2 REGIONAL PLANNING CONTEXT



**Figure 1: ShapingSEQ regional interests: Inland Rail and Toowoomba Regional Economic Cluster of the Western Sub-Region (Source: ShapingSEQ)**

The major infrastructure projects all have regional significance and will contribute to the Toowoomba local government area (LGA), further defining itself in the regional context. ShapingSEQ and the Darling Downs Regional Plan identify the following regionally significant features associated with the major infrastructure projects:

### Melbourne to Brisbane Inland Rail:

Melbourne to Brisbane Inland Rail is an infrastructure priority for the Region and major enabling infrastructure to support and enhance the Toowoomba Regional Economic Cluster (REC).

- RECs are areas that contain a concentration of significant economic activity including employment precincts, specialisation in one or more high-value industry sectors that have an outward trade focus, significant state and/or local government commitments and strong transport connections.
- Inland Rail is intended to support increased freight capacity and managed freight through South East Queensland (SEQ) and may catalyse new RECs.
- ShapingSEQ acknowledges Government commitment to investigate opportunities to integrate passenger rail services with the Inland Rail (Rosewood to Toowoomba) allowing for long-term intent for improved passenger rail connections. It notes high-frequency passenger rail might not yet be feasible given existing residential densities, however, would be considered should future residential densities be appropriately achieved.
- From the Darling Downs Regional Plan: *A local planning instrument is to reflect the regional plan by:*
  - supporting Regional Policy 1 through enabling complementary development where land is located in a Priority Agricultural Area (PAA)
  - All major infrastructure projects are primarily situated in the identified PAA of the Darling Downs Regional Plan and the primary regional outcome for the growth and confidence of the agricultural and resource sectors is to be supported in the future planning scheme.





**Figure 2: Darling Downs Regional Plan Priority Agricultural Areas**

- In addition, the Darling Downs Regional Plan identifies the towns of Pittsworth and Millmerran as Priority Living Areas in accordance with the strategic outcome to safe-guard land areas required for the growth of towns. This will be of importance as industry and employment demands around new major infrastructure connections vie for land.
- Strategic transport networks are identified as significant to Darling Downs industry for distribution of goods and resources across the state, nationally and internationally.
- ShapingSEQ identifies an intermodal facility to the north of the Toowoomba Trade Gateway (TTG).
- ShapingSEQ identifies much of western areas of Toowoomba a Priority Agricultural Land.

#### **Toowoomba Bypass:**

- The Toowoomba Bypass is an infrastructure priority for the Region.
- Its regional purpose is to support greater efficiency and economic growth through dedicated freight corridor outside of City Centre.
- Potential growth areas identified to the north of the City Centre (Mount Kynoch, Meringandan/Kleinton) may have future impact on traffic movement from the north, into the city and Mort Street Interchange of the Toowoomba Bypass.
- Use of the Bypass and reduction of freight traffic in the CBD increases liveability and opportunities for urban renewal.

#### **Toowoomba Wellcamp Airport:**

- Identified as an opportunity for major enterprise and industrial area – Western Gateway.

#### **Toowoomba Hospital Relocation:**

- Toowoomba Hospital is identified as a Knowledge and Technology Precinct (KTP). These are areas that contain a core high-level health, education, research or similar facility, that provides opportunities for complementary and supporting activities, and for development of these activities to intensify over time.
- Aims to deliver high-frequency public transport connections linking airport to CBD and knowledge and technology precinct.
- Ongoing growth and development of the CBD to support high order professional services, will further strengthen economic activity in this cluster.
- Toowoomba City Centre (urban extent) dwelling supply benchmarks: 27,734 new dwellings in consolidation areas and 27,052 new dwellings in expansion areas.

- A potential growth area close to the new Toowoomba Hospital site is identified for Mount Kynoch. Additional growth to the north of Highfields is also identified and may also impact on traffic movement from the north, into the city and Mort Street Interchange of the Toowoomba Bypass.

## 1.3 TOOWOOMBA PLANNING SCHEME

A review of the Toowoomba Regional Planning Scheme (version 24) (the Planning Scheme) was undertaken in the Preliminary Investigation Report. Specific land use intents relevant to the 4 major infrastructure projects are described in the Planning Scheme through either the Strategic Framework, Zone intents, or Local Plans. Other materials extrinsic to the Planning Scheme will also be relevant to the Study, for example, the City Centre Master Plan and its strategic intents for the role of the existing hospital site.

Further relevant information is contained in the Planning Scheme's use and development codes.

The LUIMIPS makes recommendations for land use matters that are more responsive to major infrastructure projects through considering changed service networks, emerging industries and subsequent land suitability analysis to develop high level structure plans to inform the new Planning Scheme.

## 2 PRELIMINARY INVESTIGATIONS

This Study is informed by 2 preliminary investigations:

- **Preliminary Investigations Report** – this report was prepared to review and summarise background documents and planning frameworks, reflecting on documented land use and economic influences of the major infrastructure projects.
- **Stakeholder Engagement and Summary Report** – a summary of land use implications has been documented from the perspective of various stakeholders through facilitated engagement activities.

An overview of these preceding works is described in the following sections.

### 2.1 PRELIMINARY INVESTIGATIONS REPORT

The Preliminary Investigations Report was prepared to summarise background documents and planning frameworks, reflecting on documented land use and economic influences of the major infrastructure projects.

Several documents were reviewed through this process.

| POLICY DOCUMENTS   | ADOPTED STRATEGIES AND PLANS   | OTHER TECHNICAL DOCUMENTS   |
|--|--|---|
| <ul style="list-style-type: none"> <li>• Toowoomba Regional Planning Scheme</li> <li>• Planning Scheme Review Report December 2019</li> <li>• Planning Scheme Review Engagement Report – Engagement Plus</li> <li>• State Planning Policy</li> <li>• South East Queensland Regional Plan (ShapingSEQ)</li> <li>• State Election Submission 2020</li> <li>• Environmental Protection Act (Noise) Policy 2019</li> </ul> | <ul style="list-style-type: none"> <li>• Toowoomba Region Corporate Plan 2019 - 2024</li> <li>• Bold Ambitions 2038: Toowoomba Regional Economic Development Strategy</li> <li>• Toowoomba Region Sustainable Transport Strategy TRC Dec 2014</li> <li>• Toowoomba City Centre Master Plan TRC 2010</li> <li>• Toowoomba Wellcamp Airport Master Plan</li> </ul> | <ul style="list-style-type: none"> <li>• Key Infrastructure Opportunities Realisation Investigation Position Paper (drafted by Urbis, April 2019)</li> <li>• Toowoomba Hospital: Economic Impact Testing, TRC (prepared by Urban Economics, 2018)</li> <li>• Faster Rail Brisbane Toowoomba Prospectus</li> <li>• Toowoomba Industrial Land Study 2019 Update</li> <li>• West Toowoomba Land Use Investigation, TRC December 2016</li> <li>• Economic Profile Fact Sheets</li> <li>• Toowoomba Projections Update TRC (Prepared by AEC April 2018)</li> <li>• Development Application Data</li> </ul> |

#### 2.1.1 Land Use Opportunities and Challenges from Preliminary Investigations

The review of these documents drew out the challenges, opportunities and other considerations relevant to interpreting the implications, specifically as they relate to the development of a new Planning Scheme.

Initial planning and policy considerations identified in the Preliminary Investigations Report were as follows:

- Review of the Charlton Wellcamp Enterprise Area Local Plan (proposed Toowoomba Trade Gateway Local Plan) should ensure that **transport and logistic land uses** are supported through appropriate zone and precincts in the planning scheme. It is noted that this area is outside the scope of this Study and will be considered as part of the Industry Review project being undertaken concurrently with this Study;
- **Emerging industries** that can contribute to future economic drivers could include knowledge industries, creative industries, regenerative industries (circular economy), renewable energy in complementing existing growth industries for transport and logistics, food processing, manufacturing or intensive horticulture for development in the Toowoomba Trade Gateway;
- Other industrial lands in Toowoomba City or in major **rural centres such as Pittsworth and Millmerran** should also be expected to have an ongoing future role for some industries where relevant to locational benefits,

including proximity to major infrastructure projects (Inland Rail, Toowoomba Bypass or strong connections and utility of the Toowoomba Wellcamp Airport);

- Transport options should be further explored to optimise **employment amenity** in the Toowoomba Trade Gateway and to **connect** high employment generating areas and residential growth areas;
- The existing hospital site should be master planned to ensure:
  - Business attraction is championed to establish a **key anchor** use for the site (e.g. educational facility or innovation hub);
  - Development potential is informed by a technical assessment of **commercial GFA demand and supply** pertinent to the central location and surrounding health associated uses;
  - The centre zones and intended commercial uses along James Street are appropriately applied to **manage commercial development** (prevent “cannibalisation” of CBD, other major centres etc.) within requirements to activate the ground floor plane; and
  - Residential uses are suitably integrated and are proposed in accordance with residential **accommodation targets** (ShapingSEQ);
- Opportunities for the City Centre to evolve should be explored through an update/review of the existing Toowoomba **City Centre Master Plan** which should consider:
  - The hospital relocation and any **urban renewal** that is expected as a result;
  - Changes in use demand along the **old highway alignment**; and
  - Potential areas for retirement development managed around the **new hospital site**; and
- Residential growth in the existing identified **growth fronts** of Mount Kynoch and Toowoomba West should be investigated for suitability and potential land supply for residential development.

These considerations were useful in identifying stakeholders and providing context to stakeholder engagement processes for the subsequent project phase.

## 2.2 STAKEHOLDER ENGAGEMENT SUMMARY

Following on from the Preliminary Investigations Report, the project team facilitated discussions, workshops and surveys of several stakeholder groups, which were identified through a project Consultation Strategy. A summary of the Stakeholder Engagement is included in Appendix 2.

In accordance with the Consultation Strategy, different engagement activities were facilitated for different stakeholder groups. The activities facilitated were as follows:

- **Council officer phone interviews** – preliminary phone meetings were conducted with key Council representatives to introduce the project and establish priority interests. Proposed as informal discussions, the interviews introduced the project and documented preliminary insights from the following Council teams:
  - Economic Development
  - Tourism and Events
  - Infrastructure
  - Open Space
  - Disaster Management
  - Information Communication and Technology
  - Transport and Drainage Planning
- **Council/Agency workshop (Council officers and key State agencies)** – a workshop with Council and relevant State Government stakeholders was facilitated, to discuss the preliminary identification of land use implications and to draw on a collaborative interaction of participants and cross-semination of knowledge (policy, planning, development assessment). A list of agencies who attended the workshop is included in Appendix 2). While Queensland Health attended the Agency workshop, it is noted that separate discussions with Queensland Health

were also undertaken in early stages of the project (29 October meeting with PSA Consulting) to inform on the hospital relocation plans.

- **Business/Landowner Survey** – A survey was distributed through various business association networks to invite business owners and landowners to submit their perspective on whether these major infrastructure projects will influence (or have influenced) planning or future use of their land.
- **Phone interviews with major stakeholders** – phone interviews were conducted with key developers or industry groups to discuss relevant plans or insights that might inform land use issues and opportunities from major stakeholders, including:
  - Wagner Corporation
  - Toowoomba Wellcamp Airport
  - Inland Rail
  - Toowoomba Surat Basin Enterprise (TSBE)
  - InterlinkSQ
- **Stakeholder feedback** – the Draft LUIMIPS has also been provided to selected stakeholders for further review and feedback which has informed this final LUIMIPS

### 2.2.1 Key Themes

A summary of findings from all engagement activities established the following general themes raised by stakeholders in discussion of the land use implications of major infrastructure projects:

- **Rural Localities** – concerns about direct impacts from Inland Rail (barrier to east-west movements, emissions, visual impacts), but potential opportunities such as for food manufacturing are identified should a spur service connection to Inland Rail allow direct use.
- **Toowoomba Wellcamp Airport Connections** – general support for regional benefits across various sectors and in particular for logistics, warehousing and agribusiness.
- **Emerging Industries** – evidence of several new land use responses as a result of the major infrastructure projects including intermodal facilities, road freight stop areas, warehouses, agribusiness and aged care and retirement interest for land around the new hospital site.
- **Connecting Transport Networks** – planning connections and movement networks will involve several, potentially competing transport priorities (connecting employment lands, cross-city connections, active transport, inter-regional connections, growth in freight and logistics, potential for high-speed or high-frequency networks).
- **City Centre** – developing new hospital site and future re-development of existing hospital site will change city land uses to the north and south of the CBD.
- **City Creek Corridors** – environmental and functional priorities of city creek corridors identified in proximity to new and existing hospital sites.
- **Infrastructure** – intensification of land use in city will be subject to trunk infrastructure upgrades and overland flow path solutions.
- **Integrating Residential Growth Areas** – several residential growth fronts around the city will require robust strategic consideration and planning for appropriate and practical integration with infrastructure, transport networks, in the planning scheme.
- **Environmental Values** – environmental values need to be an integrated land use consideration in any new developable areas and protected in accordance with the State Planning Policy, SEQ Regional Plan and green infrastructure strategy.
- **Planning Frameworks** – strategic land use planning must align with strategic intents across several departmental plans, including local and state plans, projects and policy (other future transport corridors, social housing, services and growth plans).

## 2.2.2 Land Use Opportunities, Challenges and Considerations from Stakeholder Engagement

Building on the themes identified from stakeholder discussions, land use opportunities, challenges and considerations for the project are outlined in Table 2.

**Table 2 Stakeholder engagement considerations of land use implications**

| Issue/ Opportunity  | Potential Matters to be Considered   |
|---|--|
| <b>Rural Localities</b>   |  |
| Ensuring rural localities are able to capitalise on major infrastructure opportunities                          | <i>Opportunities to grow food manufacturing access to broader national/ international trade networks. Are connections to freight networks of major infrastructure reliant on private investment?</i>   |
| Potential growth in agribusiness and intensive horticulture should not compromise resources of rural localities | <i>Potential for growth of industrial areas in Pittsworth and Millmerran requires infrastructure to improve water security</i><br><br><i>Principles and values of TRC's Green Infrastructure Strategy will apply in these areas</i>  |
| Inland Rail will be a barrier to movement from east to west   | <i>Nodes at rail crossings need to facilitate (prioritise?) ease of movement across rail lines</i>   |
| <b>Toowoomba Wellcamp Airport Connections</b>   |  |
| Potential to be regional airport  | <i>Is there a timeframe for this or "number of services" threshold?</i>  |
| More than just a freight hub  | <i>Potential for Sports/ Events Precinct and accommodation uses</i>  |
| "High value consolidated produce" opportunities in well-connected areas   | <i>Which areas are these? Reliant on location of intermodal facility?</i>  |
| Synergy between airport passenger services and rail passenger services  | <i>What thresholds or timeframes can be estimated?</i>   |
| Competing interests for location of intermodal facility   | <i>Planning scheme and land holdings conflicting with where/ how land uses are being developed. This will impact on traffic connections to urban/ residential areas. Preferred site (ARTC/ State Government?) may not be in Toowoomba</i>  |
| <b>Emerging Industries</b>  |  |
| Olympic bid announcement  | <i>What specific opportunities and land use implications?</i>  |
| Support for Agricultural technology   | <i>Land use opportunities outside of TTG may include intensive horticulture, smart farms in areas east of TTG. Consult with Industry Review on TTG/ other industrial areas opportunities.</i>  |
| More self-contained industrial development and more tech responsive flexibility needed in planning scheme       | <i>Addressed through Industry Review project</i>   |
| Shift of freight from rail transport to road transport since Toowoomba Bypass opened                            | <i>How will this trend be affected once Inland Rail is operational? Timeframes?</i><br><br><i>Insights from Aurizon strategic planning would inform this.</i><br><br><i>Rest stops/ siding infrastructure for road trains needed in key locations – where are these currently?</i> |
| Data industries in northern TTG   | <i>Addressed through Industry Review project</i>   |



| Issue/ Opportunity  | Potential Matters to be Considered   |
|---|--|
| Opportunities capitalisation improved through branding and regional promotion   | <i>Considerations for planning scheme strategic framework</i>  |
| <b>Transport</b>  |  |
| Re-use of existing rail lines if services switch to Inland Rail   | <i>Investigate which rail lines and asset owner strategies</i>   |
| Fast Passenger Rail to Brisbane   | <i>Further information re agencies/commitment/ timing needed.</i><br><br><i>May not be recommended to go beyond Gowrie owing to safe operation of intermodal facilities further west along Inland Rail</i>   |
| Local public transport networks   | <i>North-south movement in the city will be important driver for local transport networks and integrated transport outcomes.</i>   |
| Western Arterial Road/ Regional North-South Transport Corridor  | <i>Will provide bypass to City and will impact on regional movements</i>   |
| <b>City Centre</b>  |  |
| Potential for north-south multi-modal connection would support opportunities for active transport and high frequency public transport   | <i>Could this connect major city hubs: hospital, university, CBD, TWA?</i>   |
| Northern connections between Baillie Henderson and Toowoomba Bypass are important   | <i>Confirm status of Gowrie Creek Crossing business case - will further connect site to residential areas via Goombungee Road/ Mort Street</i>   |
| Queensland Health has considered Residential, Aged Care and Sporting Facility / Public Space stadium as potential future uses of existing hospital site                               | <i>What implications for land use planning around site? Large Format Retail proposed</i><br><br><i>Confer with Industry Review on scope for industrial/ commercial uses in this area.</i>  |
| Toowoomba Connection Road (former Warrego Highway) opportunities potential to respond to reduced heavy freight traffic and to create more people oriented sense of place and activity | <i>Need to ensure viability of quantum of commercial land and strategic network planning of commercial uses across City Centre</i><br><br><i>Residential uses to be supported in re-development along old alignment</i>  |
| Infrastructure upgrades and overland flow stormwater management needed for intensification of uses in and around existing hospital site and other areas of City Centre                | <i>Early identification will be important to land use planning and LGIP/ TRIP</i>  |
| New hospital site is large and should consider co-location with compatible uses   | <i>Conversations with university have been undertaken – can further updates on this be found?</i>  |
| Integration of land uses and community networks is important around the new hospital site   | <i>Accessibility and mobility priorities for movement networks</i><br><i>Access to public parks and northern growth corridor</i><br><br><i>Immediate developer interests seen for aged care land uses around hospital – while useful will need to be managed to ensure safe evacuation and disaster management</i> |
| <b>City Creek Corridors</b>   |  |
| Strategic planning purpose of Northern Growth Corridor is integration of services (multi-use of open space)   | <i>Implications under Green Infrastructure Strategy Planning Scheme Integration (GRISPI) project also to be considered</i>   |

| Issue/ Opportunity  | Potential Matters to be Considered  |
|---|---|
| Naturalisation of Gowrie Creek is sought through Northern Growth Corridor             | <i>Multi-purpose function for creek corridor. Stormwater management functions and infrastructure provision in this area is important for City Centre growth – further information from overland flow modelling available?</i> |
| <b>Infrastructure</b>   |   |
| Infrastructure upgrades will be needed for intensification of uses in the City Centre | <i>Refer to implications and impacts on the TRIP</i>  |
| Use of existing assets and capacity preferred   | <i>Will have implications for timing of land use intensifications</i>   |
| State pipeline for water supply   | <i>What timing and capacity?</i>  |
| <b>Integrating Residential Growth Areas</b>   |   |
| Land holdings at Wilsonton Heights  | <i>Need to confirm how much land, what current zoning and strategic intent in consideration of all other implications being discussed</i>   |
| Ensure increased densities not at expense of valuable green corridors                 | <i>Refer to Council Matters of Local Environmental Significance reporting</i>   |
| <b>Environmental Values</b>   |   |
| Major Green corridors and water ways need to be protected and minimise any crossings  | <i>Refer to Council Matters of Local Environmental Significance reporting</i><br><i>Needs to align with concurrent GRISPI project</i>   |
| Interurban breaks to be retained north of new hospital site                           | <i>Confirm location and values</i>  |
| <b>Planning frameworks</b>  |   |
| Consider whether areas are in PIA or not and intent to service                        | <i>Are interim LGIP or TRIP amendments required?</i>  |
| Consider transport corridor preservation  | <i>Ensure immediate planning doesn't compromise for future transport outcomes</i><br><i>Need to confirm this active transport strategic intent against TMR North-South Corridor pre-feasibility planning</i>                  |

The table above provides a comprehensive summary of issues and opportunities associated with the major infrastructure projects and the potential matters for future consideration as part of this Study (and potentially beyond). These are further considered in the following Section 3.

## 3 LAND USE IMPLICATIONS

This section further refines the findings of the Preliminary Investigations Report and the Stakeholder Engagement Summary. It provides an overview of the major infrastructure projects, the land affected and its development constraints, and discusses the likely key opportunities and land use implications. Critical to recommending new planning scheme responses, this section also identifies timing of infrastructure or land use changes where possible, to check against the planning horizon of the planning scheme.

Reflecting the findings of the Preliminary Investigations (Section 2) the following discussion themes are used:



**Emerging Industries and Land Uses**



**Connecting Transport Networks**



**Rural Localities**



**City Centre**



**Integrating Land Uses and Infrastructure**

### 3.1 INLAND RAIL LAND USE IMPLICATIONS

The Inland Rail is a 1,700-kilometre fast freight railway project that will connect Brisbane to Melbourne, via regional Queensland, New South Wales and Victoria. It is estimated that the transit time from Melbourne to Brisbane will be under 24 hours, an improvement of around ten hours on the existing coastal rail<sup>1</sup>.

#### 3.1.1 Land Affected

The entire project will partially use existing rail tracks, creating links through the addition of 600km of new tracks. The Queensland route comprises 6 different projects, 2 of which traverse the Toowoomba Region:

- **Gowrie to Helidon** – 28kms including freight tunnel, use of existing rail corridor at Gowrie and DTMR 2003 protected corridor, Gowrie to Grandchester; and
- **NSW/Qld Border to Gowrie** – 145km of new dual gauge track and upgrading 71km of track from the NSW/Queensland border, near Yelarbon, to Gowrie Junction, north west of Toowoomba.

<sup>1</sup> Australian Rail Track Corporation (ARTC) (accessed Nov. 2020).

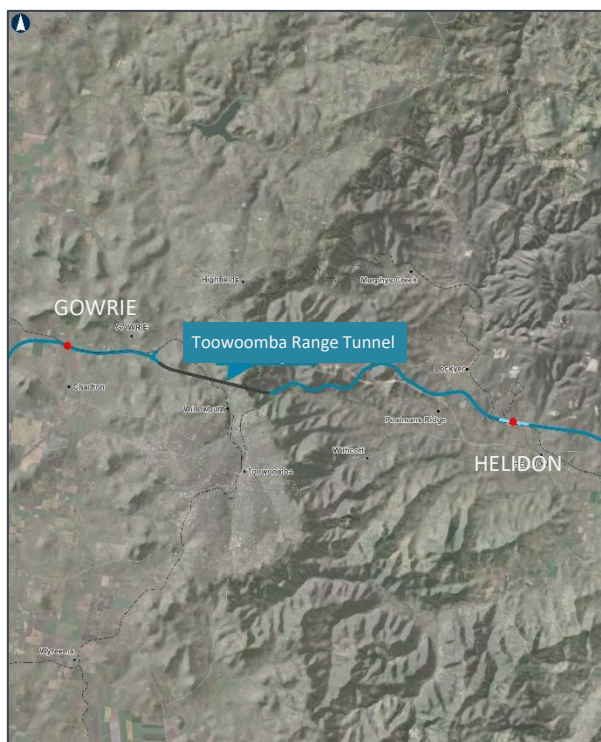


Figure 3: Inland Rail Gowrie to Helidon project area

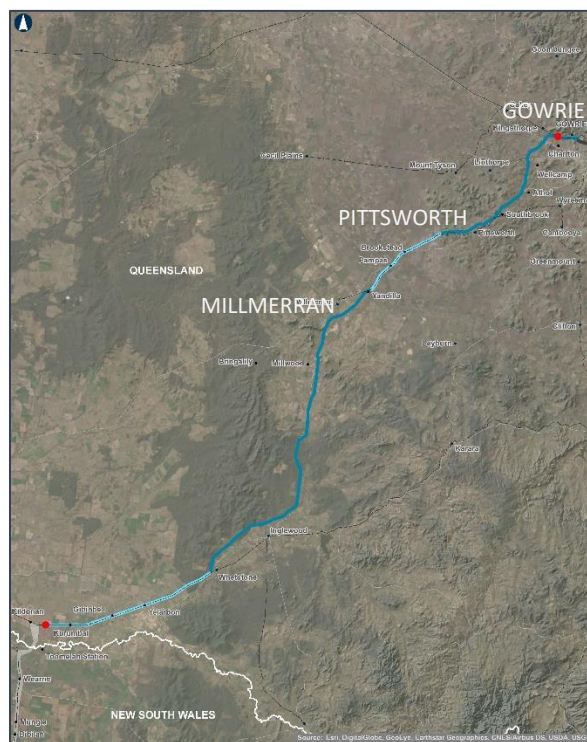


Figure 4: Inland Rail NW/Qld Border to Gowrie project area

The current Inland Rail alignment<sup>2</sup> is seen to pass close to several Toowoomba localities, including the major rural towns of Pittsworth and Millmerran and the township area of Gowrie Junction. It also skirts to the west of the Toowoomba Wellcamp Airport. Given its potential to intersect with other major infrastructure projects, an intermodal facility or loading services at any possible locations along the alignment should be identified and land uses planned to optimise connections to road, air and other rail freight networks.

### 3.1.2 Timing

Construction on the first stage of 13 stages commenced in 2018, with all stages expected to be completed by 2024-25.

### 3.1.3 Summary of Implications



#### Emerging Industries and Land Uses

This major catalytic piece of infrastructure provides opportunities for the Toowoomba Region in terms of the diversification of its economy and providing for land uses that are directly associated with, and complementary to the Region's proximity to Inland Rail (e.g. industries that value-add to agricultural production, such as food manufacturing or intensive horticulture).

Growth in agribusiness, intensive horticulture and food processing/manufacturing stimulated by the Toowoomba Wellcamp Airport could imply greater demand for agricultural land uses (and intensified uses) in rural localities hedged in by the Inland Rail and other infrastructure.

There is likely to be significant opportunities in terms of demand for industrial land near to infrastructure connecting to the Inland Rail corridor. This might include land demand generated by the transport, postal and warehousing, manufacturing, wholesale trade and related sectors.

The Industry Review project is being concurrently undertaken to investigate and advise on industrial land use provisions as well as appropriate intents, use thresholds and types of industrial lands in strategically efficient locations, but the following comments on potential industrial land uses are made.

<sup>2</sup> ARTC Environmental Impact Statement (EIS) for Border to Gowrie route exhibited 23 January 2021

#### TRANSPORT AND LOGISTICS / MANUFACTURING/ REGENERATIVE INDUSTRY (CIRCULAR ECONOMY)

**Land Requirements** – Large floorplates and large lots with sufficient separation from sensitive uses and access to transport infrastructure, water and other inputs.

**Land suitability** – Medium-large lots within TTG (generally 1ha to 20ha). Industrial zones in Pittsworth may be suitable for some uses.

**Employment** – In general, the total number of manufacturing jobs in Queensland has been decreasing over time. All industrial sectors are likely to require a higher proportion of skilled employees (i.e. knowledge-based) in the future, and a lower proportion of on-site blue-collar labour inputs due to automation and technological advancements.



#### Connecting Transport Networks

Intersection with other freight networks (e.g., Toowoomba Bypass, Toowoomba Wellcamp Airport, existing rail lines) will extend the reach of existing and emerging productive industries, with efficiency of access optimised through strategically located intermodal facilities.

#### INTERMODAL FACILITIES

**Land Requirements/locations/suitability** – Large lots and good quality industrial land aligned with the Bypass and Inland Rail to maximise efficiency. For example, the Interlink SQ site, proposed site near the Toowoomba Wellcamp Airport and land near Pittsworth all have the necessary characteristics. Supporting uses (e.g. logistics/warehousing) are likely to generate demand for large lots with suitable access located proximate to an Intermodal terminal.

One of the implications identified in the Preliminary Investigations Report of this Study, and considered in this report, is the possibility that Inland Rail could ultimately service all freight transport in the region, leaving existing rail lines unused or allowing for a change in their function. At the very least Inland Rail will enhance connectivity to existing freight routes and may still provide for passenger rail connections between Toowoomba and Brisbane. These opportunities are currently being investigated by the Federal and State Governments (Toowoomba to Brisbane Passenger Rail Business Case). Future passenger rail links (including potential fast rail) to Brisbane/Logan/Gold Coast would provide improved access to a skilled workforce, thereby fortifying Toowoomba's brand for investment attraction.



#### Rural Localities

Rural localities such as Pittsworth and Millmerran (identified as Major Rural Towns under the Toowoomba Regional Planning Scheme) are service hubs to productive agricultural lands and the possibility to access Inland Rail in the localities could promote and diversify local industry e.g., food manufacturing. It is understood that discussions to explore private ventures to connect to the Inland Rail are invited by ARTC.

#### ADVANCED MANUFACTURING/PROCESSING

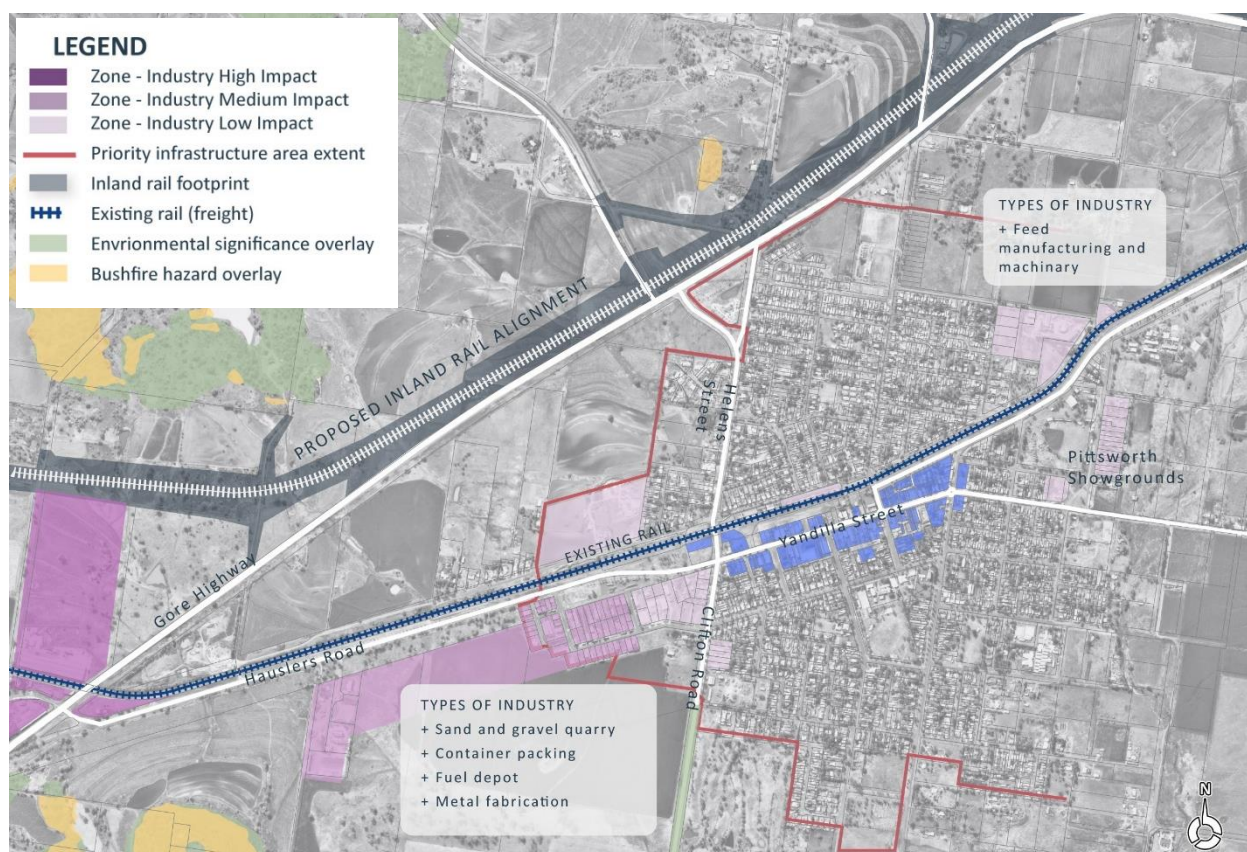
Local government infrastructure planning must consider capacity and supply for industrial uses – in particular for water intensive uses – should growth in these sectors be seen. Land use planning must also consider likely impacts, appropriate buffer distances and compatible uses as part of planning for industrial uses.

**Land Requirements** - Advanced manufacturing uses are likely to require large floorplates (up to 40ha per facility) and sufficient separation from sensitive uses.

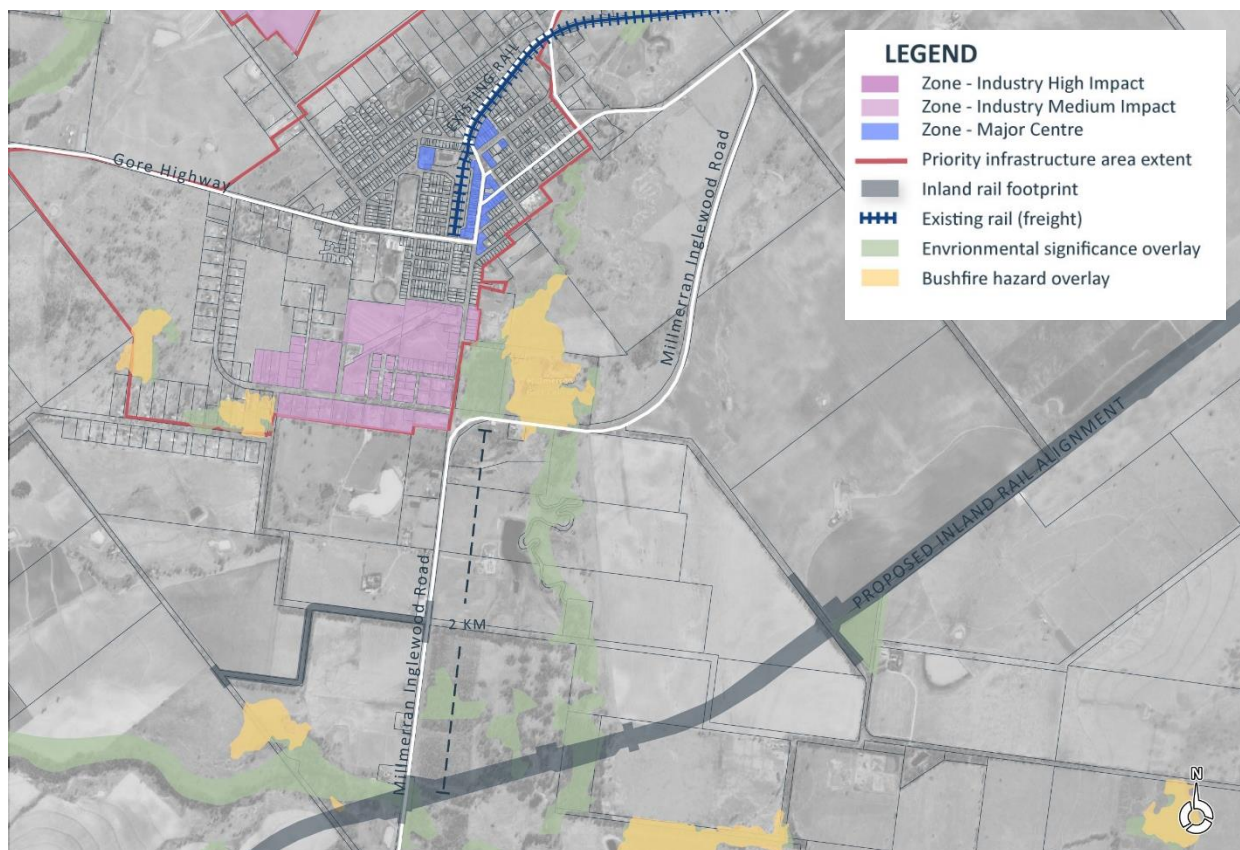
**Land suitability** – Good quality industrial land, very large lots (likely 5ha to 30ha with exceptions) or substantial consolidation of adjoining vacant lots, and access to freight channels is preferable. Therefore, TTG represents an attractive location. Lower impact food/agribusiness processing could be suited to Industrial zones in Pittsworth.

**Employment** – Future employment generation is likely to be considerably lower than traditional manufacturing uses due to increased automation and efficiency (approx. 1-10 on-site employees per hectare). Advanced manufacturing businesses are likely to generate significant knowledge-based employment off-site, not all of which would be located in Toowoomba.





**Map 3: Inland Rail alignment Pittsworth**



**Map 4: Inland Rail alignment Millmerran**



Potential growth in agricultural technology and intensive horticulture should not compromise the resources of rural localities i.e., security of water supply for existing and future uses should be supported through planning that requires on-site treatment, re-use or infrastructure upgrades. However, opportunities for industries that value-add to rural production should be considered for the major rural centres in Pittsworth and Millmerran, given the potential connections to Inland Rail, and the likely availability of larger lots and capacity to distance industrial uses from residential centres.

This is also relevant to considering opportunities for renewable energy facilities, which could be supported in Rural localities in particular where access to existing energy infrastructure is available.

#### RENEWABLE ENERGY (I.E. SOLAR FARMS)

**Land requirements/locations:** Likely to be located on Rural zoned land outside of the TTG due to large site requirements (50ha to 400ha) and limited reliance on co-location with other uses. Flat lands outside of flood hazard areas preferred.

**Employment:** Likely to generate low levels of employment in the Construction sector in the development phase and minimal ongoing employment.

The potential for the Inland Rail to act as a barrier to movement from east to west will need to be a consideration in future traffic network planning and is also highlighted as a significant strategic influence on Green Infrastructure Networks currently being investigated for the region. A Toowoomba Region Green Infrastructure Network is intended to facilitate connections between natural and living assets and extensive, major “grey” corridors such as the Inland Rail will need to be a consideration in the practical realisation of Green Infrastructure outcomes.

#### 3.1.4 Key Planning Scheme Considerations

The Planning Scheme can (and does) support intermodal facility connections through strategic intents and overall outcomes written into the Charlton Wellcamp Enterprise Area Local Plan (now known as the TTG). However, it has been advised that the Department of Transport and Main Roads (TMR) as lead State agency is currently undertaking separate feasibility assessments for an intermodal facility and future passenger rail. It was not known at the time of this report when determinations on these matters might be made, nor whether the findings of these assessments would constitute a final decision for connecting infrastructure. It is recommended that TRC continue to engage with TMR as these studies are completed to ensure that any findings are aligned with the new Planning Scheme. Strategically the intent to locate the intermodal facility in the north of the TTG, as per the current Local Plan, is considered orderly development sequencing with the advantage of having more efficient access to and from Toowoomba’s residential areas.

These considerations have been used to inform a Land Use Structure Plan for a focus area that incorporates the Toowoomba Wellcamp Airport. Refer to Section 4.4 in this report.

While potential land use implications in rural localities have been identified through this Study, it is noted that direct connection to Inland Rail is dependent on additional infrastructure investment and is not part of current planning by ARTC or any other agency. However, should these opportunities be sought through private venture or other agencies, the planning scheme should support the potential for these rural localities to capitalise on this, where food producers, food manufacturing and even agricultural technology<sup>3</sup> uses might benefit from more direct link to agricultural lands.

Fundamental to development in the rural areas should be acknowledgement and alignment with the principles and values of TRC’s *Green Infrastructure Strategy*, integrating green infrastructure outcomes to protect and enhance environmental values for both localities and the Region. This is particularly relevant where major infrastructure such as the Inland Rail segments land and where the Inland Rail corridor traverses of green network connections between living assets. Opportunities for the Inland Rail corridor to contribute to or integrate with the Green Infrastructure Network must be considered.

These considerations have been used to inform a Land Use Structure Plan for a focus area that incorporates the rural locality of Pittsworth. Refer to Section 4.7 in this report.

<sup>3</sup> Opportunities for these uses in the various industrial zones will be discussed in the concurrent Toowoomba Region Industry Review.

## Potential Planning Scheme Action

### Short-term strategies and measures

1. Revise the current CWEA Local Plan intent that an intermodal facility is to be located in the northern precinct of the TTG, and allow for greater flexibility for such a facility to locate on any appropriate site having efficient access to and from Toowoomba's transport network, including Inland Rail and the Toowoomba Bypass. This facility should be located to achieve efficiencies in terms of the interchange of freight between rail and road, allowing the distribution of goods interstate and enhancing the reputation of the Toowoomba Region as being pivotal to the delivery of the national freight network. Appropriate uses which are compatible with the operation of the intermodal facility should continue to be facilitated through the new Planning Scheme and may include a range of road and/or rail freight depots, buildings, facilities and associated operations and other uses that have synergies with an intermodal facility. Development of unrelated uses on strategically located sites should be limited.
2. Continue to engage with TMR regarding the outcomes of the feasibility assessments for an intermodal facility and future passenger rail. Acknowledge the potential that an intermodal facility location could be identified outside of the TTG, as has been considered for the Toowoomba Wellcamp Airport Structure Plan proposed in this Study. Once these findings have been finalised, TRC to determine what the implications are in aligning TMR planning with new Planning Scheme provisions for these matters.
3. Within the Strategic Framework of the new Planning Scheme, support the delivery of passenger rail connecting Toowoomba to Brisbane, which will provide enhanced connectivity and accessibility to the Region.
4. Identify and manage desirable locations within the TTG appropriate for industrial subdivisions in consideration of potential future challenges faced by large floorplate uses due to land subdivision and fragmentation. Monitor and manage supply of contiguous vacant land suitable for large floorplate uses within TTG.
5. Planning for local government infrastructure through the Toowoomba Region Infrastructure Plan (TRIP) should consider the demand for water supply to service any additional industrial uses associated with Inland Rail, in ensuring that such development can be adequately serviced. Use of recycled water for industrial uses, particular where high water quality is not required should be considered, allowing higher quality water to be available for agricultural uses.
6. The new Planning Scheme could seek to streamline categories of assessment for renewable energy (e.g. solar farms) in the Rural Zone (where appropriate).

### Long-term strategies

1. Acknowledge the long term potential for rural localities to capitalise on any future intent for connection to Inland Rail (e.g. opportunities may be sought through private venture or other agencies), where food producers, food manufacturing and agricultural technology uses might benefit from more direct links to agricultural lands.
2. Future transport network planning to consider the impacts of Inland Rail in restricting east-west movements and what the implications are from a longer term traffic engineering and land use planning perspective.

## 3.2 TOOWOOMBA BYPASS

The Toowoomba Bypass is a 41-kilometre highway route stretching from the Warrego Highway at Helidon Spa in the east, to the Gore Highway at Athol in the west.

The purpose of the Bypass is to redirect through-traffic (heavy vehicles) from the Toowoomba City Centre, thereby reducing travel times, while increasing safety, traffic capacity and efficiency. It is estimated that around half of all exports from the Port of Brisbane originate from regions accessed via the original Warrego Highway range crossing, and around 80% of the estimated 4,400 daily heavy vehicle movements on the original range crossing will divert via the new Bypass<sup>4</sup>. The \$1.6 billion project was jointly funded by the Federal Government (70%) and State Government (30%).

<sup>4</sup> Department of Transport and Main Roads (accessed Nov. 2020).



### 3.2.1 Land Affected

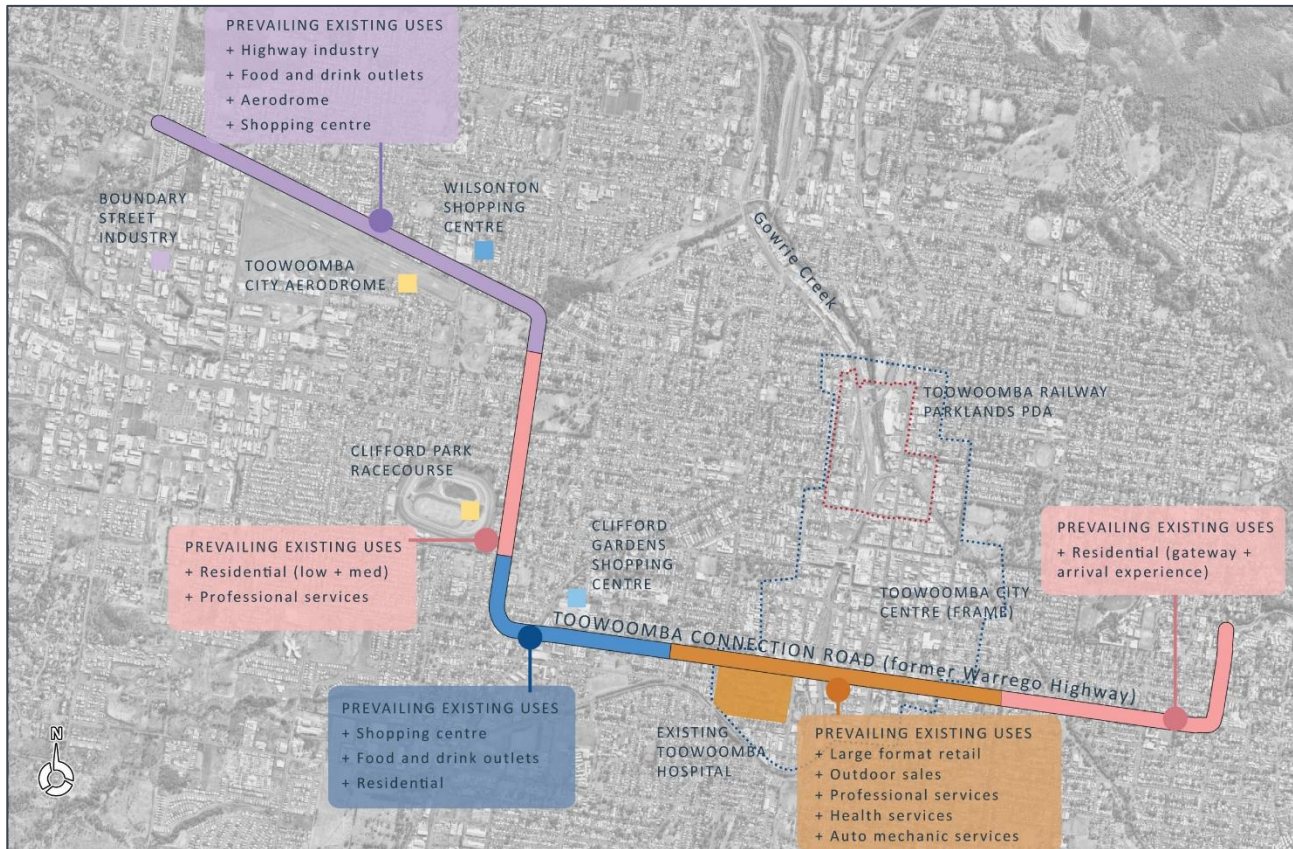
While the Toowoomba Bypass corridor adjoins land on both sides of its 41km length, the affected lands around interchanges and stop facilities are more likely to experience land use changes as an effect of the various access points. 4 specific interchange locations have been considered in this Study:



**Figure 5: Toowoomba Bypass Interchanges – aerial views**

In addition, land around the old Warrego Highway – Toowoomba Connection Road – will also be affected by the diversion of 80% of traffic to the Toowoomba Bypass (Map 5).





Map 5: Former Warrego Highway (Toowoomba Connection Road) existing land use character

### 3.2.2 Timing

Construction commenced in April 2016 and the highway was opened to traffic in September 2019.

### 3.2.3 Summary of Implications



#### Emerging Industries and Land Uses

#### All interchanges

Short-term opportunities for provision of a highway service centre or service station facilities adjoining the Toowoomba Bypass interchanges would be anticipated (some service centres are already delivered). In addition, a road train rest stop at the top of the range has been identified as essential to trucks using the Bypass and there may be some growth in service and amenity uses in this location, or other locations may need to be identified.

Likely significant opportunities include industrial land uses and subsequent demand for industrial land with easy access to the Bypass and its interchanges - in particular, land demand generated by the transport, postal and warehousing, and wholesale trade and related sectors.

#### SERVICE INDUSTRIES

**Land Requirements** – Typically requires lands that are separated from sensitive receiving environments with larger block sizes required where considering rest areas for trucks and road trains. This will be dependent on specifying potential impacts, appropriate buffer distances and compatible land uses.

**Land suitability** – Likely suited to Rural zoned lands that adjoin Toowoomba Bypass interchanges.

**Employment** – Typically low on-site employment generation but likely flow-on employment benefits.

### Warrego Highway Interchange

The LGIP of the Planning Scheme identifies a district scale sports precinct for land on the eastern side of the Toowoomba Bypass, at the Warrego Highway Interchange. Some service centre uses and uses such as large format retail would be compatible in proximity to such a precinct, further activating and multi-purposing the precinct as a destination. It is noted that large format retail precincts (rather than standalone outlets) are a preferred typology for these uses and with the fragmentation of agricultural land from the Toowoomba Bypass, existing road networks and the future sports precinct in this area, it could be possible that rural lands would be better purposed for such uses.

This Study also acknowledges the opportunities for data driven industries to take advantage of converging major connectivity networks (e.g. QCN Fibre Network) at Charlton/ Toowoomba Cecil Plains Road for data and tech opportunities in the TTG. For lands within the TTG these uses will be a consideration for the Toowoomba Trade Gateway Local Plan<sup>5</sup>, however, proximity to these networks may also provide locational advantages to areas around the Warrego Highway Interchange for land uses that are also complementary with the future sports precinct and large format retail uses. This mix of uses could provide an activation of land at this interchange, with a direct connection (10kms) to the city provided by the former Warrego Highway.

### Mort Street Interchange

It was identified that there would likely be potential opportunities for bulky goods (large format retail) and/or mixed-use land uses proximate to the Hermitage Road and Mort Street interchange. It is noted that a development application for bulky goods uses in this vicinity is currently under assessment by Council.

The Mort Street interchange to the Toowoomba Bypass is an important connection for the Baillie Henderson Site and in particular, will be critical for future hospital and emergency services using this road. This interchange is also a potential link for residential lands to the north and this Study is aware that a business case confirming the crossing of Gowrie Creek will inform the feasibility of connecting to residential areas via Goombungee Road/ Mort Street.

While some commercial uses, that would benefit from immediate access to the Toowoomba Bypass, could be considered for around the Mort Street Interchange, proximity to the new hospital would require that such uses are low impact (noise, traffic, emissions) and ideally are conducive to activated precincts, allowing for convenience and amenity and could be compatible with community facilities, to support healthy, people-centric environments around the hospital.

### Toowoomba Cecil-Plains Road and Gore Highway Interchange

With acknowledged interest from industry and support from Council for agricultural technology, potential lands with access to the Toowoomba Bypass are identified in rural areas between the Toowoomba Bypass and the urban extents of the city. These lands may provide opportunities for development of intensive horticulture, smart farms or small industry farming such as flower production.

#### INTENSIVE HORTICULTURE/AGRI-BUSINESS

**Land Requirements** – Typically requires good quality agricultural land, although some uses such as hydroponic farms are less dependent on land quality.

**Land suitability** – Likely suited to Rural zoned land in the Toowoomba Region. Proximity to end-market and transport accessibility is a consideration given transport costs.

**Employment** – Typically low on-site employment generation but likely flow-on employment benefits.

### Former Warrego Highway (Toowoomba Connection Road)

Land use intents for properties along the former Warrego Highway – now known as the Toowoomba Connection Road – have the potential to respond to reduced heavy freight traffic and may see a change in commercial land uses, in particular along James Street. However, it is noted that there may be negligible loss of custom for existing former highway businesses since the heavy vehicle traffic that has been diverted was not stopping along this part of the highway previously. Regardless, the change in traffic on James Street is perceptible and this may promote land uses that are more interactive, people oriented and which could benefit from placemaking to contribute a stronger sense of place for these outcomes.

Mixed use zones around central James Street may find a market for incorporating residential uses to be supported in re-development of sites along the old alignment. Under the current planning scheme, intents for development in the Mixed

<sup>5</sup> Addressed through Industry Review project



Use Zone require development to contribute to “green city image” and to ensure residential uses are integrated with other development. This will be supported through placemaking and urban design outcomes if James Street is re-imagined.

It is noted that qualities of the Toowoomba City Centre (activity, commercial vitality, turnover and quality of tenancy etc.) will benefit from consolidating commercial uses and discouraging the seeping (and consequential dilution) of commercial GFA into City Centre frame areas. In this area, commercial uses will likely continue to be accommodated closer to the City Centre and lower density residential uses continued away from the centre.

Lands along the old highway alignment comprise a mix of zones and permissible uses, including low-medium density residential uses. It is suggested that in the medium term there will be only minor changes, with commercial uses continuing to be accommodated closer to the City Centre and lower density residential uses developing further away from the centre. However, significant changes in use (e.g. relocation of industrial or large format uses or uses that want the high visibility of being on the highway) will have implications for the mixed use zoning of the land and further investigation of its potential to contribute to a denser inner-city catchment will be influenced by the kinds of services, people friendly spaces and activity that is created along the corridor.

There is a shortfall of large format retail (LFR) facilities in the Toowoomba Region as identified by Economic Associates in their 2013 report *Commercial and Retail Land Needs Review*. This report identified a projected shortfall of LFR uses, and a key recommendation cited in the report was the identification of a 7.6ha to 12.7ha site to accommodate additional LFR uses within Toowoomba City, potentially within the Mixed-Use zone.

#### **LARGE FORMAT RETAIL**

**Land Requirements** – standalone LFR uses possible, typical LFR precinct requires larger site (>4ha)

**Land suitability** – Suited to mixed use zone.

**Employment** – Good employers and attractors for patronage.

Since the Economic Associates report was prepared, there have been some additions to the supply of LFR uses, namely Bunnings Toowoomba North and now the proposed LFR development at 1-25 Old Mort Street. However, it is unlikely these additions alone are sufficient to meet the growing needs of the Region, particularly in consideration of the significant forecast growth.

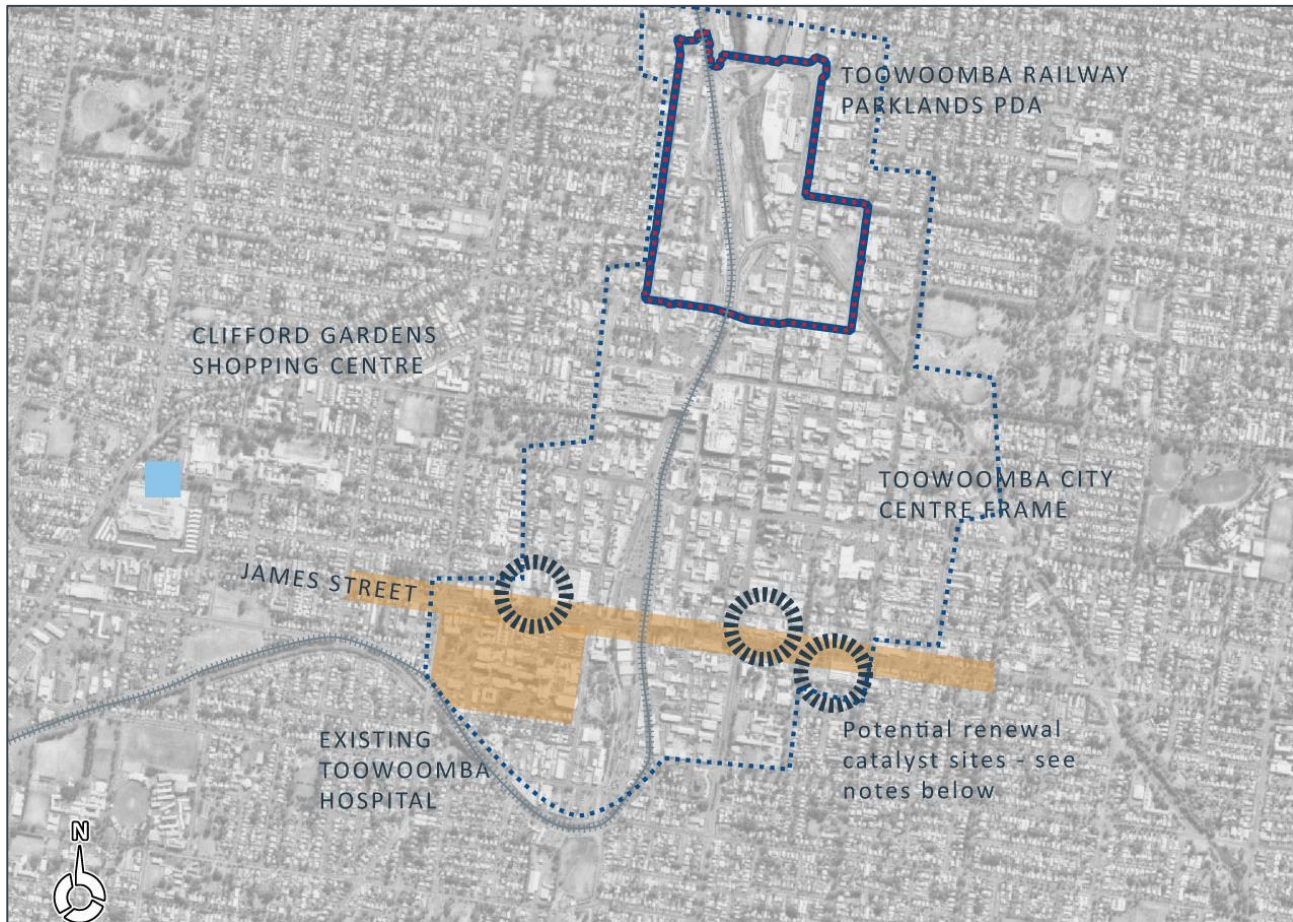
Should numerous light industrial businesses choose to relocate to the TTG area over time, the implications for the Prescott Street/Clifford Street mixed use area – which currently comprises several light industrial uses – should be considered when developing the new Planning Scheme. Should these uses remain, they would continue to provide an important service component within the City Centre (auto-mechanical), and Council may seek to formalise light industry uses in this strategic and inner-city location, protecting such areas from encroachment by other use types (i.e. commercial, residential). This could be achieved through altering some of the zoning to Low Impact Industry.



#### **Connecting Transport Networks**

Observations from stakeholders suggest a shift of freight from rail transport to road transport has been evident since the Toowoomba Bypass opened. There is similarly a suggestion that freight services on existing rail lines could further shift once the Inland Rail is also operational. This suggests the potential for this infrastructure to be decommissioned (although the Study has not been able to confirm any strategic plans with service provider Aurizon or with Queensland Rail). This would have a major impact on the urban renewal of land around James Street (and the Toowoomba Hospital site, following its relocation). Opportunities for multi-modal movement via this prime north-south corridor through the City Centre is highly desirable, particularly where integrated with open space and community uses. This would be a strong catalyst for urban renewal through the City Centre but also for these lands around James Street and the Toowoomba Hospital Site.

Passenger rail to Toowoomba (see comments section 163.1.3) is also relevant to the re-purposing of existing rail infrastructure. A passenger rail station in the City Centre would catalyse significant urban renewal, and would likely include planning for multi-modal transport options through the rail corridor.



**Map 6: Toowoomba Connection Road focus areas**

### 3.2.4 Key Planning Scheme Considerations

Any increased demands for commercial land use around the Toowoomba Bypass interchanges needs to be planned to ensure any development is appropriate to the rural land uses that surround each interchange. It is noted that these areas are generally outside of the City's Priority Infrastructure Area and on-site servicing – understood to be highly viable with contemporary technologies – should be supported to facilitate these uses.

These considerations have been used to inform a Land Use Structure Plan for focus areas that include the Warrego Highway Interchange. Refer to Section 4.5 in this report.

Interests in developing land use around the Mort Street Interchange must be managed to ensure not to impact on sensitive hospital land uses nor access to the site. Importantly the introduction of large format retail in the area must be managed, allowing for an appropriate transition of uses (i.e. smaller format service accommodation will want to co-locate with the hospital), as well as ensuring integration with open space and human scale mobility networks. It is also noted that development interest and potential future connections to northern growth areas will reinforce the Mort Street Interchange as a City Centre gateway and this would warrant land use planning requirements for placemaking and elevated design outcomes.

These considerations have been used to inform a Land Use Structure Plan for a focus area that incorporates the Mort Street Interchange, the New Hospital Site and the Northern Growth Corridor. Refer to Section 4.3 in this report.

The current Planning Scheme provides for potential additional LFR uses within the existing Mixed-Use zone along James Street and south of the CBD. Potential site locations in the James Street area with suitable characteristics to accommodate LFR uses may include:

- 152 James Street (currently underutilised as car parking).
- Sites at 241 to 237 James Street (and potentially also 6-8, 10, 14 and 16 Goggs Street) are all currently zoned Mixed-Use and could possibly be consolidated (approx. 0.74 ha or 1.45ha with Goggs Street sites) to provide a small LFR node fronting James Street. Most of this site area fronting James is currently vacant.

- 187 to 242 James Street. In the new Planning Scheme, Council may consider extending the Mixed-Use zone along James Street to incorporate these sites. Although zoned Low Density Residential, current uses (Squash Club and a former gym) generally align with development outcomes for the Mixed-Use zone.

Potential limitations/constraints to the successful development of potential LFR uses in this location include fragmented land ownership, land values, redevelopment costs and other factors. Any LFR development on James Street should avoid impacts on State heritage places such as Toowoomba South State School and St Patricks Cathedral.

Although stand-alone LFR uses can be viable, consolidated LFR centres/precincts offer greater convenience and choice, and are typically more successful in attracting both retailers and customers. LFR precincts require much larger site areas (4 ha or more), which could unlikely be provided along James Street at a viable cost.

Forward planning for the Mixed Use Zone sections along James Street (former Warrego Highway) (Map 6) will be strategically relevant to the re-development of the adjacent Toowoomba Hospital site. As noted in Section 3.4. This will similarly benefit from a commercial needs analysis to ensure that centre zones are responsive to expected demand.

Opportunities for linear corridors of potentially future disused rail lines will be dependent on the conditions and timing of rail services finishing; and it is uncertain whether owner/ operators will find suitable benefit in relinquishing the current infrastructure purpose.

These considerations have been used to inform a Land Use Structure Plan for a focus area that incorporates James Street (former Warrego Highway) and the existing Hospital Site. Refer to Section 4.2 in this report.

## Potential Planning Scheme Action

### Short-term strategies and measures

1. Mort Street Interchange – the new Planning Scheme should allow some large format retail (LFR), allowing for an appropriate transition of uses, as well as ensuring integration with open space and pedestrian and active transport networks. Any new land uses around the Mort Street interchange are to ensure that there are no adverse impacts on sensitive hospital land uses nor in accessing the hospital site.

Future connections to northern growth areas will reinforce the Mort Street Interchange as a City Centre gateway and the new Planning Scheme should develop appropriate placemaking and elevated design outcomes to reflect this intent.

2. Toowoomba-Cecil Plains Road and Gore Highway Interchanges – the new Planning Scheme to identify rural areas between the Toowoomba Bypass and the urban extents of the city, as being appropriate for agricultural technology uses, which could provide for intensive horticulture, smart farms or small industry farming such as flower production.
3. Warrego Highway Interchange - the new Planning Scheme should recognise opportunities for data driven industries to take advantage of converging major connectivity networks at Charlton/ Toowoomba Cecil Plains Road for data and technology opportunities in the Toowoomba Trade Gateway. This recommendation must be aligned with the findings of the concurrent Toowoomba Trade Gateway Local Plan and Industry Zones Review study which is presently being undertaken.
4. Toowoomba Connection Road (former Warrego Highway) – the new Planning Scheme to continue permitting commercial uses closer to the City Centre and medium-lower density residential uses continued away from the centre.
5. Review industrial land supply within the City Centre and if demand for light industrial service areas is identified formalise land use intents for existing light industry uses in Prescott Street/ Clifford Street through re-zoning where appropriate to quantify supply.
6. All interchanges - the new Planning Scheme should allow for the redevelopment of land around the Toowoomba Bypass interchanges, provided it can demonstrate that it is compatible with surrounding rural uses (dependent on specifying potential impacts, appropriate buffer distances and compatible land uses). This could be for a range of industrial uses (such as transport, postal and warehousing and wholesale trade and related sectors), service centres or service stations, or other uses benefiting from high exposure and efficient access to/from the Bypass. Any

development for urban purposes that sits outside the Urban Footprint and/or PIA, may be more limited from developing in the short term.

7. The new Planning Scheme should streamline assessments for intensive agriculture and horticulture uses in Rural zones. It should allow flexibility to respond to technological changes related to horticulture/agriculture methods and processes.

#### Long-term strategies

1. Further investigation is needed of the potential for the Toowoomba Connection Road (former Warrego Highway alignment James Street City Centre section) to contribute to a denser inner-city catchment in the longer term, which will be influenced by the kinds of services, people friendly spaces and activity that is created along the corridor.
2. Council to determine its position with respect to advocating for more land around the interchanges to be included within the Urban Footprint, only where the Toowoomba Region Growth Plan, TRIP and other studies being undertaken concurrently, provide a justification for this. The new Planning Scheme is to be amended to reflect this in the longer term, if relevant.
3. Preserving linear corridors of (possible) future disused rail lines as potential redevelopment opportunities should be supported, however this will be dependent on the conditions and timing of current rail services finishing.

## 3.3 TOOWOOMBA WELLCAMP AIRPORT

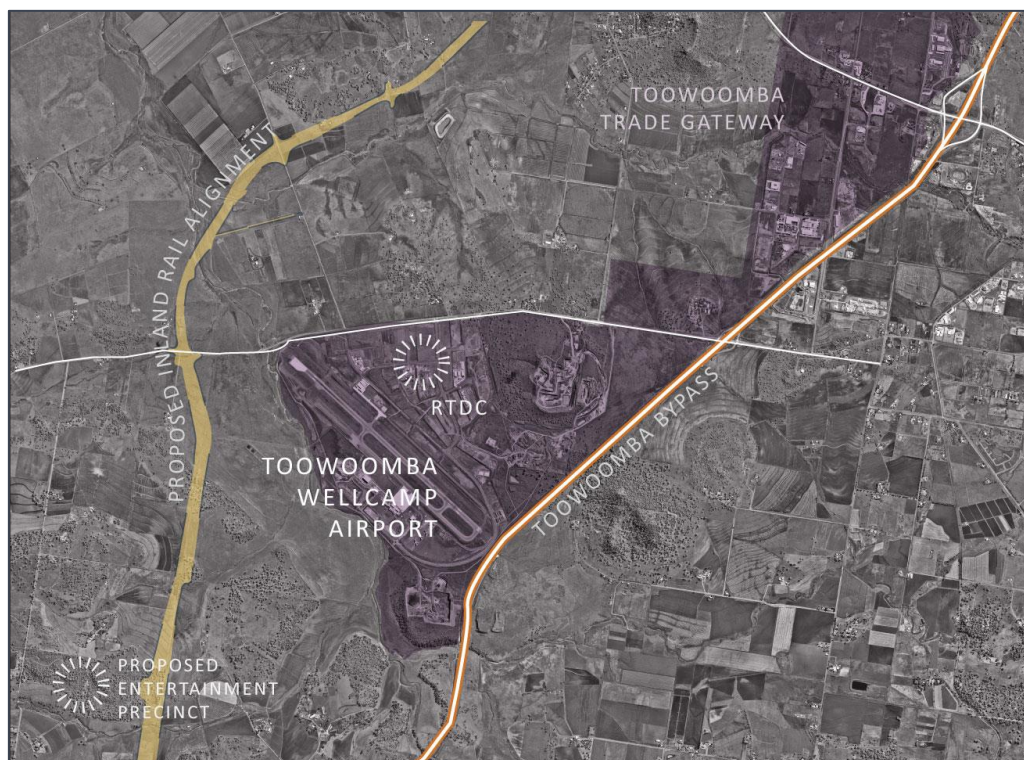
The Toowoomba Wellcamp Airport is located 17 kilometres from the Toowoomba City Centre. Opening in 2014, the airport is available for passenger, charter and cargo uses, and has the capability to accommodate Boeing 747s. The project was privately financed by Wagner Corporation, becoming the first privately financed airport in Australia.

Surrounding the airport is the 500-hectare Wellcamp Business Park that is designed to support the growth of the airport and related industries. In October 2019, the Queensland State Government announced that the Toowoomba Wellcamp Airport would be the location of a new Regional Trade Distribution Centre (RTDC) to allow for temperature-controlled storage of goods and provide Queensland producers an efficient cargo service to access international markets.

### 3.3.1 Land Affected

The Toowoomba Wellcamp Airport has implications for the land immediately surrounding the airport facility, but is also likely to indirectly affect both industrial land (i.e. greater demand and take-up) and rural land in the Region (i.e. through potentially increased/intensified agricultural and related uses).





**Map 7: Toowoomba Wellcamp Airport aerial view**

### 3.3.2 Timing

The Toowoomba Wellcamp Airport opened and operated its first flights in 2014.

### 3.3.3 Summary of Implications



#### Emerging Industries and Land Uses

The opportunities presented by the Toowoomba Wellcamp Airport have the potential to result in higher-than-expected levels of demand for industrial land uses in the TTG area. It is expected this increased land demand would be compounded by the Inland Rail and Toowoomba Bypass located in close proximity and the Regional Trade Distribution Centre which now co-locates with the airport.

Growth in agribusiness, intensive horticulture and food processing/manufacturing stimulated by the airport could imply greater demand for agricultural land uses (and intensified uses) in nearby rural localities. Additionally, demand for Australian food products (in both domestic and overseas markets) is likely to present significant opportunities for the region, for example growing opportunities for food and agribusiness advanced manufacturing/processing, transport, warehousing and other associated uses.

Establishment of a consolidated agribusiness precinct near to the Wellcamp Airport and Bypass could foster growth and efficiencies in these industries and ultimately provide a significant contribution to regional employment and gross regional product (GRP). A consolidated agribusiness precinct may include advanced food manufacturing/processing facilities, transport, logistics and warehousing facilities, and knowledge based and innovation facilities.

#### TRANSPORT AND LOGISTICS / MANUFACTURING / REGENERATIVE INDUSTRIES

**Land Requirements** – Large floorplates and large lots with sufficient separation from sensitive uses and access to transport infrastructure, water and other inputs.

**Land suitability** – Medium-large lots within TTG (generally 1ha to 20ha). Industrial zones in Pittsworth may be suitable for some uses, dependent on specifying potential impacts, appropriate buffer distances and compatible land uses.



**Employment** – In general, the total number of manufacturing jobs in Queensland has been decreasing over time. All industrial sectors are likely to require a higher proportion of skilled employees (i.e. knowledge-based) in the future, and a lower proportion of on-site blue-collar labour inputs due to automation and technological advancements.

The State funded Agtech and Logistics Hub at Wellcamp “will create opportunities for agtech startups to develop solutions directly with industry and researchers, to create real value for our agriculture and to export tech to the world” (Advance Queensland).

Demand for and growth in food products/ food processing would likely have flow-on implications for rural land uses in terms of increased demand for agricultural land or intensification of existing agriculture uses with “high value consolidated produce” opportunities in well-connected areas.



### Connecting Transport Networks

With the potential to be a regional airport, the Toowoomba Wellcamp Airport has capacity to be more than just a freight hub and increased passenger services will also have a significant influence on land uses – potentially increasing demand for accommodation and tourism. Passenger services would also open up the Region to consumer markets for niche training or experiential uses (such as the proposed sports precinct and motor training facility conceptualised by Wagner Corporation in proximity to the airport). Increased airport passenger services will also have synergy with potential rail passenger services to connect the airport more efficiently with Toowoomba City and the SEQ coastal areas.

It is noted that the Toowoomba Wellcamp Airport is also being proposed as an anchor for a future intermodal facility, connecting with the Inland Rail and Toowoomba Bypass. This creates a competing interest with the currently zoned lands and development in the TTG where initial stages for a freight and logistics hub have been developed.

### 3.3.4 Key Planning Scheme Considerations

The new Planning Scheme should facilitate the provision of more self-contained industrial development and provide greater flexibility to be more responsive to changes in technology as they emerge. This will be particularly important for lands that are outside of Council’s Priority Infrastructure Area (PIA).

Review of the Charlton Wellcamp Enterprise Area Local Plan (proposed Toowoomba Trade Gateway Local Plan) should ensure that transport and logistic land uses are supported through appropriate zone and precincts in the planning scheme. It is noted that this area is outside the scope of this Study and will be considered as part of the Industry Review project being undertaken concurrently with this Study.

Associated Toowoomba Wellcamp Airport land uses (outside of the TTG) are only proposed as concepts at the time of this Study. It is noted that any proposed development adjoining, but outside of, the TTG will be in Regional Landscape and Rural Production Area (outside of the Urban Footprint) under ShapingSEQ and would not be supported for urban uses. However, the potential for an intermodal facility accessing the airport will be a catalyst with significant land use implications. Opportunities also for renewable energy land uses in these locations could support servicing for the TTG while maintaining a separation from more urbanised areas.

These considerations have been used to inform a Land Use Structure Plan for a focus area that incorporates the Toowoomba Wellcamp Airport. Refer to Section 4.4 in this report.

### Potential Planning Scheme Action

#### Short-term strategies and measures

1. The new Planning Scheme to be flexibly drafted to accommodate more industrial development within appropriate precincts near Toowoomba Wellcamp Airport and be responsive to innovation and changes in technology. The new Planning Scheme should facilitate a range of dynamic land uses that are complementary to and supportive of the Airport operations and which share important synergies. This will be dependent on specifying potential impacts, appropriate buffer distances and compatible land uses. This recommendation must be aligned with the findings of the concurrent Toowoomba Trade Gateway Local Plan and Industry Zones Review study which is presently being undertaken. Any development for urban purposes that sits outside the Urban Footprint and/or PIA, may be more limited from developing in the short term, noting that significant areas of land are classified agricultural lands.

#### Potential Planning Scheme Action

2. The new Toowoomba Trade Gateway Local Plan should ensure that transport and logistic land uses are supported through appropriate zones and precincts in the new Planning Scheme.

#### Long-term strategies

1. Council to determine its position with respect to advocating for more land around The Toowoomba Wellcamp Airport to be included within the Urban Footprint, only where the Toowoomba Growth Plan and other studies being undertaken concurrently, provide a justification for this. The new Planning Scheme to be amended to reflect this in the longer term, if relevant.

## 3.4 HOSPITAL RELOCATION

The current Toowoomba Hospital, located on an 11.3-hectare campus in the Toowoomba City Centre, is operating close to full capacity. In 2016, Queensland Health prepared a preliminary business case exploring several options to expand public health care service capacity.

Queensland Health is progressing plans to redevelop the Baillie Henderson Hospital campus to provide expanded health care services and meet the current and growing needs of the population. The 75-hectare site, located around five kilometres north of the Toowoomba City Centre, has been chosen to accommodate additional health services, research, education and community recreational spaces. The detailed business case for the new hospital campus will include further information on the likely timing of the future development, and potential uses of the current hospital site. An application for the Ministerial Infrastructure Designation of the proposed redevelopment was lodged in early 2021.

### 3.4.1 Land Affected

The current Toowoomba Hospital, is located on an 11.3-hectare campus in the Toowoomba City Centre, accessed from Pechey Street in the City Centre south. The re-development of this large central site will have an effect on surrounding land uses and transport networks.

The Baillie Henderson site is located on a 75-hectare campus north of the City Centre and its development will influence development of lands for uses that are attracted to co-location with a major hospital. However, environmental constraints around the site will impact on the potential for growth or further intensification in the surrounding area.

### 3.4.2 Project Timing

Although precise timing of the relocation of the Toowoomba Base Hospital facilities is not confirmed, Queensland Health has indicated it should occur sometime between 2026 to 2029.

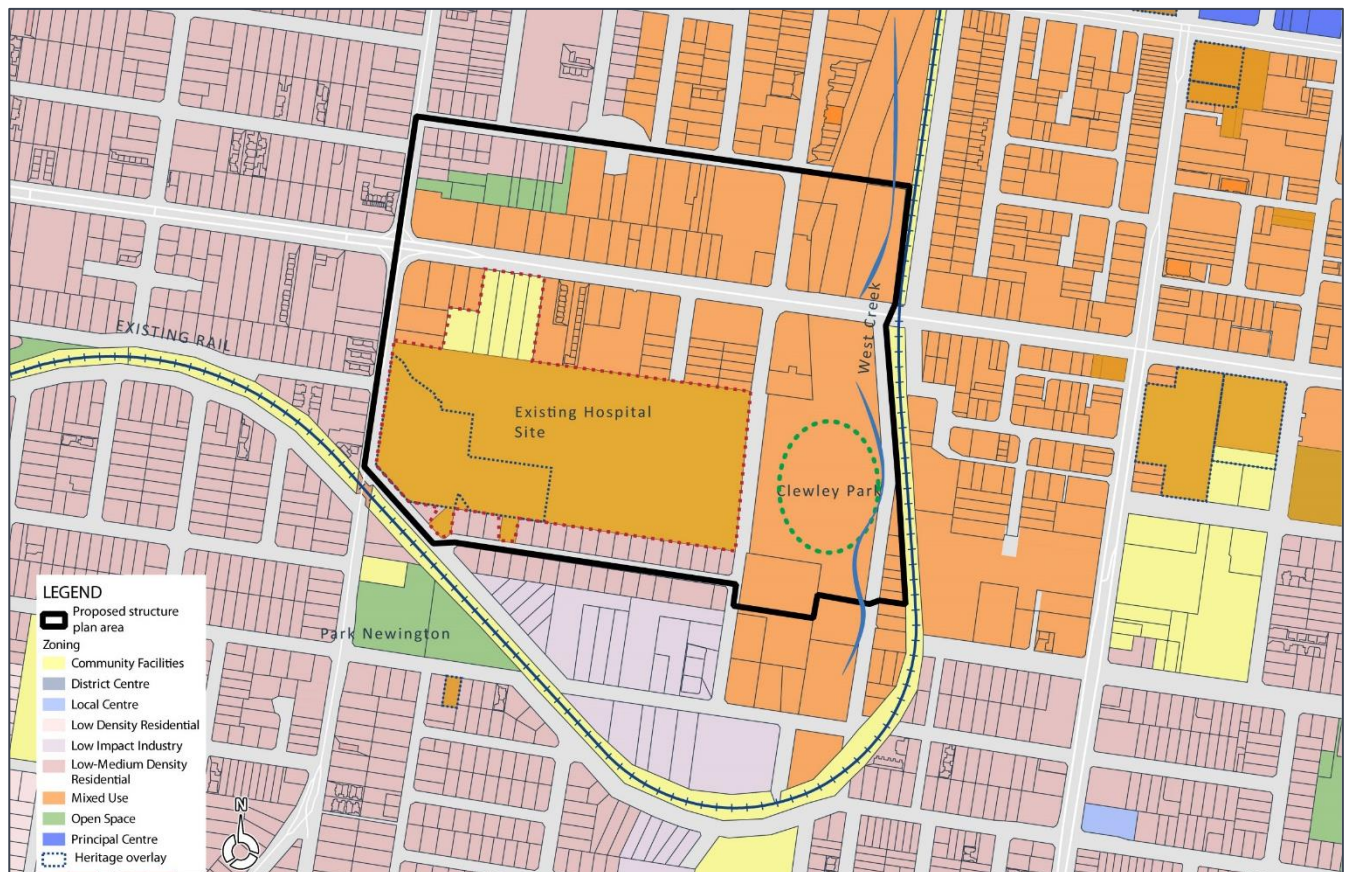
### 3.4.3 Summary of Implications



#### City Centre

There are considerable land use implications for the existing Mixed-Use Zone Hospital Support precinct surrounding the current Toowoomba Base Hospital. Many uses (e.g., commercial accommodation, health care services) in this precinct rely on the presence of the hospital. It is likely that many such uses will relocate (near to the new hospital site or elsewhere) or be repurposed/redeveloped once the new hospital is developed at the Baillie Henderson site.

In contrast, it is expected that impacts on retail uses in the area (for example, the existing Red Edge retail centre at the corner of James Street and Pechey Street), will experience short-term impacts to some degree (likely increased vacancies) due to the hospital relocation, however it is likely to continue operating in the longer term.



**Map 8: Existing Toowoomba Hospital site and zones**

In January 2018, Urban Economics undertook a desktop study to evaluate the potential impacts of the hospital relocation on the Toowoomba City Centre. The report ultimately concludes that the identified potential impacts (e.g., lost expenditure in the CBD, decreased accommodation occupancy rates, transport/accessibility) would not have an undue level of impact on the performance and primacy of the CBD.

However, target engagement with selected private health services in the vicinity of the Toowoomba Base Hospital revealed a level of reliance on their proximity to the hospital, but potential future implications of the hospital relocation for their businesses are unclear.

Queensland Health's strategic planning for the existing hospital site has considered residential, aged care and sporting facility / public space stadium uses as potential future uses of the existing hospital site. It is understood that the option to rehabilitate and divest the site is also being considered by Queensland Health.

There may be opportunities to support the continued viability of the precinct for knowledge and creative industries. State and local heritage listed buildings on site provide a rich character for such industries and creative activation and any adaptive re-use or new development adjoining these sites, must respond to and maintain the heritage values. These uses would also be compatible with other community facility anchor uses (recreation venue or education hub), which should be considered as a priority for such a large central site.

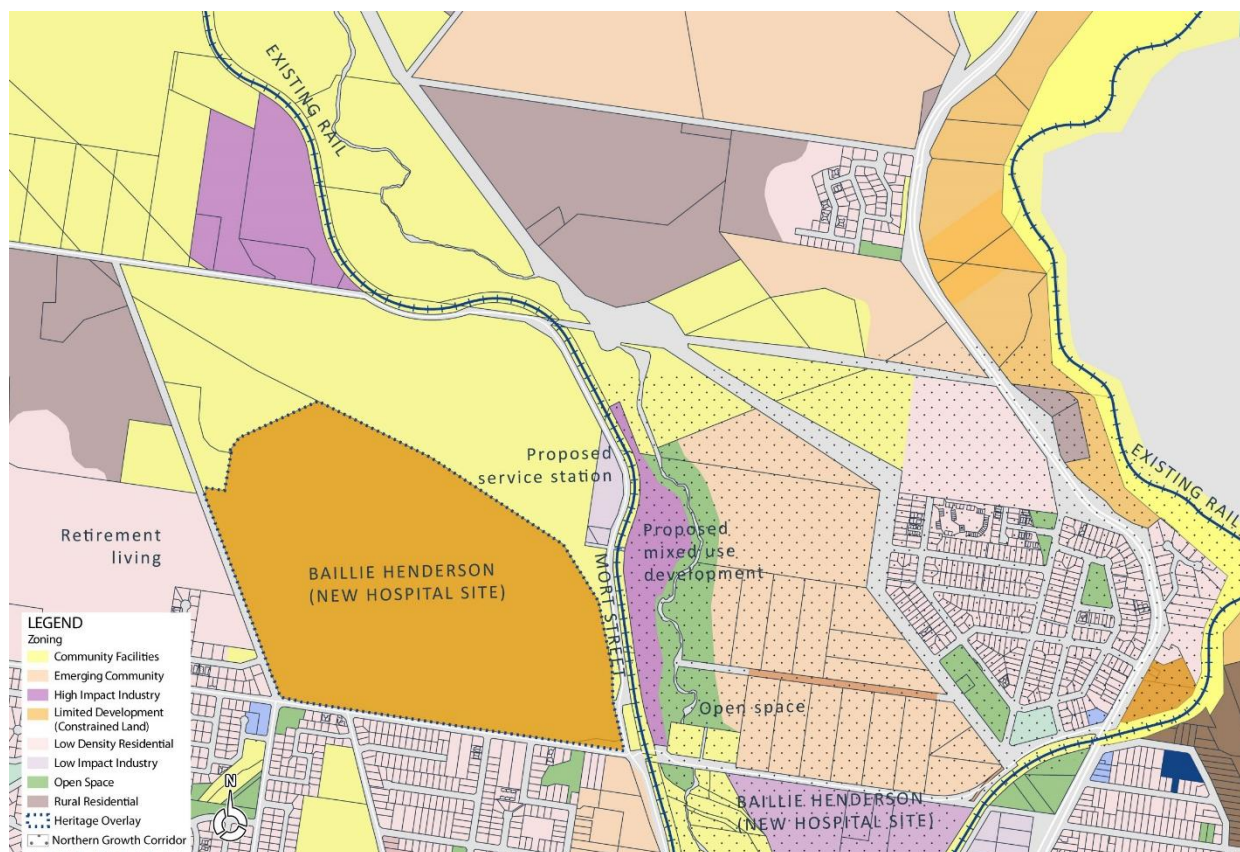
#### **KNOWLEDGE AND CREATIVE INDUSTRIES**

**Land Requirements** – New development likely to primarily be located in office-based settings or office components of industrial developments. Historic trends indicate an increasing proportion of knowledge-based employment supporting emerging industrial uses. This would likely comprise on-site office employees and some 'head-office' employment which may not be located in Toowoomba.

**Land suitability** – Knowledge and creative industry employment are generally anticipated in commercial (Centre) zoned land in Toowoomba CBD and some within office components of industrial developments.

**Employment** – A typical assumption of office-based employment is around 20sqm GFA per office-based employee.

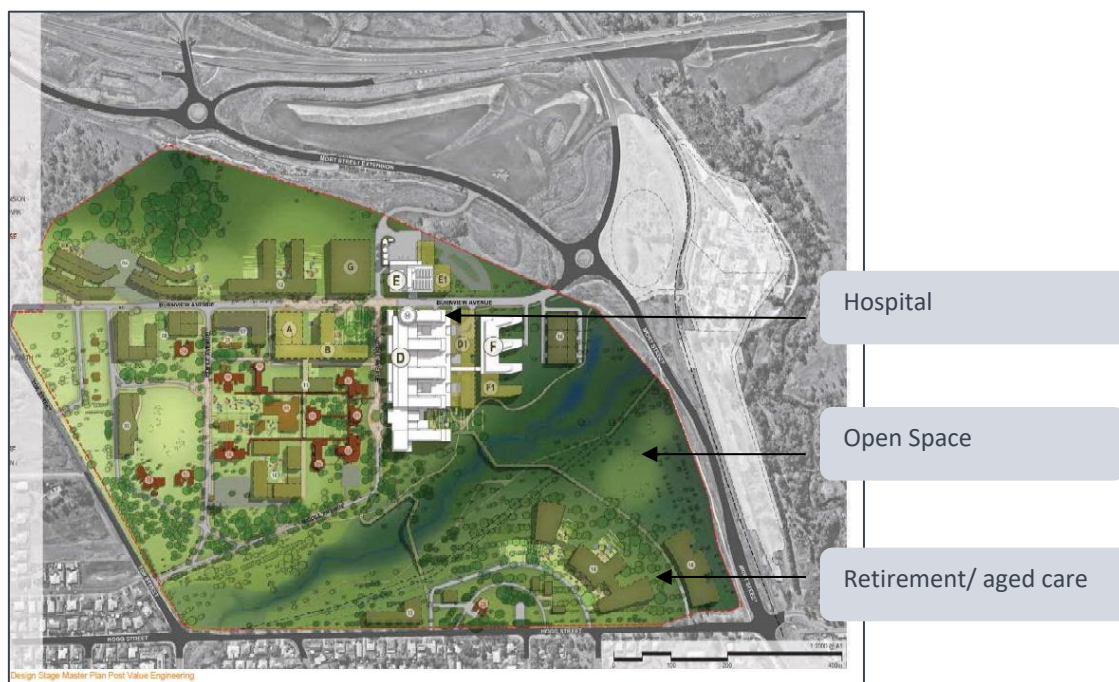




**Map 9: New Toowoomba Hospital site and zones**

Redevelopment of the Baillie Henderson hospital site will likely stimulate demand for nearby retail and commercial land uses to some degree. It is expected that the redeveloped hospital workforce retail needs (i.e. food and drink outlets) will primarily be met within the redeveloped hospital precinct. On-site (or nearby) commercial floorspace demand is likely to primarily be in the form of private health care uses.

The Baillie Henderson Master Plan made available through Queensland Health's Business Case is shown in Figure 6.



**Figure 6: Queensland Health new hospital site master plan**



### Integrating Land Uses and Infrastructure

The new hospital site is large and should consider co-location with compatible uses and, if viable, then this could offset demands to encroach into adjoining urban areas, or into environmentally constrained lands around the site. Being at the edge of the city's urban extent should ensure that any greenfield growth is well-considered for diverse dwelling options and at densities managed in accordance with the Toowoomba Region Growth Plan. Any increases in residential or commercial densities around the site must ensure they are not at the expense of valuable green corridors or waterways – identified to the east and west of the site. These corridors can provide valuable inter-urban breaks between growth fronts at Mount Kynoch and Highfields, and potentially Wilsonton Heights.

The integration of land uses and community networks is important around the new hospital site and opportunities for passive recreation and active transport should be fortified through attentive mobility networks for all.

Council's Strategic Planning for the Northern Growth Corridor focuses on the integration of services (multi-use of open space) and seeks to naturalise Gowrie Creek (land acquisitions have been required to do this). Opportunities for multi-purpose functions (including biodiversity restoration, recreation, stormwater and overland flow management) as part of the naturalisation of the corridor should be sought. The Northern Growth Corridor provides opportunities to facilitate critical north-south connections from the new hospital site to the Toowoomba Railway Parklands PDA, through the City Centre, and southward to the existing hospital site and university. In addition, it could be considered for changes in use, as a result of new land demands neighbouring the hospital at its northern extents (as well as the potential re-purposing of existing rail infrastructure that traverses it).

Infrastructure upgrades and overland flow stormwater management have been identified as critical for any intensification of uses in and around the existing hospital site and other areas of the City Centre.

It is also understood that the confluence of Gowrie Creek, West Creek and East Creek is an important part of city hydrology and this function must be prioritised.



### Connecting Transport Networks

Local public transport networks will be an integral part of both strategic planning for the shifting anchor of the Region's public hospital, and for providing services to the new hospital site. Given the substantial working population generated by a major hospital, it is anticipated there will be substantial demand for public transport links to the new hospital site, and therefore a need for public transit infrastructure at the site of the Baillie Henderson Hospital.

Connection of the Baillie Henderson site to the Toowoomba Bypass (Mort Street Interchange) has been identified as an important access point for emergency vehicles.

#### 3.4.4 Key Planning Scheme Considerations

While Queensland Health will make its own determinations for the respective hospital sites, consideration by Council for preferred use of the current hospital site in context to evolution of the City Centre is warranted. Nonetheless, coordination with Queensland Health on any future planning and commitments should be duly sought. A review and update of the City Centre Master Plan should be considered to ensure Council is proactive in planning for its preferred land uses in context to the greater City Centre when the hospital re-develops (see Section 3.2 above).

Potential uses of the site that are understood to be (or should be) considered by Council include:

- Community infrastructure such as sporting facilities, music studios, health and well-being services or aged care; or
- Educational facility to reinforce Knowledge and Technology Precinct intents (e.g. health research and development).

These considerations have been used to inform a Land Use Structure Plan for a focus area that incorporates the existing Toowoomba Hospital site. Refer to Section 4.2 in this report.

Land use planning will be important around the Baillie Henderson site to ensure an integrated outcome – co-locating commercial uses, residential (including retirement and aged care), public and active transport networks and green spaces.



This integration will be ably informed through other studies and the Green Infrastructure Strategy Planning Scheme Integration Study (concurrent Council project) will be a key strategic source in land use planning decisions around the site.

Stormwater and overland flow management across the city is going to influence other use of creek corridors. This is relevant not only to the development of the new hospital site, but to the greater Toowoomba Region in general.

Furthermore, planning and development of the existing hospital site must generally be compatible with the provision of infrastructure. This has been identified by Council's infrastructure team as relevant across the City where trunk infrastructure networks are operating close to capacity. The planning for any intensification of uses will need to incorporate early assessment and planning to identify any necessary infrastructure upgrades. For example, the potential for residential intensification along James Street.

North-south connections through the City Centre are going to be an important part of planning for the Northern Growth Corridor and the City Centre. These separate planning processes need to coordinate for efficient and effective outcomes.

As noted in Section 3.2.3 these connections will be an important reinforcement of the Mort Street Interchange as a northern gateway to the City Centre and land use planning in this area will need to consider the arrival experience and requirements for placemaking and compatible land uses.

These considerations have been used to inform a Land Use Structure Plan for a focus area that incorporates the new Toowoomba Hospital site. Refer to Section 4.3 in this report.

#### Potential Planning Scheme Action

##### Short-term strategies and measures

1. Integrated residential development or intensification of residential uses in the City Centre needs to be planned in accordance with the dwelling supply benchmarks set out in ShapingSEQ and rationalised in accordance with the Toowoomba Region Growth Plan (concurrent study under the Toowoomba Futures Program).
2. Implement the proposed Structure Plan for the redevelopment of the current Hospital, as part of the new Planning Scheme, which potentially allows for the following uses:
  - Community infrastructure such as sporting facilities, music studios, health and well-being services or aged care; or
  - Educational facility to reinforce Knowledge and Technology Precinct intents (e.g. health research and development)
3. Ensure the new Planning Scheme facilitates integrated outcomes for the new hospital site and surrounds, such as co-locating commercial uses, residential (including retirement and aged care), public and active transport networks and green spaces. Appropriate land use planning provisions will need to be drafted to ensure the desired outcomes for the arrival experience and requirements for placemaking and compatible land uses are achieved. Other studies and the Green Infrastructure Strategy Planning Scheme Integration Study (concurrent Council project) will be a key strategic source in confirming land use planning decisions around the hospital site. Any intensification of uses will need to incorporate early assessment and planning to identify any necessary infrastructure upgrades to accommodate this. State and local heritage values must be maintained.
4. Council to consider appropriate land uses along the Gowrie Creek corridor, taking appropriate stormwater and overland flow management measures into account. Opportunities for multi-purpose functions (including biodiversity restoration, recreation, stormwater and overland flow management) as part of the naturalisation of Gowrie Creek corridor are relevant not only to the development of the new hospital site, but to the greater Toowoomba Region in general.
5. New development, whether adaptive reuse or adjoining development, should respond to and maintain the heritage values of the State listed Toowoomba Hospital and Baillie Henderson Hospital.
6. The new Planning Scheme should anticipate and be accommodating of larger commercial (office) components in industrial developments, provided they are associated with the on-site use.

##### Long-term strategies

1. Review and update the City Centre Master Plan to ensure Council is proactive in planning for the ultimate preferred land uses for the current hospital site in the context to the greater City Centre, when the hospital re-develops.

## 4 SPATIAL RECOMMENDATIONS

Recommendations have been provided both as strategic plans for consideration of the spatial aspects of the findings discussed (this section) and as an Action Plan that reflects planning and policy considerations (Section 5). The mapping outputs in this section are as follows:

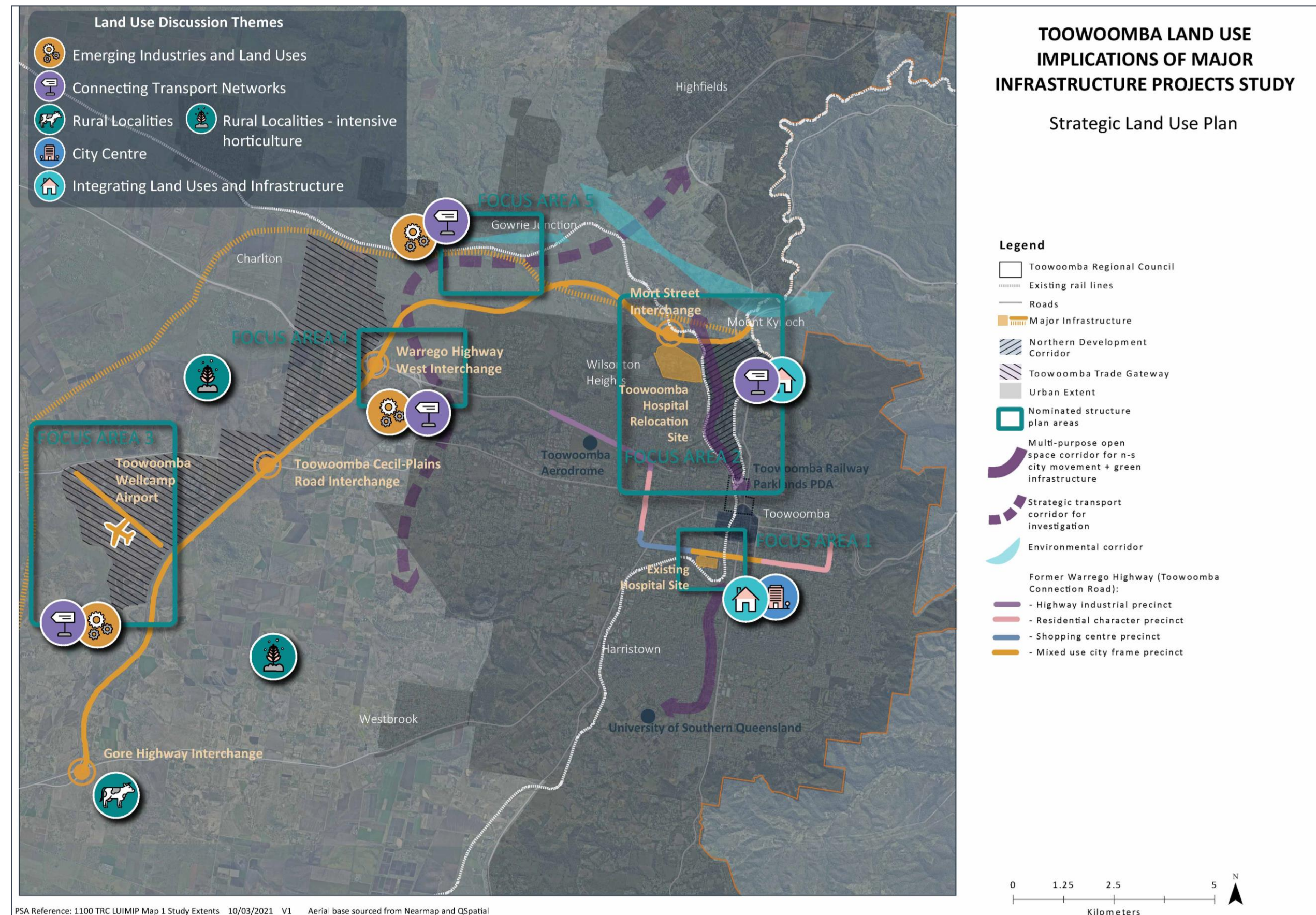
- An overall strategic land use plan illustrating areas of change in accordance with the themes of this report; and
- A series of structure plans that provide more considered details on areas of interest.

General recommendations for all structure plans include:

- Assessment of environmental constraints and investigation of indigenous cultural heritage is required to understanding the feasibility of development in focus areas
- Assess all infrastructure needs and upgrades ahead of any planned intensification of uses in the City Centre and for major rural centres
- Preserve natural breaks in urban areas
- Support a north-south multi-purpose corridor for movement, open space and ecosystem services through the City Centre connecting the new hospital site, PDA, City Centre core, existing hospital site and the university
- Revise the City Centre Master Plan for more comprehensive strategic direction for City Centre planning
- Preserve land for future potential for regional infrastructure corridors (Western Arterial Bypass, Toowoomba-Brisbane passenger rail)



## 4.1 OVERALL STRATEGIC LAND USE



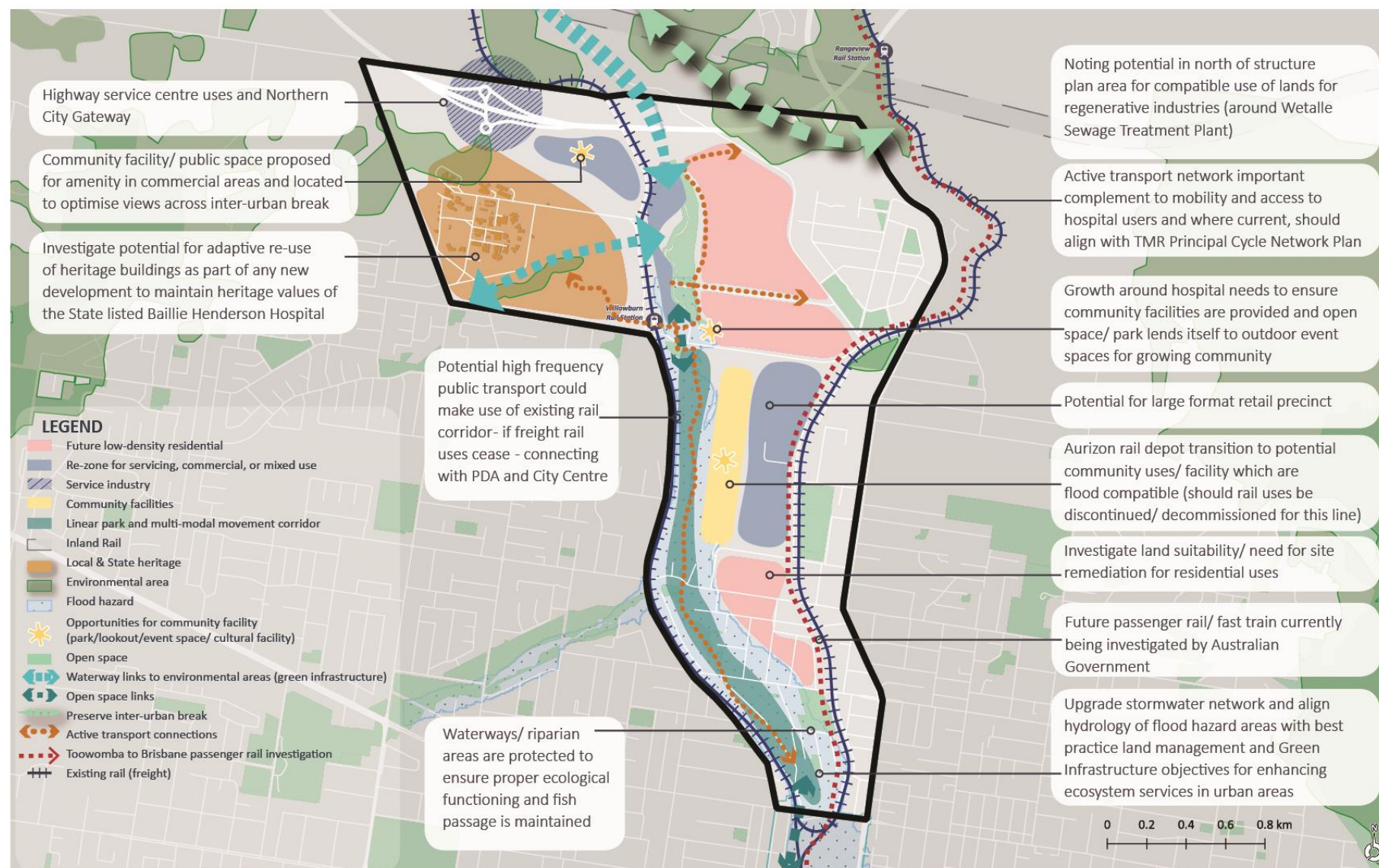
Map 10: Strategic Land Use Plan



## 4.2 EXISTING HOSPITAL SITE – JAMES STREET STRUCTURE PLAN

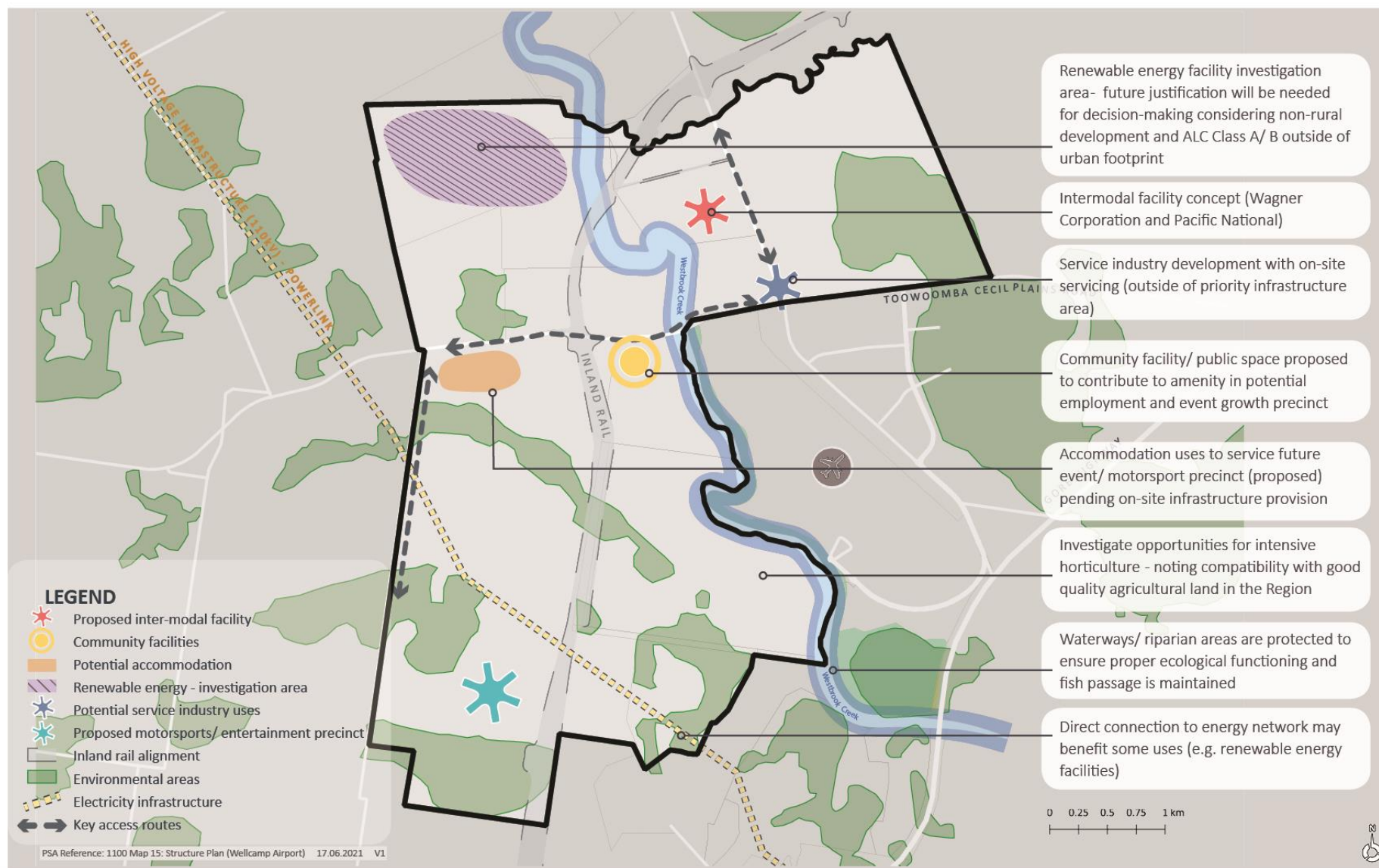


## 4.3 NEW HOSPITAL SITE STRUCTURE PLAN

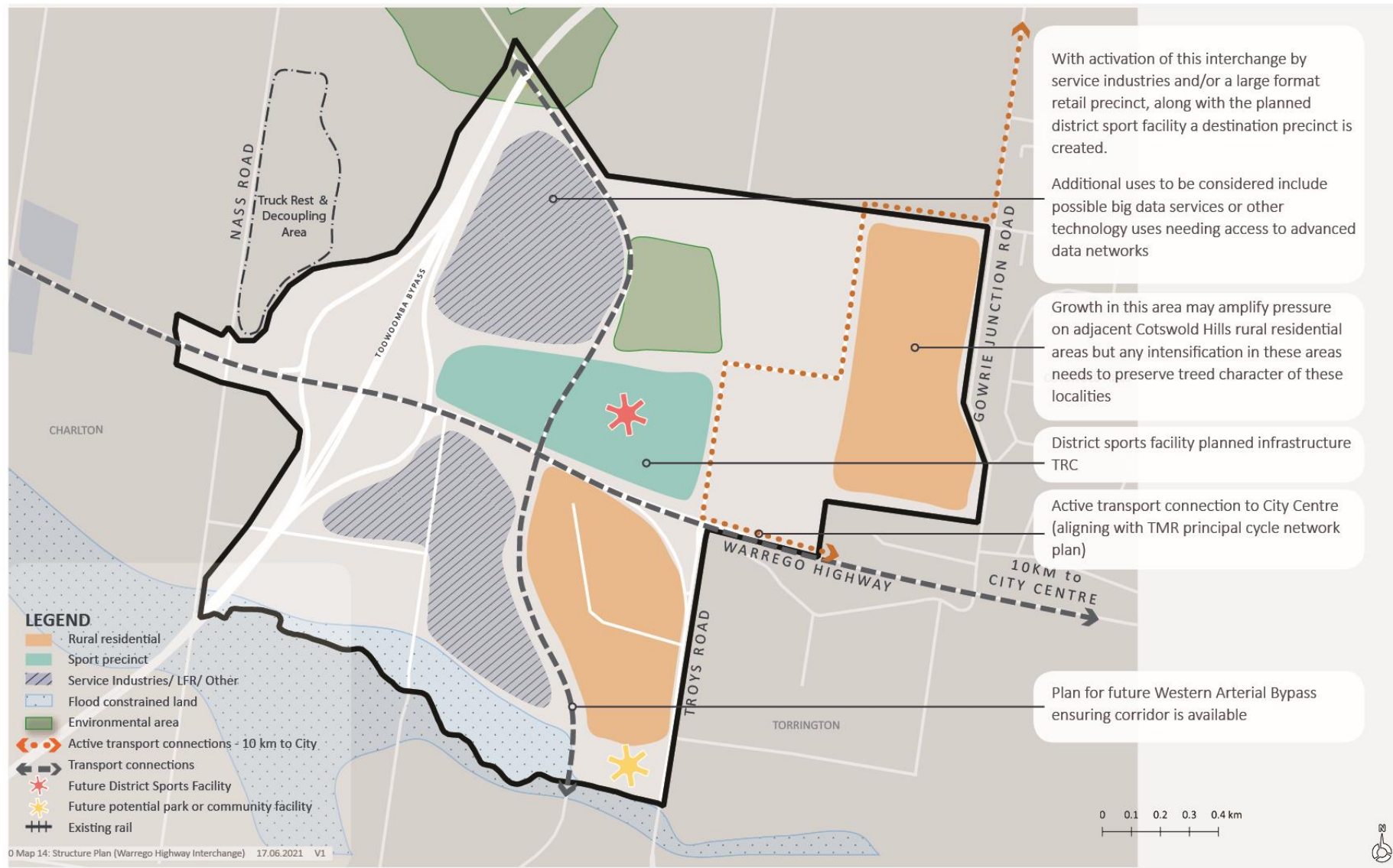




## 4.4 TOOWOOMBA WELLCAMP AIRPORT SURROUNDS STRUCTURE PLAN



## 4.5 WARREGO HIGHWAY WEST INTERCHANGE STRUCTURE PLAN

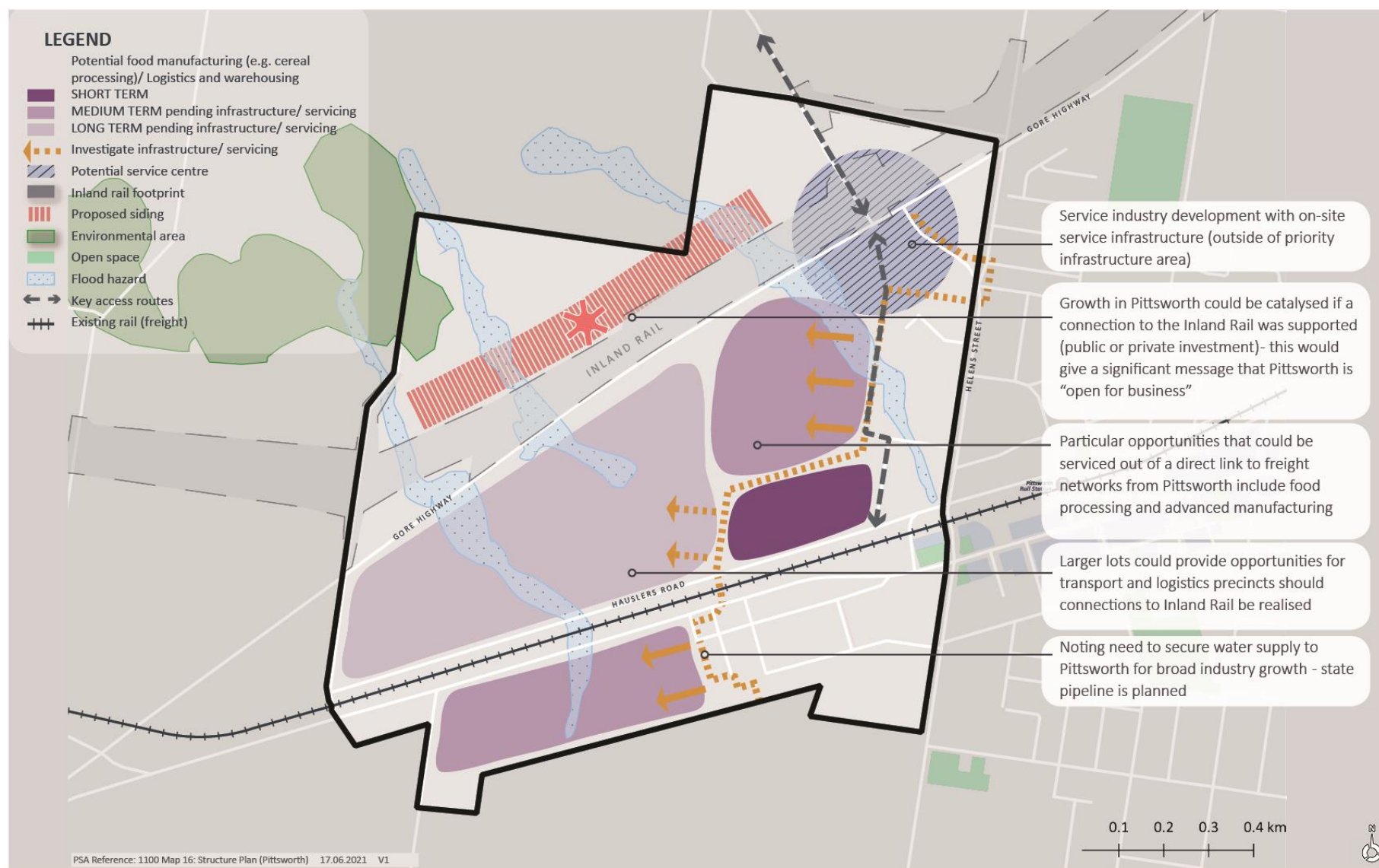




## 4.6 GOWRIE JUNCTION STRUCTURE PLAN



## 4.7 PITTSWORTH STRUCTURE PLAN



## 5 PLANNING AND POLICY CONSIDERATIONS

Ultimately the future land use planning responses to the major infrastructure projects will be regulated through the new Planning Scheme.

Planning and policy considerations that will support land uses to respond and capitalise on the major infrastructure projects will provide guidance for the drafting of the new Toowoomba Regional Planning Scheme on immediate, future and potential use categories, use types, connections between uses and the servicing of uses.

There are limitations on the degree of detail available to this Study and these considerations are necessarily provided as a framework for more detailed planning processes being undertaken at the time of scheme drafting. An example of this includes whether or not passenger rail might be delivered, where stations might locate, and with what frequency services might run. The future potential of such infrastructure and service will have significant implications for the City Centre or other areas identified for locating passenger stations.

### 5.1.1 Emerging Industries and Land Uses

There are significant implications in terms of opportunities for emerging land uses directly associated with, and complementary to, the completed and developing major infrastructure projects in Toowoomba. During the LUIMIPS project, several key emerging land uses were identified through the background review and stakeholder engagement. These include:

- An intermodal transport and logistics facility aligning with the Inland Rail and Toowoomba Bypass.
- Advanced manufacturing and processing.
- Increased agritech and agri-businesses such as intensive horticulture, 'smart farms' and a consolidated agribusiness precinct.
- Data intensive industries.

Emerging land uses catalysed by Toowoomba's major infrastructure projects are likely to imply:

- Larger floorplate requirements of industrial and related businesses to facilitate automated processes and intensified warehousing/logistics uses.
- Reduction in unskilled labour requirements, potentially reducing the need for substantial carparking and other amenities.
- Increase in knowledge-based inputs and therefore larger office components.
- Potential for co-location of manufacturing/processing, knowledge-based and transport/logistics uses in related or industry aligned sectors (e.g. agribusiness).

Supporting emerging industries in the Region will assist in diversifying, strengthening and growing the regional economy: the new Planning Scheme should support the expansion of existing business, enabling new business or accessing new markets. Council's role to support and even to be seen as a partner with industry will help to drive industry confidence and attract more business to the Region. Critically, contemporary and innovative operation of industrial, agricultural and other businesses requires that the planning scheme is flexible enough to fully capitalise on the economic opportunities presented by emerging technologies and land uses, while still upholding regional values (environmental, social).

In addition, Council should continue to reinforce its campaigning efforts for new industry – significantly advantaged by the supportive infrastructure made available to the Region – through branding and regional promotion.

It is acknowledged that the Industry Review project being concurrently undertaken will specifically advise on industrial land use provisions and planning for the Region. Spatial considerations for industrial lands in this Study are conceptualised to discuss potential future land uses only.

### 5.1.2 Connecting Transport Networks

Beyond the 4 major infrastructure projects which are the subject of this Study, several other transport infrastructure projects have been identified for the Region and these will also have implications on the Region's land use as it integrates with the Inland Rail, Toowoomba Bypass and Toowoomba Wellcamp Airport.



## Intermodal Facility

In particular, an intermodal facility that services rail, road and air freight services will be a distinct boon for Toowoomba. Currently 2 planned intermodal facilities, proposed by private industry, have been identified through this Study - one at Wellcamp and one at Charlton. Council's current Charlton Wellcamp Enterprise Area Local Plan (CWEALP, future TTG Local Plan) identifies an Intermodal Facility Precinct in the northern (Charlton) areas of the precinct and a site has been developed here as a freight, warehouse and logistics hub: a preliminary stage from which to develop future intermodal infrastructure. Competing with this is a proposal for an intermodal facility in the south of the TTG with better proximity to Toowoomba Wellcamp Airport. This will have the advantage of more direct access to air freight networks, although this is in conflict with existing strategic thinking for the TTG.

In addition to the existing local interests, a study is also being undertaken by the State Government to identify a preferred location for an intermodal facility, and this will have further implications on the role and capacity of either site to develop for an intermodal facility. It is understood that the State Government investigations are looking across Queensland and that a preferred location may be identified outside of Toowoomba. Until the findings of this investigation are made available it is recommended that the existing general location and intents for the Intermodal Facility Precinct continues to have strategic merit:

- The current local plan anticipates high employment generating uses in the north of the TTG and this is significantly more accessible to the City Centre and residential areas, able to accommodate traffic and future public transport more efficiently.
- High impact industry is strategically located and separated in the southern areas of the TTG.

Notwithstanding this, flexibility in the future TTG Local Plan could ensure opportunity for either location to facilitate this important regional facility would be optimised.

## Western Arterial Corridor

A Western Arterial Corridor is currently under pre-feasibility investigation by the State Government (TMR). An exact alignment has not been advised, however, it is understood to be located west of Torrington/ Glenvale.

### 5.1.3 Rural Localities

Rural localities are an important land use, and there will be with implications for these lands from the major infrastructure projects. Aside from intersection and fragmentation by infrastructure corridors, much of the emerging industry for agritech and access to trade networks is a benefit to the significant good quality agricultural lands of the Region.

Planning scheme land use recommendations currently promote the proximity of the Inland Rail to rural localities, which are primarily focused on the Major Rural Centres of Pittsworth and Millmerran, as the rural service centres for surrounding agricultural lands.

While existing demand has not been suggested for the industrial lands in these localities, it is recommended that the planning scheme enables and promotes consequential growth for these important rural hubs. Any opportunity for rural connections to the Inland Rail network should be identified and enabled as this could be a valuable driver for business, industry and employment in the smaller towns (for example in food manufacturing). Current 'tree change' growth is also anecdotally suggested, and it will be important that employment and servicing options grow with the projected increase in population of these towns.

Pittsworth has the most localised opportunities to connect to the Inland Rail and has closer direct access to the Toowoomba Bypass than Millmerran.

As such, it is recommended that the new Planning Scheme supports the potential for rural localities to capitalise where food producers, food manufacturing and even agricultural technology uses might benefit from more direct links to agricultural lands. However, this must also ensure that water capacity and demand is sufficient for any intensification of industrial and agricultural land uses in rural localities. Fundamental to development in rural areas should be acknowledgement and alignment with the principles and values of TRC's *Green Infrastructure Strategy*, integrating green infrastructure outcomes to protect and enhance environmental values for both localities and the Region. Provisions should be incorporated that encourage on-site water recycling especially for water intensive uses. Renewable energy uses may be a consideration for rural lands around Millmerran.



### Rural Lands Around the Toowoomba Trade Gateway

Any increased demands for commercial land use around the Toowoomba Bypass interchanges needs to be planned to ensure any development is appropriate to the rural land uses that surround each interchange. It is noted that these areas are generally outside of the City's Priority Infrastructure Area and unless demand is demonstrated, development assessment needs to ensure development can be accommodated and appropriately serviced. Advancing on-site management and recycling technologies should be supported through the Planning Scheme in these areas.

Development adjoining, but outside of, the TTG will be in the Regional Landscape and Rural Production Area (outside of the Urban Footprint) under ShapingSEQ and would not be supported for urban uses. However, it has been suggested that rural lands located between (and proximate to) the Toowoomba Bypass and Inland Rail corridor could support intensive horticulture land uses and it is recommended that the new Planning Scheme supports this.

#### 5.1.4 Toowoomba City Centre

It is recommended that the numerous fronts for change in the City Centre warrants a revision and update of the City Centre Master Plan. With a shift in the key anchoring use of the hospital from the southern City Centre frame to the north, the change in co-locating uses around these sites and the potential for a north-south transport corridor, a significant review of Council's strategic planning for its City Centre will be important. In supplement to this it is recommended that a commercial needs analysis is undertaken to ensure that centre zones are responsive to expected demand and consolidated within the City Centre core where possible.

The master plan will reinforce integrated outcomes – co-locating commercial uses, residential (including retirement and aged care), community facilities around public and active transport networks and green spaces – around the Baillie Henderson site. Critically the work must also respond to trunk infrastructure networks and in particular, it has been advised that much of the city's infrastructure networks will need upgrading for any intensification of land uses.

Important to the function of the City Centre will be 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 – see below), will create great benefit to the City Centre. Development potential would be increased and improved and equitable access for residents and visitors will improve social advantage.

Redevelopment of both hospital sites should optimise connections to any transport corridor, and opportunities to incorporate social infrastructure and community facilities in highly connected precincts is essential to good city planning. It is recommended that these uses are integrated with the anchor uses developing on each site:

- Recreational and community spaces are developed in proximity to the new hospital site, capitalising on Gowrie Creek open spaces and delivering equitable, accessible mobility networks to and from the hospital.
- Community and public use of the existing hospital site is reinforced through community facilities that are complementary to any new anchor use, and are connected where practical to the north-south corridor.

#### 5.1.5 Integrating Land Uses and Infrastructure

It is recommended that land use planning considers:

- Residential growth in accordance with the Toowoomba Region Growth Plan, in particular development interests to the north and west of the city (e.g., Mount Kynoch and Toowoomba West) should be planned for and integrated with valuable environmental areas (green and blue infrastructure).
- Alignment with the Green Infrastructure Strategy Planning Scheme Integration Study (concurrent Council project) to inform integrated land use planning decisions around the hospital sites.
- Alignment with the Industry Review (concurrent Council project) to confirm emerging industry land use impacts and recommended planning scheme frameworks.
- The identification and conservation of future potential transport corridors where longer term transport options are identified (Brisbane to Toowoomba passenger rail, Western Arterial Bypass).

## 5.2 FUTURE CONSIDERATIONS

The LUIMIPS has identified several future potential projects that if, and when, delivered will have a significant influence on the Toowoomba Region. It must be noted that some of these projects have the potential to change the strategic land use direction proposed above.

While the certainty of these projects being delivered cannot be ascertained at this stage, future planning for the Toowoomba Region may benefit from this early recognition and strategic mapping.

### **5.2.1 Brisbane to Toowoomba Passenger Rail**

There are many indications of State and Federal interest in a Brisbane to Toowoomba Passenger Rail. Passenger rail services between the Toowoomba Range and the coast would bring significant changes to the Region. With 45 minute travel times being discussed (not confirmed) it will provide a significant public transport service to Toowoomba residents, businesses and investment attraction.

### **5.2.2 2032 Olympic Games**

A recent announcement by the International Olympic Committee (IOC) that South East Queensland is the preferred host of the 2032 Olympic Games will bring significant development to the Region to provide venues, accommodation, infrastructure and services to one of the world's biggest sporting events. Opportunities for Toowoomba to be a key partner in servicing the Olympic bid must be adopted in planning processes as concepts and details develop.

### **5.2.3 Future Transport Corridors**

Several transport corridors have been identified as being considered through various agencies – Council, State and Federal – the most significant of which is the Western Arterial Bypass. While these corridors are not yet in the planning stage, any indication of alignments by lead agencies should be acknowledged and preservation of corridors along these alignments should be a strategic consideration.

### **5.2.4 Disused Rail Lines**

Opportunities for rail corridors if decommissioned in the future will be dependent on the conditions and timing of current services ending or their functions being altered (i.e. freight lines used for passenger services). While it is uncertain whether owner/ operators will face changes in demand or will determine other reasons to relinquish current use of rail corridors – in particular through the City Centre – the value of this land for other uses is a worthwhile consideration for future planning.

## **5.3 STAKEHOLDER COMMUNICATION**

Ongoing stakeholder communication will be at the core of keeping planning works informed and strategically responsive. It is recommended that Council commit to regular meetings with State agencies such as Transport and Main Roads and Queensland Rail, as well as with its internal stakeholders to coordinate on upcoming connecting infrastructure and services that will further influence the function and form of the City Centre.

It is also recommended that any land use planning is done in cooperation with the Jagera, Giabal, Wakka Wakka and Jarowair First Nations people and that Council approach its planning scheme works as a sharing of knowledge with Indigenous people of the Region for sustainable land use and culturally aware decision-making.

## 6 ACTION PLAN

| Item | Action  | Agency Partners                       |
|------|---|---------------------------------------|
|      | <b>Include in new Planning Scheme</b>   |                                       |
| A1   | Revise the current CWEA Local Plan intent that an intermodal facility is to be located in the northern precinct of the TTG, and allow for greater flexibility for such a facility to locate on any appropriate site having efficient access to and from Toowoomba's transport network, including Inland Rail and the Toowoomba Bypass. This facility should be located to achieve efficiencies in terms of the interchange of freight between rail and road, allowing the distribution of goods interstate and enhancing the reputation of the Toowoomba Region as being pivotal to the delivery of the national freight network. Appropriate uses which are compatible with the operation of the intermodal facility should continue to be facilitated through the new Planning Scheme and may include a range of road and/or rail freight depots, buildings, facilities and associated operations and other uses that have synergies with an intermodal facility. Development of unrelated uses on strategically located sites should be limited. | TRC/ TMR/ QR/ ARTC/<br>Private Market |
| A2   | Continue to engage with TMR regarding the outcomes of the feasibility assessments for an intermodal facility and future passenger rail. Acknowledge the potential that an intermodal facility location could be identified outside of the TTG, as has been considered for the Toowoomba Wellcamp Airport Structure Plan proposed in this Study. Once these findings have been finalised, TRC to determine what the implications are in aligning TMR planning with new Planning Scheme provisions for these matters.   | TRC/ QR/ Australian<br>Government     |
| A3   | Within the Strategic Framework of the new Planning Scheme, support the delivery of passenger rail connecting Toowoomba to Brisbane, which will provide enhanced connectivity and accessibility to the Region.   | TRC/ TMR                              |
| A4   | Identify and manage desirable locations within the TTG appropriate for industrial subdivisions in consideration of potential future challenges faced by large floorplate uses due to land subdivision and fragmentation. Monitor and manage supply of contiguous vacant land suitable for large floorplate uses within TTG.   | TRC                                   |
| A5   | Planning for local government infrastructure through the Toowoomba Region Infrastructure Plan (TRIP) should consider the demand for water supply to service any additional industrial uses associated with Inland Rail, in ensuring that such development can be adequately serviced. Use of recycled water for industrial uses, particular where high water quality is not required should be considered, allowing higher quality water to be available for agricultural uses.   | TRC                                   |
| A6   | The new Planning Scheme could seek to streamline categories of assessment for renewable energy (e.g. solar farms) in the Rural Zone (where appropriate, noting it is generally not desirable in areas where impacts to class A/B agricultural land would result).   | TRC/ Coordinator-<br>General          |

| Item | Action   | Agency Partners |
|------|--|-----------------|
| A7   | Mort Street Interchange – the new Planning Scheme should allow some large format retail (LFR), allowing for an appropriate transition of uses, as well as ensuring integration with open space and pedestrian and active transport networks. Any new land uses around the Mort Street interchange are to ensure that there are no adverse impacts on sensitive hospital land uses nor in accessing the hospital site.  | TRC             |
| A8   | Future connections to northern growth areas will reinforce the Mort Street Interchange as a City Centre gateway and the new Planning Scheme should develop appropriate placemaking and elevated design outcomes to reflect this intent.  | TRC             |
| A9   | Toowoomba-Cecil Plains Road and Gore Highway Interchanges – the new Planning Scheme to identify rural areas between the Toowoomba Bypass and the urban extents of the city, as being appropriate for agricultural technology uses, which could provide for intensive horticulture, smart farms or small industry farming such as flower production.  | TRC             |
| A10  | Warrego Highway Interchange - the new Planning Scheme should recognise opportunities for data driven industries to take advantage of converging major connectivity networks at Charlton/ Toowoomba Cecil Plains Road for data and technology opportunities in the Toowoomba Trade Gateway. This recommendation must be aligned with the findings of the concurrent Toowoomba Trade Gateway Local Plan and Industry Zones Review study which is presently being undertaken.   | TRC             |
| A11  | Toowoomba Connection Road (former Warrego Highway) – the new Planning Scheme to continue permitting commercial uses closer to the City Centre and medium-lower density residential uses continued away from the centre.  | TRC             |
| A12  | Review industrial land supply within the City Centre and if demand for light industrial service areas is identified formalise land use intents for existing light industry uses in Prescott Street/ Clifford Street through re-zoning where appropriate to quantify supply.  | TRC             |
| A13  | All interchanges - the new Planning Scheme should allow for the redevelopment of land around the Toowoomba Bypass interchanges, provided it can demonstrate that it is compatible with surrounding rural uses. This could be for a range of industrial uses (such as transport, postal and warehousing and wholesale trade and related sectors), service centres or service stations, or other uses benefiting from high exposure and efficient access to/from the Bypass. Any development for urban purposes that sits outside the Urban Footprint and/or PIA, may be more limited from developing in the short term.   | TRC             |
| A14  | The new Planning Scheme to be flexibly drafted to accommodate more industrial development within appropriate precincts near Toowoomba Wellcamp Airport and be responsive to innovation and changes in technology. It is noted that future justification will be needed for decision-making considering non-rural development and class A/ B agricultural land outside the Urban Footprint. The new Planning Scheme should facilitate a range of dynamic land uses that are complementary to and supportive of the Airport operations and which share important synergies, including opportunities for intensive agriculture, which may be compatible on classified agricultural land.<br><br>This recommendation must be aligned with the findings of the concurrent Toowoomba Trade Gateway Local Plan and Industry Zones Review study which is presently being undertaken, as well as considering likely impacts, appropriate buffer distances | TRC/ TWA        |



| Item | Action  | Agency Partners       |
|------|---|-----------------------|
|      | and compatible uses as part of formal planning processes. Any development for urban purposes that sits outside the Urban Footprint and/or PIA, may be more limited from developing in the short term.   |                       |
| A15  | The new Toowoomba Trade Gateway Local Plan should ensure that transport and logistic land uses are supported through appropriate zones and precincts in the new Planning Scheme.  | TRC                   |
| A16  | Integrated residential development or intensification of residential uses in the City Centre needs to be planned in accordance with the dwelling supply benchmarks set out in ShapingSEQ and rationalised in accordance with the Toowoomba Region Growth Plan (concurrent study under the Toowoomba Futures Program).   | TRC/ State Government |
| A17  | Implement the proposed Structure Plan for the redevelopment of the current hospital, as part of the new Planning Scheme, which potentially allows for the following uses: <ul style="list-style-type: none"> <li>Community infrastructure such as sporting facilities, music studios, health and well-being services or aged care; or</li> <li>Educational facility to reinforce Knowledge and Technology Precinct intents (e.g. health research and development)</li> </ul>  | TRC                   |
| A18  | Ensure the new Planning Scheme facilitates integrated outcomes for the new hospital site and surrounds, such as co-locating commercial uses, residential (including retirement and aged care), public and active transport networks and green spaces (refer Structure Plan). Appropriate land use planning provisions will need to be drafted to ensure the desired outcomes for the arrival experience and requirements for placemaking and compatible land uses are achieved. Other studies and the Green Infrastructure Strategy Planning Scheme Integration Study (concurrent Council project) will be a key strategic source in confirming land use planning decisions around the hospital site. Any intensification of uses will need to incorporate early assessment and planning to identify any necessary infrastructure upgrades to accommodate this. | TRC/ QH               |
| A19  | Council to consider appropriate land uses along the Gowrie Creek corridor, taking appropriate stormwater and overland flow management measures into account. Opportunities for multi-purpose functions (including biodiversity restoration, recreation, stormwater and overland flow management) as part of the naturalisation of Gowrie Creek corridor are relevant not only to the development of the new hospital site, but to the greater Toowoomba Region in general.  | TRC                   |
| A20  | The new Planning Scheme should anticipate and be accommodating of larger commercial (office) components in industrial developments, provided in accordance with relevant recommendations of the Industry Review.  | TRC                   |
|      | <b>Strategic reference for future planning schemes</b>  |                       |
| B1   | Acknowledge the long term potential for rural localities to capitalise on any future intent for connection to Inland Rail (e.g. opportunities may be sought through private venture or other agencies), where food producers, food manufacturing and agricultural technology uses might benefit from more direct links to agricultural lands.   | TRC                   |

| Item | Action  | Agency Partners       |
|------|---|-----------------------|
| B2   | Future transport network planning to consider the impacts of Inland Rail in restricting east-west movements and what the implications are from a longer term traffic engineering and land use planning perspective.   | TRC/ TMR              |
| B3   | Further investigation is needed of the potential for the Toowoomba Connection Road (former Warrego Highway alignment James Street City Centre section) to contribute to a denser inner-city catchment in the longer term, which will be influenced by the kinds of services, people friendly spaces and activity that is created along the corridor.  | TRC                   |
| B4   | Council to determine its position with respect to advocating for more land around the interchanges to be included within the Urban Footprint, only where the Toowoomba Region Growth Plan, TRIP and other studies being undertaken concurrently, provide a justification for this. The new Planning Scheme to be amended to reflect this in the longer term, if relevant.   | TRC/ State Government |
| B5   | Preserving linear corridors of (possible) future disused rail lines as potential redevelopment opportunities should be supported, however this will be dependent on the conditions and timing of current rail services finishing.   | TRC/ QR               |
| B6   | Council to determine its position with respect to advocating for more land around The Toowoomba Wellcamp Airport to be included within the Urban Footprint, only where the Toowoomba Region Growth Plan, TRIP and other studies being undertaken concurrently, provide a justification for this. In addition, any justification will need to consider the protection of class A/ B agricultural land in accordance with the SPP. It is noted that flexibility in the Urban Footprint to include certain types of agriculture should be considered.<br><br>The new Planning Scheme to be amended to reflect this in the longer term, if relevant | TRC/ TWA              |
| B7   | Review and update the City Centre Master Plan to ensure Council is proactive in planning for the ultimate preferred land uses for the current hospital site in the context to the greater City Centre, when the hospital re-develops.   |                       |

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## APPENDIX 1: STRUCTURE PLANS

AP01



## APPENDIX 2: STAKEHOLDER SUMMARY

AP02

This report has been prepared by:



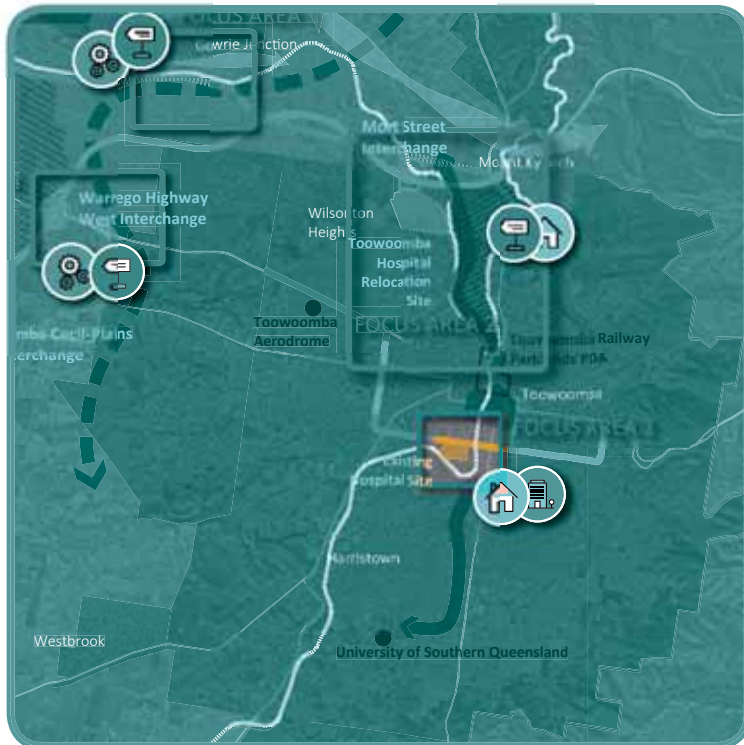
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# Land Use Implications of Major Infrastructure Projects Study (LUIMIPS)

LAND USE ANALYSIS OF KEY FOCUS AREAS

PREPARED FOR  
 **TOOWOOMBA  
REGION**  
Rich traditions. Bold ambitions.



## FOCUS AREA 1

### EXISTING HOSPITAL SITE + JAMES STREET

Approximately 40 ha

City Centre southern frame

Area of interest because...:

- New uses need to be planned for the hospital site after services relocate
- Redirection of heavy freight traffic from James Street (to Toowoomba Bypass)
- Future potential re-purpose of existing rail line
- Improved active transport/ public transport connections to the City Centre Core will be strategically important to continuation of this area as a integral part of the City Centre
- Creation of cross-block connection

Proposed Structure Plan Area encompasses:

- existing hospital site
- adjacent properties on James Street (former Warrego Highway)
- Clewley Park
- existing rail corridor



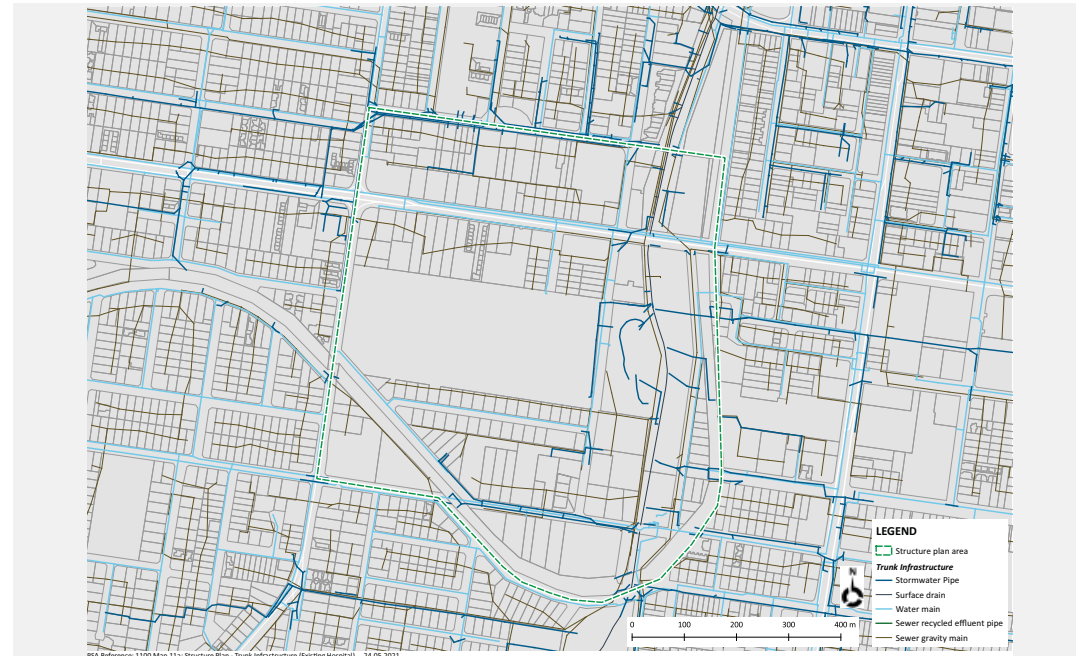


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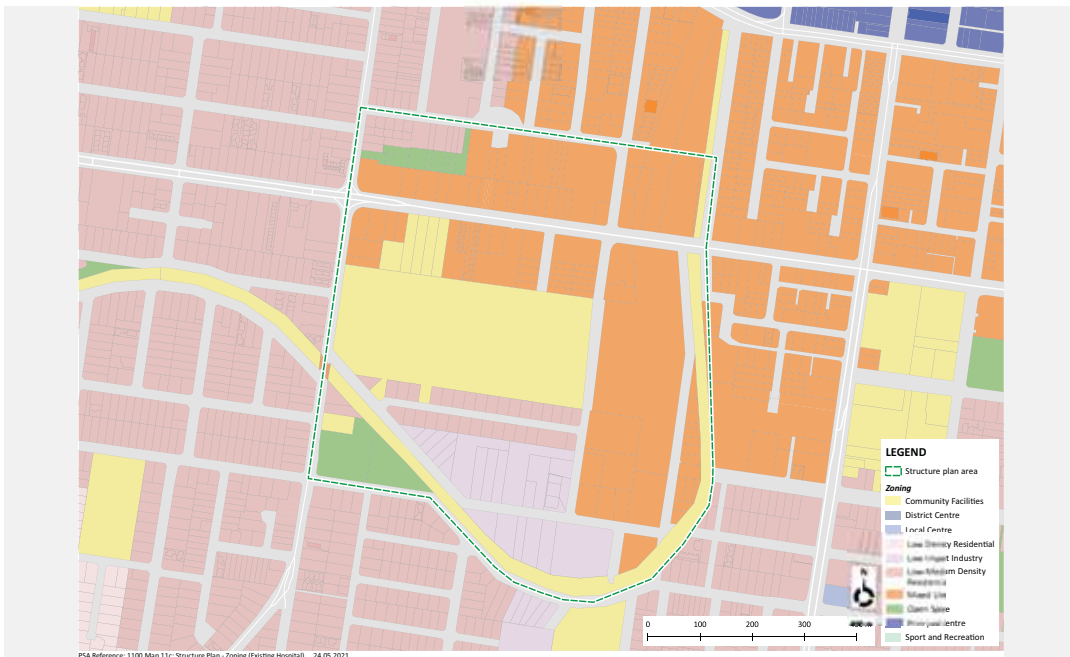




SP1A: Overlay constraints



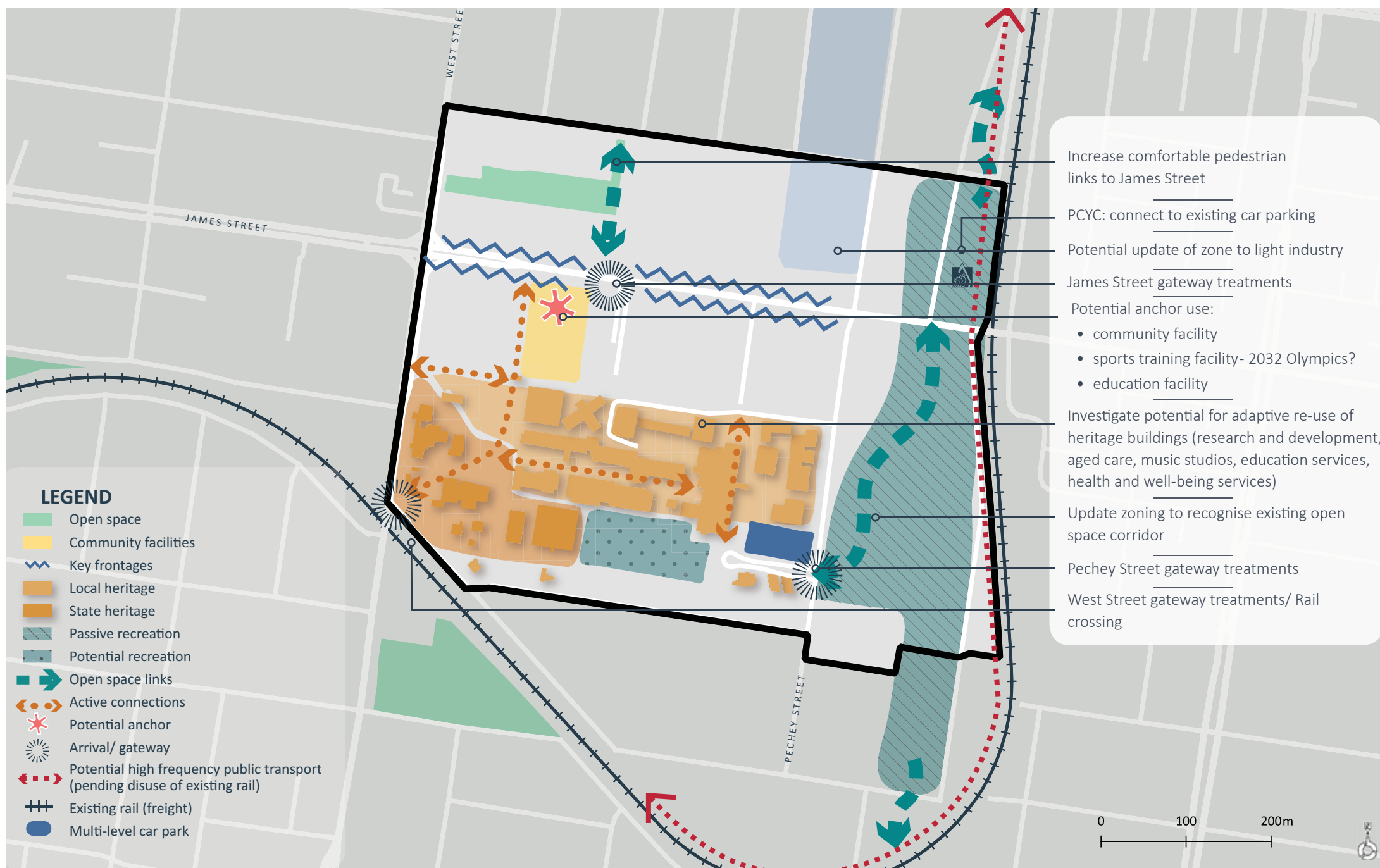
SP1B: Existing infrastructure services



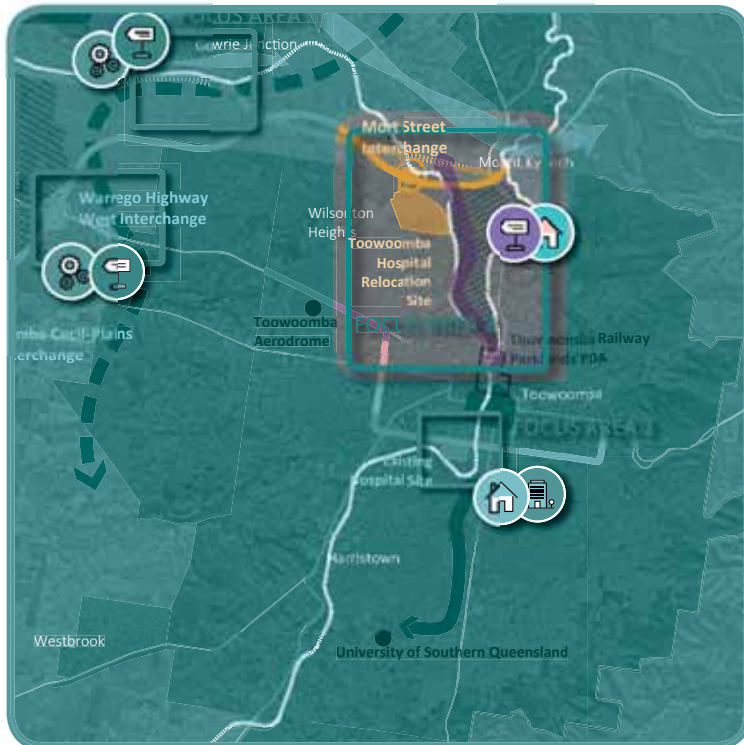
SP1C: Zones



SP1D: Existing movement networks







## FOCUS AREA 2

### NEW HOSPITAL SITE + MORT STREET + NORTHERN GROWTH CORRIDOR

Approximately 405 ha

Opportunities:

- Relocation of Toowoomba Hospital
- High quality movement networks - equitable, inclusive - connecting community to natural areas surrounding Gowrie Creek
- Enhance open space network to support future residential growth
- Community facilities and gateway treatment at Mort Street interchange

Proposed Structure Plan Area encompasses:

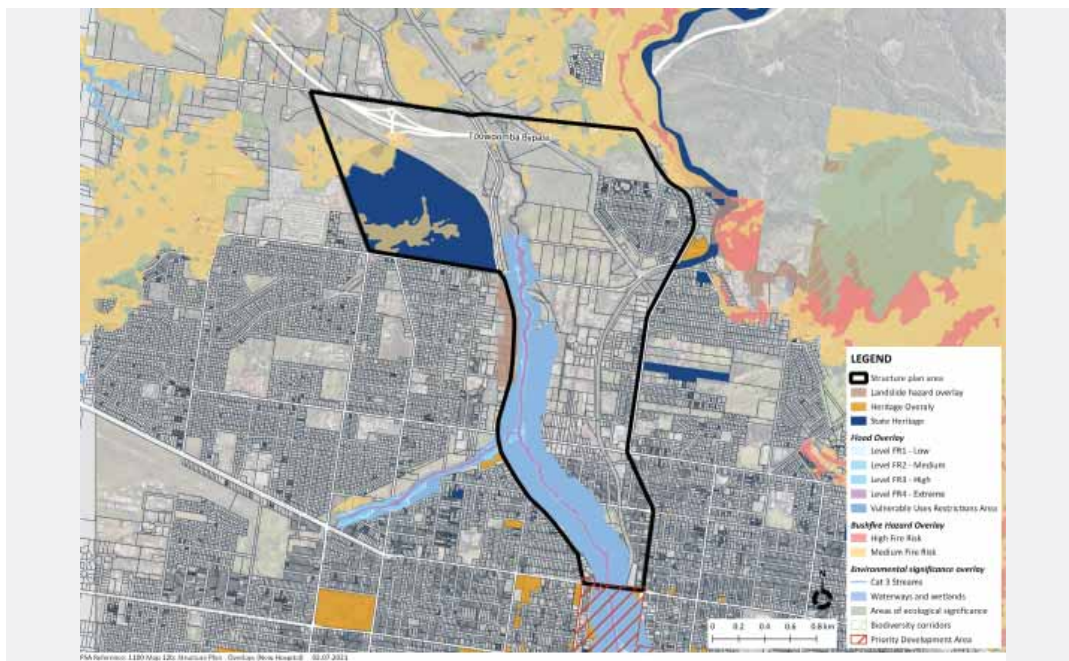
- New hospital site (Baillie Henderson)
- Mort Street Interchange
- Northern Growth Corridor
- Gowrie Creek natural areas



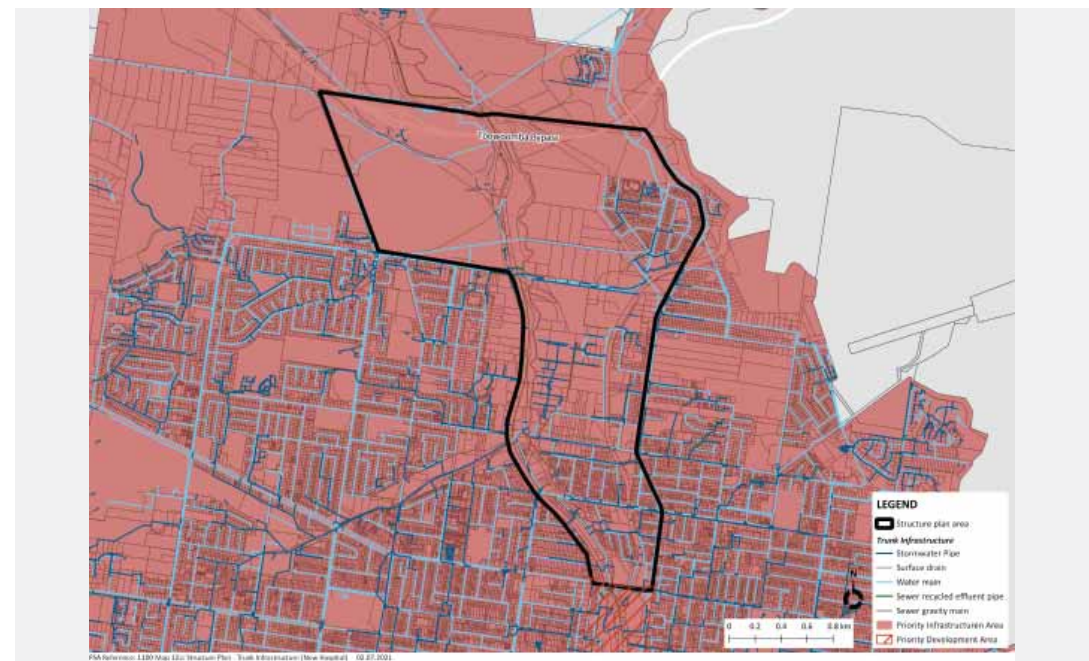


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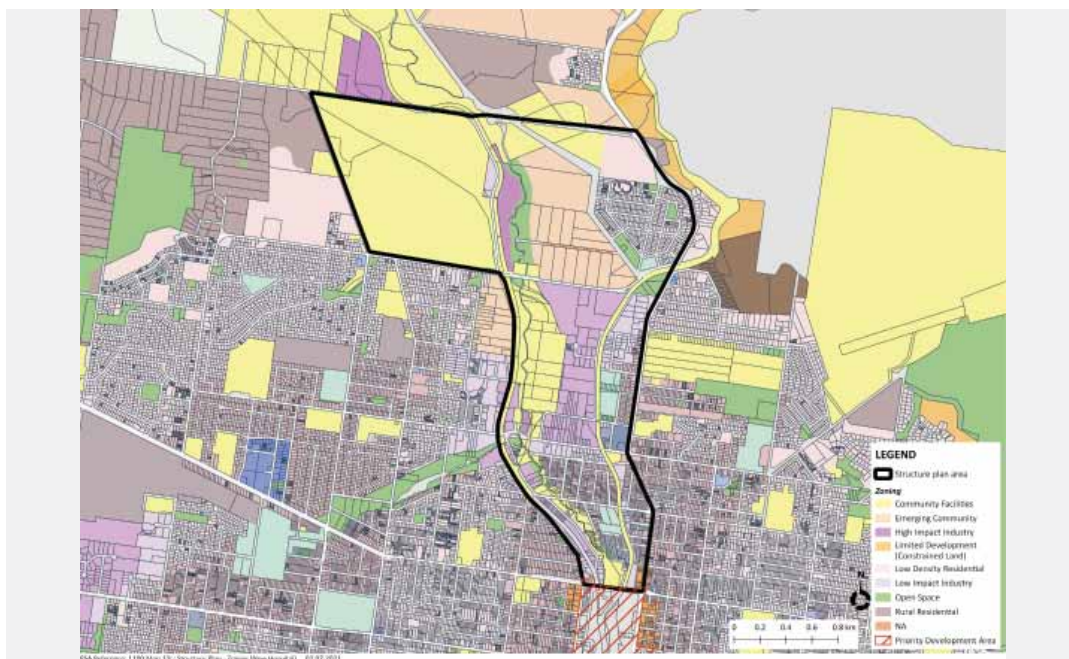




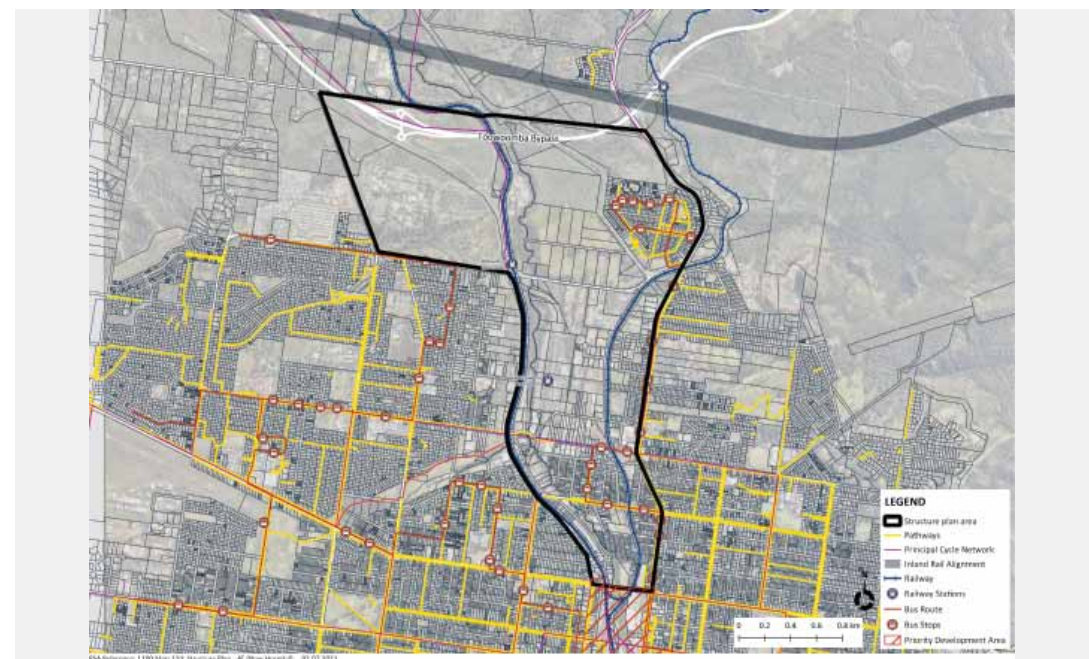
SP2A: Overlay constraints



SP2B: Existing infrastructure services

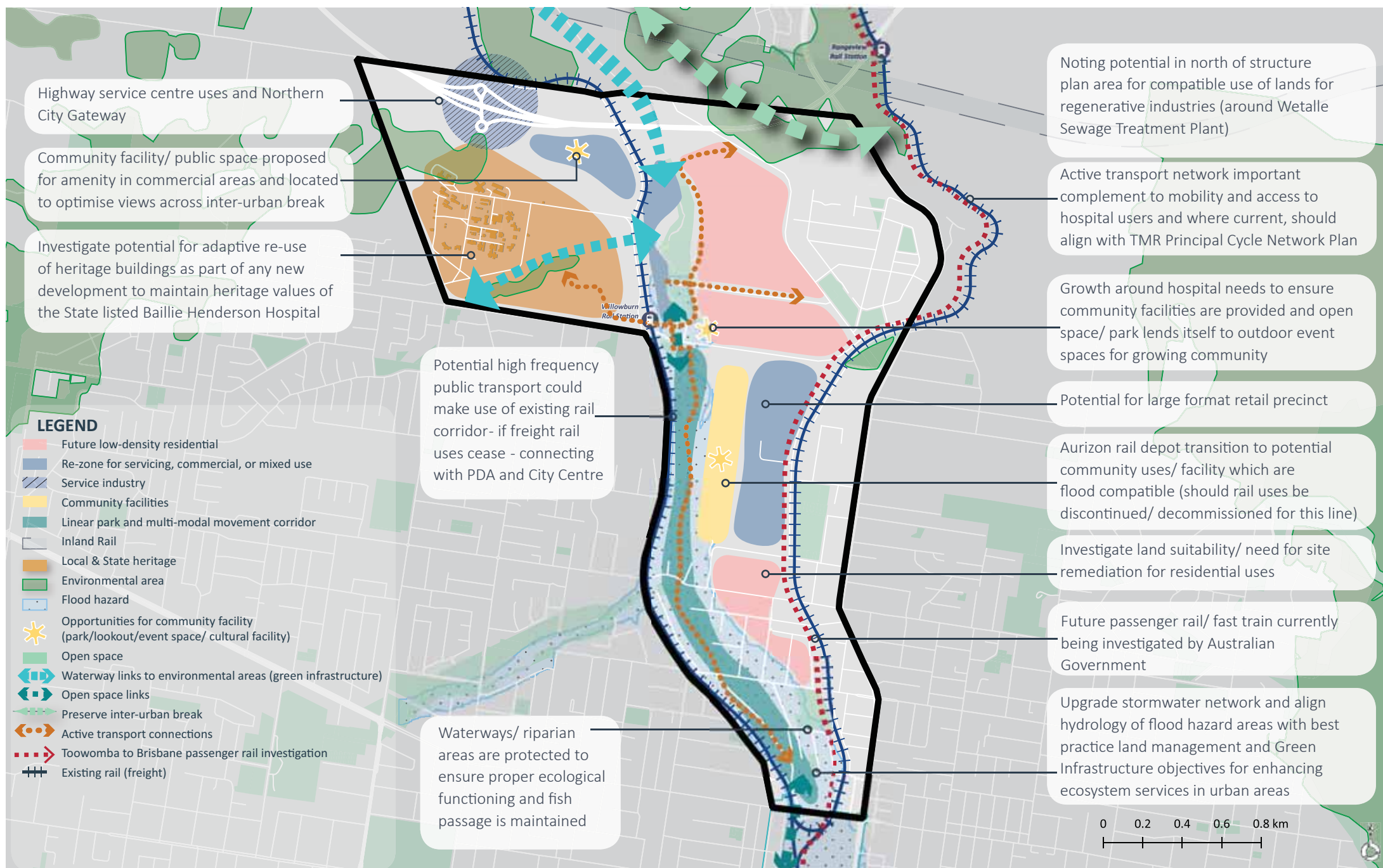


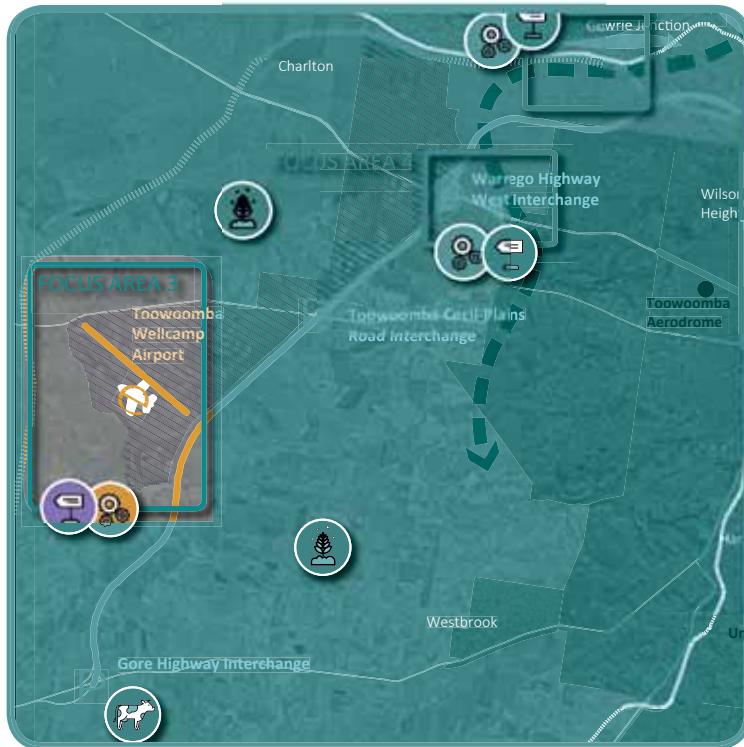
SP2C: Zones



SP2D: Existing movement networks







## FOCUS AREA 3

### WEST OF TOOWOOMBA WELLCAMP AIRPORT

Approximately 2,000 ha

Opportunities:

- Future Inland Rail corridor
- Proposed entertainment precinct + intermodal facility
- Power generation and network connection
- Large lots and separated from urban areas

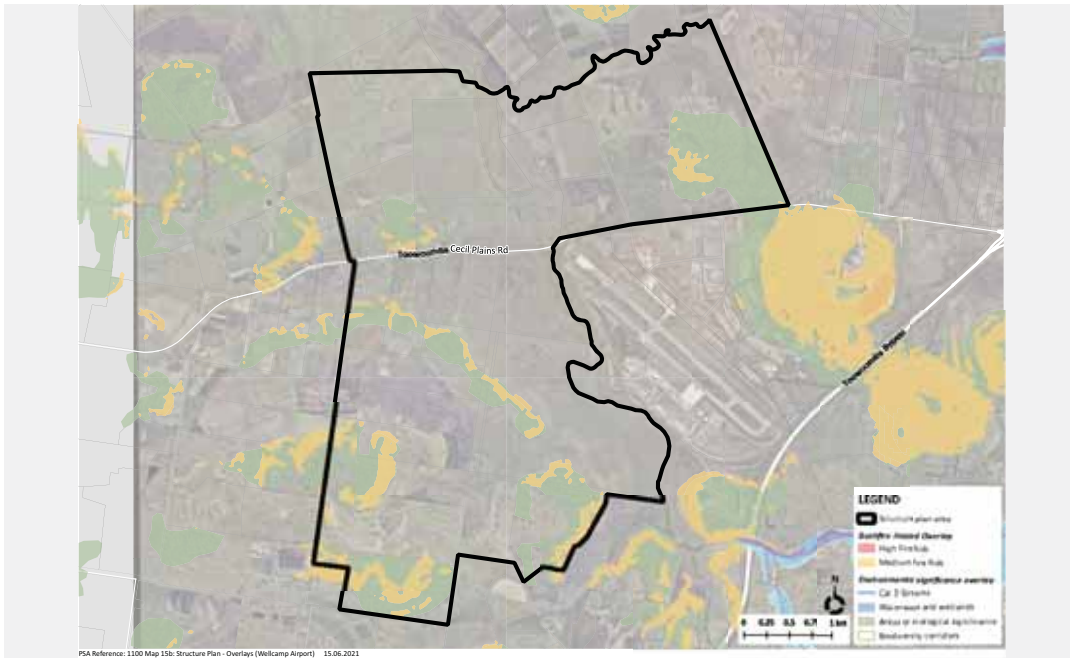
Proposed Structure Plan Area encompasses:

- Proposed site of motor sports training facility/ entertainment precinct
- Powerlink 275kv lines
- Westbrook Creek
- Toowoomba Cecil-Plains Road

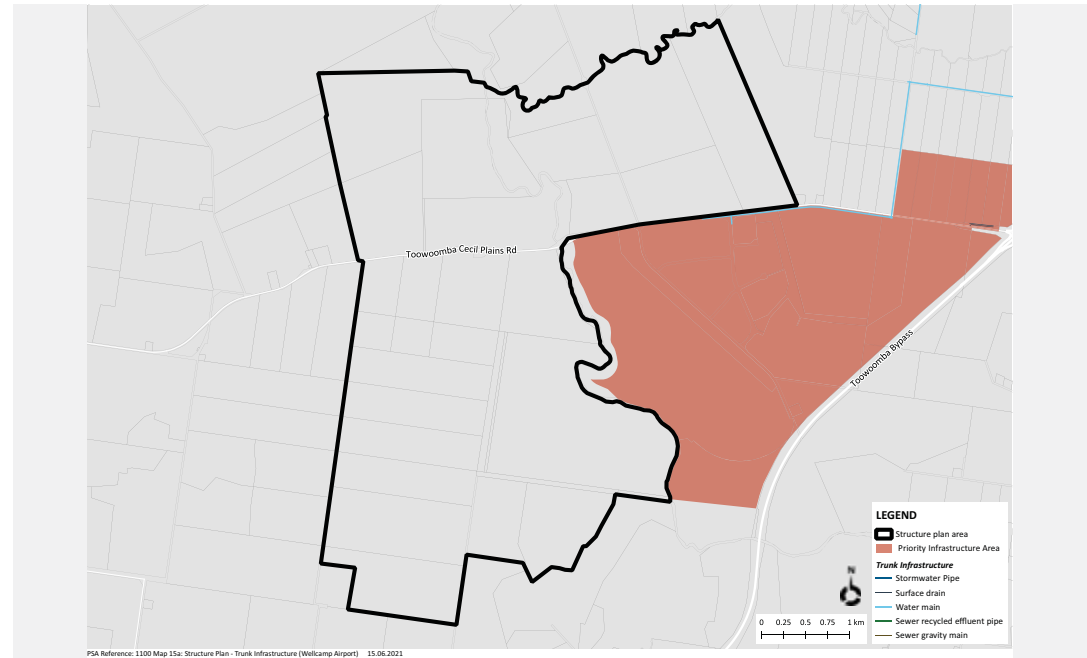




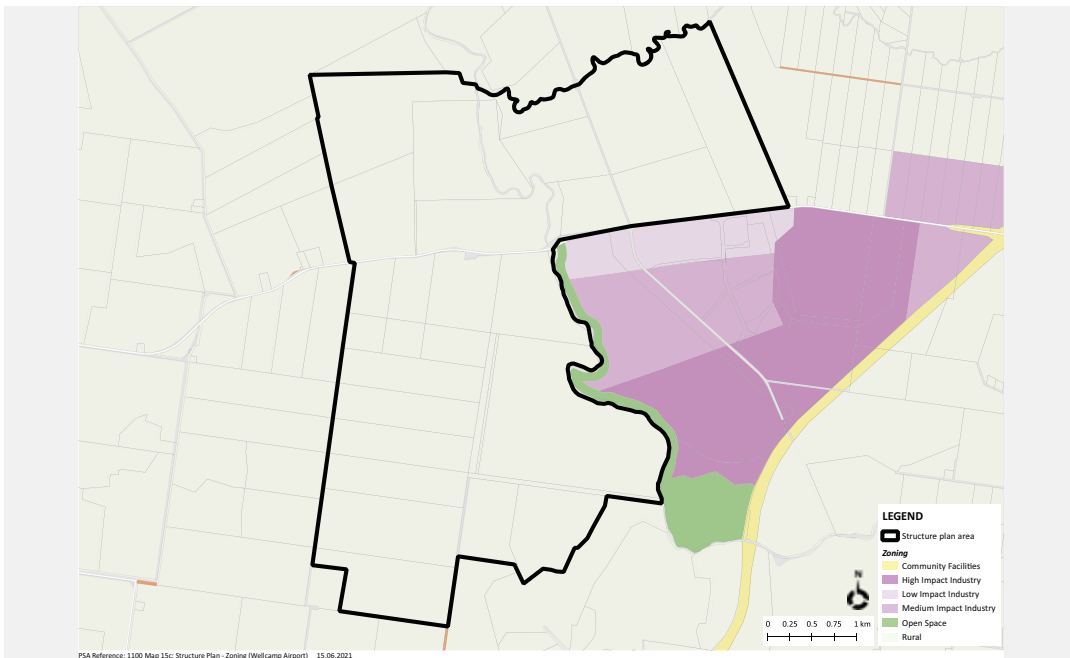
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SP3A: Overlay constraints



SP3B: Existing infrastructure services

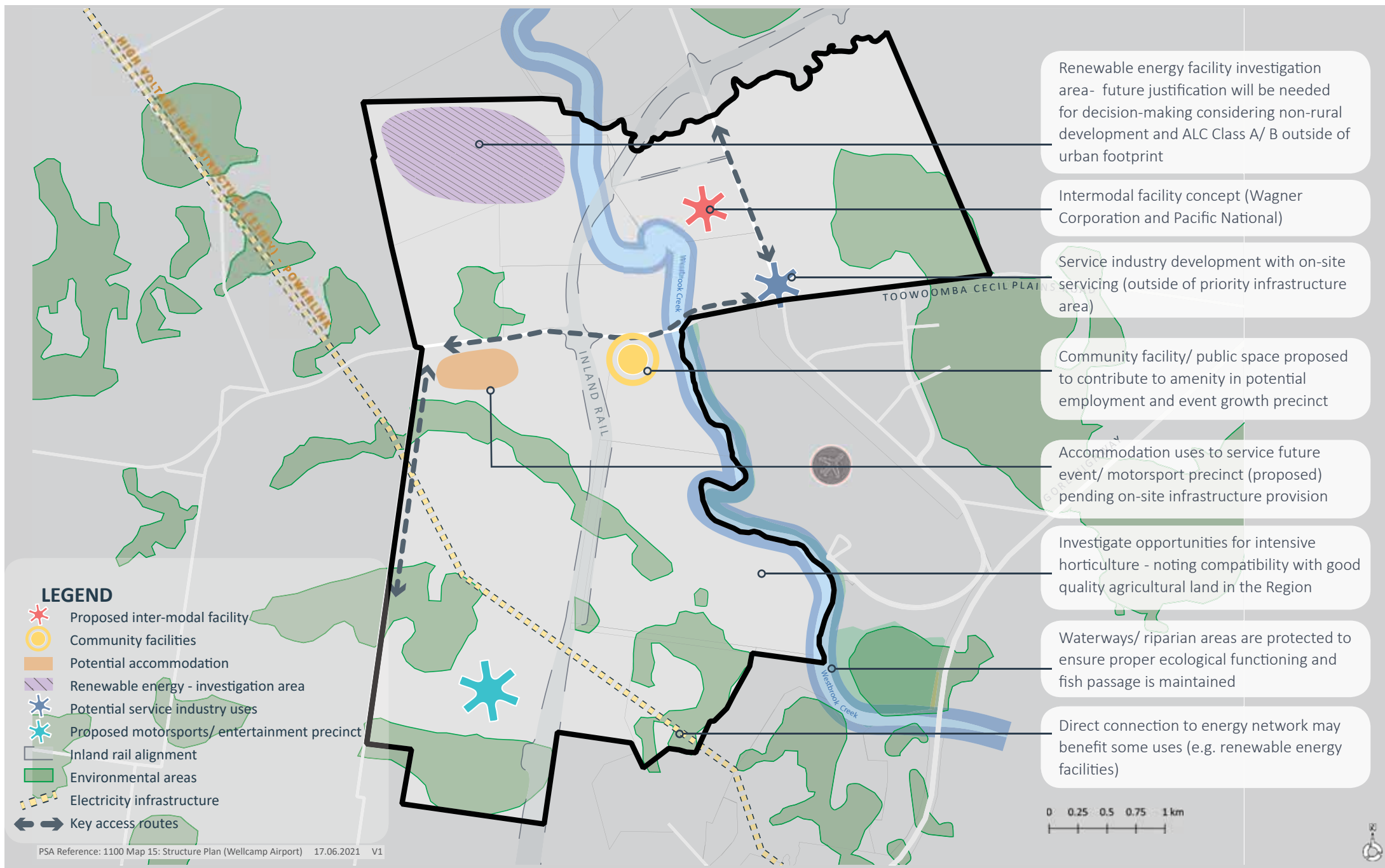


SP3C: Zones

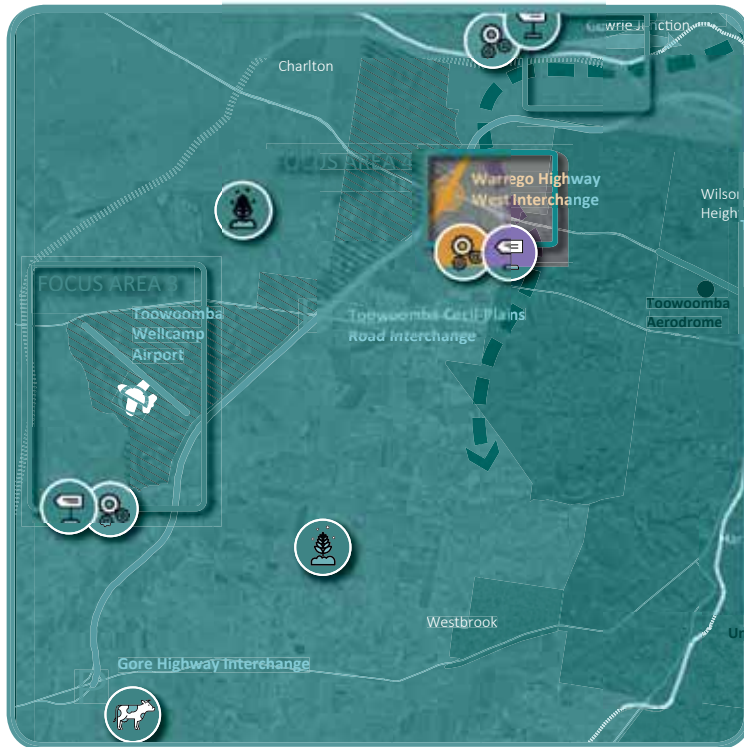


SP3D: Existing movement networks









## FOCUS AREA 4

### WARREGO HIGHWAY WEST INTERCHANGE

Approximately 384 ha

Opportunities:

- Future district sports facility
- Potential service industries around interchange
- Potential active transport connections to the City Centre
- Future connection to Western Arterial Bypass

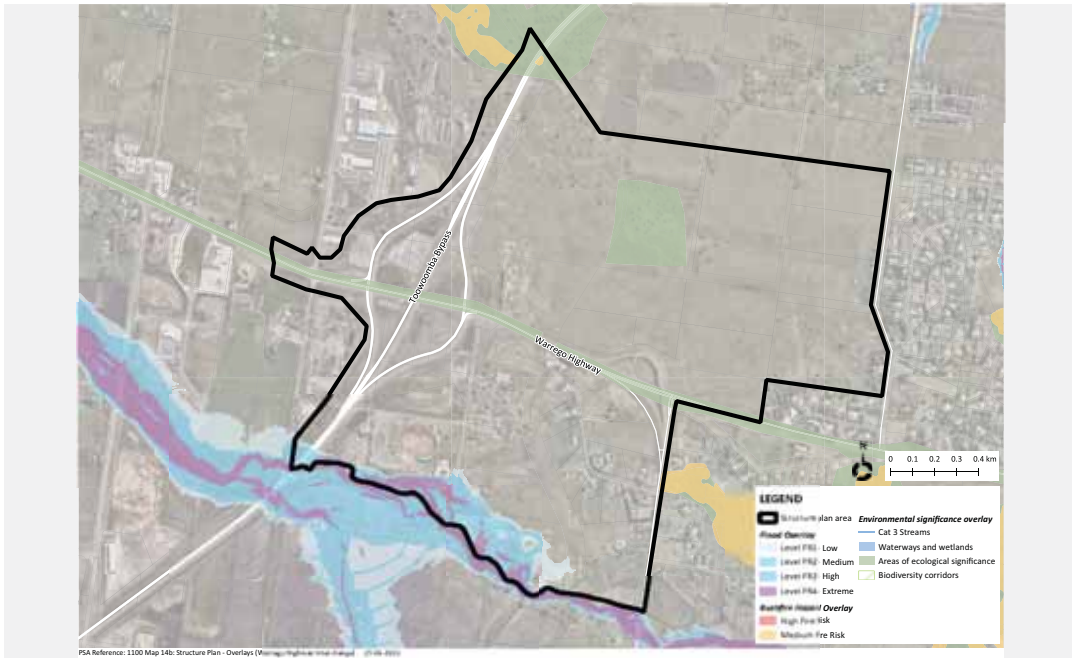
Proposed Structure Plan Area encompasses:

- Toowoomba Bypass and Warrego Highway West Interchange
- Former Warrego Highway
- Sport and recreation zones for future sports facility

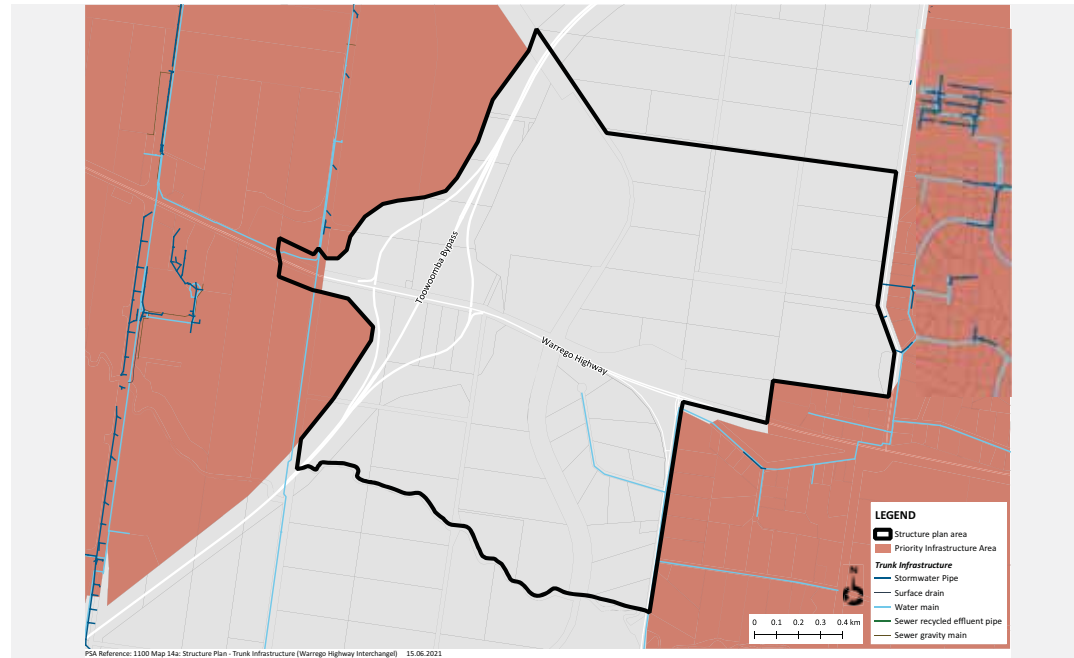


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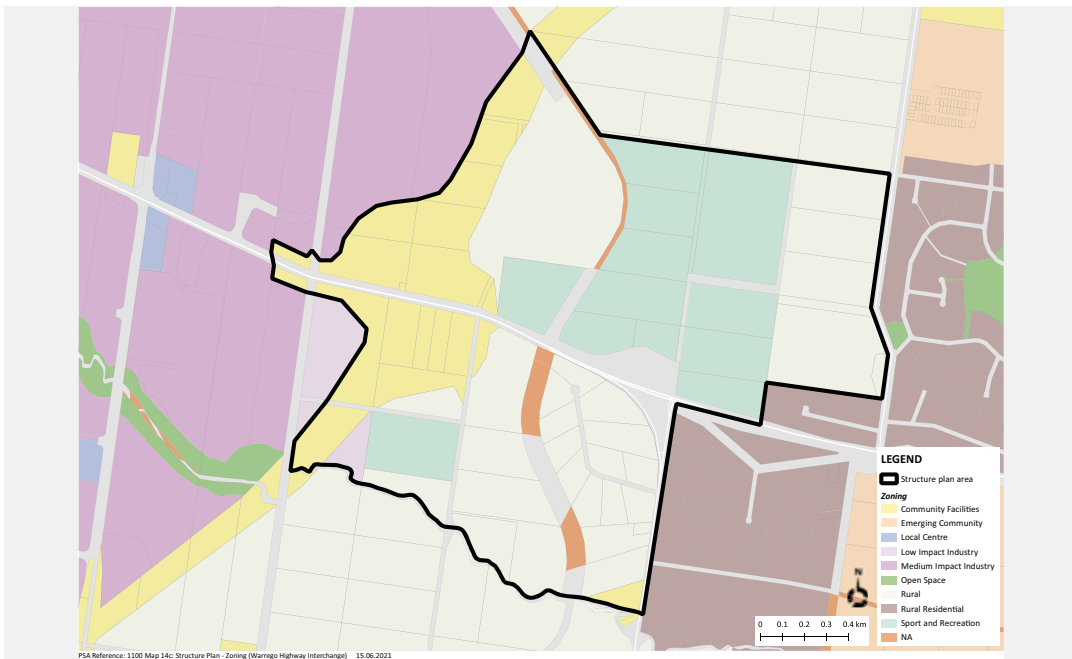




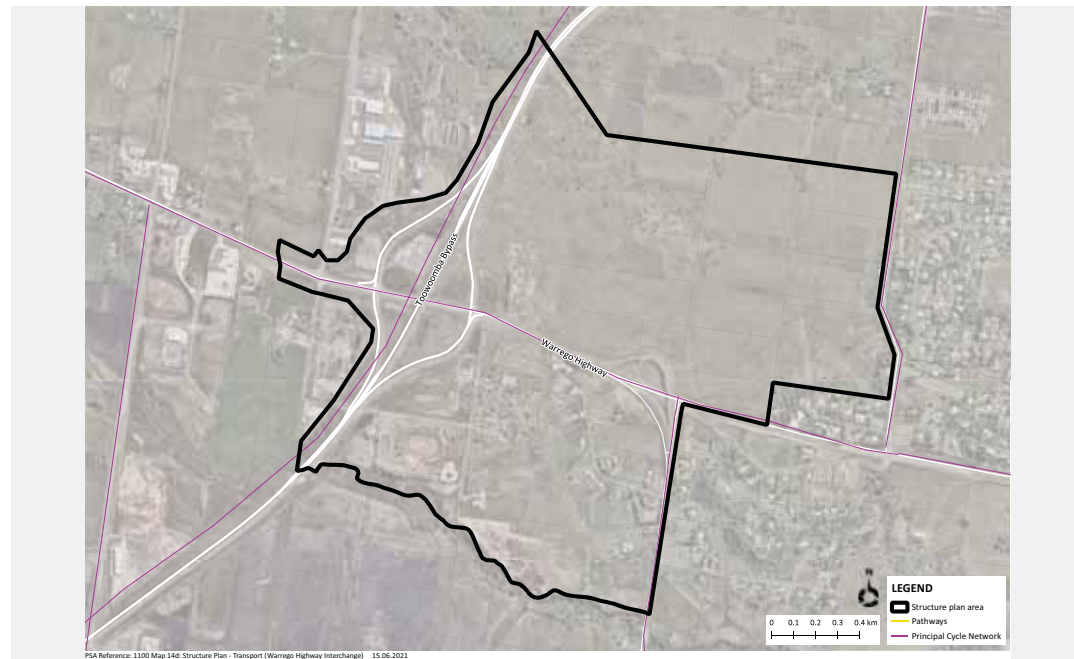
SP4A: Overlay constraints



SP4B: Existing infrastructure services

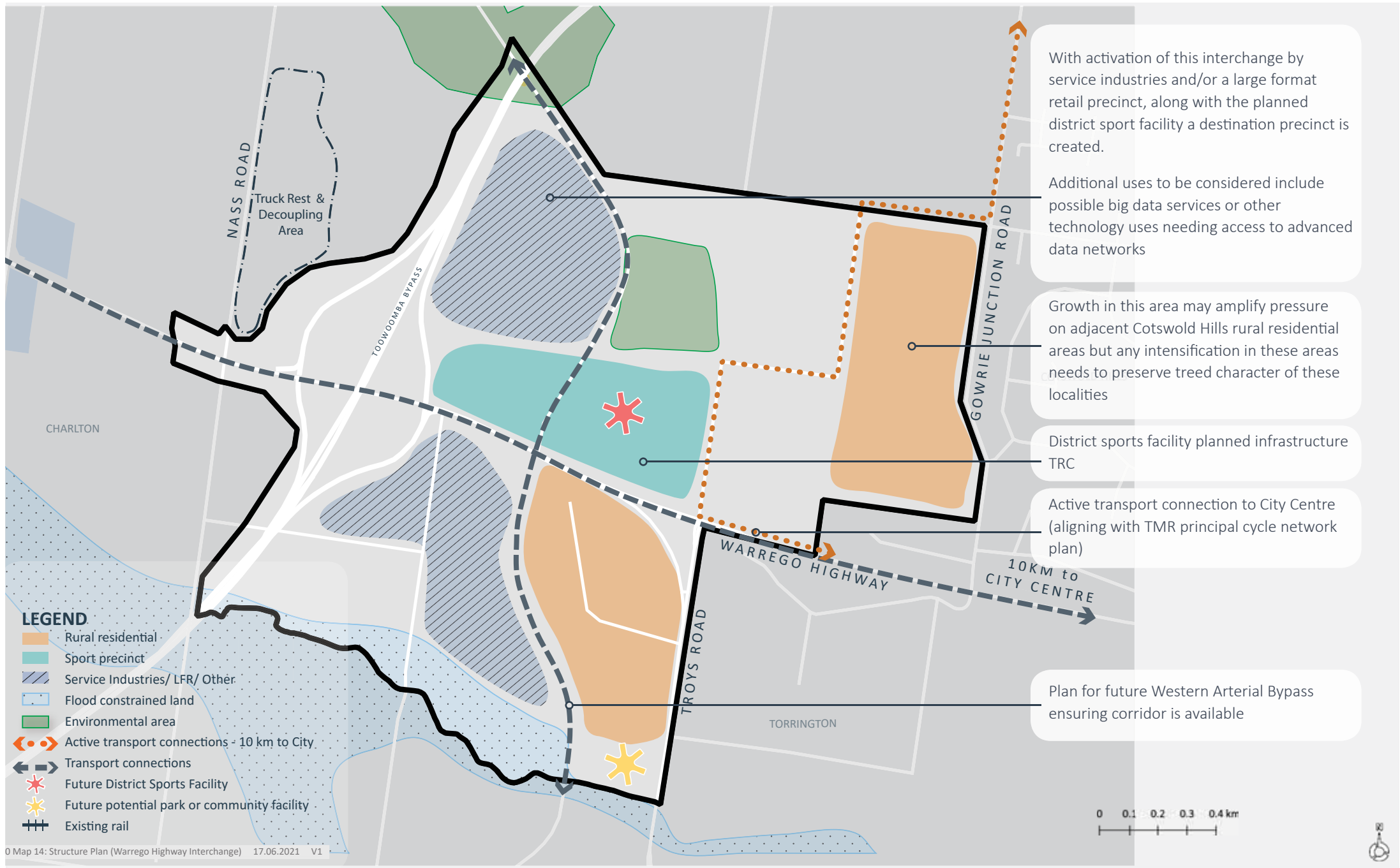


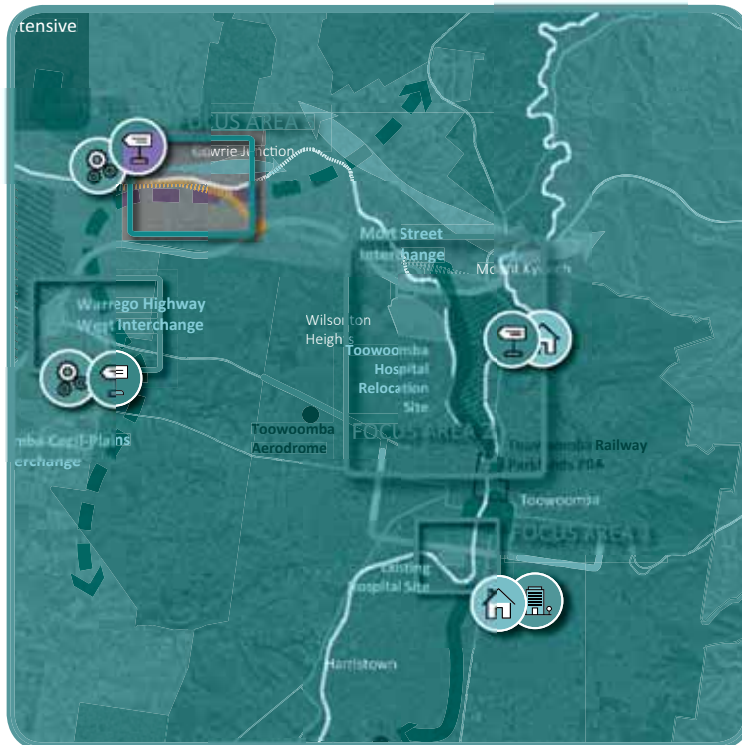
SP4C: Zones



SP4D: Existing movement networks







## FOCUS AREA 5

### GOWRIE JUNCTION

Approximately 190 ha

Opportunities:

- Proximity to Inland Rail
- Large rural lots with easy access to high capacity local road network (and indirect to Toowoomba Bypass)
- Future potential connection with Western Arterial Bypass?
- Reinforcement of inter-urban break and integrated green infrastructure outcomes for the community

Proposed Structure Plan Area encompasses:

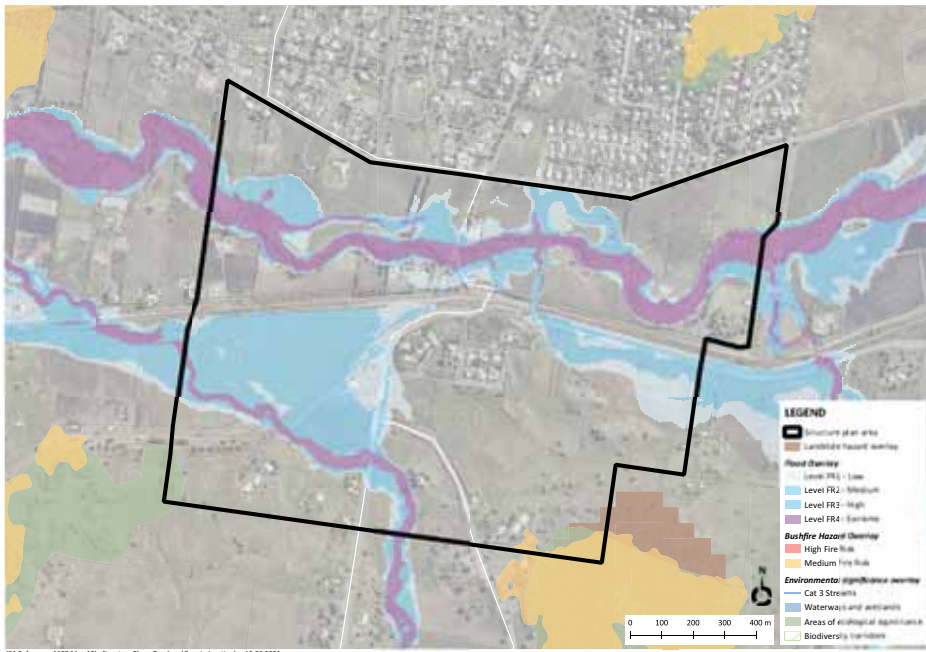
- Inland Rail alignment
- existing Gowrie Junction community
- good connections to local and regional road networks (existing and future)



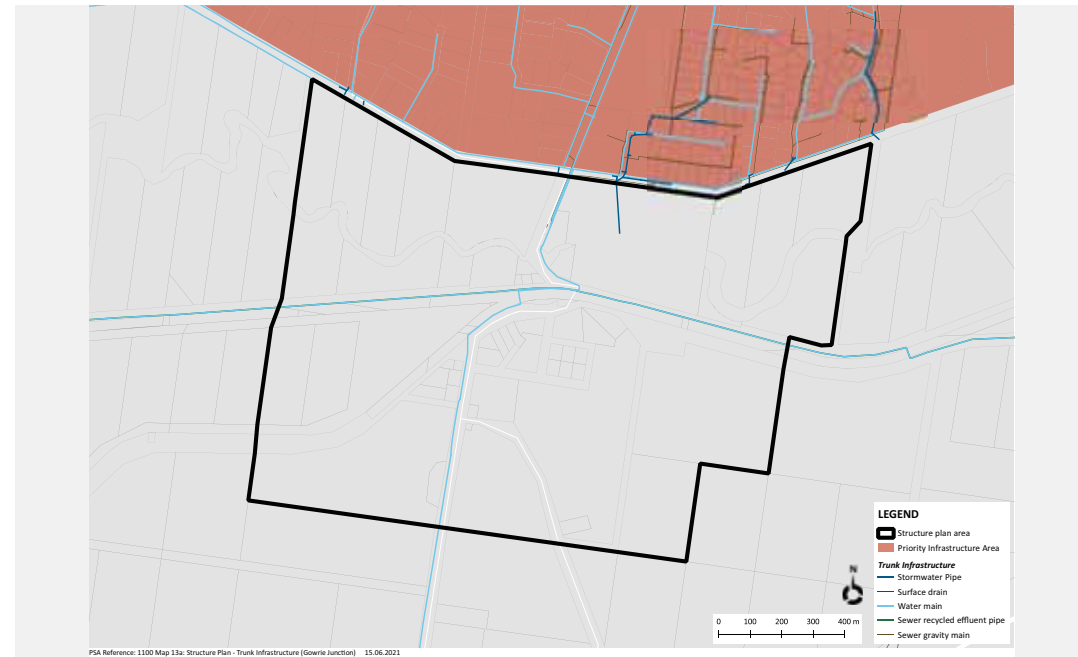


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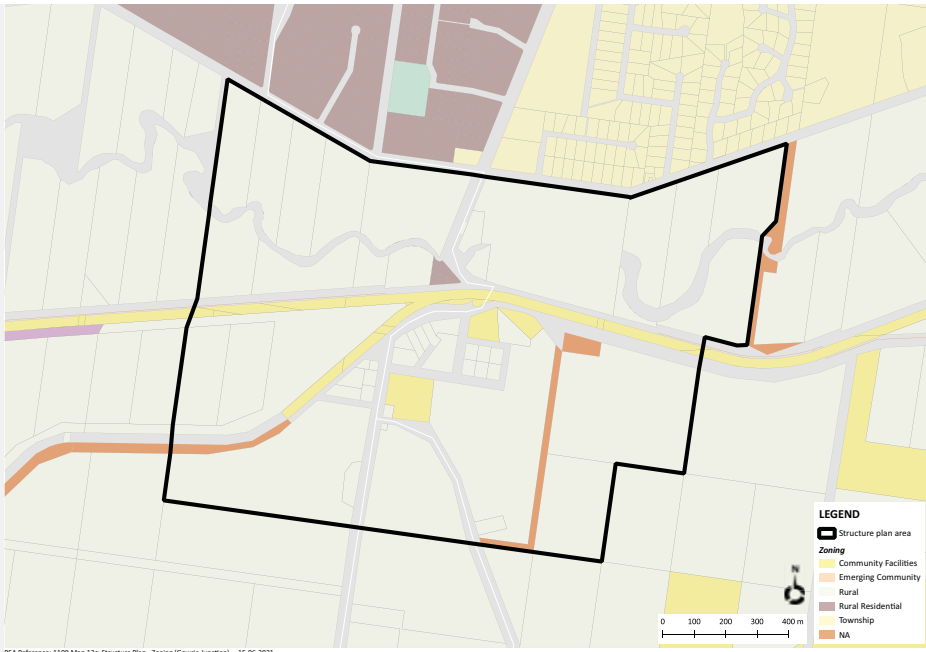




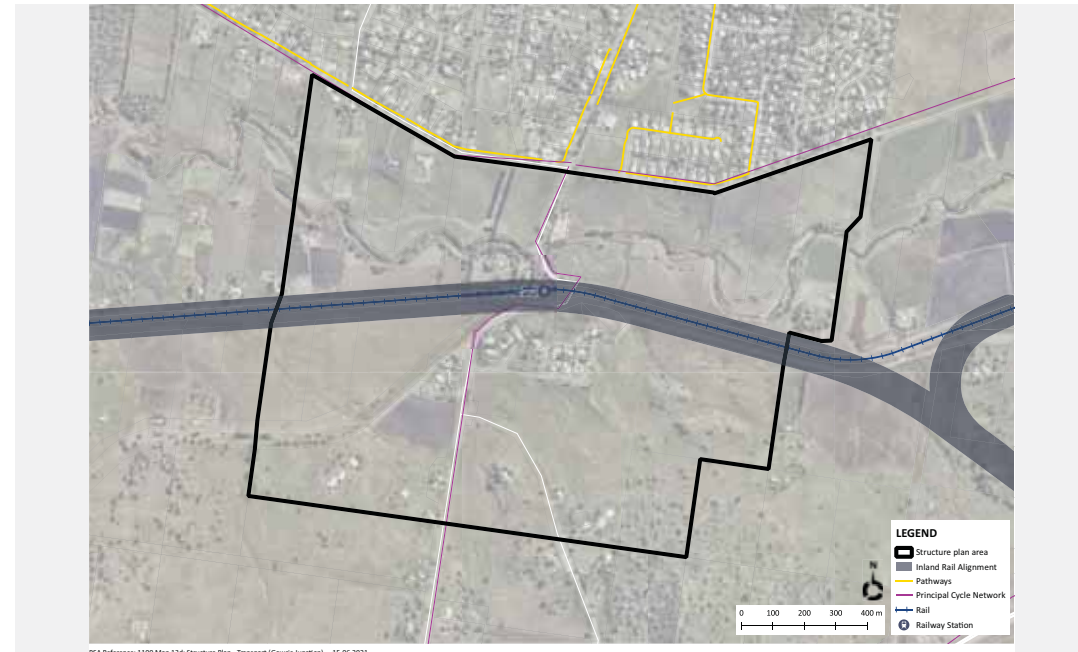
SP5A: Overlay constraints



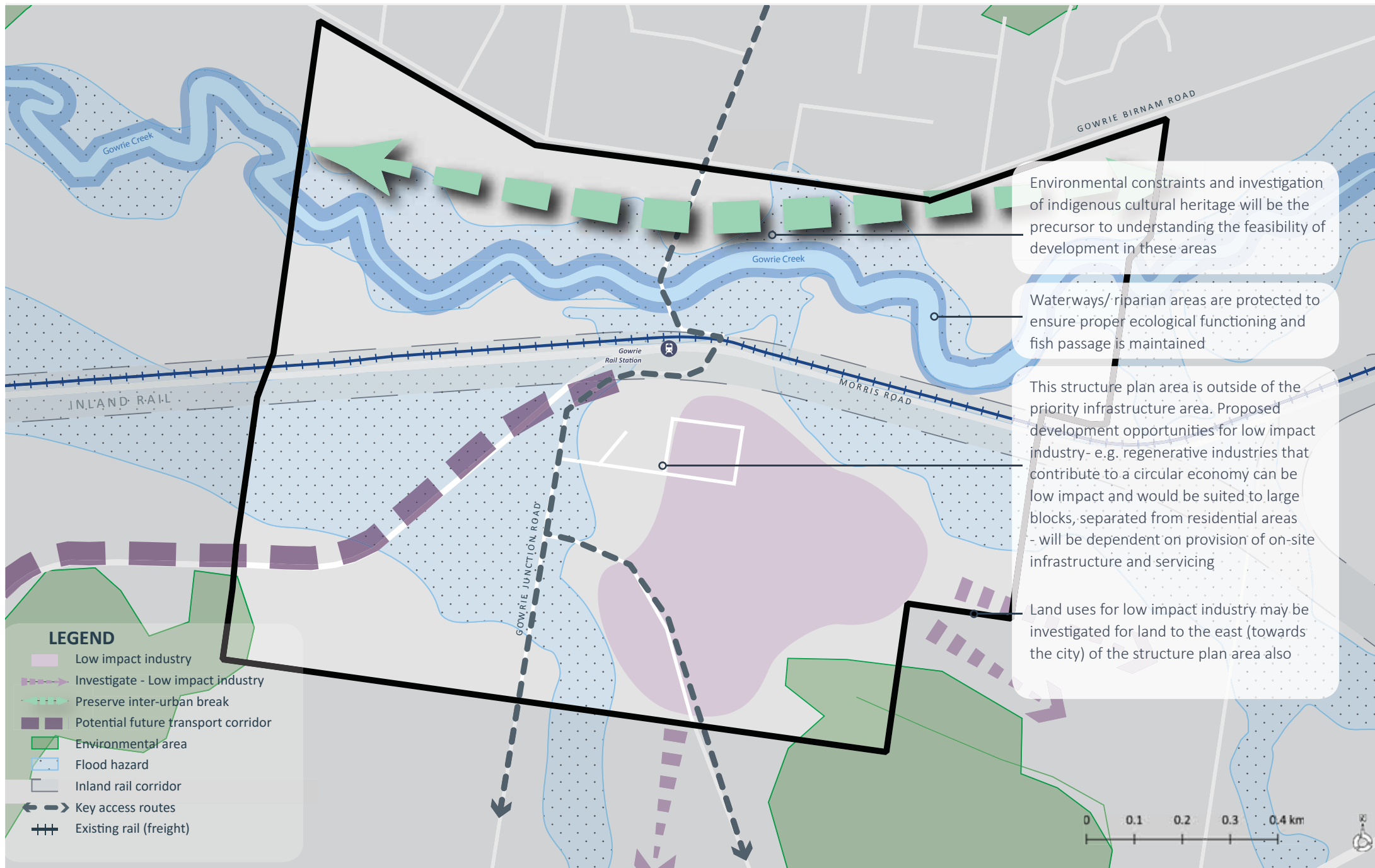
SP5B: Existing infrastructure services

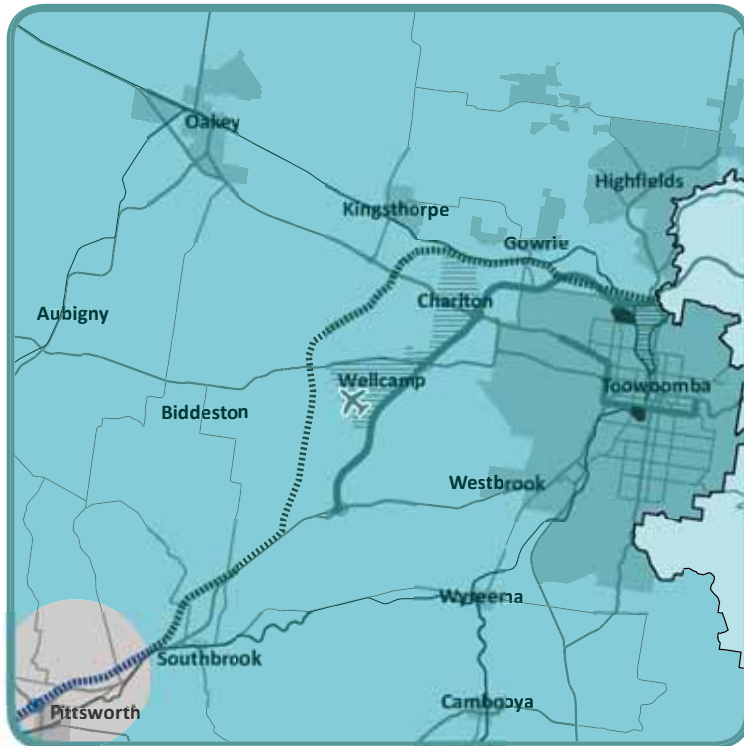


SP5C: Zones



SP5D: Existing movement networks





## FOCUS AREA 6

### PITTSWORTH EAST

Approximately 300 ha

Opportunities:

- Proximity to Inland Rail and potential for connections (e.g. siding or other loading facility) to service local agricultural uses
- Subsequent opportunities for growth in value-add industries
- Gore Highway (direct link to Toowoomba Bypass)
- Large lots and industrial zones
- Catalyse improved water supply infrastructure through future industry growth capitalising on rail network
- Partial inclusion in priority infrastructure area (PIA)

Proposed Structure Plan Area encompasses:

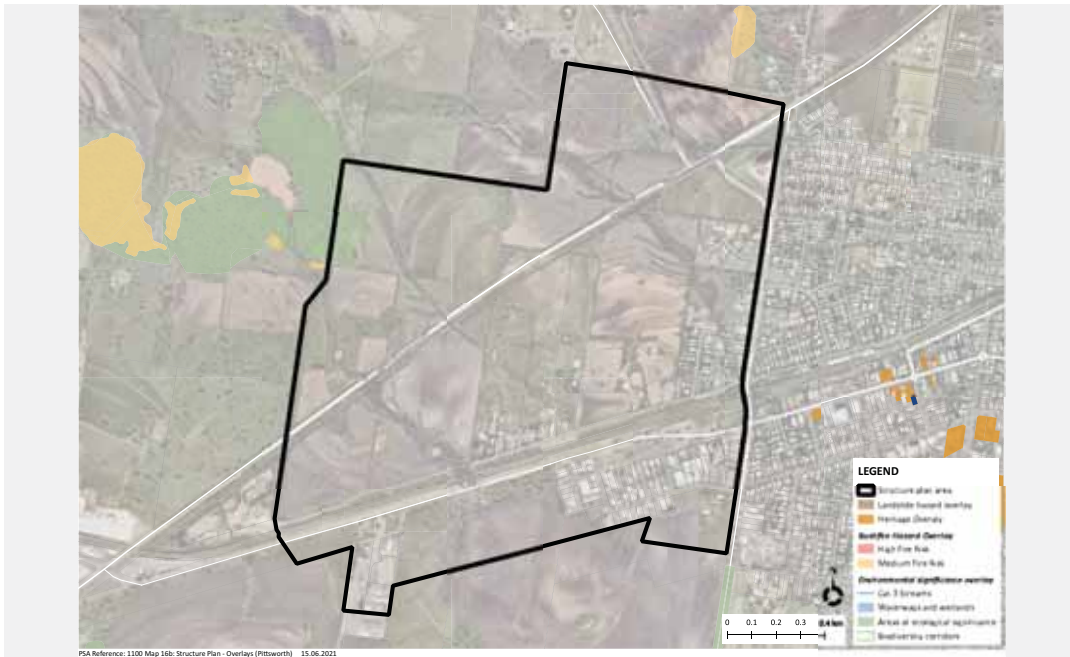
- existing rail infrastructure
- existing industrial zoned lands



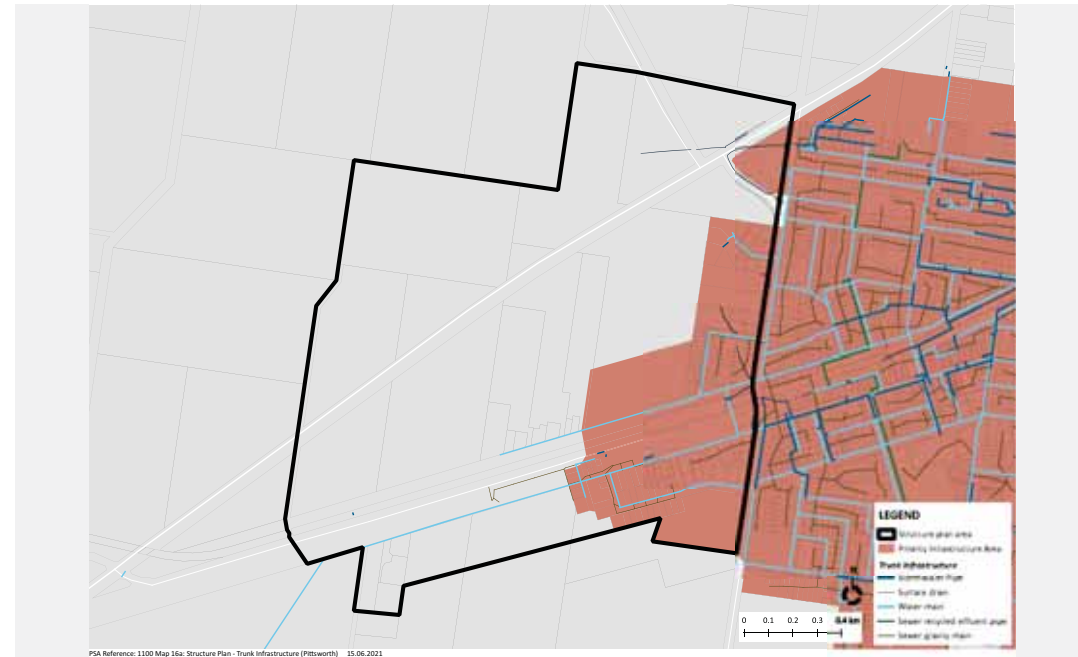


Aerial source: Nearmap

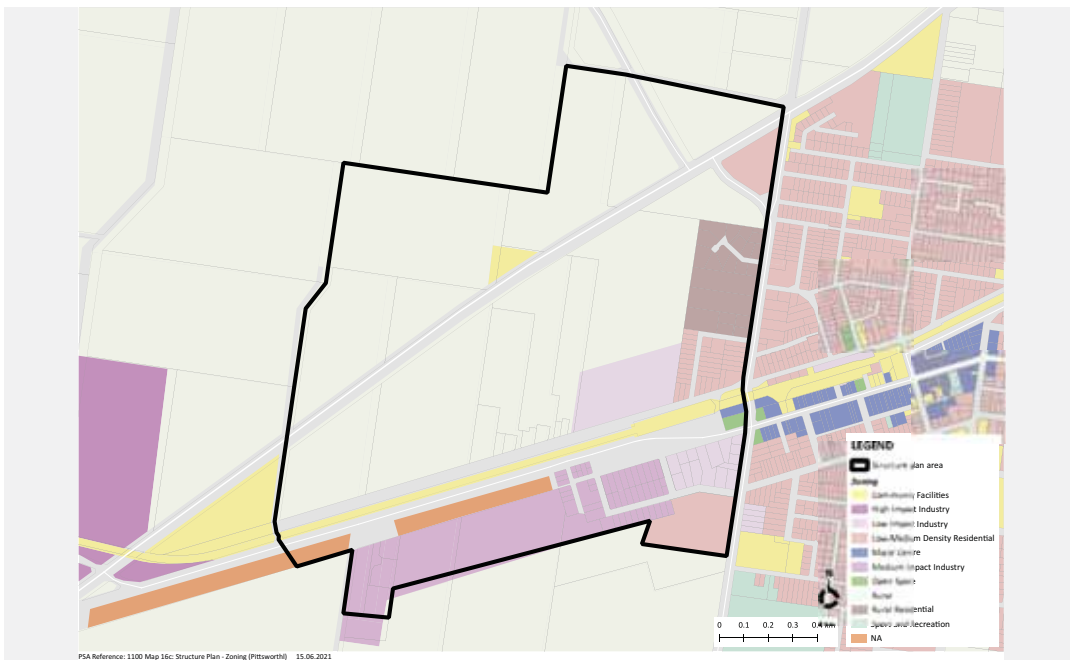




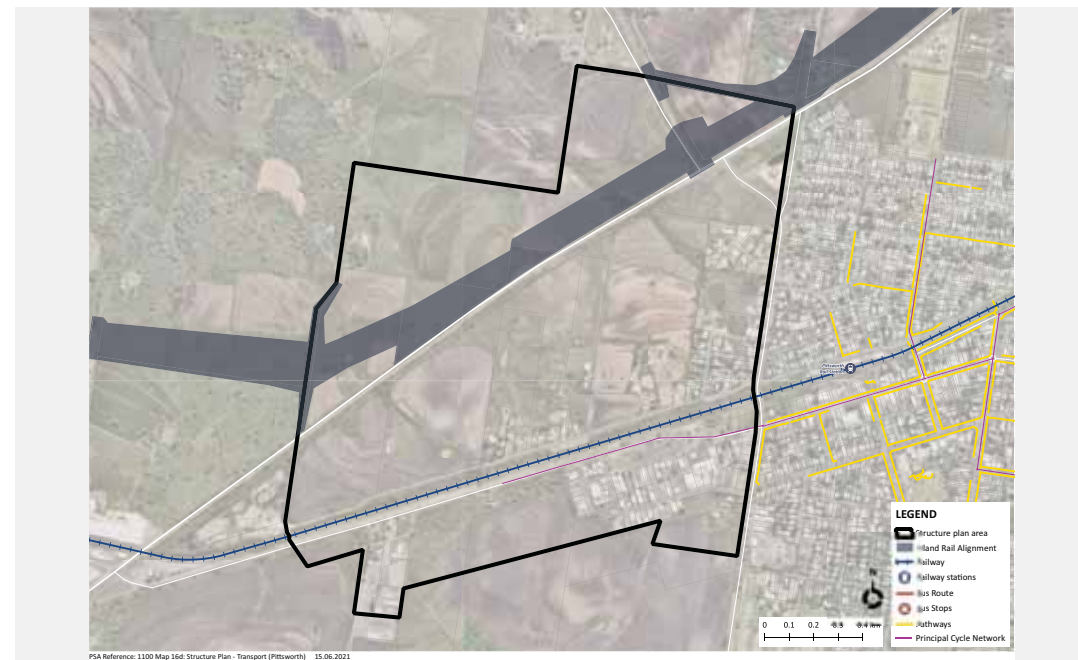
SP6A: Overlay constraints



SP6B: Existing infrastructure services



SP6C: Zones



SP6D: Existing movement networks

## LEGEND

Potential food manufacturing (e.g. cereal processing)/ Logistics and warehousing

SHORT TERM

MEDIUM TERM pending infrastructure/ servicing

LONG TERM pending infrastructure/ servicing

Investigate infrastructure/ servicing

Potential service centre

Inland rail footprint

Proposed siding

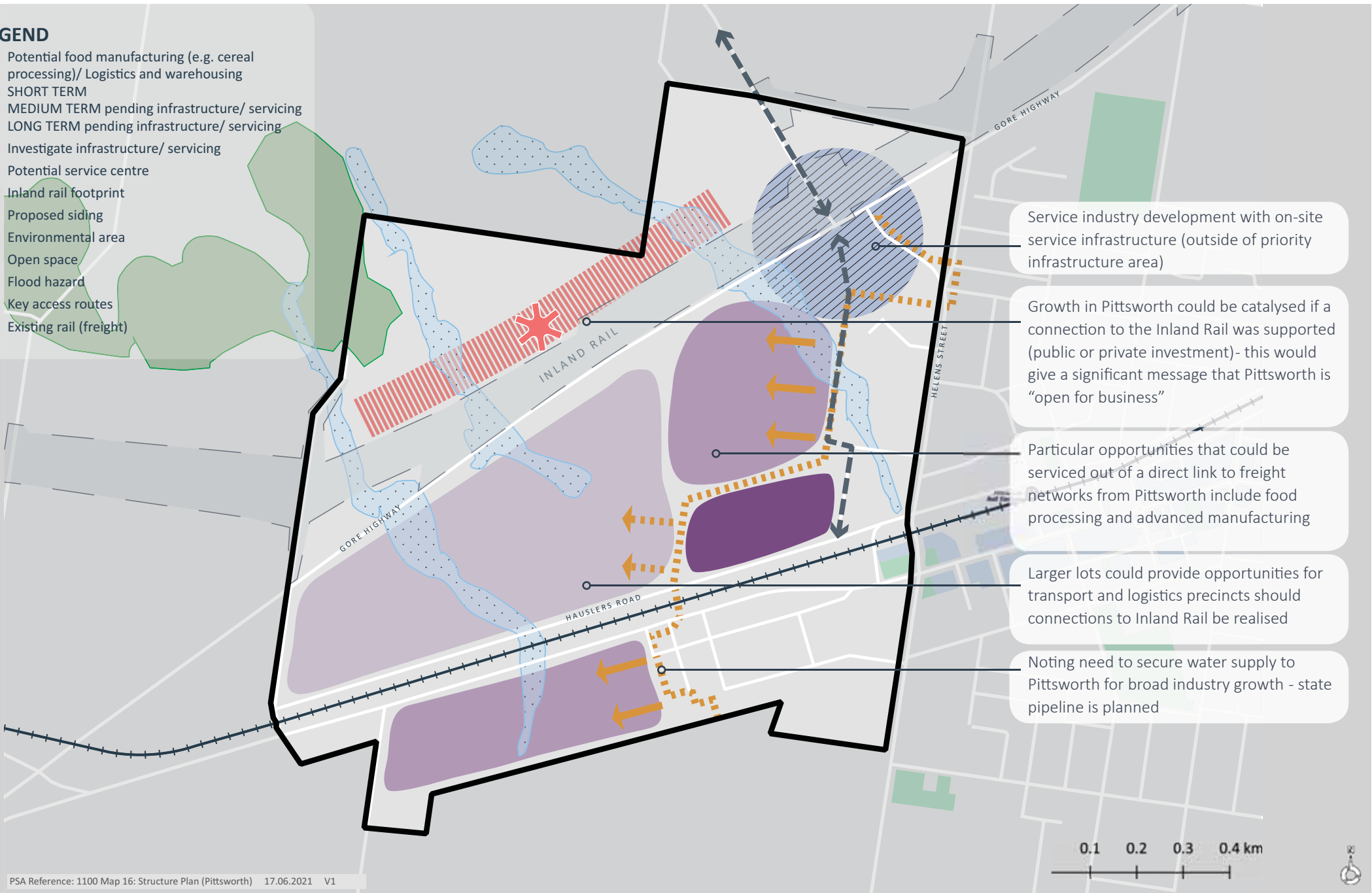
Environmental area

Open space

Flood hazard

Key access routes

Existing rail (freight)



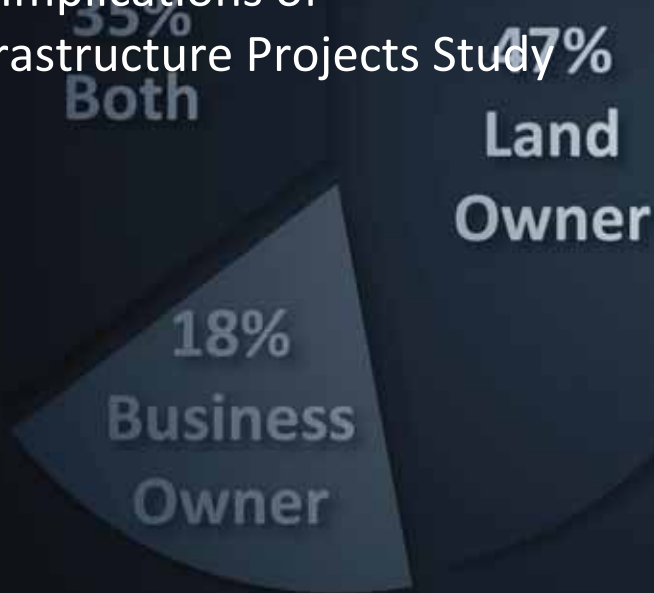
PSA Reference: 1100 Map 16: Structure Plan (Pittsworth) 17.06.2021 V1





# Stakeholder Engagement Summary

Land Use Implications of  
Major Infrastructure Projects Study



7 April 2021

## Document Control

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## Revision History

| VERSION | DATE         | DETAILS | AUTHOR            | AUTHORISATION  |
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**APPENDIX 2: LANDOWNER AND BUSINESS OWNER SURVEY**

**APPENDIX 3: ENGAGEMENT NOTES**

## LIST OF ACRONYMS

|         |  |
|---------|--|
| ARTC    | Australia Rail Track Corporation                             |
| CBD     | Central business district                                    |
| DA      | Development application                                      |
| KRA     | Key resource area  |
| LGA     | Local government area  |
| LUIMIPS | Land Use Implications of Major Infrastructure Projects Study |
| SEQ     | South East Queensland  |
| SPP     | State Planning Policy  |
| TMR     | Department of Transport and Main Roads                       |
| TSBE    | Toowoomba and Surat Basin Enterprise                         |
| TTG     | Toowoomba Trade Gateway                                      |
| USQ     | University of Southern Queensland                            |

# 1. INTRODUCTION

## 1.1 PURPOSE OF STAKEHOLDER ENGAGEMENT SUMMARY

This Stakeholder Engagement Summary reflects on the engagement activities and responses of identified stakeholders as relevant to Toowoomba Regional Council's Land Use Implications of Major Infrastructure Projects Study (LUIMIPS).

Initial stakeholder engagement was undertaken to investigate the key issues and opportunities from the 4 major infrastructure projects, as seen from stakeholder perspectives.

The Summary aligns with the Consultation Plan as part of the LUIMIPS and the findings of the summary will inform the preparation of the LUIMIPS Report.

## 1.2 BACKGROUND TO THE LUIMIPS

With a range of significant region-shaping infrastructure projects being delivered within the Toowoomba Region that provide various land use, economic and other opportunities, Toowoomba Regional Council (Council) has identified the need for a study to inform the new Planning Scheme. This study assesses the **land use** implications of the following major infrastructure projects:

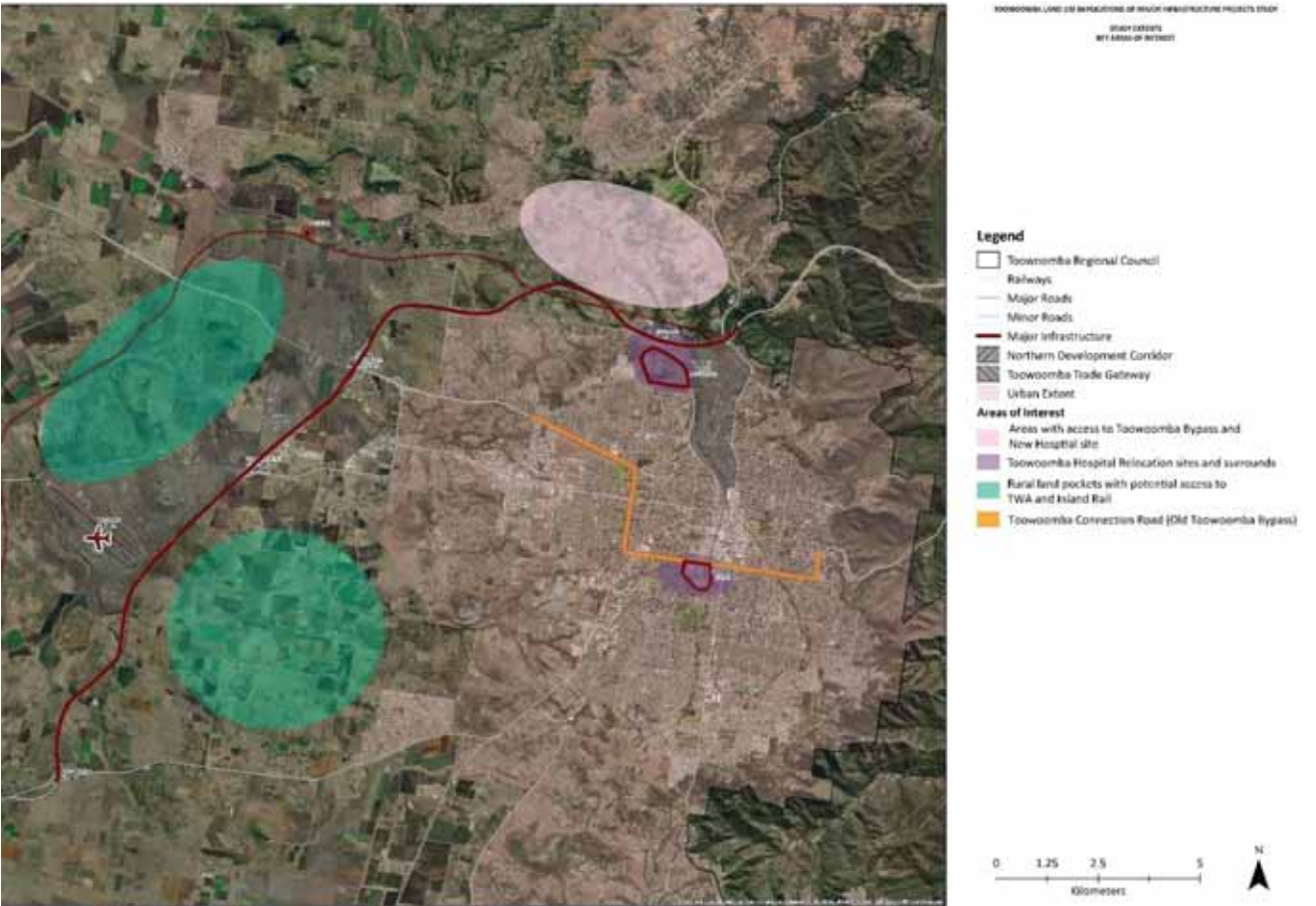
1. **Melbourne to Brisbane Inland Rail<sup>1</sup>** - this major catalytic piece of infrastructure provides opportunities for the Toowoomba Region in terms of the diversification of its economy and providing for land uses that are directly associated with and complementary to the region's proximity to Inland Rail. Inland Rail will also enhance connectivity to existing freight routes and may provide for fast passenger rail connections between Toowoomba and Brisbane;
2. **The Toowoomba Bypass** – the Bypass provides for key improvements in traffic and transport safety and efficiency, by offering an alternative route for heavy vehicles to access the National Land Transport Network without the need to pass directly through the Toowoomba City Centre;
3. **Toowoomba Wellcamp Airport** – the Toowoomba Wellcamp Airport provides a host of opportunities for land uses which both immediately adjoin the Airport land, as well as the region more generally. In providing greater access to national and international markets (and being cognisant of the current limitations due to COVID-19), the region should explore further land use opportunities that benefit from proximity to an Airport, particularly in relation to agriculture, food manufacturing, resources, tertiary education and tourism. The Toowoomba Trade Gateway (TTG) Area, while being addressed within a separate Council project (Industry Review Study) will therefore still be a key influence on the findings of the subject study; and
4. **Toowoomba Hospital Relocation** – the proposed relocation of the Toowoomba Hospital will have land use implications for both the current and proposed hospital sites and could present a range of opportunities. Significant redevelopment opportunities catalysed by multiple changes include the hospital relocation, development within the Railway Parkland Priority Development Area, establishment of a linear park along Gowrie Creek and conversion of the railway line to an active transport corridor.

This LUIMIPS is required to look at land use planning for areas that will be impacted by changed interfaces, connections or functions resulting from ultimate delivery of this infrastructure.

Preliminary information was provided to stakeholders to show potential areas of interest for engagement activities (Map 1).

---

<sup>1</sup> Alignment of the Inland Rail discussed in this study is current at the time of this report although it is acknowledged that it may change as the infrastructure is delivered



Map 1: Major infrastructure relative to Toowoomba City



## 2. CONSULTATION STRATEGY

### 2.1 APPROACH

A Consultation Strategy was prepared as a detailed action plan of how, when and where the community and other stakeholders are to be consulted through the LUIMIPS project. Please refer to Appendix A.

A flexible consultation process was planned, to allow for co-ordination with consultation activities across multiple projects, being progressed as part of the greater Toowoomba Region Futures Program.

The consultation will assist in building community and stakeholder understanding and appreciation of the relevant issues and opportunities associated with the land use implications of the major infrastructure projects that are the subject of this study. The feedback received from the internal Council workshop, agency and targeted stakeholder workshops/interviews and broader landowner/business owner engagements will inform and guide the development and finalisation of the LUIMIPS.

### 2.2 STAKEHOLDERS

Table 1 below outlines the stakeholders initially engaged with as part of the LUIMIPS project, including the engagement format.

**Table 1 Initial Stakeholder Identification**

| Interest Group        | Stakeholder   | Engagement Format           |
|-----------------------|---|-----------------------------|
| TRC Internal          | TRC – Planning and Development Services   | Interview + Agency Workshop |
|                       | TRC – Water and Waste Services  | Interview + Agency Workshop |
|                       | TRC – Infrastructure Services   | Interview + Agency Workshop |
|                       | TRC – Environment and Community Services  | Interview + Agency Workshop |
|                       | Project Working Group   | TBC                         |
| Government + Agencies | Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) (Planning Group) | Agency Workshop             |
|                       | Queensland Health (QH)  | Agency Workshop             |
|                       | Department of Communities, Housing and Digital Economy (CHDE)   | Agency Workshop             |
|                       | Department of Resources   | Agency Workshop             |
|                       | Department of Transport and Main Roads (DTMR) - Strategic Airports and Aviation Facilities                | Agency Workshop             |
|                       | Department of Transport and Main Roads (DTMR) - Transport Infrastructure                                  | Agency Workshop             |
|                       | Queensland Rail   | Agency Workshop             |
|                       | Public Safety Business Agency (PSBA) (includes emergency services and Queensland Police)                  | Agency Workshop             |
|                       | SEQ Council of Mayors   | Agency Workshop             |

| Interest Group                | Stakeholder                           | Engagement Format |
|-------------------------------|---------------------------------------|-------------------|
| <b>Industry Groups + Reps</b> | Inland Rail                           | Phone Interview   |
|                               | Toowoomba Wellcamp Airport            | Phone Interview   |
|                               | Toowoomba Chamber of Commerce         | Survey            |
|                               | Toowoomba Surat Basin Enterprise      | Phone Interview   |
|                               | Pittsworth District Alliance          | Survey            |
|                               | Millmerran Commerce and Progress Inc. | Survey            |
|                               | Gowrie Junction Progress Association  | Survey            |
|                               | Institute for Resilient Region        | Survey            |
| <b>Business</b>               | Private health sector                 | Email query       |
|                               | Wagner Corporation                    | Phone Interview   |
|                               | InterlinkSQ                           | Phone Interview   |
|                               | Landowners and Business Owners        | Survey            |

## 3 ENGAGEMENT PARTICIPATION

In accordance with the Consultation Strategy, several engagement activities have been conducted for different stakeholder groups.

### 3.1 INTERNAL STAKEHOLDER INTERVIEWS

A series of online interviews were conducted early on in this project phase with Council's internal stakeholders and were identified as having relevant Council interests regarding the infrastructure projects. Early communication with different Council teams was important to establish insights and priority interests and to engender ownership across relevant Council teams.

The following teams were interviewed on the specified dates:

*04 March 2021*

- Economic Development
- Tourism and Events
- Infrastructure

*05 March 2021*

- Open Space
- Disaster Management
- Information Communication and Technology
- Transport and Drainage Planning

Meeting notes were collated (refer to Appendix 3) and key insights were used to inform ongoing engagements and the proposed Agency Workshop (see Section 3.3 below).

The key findings of the Internal Stakeholder Interviews are described in Sections 4 and 5 of this Summary **Error! Reference source not found..**

### 3.2 MAJOR STAKEHOLDER INTERVIEWS

In recognition of the synergies between 2 concurrent projects, interviews with identified major stakeholders were undertaken in conjunction with the Industry Review Project (Toowoomba Region Futures project run separately to LUIMIPS).

Several major private interest stakeholders are identified, either as developers, business owners, infrastructure operators or landowners. Interviews were sought with those having the most direct stakes in any of the major infrastructure projects. These were held in October 2020 and March 2021 and included:

- Inland Rail
- Wagner Corporation
- InterlinkSQ
- Toowoomba Wellcamp Airport
- Toowoomba Surat Basin Enterprise (TSBE)

Meeting notes and key insights were collated (refer to Appendix 3).

The key findings of the Major Stakeholder Interviews are described in Sections 4 and 5 of this Summary.



### 3.3 AGENCY WORKSHOP

Engagement with government agencies was identified as part of the Consultation Strategy as having strategic importance for the LUIMIPS.

An Agency Workshop to inform the LUIMIPS was facilitated in Toowoomba on 11 March 2021.

The workshop was run with Council and relevant State Government stakeholders, to discuss the preliminary identification of land use implications and to draw on a collaborative interaction of participants and cross-semination of knowledge (policy, planning, development assessment).

The workshop was attended by representatives from the following State agencies and Toowoomba Regional Council teams:

- Queensland Fire and Emergency Services
- Department of Agriculture and Fisheries
- Department of Resources
- Department of Transport and Main Roads
- Department of Environment and Science
- Department of State Development, Infrastructure, Local Government and Planning
- Queensland Health
- Department of Housing and Public Works
- Toowoomba Regional Council
  - Economic Development
  - Infrastructure
  - Parks and Open Space
  - Disaster Management
  - Infrastructure and Environment
  - Planning

It is noted that Council's Transport and Drainage team was not available to attend the workshop and a subsequent meeting with this team was facilitated by the Consultants.

Agency Workshop notes and key insights were collated (refer to Appendix 3).

The key findings of the Agency Workshop are described in Section **Error! Reference source not found.** under key areas of interest and issues and opportunities are collated in Section **Error! Reference source not found.**

### 3.4 LANDOWNERS AND BUSINESS OWNERS SURVEY

An online survey was facilitated to engage with landowners and business owners and to gather insights of how the major infrastructure projects might be seen to affect their current or intended land uses. The survey questions are included in Appendix 2.

It is acknowledged that due to the lineal nature of some of the major infrastructure projects and without a defined study area boundary, targeting of affected landowners or business owners was not possible. Invitations to participate in the Landowner and Business Owner Survey (online survey) were instead sent through the business networks of the Toowoomba Surat Basin Enterprise, Toowoomba Chamber of Commerce, Pittsworth District Alliance, Millmerran Progress Association and the Resilient Regions Institute.

38 responses to the survey were received and an overview of responses is provided in the following pages.

The key findings of the Landowner and Business Owner Survey are incorporated in Section 3.5 of this Summary.

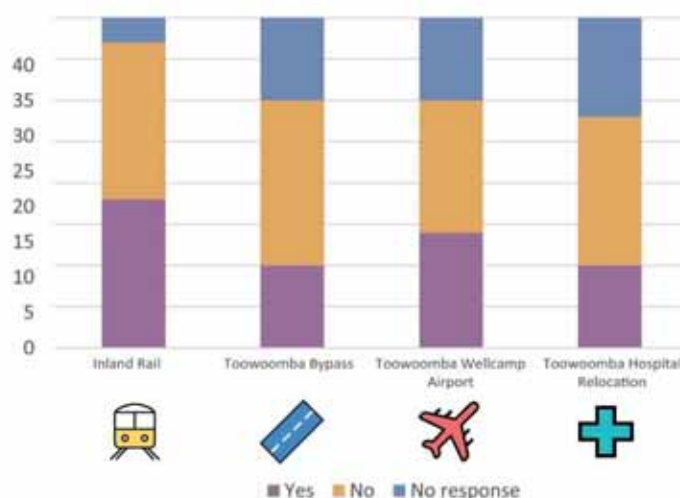


A total of **40 responses** to  
the Landowner/ Business Owner  
Survey

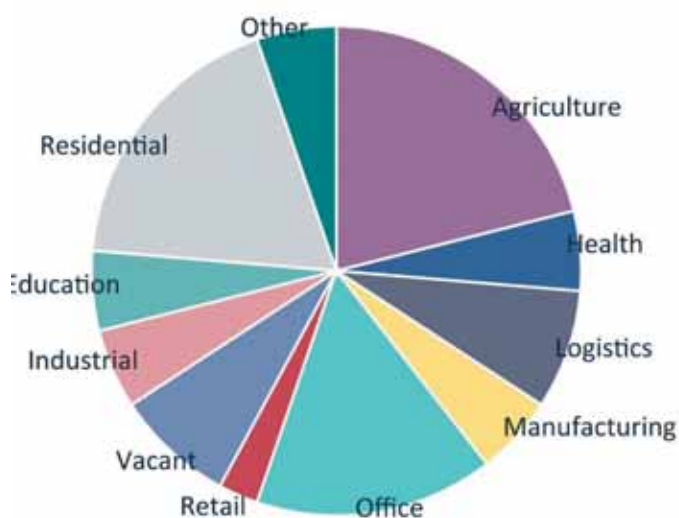
**% of  
Land Owner / Business Owner / Both**



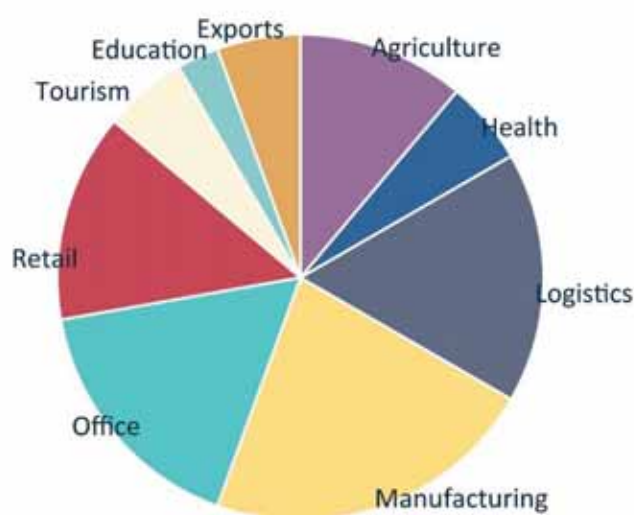
**Respondents affected by each  
infrastructure project**



**Existing land uses identified by  
respondents**



**Potential land use changes being  
considered by landowners or  
business owners**



### 3.5 LANDOWNERS AND BUSINESS OWNERS WORKSHOP

While it was intended to conduct a landowners and business owners' workshop to supplement engagement activities, insufficient interest from participants meant the workshop would not have provided meaningful representation. As such, it was otherwise offered to engage one-on-one with any interested landowners/ business owners through the survey portal. However, no further discussion opportunities were taken up by these stakeholders.

Despite this, valuable insights were still able to be gathered through the survey responses. Key observations included:

- Significant interest from respondents in changing future land uses to manufacturing and logistics.
- Of the **18** respondents who think that use of their land or business will be impacted by Inland Rail:
  - 11 respondents intend to continue with their current use of the land for the foreseeable future.
  - 65% of respondents think Inland Rail will benefit their land or business, while slightly more (71%) of respondents agree that Inland Rail will benefit the local economy.
  - 28.6% of these respondents strongly disagree that their land or business will see benefit from Inland Rail.
  - While some comments generally supported the regional opportunities that the Inland Rail could catalyse, some comments expressed concerns about the lack of/no benefits being realised in rural localities (e.g. Millmerran) that will experience the greatest impacts.
- Of the **10** respondents who think that use of their land or business will be impacted by the Toowoomba Bypass:
  - Most respondents agree that the Toowoomba Bypass will bring benefits to both their own use of the land or business and to local industry.
  - A majority of these respondents think that the redirection of highway traffic away from their business is not desirable but only one respondent would consider relocating because of the Toowoomba Bypass.
  - While some comments generally supported the regional opportunities that the Toowoomba Bypass will bring, concerns were expressed about the loss of business to other cities (Brisbane, Gold Coast).
  - Growth to the north will need to balance demands for industrial and residential land uses.
- Of the **14** respondents who think that use of their land or business will be impacted by the Toowoomba Wellcamp Airport:
  - 71% of respondents would consider changing land uses to utilise increased air transport services of the airport.
  - However, the same number of respondents see their current use of land will continue for the foreseeable future.
  - All respondents agreed the Toowoomba Wellcamp Airport will benefit their land or business **and** local industry.
  - Most comments from these respondents express a desire to see more services and associate land uses (and subsequent improved benefits) however one comment noted potential impacts on their business from the "proposed track and events arena".
- Of the **10** respondents who think that use of their land or business will be impacted by the Toowoomba Hospital Relocation:
  - Just over half of respondents agree that there will be benefits to the Toowoomba City Centre if the hospital relocates.
  - Only one of these respondents would consider relocating to better access the new hospital site.
  - Concerns raised by the respondents included that its remote location would be less attractive for medical offices to co-locate.
  - However supportive comments included that not all land uses will need to relocate but rather change to meet commercial and industrial lands around the existing hospital site and that the new hospital location is needed for expanded services for the growing population and faster/ easier access for service operators and patients.



## 4 STRATEGIC LAND USE CONSIDERATIONS

The following notes are summarised from information and discussion provided through the various stakeholder engagement activities and have not necessarily been verified for planning purposes. Verification of the relevant land use implications and further investigation of identified issues and opportunities will take place as part of the final LUIMIPS Report.

### 4.1 Rural Localities

- Unresolved what benefits could be realised for these locations.
- Pittsworth/ Millmerran rural centres – chickens etc could potentially feed into TWA or intermodal facility for distribution
- Food manufacturing would significantly benefit from distribution networks
- Integration and land use planning of all pieces of infrastructure and benefits for the regional towns and areas
- Implications on existing resources for agriculture
- Inland Rail as a barrier to accessing Toowoomba from West – it will limit movements to where people can traverse the rail corridor – planning needs to take this into account (compare with Springfield and Brisbane).
- ARTC is working with industry to enable opportunities for private investments that connect to inland rail
  - Local benefits from Inland Rail will rely on “extension” opportunities to be developed
- Water supply may constrain Pittsworth/ Millmerran etc.) (see Infrastructure comments in Section 4.6 below)
- Resilience does not have to be at the expense of growth but knock-on affects need to be considered

### 4.2 Toowoomba Wellcamp Airport Connections

- Toowoomba Wellcamp Airport establishes potential for regional agricultural products to be internationally exported
- Role and function of current airport to remain as private aircraft (e.g. care flight, RFDS etc).
- Not yet preferred regional airport but will change as services increase (e.g. Aubury) – more flights highly desirable and domestic flights seen as beneficial
- Potential airport accommodation
- Hub for greater region
- Integrate opportunity in areas with efficient access to the Airport for ‘High Value Consolidated Produce’
  - Kalfresh – pre-packaged salads exported
  - 3 tier protected horticulture (water saving capacity)
- Airport linkages from region, city west and city east will be a challenge if/ when airline services expand
- To support continued growth of the passenger services to Wellcamp Airport, it is likely there would be support for a passenger rail service to Brisbane, although the certainty of this is unclear (see considerations below).
- Wagner Corporation has conceptualised Sports and Entertainment Precinct with sporting fields, motor sports, 4WD training base (e.g. for public and private services), driver training facility, entertainment venue concept, servicing all of Australia
  - Huge potential for tourism and events – sports and events but also business tourism and education tourism
  - Will compete with some businesses in the area
- Currently 2 sites have been identified by landowners for intermodal facilities and it is not suggested through discussions that there is demand for 2 such facilities.
- Despite landowner interests/ commitments, it was noted that studies are currently being undertaken by TMR to determine best locations for intermodal terminal facilities (looking at 6-7 sites within Toowoomba and in other competing regions). Preferred site is not guaranteed to be in Toowoomba but it is expected that the study will be completed in mid-2022.

### 4.3 Emerging industries

- Consider proposals in response to Olympic bid announcement – mountain biking at Jubilee Park
- Development on fringes of industry to be supported (i.e. FKG energy production with circular economy)

- Self-contained energy supply on existing sites
- Industries are shifting away from rail transport to road transport
- USQ smart farm
- Agricultural technology (Agtech) should be enabled
- Take advantage of converging major connectivity networks at Charlton/ Toowoomba Cecil Plains Road for data and tech opportunities – what land use opportunities does this create for other areas of Toowoomba?
- Transport opportunities for Agribusiness
- Land use planning also needs to consider rest stops for road trains (including siding infrastructure) for Boundary Street interchange where trucks adjust loads etc for traveling down the range – what land uses are appropriate around this infrastructure?
- Branding and promotion is important to capitalising on the opportunities
- Opportunities for industrial land should be considered in well-served locations and not just in TTG e.g. light industry and manufacturing considered appropriate for Griffiths Street, Harlaxton – also advantageous for northward growth areas

## 4.4 Transport

### 4.4.1 Freight

- ARTC is working with industry to enable opportunities for private investments that connect to Inland Rail
- Support has been expressed from landowners/ business owners for logistics and business attraction potential of Inland Rail although some landowners/ business owners perceive impacts on Millmerran locality (no connection, emissions impacts) without benefits
- Western line will connect
- South facing loops only seen in ARTC planning
- Land use planning also needs to consider rest stops for road trains (including siding infrastructure) for Boundary Street interchange where trucks adjust loads etc for traveling down the range – what land uses are appropriate around this infrastructure?
- It was noted that the Bypass has been perceived as enabling customers to seek services in Brisbane/ Gold Coast, bypassing Toowoomba businesses

### 4.4.2 Passenger Rail

- 45-minute passenger rail would be a major benefit
- Currently studies are being undertaken (Toowoomba-Brisbane Passenger Study, Federal pre-feasibility (?)) for Brisbane to Toowoomba fast rail link and passenger services between Toowoomba and Brisbane in general)
- Inland Rail infrastructure provides opportunities to provide improved passenger services: currently 4 hour travel time.
- Will potentially be influenced by hospital, future development areas and public transport, existing rail service through to Toowoomba CBD
- Passenger Station sites are currently being scoped
  - Continue services from Gowrie to CBD, or better to have park'n'ride at Gowrie or Charlton Wellcamp Airport?
- While stakeholders advise that the Inland Rail infrastructure is capable of carrying diesel passenger trains, it is not clear whether this is considered in current ARTC plans (e.g. Border to Gowrie does not consider)
- Barriers for passenger rail in the Inland Rail corridor include potential health impacts from diesel emissions in tunnelled sections
- Passenger Rail services may not be supported for safety reasons through/ around intermodal facilities that operate across multiple spurs and rail drivers needing to negotiate non-freight spurs on top increase risks
- Noting that planning and preservation of corridors if required for passenger rail networks would need to start sooner rather than later
- TSBE have previously represented that employment from Brisbane would benefit local business

### 4.4.3 City Centre Movement Network

- City Centre movement networks incorporate new north/ south links (where Bypass crossing is enabled) need to be considered to optimise movement efficiencies.

- Movement through City Centre was highlighted by Council teams as an important strategic influence on how city centre land uses should be planned/ developed
  - Think of hubs in city and ensure movement between hubs is allowed for through land use planning (e.g. CBD, hospital, university, Charlton, TWA etc.)
  - Also consider network connections for Highfields to employment areas and new hospital site (Mort Street interchange, Boundary Road)
  - Business case for crossing over Gowrie Creek from Goombundgee Road to Mort Street
  - Northern communities have Gowrie Junction business case
  - Relationship with Bypass and Baillie Henderson is critical
- TMR Western Arterial Road/ Regional North-South Transport Corridor (active/ “light rail”/ high frequency/ other) is currently in pre-feasibility/ planning stage (inter-regional) – not yet public, sitting with Minister for release
- Active corridor and rail yards opportunities – align with Principal Cycle network or check for competing interests
- Light rail preliminary study done in 2015 (on back of Sustainable Transport Strategy) and generally considered not feasible for the foreseeable future
  - Potential for light rail to connect to SW would be sensible
  - Further engagement with Queensland Rail could possibly inform this (did not attend Agency Workshop)

## 4.5 City Centre Land Uses

### 4.5.1 Redevelopment of Existing Hospital Site

- Vision included in Business Case – for consideration for reuse of current site:
  - Residential
  - Aged Care
  - Sporting Facility / Public Space stadium
- Conversation with Queensland Health have been had with Open Space and Recreation team re:
  - Remediation of site
  - Future state-owned uses (generally managed, not for public use)
  - 20,000-seat stadium
  - Building assets that are still useful e.g. PCYC interested in use of multi-level car park
  - White water rafting facility – outlying suggested response to Olympics
- Council interest for regional scooter/ skate/ bike park (TRC run, publicly open)
- Meeting with Wagner Corporation suggests negligible overlap between potential events precinct in city and proposed sports precinct at Charlton/ Wellcamp, suitable demand for both facilities
- Also noting regional sports facility (site in Western area, near Troys Road overpass) is planned to service private sport and recreational interests for the region
- Suggests existing capacity to accommodate floor-to-floor comparable uses (hospital is high intensity user)
- Although district park already delivered, Pechey Street additional development would warrant reconsideration of additional improvements/ open space provision
- Missing: kick about area in the hospital area
- Old hospital site needs drainage easement to West Creek
- Continued viability of existing uses near old hospital, while sought through invitation to comment, was not able to be evidenced through this engagement process (e.g. Rededge Centre)
- Hospital – catalyst for rezoning on other side of Motorway could be industrial, commercial or residential, but planning based on current zones
- Some Land use may change if the Hospital relocates but not all businesses will need to relocate - there will be a need for commercial / industrial in this area

### 4.5.2 Toowoomba Connection Road (Old Highway)

- Toowoomba Connection Road is opportunity for new land uses – large format retail suggested. It is noted that these uses are currently often locating in industrial areas, which while not considered a conflict generally, has potential long-term impacts on industrial land supply
- Long distance freight is predominantly diverted – not critical / low impact on current businesses
- Definite reduction in heavy freight experienced on James Street
  - Closing of Toowoomba Connection Road now easier
  - Eased traffic generation



- Opens potential for TRC bike events
- Access to mountain biking on ranges are improved by Toowoomba Bypass access
- No noticeable change in DA types or volume along old highway. Occasionally get DA for conversion of residential to mixed use development. Volume of traffic on old highway has increased.
- Ensure commercial viability of CBD as interest in take up along James Street increases
  - Do not want houses being turned into office spaces. Leads to cannibalisation of CBD businesses
  - Maintain employment sources in the city centre
  - Exclude opportunity for small scale commercial uses to locate to old alignment
- Maintain residential opportunity to the east of Kitchener Street, discourage commercial encroachment
- Residential uses to be supported in re-development along old alignment
- Being mindful not encourage spread of CBD commercial uses to/ beyond CBD (consolidate where possible)

#### 4.5.3 New Toowoomba Hospital site

- Hospital needs to be Operational at the latest by 2027/28
- Re-development of the site will be important basis for land use and transport
- Baillie Henderson is a very large site (60+ Ha.) have had discussions with Universities in terms of training facilities (Nursing/Rural Health)
- Potential to include/ integrate with park spaces that can hold events – important social infrastructure for growth areas
- Consider access and mobility
- Also Baillie Henderson has highly regarded medico memorabilia collection (valuable) including ambulance memorabilia collection
- Cotswold Hills west of new hospital site (rural res) may intensify but need to preserve trees and noise impacts also need to be considered
- Value up-lift of lands needs to be considered
- Potential conflicts for future land use planning e.g. it was noted that a DA for bulky goods is already being assessed adjacent to Baillie Henderson site
- Aged care proponents already expressing interest in lands around new hospital
- Suggests potential for higher densities (not necessarily high densities) around new hospital site
- Planning to ensure hospital doesn't get cut-off
- Networking and connectivity is critical

#### 4.5.4 City Creek Corridors

- TRC Strategic Planning Purpose of Northern Growth Corridor is integration of services (multi-use of open space)
- Land acquisition has been occurring to re-establish/ naturalise Gowrie Creek where industrial land uses have historically been allowed to build into
- Need to ensure communication with TMR Purposes for Principal Cycle Network (Ruthven Street?)
  - Pre-feasibility is being done now
  - “Bit they’ve already built has cost \$7M...”
- East and West Creek open spaces highly used
- Northern Corridor – Gowrie Creek catalyst for stormwater and green infrastructure outcomes
- Gowrie Creek further north is particular interest
- Northern Growth Corridor:
  - To include traditional open space on Gowrie Creek
  - Lots of development interest in the areas around new hospital site and need to ensure open space is considered in any land use planning
  - Cycling/ walking spaces create great complement to hospital
  - Strategic plan focuses on Gowrie Creek, nodes
- Water flows in Northern Growth Corridor/ confluences at “Bermuda Triangle” constrain lands of Northern Growth Corridor/ Gowrie Creek
- Stormwater planning also important to Corridor

## 4.6 Infrastructure

- Infrastructure upgrades will be likely for intensification of uses in the City Centre - implications and impacts on the TRIP
  - PDA is highly constrained for development
  - Up-zoning of land and the infrastructure implications and impacts on the TRIP and new planning scheme.
- Focus on existing assets and using network capacity where it exists e.g. hospital site
- Toowoomba overland flow path model is currently being updated
  - Range of events not just 1 in 100
  - Creek/ flood mapping -> lots of models currently exist (Council, ARTC etc)
  - James Street: overland flow issues
- Northern Corridor – Gowrie Creek catalyst for stormwater and green infrastructure outcomes
- Pittsworth and Millmerran have water supply issues which impacts on bushfire fighting
  - State pipeline is required but timeframes not committed (?)
  - Pittsworth on pipeline, but other localities are reliant on bore water
  - Bore levels are dropping and not always sufficient pressure for fire fighting
- Water supply may constrain areas (Pittsworth/ Millmerran etc.) however if Acland Mine moves out more water may be available to negotiate – considered critical for landowners/ business owners
- More water proposed for Toowoomba Trade Gateway could unlock many uses (State pipeline?)
- Fire station south of Toowoomba identified as needed – population growth needs growth in emergency services
- Growth has prompted a repositioning of Fire Stations – three new positions to allow 10 minute response time across TRC (Urban) Areas
- QFES is seeking to understand the associated levels of risk to ensure their organisation can adequately accommodate it across the region
- Energy generation at edge of industrial development has also been done well i.e. self-contained energy supply for tenants at FKG development

## 4.7 Integrating residential growth areas

- Cotswold Hills west of new hospital site (rural residential) may intensify but need to preserve trees
- Employment hub to the west of Toowoomba – where is residential growth and how linked.
  - Noting expectations in current scheme that high frequency trafficked areas will be to the north
- Large number of land holdings in the north part of the city (Wilsonton Heights) would suggest future interest in landowner finding redevelopment opportunities
- Opportunity to review land parcels, adjacent to and serviced by access to the Toowoomba Bypass.
- Supply and diversity in housing to be a focus of all development, especially with relevance to the location of the hospital and transport services
- Many complexities to be considered in management and land use to support disaster management
  - E.g. aged care and capacity for services and transport networks to evacuate – not historically done well

## 4.8 Environmental Values

- Major Green corridors and water way need to be protected and minimise any crossings. Key Corridor (between Highfields and Toowoomba Urban area).
- Ensuring adequate integration between major infrastructure and Local Government Infrastructure Planning including active transport corridors, natural feature trunk infrastructure and green corridors
- Land Use Planning needs to respond to:
  - Natural Hazard Risk Management
  - Preserving/ enhancing Vegetation
  - Preserving/ enhancing Waterways/Wetlands
  - Environmentally relevant activities (ERAs) such as industrial or intensive animal industries and consideration for emissions which impact on the environment and surrounding land uses
  - Heritage protection
- Look at MSES and build into strategy at higher level.

- Consider Key Resource Areas (KRAs) and resource safety interests.
- Maintain inter-urban break to north of new hospital site.
- If looking to push industrial further west then be aware of constraints and matters of significance in a strategic planning sense.

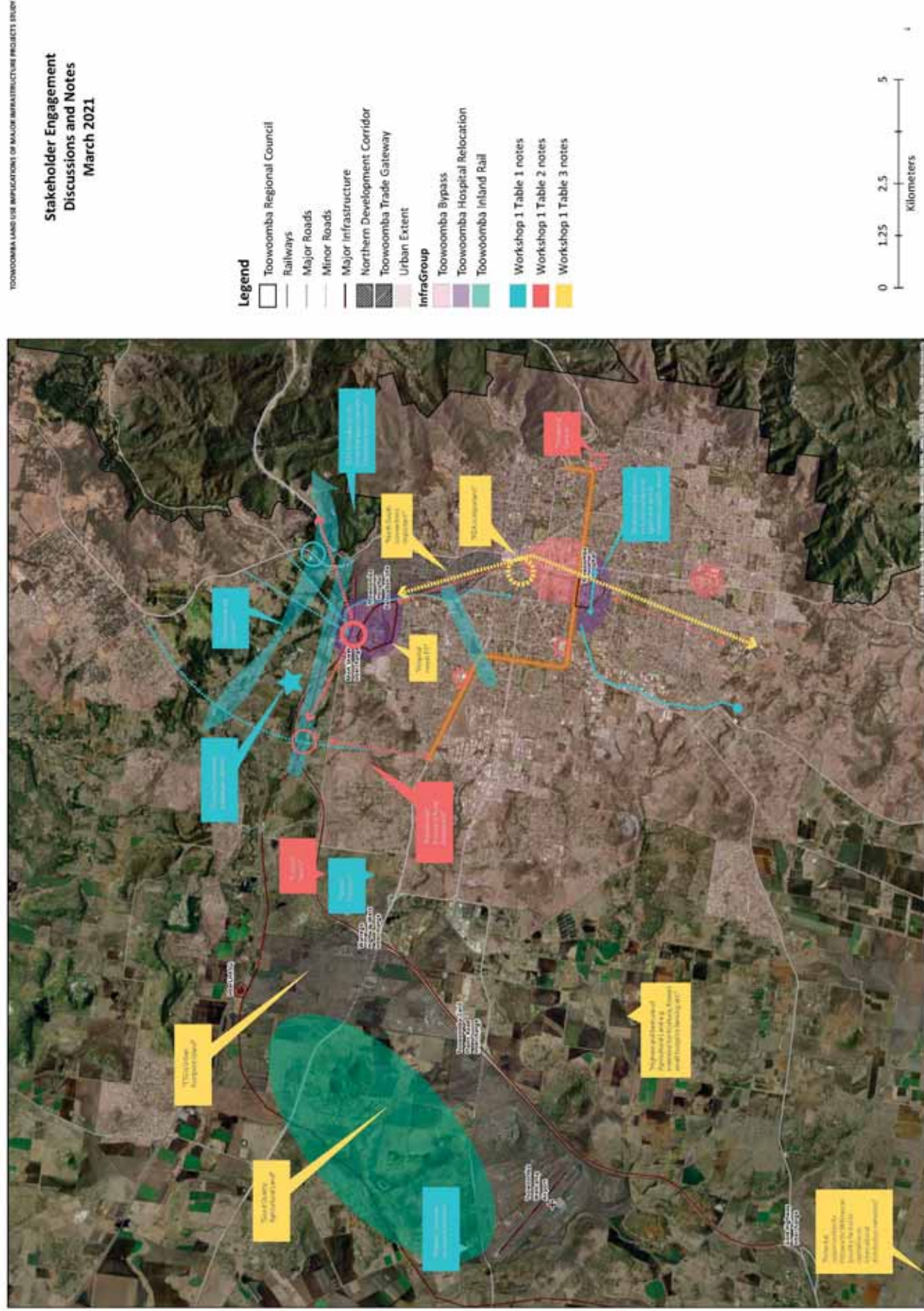
## 4.9 Planning Frameworks

- Land use planning needs to align with the SPP and ShapingSEQ
- Planning frameworks need to regard risk benchmarks, community disruption, community resilience and recovery with the delivery of major Infrastructure in the Region
- Alignment with TMR state transport networks needs to be considered and to inform its business cases for upgrades to the state network
- Planning will need to consider demand areas
- Research and development uses in Industry Zones/ Precincts are impact assessable
- Consider whether areas are in PIA or not and intent to service – are interim LGIP or TRIP amendments required?
- General observation that transport corridor availability is at risk of being diminished over time ahead of infrastructure actually being delivered
  - Longer term planning required for corridor preservation
- Legacy issues with safe access and evacuation of higher need residents exist but confident in processes going forward to ensure hazard and disaster risks are managed where relevant at land use planning stages
- Planning can guide land use



## 5 KEY AREAS OF INTEREST

In addition to the Strategic Land Use Considerations identified through the stakeholder engagement the following key areas of interest are proposed to be further investigated as part of the LUIMIPS Report.



## 6 LAND USE IMPLICATIONS REPORT FURTHER INVESTIGATIONS

Table 2 summarises the land use issues and opportunities for potential consideration as identified through the stakeholder engagement process conducted. It must be recognised that some of these land use matters will not be able to be resolved within the scope or timeframes of this project and may represent longer term considerations. For example, confirming timeframes, future land use potential or conceptual infrastructure or development by other agencies or landowners cannot be known if these agencies/entities have not formalised plans or commitments.

Where possible and within the scope of the timeframes set for this project (i.e. developing findings and recommendations to inform the development of the new planning scheme), appropriate consideration will be given to these matters. However, where such issues are beyond the scope of the project and/or represent longer term considerations, then this will also be acknowledged within the final LUIMIPS report.

**Table 2 Potential investigation of key stakeholder land use considerations**

| Issue/ Opportunity  | Potential Matters to be Considered   |
|---|--|
| <b>Rural Localities</b>   |  |
| Ensuring rural localities are able to capitalise on major infrastructure opportunities                          | Opportunities to grow food manufacturing access to broader national/ international trade networks. Are connections to freight networks of major infrastructure reliant on private investment?                                      |
| Potential growth in agribusiness and intensive horticulture should not compromise resources of rural localities | Potential for growth of industrial areas in Pittsworth and Millmerran requires infrastructure to improve water security  |
| Inland Rail will be a barrier to movement from east to west   | Nodes at rail crossings need to facilitate (prioritise?) ease of movement across rail lines  |
| <b>Toowoomba Wellcamp Airport Connections</b>   |  |
| Potential to be regional airport  | Is there a timeframe for this or “number of services” threshold  |
| More than just a freight hub  | Potential for Sports/ Events Precinct and accommodation uses   |
| “High value consolidated produce” opportunities in well-connected areas   | Which areas are these? Reliant on location of intermodal facility?   |
| Synergy between airport passenger services and rail passenger services  | What thresholds or timeframes can be estimated?  |
| Competing interests for location of intermodal facility   | Planning scheme and land holdings conflicting with where/ how land uses are being developed. This will impact on traffic connections to urban/ residential areas. Preferred site (ARTC/ State Government?) may not be in Toowoomba |
| <b>Emerging Industries</b>  |  |
| Olympic bid announcement  | What specific opportunities and land use implications?   |
| Support for Agricultural technology   | Land use opportunities outside of TTG may include intensive horticulture, smart farms in areas east of TTG. Consult with Industry Review on TTG/ other industrial areas opportunities.   |

| Issue/ Opportunity   | Potential Matters to be Considered  |
|--|---|
| More self-contained industrial development and more tech responsive flexibility needed in planning scheme  | Addressed through Industry Review project   |
| Shift of freight from rail transport to road transport since Toowoomba Bypass opened   | How will this trend be affected once Inland Rail is operational? Timeframes?<br><br>Insights from Aurizon strategic planning would inform this.<br><br>Rest stops/ siding infrastructure for road trains needed in key locations – where are these currently? |
| Data industries in northern TTG  | Addressed through Industry Review project   |
| Opportunities capitalisation improved through branding and regional promotion  | Considerations for planning scheme strategic framework  |
| <b>Transport</b>   |   |
| Re-use of existing rail lines if services switch to Inland Rail  | Investigate which rail lines and asset owner strategies   |
| Fast Passenger Rail to Brisbane  | Further information re agencies/ commitment/ timing needed.<br><br>May not be recommended to go beyond Gowrie owing to safe operation of intermodal facilities further west along Inland Rail   |
| Local public transport networks  | North-South Regional Corridor will be key to integrated transport outcomes.   |
| <b>City Centre</b>   |   |
| Western Arterial Road/ Regional North-South Transport Corridor will provide opportunities for active transport and high frequency public transport                     | Will this connect city hubs: hospital, university, CBD, TWA?  |
| Northern connections between Baillie Henderson and Toowoomba Bypass are important  | Confirm status of Gowrie Creek Crossing business case - will further connect site to residential areas via Goombundgee Road/ Mort Street  |
| Queensland Health has considered Residential, Aged Care and Sporting Facility / Public Space stadium as potential future uses of existing hospital site                | What implications for land use planning around site?<br>Large Format Retail proposed<br><br>Confer with Industry Review on scope for industrial/ commercial uses in this area.  |
| Toowoomba Connection Road opportunities potential to respond to reduced heavy freight traffic and  | Need to ensure viability of quantum of commercial land and strategic network planning of commercial uses across city centre<br><br>Residential uses to be supported in re-development along old alignment   |
| Infrastructure upgrades and overland flow stormwater management needed for intensification of uses in and around existing hospital site and other areas of city centre | Early identification will be important to land use planning and LGIP/ TRIP  |
| New hospital site is large and should consider collocation with compatible uses  | Conversations with university have been undertaken – can further updates on this be found?  |
| Integration of land uses and community networks is important around the new hospital site  | Accessibility and mobility priorities for movement networks   |



| Issue/ Opportunity  | Potential Matters to be Considered   |
|---|--|
|   | Access to public parks and northern growth corridor<br><br>Immediate developer interests seen for aged care land uses around hospital – while useful will need to be managed to ensure safe evacuation and disaster management |
| <b>City Creek Corridors</b>   |  |
| Strategic Planning Purpose of Northern Growth Corridor is integration of services (multi-use of open space) | Need to confirm this active transport strategic intent against TMR North-South Corridor pre-feasibility planning<br><br>Implications under GRISPI project also to be considered  |
| Naturalisation of Gowrie Creek is sought through Northern Growth Corridor                                   | Stormwater management functions and infrastructure provision in this area is important for city centre growth – further information from overland flow modelling available?  |
| <b>Infrastructure</b>   |  |
| Infrastructure upgrades will be needed for intensification of uses in the City Centre                       | Refer to implications and impacts on the TRIP  |
| Use of existing assets and capacity preferred   | Will have implications for timing of land use intensifications   |
| State pipeline for water supply   | What timing and capacity?  |
| <b>Integrating Residential Growth Areas</b>   |  |
| Land holdings at Wilsonton Heights  | Need to confirm how much land, what current zoning and strategic intent in consideration of all other implications being discussed   |
| Ensure increased densities not at expense of valuable green corridors                                       | Refer to Council Matters of Local Environmental Significance reporting   |
| <b>Environmental Values</b>   |  |
| Major Green corridors and water way need to be protected and minimise any crossings                         | Refer to Council Matters of Local Environmental Significance reporting<br><br>Needs to align with concurrent GRISPI project  |
| Interurban breaks to be retained north of new hospital site   | Confirm location and values  |
| <b>Planning frameworks</b>  |  |
| Consider whether areas are in PIA or not and intent to service  | Are interim LGIP or TRIP amendments required?  |
| Consider transport corridor preservation  | Ensure immediate planning doesn't compromise for future transport outcomes   |

## APPENDIX 1: CONSULTATION STRATEGY

AP01

# Land Use Implications of Major Infrastructure Projects Study

Consultation Strategy



5 March 2021



## Document Control

**Document:** Proposal Name: TRC Land Use Implications of Major Infrastructure Projects Study – Consultation Strategy

This document has been prepared for:



**TOOWOOMBA  
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## Revision History

| VERSION | DATE         | DETAILS               | AUTHOR     | AUTHORISATION  |
|---------|--------------|-----------------------|------------|--|
| V4      | 5 March 2021 | Consultation Strategy | Kate Burke | <br>Malcolm Griffin |

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# 1 Introduction

The purpose of this document is to present the Consultation Strategy to assist in the delivery of the Land Use Implications of Major Infrastructure Projects Study (LUIMIPS) for Toowoomba Regional Council (TRC). This document will form a useful reference point for the delivery of the targeted consultation aspects of the project. PSA Consulting will work closely with TRC to further refine and confirm the scope of the consultation program, in terms of timing, co-ordination and resources required, as the project progresses, particularly in co-ordinating with the consultation being conducted across the multiple projects which comprise the greater Toowoomba Region Futures Project.

## 2 Primary Team

The primary Project Team for the purposes of consultation are presented in Table 1.

**Table 1 - Project Team**

| TEAM                                       | E-MAIL   | PHONE                          |
|--|--|--------------------------------|
| Malcolm Griffin – Project Director         | <a href="mailto:malcolm@psaconsult.com.au">malcolm@psaconsult.com.au</a>                     | (07) 3220 0288<br>0404 830 059 |
| Kate Burke – Project Manager               | <a href="mailto:kate@psaconsult.com.au">kate@psaconsult.com.au</a>                           | (07) 3220 0288<br>0431 810 590 |
| Christie Kahukiwa – Principal Town Planner | <a href="mailto:christie.kahukiwa@psaconsult.com.au">christie.kahukiwa@psaconsult.com.au</a> | 0404 631 831                   |
| Jordan Musk – Economist                    | <a href="mailto:JordanM@foresightpartners.com.au">JordanM@foresightpartners.com.au</a>       | (07) 3422 2011                 |
| Hannah Richardson – Traffic Engineer       | <a href="mailto:hannah@psaconsult.com.au">hannah@psaconsult.com.au</a>                       | 0439 670 904                   |
| Terry Rossitto - Infrastructure            | <a href="mailto:terry.rossitto@psaconsult.com.au">terry.rossitto@psaconsult.com.au</a>       | 0422 277 844                   |

Malcolm, Kate or Christie can be contacted at any time regarding the project and its progress. PSA Consulting will facilitate all consultation activities to be undertaken, unless otherwise directed or requested by Council.

## 3 Aims of the Consultation

The purpose of the stakeholder consultation will be to obtain an understanding of the key issues and opportunities identified from the perspective of stakeholders, of the potential land use implications resulting from the four major infrastructure projects of:

- Toowoomba Bypass;
- Melbourne to Brisbane Inland Rail;
- Toowoomba Wellcamp Airport; and
- Toowoomba Hospital Relocation.

A flexible consultation process has been allowed for, which can best respond to any specific issues or matters that may arise throughout the course of the Study. Further, the stakeholder consultation program will also remain highly flexible so as to be co-ordinated with the consultation activities being conducted across the multiple projects being progressed as part of the greater Toowoomba Region Futures Project.

The feedback received from the internal Council workshop, agency and targeted stakeholder workshops/interviews and broader community consultation will inform and guide the development and finalisation of the LUIMIPS.

This Consultation Strategy outlines a detailed action plan of how, when and where the community and other stakeholders will be consulted through the process. Once delivered, this Consultation Strategy will assist in building community and stakeholder understanding and appreciation of the relevant issues and opportunities associated with the land use implications of the major infrastructure projects that are the subject of this study.



## 4 CONSULTATION PROGRAM

The Consultation Program will result in focused and targeted engagement with key stakeholders, including Council officers, relevant state agencies and other key stakeholders and the Project Working Group, who will provide final endorsement of the LUMIPS prior to submission to Council for approval. The proposed form of consultation/engagement is currently comprised of a series of surveys, targeted workshops, meetings, presentations and one-on-one interviews (where required), with both internal and external stakeholders. In addition, a formal public exhibition period will be undertaken, allowing the broader community the opportunity to make submissions on the draft LUIMIPS.

Due to the current restrictions and social distancing measures in place as a result of COVID 19, the majority of these workshops and interviews are currently proposed to be conducted via videoconferencing facilities. However, the exact approach of the workshops will be refined and confirmed with Council closer to the workshops being undertaken.

The initial consultation to be conducted prior to drafting the LUIMIPS report will involve an initial series of brief telephone interviews, which will be facilitated with internal Council stakeholders. The purpose of these interviews will be to discuss the preliminary identification of land use implications and to draw on knowledge retained by Council staff. It will be important to establish open communication between our team and Council staff and the interviews will be facilitated so as to engender ownership by Council's project team and other internal stakeholders. These interviews will be followed up with a combined Council officer and State Agency workshop.

In addition, we will conduct targeted stakeholder consultation with other relevant stakeholders such as key landowners, business groups, Chambers of Commerce, Progress Associations etc. through a series of workshops and a survey, as agreed with Council. The purpose of the stakeholder engagement will be to obtain an understanding of the key issues associated with the potential land use implications identified for the major infrastructure projects from the perspective of the various stakeholders. This initial engagement will inform the drafting of the LUIMIPS.

A further series of information packages and presentations with key stakeholders, as well as a broader public exhibition exercise will also be conducted as part of the stakeholder engagement to be conducted in the draft LUIMIPS stage. This will provide an opportunity for both the key stakeholders as well as the broader community, to make formal comment on the draft LUIMIPS in terms of the extent to which the land use implications have been addressed for the identified major infrastructure projects, particularly in consideration of the recommendations made for the drafting of the new planning scheme.

After each stakeholder engagement activity, the Project Team will analyse the key findings of the consultation and provide a summary of the implications for the LUIMIPS.

The Consultation Program is outlined in Table 2 below.

**Table 2 Consultation Program Overview**

| PSA CONSULTATION TASKS                                | ITEM   | TENTATIVE DATES  |
|---|--|--|
| <b>Initial Consultation – pre-drafting of LUIMIPS</b> | 1. Inception workshop with Council Project Team  | 28 September 2020 - COMPLETED  |
|   | 2. Internal Council Officer telephone interviews | Week commencing 1 March 2021   |
|   | 3. Council/Agency Workshop                       | Week commencing 8 March 2021   |
|   | 4. Business/ Land owner survey                   | Draft Survey to Council 24 February 2021<br>Emails to be sent to representative groups for distribution to members 8 March 2021<br>Advertise (relevant dates to be advised) end of Feb 2021<br>Hosted for 2 weeks from 08 March 2021 |

| PSA CONSULTATION TASKS                        | ITEM   | TENTATIVE DATES   |
|---|--|---|
|   | 5. Workshop – Landowners/interest groups (old highway alignment & existing hospital) | Week commencing 22 March 2021                                   |
|   | 6. Phone interviews with major stakeholders  | February/ March 2021  |
|   | 7. Summarise consultation outputs  | March 2021  |
|   | 8. Project Working Group Briefing  | Material prepared by end of March 2021, Presentation April 2021 |
|   | 9. Public exhibition of draft LUIMIPS  | 24 May 2021-18 June 2021  |
| <b>Stakeholder Engagement – draft LUIMIPS</b> | 10. Consultation Summary: Stakeholder Feedback                                       | Week commencing 31 May 2021                                     |
|   | 11. Online feedback with key stakeholders  | Week commencing 7 June 2021                                     |
|   | 12. Summarise consultation outputs   | 21 June 2021-25 June 2021                                       |
| <b>PWG Presentation – final LUIMIPS</b>       | 13. Project Working Group Briefing   | 23 August 2021  |

The consultation activities to be undertaken for each consultation task is proposed to be comprised of the following as outlined in Table 3 below and will be subject to further refinement with Council, as the project progresses.

**Table 3 – Preliminary Consultation Program Activities**

| CONSULTATION PROGRAM ACTIVITIES  | ASSUMPTIONS  | COUNCIL INPUTS   |
|--|--|--|
| <b>INITIAL CONSULTATION – PRE-DRAFTING OF LUIMIPS</b>  |  |  |
| 1. <b>Inception workshop with Council Project Team</b> – there will be no formal presentation prepared for the initial consultation/workshop with Council's Project Team. We will discuss the Project Plan and Consultation Strategy, and any other matters related to how the project is to be managed.   |  |  |
| 2. <b>Council officer phone interviews</b> – preliminary phone meetings with key Council representatives to introduce the project and establish priority interests. We will seek to introduce the project and to gather any preliminary insights from (but not limited to) the following Council teams: <ul style="list-style-type: none"> <li>• Infrastructure and Environment</li> <li>• Economic Development</li> <li>• Parks and Open Space</li> <li>• Property</li> <li>• Community Development</li> <li>• Traffic and Transport</li> </ul> It will be important to establish open communication between our team and Council staff and the discussion will be facilitated so as to engender ownership by Council's project team. | <ul style="list-style-type: none"> <li>• Allows for 8 x 20 min interviews</li> </ul>   | <ul style="list-style-type: none"> <li>• Relevant officer contact details</li> </ul>   |
| 3. <b>Council/Agency workshop (Council officers and key State agencies)</b> – we will facilitate a two-part workshop with Council and relevant State Government stakeholders, to discuss the preliminary identification of land use implications and to draw on a collaborative interaction of participants and cross-semination of knowledge (policy, planning, development assessment).<br><b>Part 1</b> – will discuss the government agency interests in the corridor infrastructure<br><b>Part 2</b> – will discuss government agency interests in the relocation of the hospital   | <ul style="list-style-type: none"> <li>• Assumes 2-hour workshop in Toowoomba</li> <li>• DSDILGP will coordinate State officer invitations and attendance</li> </ul> | <ul style="list-style-type: none"> <li>• Attendance and Council officer facilitation assistance</li> <li>• Venue booking</li> <li>• Catering arrangements</li> </ul> |

| CONSULTATION PROGRAM ACTIVITIES   | ASSUMPTIONS   | COUNCIL INPUTS   |
|---|---|--|
| <p>4. <b>Business/Land Owner Survey</b> – A simple survey is proposed to invite business owners and land owners to submit their perspective on whether these major infrastructure projects will influence (or have influenced) planning or future use of their land.</p> <p>Access to the survey would be through existing contact networks (e.g., the Chambers of Commerce, Council's Economic Development Team, Pittsworth and Millmerran progress associations and Colliers). The survey will be emailed along with information providing context to the LUMIPS. Questions will be kept simple (refer to Attachment 01 for draft questions). It will also include an invite for people interested in participating at either workshops proposed for the study (see Activity 5 below).</p>  | <ul style="list-style-type: none"> <li>Includes preparation of information brochure, survey &amp; collation of responses</li> </ul>   | <ul style="list-style-type: none"> <li>PSA to email contacts for survey and collate responses. PSA to forward Workshop attendance information to Council to contact Landowners and issue email confirmation and organise venue.</li> <li>Council to respond to enquiries regarding the Toowoomba Region Futures Program, the LUMIPS or general concerns which are prompted by the survey.</li> </ul>   |
| <p>5. <b>Landowner/interest groups reference group Workshop</b> – A workshop will be run to engage with a targeted reference group with relevant commercial/ land interests in the areas around the existing Toowoomba Hospital and the old Toowoomba Highway alignment (James Street).</p> <p>The purpose of the stakeholder engagement will be to obtain an understanding of the key issues associated with the potential land use implications identified for the major infrastructure projects from the perspective of the various stakeholders. Kate and Christie will facilitate the workshops.</p> <p>The consultation will ensure that the relevant information is captured which effectively identifies stakeholder concerns, values and aspirations to inform the Study and assist in new planning scheme and other recommendations moving forward.</p> <p>The list of participants will be confirmed with Council, who will also organise for the invitations to be issued.</p> <p>A specific program for the workshop/s includes as follows:</p> <ul style="list-style-type: none"> <li>Brief PowerPoint presentation introducing the purpose and structure of the workshop (i.e. the purpose of the LUMIPS and how this consultation will inform the drafting of the LUMIPS). Integration of the findings of the LUMIPS with other relevant projects being undertaken (i.e. the Industry Review and the Growth Plan) will also be addressed and/or co-ordinated where appropriate. The presentation will include an outline of any preliminary findings which have arisen from the initial analysis undertaken;</li> </ul> | <ul style="list-style-type: none"> <li>PSA to prepare project overview 1-pager</li> <li>Assumes 2-hour workshop in Toowoomba, with online participation option</li> <li>In person attendance limited by room size and allowance – to be advised by Council</li> </ul> | <ul style="list-style-type: none"> <li>Attendance and Council officer facilitation assistance</li> <li>Confirm venue has suitable technology for online participation</li> <li>Manage venue booking and catering (advise room size for management of numbers).</li> <li>The following associations are requested to be contacted to connect with relevant and interested parties to be invited to be part of the Hospital Site reference group: <ul style="list-style-type: none"> <li>Toowoomba Chamber of Commerce</li> <li>Toowoomba Region Cycle Users Group</li> <li>Gowrie Junction Progress Association</li> <li>Millmerran Commerce and Progress inc.</li> <li>Pittsworth District Alliance</li> </ul> </li> </ul> |



| CONSULTATION PROGRAM ACTIVITIES   | ASSUMPTIONS  | COUNCIL INPUTS  |
|---|--|---|
| <ul style="list-style-type: none"> <li>Open forum discussions related to the key issues and opportunities for the major infrastructure projects which form part of the study and the potential land use implications in preparing the new planning scheme;</li> <li>Debrief and explanation of the process from here and opportunities for further consultation and participation down the track.</li> </ul> <p>PSA Consulting will record key issues for inclusion in a summary of consultation feedback.</p>  |  | <ul style="list-style-type: none"> <li>Westbrook Focus Group</li> </ul>                                   |
| <p>6. <b>Phone interviews with major stakeholders</b> – approximately 5 phone interviews will be conducted with the following targeted stakeholders:</p> <ul style="list-style-type: none"> <li>Wagner Corporation</li> <li>Toowoomba Wellcamp Airport</li> <li>Inland Rail</li> <li>TSBE</li> <li>Other as required</li> </ul>   | <ul style="list-style-type: none"> <li>Interview with Wagner Corporation coordinated with Industry Review program</li> </ul>   | <ul style="list-style-type: none"> <li>Council to provide relevant contact details</li> </ul>             |
| <p>7. <b>Summarise consultation outputs</b> – a summary of the consultation outputs and feedback will be provided to Council, including implications for the drafting of the LUIMIPS moving forward.</p>  | <ul style="list-style-type: none"> <li>Draft provided by end of March</li> </ul>   | <ul style="list-style-type: none"> <li>Review and verify</li> </ul>                                       |
| <p>8. <b>Project Working Group Briefing on preliminary analysis and initial stakeholder consultation</b> – a briefing will be conducted with Council's Project Working Group (PWG), to discuss the preliminary analysis informing the preparation of the LUIMIPS, as well as the feedback gained from the initial stakeholder engagement, prior to drafting the LUIMIPS.</p> <p>A brief PowerPoint presentation can be prepared to outline the key issues and stakeholder feedback based on the analysis and consultation undertaken to date, however this will be negotiated and confirmed with Council's Project Team closer to the date.</p> <p>Opportunities for questions to be asked or issues to be raised will be provided.</p> | <ul style="list-style-type: none"> <li>Briefing material (key findings, presentation) prepared by end of March</li> <li>Presentation likely to be April PWG meeting</li> </ul> | <ul style="list-style-type: none"> <li>Council confirm inclusion on agenda and meeting details</li> </ul> |

| CONSULTATION PROGRAM ACTIVITIES  |  | ASSUMPTIONS  | COUNCIL INPUTS  |
|--|--|--|---|
| <b>STAKEHOLDER ENGAGEMENT – DRAFT LUIMIPS</b>  |  |  |   |
| 9. <b>Public exhibition period – draft LUIMIPS</b> - Council will undertake public exhibition of the draft LUIMIPS and will prepare all graphics, materials and advertising in preparation for public notification. This will provide the broader community with the opportunity to review and make submissions on the draft LUIMIPS.  |  | <ul style="list-style-type: none"> <li>PSA to receive and review collated submissions data</li> </ul>  | <ul style="list-style-type: none"> <li>Prepare public exhibition materials</li> <li>Host and monitor public exhibition</li> <li>Compile submissions data</li> </ul> |
| 10. <b>Consultation Summary: Stakeholder Feedback</b> – A summary of the stakeholder consultation and Land Use Implications key findings and planning scheme recommendations will be prepared for distribution to participants in the Reference Group workshop and to any survey participants who nominated to receive further communication on the project.   |  |  | <ul style="list-style-type: none"> <li>Distribute consultation summary (email)</li> <li>Host consultation summary on Have Your Say page</li> </ul>                  |
| 11. <b>Online presentation with key stakeholders</b> – A final online engagement for all stakeholders will present the key implication findings and planning scheme recommendations back to interested participants. The presentation will allow for questions and answers and will allow any additional responses from stakeholders to be recorded.<br>Participants from the Landowner/Interest Groups Survey and Reference Groups Workshop will be invited to attend this presentation and information session. PSA will prepare a short presentation and structured discussions to ensure all participants have an opportunity to contribute to the discussion. |  | <ul style="list-style-type: none"> <li>Assumes 1-hour online meeting (Zoom or Teams as preferred)</li> <li>Participant numbers may be capped if necessary to manage equitable “air time” for all participants</li> </ul> | <ul style="list-style-type: none"> <li>Attendance</li> </ul>  |
| 12. <b>Summarise consultation outputs</b> – a summary report of the formal consultation outputs and feedback will be provided to Council, including implications for the drafting of the LUIMIPS moving forward.<br>We will also provide a review and summary of the public exhibition outcomes and submissions, including any applicable recommendations to inform the final LUIMIPS.   |  |  |   |
| <b>PWG PRESENTATION – FINAL LUIMIPS</b>  |  |  |   |
| <b>Project Working Group briefing on stakeholder consultation and final LUIMIPS</b> – a final briefing will be conducted with Council’s Project Working Group (PWG), to discuss the feedback gained from the further stakeholder engagement and formal public exhibition, including presentation of the final LUIMIPS.   |  | <ul style="list-style-type: none"> <li>A brief PowerPoint presentation can be prepared if required.</li> </ul>   |   |

Associated tasks which relate to the conduct of the consultation program, including allocation of responsibilities, are outlined in Table 4.

**Table 4 – Consultation Activity Task Responsibilities**

| <b>TASKS</b>   | <b>RESPONSIBILITY</b>      |
|--|----------------------------|
| Logistics/invitations issued to attendees/meeting schedule | Toowoomba Regional Council |
| Preparation of consultation materials                      | PSA Consulting             |
| Printing of consultation materials                         | Toowoomba Regional Council |
| Agendas and PowerPoint presentations                       | PSA (Council approval)     |
| Notes  | PSA Consulting             |
| Facilitation   | PSA Consulting             |
| Attendance   | PSA, Council officers      |

## Attachment 1 – Draft Business/ Land Owner Survey

The Land Use Implications of Major Infrastructure Projects Study (LUIMIPS) is an important part of Council's Toowoomba Region Futures program.

Information on the Toowoomba Region Futures program - launched on 11 February 2021 – may be found on Council's website at <https://yoursay.tr.qld.gov.au/tr-futures>.

As an identified key stakeholder, we are here to talk with you about land uses that may be influenced by four major infrastructure projects for the region, including:

- The Melbourne to Brisbane Inland Rail;
- The Toowoomba Bypass;
- The Toowoomba Wellcamp Airport; and
- The Toowoomba Hospital relocation.

Information on each of these projects can be found here [\[INSERT LINK\]](#).

Some of our conversations will help to inform not only this project, but others within the program and Council is working hard to make sure a strong, meaningful engagement process occurs with all stakeholders.

Council will keep you updated as we progress, however we encourage you to stay connected via the Council website.

We thank you for your important input into this future region shaping program.

1. Which of the following major infrastructure projects happening in Toowoomba are you aware of?

|                                      |                                  |
|--------------------------------------|----------------------------------|
| A. Melbourne to Brisbane Inland Rail | B. Toowoomba Bypass              |
| C. Toowoomba Wellcamp Airport        | D. Toowoomba Hospital Relocation |

2. Do you think the way you plan for or develop your land or business will be influenced by any of these projects?

|  |
|--|
| No   |
| Yes, my use of the land will be influenced by the Melbourne to Brisbane Inland Rail in this way:<br><i>Answer here</i> |
| Yes, my use of the land will be influenced by the Toowoomba Bypass in this way:<br><i>Answer here</i>                  |
| Yes, my use of the land will be influenced by the Toowoomba Wellcamp Airport in this way:<br><i>Answer here</i>        |
| Yes, my use of the land will be influenced by the Toowoomba Hospital Relocation in this way:<br><i>Answer here</i>     |

3. We are seeking 10 business or land owners each for two separate reference groups to help further our understanding of land uses around two particular areas of interest. Would you be interested in attending a workshop on the xx March 2021 as part of either reference group to discuss the land use effects of either:

- The Toowoomba Bypass; or
- The Toowoomba Hospital Relocation?

Should there be interest from more than the allocated number of participants for each reference group, we will use a randomised ballot system to allocate available places.

4. If you have any other comments to provide us, we invite you to contact Kate Rosier at Toowoomba Regional Council by emailing [kate.rosier@tr.qld.gov.au](mailto:kate.rosier@tr.qld.gov.au). [\[KATE R to please advise preferred contact\]](#)

We encourage you to stay up to date with other ways to become involved with the broader region Futures program by visiting Council's website <https://yoursay.tr.qld.gov.au/tr-futures>

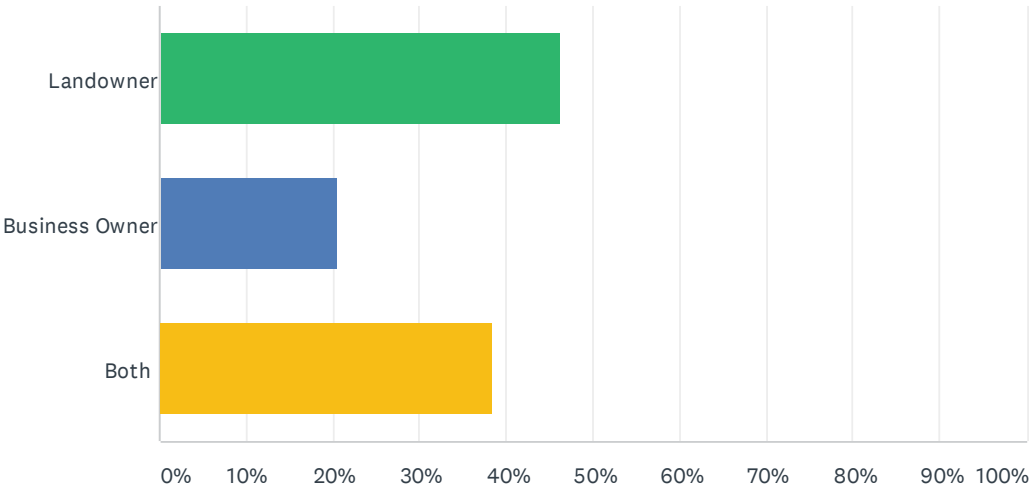


## **APPENDIX 2: LANDOWNER AND BUSINESS OWNER SURVEY**

**AP02**

Q1 Are you a landowner and/or business owner in Toowoomba?

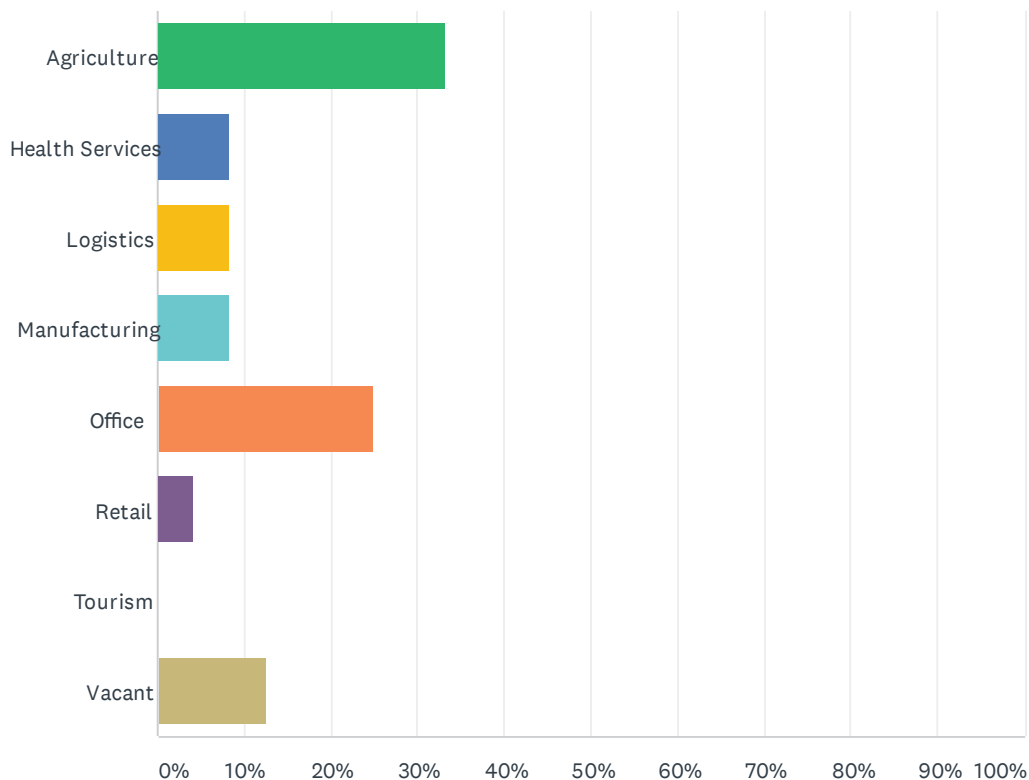
Answered: 39    Skipped: 3



| ANSWER CHOICES        | RESPONSES |    |
|-----------------------|-----------|----|
| Landowner             | 46.15%    | 18 |
| Business Owner        | 20.51%    | 8  |
| Both                  | 38.46%    | 15 |
| Total Respondents: 39 |           |    |

## Q2 What is your current general use of the land?

Answered: 24   Skipped: 18



| ANSWER CHOICES  | RESPONSES |    |
|-----------------|-----------|----|
| Agriculture     | 33.33%    | 8  |
| Health Services | 8.33%     | 2  |
| Logistics       | 8.33%     | 2  |
| Manufacturing   | 8.33%     | 2  |
| Office          | 25.00%    | 6  |
| Retail          | 4.17%     | 1  |
| Tourism         | 0.00%     | 0  |
| Vacant          | 12.50%    | 3  |
| TOTAL           |           | 24 |

| # | OTHER (PLEASE SPECIFY)                            | DATE              |
|---|---|-------------------|
| 1 | All of the above - does not allow multiple choice | 3/30/2021 8:56 AM |
| 2 | Industrial  | 3/30/2021 8:35 AM |
| 3 | Household   | 3/27/2021 9:29 AM |
| 4 | Home  | 3/25/2021 5:04 PM |
| 5 | Education childcare                               | 3/25/2021 4:31 PM |
| 6 | Residential                                       | 3/24/2021 3:44 PM |
| 7 | TEST  | 3/24/2021 9:35 AM |

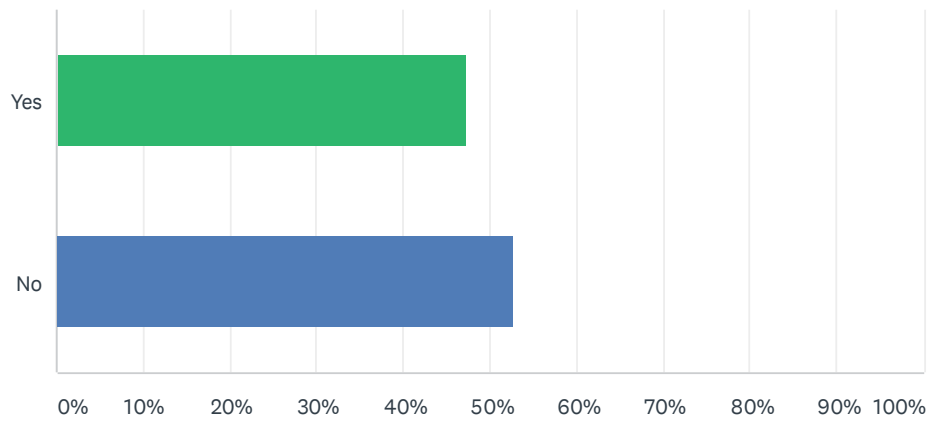
# LUIMIPS LANDOWNER/ BUSINESS OWNER SURVEY

|    |                          |                    |
|----|--------------------------|--------------------|
| 8  | Research                 | 3/23/2021 12:26 PM |
| 9  | residential              | 3/21/2021 3:58 PM  |
| 10 | Development Site         | 3/18/2021 1:44 PM  |
| 11 | service industry         | 3/17/2021 2:28 PM  |
| 12 | accomodation             | 3/17/2021 9:19 AM  |
| 13 | residential              | 3/16/2021 10:33 PM |
| 14 | Domestic                 | 3/16/2021 3:46 PM  |
| 15 | education, entertainment | 3/16/2021 3:15 PM  |
| 16 | Fitness facility         | 3/15/2021 11:33 AM |
| 17 | this is a test entry     | 3/5/2021 3:44 PM   |



Q3 Do you think the way you plan for or develop your land or business will be influenced by the Melbourne to Brisbane Inland Rail project?

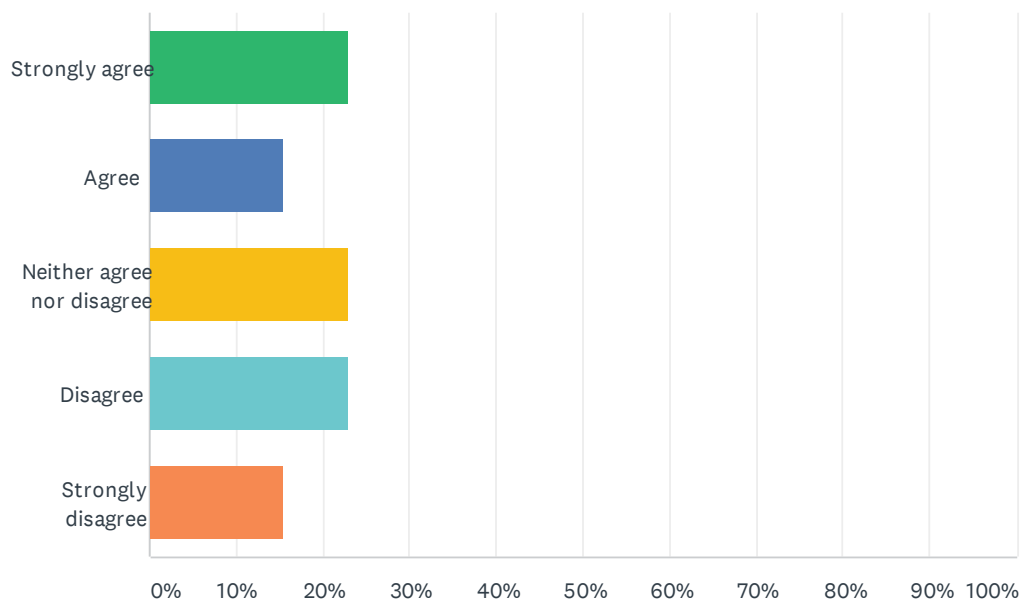
Answered: 38 Skipped: 4



| ANSWER CHOICES |  | RESPONSES |    |
|----------------|--|-----------|----|
| Yes            |  | 47.37%    | 18 |
| No             |  | 52.63%    | 20 |
| TOTAL          |  |           | 38 |

## Q4 I would consider changing my use of the land to make the most of the new access to freight markets.

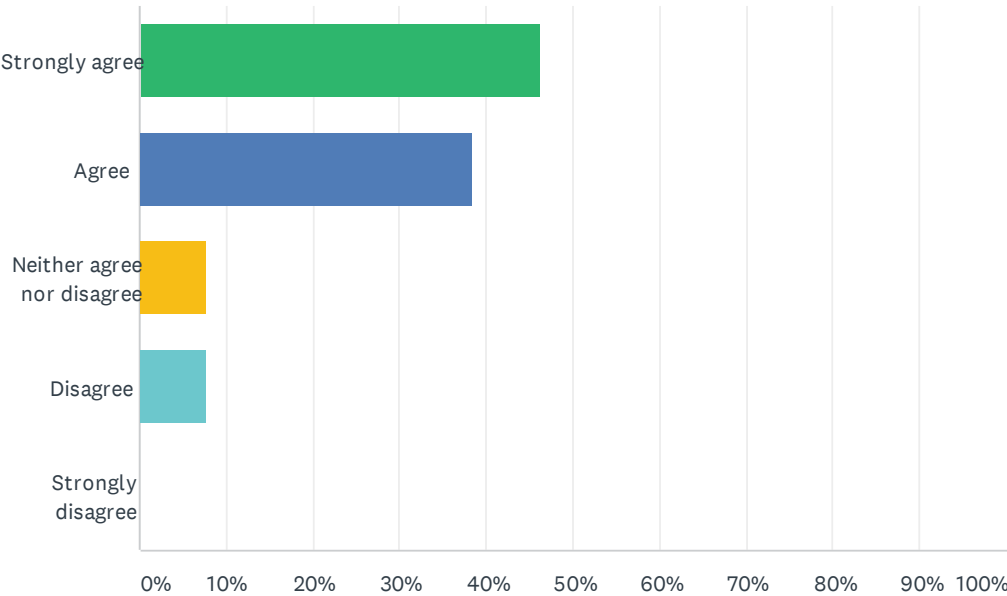
Answered: 13   Skipped: 29



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 23.08%    | 3  |
| Agree                      | 15.38%    | 2  |
| Neither agree nor disagree | 23.08%    | 3  |
| Disagree                   | 23.08%    | 3  |
| Strongly disagree          | 15.38%    | 2  |
| TOTAL                      |           | 13 |

Q5 I will continue my current use of the land for the foreseeable future.

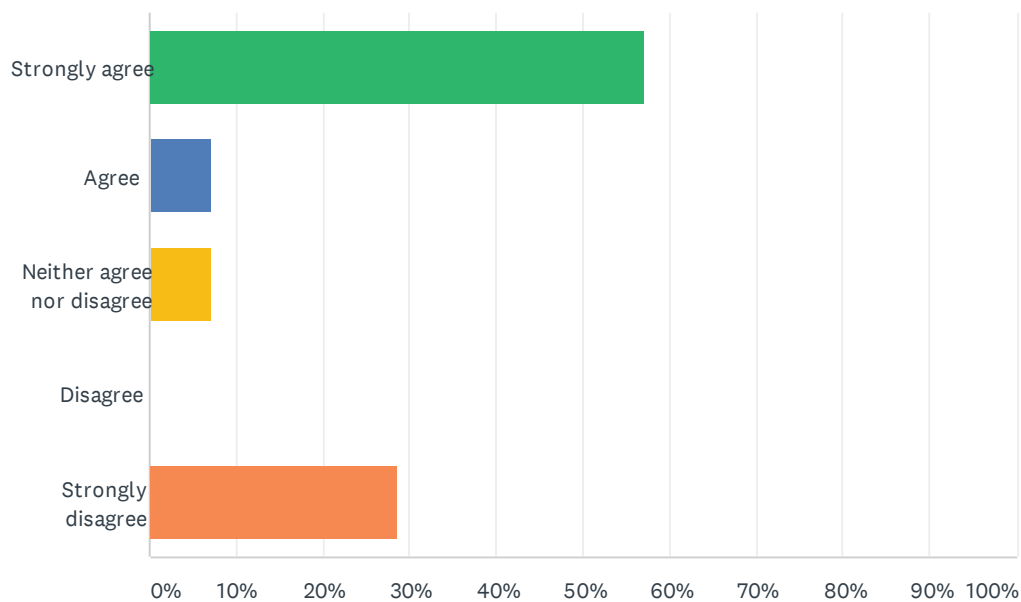
Answered: 13    Skipped: 29



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 46.15%    | 6  |
| Agree                      | 38.46%    | 5  |
| Neither agree nor disagree | 7.69%     | 1  |
| Disagree                   | 7.69%     | 1  |
| Strongly disagree          | 0.00%     | 0  |
| TOTAL                      |           | 13 |

## Q6 I think there will be benefits to my land and/ or business because of the Inland Rail.

Answered: 14 Skipped: 28

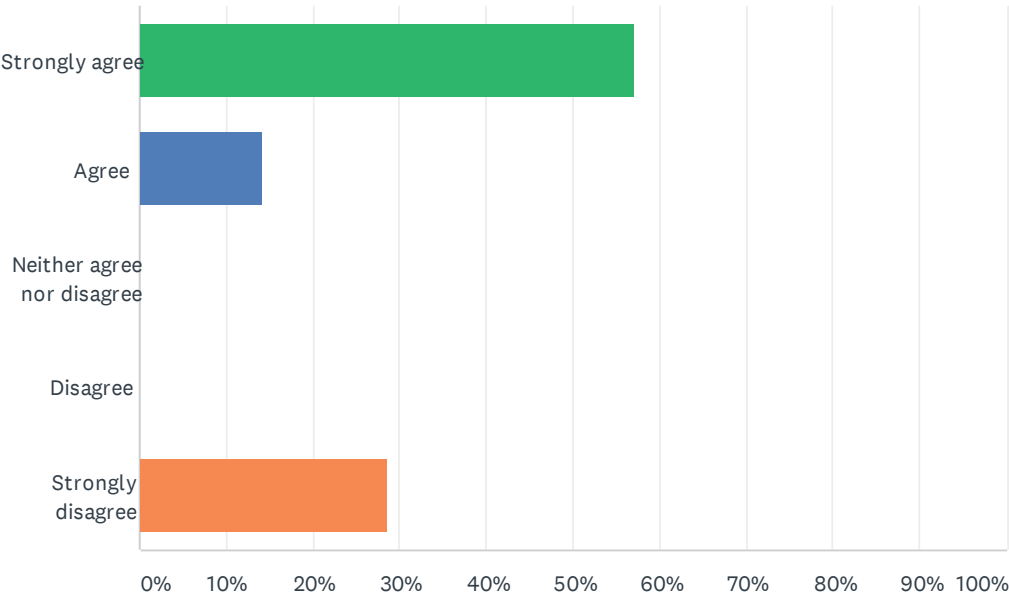


| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 57.14%    | 8  |
| Agree                      | 7.14%     | 1  |
| Neither agree nor disagree | 7.14%     | 1  |
| Disagree                   | 0.00%     | 0  |
| Strongly disagree          | 28.57%    | 4  |
| TOTAL                      |           | 14 |



Q7 I think there will be benefits to local industry because of the Inland Rail.

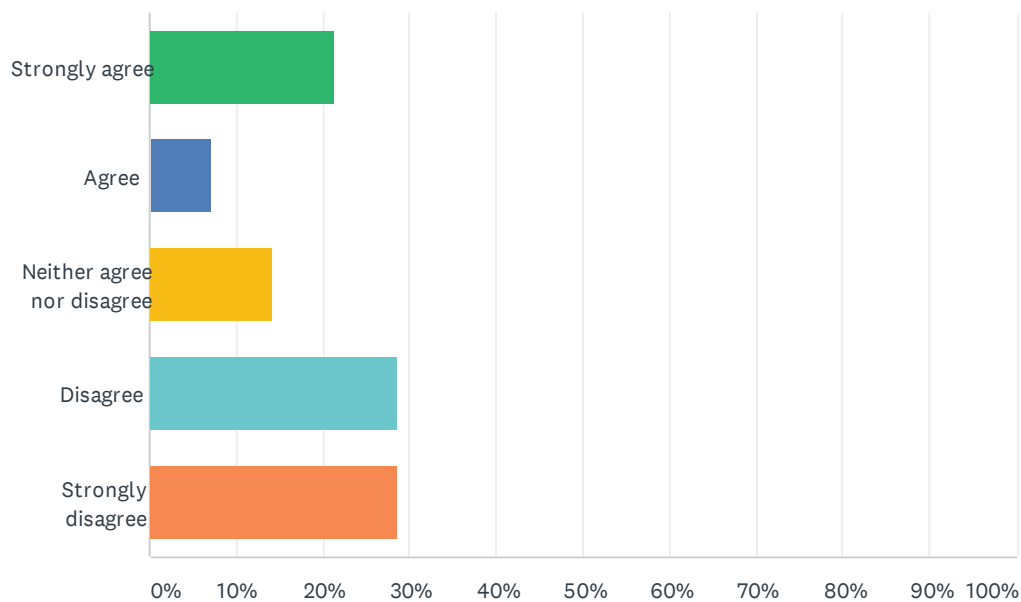
Answered: 14    Skipped: 28



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 57.14%    | 8  |
| Agree                      | 14.29%    | 2  |
| Neither agree nor disagree | 0.00%     | 0  |
| Disagree                   | 0.00%     | 0  |
| Strongly disagree          | 28.57%    | 4  |
| TOTAL                      |           | 14 |

## Q8 The effects of the Inland Rail on my land and/ or business are not desirable.

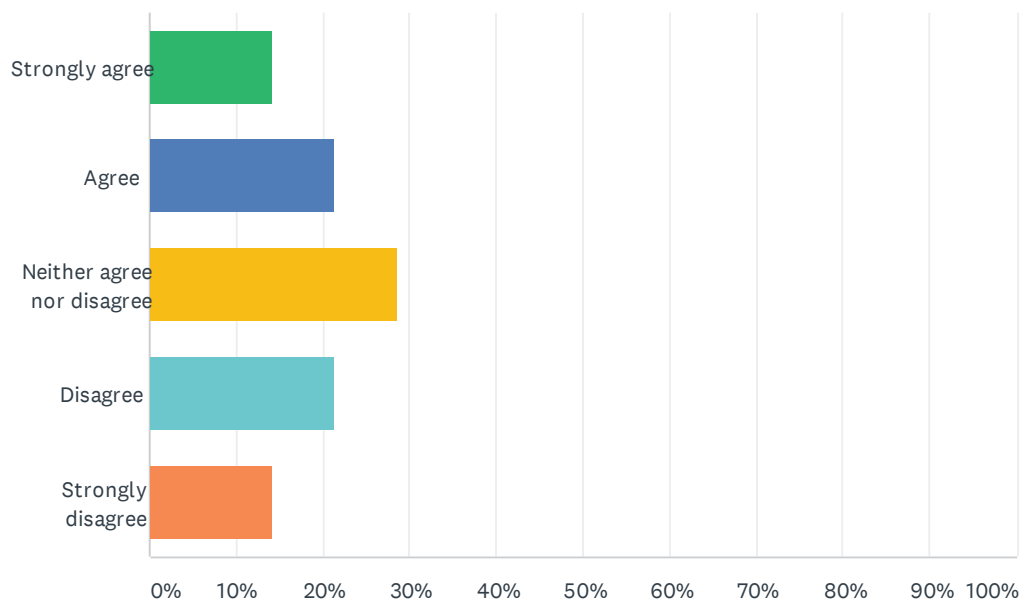
Answered: 14   Skipped: 28



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 21.43%    | 3  |
| Agree                      | 7.14%     | 1  |
| Neither agree nor disagree | 14.29%    | 2  |
| Disagree                   | 28.57%    | 4  |
| Strongly disagree          | 28.57%    | 4  |
| TOTAL                      |           | 14 |

## Q9 I would consider changing the use of my land and/ or business to avoid effects from the Inland Rail.

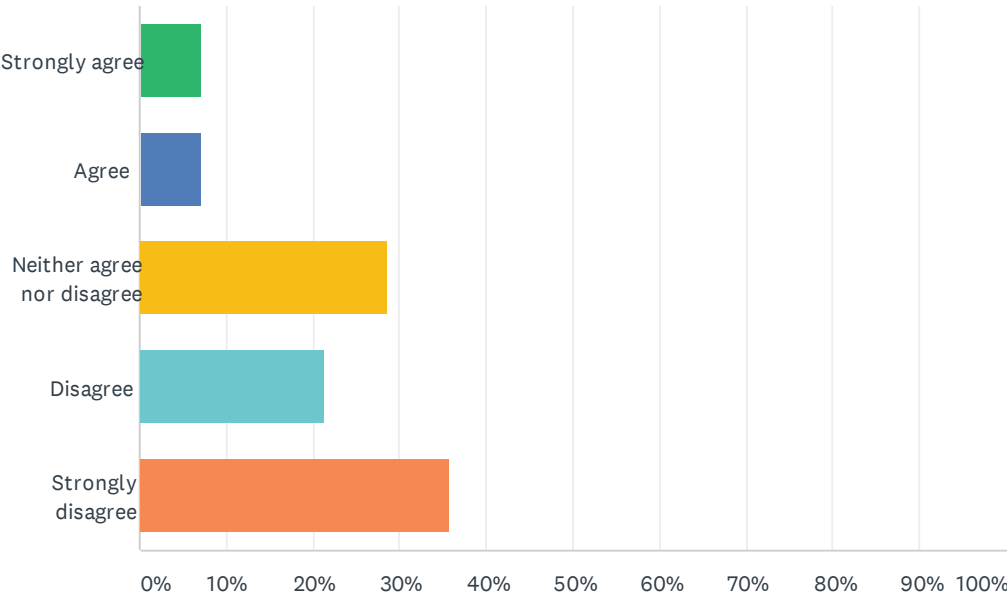
Answered: 14 Skipped: 28



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 14.29%    | 2  |
| Agree                      | 21.43%    | 3  |
| Neither agree nor disagree | 28.57%    | 4  |
| Disagree                   | 21.43%    | 3  |
| Strongly disagree          | 14.29%    | 2  |
| TOTAL                      |           | 14 |

Q10 I would consider relocating because of the Inland Rail.

Answered: 14    Skipped: 28



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 7.14%     | 1  |
| Agree                      | 7.14%     | 1  |
| Neither agree nor disagree | 28.57%    | 4  |
| Disagree                   | 21.43%    | 3  |
| Strongly disagree          | 35.71%    | 5  |
| TOTAL                      |           | 14 |



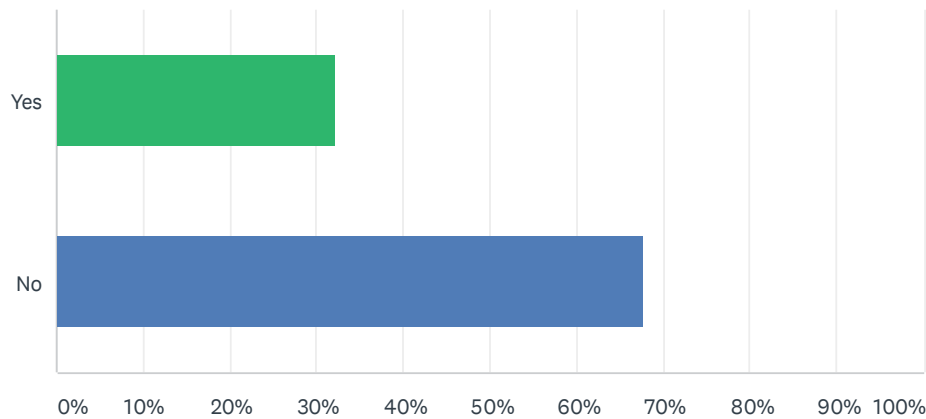
## Q11 Are there any other comments you would like to make about the Inland Rail project?

Answered: 7    Skipped: 35

| # | RESPONSES   | DATE               |
|---|---|--------------------|
| 1 | The improved logistics is a great business attraction point   | 3/30/2021 8:58 AM  |
| 2 | Why should I move or change because of a Project coming through that is not right for Millmerran in the first place.  | 3/30/2021 5:48 AM  |
| 3 | TEST  | 3/24/2021 9:36 AM  |
| 4 | Infrastructure like this should be invested in but a lot of good work could occur with development and extension ideas.   | 3/23/2021 12:27 PM |
| 5 | A fantastic initiative, long overdue.   | 3/21/2021 9:37 AM  |
| 6 | It is not going to provide any benefit for local businesses as there is no access to put freight on. It is just going to be a train that goes straight passed.  | 3/19/2021 9:34 AM  |
| 7 | I am hoping that local industry will be hired to work on the inland rail. It was promised on the Coopers Gap Wind Farm Project local business would be hired but Brisbane businesses were hired to the shock and sadness of local Bell business. This decision made by the Coopers Gap Wind Farm took the money out of the local Bell community which we hope the inland rail does not do to the local Toowoomba community. | 3/17/2021 7:31 AM  |

Q12 Do you think the way you plan for or develop your land or business will be influenced by the Toowoomba Bypass project?

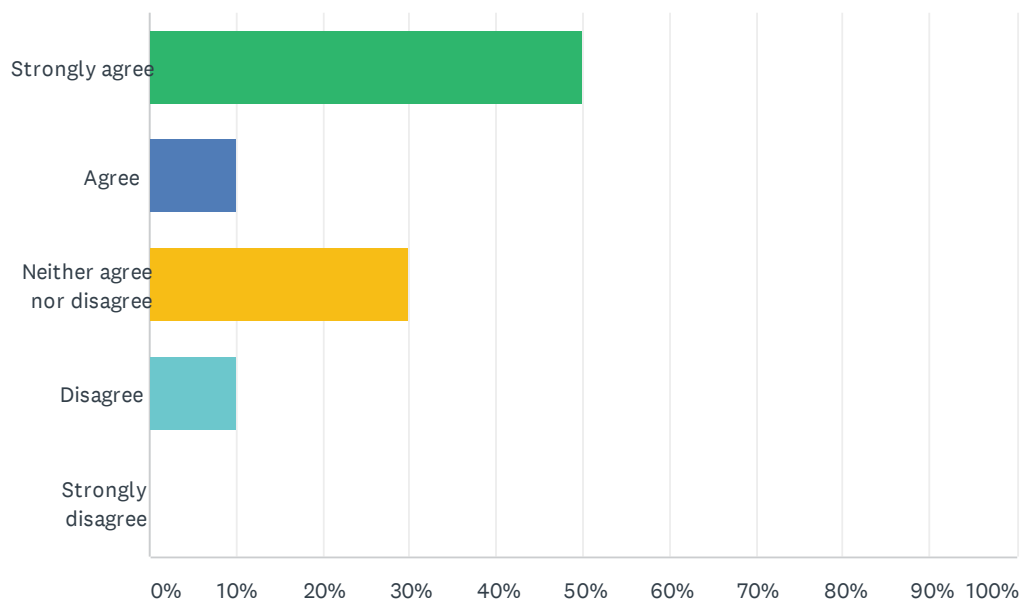
Answered: 31    Skipped: 11



| ANSWER CHOICES |  | RESPONSES |    |
|----------------|--|-----------|----|
| Yes            |  | 32.26%    | 10 |
| No             |  | 67.74%    | 21 |
| TOTAL          |  |           | 31 |

### Q13 I would consider changing the use of my land or business to make the most of the new access to freight markets.

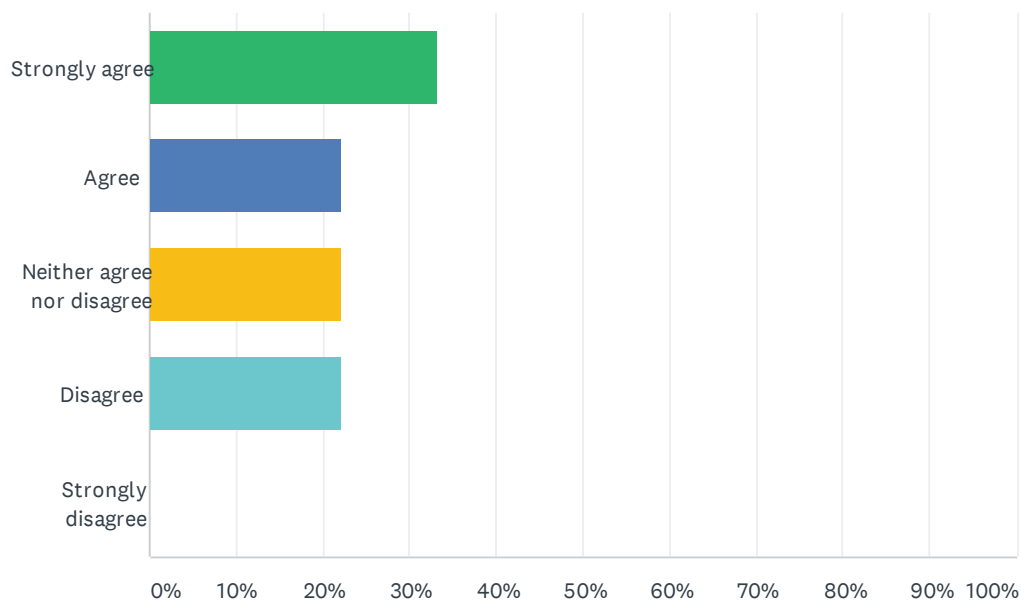
Answered: 10   Skipped: 32



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 50.00%    | 5         |
| Agree                      | 10.00%    | 1         |
| Neither agree nor disagree | 30.00%    | 3         |
| Disagree                   | 10.00%    | 1         |
| Strongly disagree          | 0.00%     | 0         |
| <b>TOTAL</b>               |           | <b>10</b> |

## Q14 I will continue to use my land as I currently do for the foreseeable future.

Answered: 9   Skipped: 33

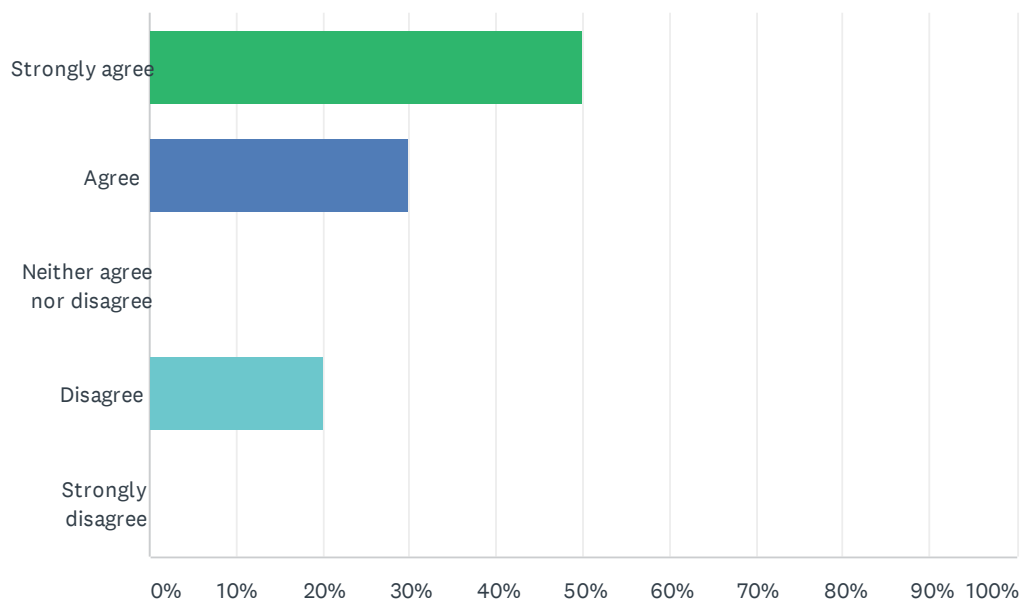


| ANSWER CHOICES             | RESPONSES |   |
|----------------------------|-----------|---|
| Strongly agree             | 33.33%    | 3 |
| Agree                      | 22.22%    | 2 |
| Neither agree nor disagree | 22.22%    | 2 |
| Disagree                   | 22.22%    | 2 |
| Strongly disagree          | 0.00%     | 0 |
| TOTAL                      |           | 9 |



## Q15 I think there will be benefits to my land and/ or business because of the Toowoomba Bypass.

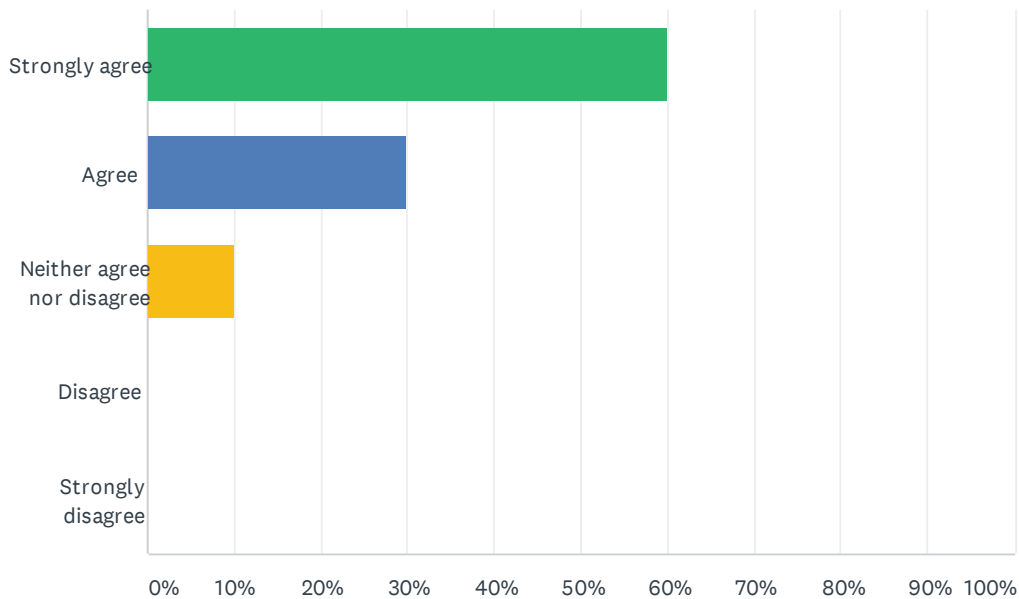
Answered: 10 Skipped: 32



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 50.00%    | 5         |
| Agree                      | 30.00%    | 3         |
| Neither agree nor disagree | 0.00%     | 0         |
| Disagree                   | 20.00%    | 2         |
| Strongly disagree          | 0.00%     | 0         |
| <b>TOTAL</b>               |           | <b>10</b> |

## Q16 I think there will be benefits to local industry because of the Toowoomba Bypass.

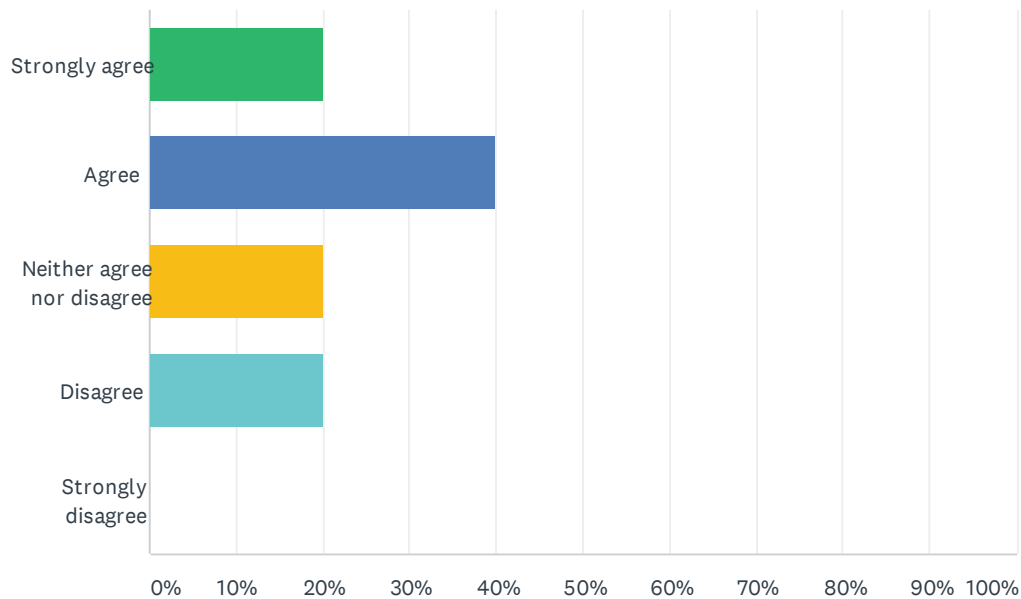
Answered: 10 Skipped: 32



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 60.00%    | 6  |
| Agree                      | 30.00%    | 3  |
| Neither agree nor disagree | 10.00%    | 1  |
| Disagree                   | 0.00%     | 0  |
| Strongly disagree          | 0.00%     | 0  |
| TOTAL                      |           | 10 |

## Q17 Redirection of highway traffic away from my land and/ or business is not desirable.

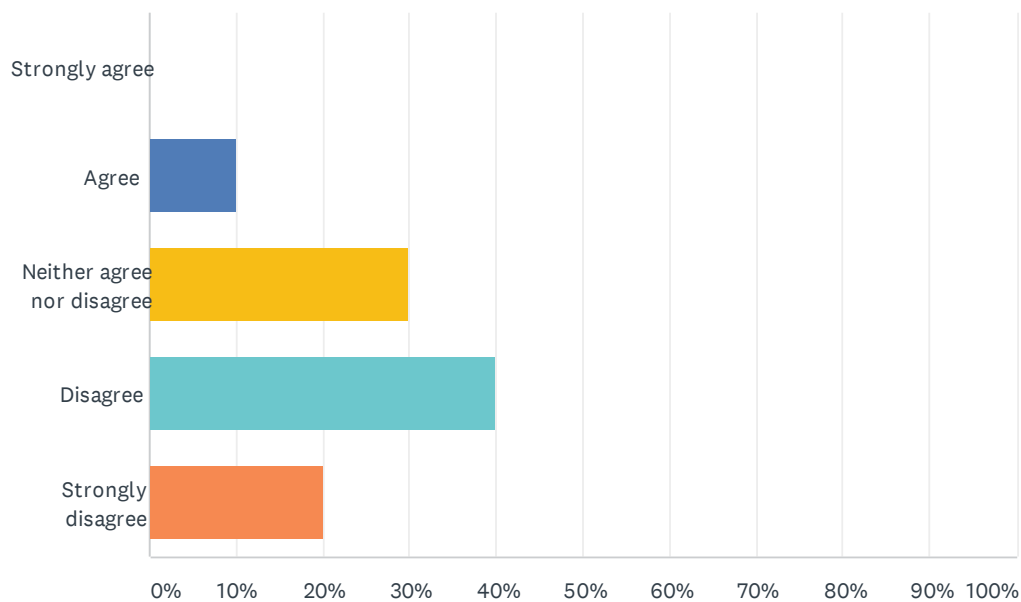
Answered: 10   Skipped: 32



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 20.00%    | 2         |
| Agree                      | 40.00%    | 4         |
| Neither agree nor disagree | 20.00%    | 2         |
| Disagree                   | 20.00%    | 2         |
| Strongly disagree          | 0.00%     | 0         |
| <b>TOTAL</b>               |           | <b>10</b> |

## Q18 I would consider changing the use of my land and/ or business to avoid effects from the Toowoomba Bypass.

Answered: 10   Skipped: 32

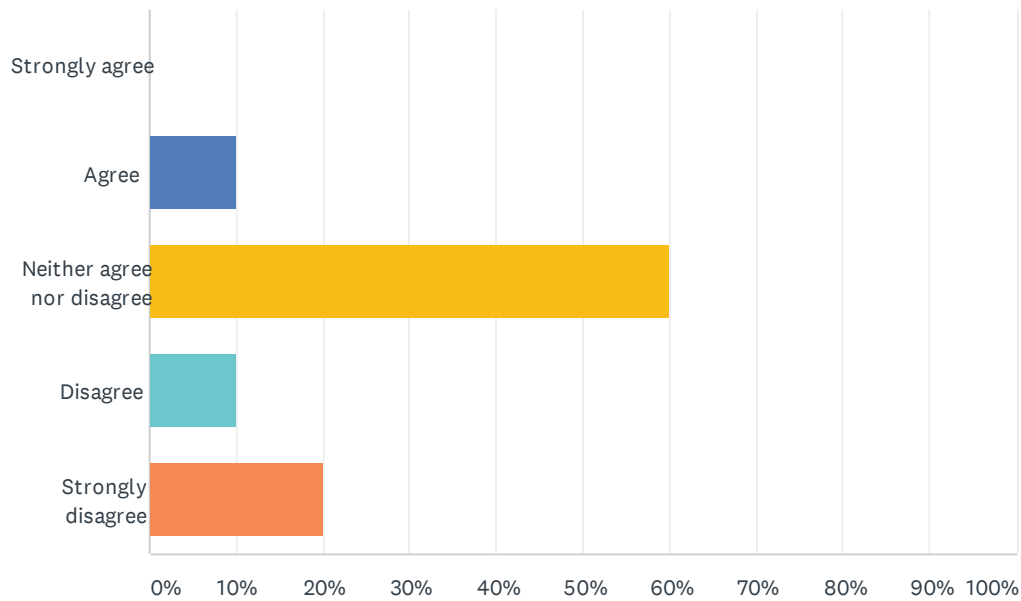


| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 0.00%     | 0         |
| Agree                      | 10.00%    | 1         |
| Neither agree nor disagree | 30.00%    | 3         |
| Disagree                   | 40.00%    | 4         |
| Strongly disagree          | 20.00%    | 2         |
| <b>TOTAL</b>               |           | <b>10</b> |



## Q19 I would consider relocating to a site with better access to the Toowoomba Bypass.

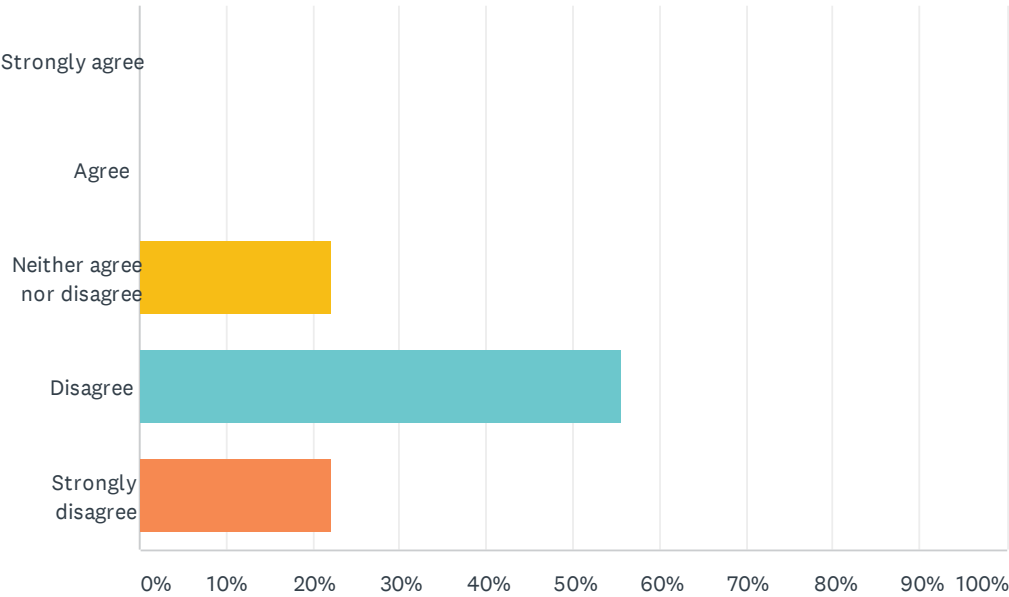
Answered: 10 Skipped: 32



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 0.00%     | 0         |
| Agree                      | 10.00%    | 1         |
| Neither agree nor disagree | 60.00%    | 6         |
| Disagree                   | 10.00%    | 1         |
| Strongly disagree          | 20.00%    | 2         |
| <b>TOTAL</b>               |           | <b>10</b> |

Q20 I would consider relocating to a site away from the Toowoomba Bypass.

Answered: 9    Skipped: 33



| ANSWER CHOICES             | RESPONSES |   |
|----------------------------|-----------|---|
| Strongly agree             | 0.00%     | 0 |
| Agree                      | 0.00%     | 0 |
| Neither agree nor disagree | 22.22%    | 2 |
| Disagree                   | 55.56%    | 5 |
| Strongly disagree          | 22.22%    | 2 |
| TOTAL                      |           | 9 |

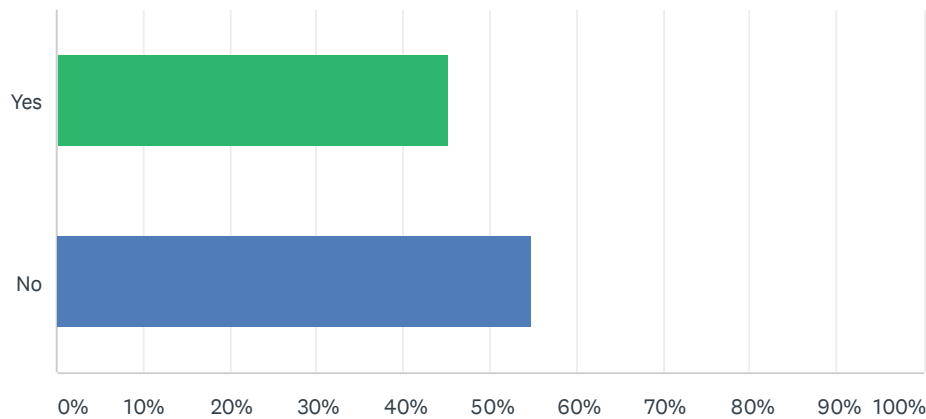
## Q21 Are there any other comments you would like to make about the Toowoomba Bypass project

Answered: 5   Skipped: 37

| # | RESPONSES  | DATE              |
|---|--|-------------------|
| 1 | I am not sure yet what effects the twba bypass will have other than business will require commercial / industrial land on Griffiths St both sides as it is advantaged to the population growth areas which will fill in on the north side of toowoomba | 3/31/2021 8:59 PM |
| 2 | Bypass improved logistics to brisbane Great for business attraction  | 3/30/2021 9:00 AM |
| 3 | TEST   | 3/24/2021 9:36 AM |
| 4 | The Toowoomba Bypass has been successful for local business except we can't pass on the toll fees to our customers as they will not accept them so we have had to wear the cost of them in our business.   | 3/17/2021 7:33 AM |
| 5 | Sadly there are people now bypassing professionals in Toowoomba to go to brisbane or the gold coast as they no longer need to come into toowoomba due to the bypass  | 3/16/2021 3:30 PM |

Q22 Do you think the way you plan for or develop your land or business will be influenced by the Toowoomba Wellcamp Airport project?

Answered: 31    Skipped: 11

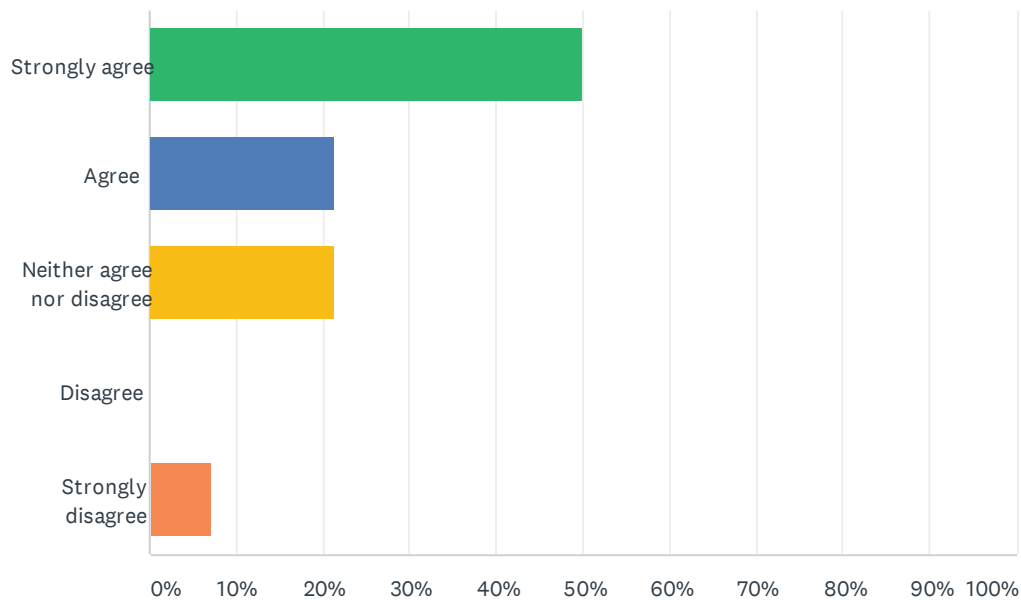


| ANSWER CHOICES |  | RESPONSES |    |
|----------------|--|-----------|----|
| Yes            |  | 45.16%    | 14 |
| No             |  | 54.84%    | 17 |
| TOTAL          |  |           | 31 |



**Q23 I would consider changing the use of my land or business to make the most of transport services (e.g. access to international markets) provided by the Toowoomba Wellcamp Airport.**

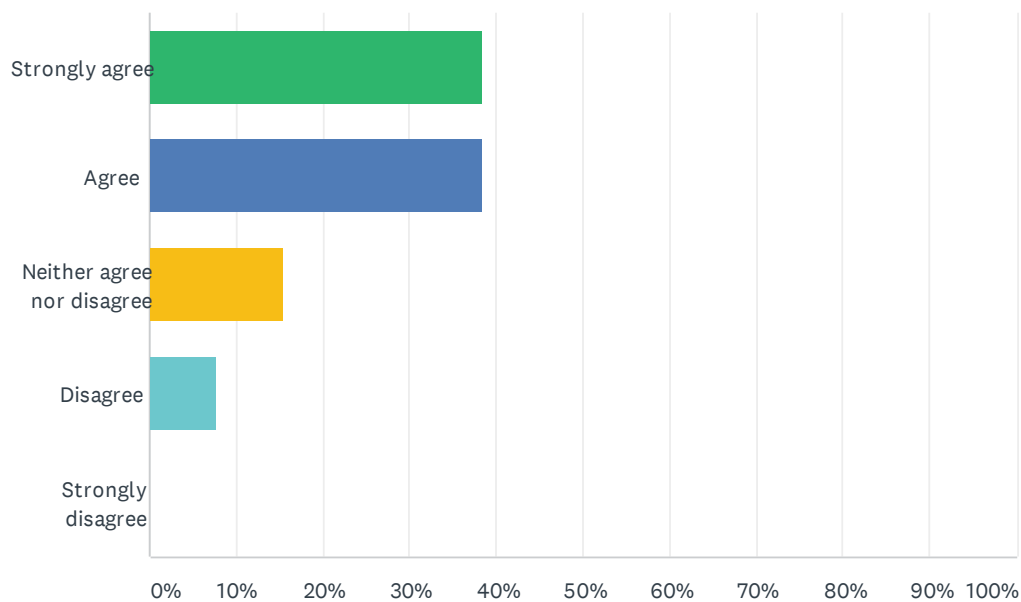
Answered: 14 Skipped: 28



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 50.00%    | 7  |
| Agree                      | 21.43%    | 3  |
| Neither agree nor disagree | 21.43%    | 3  |
| Disagree                   | 0.00%     | 0  |
| Strongly disagree          | 7.14%     | 1  |
| TOTAL                      |           | 14 |

## Q24 I will continue to use my land as I currently do for the foreseeable future.

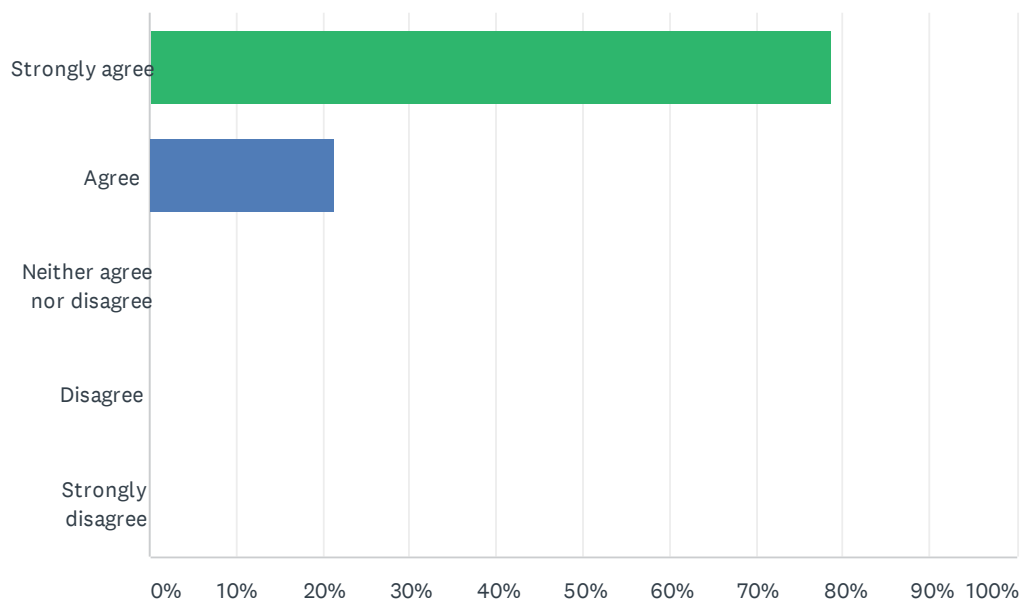
Answered: 13   Skipped: 29



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 38.46%    | 5  |
| Agree                      | 38.46%    | 5  |
| Neither agree nor disagree | 15.38%    | 2  |
| Disagree                   | 7.69%     | 1  |
| Strongly disagree          | 0.00%     | 0  |
| TOTAL                      |           | 13 |

## Q25 I think there will be benefits to my land and/ or business because of the Toowoomba Wellcamp Airport.

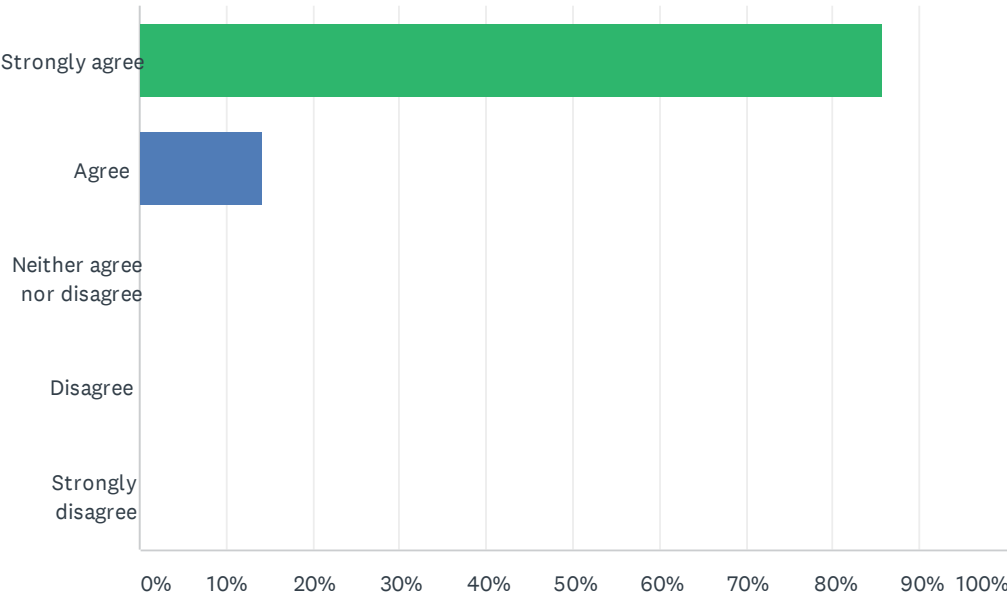
Answered: 14 Skipped: 28



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 78.57%    | 11        |
| Agree                      | 21.43%    | 3         |
| Neither agree nor disagree | 0.00%     | 0         |
| Disagree                   | 0.00%     | 0         |
| Strongly disagree          | 0.00%     | 0         |
| <b>TOTAL</b>               |           | <b>14</b> |

Q26 I think there will be benefits to local industry because of the Toowoomba Wellcamp Airport.

Answered: 14    Skipped: 28

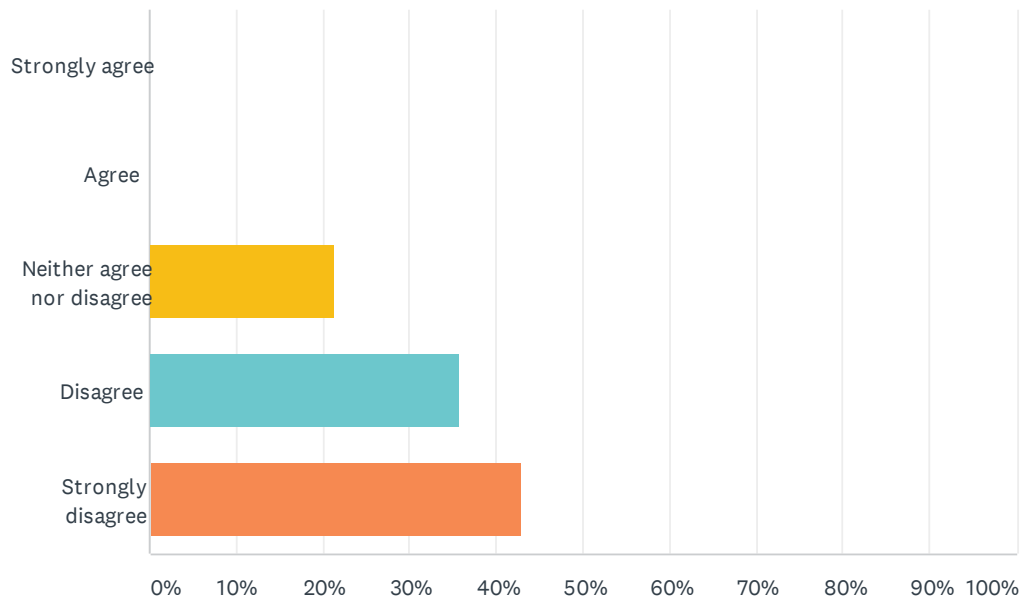


| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 85.71%    | 12 |
| Agree                      | 14.29%    | 2  |
| Neither agree nor disagree | 0.00%     | 0  |
| Disagree                   | 0.00%     | 0  |
| Strongly disagree          | 0.00%     | 0  |
| TOTAL                      |           | 14 |



## Q27 The effects of Toowoomba Wellcamp Airport on my land and/ or business are not desirable.

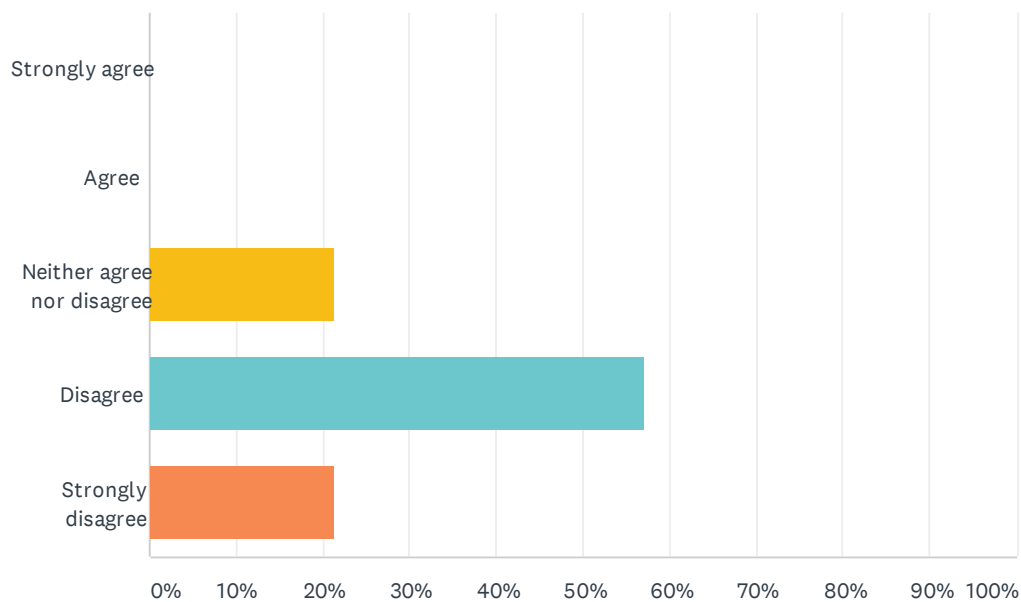
Answered: 14 Skipped: 28



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 0.00%     | 0         |
| Agree                      | 0.00%     | 0         |
| Neither agree nor disagree | 21.43%    | 3         |
| Disagree                   | 35.71%    | 5         |
| Strongly disagree          | 42.86%    | 6         |
| <b>TOTAL</b>               |           | <b>14</b> |

## Q28 I would consider changing the use of my land and/ or business to avoid effects from the Toowoomba Wellcamp Airport.

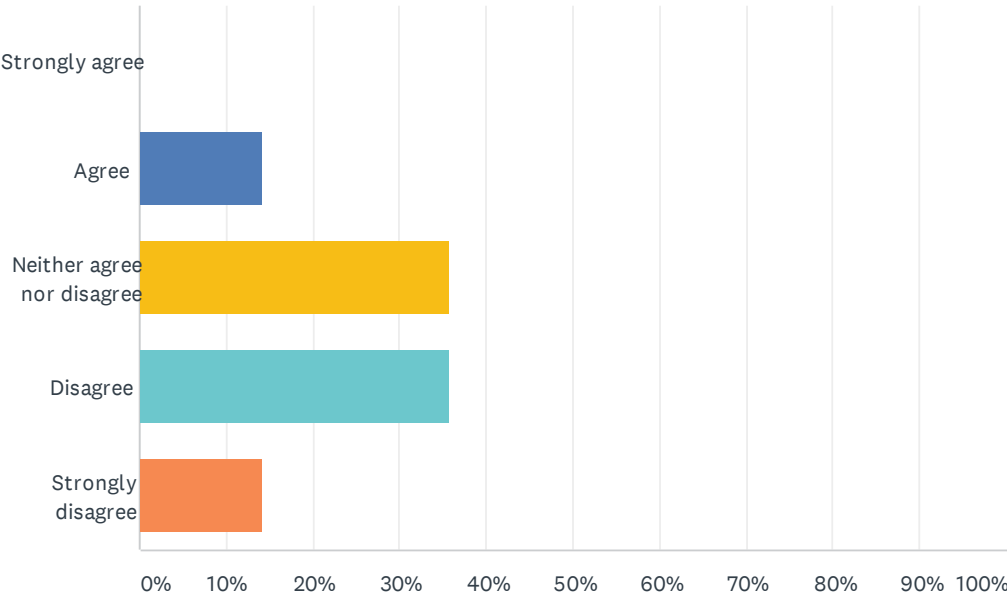
Answered: 14 Skipped: 28



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 0.00%     | 0  |
| Agree                      | 0.00%     | 0  |
| Neither agree nor disagree | 21.43%    | 3  |
| Disagree                   | 57.14%    | 8  |
| Strongly disagree          | 21.43%    | 3  |
| TOTAL                      |           | 14 |

Q29 I would consider relocating to a site with better access to the Toowoomba Wellcamp Airport.

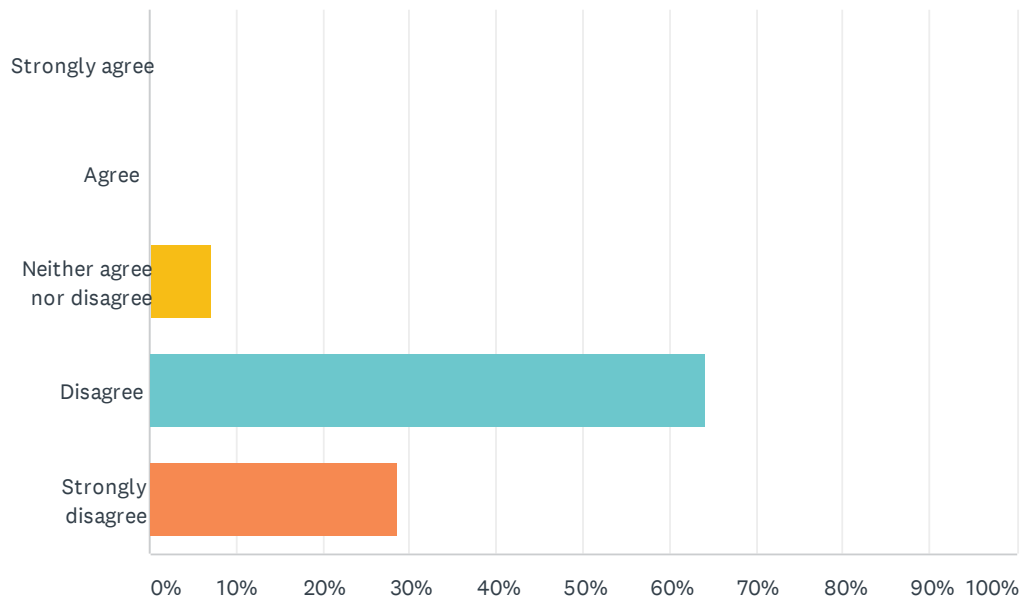
Answered: 14    Skipped: 28



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 0.00%     | 0  |
| Agree                      | 14.29%    | 2  |
| Neither agree nor disagree | 35.71%    | 5  |
| Disagree                   | 35.71%    | 5  |
| Strongly disagree          | 14.29%    | 2  |
| TOTAL                      |           | 14 |

## Q30 I would consider relocating to a site away from the Toowoomba Wellcamp Airport.

Answered: 14 Skipped: 28



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 0.00%     | 0         |
| Agree                      | 0.00%     | 0         |
| Neither agree nor disagree | 7.14%     | 1         |
| Disagree                   | 64.29%    | 9         |
| Strongly disagree          | 28.57%    | 4         |
| <b>TOTAL</b>               |           | <b>14</b> |



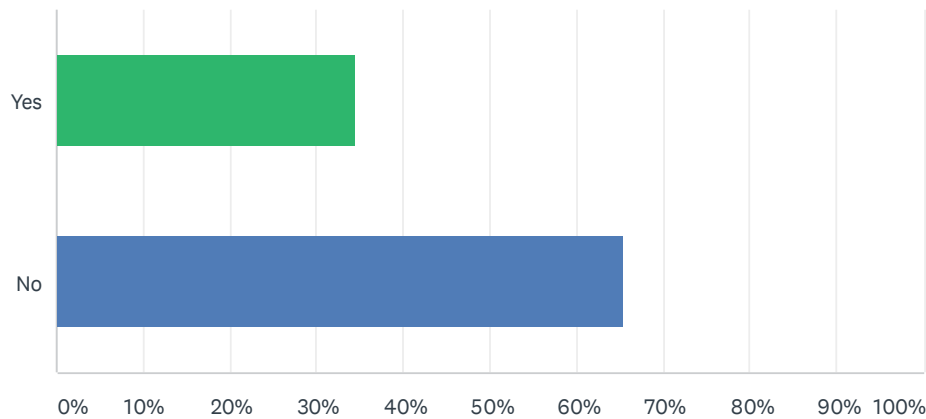
## Q31 Are there any other comments you would like to make about the Toowoomba Wellcamp Airport project?

Answered: 6    Skipped: 36

| # | RESPONSES   | DATE               |
|---|---|--------------------|
| 1 | Needs more flights and routes   | 3/30/2021 10:29 AM |
| 2 | TEST  | 3/24/2021 9:36 AM  |
| 3 | I wish the Sydney and Melbourne flights would return as soon as possible.   | 3/23/2021 12:29 PM |
| 4 | This asset adds enormous possibilities to the district in the international export field.   | 3/21/2021 9:42 AM  |
| 5 | The Toowoomba Wellcamp Project has been a boon for the Toowoomba region and will only become more so as the industrial park is filled with viable businesses. | 3/17/2021 7:35 AM  |
| 6 | Ancillary projects such as the proposed track and events arena may impact negatively on our business  | 3/16/2021 3:19 PM  |

Q32 Do you think the way you plan for or develop your land or business will be influenced by the Toowoomba Hospital Relocation project?

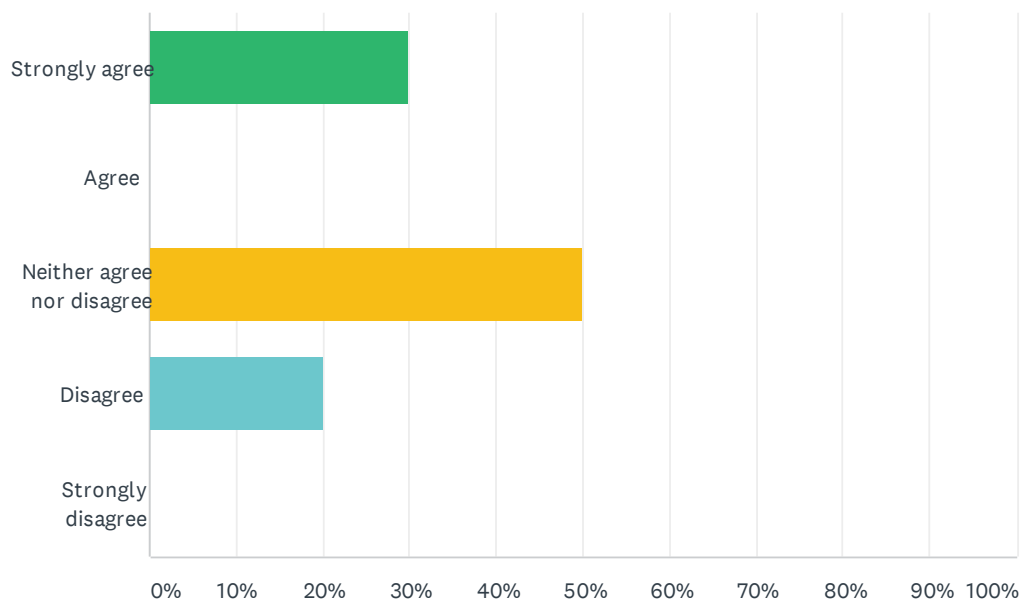
Answered: 29    Skipped: 13



| ANSWER CHOICES |  | RESPONSES |    |
|----------------|--|-----------|----|
| Yes            |  | 34.48%    | 10 |
| No             |  | 65.52%    | 19 |
| TOTAL          |  |           | 29 |

### Q33 I would consider changing the use of my land or business with the relocation of the Toowoomba Hospital.

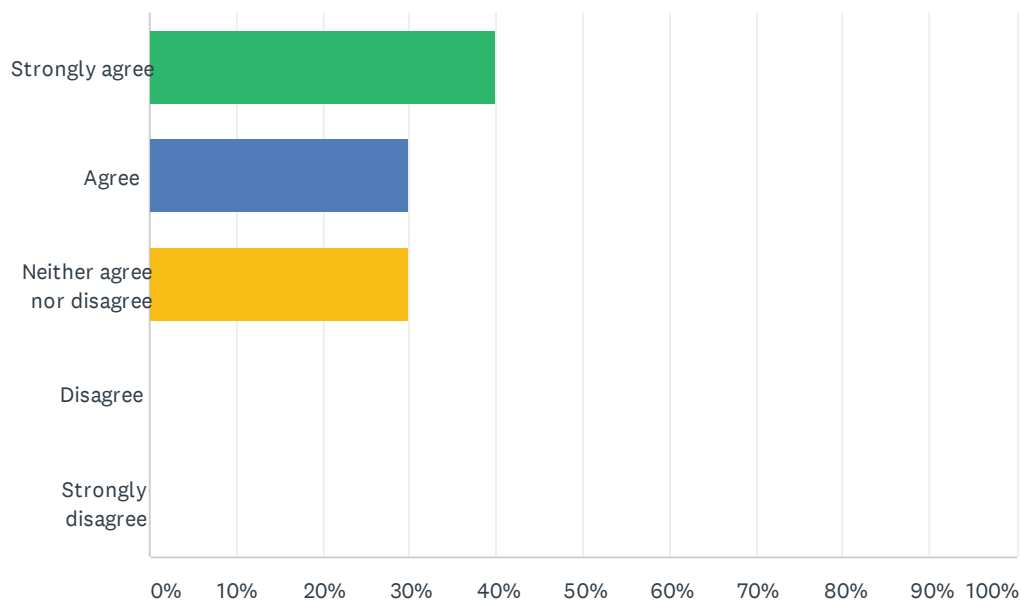
Answered: 10   Skipped: 32



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 30.00%    | 3         |
| Agree                      | 0.00%     | 0         |
| Neither agree nor disagree | 50.00%    | 5         |
| Disagree                   | 20.00%    | 2         |
| Strongly disagree          | 0.00%     | 0         |
| <b>TOTAL</b>               |           | <b>10</b> |

### Q34 I will continue to use my land as I currently do for the foreseeable future if the Toowoomba Hospital were to relocate.

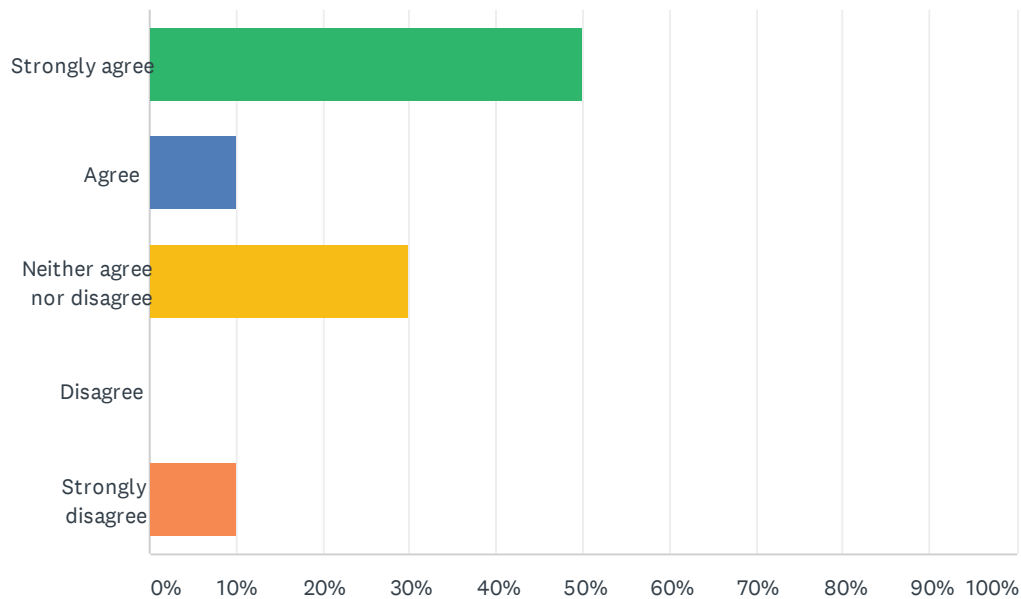
Answered: 10   Skipped: 32



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 40.00%    | 4  |
| Agree                      | 30.00%    | 3  |
| Neither agree nor disagree | 30.00%    | 3  |
| Disagree                   | 0.00%     | 0  |
| Strongly disagree          | 0.00%     | 0  |
| TOTAL                      |           | 10 |

### Q35 I think there will be benefits to my land and/ or business if the Toowoomba Hospital relocates.

Answered: 10   Skipped: 32

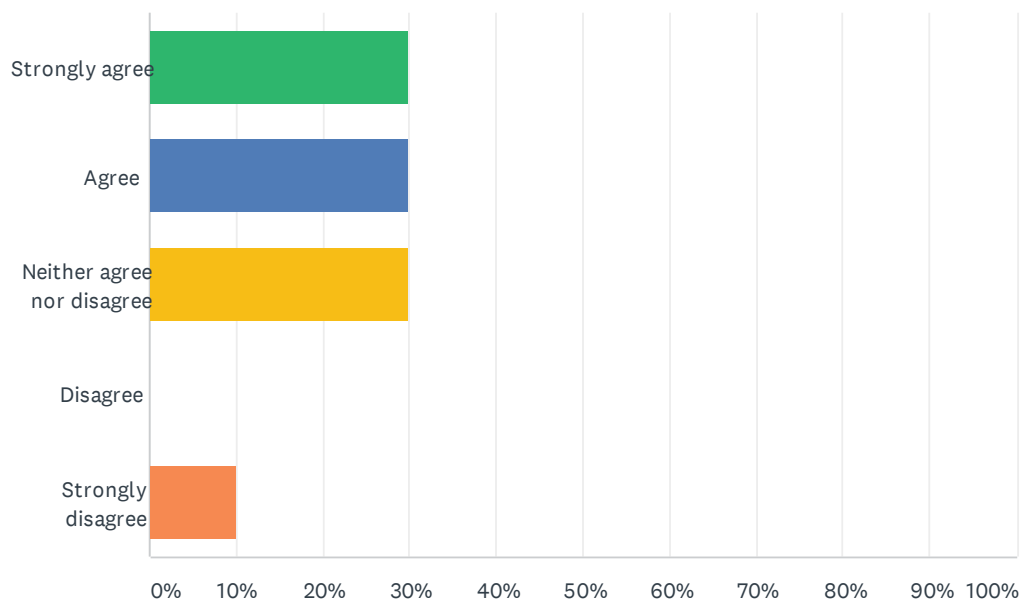


| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 50.00%    | 5         |
| Agree                      | 10.00%    | 1         |
| Neither agree nor disagree | 30.00%    | 3         |
| Disagree                   | 0.00%     | 0         |
| Strongly disagree          | 10.00%    | 1         |
| <b>TOTAL</b>               |           | <b>10</b> |



### Q36 I think there will be benefits to the Toowoomba City Centre if the Toowoomba Hospital relocates.

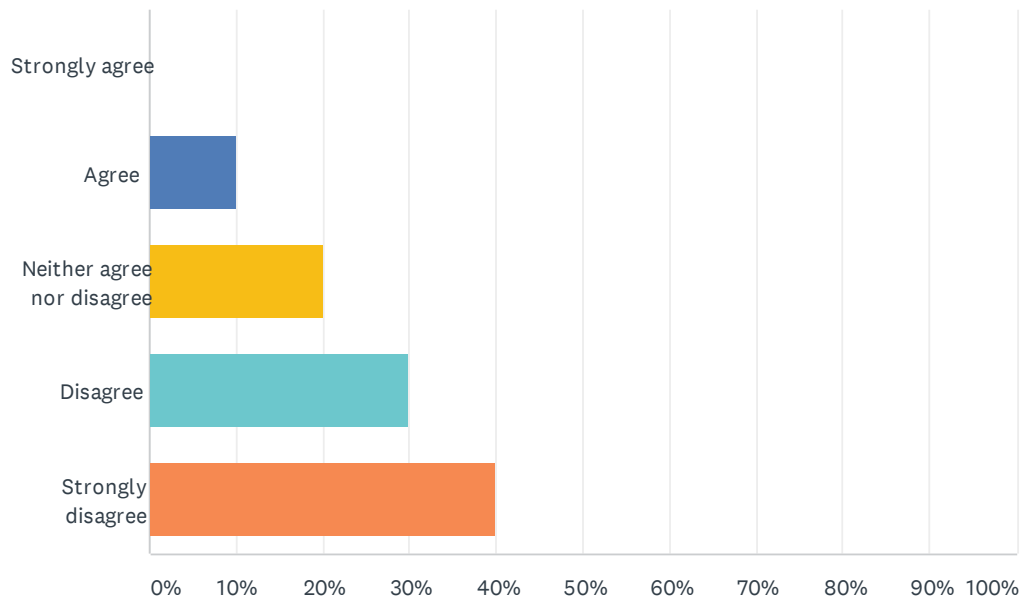
Answered: 10   Skipped: 32



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 30.00%    | 3  |
| Agree                      | 30.00%    | 3  |
| Neither agree nor disagree | 30.00%    | 3  |
| Disagree                   | 0.00%     | 0  |
| Strongly disagree          | 10.00%    | 1  |
| TOTAL                      |           | 10 |

### Q37 The effects on my land and/ or business if the Toowoomba Hospital relocates are not desirable.

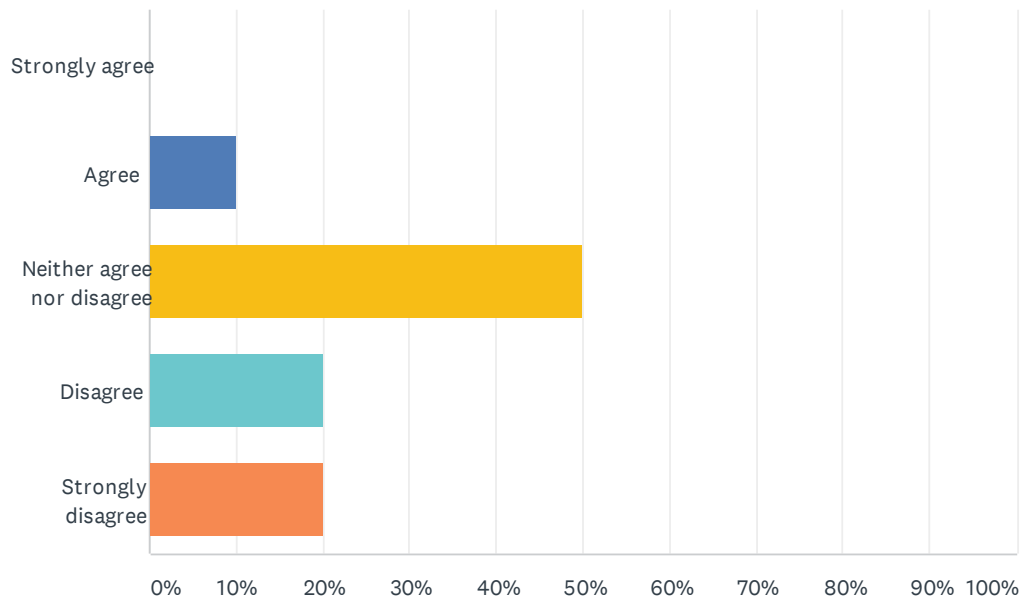
Answered: 10   Skipped: 32



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 0.00%     | 0  |
| Agree                      | 10.00%    | 1  |
| Neither agree nor disagree | 20.00%    | 2  |
| Disagree                   | 30.00%    | 3  |
| Strongly disagree          | 40.00%    | 4  |
| TOTAL                      |           | 10 |

### Q38 I would consider changing the use of my land and/ or business to avoid effects if the Toowoomba Hospital relocates.

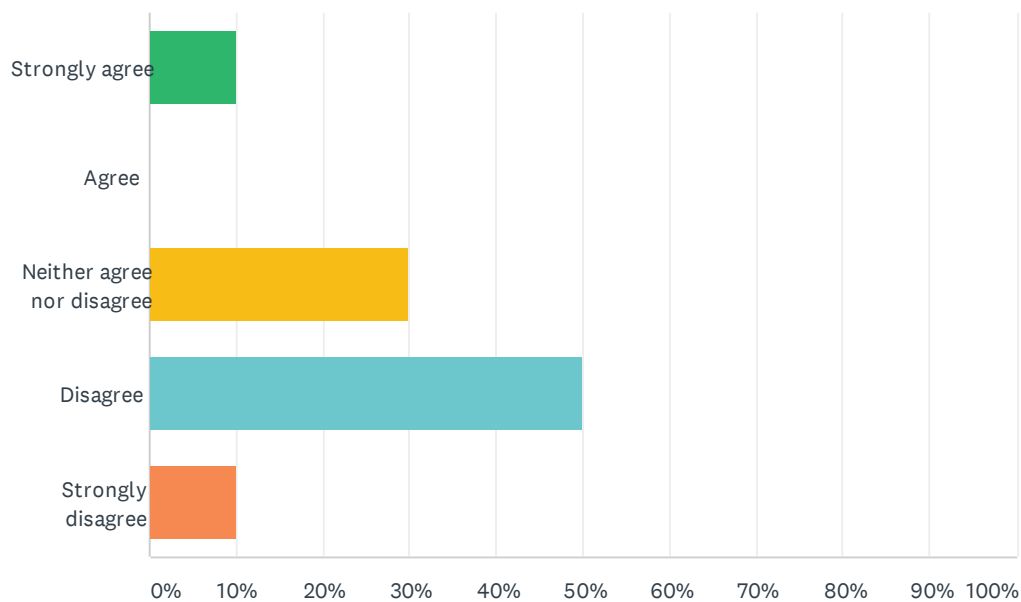
Answered: 10   Skipped: 32



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 0.00%     | 0         |
| Agree                      | 10.00%    | 1         |
| Neither agree nor disagree | 50.00%    | 5         |
| Disagree                   | 20.00%    | 2         |
| Strongly disagree          | 20.00%    | 2         |
| <b>TOTAL</b>               |           | <b>10</b> |

### Q39 I would consider relocating to a site with better access to the new Toowoomba Hospital if it relocates.

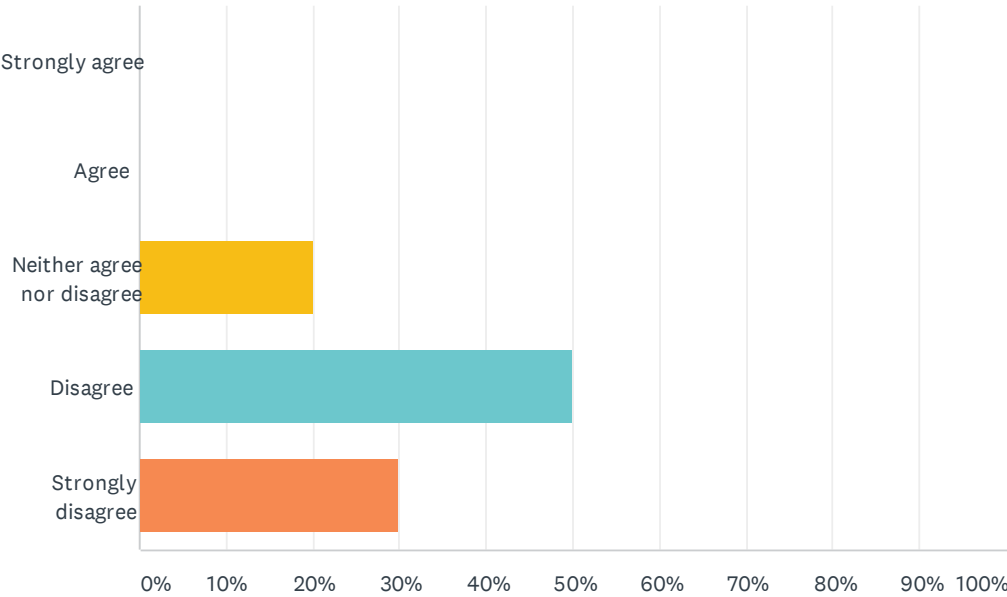
Answered: 10   Skipped: 32



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 10.00%    | 1         |
| Agree                      | 0.00%     | 0         |
| Neither agree nor disagree | 30.00%    | 3         |
| Disagree                   | 50.00%    | 5         |
| Strongly disagree          | 10.00%    | 1         |
| <b>TOTAL</b>               |           | <b>10</b> |

Q40 I would consider relocating to a site away from the new Toowoomba Hospital if it relocates.

Answered: 10    Skipped: 32



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly agree             | 0.00%     | 0  |
| Agree                      | 0.00%     | 0  |
| Neither agree nor disagree | 20.00%    | 2  |
| Disagree                   | 50.00%    | 5  |
| Strongly disagree          | 30.00%    | 3  |
| TOTAL                      |           | 10 |



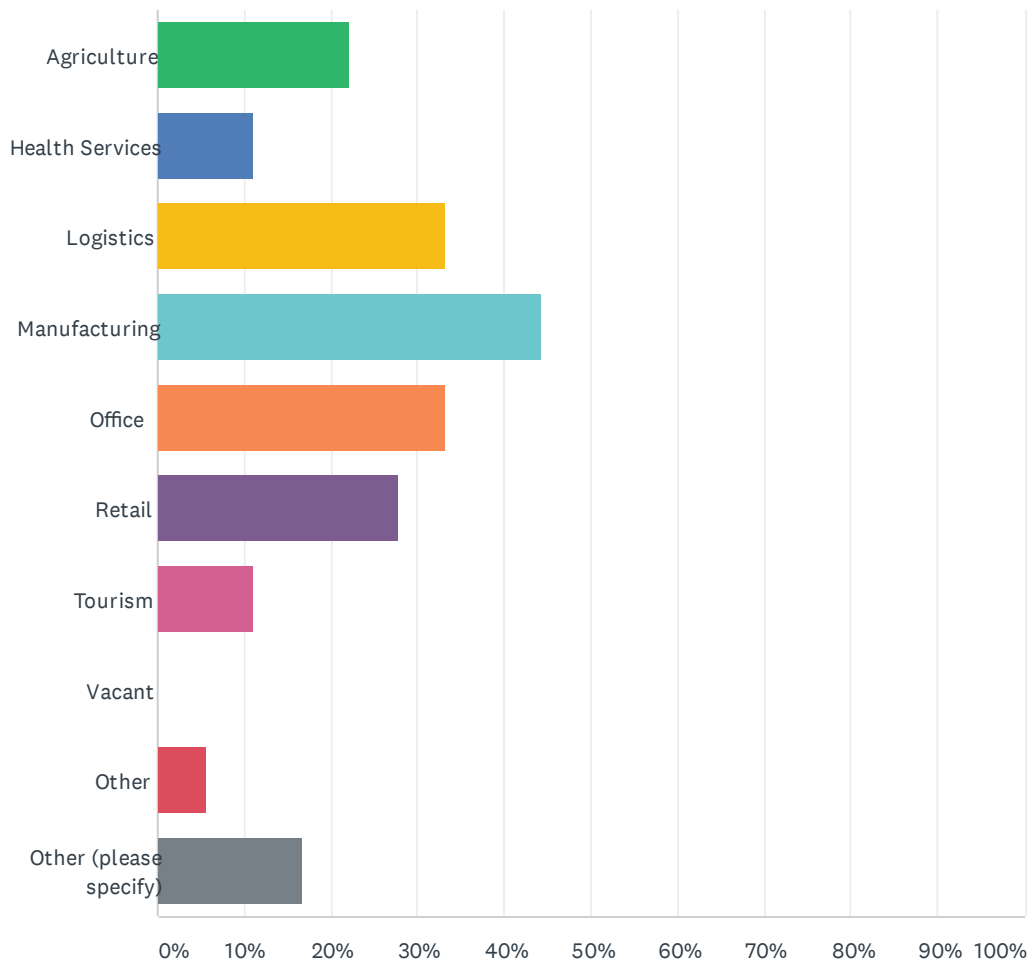
## Q41 Are there any other comments you would like to make about the Toowoomba Hospital Relocation project?

Answered: 5   Skipped: 37

| # | RESPONSES  | DATE              |
|---|--|-------------------|
| 1 | Moving the hospital to a more remote location will reduce the ability of it to attract medical officers who have their rooms in town.  | 4/2/2021 10:20 AM |
| 2 | Some Land use may change if the Twba Hospital relocates but not all businesses will need to relocate - there will be a need to commercial / industrial in this area  | 3/31/2021 9:03 PM |
| 3 | TEST   | 3/24/2021 9:36 AM |
| 4 | The Toowoomba Hospital Relocation makes perfect sense and is a wise use of resources as the Toowoomba & district population rises we need better, bigger, medical practices with easy access to the bypass so the patients are commuted to Brisbane hospitals faster and easier and the western patients are commuted to the Toowoomba Hospital faster and easier for both the patients and the ambulance drivers. | 3/17/2021 7:38 AM |
| 5 | No   | 3/16/2021 3:58 PM |

## Q42 If any, what new general land use would you consider because of the infrastructure projects identified?

Answered: 18 Skipped: 24



| ANSWER CHOICES         | RESPONSES |   |
|------------------------|-----------|---|
| Agriculture            | 22.22%    | 4 |
| Health Services        | 11.11%    | 2 |
| Logistics              | 33.33%    | 6 |
| Manufacturing          | 44.44%    | 8 |
| Office                 | 33.33%    | 6 |
| Retail                 | 27.78%    | 5 |
| Tourism                | 11.11%    | 2 |
| Vacant                 | 0.00%     | 0 |
| Other                  | 5.56%     | 1 |
| Other (please specify) | 16.67%    | 3 |
| Total Respondents: 18  |           |   |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|------------------------|------|
|---|------------------------|------|

# LUIMIPS LANDOWNER/ BUSINESS OWNER SURVEY

|   |             |                   |
|---|-------------|-------------------|
| 1 | Glasshouses | 3/30/2021 9:02 AM |
| 2 | Sell        | 3/25/2021 5:07 PM |
| 3 | Exports.    | 3/21/2021 9:46 AM |

## Q43 Do you have any other comments you'd like to share about land use planning for the major infrastructure projects?

Answered: 11 Skipped: 31

| #  | RESPONSES  | DATE              |
|----|--|-------------------|
| 1  | Griffiths street is very close to the bypass & so light manufacturing and commercial should be included - it is not desirable to lump all industry out to charlton   | 3/31/2021 9:05 PM |
| 2  | WATER INFRASTRUCTURE IS URGENTLY NEEDED  | 3/31/2021 3:06 AM |
| 3  | Improved logistics important for business attraction.  | 3/30/2021 9:02 AM |
| 4  | my land is being developed as Satellite Antenna park   | 3/30/2021 8:37 AM |
| 5  | Inland Rail will only leave noise and diesel fumes for Millmerran. There are NO benefits for our district  | 3/25/2021 5:07 PM |
| 6  | TEST   | 3/24/2021 9:36 AM |
| 7  | Please make sure proper environmental conditions are included in approvals, and monitored and enforced   | 3/21/2021 3:59 PM |
| 8  | It is vitally important that we come together and export as a region under a common brand with a common negotiating team.  | 3/21/2021 9:46 AM |
| 9  | Toowoomba has to be on the front foot of creating and implementing infrastructure projects to keep and increase the standard of living in the garden city. We need more infrastructure to create jobs for the locals so they stay and make their home and spend their money here. We need more water catchment dams built immediately to cater for the continually growing population and prolonged drought that we are increasingly receiving. If Toowoomba has water issues people will not want to live here but will relocate to Brisbane or the coastal areas where water is not an issue. Steps to build more dams need to be put into place as soon as possible so Toowoomba can continue to grow and become the city it has been envisaged and promoted to be. | 3/17/2021 7:47 AM |
| 10 | NO   | 3/16/2021 3:58 PM |
| 11 | this is a test   | 3/5/2021 3:45 PM  |

## APPENDIX 3: ENGAGEMENT NOTES

AP03



# Toowoomba Regional Council

## Land Use Implications of Major Infrastructure Projects Study (LUIMIPS)

### Major Stakeholder Interviews (AECOM)

| 08 March 2021             | Representative  | Position  |
|---------------------------|---|---|
| <b>TSBE</b>               | Ali Davenport<br>Bruce McConnel<br>Jayden Frame<br>Lance MacManus | CEO<br>GM Agriculture<br>GM Health and Waste<br>GM Energy and Renewal |
| <b>Wagner Corporation</b> | Ged Dowling   |   |
| <b>InterlinkSQ</b>        | Blair Batts   | GM InterlinkSQ  |

### Key points

#### Emerging Land Uses (TTG)

- Warehouse (bigger facilities, multi-level, big sheds)
  - E.g Woolies facility @ Redbank Plains proposed over maximum height but less building footprint
- Cold storage
- Mixed use – e.g. hotels seeking to include commercial/ retail uses to diversify offering and increase resilience
- Research hubs
  - Locations for R&D – hospital site?
- Need to protect horticulture
- Big box in industry zones is occurring – not an issue?
- Technology, robotics etc. are going to change industry

#### Planning Scheme

- Flexibility is needed to reflect changing industry with some surety
  - E.g. plastic waste is classified as high impact but actually is very clean industry today. Council need to understand what emerging technologies are being proposed and that their relevant impacts may be lower.
  - PS needs to be able to move with times
  - PS is now 12 years old and new technologies are not defined accurately/correctly.
  - 5 years to prepare a new PS is too long and a new document is only relevant for 3-4 years with evolving technologies. Businesses are trying to create new value add activities and do not always fit within a zone or align with the PS.
- Interpretation by Council is unreasonable and inconsistent
  - E.g. precinct intents are not reliable e.g. intermodal precinct intended (based on reasonable assessments) to be located in north, but other developments are occurring/ being permitted in southern areas

- Has commercial impacts for leading developer/ investors (risk of underperforming asset)
- Quicker simpler process/ decision making needed
  - Other state processes e.g. inter-state (Tasmanian) processes/ regulation could be looked at for uses that otherwise fall into high-impact assessment
- Planning scheme and planning needs to be seen as part of economic development
  - Needs to be a sales document – investors/ developers need confidence
  - Very competitive market – other LGA are attracting some developments
  - Perception in market place is that TRC is difficult to work with
- Prescriptive design criteria is restrictive
  - Example of \$20,000 landscape conditioned for out of town site; or
  - \$100,000 to move wall 3cm
  - Dust suppression on roads in remote areas where impacts are negligible
  - Existing Water purification use sought to include showroom in warehouse zone and required building re-classification
- Tables of Assessment – need more flexibility in developments that may not need an application with Council. E.g. uses on-site changes slightly but very onerous requirements from Council.
- Some preference expressed for General Industry Zone
- Local town industrial land intents
- More measurable outcomes in codes
- Issue with another 4-5 years until Planning scheme is done – industry/ businesses being turned off region now
  - Planning Scheme needs to keep up with technology
- Logan update resulted in more industrial use zones
- “Add value” development options for existing uses is limited by the Planning Scheme
  - E.g. waste to energy conversions restricted
  - Many examples of meat processing that is now actually low impact yet still requires impact assessment
- TOA bis the best place to reduce risk for developers/ give confidence
  - Many examples: existing pet food manufacturing applying for new meat process and is impact assessable
- Intensive animal industry – thresholds mean everything
- Baily Hendersen site subject to Ministerial consent
- Application for temporary buildings used to circumvent IC but definitions are not consistently interpreted
- Definitions matter

### **Council operations**

- Businesses dealing with Council also problematic – not supported like in other Council areas
  - Need to aspire to be regionally competitive e.g. neighbouring NSW areas will compete
- 2-3 years to get impact assessable approvals (in appeal) impacts business attraction
  - Junior planners not able to be agile – perceived through industry as “brick wall”
  - Western Downs has 9 day turnaround (average) on industrial development applications
  - Also is clear on businesses that WDRC don’t want in the region (Ross Musgrave CEO)
- More detailed pre-lodgement meetings would help give early certainty to developers/ investors
- Lack of incentives
- Car parking could be retail incentives for City

- E.g. 2-1 car parking requirement under the scheme is an issue
- Communication with Council is a barrier – Council's way or spend lots of money to demonstrate alternative way
  - E.g. example where despite no minimum lot size required, Council town planners of asked for it anyway (Wagner ROL 8 lots)

#### **Investment attraction – what has been missed?**

- Yield not achieved in early development stages
- No carrots (just little carrots)
- Incentives scheme needs many approaches, not just planning scheme
  - E.g. other levels of government
  - Policy in place – e.g. Western Downs
- Incentive to minimise car dependency and reduce car park requirements but existing PT is not adequate
- Advocate for light rail (university to shopping to hospital)
- Water reticulation fully contained on site but then infrastructure charges still applied
  - Water efficiency should be supported (same for recycling of waste)
- Top 200 businesses now need to report on carbon emissions

#### **Town Centre development**

- Stormwater options
- Intermodal (Pacific National) at TWA – Charlton Business Park
- Inland Rail drives industry so precinct needs to change (e.g. intermodal-precinct). This would ideally include a range of uses that will support the primary function of the intermodal precinct.
- Is there sufficient demand/need for two intermodal precincts (Interlink SQ and Wagners) in TTG?
- Mixed use will be needed
  - Look at Acacia Ridge
- Infancy in industry with inland rail and change will come
- Council need to be clear where LFR/bulky goods uses are envisaged and appropriate.
- Inconsistent if non-industry locates in industrial zone
- Toowoomba at precipice – important to have quick flexibility
- Ancillary use to Inland Rail
- High impact uses will be mixed in positively re growth in other Councils
- Interpretation is also sometimes a problem
- Intermodal 400,000 TEU (transport (?) equivalent units)
- 200ha important and related uses for intermodal
- Entertainment precinct
  - 700 acres
  - V8
  - 40,000 seat stadium
  - 500 campsite
  - Safety driver training
  - Needs different/ mix use
  - Covid impacts allow for outdoor facilitation
  - South west entertainment – Rural land (outside of TTG)
- InterlinkSQ 200ha of industrial land and intermodal facility connecting to Inland Rail alignment
- Rail (intermodal) is misunderstood in Australia not just rail transport and logistics for road as well

- Fast rail would activate CBD
- Issues with Inland Rail lines being used for passenger rail and particularly if using rail corridor past intermodal facility = complicated multiple rail spur negotiation for train drivers
- Nass Road is not a connector
- Aubury, Parks, Moree comparative areas

# Toowoomba Regional Council

## Land Use Implications of Major Infrastructure Projects Study (LUIMIPS)

### Internal Stakeholder Interviews (Skype)

| Team  | Representative   | Position   | Time  |
|---|--|--|-------|
| <b>04 March 2021</b>                            |  |  |       |
| <b>Economic Development</b>                     | Shamus Garmany   | Principal Economic Development   | 9.30  |
| <b>Tourism and Events</b>                       | Ross Begent  | Principal Tourism and Events   | 10.00 |
| <b>Infrastructure</b>                           | Damian Rigby   | Senior Project Officer   | 11.00 |
| <b>05 March 2021</b>                            |  |  |       |
| <b>Open Space</b>                               | Dominic Doyle<br>Kristy Dalton                                     | Senior Open Space Project Officer  | 10.00 |
| <b>Disaster Management</b>                      | Jenna Buckley  | Principal Disaster Management  | 11.00 |
| <b>Information Communication and Technology</b> | Chris Fogarty  | Senior GIS Analyst   | 13.00 |
| <b>Transport and Drainage Planning</b>          | Haider Yousif<br>David Hood<br>Brian McKay<br>Adi Adhikary<br>Deb? | <ul style="list-style-type: none"> <li>• Principal Program Development</li> <li>• Principal Engineer - Transport</li> <li>• Senior Transport Planner</li> <li>• Engineer – Transport Planning</li> </ul> | 14.00 |

### Key points

#### Emerging Land Uses

- R&D uses in Industry Zones/ Precincts are impact assessable
- USQ smart farm
- Ag Tech should be enabled
- Self-contained energy supply on existing sites
- Aged care proponents already expressing interest in lands around new hospital

#### TWA

- Entertainment precinct proposed by Wagner Corporation for airport – sporting fields, motor sports, entertainment venue concept
  - Funding committed by Wagner Corp. \$80M
  - State Government possible \$40M
  - Possible looking to negotiate with Feds under SEQ City Deal
- Huge potential for tourism and events



- Ability to package promotion campaigns: Sports events, Business tourism, Education tourism (USQ), Entertainment Precinct
- Not yet preferred regional airport but will change as services increase (e.g. Aubury)
- Potential airport accommodation
- Hub for greater region

### Land Planning

- Many complexities to be considered in management and land use to support disaster management
  - E.g. aged care and capacity for services and transport networks to evacuate – not historically done well
- Being mindful not encourage spread of CBD commercial uses to/ beyond CBD (consolidate where possible)
- Long distance freight is predominantly diverted to Toowoomba Bypass – not critical / low impact on current businesses

### Transport Planning

- Light rail preliminary study done in 2015 (on back of Sustainable Transport Strategy) and generally considered not feasible for the foreseeable future
  - Further discussion with QR recommended
- Airport linkages from region, city west and city east will be a challenge if/ when airline services expand
- Toowoomba West investigation area also area of interest
- ARTC is working with industry to enable opportunities for private investments that connect to inland rail
- Question whether there is a current study into the Brisbane Toowoomba passenger rail – can TRC confirm?
- Land use planning also needs to consider rest stops for road trains (including siding infrastructure) for Boundary Street interchange where trucks adjust loads etc for traveling down the range – what land uses appropriate around this infrastructure
- Consider proposals in response to Olympic bid announcement – mountain biking at Jubilee Park

### Infrastructure

- More water proposed for TTG could unlock many uses (State pipeline?)
- Northern Corridor – Gowrie Creek catalyst for stormwater and green infrastructure outcomes
- Cotswold Hills west of new hospital site (rural res) may intensify but need to preserve trees
- Active corridor and rail yards opportunities – align with Principal Cycle network
- Missing: kick about area in the hospital area
- Conversation with Queensland Health have been had with Open Space and Recreation team re:
  - Remediation of site
  - Future state-owned uses (generally managed, not for public use)
  - 20,000 seat stadium
  - Building assets that are still useful e.g. PCYC interested in use of multi-level car park
  - White water rafting facility – outlying suggested response to Olympics
- Council interest for regional scooter/ skate/ bike park (TRC run, publicly open)
- Also noting regional sports facility (site in Western area, near Troys Road overpass) is planned to service private sport and recreational interests for the region

- Fire station south of Toowoomba identified as needed – population growth needs growth in emergency services
- Networking and connectivity is critical
- The infrastructure projects and land use implications are an opportunity too: shines a light on areas for investments and improvements

|                | Economic Development |
|----------------|----------------------|
| Interview Date | 04 March 2021        |
| Time           | 9.30am               |
| Officer        | Shamus Garmany       |

### Relevant key findings

- Emerging industries that can contribute to future economic drivers could include knowledge industries, creative industries, regenerative industries (circular economy), renewable energy in complementing existing growth industries for transport and logistics, food processing, manufacturing or intensive horticulture for development in the Toowoomba Trade Gateway;
- Other industrial lands in Toowoomba City or in major rural centres such as Pittsworth and Millmerran should also be expected to have an ongoing future role for some industries where relevant to locational benefits, including proximity to major infrastructure projects (Inland Rail, Toowoomba Bypass or strong connections and utility of the Toowoomba Wellcamp Airport);
- The existing hospital site should be master planned to ensure:
  - Business attraction is championed to establish a key anchor use for the site (e.g. educational facility or innovation hub);
  - Development potential is informed by a technical assessment of commercial GFA demand and supply pertinent to the central location and surrounding health associated uses;
- Expectation for short-term reduction in occupancy rates for shopping, short-term accommodation facilities and health facilities proximate to the hospital (but not all long term) as a result of the hospital relocation.

### Question areas

- Any missing economic development opportunities?
- Any other key areas of interest?
- Any stakeholders that would inform this?

### Notes

- Entertainment precinct proposed by Wagner Corporation for airport – sporting fields, motor sports, entertainment venue concept
  - Funding committed by Wagner Corp. \$80M
  - State Government possible \$40M
  - Possible looking to negotiate with Feds under SEQ City Deal
- In terms of economic drivers Toowoomba might expect some event attractions but not destination tourism as a key economy
- Gardiners (FKG) development at Charlton supports Ag Tech
  - Blockages through planning scheme: not generous with levels of assessment eg. R&D uses in R&D Precinct are impact assessable
  - USQ smart farm
  - Ag Tech should be enabled (if not accepted then at least code)

- Energy generation at edge of industrial development has also been done well i.e. self-contained energy supply for tenants at Gardiners
- More water proposed for TTG could unlock many uses (State pipeline?)
- ARTC is working with industry to enable opportunities for private investments that connect to inland rail
- Inland Rail connection from South West line needs to be re-directed if light rail (or re-use of rail corridor) is to be possible
- Being mindful not encourage spread of CBD commercial uses to/ beyond CBD (consolidate where possible)
- Aged care proponents already expressing interest in lands around new hospital
- Suggests potential for higher densities (not necessarily high densities) around new hospital site

|                | Tourism and Events |
|----------------|--------------------|
| Interview Date | 04 March 2021      |
| Time           | 10.00am            |
| Officer        | Ross Begent        |

### Relevant key findings

- Emerging industries that can contribute to future economic drivers could include knowledge industries, creative industries, regenerative industries (circular economy), renewable energy in complementing existing growth industries for transport and logistics, food processing, manufacturing or intensive horticulture for development in the Toowoomba Trade Gateway;
- The existing hospital site should be master planned to ensure:
  - Business attraction is championed to establish a key anchor use for the site (e.g. educational facility or innovation hub);
  - Development potential is informed by a technical assessment of commercial GFA demand and supply pertinent to the central location and surrounding health associated uses;
  - The centre zones and intended commercial uses along James Street are appropriately applied to manage commercial development (prevent “cannibalisation” of CBD, other major centres etc.) within requirements to activate the ground floor plane; and
  - Residential uses are suitably integrated and are proposed in accordance with residential accommodation targets (ShapingSEQ);

### Question areas

- Do you anticipate any of the major infrastructure projects influencing tourism opportunities?
- Any other key areas of interest?
- Any key stakeholders that would inform this?

### Notes

- Inland Rail:
  - Opportunities for fast train to Brisbane will support event tourism (Red Hot Summer, Carnival of Flowers – now proposed as month-long not just 10 days)
  - Rail trail opportunities for any dis-used rail tracks
- Toowoomba Bypass:
  - Closing of Toowoomba Connection Road now easier
  - Eased traffic generation
  - Opens potential for TRC bike events
  - Access to mountain biking on ranges are improved by Toowoomba Bypass access
- TWA
  - Huge potential for tourism and events
  - Ability to package promotion campaigns: Sports events, Business tourism, Education tourism (USQ), Entertainment Precinct
  - Not yet preferred regional airport but will change as services increase (e.g. Aubury)



- Potential airport accommodation
  - Hub for greater region
- General increase in visitors – 180,000 visitors from Brisbane for Carnival of Flowers 2020 (check this)
- Baily Henderson site has potential to include/ integrate with park spaces that can hold events – important social infrastructure for growth areas
- Also Baily Henderson has highly regarded medico memorabilia collection (valuable)
- Include ambulance memorabilia collection
- East and West creek open spaces highly used – potential for light rail to connect to SW would be sensible
- NOTE potential conflict with Agency Workshop 11/03/2021

|                | Infrastructure |
|----------------|----------------|
| Interview Date | 04 March 2021  |
| Time           | 11.00am        |
| Officer        | Damian Rigby   |

### Relevant key findings

- Other industrial lands in Toowoomba City or in major rural centres such as Pittsworth and Millmerran should also be expected to have an ongoing future role for some industries where relevant to locational benefits, including proximity to major infrastructure projects (Inland Rail, Toowoomba Bypass or strong connections and utility of the Toowoomba Wellcamp Airport);
- Transport options should be further explored to optimise employment amenity in the Toowoomba Trade Gateway and to connect high employment generating areas and residential growth areas;
- Residential growth in the existing identified growth fronts of Mt Kynoch and Toowoomba West should be investigated for suitability and potential land supply for residential development.
- Other industrial lands in Toowoomba City or in major rural centres such as Pittsworth and Millmerran should also be expected to have an ongoing future role for some industries where relevant to locational benefits, including proximity to major infrastructure projects (Inland Rail, Toowoomba Bypass or strong connections and utility of the Toowoomba Wellcamp Airport);

### Question areas

- Integration of passenger transport services (TWA, Brisbane)
- Growth area servicing?
- Any other key areas of interest?
- City Centre green corridor (active transport, open space, stormwater)?

### Notes

- Not so much interest directly with Major Infrastructure Projects
- Also focus on existing assets and using network capacity where it exists e.g. hospital site
- Suggests existing capacity to accommodate floor-to-floor comparable uses (hospital is high intensity user)
- District level parks exist
- Northern Corridor – Gowrie Creek catalyst for stormwater and green infrastructure outcomes
- Cotswold Hills west of new hospital site (rural res) may intensify but need to preserve trees
- Noise impacts also need to be considered
- Active corridor and rail yards opportunities – align with Principal Cycle network

|                | Open Space                     |
|----------------|--------------------------------|
| Interview Date | 05 March 2021                  |
| Time           | 10.00am                        |
| Officers       | Dominic Doyle<br>Kristy Dalton |

### Relevant key findings

- Re-development of the existing hospital site could improve open space amenity in the area (potential to connect to existing Clewley Park and active transport links to the city centre along the rail or creek corridors) and contribute to attractiveness of area for urban renewal.

### Question areas

- Any missing open space, recreation, park opportunities?
- Any other key areas of interest?
- Any key stakeholders that would inform this e.g cycling groups?

### Notes

- Clewley Park – West Creek already at district standard and not in LGIP for any improvements
- Gowrie Creek further north is particular interest
- Unknown use of hospital site
- Petrie Street additional development would warrant reconsideration of spatial provisions
- Missing: kick about area in the hospital area
- Conversation with Queensland Health have been had with Open Space and Recreation team re:
  - Remediation of site
  - Future state-owned uses (generally managed, not for public use)
  - 20,000 seat stadium
  - Building assets that are still useful e.g. PCYC interested in use of multi-level car park
  - White water rafting facility – outlying suggested response to Olympics
- Council interest for regional scooter/ skate/ bike park (TRC run, publicly open)
- Events site
- What about Entertainment Precinct/ Motor Sport facility at TWA? Meeting with Wagner Corporation suggests negligible overlap, suitable demand for both facilities
  - Note motor sport proposal also includes 4WD training base (e.g. for public and private services)
  - In essence these 2 concepts not in competition
- Also noting regional sports facility (site in Western area, near Troys Road overpass) is planned to service private sport and recreational interests for the region
- Northern Growth Corridor:
  - To include traditional open space on Gowrie Creek
  - Lots of development interest in the areas around new hospital site and need to ensure open space is considered in any land use planning
  - Cycling/ walking spaces create great complement to hospital
  - Strategic plan focuses on Gowrie Creek, nodes
  - Stormwater planning also important to Corridor

|                | Disaster Management |
|----------------|---------------------|
| Interview Date | 05 March 2021       |
| Time           | 11.00am             |
| Officer        | Jenna Buckley       |

### Question areas

- Any missing opportunities?
- Any other key areas of interest?
- Any key stakeholders that would inform this e.g SES, police?

### Notes

- Primarily would be representing partner agencies
- Relevance will be land use/ infrastructure interaction with surrounding landscapes (e.g. any hazard areas etc.)
- Toowoomba Bypass removes hazardous waste trucking through the city
- Disaster Management considers “Black Swan” events (worst case scenario)
- E.g. Ammonium Nitrate spills require 2km exclusion zone
- Many complexities to be considered in management and land use
  - E.g. aged care and capacity for services and transport networks to evacuate – not historically done well
- Legacy issues exist but confident in processes going forward to ensure hazard and disaster risks are managed where relevant at land use planning stages
- Pittsworth and Millmerran have water supply issues which impacts on bushfire fighting
- Pittsworth on pipeline, but other localities not reliant on bore water
- Bore levels are dropping and not always sufficient pressure for fire fighting
- State pipeline is required but timeframes not committed (?)
- Resilience does not have to be at the expense of growth but knock on affects need to be considered
- Flooding also to be considered and evacuation routes can be sustained
- New Station 18 at Charlton just opened –
- Fire station south of Toowoomba identified as needed – population growth needs growth in emergency services
- Army base at Oakey
- Gowrie Creek – do flood studies for these northern areas exist?
- Planning to ensure hospital doesn’t get cut-off
- Networking and connectivity is critical
- The infrastructure projects and land use implications are an opportunity too: shines a light on areas for investments and improvements
- 45-minute passenger rail would be a major benefit
- QFES has back-up command centre at Charlton (to Kedron QFES)
- Council disaster management is coordinated through LGAQ across formal LGA networks – also have informal networks with neighbouring LGAs
- PBSA is good representative at Agency Workshop

|                | Information Communication and Technology        |
|----------------|---|
| Interview Date | 05 March 2021                                   |
| Time           | 13.00am   |
| Officers       | Adam Purves<br>Chris Fogarty<br>Whitney Thomson |

#### Relevant key findings

- N/A

#### Question areas

- Any missing opportunities?
- Any other key areas of interest?

#### Notes

- Not anticipating significant involvement, minimal analysis for this project – good to keep in touch about the project
- GIS standards (document) exists if spatial/ data analysis being provided back to Council
- Will liaise through council PM if required
- Melissa will be able to talk to Chris for assistance, although not to be confused with Council doing any of the work



|                | Transport and Drainage Planning   |
|----------------|---|
| Interview Date | 05 March 2021   |
| Time           | 14.00am   |
| Officer        | Haider Yousif<br>Rod Betts<br>David Hood<br>Brian McKay<br>John Burton<br>Adi Adhikary<br>Josie Raftery |

### Relevant key findings

- Gowrie Creek
- connect high employment generating areas and residential growth areas
- Changes in use demand along the old highway alignment
- Interchanges
- Intermodal

### Question areas

- Any missing opportunities?
- Any other key areas of interest?
- Any key stakeholders that would inform this?

### Notes

- Other Major infrastructure also noted:
  - TMR study for Western Arterial Road – not yet public, sitting with Minister for release
  - East West Bypass?
- Consider proposals in response to Olympic bid announcement – mountain biking at Jubilee Park
- Primary strategic interest with implications for transport networks will be lands around Mort Street interchange down to PDA and north of Bypass
- Light rail preliminary study done in 2015 (on back of Sustainable Transport Strategy) and generally considered not feasible for the foreseeable future
- Further discussion with QR recommended
- Airport linkages from region, city west and city east will be a challenge if/ when airline services expand
- Toowoomba West investigation area also area of interest
- Question whether there is a current study into the Brisbane Toowoomba passenger rail – can TRC confirm?
- Council not sure that extensive consultation with landowners on the Toowoomba Connection Road was undertaken as part of the Bypass planning
- Toowoomba Connection Road is opportunity for new land uses – large format retail

- Long distance freight is predominantly diverted – not critical / low impact on current businesses
- Definite reduction in heavy freight experienced on James Street
- Planning can guide land use
- Land use planning also needs to consider rest stops for road trains (including siding infrastructure) for Boundary Street interchange where trucks adjust loads etc for traveling down the range – what land uses appropriate around this infrastructure
- NOTE – team not available for workshop on 11/03/2021 and feedback has been requested

# Toowoomba Regional Council

## Land Use Implications of Major Infrastructure Projects Study (LUIMIPS)

### Agency Workshop

| 11 March 2021       |   |
|---------------------|---|
| MEETING DESCRIPTION | Stakeholder Workshop 1 – Government Agencies (Toowoomba Regional Council and State Agencies)  |
| DATE                | 11 March 2021   |
| TIME                | 11am  |
| LOCATION            | Empire Theatre, Toowoomba/ Skype  |
| FACILITATORS        | PSA Consulting  |
| PURPOSE             | <p>Workshop to discuss preliminary findings of land use implications and to draw on the cross-semination of knowledge (policy, planning, development assessment)</p> <p>To facilitate a collaborative discussion of Council and agency relevant priorities and land use plans for areas of interest to this study</p> |

### Attendees

#### Queensland Fire and Emergency Services

- Warren Buckley (in person)

#### Department of Agriculture and Fisheries

- Mathew Johnson (in person)

#### Department of Resources

##### Department of Transport and Main Roads

- Adrian Pennisi (Rail Planning) (online)
- Jason McGuire (online)
- Scott McDonald (online)
- Daniel Nash (online)
- Paul Brims (online)
- Andrew Holden (in person)
- Paul Brims (online)
- Nathan Goldman (online)

#### Department of Environment and Science

- Peter Rollston (in person)

#### Dept. State Development, Infrastructure, Local Government and Planning

- Julius Frangos (Infrastructure Planning) (online)

- Mira Moulds (Regional Planning)
- Darren Cooper (in person)
- Danica Clark (in person)

#### **Queensland Health**

- Phillip Gregory
- Brendan Mitchell

#### **Department of Housing and Public Works**

- Lara

#### **Toowoomba Regional Council**

- Shamus Garmany – Economic Development
- Damian Rigby – Infrastructure
- Dominic Doyle – Parks and Open Space
- Matthew Coleman - online
- John Etherington - online
- Jenna Buckley – Disaster Management
- Josie Raftery – Infrastructure and Environment
- Heath Martin - Planning
- Shane Foscani – Economic Development

### **Key points – Table facilitator Christie**

#### **Changes to City Centre**

- Increased demand/ intensification of different potential areas of the city will have transport implications
- Think of hubs in city and ensure movement between hubs is allowed for through land use planning (e.g. CBD, hospital, university, Charlton, TWA etc.)
- North-south transport (active/ “light rail”/ other) corridor for Bailey Hendersen Site to existing hospital site to university conceptualised – also consider Highfields connecting to employment areas
- Hospital site is large and could benefit from cross-block connection
- Re-development of the site will be basis for understanding transport needs
- Some proximity with the university suggests some educational use would provide synergy

#### **Toowoomba Hospital**

- What uplift from hospital development
- DA for bulky goods is already being assessed adjacent to Bailey Hendersen site
- Hospital needs public transport

#### **Passenger Rail**

- Gowrie Junction noted as possible station for passenger rail – is that the most logical for City?
- TSBE have previously represented that employment from Brisbane would benefit local business
- E.g. Penrith to Blue Mountains – what has resulted?

#### **Inland Rail / Toowoomba Bypass**

- Pittsworth/ Millmerran rural centres – chooks etc could potentially feed into TWA or intermodal facility for distribution
- Where is freight coming from? Cross border strategy for trucks and ancillary uses land use planning
- Food manufacturing would significantly benefit from distribution networks

#### **Emerging industries**

- Take advantage of “lines” at Charlton/ Toowoomba Cecil Plains Road for high tech opportunities – what land use opportunities does this create for other areas of Toowoomba?

#### **Infrastructure**

- Water supply may constrain areas (Pittsworth/ Millmerran etc.) however if Acland Mine moves out more water may be available to negotiate

## Key points – Table facilitator Malcolm

### Toowoomba Base Hospital - Relocation

- Currently in budget process for 2021/22
- Believe if not approved will be in 2022/23 Budget (Five year Build)
- Hospital need to be Operational at the latest by 2027/28.
- Will operate under some level as current hospital (HUB) (No change in level of care / services provided)
- Relationship with Bypass and Bailey Henderson is critical
- Bailey Henderson is a very large site (60+ Ha.) have had discussions with Universities in terms of training facilities (Nursing/Rural Health)
- Increased demand/ intensification of different potential areas of the city will have transport implications
- Long term strategic opportunity to connect New Hospital Site with CBD and University (Light Rail/ HFPT)
- Vision included in Business Case – for consideration for reuse of current site:
  - Residential
  - Aged Care
  - Sporting Facility / Public Space stadium
- Hospital site is large and could benefit from cross-block connection

### Public Housing

- Own a large number of holding in the north part of the city (Wilston heights)
- Would look at opportunities for redevelopment.

### Future of Current Airport

- Role and function of current airport to remain as private aircraft.

### Inland Rail

- Implications for Millmerran/Pittsworth
- Unresolved what benefits could be realised for these locations.

### Toowoomba Bypass

- DA's for bulky goods (Interchanges) adjacent to Bailey Henderson site
- Opportunity to review Land parcels, adjacent to and serviced by access to Bypass.
- Need to review supporting road network to ensure efficiency of movement.
- Bypass has resulted in prioritisation of some north / south links (Where you can cross the Bypass)

### Emergency Services:

- Growth has prompted a repositioning of Fire Stations – three new positions to allow 10 minute response time across TRC (Urban) Areas

### Emerging industries

- Entertainment – Wagner Proposal
- Other

### Environmental Values

- Major Green corridors and water way need to be protected and minimise any crossings. Key Corridor (between Highfields and Toowoomba Urban area).

## Key points – Online facilitator – Kate

### Land Use

- Interested in the effect of land use patterns in the area and once developed, what implications will this have for the provision of infrastructure, particularly road upgrades required by TMR.
- Interested in any up-zoning of land and the infrastructure implications and impacts on the TRIP.
- Bypass may result in greater uptake of industrial land to the west.



- Hospital – catalyst for rezoning on other side of Motorway could be industrial, commercial or residential, but planning based on current zones. New hospital placement seems fine.
- No noticeable change in DA types or volume along old highway. Occasionally get DA for conversion of residential to mixed use development. Volume of traffic on old highway has increased.
- Land adjoining major infrastructure projects may be affected by flood, bushfire other natural hazard risks. Ensure study takes this into account when making recommendations as land uses should align with those considerations.
- Consider access and mobility where future land uses are proposed.
- Inland Rail a barrier to accessing across from Toowoomba West. Limited through movements or places where people can travel over Inland Rail corridor. Interested to see how take barrier into account when preparing study. Is similar to Springfield and Brisbane.
- Employment hub to the west of Toowoomba. Not sure where residential growth will be and how linked.
- Look at MSES and build into strategy at higher level.
- Consider KRAs and resource safety interests.
- Consider planning to look at demand areas.
- If looking to push industrial further west then then be aware of constraints and matters of significance in a strategic planning sense.
- Maintain inter urban break to north of new hospital site.

#### **SEQ Inter Modal Terminal Study**

- Study being conducted to determine where inter modal terminal facilities might be located within SEQ.
- Aware of work being done at Wellcamp and by Interlink and will consider this as part of broader SEQ study. Both sites have good connections with inland Rail and are adjacent to QR corridor.
- Looking at 6 or 7 sites. Everything is up for grabs and as the study had only just started, still need to run through the process. A preferred site/s has not been identified and no guarantees that a preferred site will be identified within Toowoomba.
- Study in early stages and will be completed by mid next year. Timing will fit in well with the outputs of the LUIMIPS and implications for new Planning Scheme.

#### **Toowoomba-Brisbane Passenger Study**

- One of four studies. Looking at passenger services between Toowoomba and Brisbane in general. Inland Rail infrastructure provides opportunities to provide improved passenger services. Currently 4 hour travel time.
- Looking at anything that influences appropriate station or alignment in Toowoomba area. Due to complete study by end 2021.
- May progress to business case, but starting with bare basics.
- Interested in influences of hospital, future development areas and public transport. Existing rail service through to Toowoomba CBD.
- Sharing infrastructure services with Inland Rail. Continue services from Gowrie to CBD, or better to have park'n'ride at Gowrie or Charlton Wellcamp Airport?
- Long list of potential options. Planning horizons. Open Inland Rail – shame infrastructure passenger-proofed. Existing coaches between Toowoomba-Brisbane.

#### **New Planning Scheme**

- Department interested in what comes out of study and goes into new planning scheme. Will co-ordinate State interests across the Departments.
- Interested in any up-zoning of land and the infrastructure implications and impacts on the TRIP and new planning scheme.
- Consider whether areas are in PIA or not and intent to service. Interim LGIP or TRIP amendments.
- More interested in outputs of study and implications for infrastructure planning for new planning scheme.