



SOUTHERN REGION

The southern region contains the large town of **Clifton**, along with the following smaller towns:

- Greenmount
- East Greenmount
- Nobby

The southern region is considered important in the role it plays in celebrating the character of the basaltic uplands and agricultural legacy of the Toowoomba Region.

Development pressure within these settlements is minimal, with the exception of Clifton which is experiencing steady growth pressure.

The acknowledgement and ongoing management of the existing character and heritage values within these settlements in recognition of the contribution they make to the character and tourism appeal of the Toowoomba Region as a whole, is important. This includes protecting the vegetated character of surrounding elevated landscapes and the rural setting of these towns.



Figure 37: Settlements within the southern region

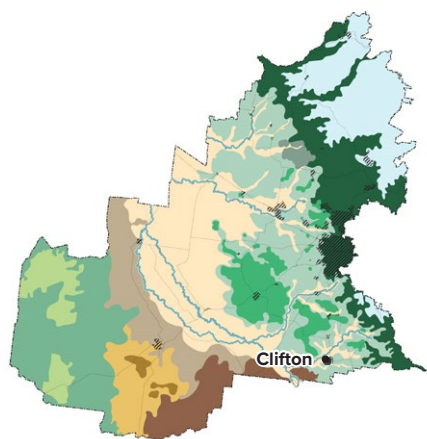


CLIFTON

Clifton is a pleasant country town located on the South Western System railway, surrounded by agricultural fields which are often filled with sunflowers in the summer months and with views to the surrounding elevated hills. The town has a collection of some of the most memorable and distinctive heritage buildings in the region outside of Toowoomba City.

Location and boundaries

Clifton is a significant rural town in the Darling Downs in the south of Toowoomba Region. It is located around 42km south of Toowoomba City centre and is accessed by several rural roads including Gatton-Clifton Road (SR80) and Spring Creek Road which connect to the New England Highway (A3).



Landscape and visual setting

- Clifton is located in a rural setting close to a number of landscape character types.
- The settlement is located on the slightly elevated landscape of **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B3: Kingsthorpe, Pittsworth and Clifton**.
- Land both north and south of the settlement is associated with the valley of **LCT G: Alluvial Floodplain and Valley Floor Cropland – G1 (b): Condamine River** which is centred on **LCT F: Alluvial Floodplain Riparian Corridor – F3: Kings Creek**. The setting of Clifton includes seasonal fields of sunflowers that create a distinctive approach to the town when they are in flower.
- The wider landscape setting of Clifton includes **LCT C: Darling Downs Forested Peaks and Ridgelines – LCA C16: Greenmount Hills (south)** and, more distantly, the elevated landscapes of **LCT A: Elevated Ridges and Plateaus – LCA A6: Great Dividing Range (South)**.

Key character attributes

- Clifton is a significant regional rural town. The Clifton UCL is recorded as having a population of 1,249 people living in 583 private dwellings, with the wider Clifton SSC having a population of 1,456 (ABS, 2016).
- The town is located at the juncture of the Clifton-Leyburn Road, Felton Clifton Road, Shannon Road, and Gatton-Clifton Road (SR80) (around 7km west of the New England Highway (A3)).
- Clifton has a distinctive character due its numerous heritage buildings and strong relationship to the surrounding rolling agricultural farmland with a small but memorable town centre supporting a range of shops and services.

Legend

- Urban Extent
- Landscape Character Type (LCT) boundary
- +++++ Railway (operational)
- ===== Highways and Secondary Roads
- ===== Local Connector Roads
- ===== Local Roads
- ===== Regional and Local Tourist Drives

- ▲ Mountains
- ✱ Hills
- Ridgelines
- Contours (10m)
- Waterways
- Reservoirs
- Greenfield Areas

- Town Centre
- Gateways*
- ✱ Key features
- Parks and open space

*Legend item not to scale

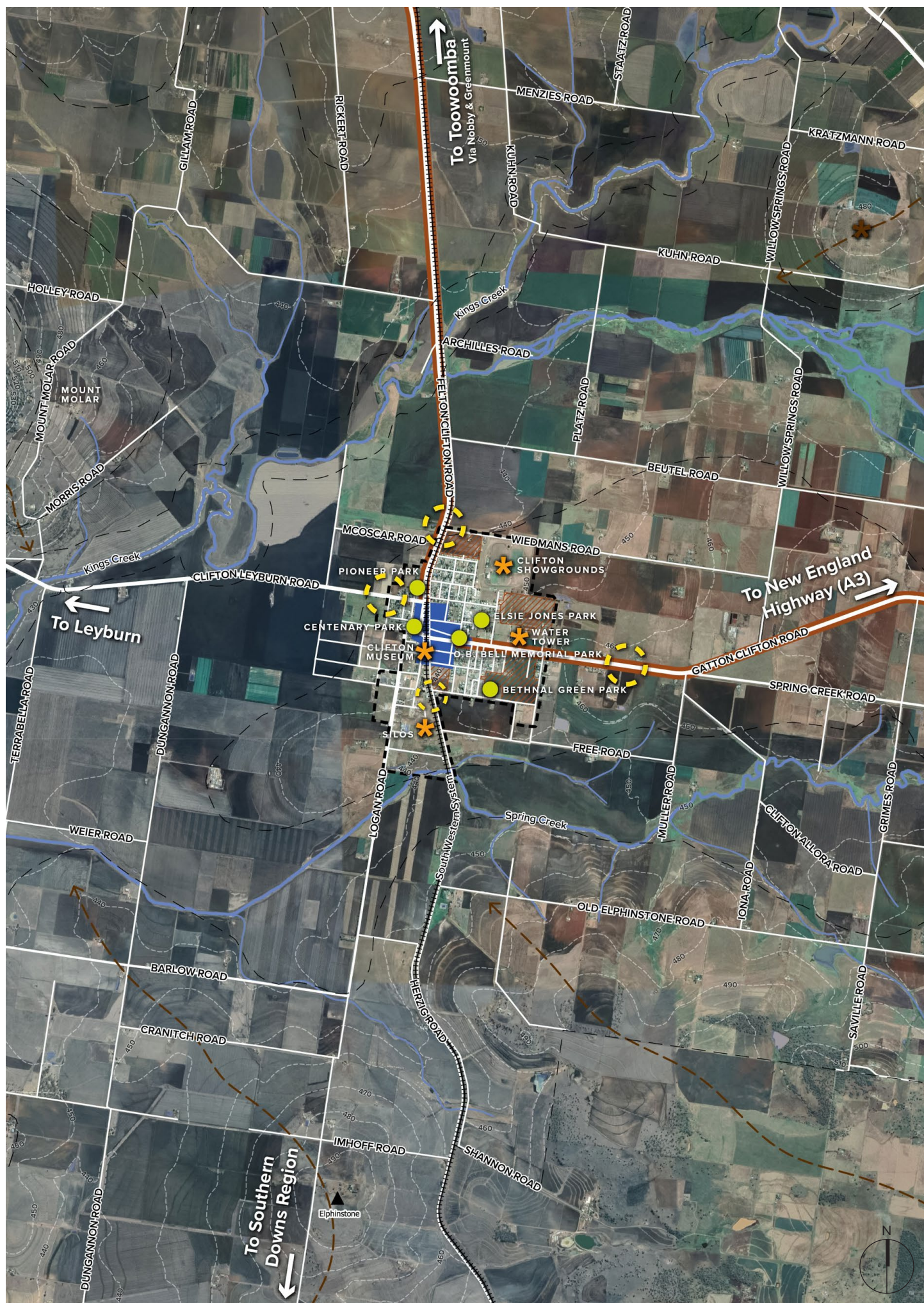
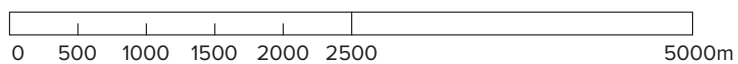


Figure 38: Key landscape and urban character features of Clifton



Historical influences and typology

Key historic themes for Clifton are:

The early Darling Downs: exploring the land and establishing settlements

Clifton takes its name from the early pastoral station and homestead of the same name, which was established in the early 1860s from the earlier pastoral property, 'Haldon', which was occupied by John Sibley and Joseph King. The resumption of neighbouring pastoral runs for closer settlement in the 1890s encouraged the arrival of new settlers to the area.

'Opening up' rural settlements: the advent of rail and establishing railway towns

Although the town of Clifton was not officially surveyed until 1875, it was originally established in the late 1860s with the construction of the southern railway line from Toowoomba to Warwick. The railway line opened in 1869 and a railway station was constructed at Clifton that same year, with a store also constructed next to the line. The railway closed first to passengers in 1972 and then to goods in 1998.

Living off the land: developing primary and secondary industries

Despite the forced resumptions of much of the viable pastoral land on the Darling Downs by the 1910s, thousands of acres of quality land surrounding Clifton were still held as private pastoral estates at this time. As a result, this land was not made available for closer settlement, which initially held the town back with regards to further development. However, various estates were soon acquired and subdivided into small farms for closer settlement, which stimulated the growth of the district. Dairying, agriculture, and wheat production were the mainstays of Clifton's economy, and the town prospered with the success of these industries. However, with the closure of the Clifton Dairy Factory in 1966, the local economy shifted from dairy produce to grain growing.

Country living: establishing institutions and shaping community life

Over a short period in the first decade of the twentieth century, Clifton grew and by 1910 boasted 10 stores, six hotels, four banks, two newspapers, a court house, a post and telegraph office, shire council chambers, a butter factory (Clifton Co-operative Dairy Company) and a flour mill. The towns also boasted various cultural facilities and religious institutions including a school of arts, four churches, and showgrounds. In recent decades, Clifton has become a popular place for workers to settle their families, as it is within commuting distance from Toowoomba and Warwick

Well maintained character homes in Clifton
contribute to the town's charm >





Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none"> The settlement is situated at a subtle rise that extends from around 440m AHD in the southwest of the settlement up to up to around 460m AHD in the east. The northern part of the settlement has an underlying basaltic geology associated with the arenite-mudrock of the Walloon subgroup (Jw) with the southern part of Clifton associated with the basaltic rock of the Main Range Volcanics (Tm). The farmed valley landscapes to the north, including rural properties on the northern outskirts of Clifton comprise fertile alluvial deposits (Qa-QLD). The wider setting of the town is created by a distant backdrop of rolling hills of the Greenmount Hills including Mount Molar (up to 540m AHD) to the northeast and Pilton Hills to the northwest including The Nob (541m AHD), Sugarloaf (657m AHD) and Nevilton (566m AHD) and the Great Dividing Range beyond. Mt Elphinstone (501m AHD) is located around 6km to the south of the town.
Hydrological features	<ul style="list-style-type: none"> Water is not a key feature of the town. The main hydrological features of the landscape around Clifton are King Creek, which is located in a gentle valley around 2km to the northwest and Spring Creek located close to the south of the town. These creeks are tributaries of the Condamine River, located around 17km to the southwest.
Vegetation features & habitat values	<ul style="list-style-type: none"> Much of the land around Clifton has been cleared for agriculture and no habitat identified as MSES or areas of remnant habitat are located in or immediately around the town. The wooded hills that form the context to the settlement include important remnant vegetation. The natural vegetation of the area would have comprised Bimble Box (<i>Eucalyptus populnea</i>) woodland on alluvial plains (RE 11.3.2) and Queensland bluegrass (<i>Dichanthium sericeum</i>) grassland on Cainozoic igneous rocks (RE 11.8.11) both of which are now 'of concern' due to extensive clearance. Within Clifton there are few areas of native flora and significant vegetation largely comprises trees (both exotic and native) within parks and private gardens.

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> The town is centred on and bisected by the South Western System railway line which runs parallel to King Street. As described above this was a fundamental aspect of Clifton's history but closed to passengers in 1972 and goods in 1998. The town centre is focussed on King Street which runs roughly parallel to the west of the railway line. This includes hotels and shops servicing both the local population and passing visitors (such as an antique and gift shops) and few premises are vacant. Elsewhere, the settlement has a range of civic and educational buildings including a number of churches, Clifton State School and Clifton State High School, a swimming pool, library and a council service centre. There is a small industrial/agricultural estate located west of Shannon Road in the southern part of Clifton. Most other buildings are residential, comprising relatively small town (low-medium density) blocks laid out in a fairly regular grid and orientated in an approximately north-northeast to south-southwest by west-northwest to east-southeasterly direction.
Open Space & Recreation	<ul style="list-style-type: none"> Clifton contains several public open spaces. The Clifton Showgrounds are located in the northeast of the settlement south of Wiedman Road. These are of social significance, as the place has supported an annual pastoral and agricultural show for the local region from the early 1900s and remains important as a venue for major community events. Pioneer Park and Centenary Park are located at the northern and southern ends of King Street respectively. The east of the settlement is served by O B Bell Memorial Park, Elsie Jones Park and Bethnal Green Park.



View to Clifton from Old Elphinstone Road, with the Greenmount Hills beyond



Spring Creek near Logan Road crossing



View south towards Elphinstone along the South Western System railway



Clifton Showgrounds

**Built form
mass, scale
and density**

- Clifton town centre or 'character area' extends along the main King Street, from Mowen Street to Meara Place. The western side of the King Street is densely-developed, while the opposite (eastern) side comprises the railway line and railway station, which remain in situ. Civic buildings define both the northern end (i.e. former Clifton Shire Council Chambers) and the southern end (i.e. Clifton post office and police station) of the area.
- A well-consolidated street block between Meara Place and Edward Street is characterised by predominantly early twentieth century single-storey shops, commonly built to the street edge (i.e. built-to-boundary). These commercial buildings typically feature parapeted façades and many provide post-supported awnings. The presence of a definable commercial streetscape is typical, as Clifton was one of the larger towns at the critical period in the early twentieth century, when many of these buildings were constructed.
- In terms of residential character, Clifton contains a grid street layout from an early subdivision of urban lots. The larger portion of the residential area lies to the east of the rail line with a smaller area on the west containing a few substantial traditional timber dwellings. Expansion in the 1950s and 1970s is evident in the town's simple, small dwellings interspersed in amongst a range of small earlier cottages.
- There are some relatively new houses in the town indicating that there is some contemporary development pressure.

**Heritage
elements**

- In accordance with the categorisation adopted by Brannock & Associates (2010), Clifton is designated as rural 'town' and is considered of 'low priority' (i.e. it has been subject to previous heritage investigation).
- There are no State heritage listed places in Clifton.
- Key heritage places listed in the *Toowoomba Regional Planning Scheme 2012* include:
 - 0, 62 and 72 Clark Street (2/CLI/0031, 0033-0034)
 - 12 Davenport Street (2/CLI/0035)
 - 72 East Street (2/CLI/0036)
 - 0 and 1 Edward Street (2/CLI/0038-0039)
 - 42 and 50 Fisher Street (2/CLI/0040 and 2/CLI/0032)
 - 14 John Street (2/CLI/0041)
 - 46, 63 and 71 King Street (2/CLI/0043-0045)
 - 6, 11 and 12 Meara Place (2/CLI/0046, 0049 and 0047)
 - 10 Mowen Street (2/CLI/0037)
 - 1 Norman Street (2/CLI/0042)
 - 17 and 24 Queen Street (2/CLI/0050-0051)
- The extant railway line and station at Clifton is still in its original location and as such, is one of the identifiable and publicly accessible representations of the importance of the railway to the settlement of this part of the Darling Downs. This surviving railway infrastructure is of cultural heritage significance and attests to the establishment and development of Clifton as a result of the railway.
- Prominent historical built forms within the streetscape of the Clifton town centre are the two double-storey timber hotels (Club Hotel and Clifton Arms Hotel).
- The Clifton silos, constructed by the Queensland Government in the mid-twentieth century, are visually dominant structures within the Clifton townscape and their proximity to the railway line reflects their important role (and that of agricultural production) in the town's early economy.
- The former Clifton Dairy Factory was located on King Street and made a strong contribution to the Clifton townscape. Constructed in the mid-twentieth century, it demonstrated the importance of the dairy industry to the economic development of this town and its role within the wider Darling Downs. It was utilised by the Clifton Historical Society Inc. until 2016, however has been recently demolished and a new Clifton Historical Museum has been constructed.
- The New Tivoli Theatre in Fisher Street, built in 1911 and converted into a theatre in 1938, is regarded as one of the last operating rural movie theatres still operating in Queensland and contributes to the built and social character aspects of Clifton.
- The Clifton Post Office is in situ and still operational as a post office.



Clifton Shire Council building on King Street, a local heritage place



Clifton Railway Station on the operational South Western System railway



Clifton Arms Hotel on Kings Street



Silos on King Street

Streetscape

Gateways and landmarks	<ul style="list-style-type: none"> The main gateway into Clifton is from the east and is marked by an avenue of trees and the presence of the water tower. From the south of the town, the entrance is marked by the industrial estate and the silos form a significant feature. From the north and west, views are framed by an avenue of trees and the gateway relates to the transition from rural land to town. Buildings are the key landmarks within the town, particularly various heritage buildings in the town centre, as described above.
Links and connections	<ul style="list-style-type: none"> The arrangement of Clifton along a central main street provides a clear sense of legibility and wayfinding within the settlement.
Façades, frontages and rhythm	<ul style="list-style-type: none"> In the Clifton town centre, King Street and Edward Street are commonly characterised by a series of single and two-storey timber commercial buildings. The scale and repetitive building material are important contributing character elements of this streetscape. Due to its compact pattern, low density and heritage buildings, the Clifton town appears as a traditional town and has a memorable streetscape character. However, it is noted that some buildings, including those with heritage character, are vacant and falling into disrepair.
Street trees	<ul style="list-style-type: none"> The presence of street trees is highly variable across Clifton. The main approach to the town from the New England Highway (A3) (Gatton-Clifton Road (SR80)/East Street) includes an impressive avenue of plane (<i>Platanus sp.</i>) trees, showcasing the temperate climate. From the west, Clifton-Leyburn Road, a stately line of eucalypts adjoining farmland heralds the approach to town. The large Bottle Tree (<i>Brachychiton rupestris</i>) in the road reserve on King Street is a highly-attractive feature and makes an aesthetic contribution to the town centre streetscape. It is the last of four Bottle Trees (<i>Brachychiton rupestris</i>) planted in 1918 to honour local men who served in World War I. Many residential streets have partial avenues of street trees including native eucalypts and traditional exotic trees such as Jacaranda (<i>Jacaranda mimosifolia</i>) and/or the presence of mature trees in gardens that create a verdant setting to the houses. However, in contrast, other streets are devoid of trees, particularly some of the newer housing development on the edge of the town (such as Victoria Street), which is in part constrained by local transmission lines.
Pavements and parking	<ul style="list-style-type: none"> Parking comprises informal angle parking bays within the centre of the town. Paving in the centre is brick/paved. Outside of the centre, parking is on street and grassy verges without footpaths are present.
Furniture and art	<ul style="list-style-type: none"> Clifton has limited artwork and/or sculptural features. There is quirky artwork integrated with the Bottle Tree on King Street. Some train related-artwork is located at the former station building. The war memorial is located in the median at the intersection of King Street and Edward Street. Dairy memorabilia are also on display outside the museum building.



Eastern entrance to the town from East Street



The water tower and Clifton State High School on East Street



Clark Street on the eastern side of the railway



Clifton War Memorial and rose garden are situated in the median of Edward Street close to the Clifton Police Station



Artwork nested into the Bottle Tree on King Street

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none">• Clifton has a traditional rural character with many listed heritage buildings, particularly in the town centre but no defined neighbourhood character precincts.
Cultural associations	<ul style="list-style-type: none">• Clifton has been used as a setting for a number of movies including, most famously, the 1983 TV mini-series, <i>The Thornbirds</i>. The century-old New Tivoli Theatre has been the setting of several movies and shows, including 'The Love of Lionel's Life', 'Finding Hope' and season one of 'Wanted', a popular Australian TV series.

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">• Due to its low-lying nature relative to the surrounding landscape, there are no formal scenic lookouts in Clifton.
View corridors	<ul style="list-style-type: none">• The regional <i>Scenic Route 4</i>, <i>Scenic Route 41</i> and local level <i>Steele Rudd Country Drive</i> pass through the town and provide an important corridor.• Some views to the surrounding farmland and distant hills are possible from within town.
Landmarks	<ul style="list-style-type: none">• Buildings, particularly heritage buildings in the town centre, provide local landmarks in Clifton.• From the surrounding landscape key features include the water tower located at Clifton State High School and the silos on Clark Street.
Perceptions	<ul style="list-style-type: none">• Clifton is a pleasant country town with a collection of some of the most memorable and distinctive heritage buildings in the region outside of Toowoomba. It has an attractive and memorable streetscape, good amenities and a strong country character enhanced by seasonal displays of sunflowers in the surrounding fields.



St Andrew's Presbyterian Church on John Street



View towards Clifton across a field of sunflowers which are an attraction during summer months and visible from the *Steele Rudd Country Drive*

"Clifton is always nice to visit, extra nice when the sunflowers are in flower."

Community feedback – Love Your Local Landscapes engagement Jan 2021



Country Women's Association building on Clark Street, a local heritage place



The New Tivoli Theatre in Fisher Street



Clifton Railway Station on the operational South Western System railway

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Identified as a Priority Living Area in the *Darling Downs Regional Plan 2013*.
- Steady growth pressure, with growth to be generally focused in existing planned areas and residential growth to be accommodated through a mix of housing forms, including detached dwellings on standard and small lots, dual occupancy and multiple dwellings throughout the town.
- Water quality and security issues are currently a major concern for towns within the southern region and a constraint to growth. However, there is future potential for increased growth pressure with the delivery of the proposed southern water pipeline (currently being developed).
- A changing demographic profile with an increasing number of older residents may necessitate additional provision of aged care services and facilities to continue to cater for the town's older residents.

Strategy for this settlement

Natural environment

- Encourage private land owners to rehabilitate Kings Creek and Spring Creek to improve the extent and quality of riparian vegetation, environmental and visual amenity values and contribution to the landscape setting of Clifton.

Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and fine grained scale of the town centre precinct.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Seek opportunities for restoration and reinvigoration of vacant stores and heritage buildings in recognition of the important contribution they make to the character of the town, including through promotion of grants available through Council's CBD heritage incentives scheme.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Clifton, in particular from the New England Highway (A3) and to a lesser extent from the north along the Felton-Clifton Road.
- Maintain the existing character of the tree lined western gateway arrival to the town along Clifton-Leyburn Road, and consider requirements for succession planting in the future.
- Explore opportunities to enhance the southern gateway to the town along Clark Street and address views of the industrial estate.
- Support further place making initiatives and beautification projects to enhance the appearance of town, for example through a downtown commercial improvement program.
- Improve pedestrian connectivity between the town centre and Clifton Showgrounds.
- Build on the existing moderate framework of street trees within the town for streetscape tree planting to ensure succession planning and to complete residential streets that currently lack a framework of street trees. Include Bottle Trees, native trees and temperate species as appropriate and in accordance with the *Street Tree Masterplan*.
- Consider artwork opportunities, particularly associated with the silos and the water tower, including as a means to bolster tourism.

Cultural heritage

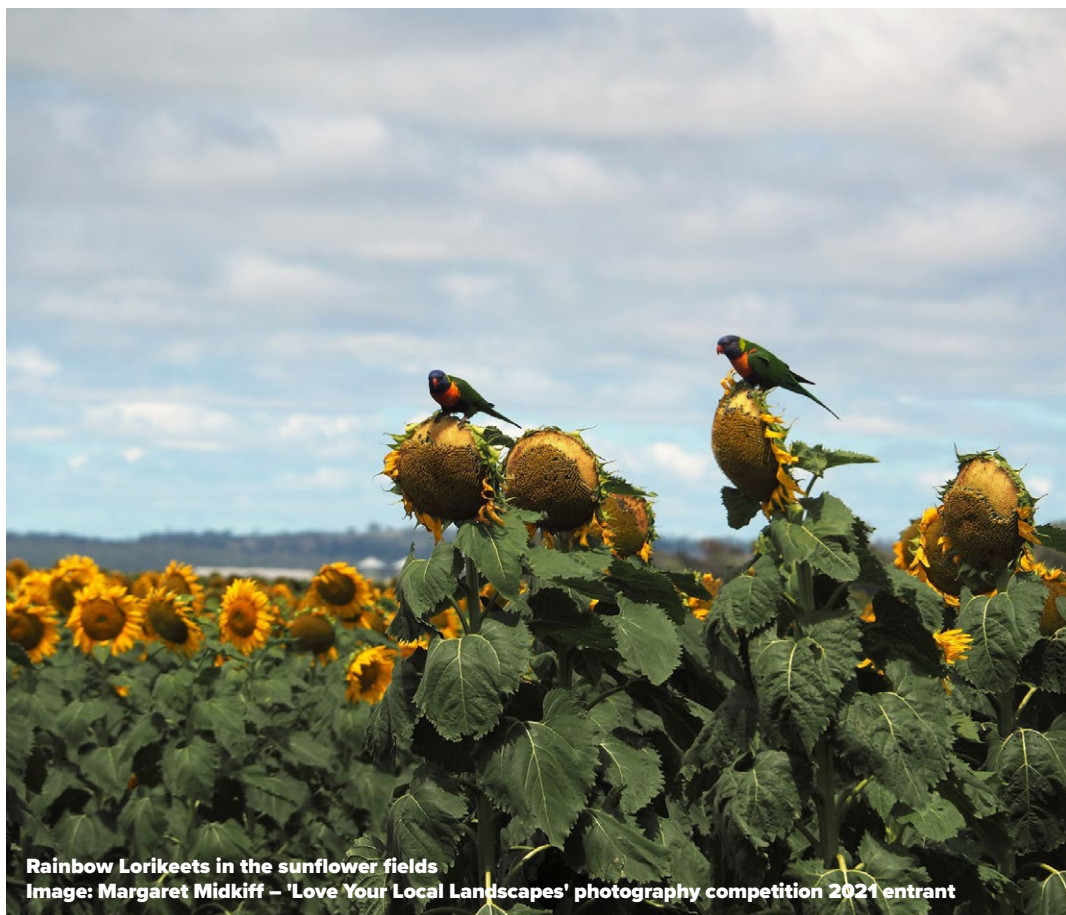
- Consider identifying the town centre and associated heritage listed buildings as a neighbourhood character precinct in recognition of the contribution these buildings make to the town's character.
- Support existing community facilities including the Clifton Museum and the Clifton Dabblers.

Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Clifton including the local *Steele Rudd Country Drive*, *Scenic Route 4* and *Scenic Route 41*.
- Consider opportunities to create a 'Sunflower Drive' working with the Southern Downs region to build upon the existing *Sunflower Route* that they promote.
- Enhance wayfinding signage and promotion of the existing self-guided Clifton Heritage Walking Trail.
- Consider building on Clifton's appeal as a filming destination.
- Promote RV friendly town status.
- Consider tourism opportunities presented by the presence of mega-fauna fossils in the local landscape.

Scenic amenity

- Provide visual buffering of the southern part of the town (industrial estate)
- Maintain and celebrate views from within the town to the surrounding farmland and distant hills, particularly those in the vicinity of Mount Molar.



Rainbow Lorikeets in the sunflower fields
Image: Margaret Midkiff – 'Love Your Local Landscapes' photography competition 2021 entrant





GREENMOUNT

Greenmount is a small rural town situated on the South Western System railway on the western footslopes of 'Green Mount', within the open and undulating basaltic uplands to the south of Emu Creek, with views to the surrounding rolling agricultural farmland and vegetated hills. It is situated in very close proximity to East Greenmount.

Location and boundaries

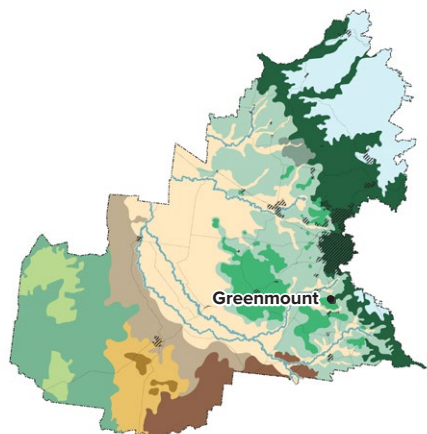
Greenmount is a small rural settlement located in the uplands of the Greenmount Hills (south). It is located around 25km south of Toowoomba City centre and is accessed by the Greenmount Connection Road from the New England Highway (A3), as well as smaller local roads.

Landscape and visual setting

- The settlement is located on the elevated landscape of **LCT C: Darling Downs Forested Peaks and Ridgelines – LCA C16: Greenmount Hills (south)**.
- The wider landscape around Greenmount includes **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B3: Kingsthorpe, Pittsworth and Clifton**.
- The settlement is also related to the extensive agricultural landscape of **LCT G: Alluvial Floodplain and Valley Floor Cropland – G1 (b): Condamine River**.

Key character attributes

- Greenmount a small rural town. The Greenmount locality is recorded as having population of 504 living in 196 private dwellings while the wider SSC has 699 people (ABS, 2016).
- The town is located around the former railway line (south western system). It lies 4km to the west of the New England Highway (A3), from which it is accessed via the Greenmount Connection Road (Greenmount Clifton Road) and Warkon Street.
- The main streets in the settlement comprise Woodlands Road to the west, Hodgson Street that follows the west side of the railway, Pilton Street and Nobby Road on the east side of the railway, and Ramsay Street and Warkon Street to the east.
- Greenmount has a strong relationship to the surrounding landscape and the settlement rises up the hill to the east allowing good views out over the surrounding rural farmland.
- This complements the quiet rural character of the settlement which has some interesting character buildings but is bypassed by the New England Highway (A3) and has few services.



Legend

- Urban Extent
- Landscape Character Type (LCT) boundary
- +++++ Railway (operational)
- ===== Highways and Secondary Roads
- ===== Local Connector Roads
- ===== Local Roads
- ===== Regional and Local Tourist Drives

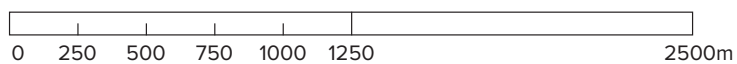
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- ✱ Hills
- Ridgelines
- Contours (10m)
- Waterways
- Reservoirs
- Greenfield Areas

- Town Centre
- Gateways*
- Key features
- Parks and open space

*Legend item not to scale



Figure 39: Key landscape and urban character features of Greenmount



Historical influences and typology

Key historic themes for Greenmount are:

The early Darling Downs: exploring the land and establishing settlements

Greenmount was originally part of the former Eton Vale pastoral run, sections of which were resumed and opened for closer-settlement in the late 1860s. Settlement in the Greenmount district began with the McIntyre family and other selectors on farms at Emu Creek.

'Opening up' rural settlements: the advent of rail and establishing railway towns

Greenmount is located on the South Western System railway line, which was constructed from Toowoomba (from Gowrie Junction) to Warwick in the late 1860s. When the line opened in 1886, a siding was established at Emu Creek and a settlement later developed in this location. Originally named Emu Creek, the settlement was renamed West Greenmount in 1878 (and finally, Greenmount). From the late nineteenth century, railway activity stimulated economic growth in the area but this declined when grain silos were built at Cambooya.

Living off the land: developing primary and secondary industries

As a result of the Land Act 1868, large areas of major sheep and cattle runs in the district were resumed and sold as small holdings. This resulted in more intensive farming and settlement around Greenmount. The development of these closer-settlement farms, increasingly relying on dairying, ensured steady support for the town's growing businesses. A cheese factory was established around 1893 and through to the early-twentieth century it was a major producer of dairy products; during World War II, it provided milk products to US forces living in southern Queensland. However, post-World War II, dairying declined due to the advent of larger processing plants and improved milk transport. Today, farming activities remain a chief source of employment in Greenmount.

Country living: establishing institutions and shaping community life

Greenmount became the administrative centre of the shire of Cambooya shortly after its creation in 1914, and retained this status until 2008, which has played a role in its growth and development. Although the business centre has not revived since the decline of the dairying industry, since the 1990s new housing has emerged for families wanting rural-residential living.



Entering Greenmount



Pastoral setting of Greenmount



View along Pilton Street



Greenmount presents as a peaceful rural community with a strong agricultural heritage

Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none"> Greenmount is situated on a sloping area at elevations of around 490m to 550m AHD and is located on the north-eastern edge of the Greenmount Hills that create an elevated and undulating context to the settlement. The lower parts of the settlement are associated with Quaternary alluvial deposits that are an essential contributor to the surrounding fertile farmland. Upper parts of the settlement have an underlying harder basaltic geology associated with the basaltic rock of the Main Range Volcanics (Tm). Key local landform elements that define the context of Greenmount include a small hill ('Green Mount') (around 620m AHD) to the east of the settlement, which is part of a range of hills that extend eastwards to Mount Sibley (677m AHD). To the north, the landscape context is also defined by the rolling and forested hills of the Greenmount Hills north (LCA C15) with a series of unnamed peaks (up to around 650m AHD) that separate Greenmount from Cambooya.
Hydrological features	<ul style="list-style-type: none"> Water is not a key feature of Greenmount. The main hydrological feature of the landscape around Greenmount is an unnamed seasonally wet channel that flows in a south to north direction through the town, west of the railway line. This is a tributary of Emu Creek that wraps around the northern part of the town. Another creek, Shingled Hut Creek, is located to the south of the town and flows in a north to south direction. Both creeks ultimately drain to Hodgson Creek (LCA F2) which is, in turn, a tributary of the Condamine River.
Vegetation features & habitat values	<ul style="list-style-type: none"> Much of the land around Greenmount has been cleared for agriculture and there are no remnant habitats considered MSES in or around the town. However, the vegetation on the hill to the east of the town and several other peaks in the wider landscape around Greenmount are considered to be remnant habitat which comprises Mountain Coolibah (<i>Eucalyptus orgadophila</i>) open woodland on Cainozoic igneous rocks (RE 11.8.4). Other areas of vegetation in the town comprise trees (both exotic and native) within parks and private gardens, and street trees.

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> The settlement of Greenmount is situated either side of the South Western System railway line, running north/south. The majority of the settlement is residential comprising a small area to the west of the railway and a more substantial area which rises up the hill to the east that is defined by the substantial, tree covered hill to the east which gives the settlement its name. Within the settlement there are a small number of commercial and civic buildings. Prominent built forms include the Greenmount Hotel and Greenmount Returned Soldiers' Memorial Hall on Ramsay Street, the Greenmount Post Office and General Store, the former Cambooya Shire offices on Hodgson Street, and Greenmount State School on Haldon Street. The main street is Ramsay Street on which the post office is located. There is some development pressure evidenced by newer buildings. Conversely a number of older character buildings (non-residential) are vacant.
Open Space & Recreation	<ul style="list-style-type: none"> Greenmount features six key parks and open space areas. Greenmount Bicentennial Memorial Park (which contains the Greenmount War Memorial) is located on Ramsay Street in the heart of the settlement and includes a range of informal facilities as well as a basketball half court. The Ramsay Street Open Space and Violet Brodie Park at the eastern end of Ramsay Street provide greenspace. The Gilbride Street Open Space in the north of the settlement is informal Creekside space associated with Emu Creek. Greenmount Recreation Reserve is located in the west of the settlement. Smaller local areas include Jack Derrick Park on King Street. There are no formal trails associated with the small mount to the east of the settlement.



Rolling, forested hills in the surrounding area



Much of the land surrounding the town has been cleared for agricultural use



Mountain Coolibah open woodland



Greenmount Post Office on Ramsay Street

Built form

Built form mass, scale & density	<ul style="list-style-type: none">• Greenmount contains a large number of surviving, traditional timber, character dwellings dating from 1880s-1910s. These are predominantly located throughout the residential street network to the east of the rail line, although a few are scattered to the west side. Other residential dwellings c1950s-1980s infill the residential areas that extend to the north.• Late twentieth century conventional dwellings exist in the small subdivision located to the east of the rail line.
Façades, frontages & rhythm	<ul style="list-style-type: none">• There have been significant streetscape upgrades along Ramsay Street in recent times including paving, parking, street tree and park upgrades which have created a very distinctive main street.• Elsewhere residential parts of the town comprise typical rural residential and town houses, mostly of a traditional character, distinguished mainly by their landscape setting and views out to the surrounding farmland and hills.
Links & connections	<ul style="list-style-type: none">• Greenmount has legible links and connections, however the railway (which does not service passengers) severs connectivity between the eastern and western parts of the town, with the exception of the Binnies Street and Nobby Connection Road crossings.



Greenmount Bicentennial Memorial Park (which contains the Greenmount War Memorial) on Ramsay Street in the heart of the settlement



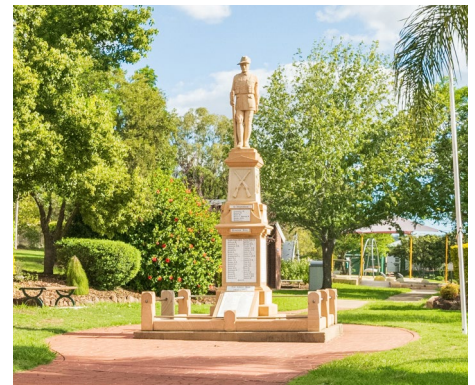
Greenmount Returned Soldiers' Memorial Hall on Ramsay Street



Typical rural residential and town houses are mostly of a traditional character, distinguished mainly by their landscape setting and views

Heritage elements

- In accordance with the categorisation adopted by Brannock & Associates (2010), Greenmount is designated as a rural 'village' and is considered of 'high priority' (i.e. it has not been subject to previous heritage investigation and is experiencing development pressures).
- State Heritage listed places include:
 - Greenmount War Memorial (600390) (this is discussed in furniture and artwork below).
- Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include:
 - 9-11 Haldon Street (2/GRE/0083) (Greenmount State School)
 - 1 Pilton Street (2/PIL/0084) (Greenmount Hotel).
 - 7, 13 and 15 Ramsay Street (2/GRE/0085-0087) (House, Memorial Hall and Post Office).
- The former Cambooya shire offices on Hodgson Street is of relatively modern construction and makes little contribution to the built character of Greenmount.
- The Greenmount Returned Soldiers' Memorial Hall is situated on Ramsay Street and its large form, with its twin gable roof, makes a strong contribution to the townscape. Since the early twentieth century, the hall has played an important role in the social history and cultural life of this small rural settlement.
- The Greenmount Post Office and General Store is a building of traditional character and is significant as a surviving component of the early development of Greenmount. In small rural settlements like Greenmount, the services of post offices and general stores often combined and played an important role in the community's daily economic and cultural life.
- The Greenmount Hotel is an archetypal double-storey hotel, with bars on the ground floor and accommodation above. It is the only hotel in town and makes a strong contribution to the built character of Greenmount, occupying a prominent position on the corner of the Ramsay and Pilton Streets.
- Greenmount contains St Joseph's Church, located in the residential area along Warkon Street. It is of mid-twentieth century, late 1930s traditional timber character and is important for having played an ongoing role in the cultural life and social history of the community.
- The Greenmount State School is significant as a surviving component of the early development of Greenmount, being established in 1901. Although the school campus today also contains some more contemporary buildings and additions, the main school building is a traditional timber character building. Given its long history (over a century) providing educational services to this small community, the school makes an important contribution to the character of Greenmount and reflects the important role of the establishment of schools in the development of rural communities.
- The railway tracks of operational South Western System railway are identifiable representation of the importance of the railway to the settlement of this part of the Darling Downs. A substantial rail goods shed (currently not used) survives to the south of a row of mature trees that marked the location of the former station building, which is no longer extant.



Greenmount War Memorial



The Greenmount Hotel, prominent on the corner of Ramsay and Pilton Streets



Greenmount State School, a significant surviving component of the early development of Greenmount



The South Western System railway dissects Greenmount

Gateways & landmarks	<ul style="list-style-type: none"> • The distinctive setting of Greenmount creates a number of natural landmarks and gateways that define the entry experience into the town, which is perhaps one of the most memorable in the region. • Due to the number of roads that connect to Greenmount it has many entrance points that could serve as gateways. • There is a strong sense of arrival into Greenmount from Warkon Street due to the distinct setting created by the hill above the town on the left hand side of the view and extensive views over the lower parts of the town and across the agricultural landscape to the vegetated mount to the north of the town. • Similarly, from Woodlands Road travelling eastwards, there is a strong vista down the road focussed on the town rising up the hill behind it that creates a very distinctive sense of place. • Within the town another key gateway is located at the crossing of the South Western System railway that creates a distinctive threshold between the eastern and western parts of the town.
Street trees	<ul style="list-style-type: none"> • A formal avenue of London Plane (<i>Platanus acerifolius</i>) trees has fairly recently been planted along Ramsay Road which creates a smart semi-mature boulevard outlook for the street that frames views west to the rural landscape beyond the town as well as reinforcing the temperate climate character of this area. • Elsewhere there are informal mixed avenues of tree species including native Gum trees (<i>Eucalyptus</i> sp.). • Other planting comprises landscaping in gardens which includes a notable Hoop Pine (<i>Araucaria cunninghamii</i>) and boundary planting around some of the larger garden blocks.
Pavements & parking	<ul style="list-style-type: none"> • There is a large area of angle parking down the main streetscape of Ramsay Street to service the Greenmount Hotel, commercial and recreational facilities on this road. Elsewhere, parking is informal on street. • There is an area of decorative coloured concrete associated with Bicentennial Memorial Park and a connecting concrete footpath along Ramsay street but none elsewhere, with standard grassy verges.
Furniture & art	<ul style="list-style-type: none"> • The Greenmount War Memorial (QHR 600390) is an item of state heritage significance and commemorates those from the district who served in World War I and II, and in Vietnam. Important contributing character elements include the fine craft work of the sandstone carving, and its park setting with a backdrop of hills and valley, which makes a strong aesthetic contribution to the Greenmount townscape. • There is also a fun Greenmount sign (peep board) with painted sunflowers that tourists/children can put their heads through.



The approach to Greenmount from the east along Warkon Street



A formal avenue of London Plane trees has been planted on Ramsay Street



Decorative coloured concrete paving at the Memorial Park



View along Ramsay Street showing formal tree planting and angle parking



A peep-board Greenmount sign is a playful element in the town

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none">Greenmount has a traditional rural character and listed heritage buildings but no defined neighbourhood character precincts.
Cultural associations	<ul style="list-style-type: none">Greenmount purportedly takes its present name from the property of the same name owned by Donald Mackintosh, a local farmer and Member of the Queensland Legislative Assembly.Australian author, Arthur Hoey Davis, who under the pen name 'Steele Rudd' became a widely celebrated Australian author. Davis spent much of his childhood on his family's small block at Emu Creek in the Cambooya district and attended the local Greenmount school until twelve years of age.Davis' work is interpreted at Steele Rudd Park, in East Greenmount which is dedicated to its namesake, the Rudd family, a fictional, historical family represented humorously in novels such as 'On Our Selection', authored by Davis. He spent much of his childhood on his family's small block at Emu Creek where the harsh and simple conditions that characterised pioneering life became the inspiration for the novels. Steele Rudd Park is contained on a small portion of the original Davis property, providing an authentic link to the author's history.Queensland contemporary artist, Rex Backhaus-Smith, lived in Greenmount in the 1970s.The town's first shop was opened in 1876 by Violet Brodie, a widow whose maiden name had been Violet McIntyre, a descendant of the district's first European family. Unfortunately, Brodie's store burned down in 1957 and was not rebuilt.The surviving rail line, avenue of trees and substantial goods shed make an important contribution to Greenmount's character and are of cultural heritage significance.

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">There are no formal scenic lookouts in or around Greenmount.However, elevated locations in the town – particularly the upper part of Ramsay Street – in the centre of the town enjoy extensive views over the surrounding fertile rural landscape.
View corridors	<ul style="list-style-type: none">The local level <i>Steele Rudd Country Drive</i> passes through the town and provides opportunities for scenic viewing.There are very strong viewing corridors associated with Greenmount. These include both views from within the town out to the surrounding farmland and hills (particularly along Ramsay Street as noted previously) as well as views of the settlement from the surrounding farmland.
Landmarks	<ul style="list-style-type: none">The vegetated hill behind Greenmount is a local landmark which is visible, and forms an important backdrop in views to the east.In the town centre, key buildings including the Greenmount Hotel and rail goods shed provide a local point of reference.
Perceptions	<ul style="list-style-type: none">Greenmount is a peaceful and picturesque rural settlement defined by the memorable setting created by the rising vegetated hill behind the town and the high quality of the town centre streetscape, including framing of rural views with temperate boulevard trees.



St. Joseph's Catholic Church on Warkon Street



The operational railway and substantial goods shed (not currently used) make an important contribution to Greenmount's character



Elevated parts of Greenmount allow for views across the landscape



The town has a strong relationship to the surrounding elevated and vegetated hills

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Identified as a Priority Living Area in the *Darling Downs Regional Plan 2013*.
- Minimal growth pressure, with growth to be generally focused in existing planned areas.
- Water quality and security issues are currently a major concern for towns within the southern region and a constraint to growth. However, there is future potential for increased growth pressure with the delivery of the proposed southern water pipeline (currently being developed).

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines and hills surrounding the settlement that contribute to the amenity of the town.
- Encourage private land owners to rehabilitate Emu Creek to improve the extent and quality of riparian vegetation and enhance environmental and visual amenity values.

Built environment

- Maintain and reinforce the compact form of the settlement, particularly by preventing any further encroachment on the hilly landscape behind and to the east of the town.
- Maintain the existing low-rise and fine grained scale of the town.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Investigate opportunities to enhance the local economy to enable repair and restoration of buildings.
- Undertake heritage investigations to inform development planning.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Greenmount, in particular from Greenmount Connection Road which provides access from the New England Highway (A3).
- Maintain the existing tree lined boulevard along Ramsay Street.
- Continue to implement Council's program for street tree planting within the town to further enhance the amenity of the town, in accordance with the *Street Tree Masterplan*.

Tourism

- Improve awareness through increased promotion and signage of regional and local tourist drives that pass through Greenmount including the regional *Scenic Route 4* and local *Steele Rudd Country Drive*.

Scenic amenity

- Protect key view lines between the town and the surrounding rural area.
- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Greenmount, in particular towards the Greenmount Hills (north) (LCA C15) and Greenmount Hills (south) (LCA C16).
- Maintain views to key elements that complement the natural transitions to the town and, where appropriate, seek landscape improvements to enhance amenity, particularly from the key link roads with the New England Highway (A3) and locations on the *Steele Rudd Country Drive*.



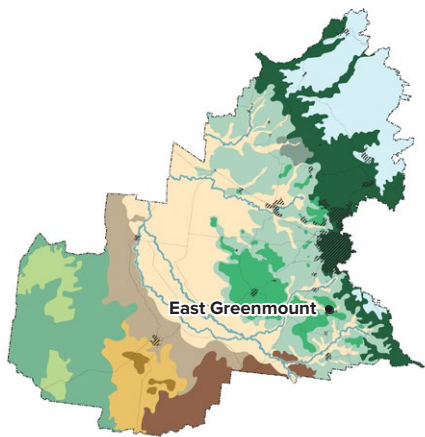


EAST GREENMOUNT

East Greenmount is a very small rural community located on the New England Highway (A3) within the open and undulating basaltic uplands to the south of Emu Creek, with views to the surrounding rolling agricultural farmland and vegetated hills. It is situated in very close proximity to Greenmount.

Location and boundaries

East Greenmount (sometimes referred to as Greenmount East) is a very small rural town located in the uplands of the East Greenmount Hills (south). It is located around 24km south of Toowoomba City centre and is located on and around the New England Highway (A3).



Landscape and visual setting

- East Greenmount is located on the edge of the extensive agricultural landscape of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G1 (b): Condamine River** with much of the settlement located on the adjoining landscape of **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B3: Kingsthorpe, Pittsworth and Clifton**.
- To the south the setting of East Greenmount is defined by the elevated landscape of **LCT C: Darling Downs Forested Peaks and Ridgelines – LCA C16: Greenmount Hills (south)** with the landscape to the north comprising **LCA C15: Greenmount Hills (south)**.
- The forested landscapes of the Great Dividing Range are an important element of the setting of East Greenmount to the east **LCA A: Elevated Ridges and Plateaus – LCA A6: Great Dividing Range South**.

Key character attributes

- East Greenmount an extremely small rural community. The East Greenmount SSC is recorded as having population of 361 people living in 152 private dwellings (ABS, 2016). The majority of these are located in homesteads in the farmland around the settlement rather than in East Greenmount.
- The town is located around Main Street on the New England Highway (A3), that is joined by a number of local roads including the Greenmount Connection Road, Allen Road, Steele Rudd Road and Bell Road.
- The main streets in the settlement comprise Ramsay Street, Arthur Davis Drive, Leslie Street and Isaac Street, which are all situated to the west of the Highway.
- As a result of its small scale, East Greenmount does not really read as a town and appears more as a loose collection of residential properties that retain a very strong relationship with their surrounding landscape context.

Legend

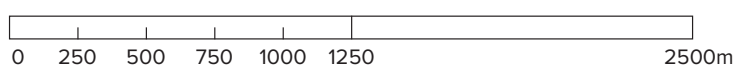
- Urban Extent
- Landscape Character Type (LCT) boundary
- +++++ Railway (operational)
- ===== Highways and Secondary Roads
- ===== Local Connector Roads
- ===== Local Roads
- ===== Regional and Local Tourist Drives

- ▲ Mountains
- ✱ Hills
- Ridgelines
- Contours (10m)
- Waterways
- Reservoirs
- Greenfield Areas

- ⦿ Gateways*
 - ✱ Key features
 - Parks and open space
- *Legend item not to scale



Figure 40: Key landscape and urban character features of East Greenmount



Historical influences and typology

Key historic themes for East Greenmount are:

The early Darling Downs: exploring the land and establishing settlements

European settlement in the Greenmount district began with the McIntyre family and other selectors settling on farms at Emu Creek in the late 1860s.

'Opening up' rural settlements: the advent of rail and establishing railway towns

When the Toowoomba to Warwick railway line opened in 1886, the Emu Creek siding was located where Greenmount later developed and the Emu Creek area itself became known as East Greenmount (1910).



Steele Rudd Memorial Park information signage



Greenmount Cemetery



Greenmount East is predominantly rural with scattered groupings of residential dwellings

Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none"> East Greenmount is situated on a sloping area at elevations of around 520m to 540m AHD. The lower parts of the settlement (near Allen Road) are associated with Quaternary alluvial deposits that are an essential contributor to the surrounding fertile farmland. The majority of the settlement has an underlying geology associated with the basaltic rock of the Main Range Volcanics (Tm). East Greenmount is nestled in a valley on the edge of the Greenmount Hills (north and south) (LCA C15 and C16). Key local landform elements that define the context of East Greenmount include a small hill ('Green Mount') (around 620m AHD) to the west of the settlement which divides East Greenmount from the larger settlement of Greenmount. This is part of a range of hills that extend eastwards to Mount Sibley (677m AHD) located around 3km to the southeast of the settlement (LCA C16). To the east the landscape rises to the rolling and forested hills of the Greenmount Hills north (LCA C15) with a series of unnamed peaks associated with the Great Dividing Range/Main Range (LCA A6).
Hydrological features	<ul style="list-style-type: none"> The main hydrological feature of the landscape around East Greenmount is Emu Creek that wraps around the northern part of the town. This is joined by a series of seasonally wet channels that traverse the landscape to the east of the New England Highway (A3). Emu Creek is a tributary of Hodgson Creek (LCA F2) which is, in turn, a tributary of the Condamine River.
Vegetation features & habitat values	<ul style="list-style-type: none"> Much of the land around East Greenmount has been cleared for agriculture. Part of the small hill to the southwest of East Greenmount has vegetation considered to be MSES. This and other areas of remnant habitat around the settlement are typically located on local elevated hills and comprise White Box (<i>Eucalyptus albens</i>) and Narrow-leaved Ironbark (<i>E. crebra</i>) woodland on Cainozoic igneous rocks (RE 11.8.8). Other areas of vegetation in the town comprise scattered trees (both exotic and native) within private gardens. It is notable that the landscape around Emu Creek does not contain any remnant habitat.

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> The settlement known as East Greenmount, or Greenmount East, is predominantly rural with scattered groupings of residential dwellings. There is little to define a commercial area; the Wheatsheaf Hotel (no longer operational), which occupies a prominent position at the intersection of the New England Highway (A3) and Bells Road is located at some distance to the north. Heading south, a traditional timber Catholic Church is situated back from the highway, on Greenmount Clifton Road marking an area of two large rural residential blocks containing a few more than a dozen houses. The Emu Creek State School is located on the next block to the south along the highway. The farmland around East Greenmount includes some prominent agricultural chicken sheds located on rising land to the north west.
Open Space & Recreation	<ul style="list-style-type: none"> The main settlement of East Greenmount contains no parks or recreation facilities. Steele Rudd Memorial Park is located on the corner of Steele Rudd and Reg Lipps Roads over 1.5km east of the settlement. This park is described below under cultural associations). Other park and formal sports facilities are located in the settlement of Greenmount some 4km to the west (see Greenmount for details).



Emu Creek near the New England Highway (A3)



Residential areas comprise of a mixed character and are predominantly contemporary brick or timber with steel roofs



The Christ the King Church on Hodgson Street



The Emu Creek State School (est. 1875)

Built form mass, scale and density	<ul style="list-style-type: none"> East Greenmount has a very low density. The key residential area comprises a grid of streets between New England Highway (A3) and Hodgson Street including Greenmount Connection Road, Ramsey Street and Leslie Street. This group of residences are of a mixed character and are predominantly contemporary brick or timber with steel roofs. The wider landscape contains a range of early farming properties and traditional timber character dwellings exist through the area. There are also scattered groups of residential dwellings, subdivisions of larger properties, located to the north-east of the Wheatsheaf Hotel, along Allens, Bells, and Lipps Roads. A number of properties in this area being smaller rural farming land holdings.
Heritage elements	<ul style="list-style-type: none"> In accordance with the categorisation adopted by Brannock & Associates (2010), East Greenmount is designated as rural 'village' and is considered of 'high priority' (i.e. it has not been subject to previous heritage investigation and is experiencing development pressures). There are no State heritage listed places in Greenmount East. Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include: <ul style="list-style-type: none"> 14433 New England Highway (A3) (2/GRE/0088) (Wheatsheaf Hotel) The Wheatsheaf Hotel is significant as a surviving component of the early development of the East Greenmount area, being established in the mid-1800s. It is a double-storey building of timber construction with cast iron balustrading and decoration, with bars on the ground floor and accommodation above. At the time of this study, it has closed to business. The Christ the King Church on Hodgson Street is a white painted traditional timber country church that acts as a local landmark. The Emu Creek State School (est. 1875) is located some distance from the Wheatsheaf Hotel further south along the New England Highway (A3). It is significant as a surviving component of the early development of the East Greenmount area and given its long history (over a century) providing educational services to this small community, the school makes an important contribution the character of the place.

Streetscape

Gateways and landmarks	<ul style="list-style-type: none"> The distinctive setting of East Greenmount creates a number of natural landmarks that define the experience of the town. However, there is no strong sense of 'arrival' anywhere in East Greenmount, though it could be considered that the bridge with the Wheatsheaf Hotel in the centre of the view and the rolling hills behind (including the hill that separates Greenmount and East Greenmount) acts as a natural gateway.
Links and Connections	<ul style="list-style-type: none"> East Greenmount has legible links and connections but the settlement is divided by the New England Highway (A3).
Facades, frontages and rhythm	<ul style="list-style-type: none"> Due to the dispersed nature of the settlement there is no cohesive streetscape character with settlement distinguished principally by its landscape setting and views out to the surrounding farmland and hills.
Street trees	<ul style="list-style-type: none"> There is no formal street tree planting in East Greenmount and the presence of trees is restricted to retained native Gum trees (<i>Eucalyptus</i> spp.) and other planted native and exotic trees in private properties. This includes a landmark pine next to the Wheatsheaf Hotel.
Pavements and parking	<ul style="list-style-type: none"> Pavements and parking areas are absent from East Greenmount with the exception of an informal gravel hardstand area next to the Wheatsheaf Hotel.
Furniture and art	<ul style="list-style-type: none"> There is no furniture or public art in East Greenmount.



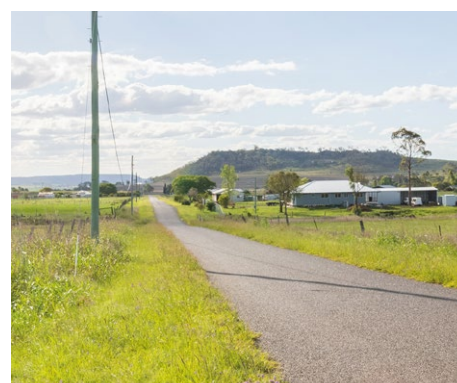
View south along the New England Highway (A3) towards Greenmount East



No real sense of arrival to Greenmount East



The Wheatsheaf Hotel is no longer in operation but contributes to the character of the town



There is no formal street tree planting in East Greenmount

Cultural heritage

Urban precincts/ character precincts	<ul style="list-style-type: none">• East Greenmount has a mixed rural character with no defined neighbourhood character precincts.
Cultural associations	<ul style="list-style-type: none">• Steele Rudd Memorial Park is located on the corner of Steele Rudd and Reg Lipps Roads. The park is dedicated to its namesake, the Rudd family, a fictional, historical family represented humorously in novels such as 'On Our Selection'. The Park features an interpretation of the timber shingle hut that the fictional family lived in, as described by the novel by Arthur Hoey Davis, a celebrated Australian author, who wrote under the pen name 'Steele Rudd'. Davis spent much of his childhood on his family's small block at Emu Creek where the harsh and simple conditions that characterised pioneering life became the inspiration for the novels. Steele Rudd Park is contained on a small portion of the original Davis property, providing an authentic link to the author's history.



Steele Rudd Memorial Park entrance

Scenic Amenity

Scenic lookouts and views	<ul style="list-style-type: none">• There are no formal scenic lookouts in or around East Greenmount.• However, elevated locations around the town including Steele Rudd Memorial Park have opportunities for extensive views out across the surrounding landscape.
View corridors	<ul style="list-style-type: none">• The local level <i>Steele Rudd Country Drive</i> passes through the town and provides opportunities for scenic viewing.• There are very strong viewing corridors from East Greenmount out to the surrounding farmland and hills.
Landmarks	<ul style="list-style-type: none">• A number of forested hills around East Greenmount act as natural local landmarks and form a setting to the town.• The Wheatsheaf Hotel and Church of Christ the King provide a local point of reference.
Perceptions	<ul style="list-style-type: none">• East Greenmount is a small rural community that presents as a collection of dispersed buildings located on and around the New England Highway (A3); the character of which is reliant upon the Wheatsheaf Hotel, Emu Creek and surrounding context of the rolling hills.



Steele Rudd Memorial Park slab hut



Forested hills in the surrounding area



View from Steele Rudd Memorial Park towards forested hills and open agricultural land

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Minimal growth pressure, with growth to be generally focused in existing township zoned areas.

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines and hills surrounding the settlement that contribute to the amenity of the town.
- Encourage private land owners to rehabilitate Emu Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values.

Built environment

- Maintain the existing low-rise and fine grained scale of the town.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Use any new residential development to create a more cohesive settlement pattern and character, whilst ensuring positive transitions are maintained with the surrounding rural landscape.
- Undertake heritage investigations to inform development planning.

Streetscape character

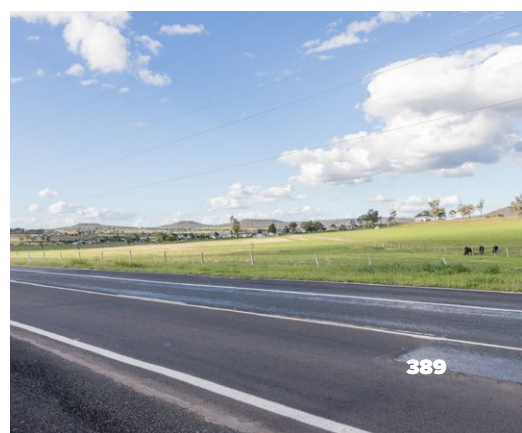
- Seek opportunities to strengthen the arrival experience into East Greenmount, in particular from the New England Highway (A3).
- Consider tree planting to reinforce the sense of place in accordance with the *Street Tree Masterplan* (this does not necessarily need to be formal boulevard planting as informal mixed native avenues may be more appropriate to the rural context).

Tourism

- Improve awareness through increased promotion and signage of regional and local tourist drives that pass through Greenmount including the regional *Scenic Route 4* and local *Steele Rudd Country Drive*.
- Update the *Steele Rudd Country Drive* Google Maps route to include Steele Rudd Memorial Park as per the route description on Council's website.

Scenic amenity

- Protect key view lines between the town and the surrounding rural area.
- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Greenmount, in particular towards the Greenmount Hills (north) (LCA C15) and Greenmount Hills (south) (LCA C16) and landscapes associated with the Great Dividing Range (LCA A6).
- Maintain views to key elements that complement the natural transitions to the town and, where appropriate, seek landscape enhancements to enhance amenity, for example the crossing over Emu Creek.



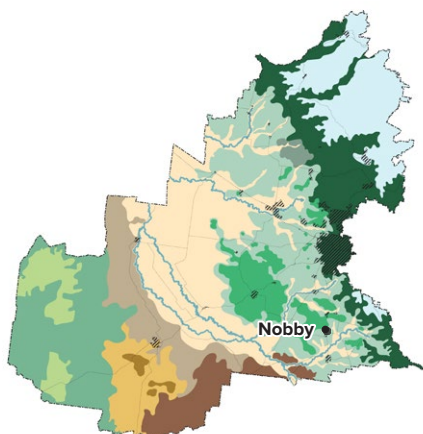


NOBBY

Nobby is a small picturesque rural town with a strong heritage character including the renowned Rudd's Pub, located on the South Western System railway, within the open and undulating basaltic uplands and with views to the surrounding rolling agricultural farmland and vegetated hills.

Location and boundaries

Nobby is a small rural town in the Darling Downs to the south of Toowoomba Region, close to Clifton. It is located around 32km south of Toowoomba and is accessed by rural roads including from the Nobby-Connection Road which connects to the New England Highway (A3).



Landscape and visual setting

- Nobby is located in a rural setting close to a number of landscape character types.
- The settlement is located on the slightly elevated landscape of **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B3: Kingsthorpe, Pittsworth and Nobby.**
- Land to the south of the town is associated with the valley of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G1 (b): Condamine River** which is centred on **LCT F: Alluvial Floodplain Riparian Corridor – LCA F3: Kings Creek.**
- The wider landscape setting of Nobby includes **LCT C: Darling Downs Forested Peaks and Ridgelines – LCA C16: Greenmount Hills (south)** to the north and **LCA C18: Pilton Hills** to the south.
- More distantly, to the east are located the elevated landscapes of **LCT A: Elevated Ridges and Plateaus – LCA A1 Great Dividing Range (South).**

Key character attributes

- Nobby is a small but notable town. The Nobby SSC is recorded as having a population of 563 people living in 248 private dwellings (ABS, 2016).
- The town is primarily accessed via the Nobby-Connection Road that connects to the New England Highway (A3) which lies around 4km to the west. It is also located at the juncture of a number of small rural roads including the Nobby-Greenmount Road, Felton-Clinton Road, Mount Kent Boundary Road and Comerford Road.
- Nobby has a strong character due its compact form and its picturesque tiny town centre with numerous interesting character buildings.

Legend

- Urban Extent
- Landscape Character Type (LCT) boundary
- +++++ Railway (operational)
- ===== Highways and Secondary Roads
- ===== Local Connector Roads
- ===== Local Roads
- ===== National Tourist Drive
- ===== Regional and Local Tourist Drives

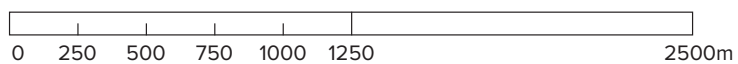
- ▲ Mountains
- Ridgelines
- Contours (10m)
- Waterways
- Reservoirs
- Greenfield Areas
- Town Centre
- State Heritage Listed Place

- Gateways*
- Key features
- Parks and open space

*Legend item not to scale



Figure 41: Key landscape and urban character features of Nobby



Historical influences and typology

Key historic influences and themes for Nobby are:

'Opening up' rural settlements: the advent of rail and establishing railway towns

Nobby is located on the southern railway line, which was constructed from Toowoomba to Warwick in the late 1860s. A fettlers camp, known as McDonald's Camp, was established in the area during the line's construction and by 1869, a small station building had been constructed in the camp. The subsequent railway siding was known as Nobby's Siding and the area became known as Nobby.

Living off the land: developing primary and secondary industries

With the resumption of nearby pastoral runs in the 1870s for agricultural settlement, the first selectors arrived in the Nobby area. The Headington Hill run was resumed in the late 1890s, attracting more selectors and prompting the growth of Nobby. Through the early twentieth century, drought affected many of the farming areas surrounding the town, but Nobby revived somewhat in the 1920s. The diversification of rural industries into grain production and mixed farming assisted its revival and that of the wider rural economy. Nobby was historically a centre for wheat and dairying, with a substantial grain shed (1922-98) established at the railway and a cheese factory.

Country living: establishing institutions and shaping community life

In the late nineteenth century, Nobby was a thriving village with a hotel, two stores and a post office. By the early twentieth century, Nobby also had a school, and a church, and a range of town lots were auctioned for settlement. Within a decade, the town's population increased, then serviced by two hotels, three stores, a school of arts, a church, a butcher, a baker, and two banks.

The Presbyterian church was constructed in 1910 and the school of arts was rebuilt in 1930 after the loss of the previous one by fire. Later, a substantial Lutheran church was built in 1941.

Nobby's population declined after World War II, probably affected by the proximity of Toowoomba and Clifton.



The South Western System railway line



A pastoral history



Large Bunya Pine on approach to Nobby along Tooth Street

Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none">• The settlement is situated on a west-facing slope that extends from around 470m AHD in the west of the settlement up to up to around 500m AHD in the east of the town.• The town has an underlying geology of basaltic rock associated with the Main Range Volcanics (Tm). The valley landscapes to the south comprise fertile alluvial deposits (Qa-QLD).• The wider setting of the town is created by a distant backdrop of the rolling forested hills of the Greenmount Hills including Rocky Point (up to 540m AHD) 4km to the north, Mount Kent (623m AHD) around 6km to the northwest and Mount Sibley (687m AHD) located around 9km to the northeast.
Hydrological features	<ul style="list-style-type: none">• Water is not a feature of the town. There are gentle seasonally wet drainage swales to the to the northwest of the town that drain to Kings Creek, which is, in turn, a tributary of the Condamine River.
Vegetation features & habitat values	<ul style="list-style-type: none">• Much of the land around Nobby has been cleared for agriculture and no habitat identified as MSES or areas of remnant habitat are located in the town. However, there are patches of Blue Gum (<i>Eucalyptus tereticornis</i>) and Yellow Box (<i>E. melliodora</i>) woodland on Cainozoic igneous rocks (RE 11.8.2a) associated with locally elevated areas to the north of the town.• Within Nobby there are no significant areas of native flora and vegetation largely comprises trees and vegetation (both exotic and native) within parks and private gardens.



View out over rural landscape with rolling forested hills in the distance



Bottle Trees and tourist route signage on Tooth Street



View towards the town from near Nobby Cemetery on Mount Kent Boundary Road

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> The town is centred on and bisected by the railway line (South Western System) which runs parallel to Tooth Street. As described above this was a fundamental aspect of Nobby's history but is now closed to both passengers and goods. The small town centre is focussed on the northern part of Tooth Street at the junction with Brodie Street. This includes a hotel, shops and an area of parkland. Elsewhere, the settlement includes a small number of civic and educational buildings including a church and Nobby State School. There is a railway siding (now disused) between Comerford Road and the railway in the northern part of the town. Most other buildings are residential, comprising relatively small town (low-medium density) blocks laid out in a fairly regular grid and orientated in an approximately north-northeast to south-southwest by west-northwest to east-southeasterly direction.
Open Space & Recreation	<ul style="list-style-type: none"> The key open space in Nobby is Sister Kenny Park which is located in the town centre and includes a range of shelters and amenities. It contains a memorial dedicated to Sister Elizabeth Kenny commemorating her life's work that was dedicated to the treatment of polio. The Nobby Recreation Reserve is located in the northwest of the settlement north of Comerford Street.
Built form mass, scale and density	<ul style="list-style-type: none"> Nobby presents as a small characteristic rural settlement comprising a collection of residential and community-use buildings spaced along Tooth Street and Sister Kenny Street. These two roads flank the railway line that dissects the town. An area off Tooth Street to the west of the town centre forms a residential subdivision with street network of twelve blocks. Except for the commercial and residential buildings addressing Tooth Street on the four blocks near the railway station, and a couple of dwellings to the south, the remainder of the housing was developed after 1955. A smaller early residential area is located to the northeast off both Hill Street and Davenport Street, the location of the school. In terms of residential character, several dwellings around the school at the east and the dwellings along Tooth Street to the west are early traditional timber character dwellings, with many originating in the c1890s. A range of dwellings were also constructed into the 1920s-1930s. The remaining area at the west contains modest post 1960s-2000s residences of contemporary character.



Traditional timber residential character



Character house and bottle tree



Typical rural residential dwellings



Town centre, on northern part of Tooth Street at the junction with Brodie Street



Nobby State School

Heritage elements

- In accordance with the categorisation adopted by Brannock & Associates (2010), Nobby is designated as a rural 'village' and is considered of 'low priority' (i.e. it has been subject to previous heritage investigation).
- State Heritage listed places include:
 - Victor Denton War Memorial (600414)
- Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include:
 - 8 Davenport Street (2/NOB/0125) (Uniting Church)
 - 59 Fett Road (2/NOB/0126) (Lutheran Church)
 - 86 Mount Kent Boundary Road (2/NOB/0127) (Cemetery)
 - 57 Sister Kenny Street (2/NOB/0128) (School of the Arts)
 - 3, 10, 12, 14 and 22 Tooth Street (2/NOB/0129-0133) (Stores, houses railway buildings and hotel)
- The single-storey Rudd's Pub, formerly known as the Davenport Hotel (c.1893), occupies a prominent position in the middle of Nobby. The building, although with several modifications, makes a strong contribution to the built character of Nobby and is significant as one of the oldest buildings.
- The Nobby General Store and Post Office, located on Tooth Street, occupies a central position and make a modest contribution to built form and character. General stores were a vitally important part of rural life in Australia in the nineteenth and early twentieth centuries, and in small places like Nobby, stores that stocked a wide variety of household supplies were frequently one of the first retail businesses to be established. Post office services were also often incorporated into the operations of the general store.
- The former Brodie & Co. (1914) store is a building of traditional character and is significant as a surviving component of the early development of Nobby. The shop, constructed in brick, is substantial with a rendered parapet front, post supported street awning and traditionally detailed timber framed shop windows (operating as The Pepperina Gallery – possibly the former butchery). This store makes a notable and highly aesthetic contribution to the streetscape and is likely to have been designed by prominent Toowoomba architects, James Marks and Sons.
- Sister Kenny House and Museum occupies a prominent position on the main thoroughfare opposite the general store, but it is a building of relatively modern construction and contributes little the built character.
- The Nobby School of Arts, located on Sister Kenny Street, makes a strong contribution to the Nobby townscape. Although this building is c.1930s (built to replace the previous c.1911 building that was destroyed by fire), it has still played an important role in the social history and cultural life of this rural settlement.
- Nobby State School is significant as a surviving component of the early development of Nobby, being established in 1911. The school makes an important contribution to the character of the place and reflects the important role of the establishment of schools in the development of rural communities.
- The Nobby Uniting Church is significant as a surviving component of the early development of Nobby, being established in 1910, and has played an important role in the social history and cultural life of Nobby.
- The former Nobby railway station building is a prominent feature in the centre of the town; however, it has been relocated slightly within its setting and now faces the street, rather than the line. The railway line itself also remains in place and together with the station building, is important surviving railway infrastructure that attests to the establishment and development of Nobby as a result of the railway.



Rudd's Pub and historic hotel on the northern part of Tooth Street at the junction with Brodie Street



Nobby General Store and Post Office, located on Tooth Street



Nobby School of Arts, located on Sister Kenny Street, makes a strong contribution to the Nobby townscape



Nobby Uniting Church (est. 1910) is significant as a surviving component of the early development of Nobby

Streetscape

Gateways and landmarks	<ul style="list-style-type: none">• The main gateway into Nobby is via the New England Highway (A3) to the east which entails approaching the town from the north on Nobby Connection Road/Sister Kenny Street. There is no distinct gateway experience.• From the south of the town the entrance is marked by the Nobby Shed (reclamation yard). A large Bunya Pine (<i>Araucaria bidwillii</i>) forms a natural sentinel marking arrival in the town.• From the west along Mount Kent Boundary Road there is a low key gateway relating solely to the transition from rural land to town after passing the cemetery.
Links and connections	<ul style="list-style-type: none">• The arrangement of Nobby around the railway and its small scale creates ease of legibility and wayfinding within the settlement.
Façades, frontages and rhythm	<ul style="list-style-type: none">• The Nobby town centre is characterised of single storey timber commercial buildings including posts built to boundary to provide shade.
Street trees	<ul style="list-style-type: none">• Nobby lacks a strong network of street trees. Therefore, trees in parks and gardens, including mature native trees, contribute significantly to the overall green character of the settlement.• The group of Bottle Trees (<i>Brachychiton rupestris</i>) in Sister Kenny Park and located on Tooth Street area make an important contribution to the town character.• The Bunya Pine noted above is also a highly significant feature.
Pavements and parking	<ul style="list-style-type: none">• Due to the low pressure on this settlement, parking is simple on street parallel parking• Paving in the centre comprises brick/paved areas associated with Rudd’s Hotel and simple concrete paths on other main streets. Within the residential zone, parking is on street and grassy verges without footpaths are present.
Furniture and art	<ul style="list-style-type: none">• Nobby does not have any significant artwork or furniture elements.



Nobby lacks a street tree network, but has mature native trees in parks and gardens



Parallel on-street parking is typical of the town



Tree planting within Sister Kenny Park



Remnants of the old railway siding, which was part of the South Western System

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none">Nobby has a traditional rural town character with many listed heritage buildings, particularly in the town centre, but no defined neighbourhood character precincts.
Cultural associations	<ul style="list-style-type: none">The town was gazetted as Davenport in the late nineteenth century but has always been known as Nobby, reputedly after a railway worker called Nobby Carver.Australian author, Arthur Hoey Davis, who wrote under the pen name 'Steele Rudd', spent much of his childhood on his family's small block at Emu Creek in the Cambooya district (which includes Nobby). Arthur Hoey Davis, 'Steele Rudd', purchased a farm five kilometres east of Nobby in 1909 after his successful Rudd family novels. He was secretary of the Nobby Farmers Union and chairman of the neighbouring Cambooya Shire (1914). Nobby's historical hotel had its name changed in 1980 to Rudd's Pub in recognition of Davis.Nobby was the home of Sister Elizabeth Kenny, an Australian nurse who was a pioneer in the treatment of polio in the 1930s-40s. Kenny's principles of muscle rehabilitation became the foundation of physical therapy or physiotherapy. A museum dedicated to Sister Kenny is located on Tooth Street, Nobby. She was buried with her family in Nobby Cemetery.



The Sister Kenny Museum and park are located on Tooth Street

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">Due to its low-lying nature relative to the surrounding landscape, there are no formal scenic lookouts in or near Nobby (the Mount Kent Observatory is nearby but is not accessible to the general public).There is an elevated view of the town and surrounding landscape from the high point near the water tower but there is no formal rest area in this location.
View corridors	<ul style="list-style-type: none">The local level <i>Steele Rudd Country Drive</i> passes through Nobby and provides an important scenic corridor. A number of promoted motorcycle routes also pass through Nobby.From within town views to the surrounding farmland and distant hills are possible and provide important context to the town.
Landmarks	<ul style="list-style-type: none">Key landmarks within the town that are visible from the surrounding landscape are the Bunya Pine (described above) and a prominent water tower located on the rise above the town.Various heritage buildings in the town centre as described also serve as local landmarks, particularly Rudd's Pub and the railway sidings.
Perceptions	<ul style="list-style-type: none">Nobby is a quaint town with an attractive character and interesting buildings with strong connections to renowned local people.



Nobby Cemetery



The water tower is a high point and prominent landmark of the town



A quaint town with picturesque rural character

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Minimal growth pressure, with growth to be generally focused in existing planned areas.
- Water quality and security issues are currently a major concern for towns within the southern region and a constraint to growth. However, there is future potential for increased growth pressure with the delivery of the proposed southern water pipeline (currently being developed).

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines surrounding the settlement, including landscapes in the vicinity of Rocky Point, Mount Kent, Kent and Mount Molar that contribute to the amenity of the town.

Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and fine grained scale of the town centre precinct.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Nobby, in particular from the south along Felton-Clifton Road and from the north along Greenmount-Nobby Road.
- Build on the existing framework of street trees within the town through developing a strategy for streetscape tree planting to ensure succession planning and to complete residential streets that currently lack a framework of street trees. Include bottle trees and temperate species as appropriate, in accordance with the *Street Tree Masterplan*.

Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Nobby including the *Adventure Way Discovery*, one of Queensland's 'Big Sky Country Drives', the regional *Scenic Route 4* and *Scenic Route 41* and local *Steele Rudd Country Drive*.
- Consider opportunities for a rest area associated with the local high point at the water tower.

Scenic amenity

- Maintain and celebrate views from within the town to the surrounding farmland and distant hills, particularly those in the vicinity of Rocky Point, Mount Kent, Kent and Mount Molar (LCA C16).



WESTERN REGION

The western region contains the large towns of **Oakey**, **Millmerran** and **Pittsworth**, along with the following smaller towns:

- Bowenville
- Brookstead
- Cecil Plains
- Jondaryan
- Mount Tyson
- Southbrook

The western region is considered important in the role it plays in celebrating the character of the Condamine River floodplain, Pittsworth Hills and agricultural legacy of the Toowoomba Region. Due to the relatively flat and open character of the western region, major highways and railways are a key feature.

Development pressure within these settlements is minimal, with the exception of Oakey and Pittsworth which are experiencing steady growth pressure.

The acknowledgement and ongoing management of the existing character and heritage values within these settlements in recognition of the contribution they make to the character and tourism appeal of the Toowoomba Region as a whole, is important. This includes protecting the vegetated character of surrounding elevated landscapes and the rural setting of these towns.





Figure 42: Settlements within the western region

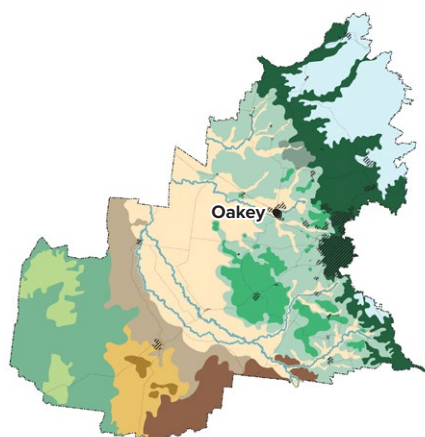


Oakey

Oakey is the largest regional town in the Toowoomba Region and well known as an important army base. It is located in the Darling Downs on the West Moreton System railway, with the Warrego Highway (A2) skirting the southern edge of the town. The town is set within a rich agricultural area and dissected by Oakey Creek, which contributes to an important greenspace corridor through the town.

Location

Oakey is a significant regional town located 27km northwest of Toowoomba City centre and is accessed from and located north of the Warrego Highway (A2), which forms the southern boundary of the settlement. The existing West Moreton System railway traverses the northern part of the town. Much of the town is situated between the Warrego Highway (A2) and railway.



Legend

- Urban Extent
- Landscape Character Type (LCT) boundary
- +++++ Railway (operational)
- ==== Highways and Secondary Roads
- ==== Local Connector Roads
- ==== Local Roads
- ==== National Tourist Drive

Landscape and visual setting

- The majority of Oakey lies on and is surrounded by fairly flat and low-lying land that forms part of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G2: Oakey Creek**, which is a rich agricultural area that produces grain, cotton, oilseeds and other crops.
- This floodplain landscape is centred on Oakey Creek – **LCT F: Alluvial Floodplain Riparian Corridor – LCA F4: Oakey Creek** – and the older parts of the town including Campbell Street (SR68) lie close to a pronounced meander in the creek line.
- To the east, the land rises and newer parts of the town traverse **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B3: Kingsthorpe, Pittsworth and Clifton**.
- The key arrival to Oakey is from the Warrego Highway (A2), the western approach is via the Old Warrego Highway (A2) and the eastern approach is via Toowoomba Road. Alternative arrival from the rural landscape to the north is via the Oakey Cooyar Road.
- Due to the flat nature of the landscape, views out are constrained limiting the amount of contextual landscape that is visible. Where views are possible, these typically comprise distant views to a low horizon created by the ranges to the east and north.

Key character attributes

- Oakey is a thriving centre with a mixture of old and new buildings, including residential, commercial and industrial buildings. It has a more intensive urban character than most other rural towns in the Toowoomba Region.
- The Oakey UCL has a population of 4,326 with the wider Oakey SSC having a population of 4,705 people (ABS, 2016).
- The town's vitality relates to its function as a service centre for neighbouring towns such as Jondaryan, Gowrie Mountain, Kingsthorpe, Kulpi and Peranga.
- Oakey has a strong military presence and includes the Oakey Army Aviation Centre, Australian Army Flying Museum and airfield, located on flat land to the north of Oakey.
- Oakey provides a number of support services for the region's agricultural sector and the presence of secondary agricultural processing facilities such as Oakey Beef Exports meat works and the Riverina Stockfeed grain processing facility contribute to the character of the town and capitalise on the town's proximity to the Warrego Highway (A2).
- Oakey creek forms an important element in views within the town and forms a vegetated spine of green space through the settlement.

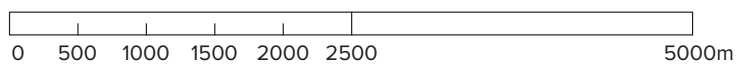
- ==== Regional and Local Tourist Drives
- * Hills
- Ridgelines
- ==== Contours (10m)
- ==== Waterways
- ==== Reservoirs
- ==== Greenfield Areas

- ==== Town Centre
- ==== Gateways*
- ==== Key features
- ==== Parks and open space

*Legend item not to scale



Figure 43: Key landscape and urban character features of Oakley



Historical influences and typology

Key historic influences on Oakey include:

The early Darling Downs: exploring the land and establishing settlements

Originally, Oakey formed part of the Westbrook pastoral station; however, with the resumptions of land in the 1860s to encourage closer settlement, an area of land reserve from the western part of this station was resumed in 1868 for the creation of a town. Strategically situated on the banks of Oakey Creek, Oakey emerged as one of the small settlements serving the pastoral industry in this part of the Darling Downs.

'Opening up' rural settlements: the advent of rail and establishing railway towns

Oakey was principally established as a result of the construction of the western rail line between Toowoomba and Dalby. From Kingsthorpe, construction on the railway line continued west, reaching what would become the town of Oakey in 1867. The railway was the major form of inland transport in the nineteenth century and an important factor in the settlement of towns, which were established as a result of the line being constructed and a station or stopping point being established at that location – including Oakey.

In 1912, Oakey was selected as the railhead to Cooyar to the north and became a busy rail junction a few years later when another branch line was constructed to Cecil Plains (1915, 1917). Although Jondaryan was the district's first town, Oakey soon emerged as the dominant population centre on the basis of its position along the western railway line and its role as a railhead.

Although it was not a terminus, Oakey nevertheless functioned as a railhead with lines constructed from this town to other places (e.g. Cooyar and Cecil Plains / Mount Tyson) within the Toowoomba Region. As a result, Oakey became the main centre in this part of the Darling Downs and prospered in comparison to both Jondaryan and Bowenville, the other towns on the rail line to Dalby. It was located far enough away from both Toowoomba and Dalby that its population and infrastructure was able to grow independently: Oakey's role as a railhead on the western line meant it was able to act as a service town to the surrounding major pastoral stations and the agricultural selections that grew around it, rather than have activity drawn to larger settlements.

Living off the land: developing primary and secondary industries

Within 30 years, Oakey had developed into a substantial town with several primary industries. Much of the remaining land reserves forming the Westbrook pastoral station had been subdivided for selection, and agriculture, pastoralism (including dairying and wool production), meat works, and coal mining industries were well-established as a result of the town's proximity to the railway line.

Dairying was particularly dominant, with local farmers supplying large quantities of cream to the local cooperative butter factory in Oakey. The Oakey District Co-Op Butter Factory Association formed in 1901 and commenced production the following year; the original building was destroyed by fire in 1912, and was replaced, only to be burnt down again in 1925. The current building dates from 1929 and was modernised in 1942, supporting 33 permanent staff and 500 cream suppliers. Post-World War II, the factory was purchased by Kraft Foods International. As was occurring elsewhere in south-east Queensland, by the 1970s-80s Oakey's emphasis on dairying shifted to the beef and cattle-grazing industry, resulting in the establishment of feed lots and an abattoir.

Country living: establishing institutions and shaping community life

By 1910, Oakey was well-established with a population of approximately 1,000, and a thriving town centre with six hotels, four churches, two banks, a police station, a state school, and a post office, a cooperative butter factory, and a series of small stores. The town also supported an annual pastoral and agricultural show for the local region.

By the 1920s, there were four collieries being worked in the vicinity of Oakey. During World War II, a major aircraft repair and maintenance aerodrome opened just north of the town, at which nearly 2,000 RAAF and WAAAF personnel were stationed. Post-war, a range of new civic facilities were established including a CWA private hospital, a Catholic primary school, a cinema, a race club and churches of various denominations.

Today, Oakey is still one of the larger regional towns in the Toowoomba LGA. It is located on the edge of the resource-rich Surat Basin, with coal mining operating in the surrounding area. Current local rural industries are predominantly cropping, beef grazing and feedlotting. An abattoir still operates on the western side of town. The extant Oakey Butter Factory building is in situ, fronting Bridge Street (SR68).

View along Campbell Street (SR68) in Oakey town centre >



