

Regional gateways and connections

Aim: Important gateways and approaches to the region that contribute to the identity and attractiveness of the Toowoomba Region and celebrate our natural and rural landscapes are protected and enhanced.

Regional gateways are considered to be areas associated with points of arrival along major roads, particularly national and regional scenic routes, that provide viewing opportunities across the rural and natural landscape for a large number of residents and visitors entering the Region. These areas are important in the role they play in promoting the character of the Toowoomba Region. Other regional approaches and lower order roads that provide access to the Toowoomba Region are principally distinguished by municipal signage.

The importance of protecting the visual amenity of and views from regional gateways is acknowledged by a number of local governments, including Sunshine Coast Council.

Regional gateways to the Toowoomba Region are shown in Table 17, on Figure 66 and Figure 67 and discussed below in detail.

Table 17: Regional gateways and map references

	Regional gateways
Eastern	<ul style="list-style-type: none">• Warrego Highway (A2) (westbound) (#4)• Toowoomba Connection Road (A21) (#3)• Gatton-Clifton Road (SR80) (#2)• Esk-Hampton Road (SR85) (#1)
Northern	<ul style="list-style-type: none">• D'Aguiar Highway (A17) (eastbound and westbound) (#6 and #7)
Southern	<ul style="list-style-type: none">• New England Highway (A3) (#5)

Eastern Gateways

- Warrego Highway (A2) - approaching Toowoomba City from Withcott and Lockyer Valley region.
- Toowoomba Connection Road (A21) - approaching Toowoomba City from Withcott and Lockyer Valley region.
- Gatton-Clifton Road (SR80) - approaching from Gatton via Ma Ma Creek and Lockyer Valley region.
- Esk-Hampton Road (SR85) - approaching from Esk via Ravensbourne and Somerset region.

The eastern gateways provide several unique experiences and a plethora of opportunities to experience scenic views of vegetated and steep landscapes associated with the eastern approach and traverse of the Great Dividing Range and Toowoomba Escarpment. These gateways are important as they include key access routes that connect the Toowoomba Region to the Locker Valley and Somerset regions, as well as Brisbane and other parts of South East Queensland.

Views from these key gateways (particularly the Warrego Highway (A2) and Toowoomba Connection Road (A21)) should be protected and enhanced, including with consideration to retaining the intactness of existing vegetation along the Toowoomba Escarpment and Great Dividing Range, particularly in areas with high visual exposure. Additional opportunities to strengthen the gateway arrival experience along the Warrego Highway (A2) (Toowoomba Bypass) should also be considered.



View towards the Great Dividing Range travelling along Esk-Hampton Road (SR85)



View towards the Toowoomba Escarpment and Great Dividing Range travelling along the Toowoomba Connection Road (A21)



View towards the Great Dividing Range travelling along the Warrego Highway (A2)



View towards landscapes associated with the Great Dividing Range travelling along Gatton-Clifton Road (SR80)



View towards landscapes associated with the Great Dividing Range travelling along Esk-Hampton Road (SR85)

Northern Gateways

- D'Aguilar Highway (A17) - approaching Yarraman from Blackbutt and Somerset region.
- D'Aguilar Highway (A17) - approaching Yarraman from Nanango and South Burnett region.

The northern gateways are strongly influenced by their rural and vegetated landscape character and connection to the Bunya Mountains and surrounding plantation forestry. These gateways provide opportunities to experience expansive views towards the surrounding rolling hills punctuated with distinctive Bunya Pines, as well as lower-lying agricultural landscapes associated with Cooyar and Yarraman creeks. These gateways are important as they are the key gateways to the Toowoomba Region from the South Burnett and Somerset regions.

Key viewing opportunities from these gateways should be protected and enhanced, including with consideration to retaining the rural and natural character of these areas.

Southern Gateway

- New England Highway (A3) - approaching from Allora and Southern Downs region.

The southern gateway is strongly influenced by the surrounding basaltic uplands. This gateway provides expansive views across the surrounding rural landscape, including towards surrounding forested peaks and ridgelines and alluvial floodplain landscapes. This gateway is important as it is the key gateway to the Toowoomba Region from the Southern Downs region.

Open, expansive views from this gateway should be protected and enhanced, in particular with consideration to views towards iconic landscape features such as mountains and mesas. Consideration for opportunities to improve the roadside amenity adjacent the New England Highway should also be considered.

Regional approaches to the Toowoomba Region, that are not considered to be 'gateways' (but are still important on account of the number of travellers entering the region through these areas). Regional approaches are shown in Table 18 and described below.

Table 18: Regional approaches and map references

	Regional approaches
Western	• Warrego Highway (A2) (eastbound) (#1)
Southwestern	• Gore Highway (A39) (#2)

The western approach

- Warrego Highway (A2) - approaching from Dalby and Western Downs region.

The western approach to the Toowoomba Region, whilst strongly influenced by the surrounding floodplain associated with the Condamine River and its tributaries, is not currently a highly distinctive gateway due to the broad nature of the surrounding landscape. The Warrego Highway provides expansive views across the surrounding agricultural landscape, which supports a mosaic of crops and several national, regional and local scenic routes (refer below).

The southwestern approach

- Gore Highway (A39) - approaching from Goondiwindi and the Goondiwindi region.

The western approach to the Toowoomba Region is strongly influenced by the surrounding elevated and undulating rural landscape and state forest areas. The Gore Highway (A39) provides opportunities for views towards expansive areas of native forests dominated by *Callitris* spp. and unique landscape features including 'jump ups' and rocky ridgelines. The Gore Highway is important as it is the key gateway to the Toowoomba Region from the Goondiwindi region, however does not currently support any advertised scenic routes.

Open views towards natural and rural landscapes from the Gore Highway should be protected and enhanced, whilst consideration for opportunities to improve the roadside amenity adjacent to the Gore Highway should also be considered.



Typical view approaching Yarraman from Blackbutt and the Somerset region along the D'Aguilar Highway (A17)



Typical view approaching Yarraman from Nanango and the South Burnett region along the D'Aguilar Highway (A17)



Typical view travelling along the Warrego Highway (A2)



Typical view travelling along the Gore Highway (A39)

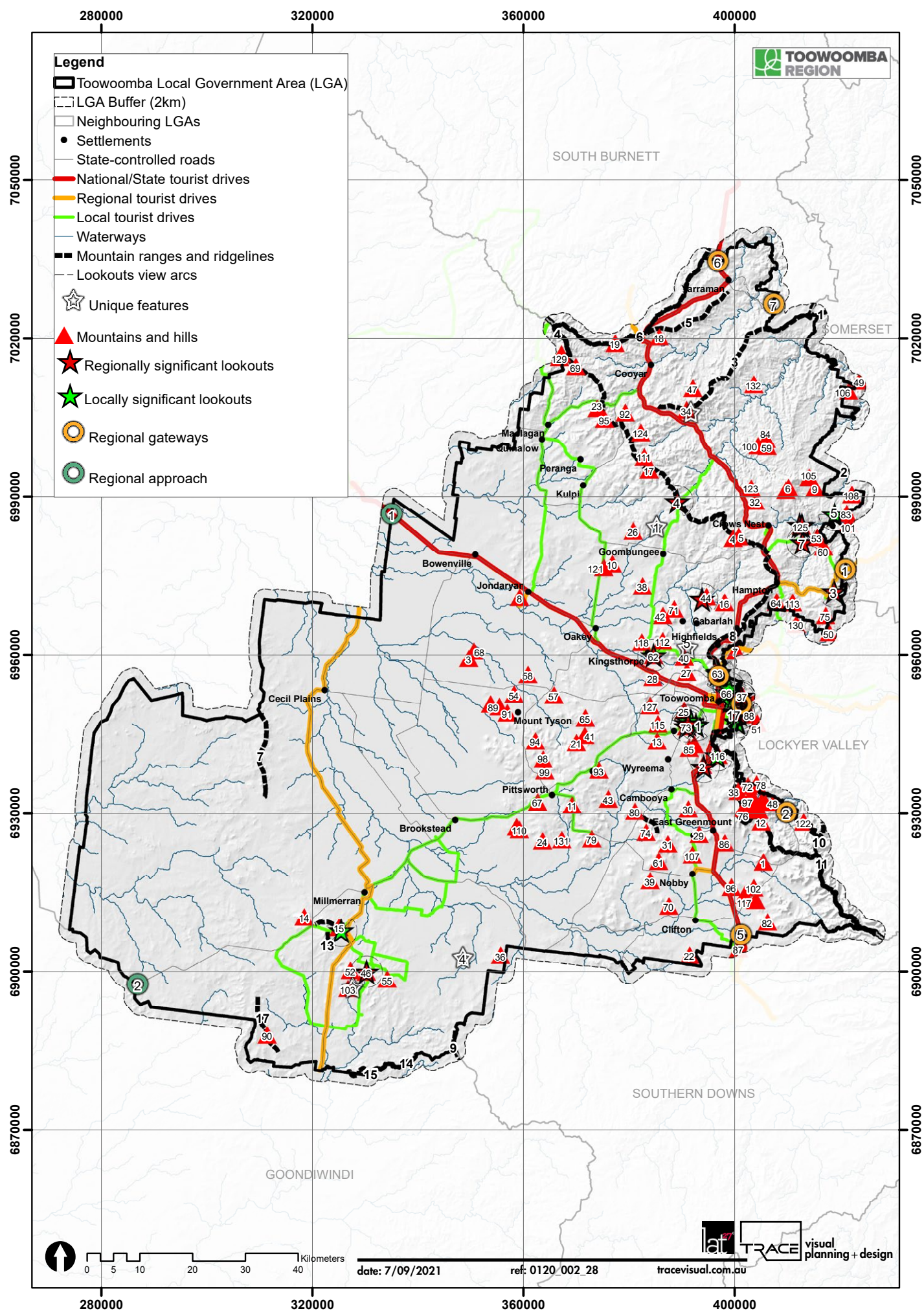


Figure 66: Key landscape features, scenic routes, strategic viewing locations and regional gateways and connections within the Toowoomba Region

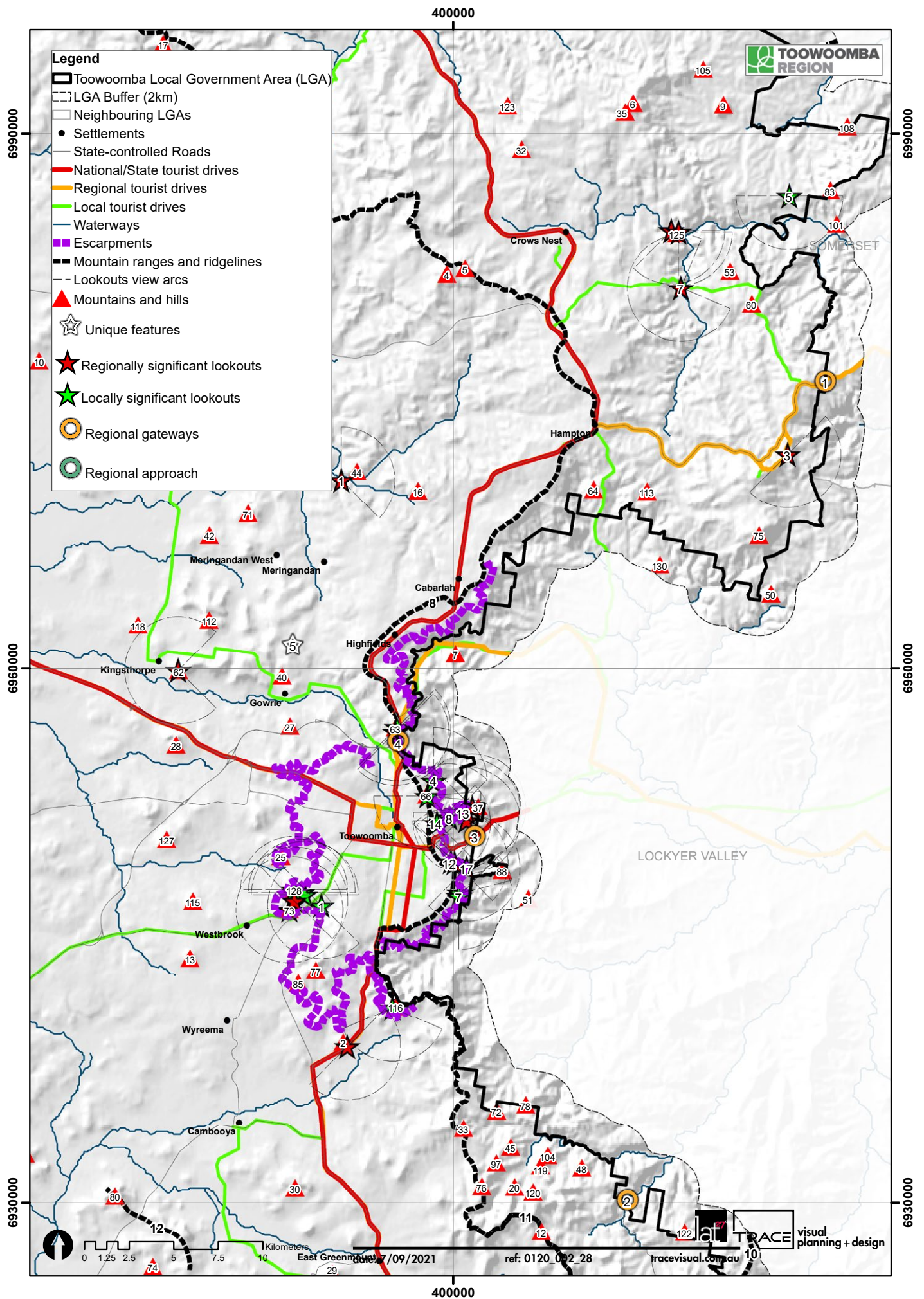


Figure 67: Key landscape features, scenic routes, strategic viewing locations and regional gateways and connections near Toowoomba City

Inter-Urban Breaks

Aim: Sub-regional and intra-urban breaks are utilised to limit urban or rural residential development in critical areas to ensure communities remain distinct and separated by scenic landscape and inter-urban breaks. Sub-regional inter-urban breaks and intra-urban breaks both also provide opportunities for the provision of landscape corridors and opportunities for public recreation (including nature appreciation) and support ecosystem services in close proximity to urban areas.

The importance of maintaining inter-urban and intra-urban breaks is acknowledged in *ShapingSEQ* and supported by a number of local governments, including Sunshine Coast Council.

Sub-regional inter-urban breaks are provided by the rural landscape and its various landscape values and frame the urban areas. These non-urban areas contribute to the protection of landscape and urban character and scenic amenity values by:

- Assisting to retain local community and place identity through the physical separation of individual places and communities within the Toowoomba Region.
- Providing a visual buffer between urban areas that celebrates the rural landscape setting.
- Protecting areas identified as having high scenic or landscape value that contribute to the amenity of nearby urban area.

Intra-urban breaks are areas within the existing or future built fabric that contribute to the protection of landscape and urban character and scenic amenity values by:

- Assisting to retain local community and place identity by separating urban areas into distinct and identifiable neighbourhoods.
- Providing a visual buffer or transition between adjacent neighbourhoods to reduce the perception of the scale of development.
- Protecting areas of high scenic amenity and green corridors within identified growth areas to separate new urban areas into distinct and identifiable neighbourhoods.

Greenfield development and new urban areas may result in a loss or reduction of existing open and rural land between settlements (inter-urban breaks) and result in the coalescence of communities. The provision of inter-urban and intra-urban breaks is therefore an important consideration for structure planning in future development and higher density areas within the Toowoomba Region and will be further informed through growth management planning. Therefore, all inter-urban and intra-urban breaks identified within these recommendations might not be prioritised over other identified needs for land to support urban growth. Where inter-urban breaks are identified through the Toowoomba Region Futures program, permitted land uses within each will need to be defined.

Table 11 below provides a summary of potential regulatory matters, current planning scheme provisions and considerations for inter-urban breaks within the current planning scheme.

Table 19: Potential regulatory matters, current planning scheme provisions and considerations

Potential regulatory matters	Current Planning Scheme provisions	Response Considerations
Identify, maintain, provide inter-urban break	Strategic Framework maps for Settlement Pattern and Natural Environments identify Bushland Corridors, Natural Corridors and Areas of Environmental Significance.	Strategic intents for inter-urban breaks are found through strategic framework but are not currently specifically mapped. Bushland, corridors and environmental significance protections should continue in new planning scheme. Consider mapped response for inter-urban breaks if land use intents of new planning scheme do not sufficiently restrict development in these areas to secure their preservation over the long term.
Maintain and enhance inter-urban break	Highfields, Meringandan and Meringandan West Local Plan: Inter-urban breaks intended to physically define communities under this local plan (Highfields from Toowoomba City; Meringandan separate from Highfields; and Meringandan West is a physically separate rural residential community). Glenvale Local Plan: Identifies integrated open space network through Glenvale centred on Spring Creek riparian corridor and incorporates major landscape features such as vegetated knolls, pockets of remnant vegetation and permanent lake features.	Strategic intents for inter-urban breaks are described with high importance to community identity for Highfields, Meringandan and Meringandan West. Glenvale Local Plan identifies green corridors within the LP area but not inter-urban breaks. Currently no local plan for Westbrook or Gowrie. To maintain these breaks, the landscape and urban character for the subject townships must be prioritised over growth pressures for urban expansion. It is noted that these will be informed by the GMP. Minimum requirements for each inter-urban/intra-urban break may be considered. Considerations to include vegetation species, waterway quality, access or minimum distance between urban areas – dependent on defining function of the proposed breaks (e.g. simply no development, or no development plus naturalised landscape, or multiple uses recreation, open space, and/or stormwater allowed).
Maintain and enhance inter-urban break	CWEALP Local plan: Includes performance and acceptable outcomes to protect and enhance special features (such as important vegetation, landforms, waterways and views). Requires ROL to contribute to strong and positive identity by responding to site characteristics, setting, landmarks, places of cultural heritage significance, views, and by establishing clearly legible road hierarchy and streetscaping themes.	Acceptable outcome for ROL details requirements for open space: (a) in a minimum 70m wide corridor on either side of the centreline of a waterway or in a corridor the width of flood prone land, established and maintained as a vegetated area along each side of the waterway. Requirements should be consistent through new Planning Scheme in areas adjoining/ adjacent inter-urban breaks. This will be dependent on definition of inter-urban break and permitted uses and whether this is a discrete buffer, or transition of land uses etc.

An overview of each proposed sub-regional inter-urban break and intra-urban break supported by the findings of the TRLUCS and TRSAS is included below, which provides:

- An indicative map of each proposed inter-urban or intra-urban break.
- How each proposed inter-urban or intra-urban break contributes to the protection of landscape or urban character values.
- Land uses and lot sizes considered to be appropriate within each proposed inter-urban or intra-urban break.
- A prioritisation of each proposed inter-urban or intra-urban break in relation to current land supply issues and development pressures from a landscape character perspective.

In addition, further consideration should be given to the management of the relationship between the settlements of **Meringandan** and **Meringandan West**, and how the community identities of these areas are reinforced through future planning for growth.

North Toowoomba Sub-regional Inter-Urban Break

Rationale for provision:

- Encroachment of new urban areas into the viewsheds of adjacent communities.
- Ongoing development pressure for the expansion of residential development within rural and rural residential zoned areas, including within existing inter-urban breaks identified within the planning scheme (noting that these are not currently mapped).
- Potential for the reduction in landscape character values of rural areas in close proximity to urban areas, which were identified by the community as being a huge positive of the Toowoomba Region.

Purpose:

- To maintain a rural and vegetated landscape buffer between the northern suburbs of Toowoomba, Gowrie, Highfields and Meringandan in order to:
 - Ensure the rural and vegetated landscape character of the area that is highly valued by local communities is maintained and enhanced.
 - Maintain visual separation between the communities of Toowoomba, Gowrie, Highfields and Meringandan.
 - Contribute to the retention of the unique character and identity of these communities through maintenance of physical separation of residential development associated with these areas.
 - Protect areas identified as having high scenic amenity value that are in close proximity to urban and emerging urban areas and contribute to the scenic amenity of these urban areas.
 - Protect the existing qualities of available views across this landscape, including from existing residential communities.
 - Protect and enhance vegetation within this area that is an example of remnant vegetation communities associated with the basaltic hills and alluvial plains along Gowrie Creek and Meringandan Creek.

Acceptable uses:

- Continued development in accordance with existing land use zoning supported.

Priority:

- High



View from Highfields towards Gowrie Mountain across the rural landscape



Looking towards the rural landscape and future urban areas from the eastern most extent of Gowrie



Intervisibility between Highfields and Meringandan is increasing eroding separations



View from new urban areas near Mount Kynoch towards Toowoomba City



View towards Toowoomba across the rural valley showing rural residential development

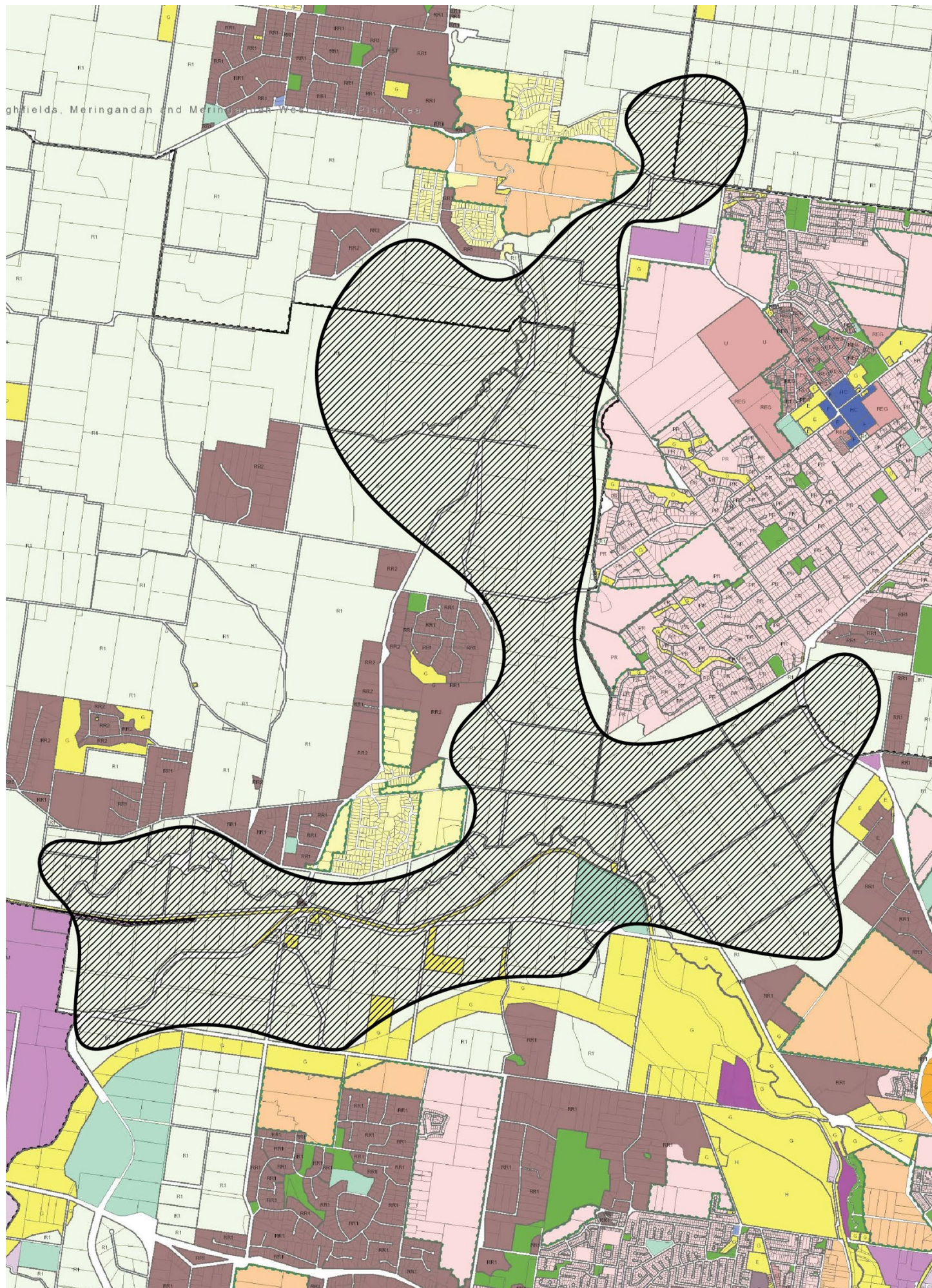
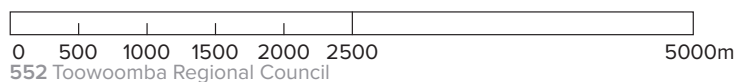


Figure 68: Existing Land Use zoning and proposed North Toowoomba Subregional Inter-Urban Break





Existing rural zoned land within the proposed Inter-Urban Break near Highfields is of high scenic amenity value and contributes to the rural landscape setting of settlements

Cabarlah and Highfields Intra-Urban Break

Rationale for provision:

- Development of rural land within Highfields for small lot residential development has the potential to impact the rural residential and vegetated character that defines the character of the setting of Highfields and Cabarlah.
- Potential for future development pressure within rural and rural residential zoned areas.
- Also includes vegetation within MLES07 - Wet Sclerophyll Forests which is identified as an being a Climate Change Adaptation and Refugia Area and provides habitat areas for local significant species and areas identified as being Very High to Medium priority for rehabilitation.

Purpose:

- To maintain a rural and vegetated landscape transition between emerging small lot residential communities within Highfields and existing large lot rural residential areas in Cabarlah in order to:
 - Ensure the vegetated landscape character of Cabarlah is maintained and enhanced.
 - Provide physical and visual separation between and maintain the setting of the communities of Highfields and Cabarlah.
 - Contribute to the retention of the unique character and identity of these communities.
 - Protect areas and landscape assets identified as having high scenic amenity value that contribute to the scenic amenity of Highfields and Cabarlah.
 - Protect and enhance vegetation within this area, which contains the endangered remnant vegetation community 12.5.6a which is identified within MLES07 - Wet Sclerophyll Forests.

Acceptable uses/strategies:

- Continued development in accordance with existing land use zoning supported.
- Provision and enhancement of vegetated buffers (including through future streetscape design).
- Retention of existing visually significant vegetation and areas of ecological significance within greenfield areas where possible (including through retention within public open space network and private lots).

Priority:

- High

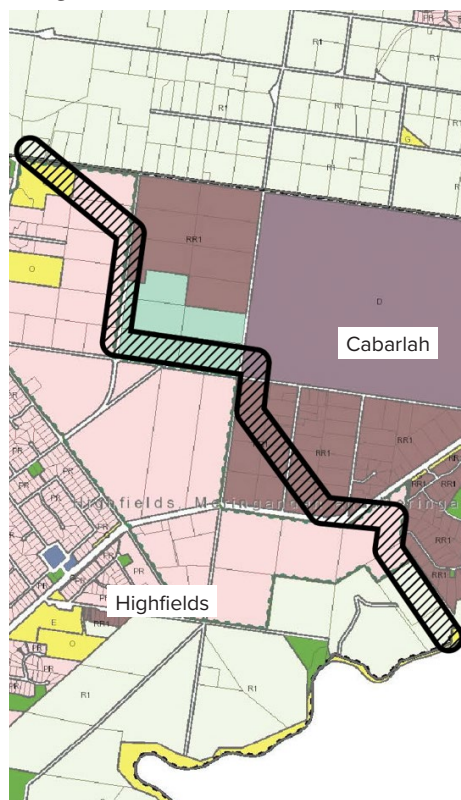


Figure 69: Existing Land Use zoning and proposed Cabarlah and Highfields Intra-Urban Break

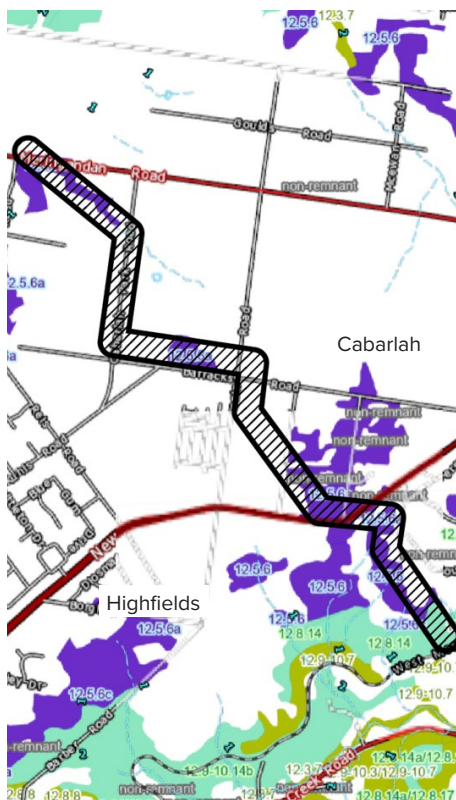


Figure 70: Remnant Ecosystems and proposed Cabarlah and Highfields Intra-Urban Break



Existing rural areas subject to future residential development



Existing vegetation alongside road corridors within future urban areas



Highfields Sport and Recreation Park contributes to the visual and physical separation of these communities



Future urban land (right hand side) and rural land uses (left hand side)



Interface between new residential development within Highfields and rural residential properties within Cabarlah

Westbrook and Glenvale Intra-Urban Break

Rationale for provision:

- Future development of rural areas between Westbrook and Glenvale in accordance with the *West Toowoomba Structure Plan* has the potential to reduce the visual separation of Westbrook and Glenvale and impact upon the landscape setting of these communities.
- Encroachment of new urban areas into the viewsheds of adjacent communities and as viewed from regionally significant scenic lookouts within Mount Peel Bushland Park.
- Also includes vegetation within MLES04 - Basalt Hilltops SE Downs which is identified and areas identified as being Very High to Medium priority for rehabilitation.
- Provides an opportunity to retain ecological connectivity between Mount Peel Bushland Park and Spring Creek while supporting recreational trail use.
- Contributes to the protection of landscape character and visual amenity along the proposed Westbrook to Wyreema Rail Trail corridor.

Purpose:

- To maintain a vegetated landscape transition within future urban areas identified within the *West Toowoomba Structure Plan* in order to:
 - Contribute to the physical and visual separation and retention of the unique character and identity of the communities of Westbrook and Glenvale.
 - Protect areas identified as having high scenic amenity value that are within future urban areas and contribute to the scenic amenity of these and adjacent urban areas.
 - Protect and enhance vegetation within this area that is an example of remnant vegetation communities associated with the basaltic hills (RE 11.8.5, 11.8.8 and 11.8.2a).
 - Maintain existing mature vegetation and areas of high scenic amenity value that contribute to the scenic quality of views from Mount Peel Bushland Reserve and associated scenic lookouts.

Acceptable uses/strategies:

- Review Westbrook Structure plan to consider measures to protect visually significant vegetation within the future development of the area.
- Retain and/or provide vegetated buffers through future streetscape design to contribute to visual separation of future urban areas (particularly along ridgelines).
- Retention of existing visually significant vegetation and areas of ecological significance within greenfield areas where possible (including through retention within public open space network and private lots).

Priority:

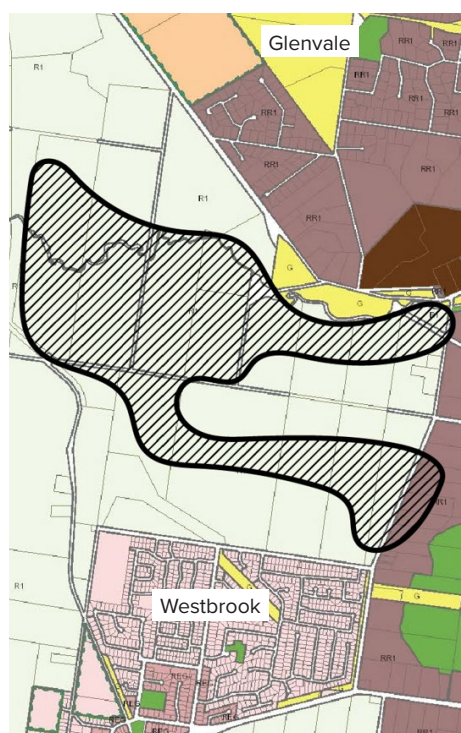
- Medium



View from Boundary Street towards Westbrook showing future urban land in the distance



Vegetation along the subtle rise contributes to the visual separation of Westbrook and Glenvale



Existing Land Use zoning and proposed Westbrook and Glenvale Intra-Urban Break

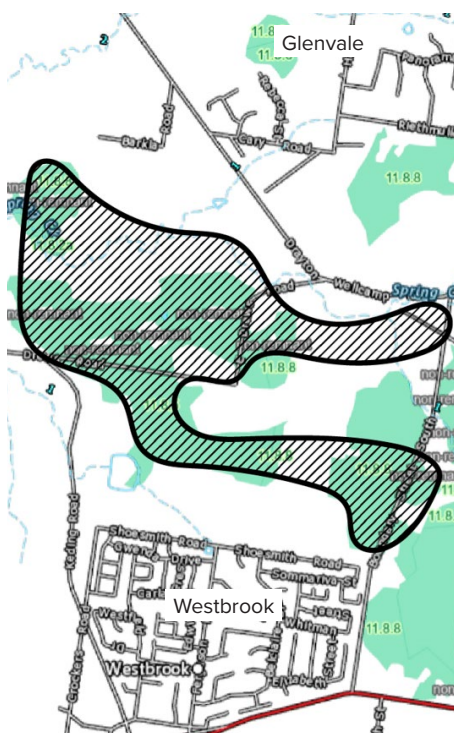


Figure 71: Remnant Ecosystems and proposed Westbrook and Glenvale Intra-Urban Break

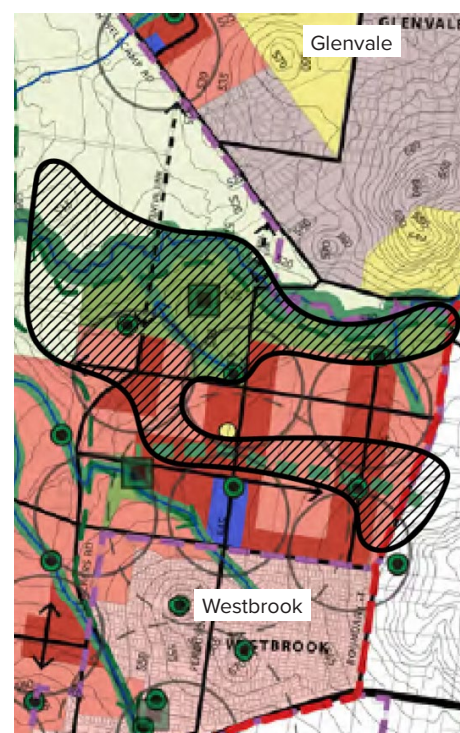


Figure 72: Existing West Toowoomba Structure Plan and proposed Westbrook and Glenvale Intra-Urban Break



View from Mount Peel summit and lookout showing future urban land and existing vegetation



Figure 73: Indicative areas of high scenic amenity value (values 10-8) shown in red and proposed Westbrook and Glenvale Intra-Urban Break



Distant view to Westbrook showing how existing vegetation breaks up urban form

Gowrie and Kingsthorpe Sub-regional Inter-Urban Break

Rationale for provision:

- Protection of elevated and visually dominant ridgelines in the vicinity of Mount Kingsthorpe that provides visual separation between the communities of Gowrie and Kingsthorpe.
- Ongoing development pressure for the expansion of residential development within rural and rural residential zoned areas.

Purpose:

- To maintain a rural and vegetated landscape buffer between Gowrie and Kingsthorpe in order to:
 - Ensure the rural and vegetated landscape character of the area is maintained and enhanced.
 - Maintain physical and visual separation between the communities of Gowrie and Kingsthorpe.
 - Contribute to the retention of the unique character and identity of these communities through maintenance of physical separation and protection of elevated ridgelines.
 - Protect areas identified as having high scenic amenity value that are in close proximity to urban and emerging urban areas and contribute to the scenic amenity of these urban areas.
 - Protect and enhance vegetation within this area that is an example of remnant vegetation communities associated with the basaltic hills (RE 11.8.3).
 - Protect the existing rural character of and scenic quality of views from Mount Kingsthorpe summit towards Gowrie Mountain.

Acceptable uses:

- Continued development in accordance with existing land use zoning supported.

Priority:

- Low



View towards Gowrie from Glencoe showing how the ridgeline limits inter-visibility



View from Hilltop Drive near Gowrie towards Mount Kingsthorpe and the vegetated ridgeline

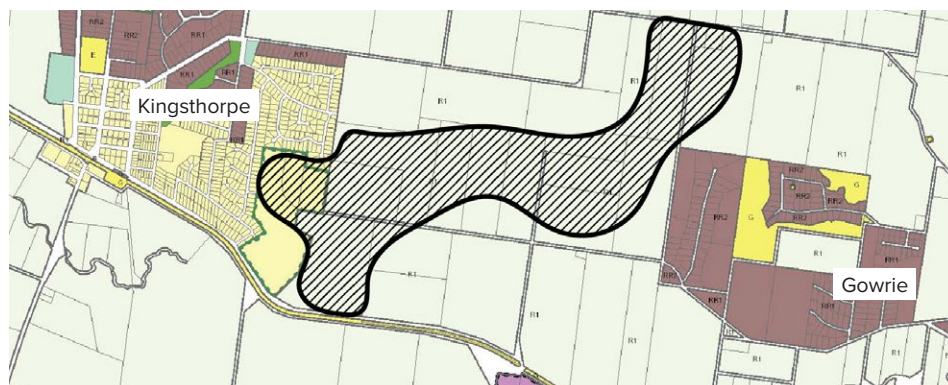


Figure 75: Existing Land Use zoning and proposed Gowrie and Kingsthorpe Sub-regional Inter-Urban Break



Elevated view from Glencoe showing Highfields and residential development on Hilltop Drive in the distance

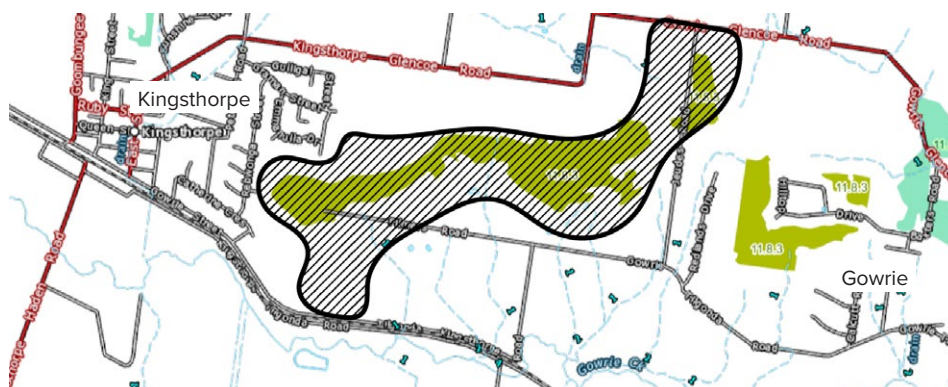
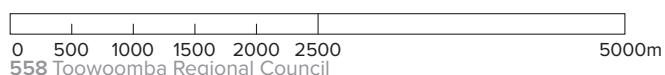


Figure 74: Remnant Ecosystems and proposed Gowrie and Kingsthorpe Sub-regional Inter-Urban Break



View from Mount Kingsthorpe Summit towards Glencoe



View from Mount Kingsthorpe towards Gowrie Mountain across the rural landscape

Summary character statements and strategic intents for towns

Aim: Ensure new development is sympathetic to the prevailing character of the surrounding area, as identified in relevant parts of this landscape and urban character study.

Greenfield and infill development within existing and new urban areas may result in a loss or reduction of the unique character of communities. Therefore, character statements and strategic intents should be developed for Toowoomba City and towns within the Region to manage growth. The development of these statements should cross reference the TRLUCS study and be informed by any relevant outcomes of the TRUFF and GMP in order to identify the unique qualities of urban areas and towns to be protected.

Table 21: Potential regulatory matters, current planning scheme provisions and considerations

Potential regulatory matters	Current Planning Scheme provisions	Response Considerations
Identification of urban character	Does not include one single definition nor reference to identified character.	<p>Character statements and reference to the TRLUCS study should be introduced in the Strategic Framework.</p> <p>Character could be identified in local plans, a neighbourhood character overlay or potential to use/refer to the TRLUCS and TRSAS as a basis for guideline materials.</p>

Reviewing Zone Codes

Current zone codes should be reviewed to incorporate assessment benchmarks that protect visual amenity, landscape features and existing landscape and urban character values. This includes considering potential issues associated with impacts on the existing character of towns and neighbourhoods such as:

- A lack of provision of adequate street tree plantings in new developments, particularly large canopy trees.
- Managing increased pressure for rural residential land adjoining the existing urban footprint in the vicinity of Toowoomba and Highfields to be rezoned for urban land uses and expansion of the SEQRP Urban Footprint.

Improved outcomes through the revised Scenic Amenity Overlay Code (refer above) will strengthen assessment against the Zone Codes where AOs can require that development does not occur in identified areas of high scenic amenity value.

Specific recommendations include:

- Ensuring new development provides sufficient street tree plantings and accommodates large canopy trees to the greatest extent possible to provide amenity and contribute the future character and liveability of new neighbourhoods (also addressed through Planning Scheme Policies - refer below).
- Rural residential locations and minimum lot sizes against the revised Settlement Pattern of the Strategic Framework, with a particular focus on areas within identified Inter-Urban or Intra-Urban breaks and adjacent growth areas where the existing landscape and urban character would be negatively impacted by small lot development. Priorities for the conversion of rural residential land to urban land must be informed by these processes and current minimum lot sizes will be determined based on this and developed/considered within GMP and TRUFF.

Table 20: Potential regulatory matters, current planning scheme provisions and considerations

Potential regulatory matters	Current Planning Scheme provisions	Response Considerations
Provision of Street Trees	<p>Landscaping Code</p> <p>Overall outcomes, performance outcomes and acceptable outcomes that require street tree species to match existing vegetation where street/ locality character is identifiable.</p>	<p>Relies on identifying (and defending identification of) street/ locality character – easy for established streets, but may not support enhancing/ extending character in new developing areas.</p> <p>Provisions for street trees that support character might include frequency of planting, species (e.g. through a PSP) or canopy cover.</p>
Prevent existing large lots from further subdivision	<p>Rural residential zone code</p> <p>Purpose: to provide for residential development on large lots where Local Government infrastructure and services may not be provided and where the intensity of residential development is generally dispersed.</p> <p>Development maintains a semi-rural landscape character and expansion of these localities does not occur.</p>	<p>Occurs within RLA or Urban Footprint as defined by <i>ShapingSEQ</i> – pressures to expand urban areas will be required to be informed through land supply studies and determined based on highest priorities – to be informed by GMP.</p> <p>Minimum lot sizes should be maintained in new planning scheme.</p>

Reviewing Development Codes

Strengthen planning scheme provisions to support assessment and conditioning of development to avoid or mitigate impacts on areas of high scenic amenity value or high visual exposure.

Current development codes should be reviewed to incorporate assessment benchmarks that protect visual amenity, landscape features and existing landscape and urban character values, in addition to avoiding areas of high scenic amenity.

This includes development considered to have the potential to negatively impact on scenic amenity and landscape character values, for example the:

- Provision of new transmission towers (mobile etc.) to service the existing and growing communities.
- Expansion of existing quarries or provision of new quarries.
- Expansion of existing solar farms or provision of and potential for increased demand for new solar farms to meet emissions targets.
- Provision of and potential for increased demand for new wind farms to meet emissions targets.
- Provision of biogas and/or compost facilities and operations associated with feedlots and meat works.
- Provision of new intensive animal husbandry facilities e.g. feedlots, which have low scenic amenity value.
- Provision of new water storage dams (ring tanks and farm dams) and irrigation infrastructure.

Improved outcomes through the revised Scenic Amenity Overlay Code (refer above) will strengthen assessment against the Development Codes, where AOs can require that development does not occur in identified areas of high scenic amenity value.

In addition, the adoption of additional planning assessment tools such as guidelines, Planning Scheme Policies and assessment benchmarks to better control inappropriate development in identified areas of high scenic amenity value or high visual exposure should be considered.

Table 22: Potential regulatory matters, current planning scheme provisions and considerations

Potential regulatory matters	Current Planning Scheme provisions	Response Considerations
Transmission tower assessment	<p>Telecommunications Facility Code</p> <p>Overall outcomes include that development minimises adverse impacts to the community and environment, including impacts on visual amenity; and development implements best practice with respect to design, environmental management.</p> <p>Visual Integration required through height and setback controls and intents that towers attach to buildings on site.</p> <p>PO4 Telecommunications facilities do not detract from areas of high scenic amenity.</p> <p>AO4.1 Telecommunications facilities are not located within areas shown on Scenic Amenity Overlay Maps.</p>	<p>Provisions should be continued in new Planning Scheme.</p> <p>Application of AO4.1 will be increased with more meaningful mapping of scenic amenity areas as recommended above.</p> <p>Additional intents could be included in strategic framework.</p>
Landscape and visual impacts from quarries	<p>Extractive Industry Zone Code:</p> <p>Development is reflective of and responsive to the environmental constraints of the land.</p> <p>Buffers to extractive industry are required.</p> <p>Reference to Key Resource Area designation under SPP, protecting the safe and sustained operation of the KRA.</p>	<p>Retain use of buffers and consider increasing buffer requirements e.g. screened buffer or setbacks from ridgelines.</p> <p>Acknowledge that high value (e.g. Regional) scenic amenity areas are an environmental constraint that need to be avoided where possible while still enabling safe and sustained operation of any KRA.</p>

Reviewing Planning Scheme Policies - street trees

The provision of street trees assists with both the retention of character in existing areas and development of character in new greenfield areas. The provision of street trees should be sympathetic to the prevailing character of the surrounding area, as identified in relevant parts of the TRLUCS.

Subjective considerations for tree planting within greenfield development can be fortified through referencing TRLUCS and TRSAS.

Table 23: Potential regulatory matters, current planning scheme provisions and considerations

Potential regulatory matters	Current Planning Scheme provisions	Response Considerations
Provision of Street Trees	Street Tree PSP – guides how street trees should be established.	Does not require minimum provision of trees - this should be considered.
Provision of Street Trees	SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage: Includes Street Tree planting guide.	Generic guidance that does not account for local character. Consider opportunity to refer to TRLUCS and/or Street Tree Masterplan.



Many new urban areas lack adequate street tree plantings



Recent boulevard planting within Greenmount contributes to the character of the main street



Traditional mature boulevards of Camphor Laurel trees (*Cinnamomum camphora*) are a distinctive element of Toowoomba city's heritage character

OTHER RECOMMENDATIONS AND OPPORTUNITIES

Summary of non-planning scheme recommendations

Other non-policy based recommendations and opportunities to strengthen the protection and enhancement of landscape and scenic values through the implementation of strategies outside of the planning scheme have been under the following themes:

- Natural environment
- Built environment
- Built heritage
- Streetscape character
- Infrastructure
- Natural resources
- Agriculture and farming
- Tourism and access.

Some of the recommendations may result in longer-term modifications to the planning scheme, but further analysis is required to determine the appropriate planning response.

Code	Sensitivities, forces for change and key opportunities	Strategies	Actions
N	Natural Environment: Protecting, enhancing and celebrating landscape character and scenic amenity values		
N1	Increased demand for new and additional recreation parks within urban areas.	<ul style="list-style-type: none"> • Ensure the provision of open space and recreation parks within new development caters to the needs of the community and, where possible, protects existing significant vegetation and landscape values, including through provision of open space corridors along waterways. 	TRUFF to consider
N2	Senescent and degraded riparian vegetation and corridors that reduces scenic amenity value of waterways.	<ul style="list-style-type: none"> • Enhancement of riparian vegetation and corridors, in particular through rehabilitation, to enhance their scenic value, promote their long term viability and to support other environmental functions such as wildlife movement. 	GRISPI to consider
N3	Changes in climate and extreme weather events such as bushfires, storms, flood and extended drought periods, which may have temporal or sustained impacts on the existing landscape character and visual amenity values of the region.	<ul style="list-style-type: none"> • Ensure natural systems are resilient to protect landscape and scenic amenity values through: <ul style="list-style-type: none"> • Maintaining natural flood storage capacity within floodplains. • Protecting of areas of climate refugia, which include iconic ecosystems of high scenic amenity value such as rainforests. • Maintaining and enhancing habitat connectivity and extent to maintain and enhance ecosystem services and increase resilience of ecosystems. • Sensitive management of fuel load within natural areas to balance bushfire risk and protection of existing landscape and scenic amenity values (e.g. including through partnerships with QPWS&P, First Nations people and private land owners). 	GRISPI to consider
N4	Senescent and degraded terrestrial vegetation and corridors that provide buffers and visual relief.	<ul style="list-style-type: none"> • Enhancement of terrestrial vegetation and corridors, in particular through rehabilitation and protection from development, to enhance their scenic value, promote their long term viability and to support other environmental functions such as wildlife movement. 	GRISPI to consider
N5	Increased pressure on existing natural assets for outdoor recreation and nature appreciation opportunities, in particular the escarpment parks and bushland reserves, which may impact on the perception of intactness and quality of natural areas.	<ul style="list-style-type: none"> • Seek to deliver opportunities identified within the <i>Toowoomba Region Trails Network Strategy</i>, further promote other existing opportunities in other parts of the region to reduce pressure on the popular escarpment parks and their landscape and scenic amenity values. 	TRC to consider
N6	Increased and ongoing demand for improved and new regional outdoor recreation and nature appreciation opportunities to service the growing TRC and wider SEQ community.	<ul style="list-style-type: none"> • Seek to deliver opportunities identified within the <i>Toowoomba Region Trails Network Strategy</i> and investigate additional opportunities to improve existing facilities that support outdoor recreation or nature appreciation activities and provide new natural and/or rural areas (where consistent with existing environmental and landscape values) to facilitate outdoor recreation and the appreciation of the Toowoomba Region's landscape values, including during the planning and development of new urban areas. For example: <ul style="list-style-type: none"> • Enhancement of existing and provision of new scenic lookouts, particularly along existing scenic routes and walking trails. • Enhancement of existing and consideration of opportunities for additional reserves situated adjacent to major waterways (e.g. Yarralong Weir Reserve). • Consult with QPWS&P (DES) about the potential for enhancements and additional opportunities present within existing National Parks and State forests. • Opportunities for new multi-use trails e.g. additional trails within Council owned and managed land e.g. around Lake Cressbrook and Lake Cooby and opportunities for rail trails along disused rail corridors (see below). 	TRC to consider
N7	Lack of protection for significant vegetation within urban areas, including on private lots.	<ul style="list-style-type: none"> • Undertake a study to identify significant trees that contribute to the character and amenity of Toowoomba City and towns within the region, and consider provision of a heritage tree overlay or strategy to protect significant vegetation and planned replacement of existing significant avenues (at the end of their life) with appropriate species of a similar scale (including temperate species where appropriate) that provide a similar level of amenity. 	TRC: Further study required

[illegible]

Code	Sensitivities, forces for change and key opportunities	Strategies	Actions
U	Built environment: Managing urban growth to protect and enhance landscape and urban character		
U1	Inappropriate land use management of private lots may impact the existing rural and natural values and integrity associated with non-urban areas.	<ul style="list-style-type: none"> Identify proposed management measures for inter-urban breaks to prevent degradation of land held in 'hope' value. 	TRC to consider opportunities for community education
U2	New residential development within greenfield areas in towns experiencing minimal growth or rural depopulation may further reduce the cohesiveness and perception of vibrancy of towns, and lead to further dereliction of existing character and heritage buildings.	<ul style="list-style-type: none"> Encourage brownfield and infill development within the existing township areas and urban fabric, prior to release of greenfield land and seek to reinforce existing town centres and structure. 	TRUFF to consider
U3	Provision of detached dwellings may not achieve desired densities within greenfield and new urban areas which may fast-track the need to expand the regional Urban Footprint to accommodate future growth.	<ul style="list-style-type: none"> Ensure new development achieves desired densities, including through increased diversity in housing typologies and provision of smaller lot sizes were appropriate. 	TRUFF and GMP to consider
U4	Pressure for subdivision of larger lots within areas experiencing high or steady growth pressure, which may result in loss of existing vegetation (including large canopy trees) and impacts on existing neighbourhood and/or rural residential character.	<ul style="list-style-type: none"> Ensure small-lot sub-divisions are only approved in areas where it is considered existing character values can be retained through development and seek to reinforce existing town centres and structure. 	TRUFF to consider
U5	Increased pressure for rural residential land adjoining the existing urban footprint in the vicinity of Toowoomba and Highfields to be rezoned for urban land uses and expansion of the SEQRP Urban Footprint.	<ul style="list-style-type: none"> Consider opportunities to increase the attractiveness of rural communities (including satellite towns) to attract residential development in towns and relieve pressure for demand for new urban land in the vicinity of Toowoomba and Highfields. 	TRC to consider opportunities and develop strategies

Priority	Relevant LCTs													Relevant settlements																																
	LCT A	LCT B	LCT C	LCT D	LCT E	LCT F	LCT G	LCT H	LCT I	LCT J	LCT K	LCT L	LCT M	Central Region								Northern Region								Western Region						Southern Region										
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Code	Sensitivities, forces for change and key opportunities	Strategies	Actions
H	Built heritage: Protecting, enhancing and celebrating heritage character values that contribute to place identity		
H1	Some towns within the Region have not been subject to detailed cultural heritage studies and therefore information is not available.	<ul style="list-style-type: none"> Undertake detailed cultural heritage studies for settlements that have not been previously assessed. These studies should be conducted by qualified and experienced heritage professionals with a focus on identifying heritage character elements. 	TRC: Further studies required
H2	Some towns within the Region have been the subject of cultural heritage studies in the past under their former council areas and, while in most cases these studies have resulted in identification and protection of heritage places through the relevant planning scheme, the provisions adopted have varied in their approach as a result of these studies' varying methodologies and contexts.	<ul style="list-style-type: none"> Review the current approach to protection of cultural heritage places within the Planing Scheme, undertake a gap analysis to identify areas currently not adequately protected through the planning scheme and seek to adopt a consistent approach to the conservation of heritage places within the Region within the new planning scheme. 	TRC: Further study required
H3	There is insufficient definition of urban character heritage elements that, if defined, would help determine the character of particular places within the Toowoomba LGA (i.e. what makes a particular town or place special and worth protecting).	<ul style="list-style-type: none"> Undertake detailed studies, informed by the Landscape and Urban Character Assessment, to identify significant heritage elements, typologies and urban character elements requiring protection within settlements. These studies should be undertaken at a detailed scale (lot based) and conducted by qualified and experienced heritage professionals with a focus on identifying heritage character elements, with input from a heritage architect. 	TRUFF to consider and further studies required
H4	Vacant premises and/or decline of the condition of heritage and character buildings may result in impacts on local character within the Toowoomba City centre and town centres of Clifton, Crows Nest, Goombungee, Millmerran, Oakey, Pittsworth and Yarraman.	<ul style="list-style-type: none"> Promote awareness of the existing CBD heritage incentives scheme to provide grants for external works on heritage places that visually improve the appearance of buildings and their contribution to commercial centres. 	TRC to consider
H5	Vacant premises and/or decline of the condition of heritage and character buildings within other towns that may result in impacts on local character.	<ul style="list-style-type: none"> Consider opportunities for grants within other towns not currently eligible for the existing CBD heritage incentives scheme for external works on heritage places that visually improve the appearance of buildings and their contribution to commercial centres. 	TRC to consider
H6	Infill housing within existing urban areas may erode the traditional built character of existing defined character neighbourhoods.	<ul style="list-style-type: none"> Ensure infill development and any redevelopment is sympathetic to the prevailing character of the surrounding area and responds to existing neighbourhood character overlays. 	TRUFF to consider
		<ul style="list-style-type: none"> Consider developing an overlay to protect urban character values within Toowoomba City, including reviewing those identified in the existing <i>Toowoomba City Centre Heritage Study</i> and identifying other groupings of character buildings present throughout Toowoomba's suburban areas. The purpose of this would be to provide a holistic approach through the identification and provision of conservation areas/character areas, in order to manage development within these areas. It is noted that whilst not every building may contribute to the character of identified areas; development would be managed through the conservation area guidelines (e.g. as per BCC's Traditional Building Character Overlay in the Brisbane City Plan). 	Further study required
H7	Infill housing within existing urban areas may erode the traditional built character of existing towns that currently do not have any identified existing character neighbourhoods.	<ul style="list-style-type: none"> Review the provision of neighbourhood character overlays within identified towns and consider provision of new overlays to protect existing recognised character values, in particular with regard to commercial or 'main street' areas that exhibit strong heritage and character values. 	Further study required
H8	Opportunity to improve guidelines for new residential development within character overlay areas.	<ul style="list-style-type: none"> Develop a new 'Residential Character Code', or similar, to assess new residential development within character overlay areas so that new development is sympathetic to the dominant residential character, density, height, building materials, and overall design. The code should include graphic examples of sympathetic design types to act as a guide to the provisions of the code (e.g. as per the Ipswich City Council Ipswich Character Code). This should be developed by a qualified and experienced heritage professional/heritage architect. 	TRUFF to consider

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S	Streetscape character: Enhancing gateways, streetscapes and town centres to reinforce local character		
S1	Opportunity to improve the legibility and quality of arrival experiences into settlements to enhance and reinforce local character.	<ul style="list-style-type: none"> Seek opportunities to strengthen and improve the legibility of the arrival experiences, particularly with regards to key gateways, nodes and roads (including scenic routes) as identified in TRLUCS, through measures such as framing and protecting views to key landscape features, landscape treatments (e.g. boulevard/feature tree planting), urban design measures (e.g. artwork) and signage. 	TRC to consider
S2	Opportunity to improve the quality of town centres to enhance and reinforce local character.	<ul style="list-style-type: none"> Support place making initiatives and beautification projects to enhance the appearance of towns. 	TRC to consider
S3	Reduction or loss of street trees in established areas, including in relation to infrastructure upgrades, that reduces scenic and landscape amenity values of towns.	<ul style="list-style-type: none"> Enhancement of existing street tree plantings to complement urban character, in accordance with the Street Tree Masterplan and as described in TRLUCS. 	TRC to consider
S4	Lack of provision of adequate street tree plantings in new developments, particularly large canopy trees.	<ul style="list-style-type: none"> Ensure new development provides sufficient street tree plantings and accommodates large canopy trees to the greatest extent possible to provide amenity and contribute the future character and liveability of new neighbourhoods. 	TRUFF to consider
I	Managing the design and delivery of infrastructure and transport projects and their ongoing management to protect and enhance landscape and urban character and scenic amenity values		
I1	Proposed and future road connections may result in impacts on landscape character and visual values and provide additional viewing opportunities and corridors.	<ul style="list-style-type: none"> Ensure design of roads achieves best practice in accordance with the DTMR <i>Road Landscape Manual</i> and seek opportunities to mitigate any identified risks to significant landscape and/or visual values. Consider liaising with DTMR in regards to the potential inclusion of additional key scenic routes within the Region for inclusion in the Queensland Scenic Routes network. 	TRC stakeholder engagement/ liaison
I2	Potential for further industrial growth servicing the freight and logistics industry that may result in impacts on landscape character and visual values.	<ul style="list-style-type: none"> Ensure development within industrial areas is appropriately assessed in regards to landscape and visual impacts, and where possible seek to avoid the provision of new industrial areas in identified areas of high scenic amenity value. Provide adequate integration of industrial estate in their landscape context, particularly where views are possible from residential areas or scenic lookouts. 	Industry Review to consider
I3	The potential development of rail trails e.g. between Oakey and Cecil Plains and Westbrook and Wyreema would unlock new and revitalised tourism opportunities and provide additional viewing opportunities and corridors.	<ul style="list-style-type: none"> Consider opportunities to protect, enhance and celebrate existing landscape character, heritage and scenic amenity values along the proposed rail trails (e.g. through wayfinding and interpretive signage and identification of opportunities for access to nearby points of interest via the road network). 	TRC to consider
I4	The development of the Inland Rail network which may impact the amenity of the surrounding landscape and towns.	<ul style="list-style-type: none"> Collaborate with ARTC to facilitate the delivery of landscape, scenic amenity and environmental mitigation measures proposed within the Border to Gowrie and Gowrie to Helidon Environmental Impact Statements (once finalised). Consider additional opportunities to provide further mitigation in sensitive locations (e.g. buffer planting within townships) within Council owned land adjacent to the proposed Inland Rail corridor. Collaborate with DTMR to consider additional opportunities for mitigation measures (e.g. street tree planting) to be delivered within the road corridor in sensitive locations (e.g. townships). 	TRC stakeholder engagement/ liaison
I5	Potential reinstatement or provision of passenger rail on current and future freight railways, which may improve accessibility throughout the region and provide views across the landscape for travellers.	<ul style="list-style-type: none"> Consider potential views from railway corridors which may accommodate passenger rail in the future. 	TRC stakeholder engagement/ liaison
I6	Upgrades to the electricity transmission and distribution network (including provision of substations) to service renewables projects and new communities.	<ul style="list-style-type: none"> Collaborate with Powerlink and Ergon Energy during the preparation of the Environmental Impact Statement for proposed future delivery or upgrades to electricity infrastructure within the Region. 	TRC stakeholder engagement/ liaison

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E	Natural resources and energy: Managing the design and delivery of natural resources and energy projects to protect and enhance landscape and urban character and scenic amenity values		
E1	Expansion of existing coal seam gas fields may result in impacts on landscape character and visual values.	<ul style="list-style-type: none"> Collaborate with proponents during the preparation of the Environmental Impact Statement for proposed future expansion of existing coal seam gas fields within the Region. 	TRC stakeholder engagement/ liaison
E2	Potential provision of new major water supply dams and infrastructure to service the future needs of the growing community.	<ul style="list-style-type: none"> Collaborate with proponents during the preparation of the Environmental Impact Statement for any proposed future major water supply dams and infrastructure. 	TRC stakeholder engagement/ liaison
E3	Ongoing forestry management issues including pressure for outdoor recreation and potential landscape and visual impacts associated with operation of forestry, including harvesting of trees.	<ul style="list-style-type: none"> Collaborate with the Queensland Government and HQPlantations in relation to the ongoing management of forestry areas, in particular with regard to issues relating to impacts on landscape and visual values. 	TRC stakeholder engagement/ liaison
A	Agriculture and farming: Managing agricultural land to protect and enhance landscape character and scenic amenity values		
A1	Impacts on vegetation in agricultural areas (including adjacent watercourses) due to vegetation clearing to facilitate intensive agricultural use (e.g. cropping) which may negatively impact on scenic amenity and landscape character values.	<ul style="list-style-type: none"> Continue and consider new initiatives to educate the farming community on the value of vegetation on their properties, particularly areas identified as having MSES or MLES. Also refer N4 and N5 above. 	TRC to consider opportunities for community education GRISPI to consider
A2	Water pollution due to runoff which may result in visibly poor water quality (e.g. algal blooms) and impacts on vegetation which may reduce the scenic amenity value of impacted waterways.	<ul style="list-style-type: none"> Continue and consider new initiatives to educate the community on sustainable farming measures and potential impacts associated with urban and rural residential living and the potential impact of pollution on waterways and vegetation. 	TRC to consider opportunities for community education GRISPI to consider
A3	Changes to viability of agricultural land for crop production and suitability of crops due to climate change impacts and increased water demand which may reduce the scenic amenity value of impacted areas.	<ul style="list-style-type: none"> Continue to educate the farming community on resources available and ways in which to adapt to a changing climate, including publications produced by the Queensland Government specific to the Eastern Darling Downs. 	TRC to consider opportunities for community education

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T	Tourism and access: Protecting, promoting and enhancing opportunities for the appreciation of landscape, urban character and scenic amenity values		
T1	Opportunity to deliver opportunities identified within the <i>Toowoomba Region Tourism and Events Strategy</i> and improve the tourist experience throughout the region to boost local economies and improve the quality of and access for the appreciation of landscape and urban character and scenic amenity values.	<ul style="list-style-type: none"> Improve awareness through increased promotion and signage of tourist drives throughout the region. Develop new and promote awareness of existing walking and shared user trails throughout the region through signage and advertising that provide opportunities for nature-based recreation. Develop new and promote awareness of existing National Parks, State forests and Bushland Reserves throughout the region that provide opportunities for nature-based recreation. Enhance existing tourist facilities including scenic lookouts, rest nodes, public camp grounds and 'free camping' locations, including through consideration of opportunities to support 'Grey Nomads' and delivery of opportunities identified in the <i>Toowoomba Regional Council Recreational Vehicle Strategy</i>. Consider artwork opportunities and develop a regional strategy for the delivery of public art to enhance and reinforce local character, particularly within towns on scenic routes and drives. Consider opportunities to promote existing heritage tourism opportunities and identify new opportunities to celebrate the history of the Region (including First Nation values). Consider opportunities to strengthen nature-based tourism activities (including ecotourism facilities) and develop new nature-based tourism experiences to support the existing offer. Consider opportunities to enhance the Region's reputation as a premier destination for farm-based or industry tourism opportunities e.g. the development of an 'iconic food and produce trail' or a 'paddock to plate trail'. Consider opportunities to promote existing opportunities associated with the Region's water features, including the major waterways such as the Condamine River and Oakey Creek and major water supply dams that offer opportunities for nature-based recreation (Lake Perseverance, Lake Cooby and Lake Cressbrook). Consider opportunities to develop experiences and events predicated on the unique character of towns throughout the Region (e.g. Felton Food Festival, Clifton Country Week, etc.) Consider opportunities to enhance the tourism potential of towns throughout the Region through celebration of their unique urban and landscape character values. 	TRC to consider
T2	Opportunity for enhancement of existing key recreation areas	<ul style="list-style-type: none"> Undertake detailed study of key recreation areas to enhance protection and provision of amenities for tourists (e.g. major dams). 	TRC to consider Future studies required
T3	Potential for negative impacts upon areas of high scenic amenity value or high visual exposure within adjacent local government areas that contribute significantly to the visual amenity of the Toowoomba Region, in particular landscapes visible from scenic routes and lookouts.	<ul style="list-style-type: none"> Liaise with adjacent local government authorities and private landowners to ensure the protection of key landscapes and viewsheds (e.g. from scenic lookouts overlooking adjacent local government areas) that contribute to the scenic amenity of the Region (e.g. consider impacts of development at Gus Beutel lookout). 	TRC stakeholder engagement/ liaison
T4	Potential for negative impacts on the quality of views from existing scenic lookouts.	<ul style="list-style-type: none"> Undertake a detailed study to identify key viewsheds from scenic lookouts requiring protection and management. 	Future study required

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GIS DATASETS

The following external datasets were used to produce relevant figures identified below:

Figure 3: Regional surface geology (1:500K)

Source:

- Qld Spatial: Regional geology 1978 - Moreton Region
- Qld Spatial: Regional geology 1978 - Surat Basin

Figure 4: Landform (Digital Terrain Model) showing ridgelines and mountains

Sources:

- Qld Spatial: Digital elevation models 25metre by catchment areas series.
- Qld Spatial: Mountain peaks and capes - Queensland
- Qld Spatial: Mountain ranges and sea passages - Queensland
- Council elevation data.

Figure 5: Dominant soil orders

Source:

- Australian Soil Resource Information System, CSIRO.

Figure 6: Hydrological features

Sources:

- Qld Spatial: Watercourse Areas-Queensland.
- Qld Spatial: Watercourse lines.
- TRACE hydrology modelling.

Figure 7: Land use

Source:

- Qld Spatial: Land use mapping - 1999 to current

Figure 9: Identified scenic routes within the Toowoomba Region

Sources:

- Various multiple online sources as instructed by Lat27 and digitised by TRACE (refer reference list above).

Figure 10: Scenic lookouts and identified scenic routes within the Toowoomba Region

Sources:

- Database was developed by Lat27 in consultation with Council and produced by TRACE.

Figure 11: Scenic lookouts and identified scenic routes near Toowoomba City

Sources:

- Database was developed by Lat27 in consultation with Council and produced by TRACE.

Other GIS and non-GIS figures included in the report were developed by the project team in accordance with the methodology outlined in this report.

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