# Darling Downs Regional Plan

Covering the local government areas of Balonne Shire Council, Goondiwindi Regional Council, Maranoa Regional Council, Southern Downs Regional Council, Toowoomba Regional Council, Western Downs Regional Council











# October 2013



#### The Department of State Development, Infrastructure and Planning is responsible for driving the economic development of Queensland.

© State of Queensland, Department of State Development, Infrastructure and Planning, October 2013, 100 George Street, Brisbane Qld 4000. (Australia)

**Licence:** This work is licensed under the Creative Commons CC BY 3.0 Australia licence. To view a copy of this licence, visit www.creativecommons.org/licenses/by/3.0/au/deed.en. Enquiries about this licence or any copyright issues can be directed to the Senior Advisor, Governance on telephone (07) 3224 2085 or in writing to PO Box 15009, City East, Queensland 4002

Attribution: The State of Queensland, Department of State Development, Infrastructure and Planning,

The Queensland Government supports and encourages the dissemination and exchange of information. However, copyright protects this publication. The State of Queensland has no objection to this material being reproduced, made available online or electronically but only if it is recognised as the owner of the copyright and this material remains unaltered.

The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on telephone 131 450 and ask them to telephone the Queensland Department of State Development, Infrastructure and Planning on telephone (07) 3227 8548.

Disclaimer: While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Any references to legislation are not an interpretation of the law. They are to be used as a guide only. The information in this publication is general and does not take into account individual circumstances or situations. Where appropriate independent legal advice should be sought.

#### Map disclaimer

Priority Living Area maps

The information on maps in this document is not intended for reference to specific parcels of land, and should be treated as indicative only. In some parts of the mapping, one layer obscures another; this is not meant to imply any order of importance or priority. The Department of State Development, Infrastructure and Planning does not guarantee or make any representations as to the accuracy or completeness of the information shown on these maps, nor does it accept any responsibility or liability for any loss or damage arising from their use.

Data sources include:

- Department of State Development, Infrastructure and Planning
- Department of Natural Resources and Mines
- Geoscience Australia
- Oueensland Rail
- Department of Environment and Heritage Protection
- Department of Transport and Main Roads
- · Ergon Energy.

An electronic copy of this report is available on the Department of State Development, Infrastructure and Planning's website at **www.dsdip.qld.gov.au**. To obtain a printed copy of this report, please contact us via the contact details provided at the end of this report.

RGP.0110.012.pu

## **Foreword**



Before coming to Government, I made a commitment to develop a new generation Statutory Regional Plan for the Darling Downs. This was part of a much bigger aspiration to ensure that government policy reflected the desires and aspirations of local communities.

I sought to develop a Statutory Regional Plan

based on the community desire in the Darling Downs to foster the four economic pillars of agriculture, resources, tourism and construction.

Long recognised as one of Queensland's most important agricultural assets, the Darling Downs region accounts for around a quarter of the state's agricultural production. From agriculture the region developed into a diverse and resilient economy. Mining has also been a mainstay of the Darling Downs economy. The large reserves of thermal coal and coal seam gas (CSG) in the Surat Basin continue to attract international investment.

Consequently, the Darling Downs economy has grown at an average annual growth in gross regional product of 3.1 per cent to account for 5.3 per cent of the total Queensland economy today.

The Darling Downs Regional Plan seeks to address the potential land conflicts which may arise from the interaction between agriculture and mining – two vital pillars of Queensland's economy. The plan also aims to provide strategic direction for councils, and certainty to industry and communities on those issues most important to the region. Similar plans will be rolled out across Queensland in coming years.

This plan identifies Priority Agricultural Areas (PAAs), which are strategic areas of the most regionally significant agricultural production. Within these areas, agriculture is the priority land use. Any other land uses that seek to operate in those areas must co-exist with the priority land use.

PAA co-existence criteria are being prepared to ensure that the approval of any proposed resource development cannot materially impact or threaten the ongoing viability of the Priority Agricultural Land Use. The cumulative impacts of resource development on the region need to be managed to ensure the ongoing viability of agricultural production on the Darling Downs.

Consistent with the Government's planning reform agenda, this plan provides greater autonomy to local government to ensure that communities have a real say in their future. Priority Living Areas are proposed to be established to enable the growth potential of the towns within the region.

These policies will form the basis of legislative changes to create a stand-alone Regional Planning and Development Act to contain the most important regional interests and aspirations. These policies will also be embedded into broader government policy and decision making – embedding the desires of the Darling Downs into government policy and regulation.

I would like to acknowledge the important contribution of the Regional Planning Committee, particularly the Mayors, who have assisted me in developing the policies in the plan.

#### The Honourable Jeff Seeney MP

Deputy Premier and Minister for State Development, Infrastructure and Planning

# Contents

rolewolu	1	Chapter 6—Other state interests	20
Executive summary	3	Housing and liveable communities	28
Regional policies	3	Economic growth	29
Infrastructure and other		Environment and heritage	31
state interests	3	Hazards and safety	34
Chapter 1—Introduction	4	Schedule 1. Maps of Priority Living Areas	35
The region	4	Schedule 2. Glossary and abbreviations	54
Purpose of the plan	4	Appendix 1. Acknowledgements	56
Key drivers for preparing the plan	5	Appendix 2. Restricted Area (RA) 384	58
Structure of the plan	5	Bibliography	59
Chapter 2—Application and effect	6	Figures	,
Regional plans and the Queensland planning framework	6	Figure 1: Local governments of the Darling Downs region	۷
Application and effect	7	Figure 2: Competing state interests addressed	,
Interpretation	8	by the plan	5
Chapter 3—The region	9	Figure 3: Relationship between instruments of the Queensland planning framework	
Overview	9		$\epsilon$
A diverse region	11	Figure 4: Queensland context	9
Inter-regional linkages	12	Figure 5: Local government areas within the Darling Downs region	10
Chapter 4—Regional outcomes and policies	15	Figure 6: Inter-regional linkages	13
Introduction	15	Figure 7: Priority Living Areas	21
Protecting Priority Agricultural Land Uses while supporting co-existence opportunities for the resources sector	15	Figure 8: Infrastructure network within the Darling Downs region	23
Providing certainty for the future of towns	19	Maps	
Chapter 5—Infrastructure	19 <b>22</b>	Map: Priority Agricultural Areas	18
Introduction	22	Maps: Priority Living Areas	35
Transport networks	22		
Electricity	25		
Water	25		
Community infrastructure	26		

## **Executive summary**

The Darling Downs Regional Plan (the plan) is one of the Queensland Government's statutory regional plans providing strategic direction and policies to deliver regional outcomes which align with the state's interests in planning and development.

The state's interests in planning and development are articulated in the *State Planning Policy*. The broad intent of these state interests is reflected in the plan.

The Queensland Government recognises that local planning is best undertaken by local governments, and unlike previous regional plans, this regional plan will not set boundaries to instruct local governments where their communities must grow.

This plan does not set direction for all matters in the region, but plays a more focussed role in resolving competing state interests on a regional scale by delivering regional policy aimed at achieving specific regional outcomes.

The plan has been developed in consultation with a diverse range of stakeholders and organisations. The contributions of the following individuals and groups are acknowledged:

- members of the Darling Downs Regional Planning Committee
- Queensland Government departments
- local government officers
- other non-government organisations (see Appendix 1).

### **Regional policies**

The plan provides policy responses to resolve the region's most important issues affecting its economy and the liveability of its towns. The plan specifically provides direction to resolve competing state interests relating to the agricultural and resources sectors, and to enable the growth potential of the region's towns.

The regional policies aim to:

# Protect Priority Agricultural Land Uses while supporting co-existence opportunities for the resources sector

Priority Agricultural Areas (PAA) are identified in the plan and comprise the region's strategic areas containing highly productive agricultural land uses. In these areas, Priority Agricultural Land Uses (PALU) are the land use priority.

PALUs within the PAA will be recognised as the primary land use and given priority over any other proposed land use.

PAA co-existence criteria enable compatible resource activities to co-exist with high-value agricultural land uses within PAAs. This will in turn maximise opportunities for economic growth to ensure that the Darling Downs remains a resilient, diversified and prosperous region.

#### Provide certainty for the future of towns

Increasing certainty for towns in the region is delivered through the identification of Priority Living Areas (PLA).

The PLA is designed to provide opportunities for identified towns to expand through the establishment of a town buffer.

Legislation is proposed which will give councils the ability to approve resource activities within the PLA where they deem it to be appropriate and in the community's interest.

Councils contribute to the safeguarding of areas required for the growth of towns through appropriate provision in their local planning instrument.

# Infrastructure and other state interests

The plan describes the region's priority infrastructure outcomes, and discusses the state's interests in other planning and development matters.

<sup>&</sup>lt;sup>1</sup> At the time of printing this document, the State Planning Policy (SPP) was yet to be finalised.

# Chapter 1—Introduction

## The region

The Darling Downs region includes the following local government areas (LGAs) as shown in Figure 1:

- Balonne Shire Council
- · Goondiwindi Regional Council
- Maranoa Regional Council
- Southern Downs Regional Council
- Toowoomba Regional Council
- Western Downs Regional Council.

## Purpose of the plan

The purpose of the plan is to identify the state's interests in land use planning for the region. Specifically, the plan identifies:

- · regional outcomes for the region
- · regional policies for achieving the regional outcomes
- the state's intent for the future spatial structure of the region, including Priority Agricultural Areas (PAA), Priority Living Areas (PLA) and priority outcomes for infrastructure.

The plan's regional policies address the emerging regional issues of land use competition between the agricultural and resources sectors, and the need to protect areas required for the growth of towns.

The plan also discusses other state interests relevant to land use planning in the region, including housing and liveable communities, economic growth, environment and heritage, and hazards and safety.

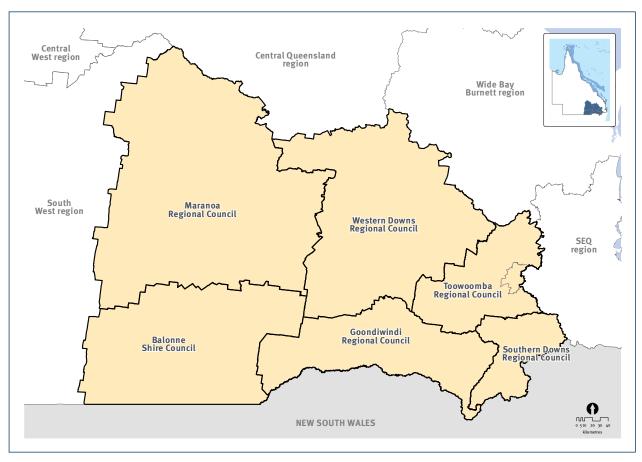


Figure 1: Local governments of the Darling Downs region

# Key drivers for preparing the plan

The key drivers for preparing the plan are the Queensland Government's intention to:

- enable opportunities for economic growth to ensure our regions are resilient and prosperous
- protect areas of regionally significant agricultural production from incompatible resource activities while maximising opportunities for co-existence of resource and agricultural land uses
- · safeguard the areas required for the growth of towns
- · drive the region's economic diversity and opportunity
- identify infrastructure outcomes that will support economic growth
- facilitate tourism pursuits across the region
- avoid the introduction of additional, unnecessary regulation
- recognise and respect the role of local government to plan for their local area.

Consultation with industry, community and local government confirmed the need for the plan to respond to these key drivers.

## Structure of the plan

#### Chapter 1—Introduction

Outlines the plan's purpose, key drivers and relationship with other planning instruments in the Queensland planning framework.

#### Chapter 2—Application and effect

Describes the application of the plan in relation to local planning instruments, the plan's effect under the *Sustainable Planning Act 2009* (SPA) and other related regulatory frameworks.

#### Chapter 3—The region

Provides a description of the Darling Downs region and its inter-regional linkages.

#### Chapter 4—Regional outcomes and policies

Establishes the regional outcomes sought for the region and the policies to achieve them. This chapter also introduces the implementation concepts which will be used to address competing state interests in the region, shown in Figure 2.

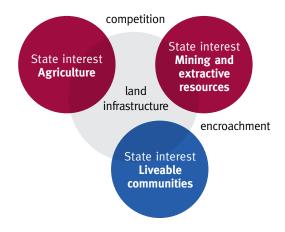


Figure 2: Competing state interests addressed by the plan

#### Chapter 5—Infrastructure

Identifies priority outcomes for infrastructure in the context of the opportunities and challenges for the delivery of infrastructure in the region.

#### **Chapter 6—Other state interests**

Outlines the state's interests in other land use planning matters in the region relating to housing and liveable communities, economic growth, environment and heritage, and hazards and safety.

# Chapter 2—Application and effect

# Regional plans and the **Queensland planning framework**

Regional plans are part of a suite of policies and legislative instruments that guide land use planning and development in order to influence economic, social and environmental factors in Queensland (Figure 3).

The Queensland Government has an interest in ensuring that broader regional outcomes are achieved through the application of state policy in local planning to ensure that economic benefits for the region and Queensland will be maximised through planning and assessment processes. However, land use planning is primarily the responsibility of local governments for their local communities.

The state's interests in planning and development are to be considered by local governments when preparing or amending a local planning instrument, and the State government when making or amending a regional plan. In making or amending a regional plan, the regional planning Minister may consider the state's interests and, as appropriate, contextualise and resolve competition between these interests for the designated region.

The plan is an important component of Queensland's land use planning system and assists with providing an environment to encourage development in accordance with State policy directions. When making or amending a local planning instrument in the region, a local government is to reflect the regional outcomes, regional policies that identify the future regional land use pattern, infrastructure priority outcomes and intent of the state interests identified in Chapters 4, 5 and 6 of this plan.

#### The Queensland Plan

In determining a 30-year vision for the state, Queenslanders identified creating a stronger sense of community cohesion and strengthening the state's economy as the top two priorities to inform the development of *The Queensland Plan*. Queenslanders also prioritised community health and well-being, and strengthening our regions as top focus areas for the future. These views and other feedback received during *The Queensland Plan* development was considered in finalising the Darling Downs Regional Plan.

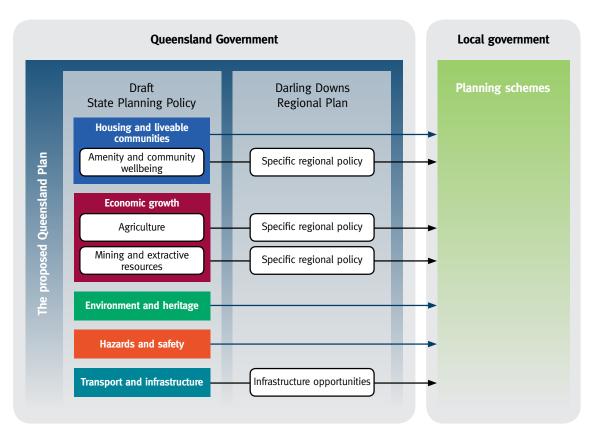


Figure 3: Relationship between instruments of the Queensland planning framework

#### **Regional Plan preparation**

The plan has been prepared in consultation with the Regional Planning Committee (RPC), local government, industry/community stakeholders and state agencies in accordance with the requirements detailed in SPA.

The RPC was established to present a diversity of regional viewpoints and stakeholder interests to the regional planning Minister during the preparation of the regional plan through:

- regional planning issues, rather than local issues
- communicating the interests of the communities and stakeholders they represent
- sharing information with the communities and stakeholders they represent
- attending and participating in meetings and workshops as required.

Local governments as key stakeholders have contributed important local and regionally specific information on behalf of local communities. Industry and community stakeholders have provided advice and information relative to their sector's views and State agencies provide strategic direction to address their jurisdictional interests.

Nine hundred and seventy four submissions were received during the consultation period (which concluded on 20 September 2013) on the draft Darling Downs Region Plan and all properly made submissions were considered in finalising the plan. The strategic issues raised through the consultation period were captured by the Department of State Development, Infrastructure and Planning (DSDIP) with recommendations to the regional planning Minister.

## **Application and effect**

The Darling Downs Regional Plan takes effect from the day the notice about the Making of the Plan is gazetted.

Regional plans are made under the SPA and are statutory instruments under the *Statutory Instruments Act 1992*. The plan has been prepared for the purposes of advancing the purpose of the SPA by providing integrated land use planning policy for the region. The plan assists with the delivery and integration of the intent of the state interests.

Sections marked as 'Editor's Notes' in Chapters 2, 4, 5 and 6 are provided for information purposes only and are non-statutory components (i.e. extrinsic material under the *Statutory Instruments Act* 1992).

The plan is given effect by local governments and the state government appropriately reflecting the regional outcomes and associated regional policies in statutory decision making processes.

# Making or amending a local planning instrument

The regional plan provides a regional context and regionally specific policies to guide certain land use planning and development outcomes within the Darling Downs region.

A local planning instrument is to reflect the regional plan by:

 supporting Regional Policy 1 through enabling complementary development where land is located in a Priority Agricultural Area (PAA)

#### **Editor's note**

Priority Agricultural Areas (PAAs) – These areas may change over time. Any amendment to the PAAs, including the addition of new PAAs, will be progressed as part of an amendment or review of the regional plan. Submissions on proposed changes may be made to the regional planning Minister.

- supporting Regional Policy 3 and 4 for Priority Living Areas (PLAs) through:
  - the identification of future urban growth areas
  - the development of criteria which reflects community expectations for resource activities within a PLA
- reconciling the competing land uses of Priority Agricultural Land Uses (PALU) and urban growth.

#### **Editor's note**

Priority Living Areas – A key principle which underpins the PLAs is the ability for PLAs to be adjusted over time to accommodate changes in local planning, specifically to ensure the identified urban growth areas are afforded adequate protection. Where necessary, justification for new urban growth areas will be required to inform the amendments to PLAs to accommodate these changes in local planning.

To enable this, PLAs may be updated as local government planning schemes are amended.

- addressing the priority infrastructure outcomes identified in Chapter 5 through the planning and sequencing of development
- addressing the state interests and opportunities identified in Chapter 6 through the timely and costeffective delivery of services and infrastructure, the sequenced provision of serviceable land and appropriate management and protection of cultural and environmental resources.

# Local government development assessment provisions

A development application is to be assessed against the regional plan to the extent the regional plan is not appropriately reflected in the planning scheme.

#### State assessment provisions

The following provisions apply to state government assessment processes for resource activities where a proposal relates to land located within a PAA or a PLA:

1. where a resource activity is proposed on land being used for a PALU in a mapped PAA then the PALU will be given priority through the application of coexistence criteria.

#### **Editor's note**

The PAA co-existence criteria are aimed at ensuring that the approval of any proposed resource activity cannot materially impact or threaten the ongoing viability of the PALU.

The PAA co-existence criteria define outcomes that need to be met to achieve co-existence within a PAA between PALU and proposed resource activities.

 where a resource activity is proposed within a PLA then the state assessment is to include consideration of community expectations as determined by the relevant local government and articulated in the local planning scheme.

#### **Editor's note**

It is also expected that state government programs and projects will have regard to the regional outcomes in Chapter 4 for PAAs, PALUs, PLAs, infrastructure priority outcomes identified in Chapter 5 and the specific state interests and opportunities identified in Chapter 6.

### Interpretation

The definitions of PAAs, PALUs and PLAs are provided in the glossary in Schedule 2.

If not defined in SPA, terms used in this plan have the meaning given in Schedule 2.

# Chapter 3—The region



Figure 4: Queensland context

### **Overview**

The Darling Downs region covers an area of 170 710 km<sup>2</sup> and is located to the west of the Great Dividing Range in Queensland's central south (see Figure 4). The region comprises the six local government areas shown in Figure 5.

The region has some of Queensland's most productive and resource rich terrain featuring prime agricultural land and extensive deposits of thermal coal, coal seam gas (CSG), petroleum and other minerals.

The region has some of the state's best assets, with high value scenic and natural amenity, vibrant towns and strong communities underpinned by a diverse range of cultural values.

The region encompasses a variety of regional landscapes, including urban and rural holdings, agricultural production, resource and mine sites, and protected areas.



Figure 5: Local government areas within the Darling Downs region

The estimated residential population of the Darling Downs region as of June 2012 was 255 000 people with an annual increase of 0.7 per cent from 2007 estimates.

The non-resident population, driven largely by transient workers servicing the resources sector, has experienced significant growth in the Surat Basin (Maranoa, Western Downs and Toowoomba local government areas [LGAS]).

In the year to June 2012, the total non-resident population increased by 97 per cent (3 175 people), taking the non-resident population to approximately 6 445 people at the end of July 2012.

With well-established access to interstate and global markets, port and processing facilities along the eastern coast, a network of infrastructure and the emergence of major resource projects, the region will continue to play a major role in the state's economy.

## A diverse region

#### East—the gateway

The eastern area of the Darling Downs region contains the region's largest population centre, Toowoomba—the largest non-capital inland city within Australia. The Toowoomba local government area is home to approximately 62 per cent of the region's residents (158 000 people) as of June 2012. The east serves as 'the gateway' to the region, supporting an extensive network of trade routes into and out of the Darling Downs region.

The eastern Darling Downs' economy is predominantly underpinned by the agricultural sector, emerging resources industries and food processing industries. It also provides administrative, government, commercial, education and community services, which support the broader regional economy and community.

The eastern Darling Downs is at the junction of several strategic highways and railway lines and is the major transport and service hub of the region. This area facilitates the movement of goods and resources between Queensland's south-east and west, enabling access to domestic and international markets through the strategic port facilities along the east coast. The broader region also has major transport linkages to southern markets.

#### North—the changing landscape

The northern area of the Darling Downs region is experiencing intensive development in the resources and energy sector. The influence of this sector on communities within the northern Darling Downs has been most significant within the last five years.

This area encompasses the majority of the Surat Basin, as well as rich agricultural and farming lands. Agriculture, including forestry, has traditionally been its key economic base. It features strong livestock (including the largest cattle sale centre in the southern hemisphere in Roma) and timber production markets (including a series of regionally significant cypress and hardwood sawmills).

The region's north has a number of key service and transport hubs, primarily Roma, Dalby and Chinchilla. These centres offer a range of social and community infrastructure, including medical, educational and recreational facilities as well as utility infrastructure and a network of gas and oil pipelines.

The key industries of this area are supported by several strategic transport networks that distribute goods and resources within the Darling Downs region and across the state, as well as nationally and internationally. In servicing the Surat Basin, this area has access to a number of high-order road networks providing for heavy vehicle freight as far north as Rockhampton and south to Melbourne (e.g. Carnarvon and Leichhardt highways). The Surat Basin and surrounding communities are also serviced by the Western rail line, with potential extensions to the Port of Gladstone through the development of the proposed Surat Basin Railway.

#### South—the interstate connection

Traditional industries play an important role within the region's economy and include forestry and agriculture (such as vineyards), which also play a major role in attracting tourists to the region. These industries and the area's proximity to and connection with northern New South Wales present many opportunities to strengthen interstate economic relationships.

This area has not experienced significant development in the resources and energy sector, with small-scale CSG exploration currently focused within the Goondiwindi local government area.

The area has a substantial services sector including health care and social assistance, retail trade, and education and training which are also among the major employing industries in the region. Employment in accommodation and food services is also growing in importance, reflecting the diversity of the regional economy and relative strength of the tourism industry.

The area has access to a number of strategic highways which connect the south-west and the south-east (along the Gore, Warrego and Moonie highways), and Central Queensland and New South Wales (along the Leichhardt and Carnarvon highways).

The South Western rail line is also of importance to the area, supporting the transportation of agricultural and resource commodities to domestic and international export markets across Asia, New Zealand and the United States.

### Inter-regional linkages

The Darling Downs region has considerable potential to help grow the economies of Queensland and the nation, servicing domestic and international markets through its diverse and robust industry sectors.

This region has significant capacity and competitive strengths within the agricultural, resources and energy sectors, enabling it to contribute to growing food and energy demands of the world's greatest population centres such as China, India, Japan and the United States.

The region currently has five direct inter-regional linkages with surrounding regions—Central Queensland, South East Queensland, Central West, Wide Bay Burnett and northern New South Wales as shown in Figure 6. These connections not only facilitate the movement of commodities, commuters and tourists, but also allow shared opportunities in terms of employment, accommodation, infrastructure and service delivery.

These strong inter-regional linkages must be maintained or strengthened in order to facilitate beneficial and on-going economic and social outcomes.

Early access to high speed broadband technology in Toowoomba provides additional opportunities for communities and businesses as world-wide connections become more available and efficient.

#### **Central Queensland**

Central Queensland, which adjoins the Darling Downs region to the north, also specialises in the agricultural, resources and energy sectors. It is anticipated the two regions will continue to experience similar opportunities for growth in the future.

Both regions are connected through a shared network of strategic roads and highways, with the Carnarvon and Leichhardt highways linking the two regions. There are a number of gas pipelines and infrastructure corridors enabling the transportation of commodities, commuters and tourists between both regions.

The proximity of both regions enables the sharing of employment and economic opportunities. It is relatively easy for residents to move between regions for employment or housing. Proximity also reduces transportation costs for businesses delivering goods and services to their customers.

The numerous airport facilities across Central Queensland provides opportunities for the Darling Downs region to receive Surat Basin-based fly in/fly out (FIFO) workers, with most regional airports supporting direct flights to and from Brisbane.

With an expanding energy and resources sector, the Darling Downs region is highly reliant on port facilities to provide on-going access to domestic and international export markets. The Darling Downs region benefits from Central Queensland's Port of Gladstone and associated export infrastructure.

The development of major infrastructure connections between the regions, such as the proposed Surat Basin Railway line, will assist in the development of a more efficient and effective transport system.

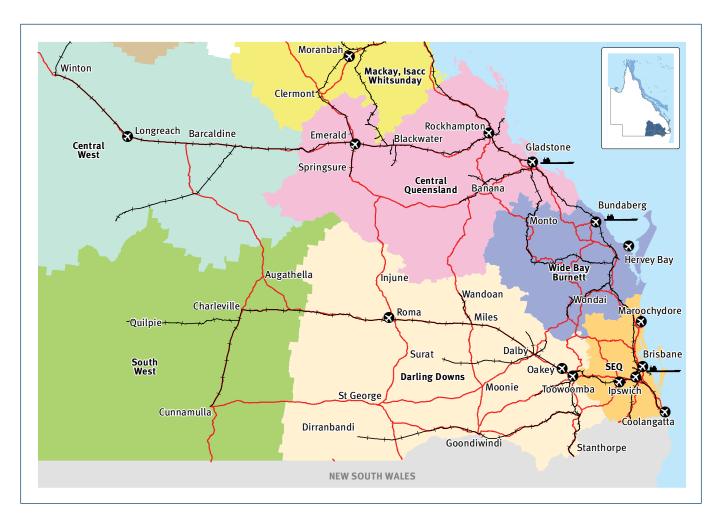


Figure 6: Inter-regional linkages

#### **South East Queensland**

The Darling Downs region has a strong and well-established economic relationship with South East Queensland (SEQ). SEQ, which adjoins the Darling Downs to its east, includes Brisbane, and stretches from the Sunshine Coast to the Gold Coast and as far west as Toowoomba city. The SEQ region is the primary provider of specialist health services and tertiary education facilities for the Darling Downs region. SEQ is also home to the Australia TradeCoast, which provides sea and air port access to domestic and international markets.

SEQ is the primary thoroughfare for the transport of goods and services, commuters and tourists between the Darling Downs region and the eastern coastline. The western corridor, located between Toowoomba and Brisbane, provides the major gateway for key agricultural and resource commodities to be transported to domestic and international markets, both via road (Warrego Highway) and rail (Western rail line).

SEQ is a point of transformation for goods produced in the Darling Downs region, and is home to an international cluster of mining services companies doing business with resource projects in the region. With an expanding resources and energy sector, the Darling Downs region is likely to take advantage of the population growth, higher education levels and training facilities on offer in SEQ, by employing a number of skilled workers from this area on a FIFO basis. This form of employment is supported by the Brisbane airport which provides regular flights to Roma.

Continued growth in SEQ will provide further opportunities for new and expanded industries in the Darling Downs region. The region's businesses will take advantage of the larger markets in SEQ while some industries will look to the Darling Downs for development opportunities without the constraints of dense urban settlements.

Communities in the Darling Downs region will continue to utilise the services available in Brisbane and greater SEQ, with further growth in traditional and emerging industries increasing the importance of this connection into the future.

#### **South West**

The South West region is located to the west of the Darling Downs region, bordering New South Wales and South Australia.

This region's communities and economic development rely heavily on the Darling Downs region as a gateway to markets, retail, health and education services and service centres of the eastern coastline.

As a significant and well-established agricultural and resource area, the South West depends predominantly on the infrastructure and transport networks of the Darling Downs region to facilitate the movement of commodities to domestic and international markets. The key strategic corridors servicing this area include the Western Rail line (stopping at Quilpie) and the Warrego and Mitchell highways. This area is also serviced by both gas and oil pipelines (e.g. the South West Queensland Pipeline) which pass through the Darling Downs region to the Port of Brisbane.

#### **Wide Bay Burnett**

The Wide Bay Burnett region adjoins the Darling Downs region to the north east.

The Wide Bay Burnett region is likely to provide the Darling Downs region with a number of growth opportunities, particularly skilled labour due to higher unemployment rates in the region. Regional airports within Wide Bay Burnett have the potential to transport FIFO workers from the coastal bases of Bundaberg, Hervey Bay and Maryborough to the Surat Basin and greater Darling Downs region.

To a lesser extent this region could also support a drive in/drive out (DIDO) workforce within its regional centres such as Kingaroy with a variety of transport networks, including the Bunya Highway, allowing the two regions to share employment and service delivery opportunities.

# Chapter 4—Regional outcomes and policies

#### Introduction

The Darling Downs region includes some of Queensland's most productive and resource-rich terrain, comprising prime agricultural land and extensive and largely undeveloped deposits of thermal coal and coal seam gas (CSG).

The regional outcomes and policies contained in this chapter of the plan align with and advance the achievement of the state's interest in relation to:

- supporting the long-term viability and growth of the agricultural sector
- · maximising the productive use of key mining resources and
- · providing for liveable communities.

With strong global demand for both quality food and energy-based resources, the sectors which utilise these resources continue to grow and contribute significantly to Queensland's economy.

These major sectors are supported by a network of transport and administrative hubs servicing the economic and social needs of the region. These well-established regional centres offer a diverse range of value-adding and support services to meet the needs of the region's expanding agricultural and resources sectors.

Within the region, the resources and agricultural industries compete for access to land due to the co-location of resources, infrastructure, and services required for each industry. This land use conflict has implications such as the loss of or encroachment on productive agricultural land, competition for access to water resources, and competition for freight and transport services.

Resource activities also have the potential to conflict with urban and other sensitive land uses. The impacts of resource activities on sensitive uses include noise, light, air quality, and pressure on social infrastructure and services. The growth potential of towns in the region may be impeded by resource activities if priority areas for urban development are not protected.

While many of these impacts are dealt with through existing assessment and regulatory processes, the regional plan provides additional protection for both the region's highly productive agricultural uses and towns by providing regional outcomes and policies which aim to:

- protect Priority Agricultural Land Uses (PALU) while supporting co-existence opportunities for the resource sector
- provide certainty for the future growth of towns.

## Protecting Priority Agricultural Land Uses while supporting co-existence opportunities for the resources sector

#### Regional outcome

Agriculture and resources industries within the Darling Downs region continue to grow with certainty and investor confidence.

#### Regional policy 1

Protect Priority Agricultural Land Uses within Priority Agricultural Areas.

#### Regional policy 2

Maximise opportunities for co-existence of resource and agricultural land uses within Priority Agricultural Areas.

#### **Context**

The agricultural industry within the Darling Downs region is a major contributor to the Queensland economy. The region is both domestically and internationally renowned for its productive capacity, high-quality produce, and its ability to sustain a strong and diverse agricultural supply chain.

It is the quality and diversity of the agricultural land, climate and location that has seen the region become one of Queensland's premier agricultural hubs, offering significant opportunities to contribute to the Queensland Government's goal of doubling the state's food production by 2040.

Agriculture has been a key traditional industry responsible for the region's economic stability and growth due to the diversification of trade, as well as employment generation. This industry has also had a major influence on the region's settlement pattern and cultural identity.

The region's access to state, national and international markets has been enabled by southern Queensland's road and rail transport infrastructure, proximity to port facilities on the eastern coast, the availability of natural resources including water and soil, and well-established farming practices.

The key agricultural industries of the region include grain production, intensive livestock and cattle grazing as well as some horticultural and broad acre cropping. The region's major agricultural products include cotton, wheat, barley, sorghum, sunflower and soy beans.

In 2011, the region's production of cotton, sorghum, and wheat contributed more than 70 per cent of Queensland's production for each crop. Over the five years to 2011 the total gross value of agricultural production from the region increased by six per cent to over \$2.5 billion—equating to over a quarter of the state's agricultural production.

Livestock production in the region is primarily beef, but also includes sheep, pork and poultry products. Intensive livestock industries (namely pork and poultry) are concentrated around local feed grain supply and access to markets.

A key challenge to maintaining a strong agricultural industry within the region is the potential for loss of high yielding agricultural land to resource activities as many of the resources found in the region are located in areas of highly productive soils. Areas currently experiencing increased land use pressure include Oakey, Chinchilla, Dalby, Wandoan, the Condamine floodplain and areas surrounding Roma and Injune.

While the agricultural industry of the Darling Downs region is a major contributor to the Queensland economy, the region has emerged as one of the state's leading regions for resource and energy exploration and development.

The region includes the Surat Basin, which represents one of Australia's largest energy reserves with significant proven reserves of thermal coal and coal seam gas (e.g. over 10 per cent of Queensland's coal deposits and an estimated 65 per cent of Queensland's CSG reserves).

As global demand for resources and energy commodities are projected to grow over the medium-term, the significance of this sector to the regional economy and community will continue. The Darling Downs region is well positioned to take advantage of this global demand, and major gas projects (such as the Surat Gas Project and Queensland Curtis LNG) are expected to underpin an additional 17 per cent increase in Australian gas production in 2013–2014. These projects contribute to Australia being considered as the most important country globally in terms of liquefied natural gas (LNG) capacity under construction.

Over the past decade, the mining industry has contributed to significant structural change of the regional economy, increasing its contribution to gross value added in the region (to approximately 6.5 per cent).

The mining industry has also been a key driver of employment growth, and in the five years to 2011, mining employment in the region almost tripled, accounting for almost one-quarter of total employment growth in the region. The Darling Downs region has also seen significant growth in non-resident workers over the past year with a near doubling of workers in the Surat Basin.

To ensure the state's highly valued agricultural land uses are not lost as a result of growth in the resources sector in the region, the following regional policies give priority to those key agricultural land uses that have been identified within the region's strategic agricultural areas.

#### **Editor's note**

Regional policies 1 and 2 are implemented by:

- defining PALUs
- mapping the region's Priority Agricultural Areas (PAA)
- PAA co-existence criteria which protects PALUs within a PAA from the impacts of incompatible resource activities while maximising opportunities for the co-existence of resource and agricultural land uses
- local planning instruments incorporating planning and development provisions that reflect Regional Policy 1: protecting PALUs within PAAs.



Map 1: Priority Agricultural Areas

# Providing certainty for the future of towns

#### Regional outcome

The growth potential of towns within the Darling Downs region is enabled through the establishment of Priority Living Areas. Compatible resource activities within these areas which are in the communities' interest can be supported by local governments.

#### Regional policy 3

Safeguard the areas required for the growth of towns through establishment of Priority Living Areas (schedule 1).

#### Regional policy 4

Provide for resource activities to locate within a Priority Living Area where it meets the communities' expectations as determined by the relevant local government.

#### The region's communities

The Darling Downs region supports a network of towns from small rural localities to major regional centres including Warwick, Roma, St George, Dalby, Goondiwindi and Toowoomba city, the largest and most diverse centre in the region. These centres support and service the rural communities of the region as well as the surrounding industries on which the economy relies, providing a variety of medical, educational and retail trade facilities.

Toowoomba city currently accounts for approximately 68 per cent of the estimated residential population of the region's centres, with 32 per cent residing in the larger communities of Warwick, Dalby, Stanthorpe, Chinchilla, Roma and Goondiwindi.

Of these communities, Chinchilla and Dalby experienced the fastest growth between 2006 and 2011 with an annual growth rate of 3.7 per cent and 1.6 per cent respectively, reflecting the influence of the expanding resources sector in these areas.

The liveability of the region faces a number of challenges, including the potential adverse impacts of incompatible resource activities encroaching on settlements, pressure on existing services and infrastructure, accommodation capacity, and increasing and fluctuating population growth.

Resources sector-related population growth can place significant pressure on services, infrastructure and accommodation within the region, in turn increasing housing demand, rental prices and the cost of living. Increased resources sector activities and associated workforce growth could place demands on housing and services, placing greater pressure on the resident population and local governments.

Liveability is not only affected by increasing population growth but also by certain land use activities.

Land uses such as primary industries, resources and energy industries, industrial development, and alternative energy production have the potential to impact on the amenity of communities through air, noise and other emissions such as vibrations and odour.

Significant opportunities exist for the communities of the Darling Downs region, including diversification of the regional economy and increasing investment being experienced in the resources and energy sector associated with the Surat Basin.

Within the last decade, rapid population growth has occurred in the region due to the expansion of the resources and energy sector and the supporting construction sector.

The number of resource workers in the Surat Basin nearly doubled (to approximately 6 445) within the year to June 2012, the majority of which are located in the Western Downs and Maranoa LGAs.

Population growth presents both opportunities and challenges for the region. Local governments can assist communities to adapt to population growth by, for example, providing an adequate supply of serviceable land to accommodate anticipated needs in the required scale and type for residential, retail, commercial and industrial land uses. This includes providing an adequate supply of land for non-resident workforce accommodation, if there are large approved projects directly associated with mining, major industry, major infrastructure or rural uses that require non-resident workers to stay for extended periods.

An adequate supply for these land uses could attract new residents, including skilled workers and their families to the region.

Maintaining the liveability of the Darling Downs communities provides an opportunity for towns in the region to attract and retain a higher proportion of workers and their families as permanent residents. This will have flow-on benefits to social and economic resilience.

The plan will establish Priority Living Areas (PLA) to preserve areas for town expansion for those towns likely to experience growth in the next 20 years. (Figure 7)

The plan provides for councils to determine the appropriateness of any potential resource activity within PLAs.

#### **Editor's note**

PLAs replace the region's existing restricted areas (urban), as gazetted under the *Mineral Resources Act* 1989 in 2011, with the exception of the Toowoomba area in the South East Queensland (SEQ) region. The areas in the SEQ region will be reconsidered as part of the review of the SEQ Regional Plan.

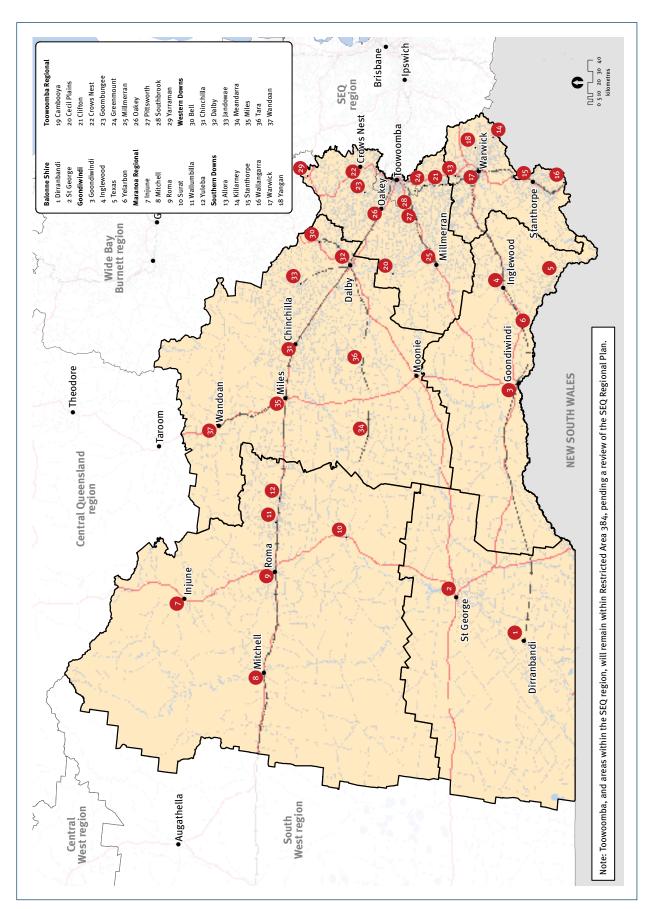


Figure 7: Priority Living Areas

# Chapter 5—Infrastructure

#### Introduction

This chapter identifies priority outcomes for infrastructure that support economic growth in the region.

The information provided will assist local governments appropriately address the state's interests in infrastructure when preparing or amending their planning scheme.

## **Transport networks**

The region has a number of strong transport linkages to surrounding regions and into New South Wales. The Western Freight Corridor, which includes the Warrego Highway and the Western rail line, provides connections to SEQ and is considered one of Queensland's most important freight links. The South Western rail system runs from Toowoomba to Thallon via Warwick over approximately 610 km, and carries primarily grain and containerised freight. These transport links provide access routes for goods, including agricultural and resource commodities, as well as commuter, business and tourist travel between mines and major centres.

**Priority outcomes** sought for the region's transport network include:

- prioritisation of transport programs to improve freight movement and reduce conflicts in urban areas and with other network users
- facilitating the transportation of workers in an environment with a growing non-resident workforce and population
- facilitating the role and function of airports and associated infrastructure in supporting economic development in Queensland.

#### **Roads**

Throughout the region, population and industry growth and increasing numbers of non-resident workforce movements, are some of the factors causing increasing pressure on the region's roads.

Growing demand on the infrastructure that supports the freight movement of agricultural and resource products towards the coast, and the inwards logistics supporting the resources sector in particular, is resulting in increasing conflicts between freight and other network users on existing road networks, including the Warrego Highway.

Opportunities for leveraging road infrastructure to boost economic development include:

- Toowoomba second range crossing—the proposed crossing would support economic growth by freeing up road freight capacity and enabling bulk goods to be transported more efficiently and safely. This would accelerate the development of the Charlton Wellcamp industrial node, and significantly reduce heavy vehicle traffic in Toowoomba's urban area.
- strategic investment in key freight routes—investment would reduce transport costs and increase competitiveness. Improvements to known constraints such as the Warrego Highway between Toowoomba and Oakey, would significantly improve the efficiency of freight movements in the region. The Moonie and Barwon highways are also important transportation corridors across the south of the region. In the longerterm, realignments or improvements to strategic freight corridors will be important to improve flow efficiency and safety through large urban centres, particularly as the region grows. Consideration could be given to the merit of preserving bypass corridors for some urban centres such as Roma.
- freight modelling—an opportunity exists for business groups to work with government to better model freight demands throughout the region and thereby inform planning activities and prioritisation decisions, including those which seek investments in the optimal mode of transport. Modelling may lead to improved outcomes that better assist business to improve productivity and growth. Modelling these freight demands would also highlight potential cumulative impacts and capacity constraints in the network and inform longer-term aspirations for freight transport in the region.

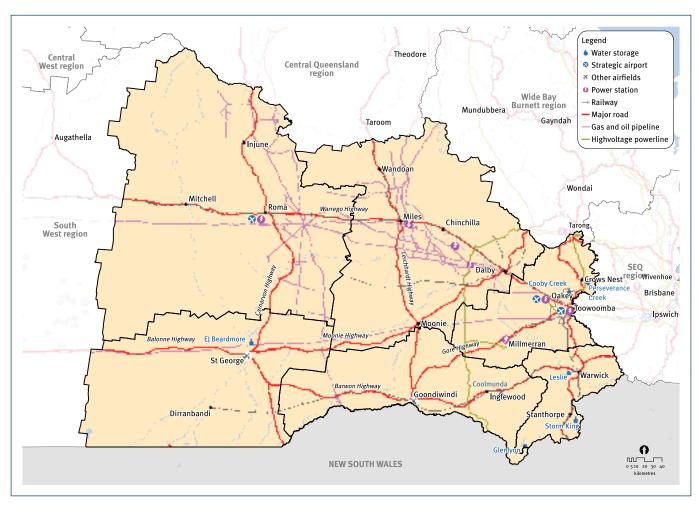


Figure 8: Infrastructure network within the Darling Downs region

#### Rail

With the region being home to large thermal coal deposits in the Surat Basin, there will be increased demand for rail freight movements in and out of the region. Future demand for LNG will drive the exploration and production of CSG, and its transportation from the Bowen and Surat Basin coal fields to gas liquefaction and export facilities on Curtis Island. Further freight tasks expected to drive the demand for rail transport and infrastructure in the region include the supply chains for coal, petroleum products, grains and cereals and meat and livestock from the Darling Downs to the Port of Brisbane.

Opportunities for leveraging rail infrastructure to boost economic development include:

- modal shift towards increased rail usage—as a longerterm aspiration, increases in rail capacity may encourage a shift from road to rail for high-volume, lower-value products. Increased capacity may have particular benefits for the movement of agricultural commodities and improve inward logistics for the mining sector. It may also alleviate some of the constraints on the region's road network, reduce maintenance costs and improve safety through a reduction in heavy vehicles. Targeted capacity upgrades to the existing rail network may also support this modal shift. Alleviating the rail operating constraints caused by the Toowoomba and Little Liverpool Range crossings could be considered in the future through the preserved Gowrie to Grandchester corridor. There are also benefits to improving linkages to other regions like Central Queensland over the longerterm, as increasing bulk commodities exports through SEQ presents challenges due to increasing population densities, and the necessary priority given to passenger rail services.
- Surat Basin Rail Project—the proposed Surat Basin Rail
  Project also has the potential to support a modal shift
  and could potentially alleviate capacity constraints on the
  Port of Brisbane and the Western rail line. This project is
  also a step towards providing further export opportunities
  for regional producers with connections through to the
  Port of Gladstone. Depending on the proposed use of
  the Surat Basin Rail, realising these opportunities may
  require further upgrades to other rail systems

intermodal facilities—over the longer-term, increased rail
capacity in the region could provide opportunities for
intermodal hubs east of Goondiwindi and the proposed
logistics hub in Toowoomba's Charlton Wellcamp
industrial precinct. Such facilities could support the
modal shift from road to rail through 'first and last mile
logistics'. A number of under-utilised grain handling
facilities also exist on the rail network which could be
more productive with additional rail capacity.

#### **Aviation**

The three strategic airports in the region are in Roma, Toowoomba and the Army Aviation centre at Oakey. There is also a proposal for a jet-capable airport at Charlton Wellcamp to be completed by late 2014. Flights across the region involve both scheduled network flights and various charter and private flights. These flights can include regional air services such as regular medical services to remote and regional hospitals and clinics, to activities involving small corporate jets associated with the mineral and energy sector.

Demand for aviation services in the region is expected to continue. There is an identified need for upgrades across the region, and the provision of additional facilities is required to support this growing demand for aviation services, particularly from the resources and agricultural sectors.

The existing Toowoomba airport runway is constrained by encroachment of incompatible land uses.

Opportunities for leveraging aviation infrastructure to boost economic development include:

 airport rationalisation—strategic use of regional airports to support FIFO workers is important for the region's development. There is a risk that smaller airports may be constructed or upgraded by industry, leading to inefficiencies and possible under-utilisation of these assets.

### **Electricity**

The region has a prominent electricity sector, with a number of power stations predominantly located in the east. Major coal and gas-fired electricity generators in the region can be found in the vicinity of Kogan (Chinchilla-Tara-Dalby triangle), Millmerran, Oakey and Roma. The high voltage transmission grid is dominated by the Queensland-NSW Interconnector which connects the transmission grids between the two states.

Demand for power generation and transmission in the region is expected to grow. Consideration of proposed resource projects, the demands of neighbouring regions and energy efficiency is required.

**Priority outcomes** sought for electricity infrastructure include:

 reinforcing electricity generation, transmission and distribution networks in response to forecast population and industry growth, with consideration of neighbouring regions, and energy efficient efforts.

Opportunities for leveraging electricity infrastructure to boost economic development include:

- energy generation potential—the Darling Downs region is well positioned to grow its energy generation capabilities to service the needs of the region, SEQ and potentially south of the border. The region has abundant resources suitable for fuel, and a well-established energy sector. It also has an extensive transmission network, including the Queensland-NSW Interconnector.
- localised energy generation—localised energy generation can be a viable option in some situations as an alternative to, or in addition to, connections to the transmission or distribution networks. There may also be opportunities for localised gas-fired generating plants to supply electricity directly to certain customers.

#### Water

The public infrastructure supplying water for urban, industrial, resource and agricultural uses comes primarily from six water schemes operating in the region. In addition to these, there are a number of dams and weirs owned and operated by local governments which supply local communities. Many water users also depend on groundwater for domestic, industrial and agricultural purposes.

Water resource and water supply planning are undertaken through a number of statutory and other processes.

Surface water and groundwater supplies are generally accessed through water entitlements, including tradeable water allocations.

The allocation and management of these entitlements is undertaken through Queensland's water resource planning framework.

Water supply planning aims for the best use to be made of available water in meeting the needs of the urban, mining and agricultural sectors.

Accordingly, neither water resource or water supply planning are addressed through the regional plans.

**Priority outcomes** sought for water infrastructure include:

 improving the security and reliability of community water supplies in the region and their preparedness for future industry and population growth.

Opportunities for leveraging water infrastructure to boost economic development include:

- alternative water supplies—the proposed Nathan Dam, on the Dawson River near Taroom just north of the region is a potential source of water for the Darling Downs region in the longer-term. Pipelines associated with the projects could potentially be built early and used to distribute CSG water from the Surat Basin to the Dawson Valley Water Supply Scheme and/or towards Dalby.
- water trading of water allocations—voluntary
  participation in water markets provides existing water
  allocation holders with the opportunities to restructure
  or exit enterprises as circumstances change.

### **Community infrastructure**

Economic growth and liveability in the Darling Downs is dependent on the provision of an efficient and integrated network of infrastructure and services that is adaptable and responsive to change.

Growing and fluctuating non-resident workforces across the region are putting pressure on community infrastructure which is impacting local communities.

The construction and operating workforces supporting the resources sector present a challenge for a variety of services and infrastructure classes in the region, as the size of each workforce can be significant in comparison to the resident populations.

Telecommunications infrastructure in the region plays an integral role within modern businesses, enabling access to the internet, real time communication between companies and also innovative use of technology like telemetry.

Telecommunications infrastructure will increasingly become more important for the region as businesses innovate through the use of technology.

**Priority outcomes** sought for community infrastructure include:

- supporting community infrastructure needs including optimising the use of existing assets to improve community liveability and induce non-resident workers to relocate
- advocating and attracting telecommunication infrastructure investment to support innovation and technology that enhances industry productivity.

Opportunities for leveraging community infrastructure to boost economic development include:

- co-investment in telecommunication infrastructure to expand the coverage of existing networks or to bring forward proposed telecommunications infrastructure.
- leveraging the opportunities of significant projects could provide additional or different kinds of social infrastructure to support residents and the nonresident population (e.g. skills training). Longer-term opportunities also exist where legacy infrastructure provided through significant resources projects could support the growth of other industries. This applies to both community and non-community infrastructure.

- supporting regional communities to develop the
  attractiveness and long-term sustainability of resource
  towns, through development of social and local
  infrastructure and services, is likely to encourage
  more workers to relocate their families to resource
  communities. This provides the resource industry with
  convenient access to a specialised local workforce and
  builds the social capital in these communities, while
  reducing transportation and accommodation costs
  for employers. It is important to note however that it
  may not be practical to support the relocation of large
  numbers of non-resident workers to some smaller
  resource communities.
- temporary solutions for temporary needs—innovative solutions could be investigated and planned to manage temporary increases in demand, mitigating the need to invest in costly permanent infrastructure. In some instances, additional capacity in community infrastructure or social services may only be required for a temporary period due to non-resident workforce fluctuations. As an example, peaks can occur during the construction phase of coordinated projects. Using isolated work camps which are highly self-sufficient can also reduce some non-resident worker impacts on community infrastructure.

#### **Editor's note**

### Infrastructure initiatives

Below is a list of key Queensland Government initiatives that are helping to address infrastructure issues in the Darling Downs region.

#### **Integrated Freight Strategy for Queensland**

The document outlines state-controlled freight routes/ modes for efficient freight transport, strategies for minimising heavy vehicle impacts on local roads and communities, and managing the pressures on systems supporting the movement of goods through the state.

#### **Surat Basin Infrastructure Framework**

A whole-of-government framework that aims to guide decision-making on the coordinated, timely and cost-effective provision of infrastructure to meet the needs of the coal mining industry, as well as the CSG and petroleum industries and the agricultural sector.

#### **Editor's note (continued)**

#### **Infrastructure for Economic Development**

This strategy is currently being developed by the Department of State Development, Infrastructure and Planning. It outlines the government's approach to large-scale reform to planning, prioritising, financing and asset lifecycle management in order to deliver highly productive economic infrastructure that will drive the economic development of Queensland.

#### Infrastructure Queensland

An advisory group comprising private sector representatives and heads of government departments to provide advice to drive the state's infrastructure projects. The group will provide advice to the state government on long-term infrastructure planning and priorities.

#### **Projects Queensland**

A unit within the Department of Treasury and Trade that aims to foster investment partnerships that deliver positive infrastructure outcomes.

#### **Royalties for the Regions**

Over a four-year period starting in 2012, the program will invest \$495 million in new and improved community infrastructure, roads and flood mitigation projects that benefit those who live, work and invest in resource regions.

# **Economic Development Directions Statement for Queensland Airports 2013–2023**

The proposed directions statement will establish the government's view of the role of airports and associated infrastructure in supporting economic development in Queensland.

#### **Drive Tourism Strategy**

The strategy aims to promote and facilitate drive tourism opportunities in Queensland. It incorporates road condition and maintenance needs, visitor facilities and associated roadside infrastructure to support road-based tourism development.

#### The 30-year electricity strategy

The state government is examining the electricity supply chain to identify challenges and opportunities, target efficiencies and ensure a secure, reliable and cost-effective supply of electricity.

#### Queensland's water sector: a 30-year strategy

A long-term strategy is being developed to create a Queensland water sector with the capability to deliver integrated catchment-based recreation, water supply, sanitation, irrigation and environmental services at a lower cost.

#### **CSG Water Management Policy 2012**

The continuing expansion of the CSG industry, particularly in the Surat Basin, is resulting in large quantities of water being produced as part of the gas extraction process. The industry is required to manage this water so that it is used beneficially rather than being disposed of either through evaporation or discharged to watercourses.

Investigations are underway to identify opportunities for using CSG water locally, more widely through aggregation and distribution systems, and/or by returning it to suitable aquifers. Treatment of the water, in particular to reduce its salinity, is required to ensure the water is of an appropriate quality for its intended use.

#### **Social infrastructure**

The Queensland Government has agencies responsible for a range of social infrastructure required by communities. Social infrastructure plans will potentially require the involvement of a number of Queensland Government agencies. For example, Queensland Health is responsible for planning the infrastructure program to meet the identified service needs for the department, delivering the program to meet commitments and maintaining the built assets to ensure their lifespan is maximised. Social infrastructure plans will also need to consider Commonwealth-provided services such as income support, residential care and tertiary education.

# Chapter 6—Other state interests

The following state interests are relevant to land use planning in the region but are not guided by specific regional outcomes or policies.

The information in this chapter of the plan is provided to assist local governments appropriately address these state interests when preparing or amending their planning scheme.

# Housing and liveable communities

#### Land development and housing supply

The Darling Downs region supports a network of towns from small rural localities to major regional centres. The major regional centres support and service the rural communities of this area as well as the surrounding industries on which this economy relies, providing a variety of medical, educational, retail trade and industrial facilities.

Population growth presents both opportunities and challenges for the Darling Downs region. Local governments are able to assist their communities in adapting positively to changes by providing for an adequate supply of serviceable land to accommodate the anticipated needs, scale and type of residential, retail, sport and recreation, commercial, industrial, tourism and cultural land uses. Development of new industrial or residential areas presents an opportunity for ensuring adjoining land uses are of a nature and scale that will not encroach upon incompatible uses.

Maintaining the liveability of the region's communities through the availability of affordable and diverse accommodation also provides the opportunity to ensure that towns in the Darling Downs region attract and retain a higher proportion of workers and their families as permanent residents. This will have flow-on benefits for social and economic resilience and community vibrancy.

The resources sector creates challenges for the Darling Downs region in terms of land development and housing needs as population growth fluctuations are difficult to model and anticipate.

This region typically experiences low levels of residential growth; however expansion of the resources sector in the last decade has seen rapid increases in non-resident populations, increasing pressure on housing and accommodation, community services and infrastructure. This demand is expected to increase into the future with growth of the resources sector, placing increasing pressure on local residents in the form of housing affordability, cost of living and accessibility of services.

Well-informed planning is necessary to ensure that the delivery of services and the release of land for development is responsive to the needs of these growing communities, and is delivered in a timely and cost-effective manner.

#### **Editor's note**

Achieving this state interest in the Darling Downs region is not reliant on a strategic direction established through a statutory regional plan. In addition to the local government and industry involvement in delivering this interest, the state government has a range of other complementary initiatives which may assist in achieving this state interest, including:

- Regional and Resource Towns Action Plan 2013
   This plan identifies short-term initiatives and on the ground projects to address housing availability and affordability in regional towns impacted by the mining boom.
- Royalties for the Regions

A four-year program to invest \$495 million in new and improved community infrastructure, roads and flood mitigation projects that benefit those who live, work and invest in resource regions. There is an ongoing commitment of \$200 million each year for the program.

### **Economic growth**

#### **Development and construction**

Construction within the Darling Downs region has traditionally relied on residential and industrial development as its key driver. Increased interest and investment in the resources sector over the last decade has however resulted in an increase in the number of engineering-related development and construction activities, particularly within the Western Downs and Maranoa LGAs. It is anticipated that this demand will continue to increase with an adequate supply of serviceable land available to meet the region's needs.

Opportunities for the development and construction industry are expanding within the region with significant growth in the resources sector driving demand for skilled labour. The timely supply of sufficient serviceable land will promote growth in the construction sector, contributing significantly to enhanced local economic and social outcomes such as employment, efficiency gains, productivity growth, provision of infrastructure and decreased pressure on cost of living where residential construction improves the demand-supply balance.

A key challenge for the development and construction sector of the Darling Downs region will be planning and bringing to market serviceable land to meet the residential and industrial growth demands of the emerging resources sector—a growth industry that is difficult to predict and accurately model. Well informed planning and timely delivery of land will be important to attract and secure investment and enable value adding industries to establish in towns to service emerging resource and related infrastructure projects within the region.

#### **Editor's note**

Achieving this state interest in the Darling Downs region is not reliant on a strategic direction established through a statutory regional plan. In addition to local government and industry involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in achieving this state interest, including:

#### **Priority Development Areas**

Priority Development Areas (PDA) are areas declared by the Queensland Government under the *Economic Development Act 2012* to facilitate economic development and development for community purposes in the State. An example of such an area within the Darling Downs region includes the 20 hectare PDA in Roma.

#### **Tourism**

While the tourism industry has not traditionally been a major sector in the region, it does play a significant role in supporting local economies and communities, particularly in towns such as Stanthorpe in the Southern Downs.

The Darling Downs region has experienced increasing growth in the tourism industry over the past decade, with domestic and international visitors coming to experience its scenic, natural, cultural and heritage attractions, festivals and events.

The region's scenic, environmental and lifestyle characteristics offer a range of opportunities to diversify and strengthen its tourism sector. The significant natural values of this area will support opportunities that include: eco-tourism in suitable areas, farm-stay and bed and breakfast developments and high quality food, beverage and regional cuisine-based enterprises and festivals.

Expansion of the resources sector also creates opportunities for tourism in the region. Existing tourism accommodation and ancillary services are well-placed to take advantage of new markets created by non-permanent workers and business-related visitors to the region.

The key challenges for tourism in the Darling Downs region relates to the infrastructure on which this sector relies, particularly accommodation. The use of temporary accommodation by workforces associated with the resources sector (more commonly in the north of the Darling Downs) not only impacts on the affordability of accommodation but also reduces vacancy rates, severely reducing access for tourists.

Transport infrastructure within the region is also impacted by the resources sector and agricultural sectors. These sectors compete for the use of strategic road networks, reduce road safety and impact the quality of the road network for visitors.

#### **Editor's note**

Achieving this state interest in the Darling Downs region is not reliant on a strategic direction established through a statutory regional plan. In addition to local government and industry involvement in delivering this interest, the Queensland Government has a range of complementary initiatives which may assist in achieving this state interest including:

 Queensland's Outback, Gulf and Western Downs Tourism Opportunity Plan (Tourism Queensland, 2013)

This plan has been developed to identify and provide a strong direction for the continued sustainable development of tourism in the region.

• DestinationQ Blueprint 2012-2015

This blueprint outlines the Queensland Government's state-wide approach for tourism.

• Queensland Drive Tourism Strategy 2013-2015

This strategy aims to ensure a better understanding of linkages between tourism demand, infrastructure requirements and road user conflicts. A spatial mapping tool is proposed to be developed to assist local governments to identify areas of high tourism potential.

Queensland ecotourism plan

A new Queensland ecotourism plan is being developed to stimulate appropriate investment in both privately-owned and crown land.

### **Environment and heritage**

#### **Biodiversity**

The Darling Downs region encompasses features of both national and state environmental significance. The region contains several of the state's bioregions as defined by the Department of Environment and Heritage Protection, including portions of the Mulga Lands and Southeast Queensland and Brigalow Belt and the entire New England Tablelands.

However, the majority of the Darling Downs region encompasses remnants of the Brigalow threatened ecological community, *Acacia harpophylla*, which is recognised as a Matter of National Environmental Significance (MNES).

In addition, the MNES in the Darling Downs region include 81 threatened species, seven threatened ecological communities and 19 migratory bird species.

The Darling Downs region also contains a number of Matters of State Environmental Significance (MSES) including 34 protected areas, various protected plant and animal species and a number of biodiversity offset areas.

Despite the region's high biological values, loss of vegetation has been experienced across the region as a result of historical clearing for residential development and major industries including both agriculture and the resources sector.

The environmental, economic and social values from biodiversity are important in realising economic growth and job creation opportunities in the Darling Downs region. Protection of threatened ecological communities in the region can occur through planning that contributes to the maintenance of biodiversity values, with enhanced networks of protected areas contributing to such values. These values are of particular importance within the bioregions where biodiversity is rich and protected areas are sparse.

The biodiversity of the Darling Downs region faces a number of on-going challenges now and throughout the life of the plan. This region is threatened not only by natural events such as drought, bushfire and flooding but also by increasing regional development for urban and industry uses such as resource and energy exploration and development, agricultural production and diversification, and expanding populations.

Within the region it is important that planning and development decisions appropriately reflect the natural biodiversity values of the area, with development being facilitated in such a way as to minimise impacts on biodiversity and remnant vegetation.

#### **Editor's note**

Achieving this state interest in the region is not reliant on a strategic direction established through a statutory regional plan. In addition to the current legislation and local government and non-government organisation involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in achieving this state interest, including:

• Back on Track species prioritisation framework
The framework increases the capacity of government, natural resource management bodies and communities to make decisions about where to focus on-ground action and investment to deal with

threatened species and ecological communities.

Queensland Ecotourism Plan

This plan is being developed to enable greater access to Queensland's national parks and marine parks, including a detailed action plan.

#### **Healthy waters**

The region encompasses most of the catchments within the Queensland Murray Darling Basin, including the Balonne River, Border Rivers, Condamine River and Moonie River catchments and part of each of the Nebine River catchment and Warrego River catchment.

The region also encompasses a number of significant wetland areas, listed on the *Register of Important Wetlands of Australia*. The region's largest wetland, the Balonne river floodplain is approximately 24 000 ha in area.

There are opportunities to promote the outdoor recreation and nature conservation benefits associated with these nationally significant waterways.

Opportunities for protecting the quality of these surface and groundwater resources includes investment in the protection and enhancement of the ecological health, environmental values and water quality of the surface water, wetlands and groundwater assets of the region.

#### **Editor's note**

Achieving this state interest in the region is not reliant on the strategic direction established through a statutory regional plan. In addition to the current legislation and local government and non-government organisation involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in achieving this state interest, including:

- Queensland's water sector: a 30-year strategy

  A long-term strategy is being developed to create
  a Queensland water sector with the capability to
  deliver integrated catchment-based, recreation, water
  supply, sanitation, irrigation and environmental
  services at a lower cost.
- CSG Water Management Policy 2012

The continuing expansion of the CSG industry, particularly in the Surat Basin, is resulting in large quantities of water being produced as part of the gas extraction process. Consequently many investigations are underway to identify opportunities for using CSG water locally at its point of extraction, and more widely through aggregation and distribution systems.

#### **Cultural heritage**

The Darling Downs region encompasses many natural and structural heritage values, with the region's towns and communities each maintaining its own unique heritage and sense of identity.

The Darling Downs region contains parts of the Main Range National Park (located in the local government area of the Southern Downs Regional Council) forming part of the greater Gondwana Rainforests of Australia World Heritage Area and National Heritage Area.

The structural heritage of the Darling Downs region is represented in the region through its historic towns, such as Allora, Chinchilla and Warwick which represent some of the oldest inland settlements in Queensland. The Darling Downs region currently has 169 places listed on the Queensland Heritage Resister, the majority of which are located in the Toowoomba LGA.

The cultural heritage of the Darling Downs region presents many economic and social opportunities for the region, with visitors coming to experience its rich history and culture. The Darling Downs region is in a position to capitalise on its cultural and built heritage values to attract domestic and international tourists. The proximity of Darling Downs to Brisbane provides further opportunities for international and domestic tourists to enjoy the natural and built heritage of the region, particularly the Gondwana Rainforests of Australia World Heritage Area and heritage listed examples of the rural lifestyle of the Darling Downs region.

It is this cultural and structural heritage which connects the Darling Downs community to the past and strengthens the unique character and lifestyle of the region. Conservation of these structural and natural heritage values and their integration into an evolving community is critical in retaining this region's cultural identity.

#### **Editor's note**

Achieving this state interest in the Darling Downs region is not reliant on a strategic direction established through a statutory regional plan. In addition to the current legislation, and local government and nongovernment organisation involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in achieving this state interest, including:

Queensland ecotourism plan

A reform of the *Nature Conservation Act 1992* and developing a new Queensland ecotourism plan to stimulate appropriate investment in both privately owned and crown land.

### Hazards and safety

#### **Natural hazards**

The landscape characteristics and topography of the Darling Downs region makes it highly susceptible to flooding, with significant flood risk experienced across the region. Historically the Darling Downs region has experienced a number of major flooding events, particularly along the Condamine, Balonne, Maranoa, Moonie and Macintyre rivers, affecting the major centres of St George, Roma, Dalby, Chinchilla, Goondiwindi, Warwick and Toowoomba. Many of these flood events have had impacts on the region's communities including the loss of life, extensive property damage and major impacts on the region's economic productivity; particularly in the agricultural and resources sectors.

Within the Darling Downs region, a number of opportunities exist to minimise the impact natural hazards have on people, property, the economy, the environment and infrastructure. Such opportunities include:

- the ability to improve the long-term flood resilience of the region by rebuilding to a higher standard of flood immunity with options such as redesigning, upgrading and/or relocating infrastructure and communities
- the ability to improve and update local government flood mapping, with further information from data and more detailed flood studies
- the ability to use new information to better avoid development in high risk areas or development which increases the impact or risk of flooding elsewhere.

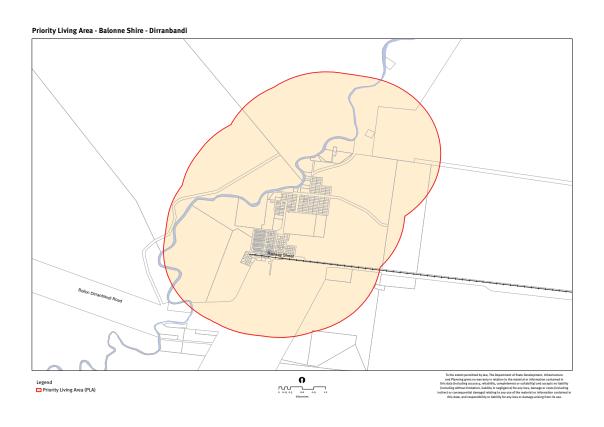
Natural hazards also create an array of challenges for the Darling Downs region affecting the liveability, productivity and communities of the region. The impacts of flood events not only isolate the towns and rural lands of the Darling Downs region but also cause significant damage to agriculture and resource commodities, property (fences, sheds and machinery) and infrastructure such as key transport networks (Warrego Highway and Western rail network), utilities and bridges. This affects the productivity and supply chains on which the regional economy relies subsequently impacting the region's retail trade, services, manufacturing and tourism sectors.

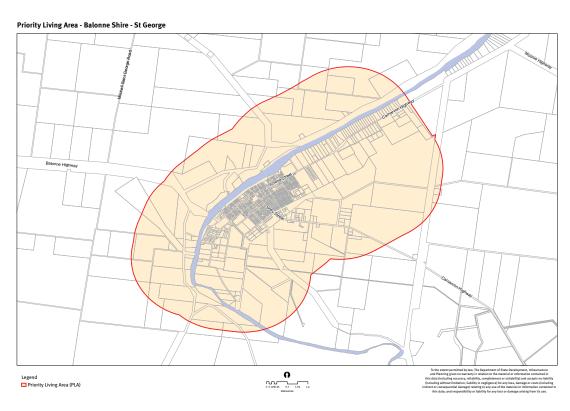
#### **Editor's note**

Achieving this state interest in the Darling Downs region is not reliant on a strategic direction established through a statutory regional plan. In addition to the local government involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in achieving this state interest, including:

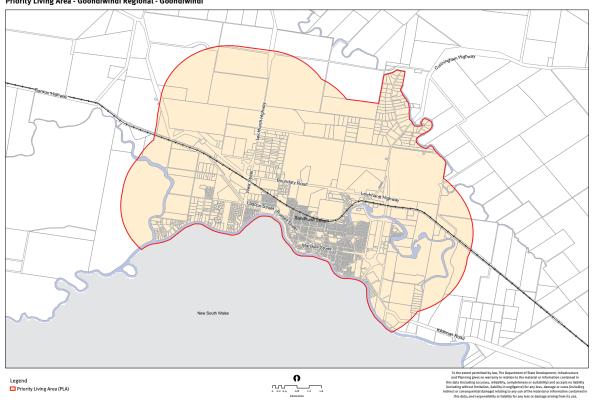
- Regional and Resource Town Action Plan 2013
   To assist Queensland regional towns impacted by the mining boom, the plan identifies short-term initiatives and 'on the ground' projects to address housing availability and affordability.
- Royalties for the Regions
  - A four-year program to invest \$495 million in new and improved community infrastructure, roads and flood mitigation projects that benefit those who live, work and invest in resource regions. There is an ongoing commitment of \$200 million each year for subsequent years. The program includes funding for councils to build flood mitigation measures such as levees, flood bypasses, flood mitigation dams, flood retention basins and other key projects to protect these communities from flooding.
- Planning for stronger, more resilient floodplains, Queensland Reconstruction Authority
  - The plan provides a detailed floodplain assessment and greater guidance on integrating floodplain management principles and processes into future planning schemes.

# Schedule 1. Maps of Priority Living Areas

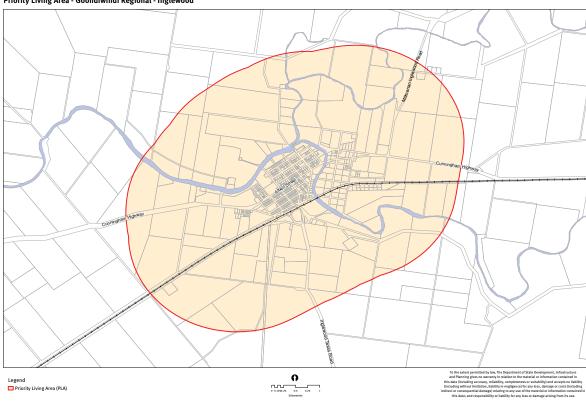




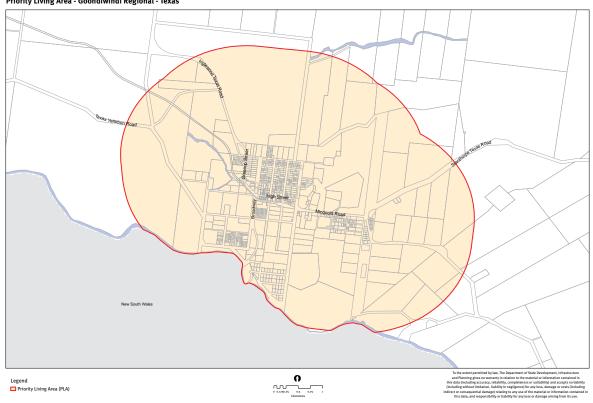




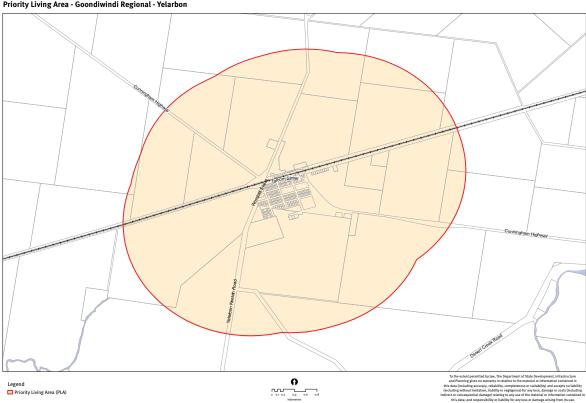
#### Priority Living Area - Goondiwindi Regional - Inglewood



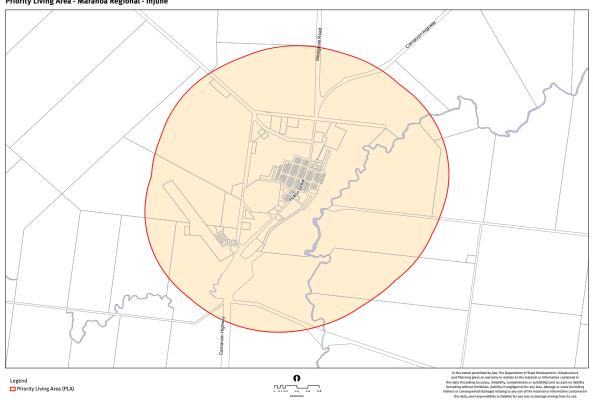




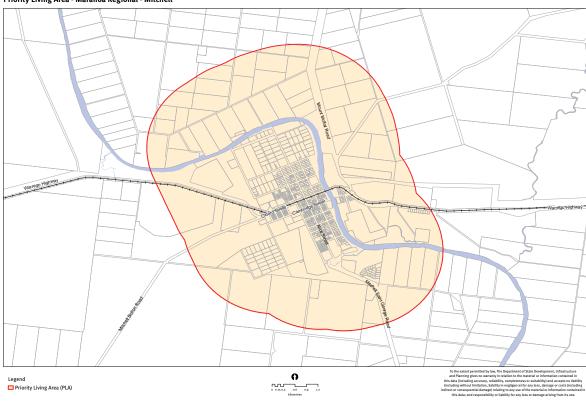
#### Priority Living Area - Goondiwindi Regional - Yelarbon



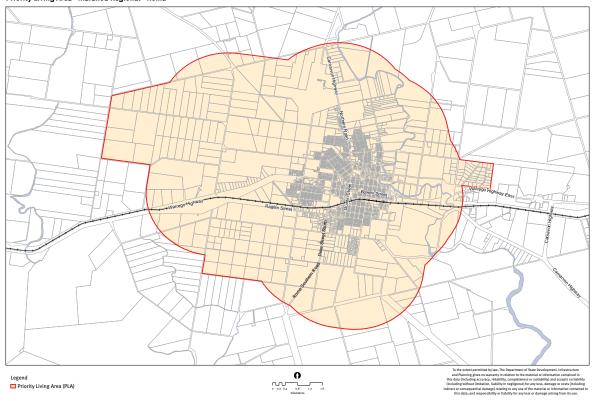




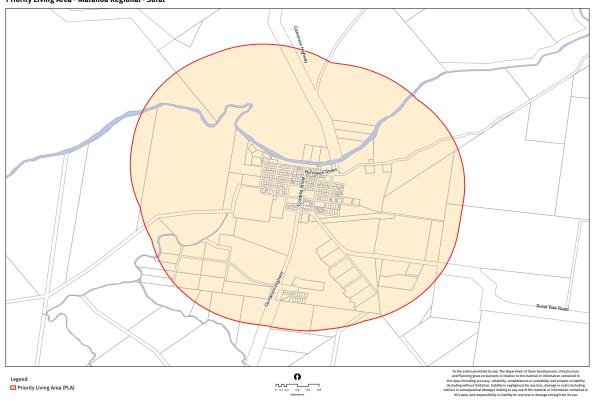
#### Priority Living Area - Maranoa Regional - Mitchell

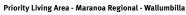


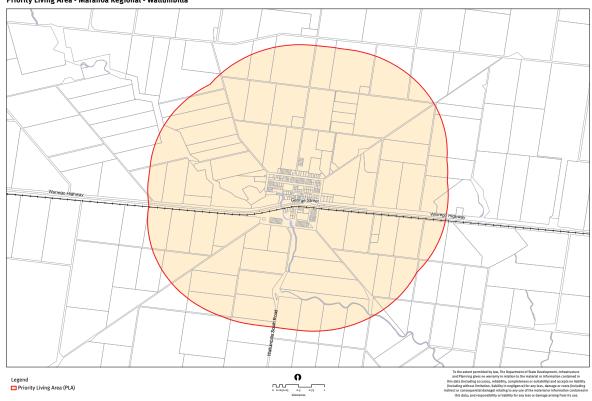




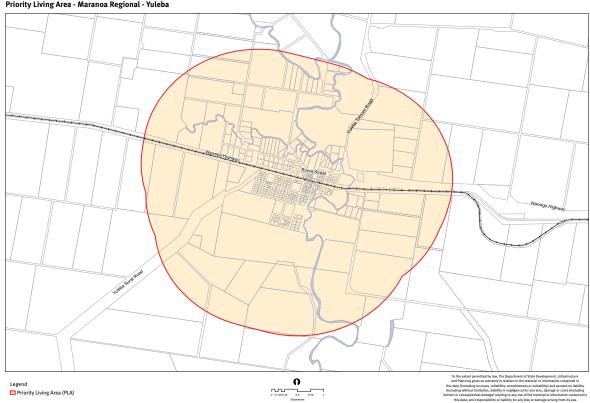
#### Priority Living Area - Maranoa Regional - Surat

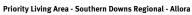


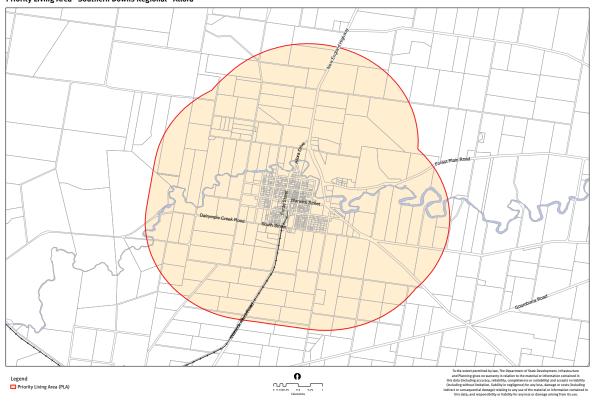




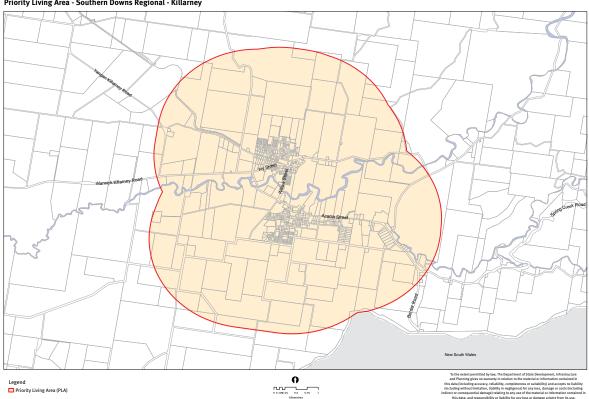
#### Priority Living Area - Maranoa Regional - Yuleba



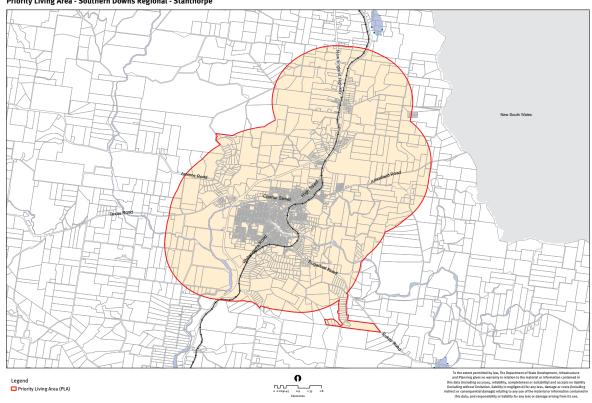




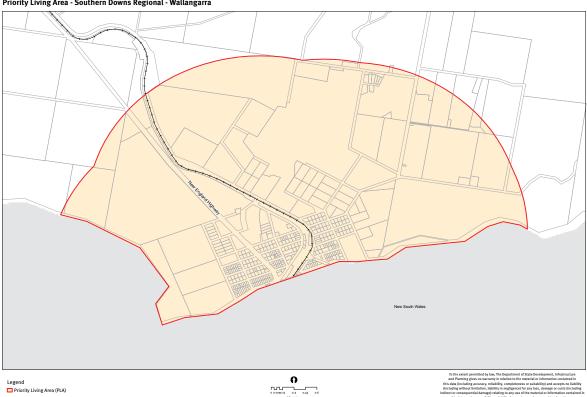
#### Priority Living Area - Southern Downs Regional - Killarney



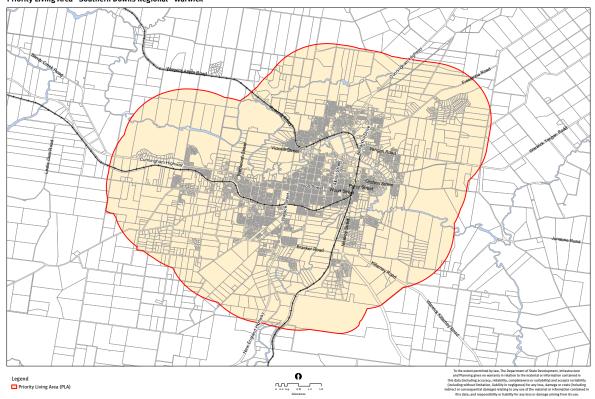
#### Priority Living Area - Southern Downs Regional - Stanthorpe



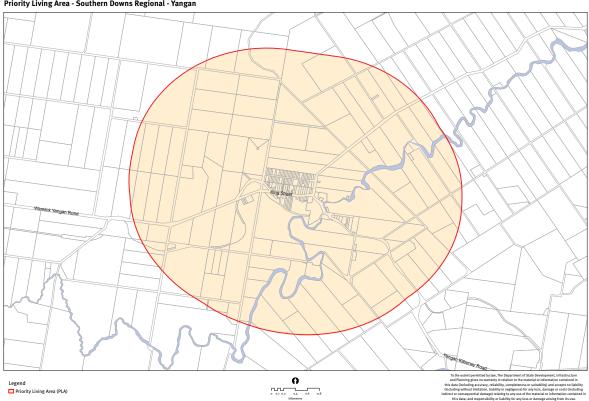
#### Priority Living Area - Southern Downs Regional - Wallangarra



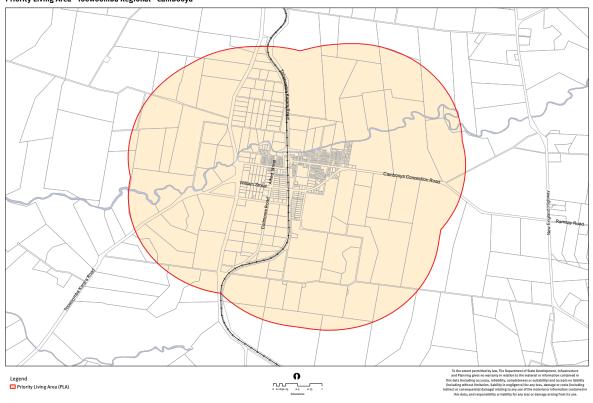




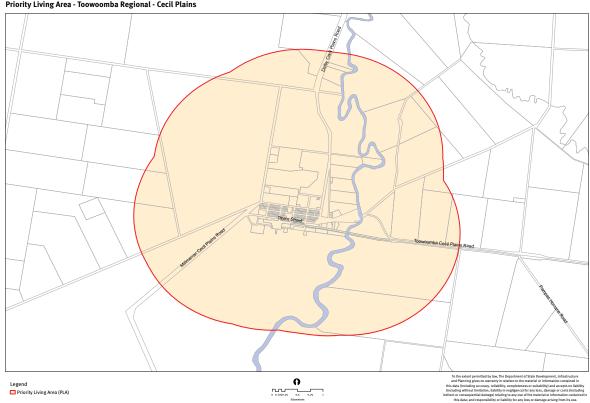
#### Priority Living Area - Southern Downs Regional - Yangan

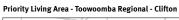


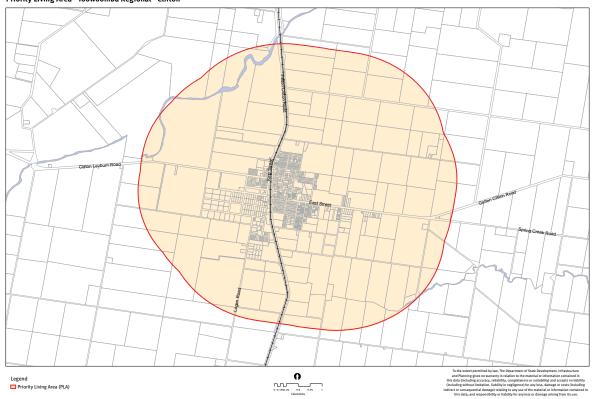




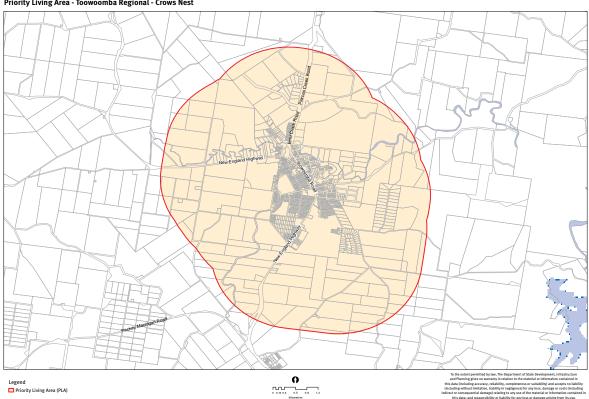
#### Priority Living Area - Toowoomba Regional - Cecil Plains



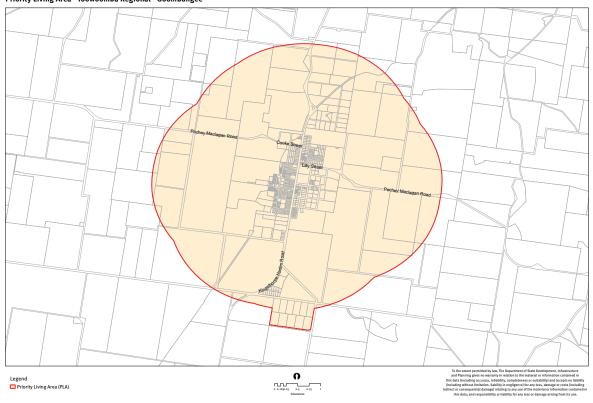




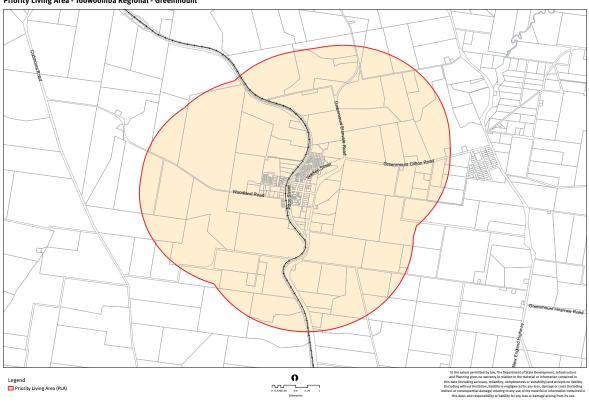
#### Priority Living Area - Toowoomba Regional - Crows Nest

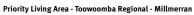


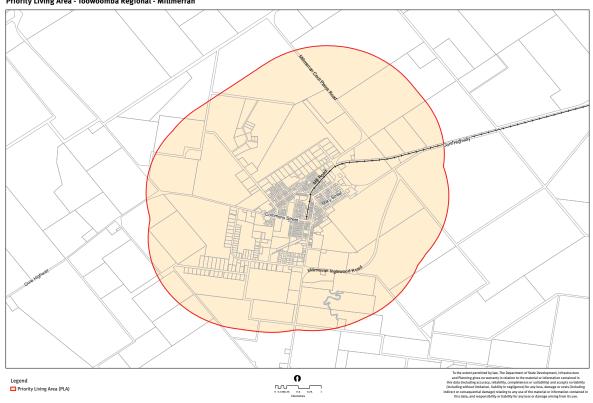




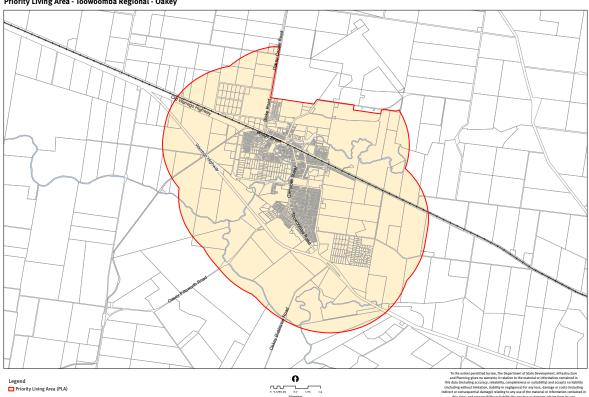
#### Priority Living Area - Toowoomba Regional - Greenmount

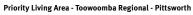


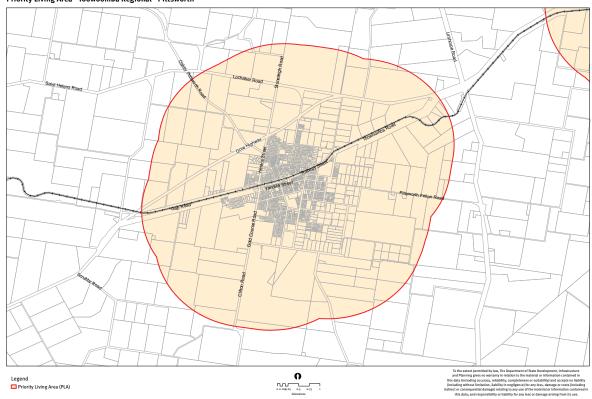




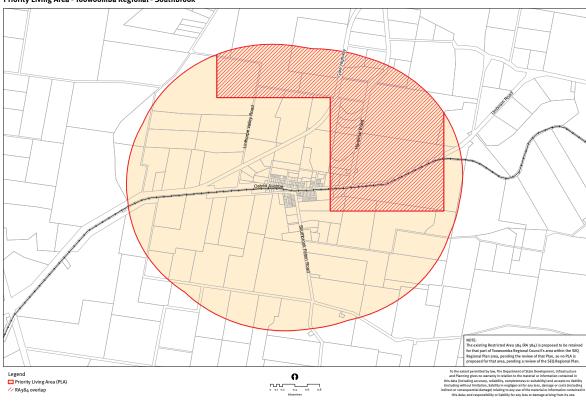
#### Priority Living Area - Toowoomba Regional - Oakey



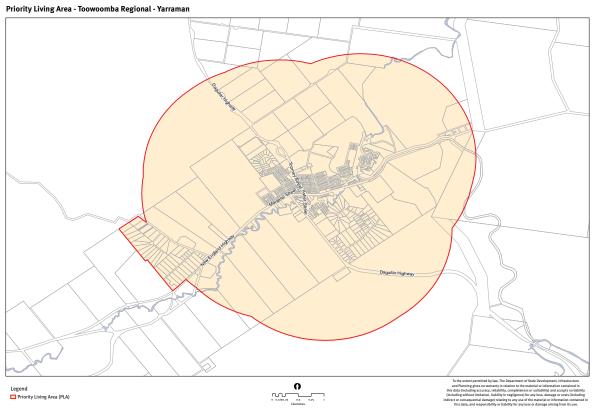




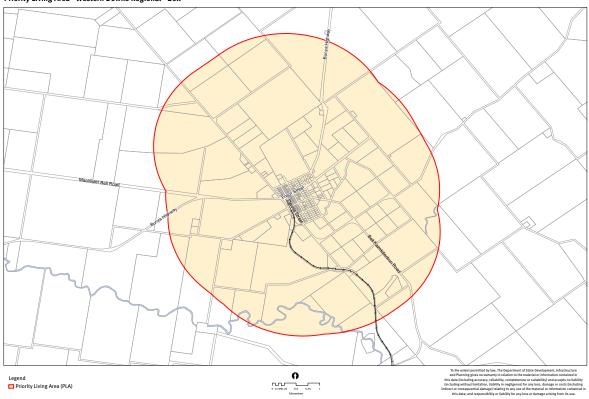
#### Priority Living Area - Toowoomba Regional - Southbrook



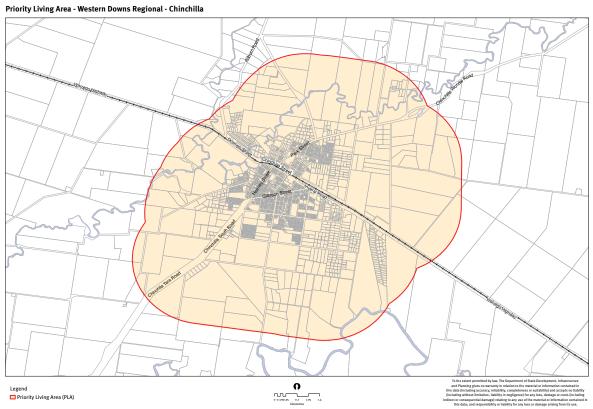




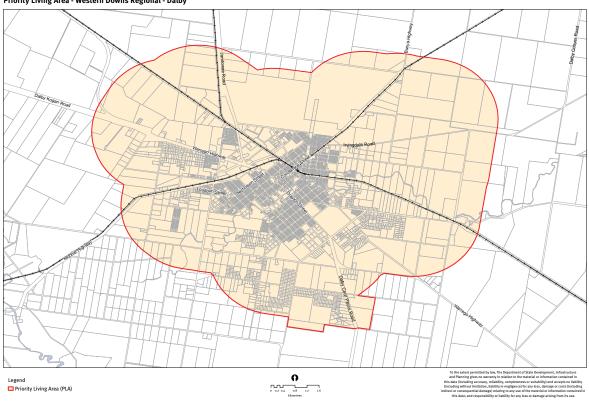
#### Priority Living Area - Western Downs Regional - Bell



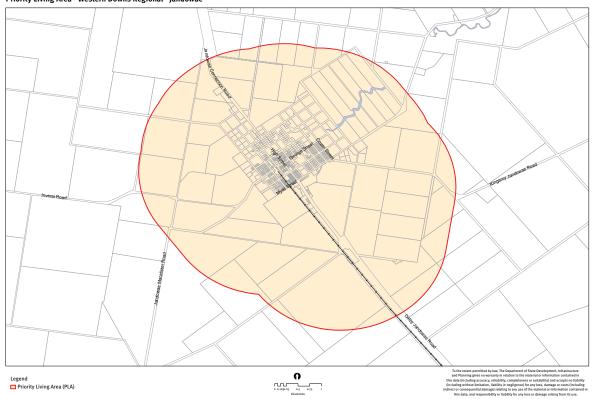




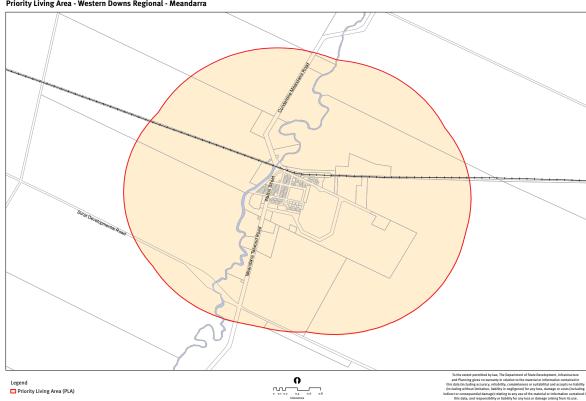
#### Priority Living Area - Western Downs Regional - Dalby



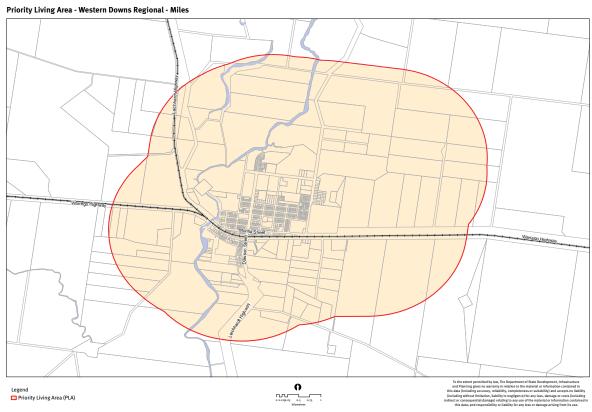




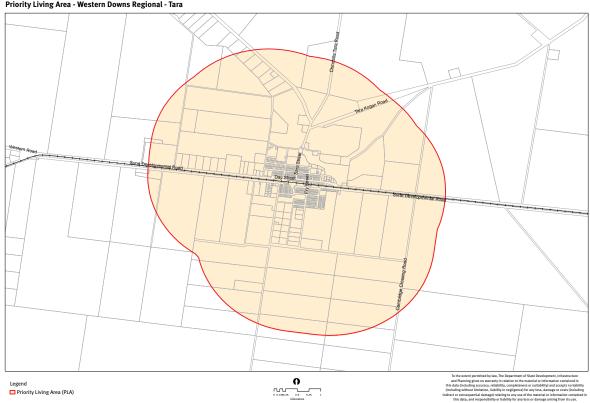
#### Priority Living Area - Western Downs Regional - Meandarra

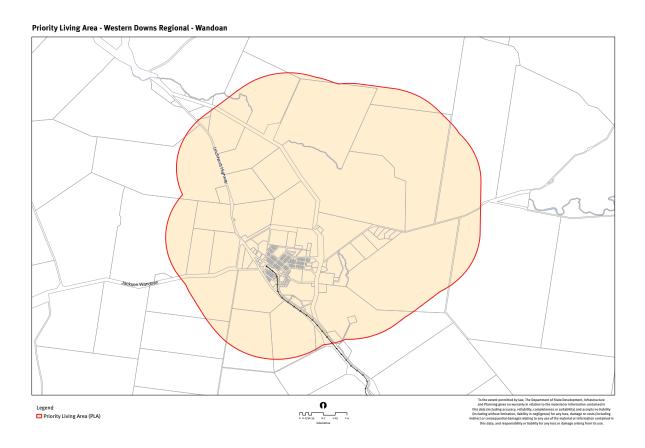






#### Priority Living Area - Western Downs Regional - Tara





## Schedule 2. Glossary and abbreviations

### **Glossary**

Note: Terms indicated in brackets [] are defined in the glossary of the draft SPP, April 2013. In the final version of the regional plan, it is intended that the definitions for these terms will be consistent with the final version of the SPP.

**Animal husbandry** see the standard planning scheme provisions.

**Biodiversity** see the standard planning scheme provisions.

**Bioregion** means a region based on broad landscape patterns that reflect the major primary underlying geology, climate patterns and broad groupings of plants and animals.

[Cropping] see the Strategic Cropping Land Act 2011.

**Ecotourism** means nature-based tourism that involves education about and interpretation of the natural environment and is managed to be ecologically sustainable.

**[Extractive resources]** means natural deposits of sand, gravel, quarry rock, clay and soil extracted from the earth's crust and processed for use in construction. The term does not include a mineral as defined under the *Mineral Resources Act 1989*, section 6.

**[Heritage place]** includes a world heritage property, national heritage place, Queensland heritage place or local heritage place.

**[Key Resource Area (KRA)]** means an area that contains extractive resources of state or regional significance. This term includes the resource/processing area for the KRA, the separation area for the KRA and any associated transport route and transport route separation area.

[Matters of National Environmental Significance (MNES)] means the matters protected under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth), ch 2, pt 3:

- World heritage properties
- National heritage places
- Wetlands of international importance (listed under the Ramsar Convention)
- Listed threatened species and ecological communities

- Migratory species (protected under international agreements)
- · Commonwealth marine areas
- The Great Barrier Reef Marine Park
- Protection of the environment from nuclear actions (including uranium mines).

[Matters of State Environmental Significance (MSES)] means the following natural values and areas protected under state environmental legislation:

- Protected area estates (including all classes of protected area except nature refuges and coordinated conservation areas) under the Nature Conservation Act 1992
- Marine parks (including 'marine national park', 'marine conservation park', 'scientific research', 'preservation' and 'buffer' zones) under the Marine Parks Act 2004
- Fish habitat areas A and B under the Fisheries Act 1994
- Threatened species (including plants, animals and animal breeding places) under the *Nature Conservation Act* 1992
- Regulated vegetation under the *Vegetation Management Act 2009* including:
  - Regional ecosystems identified as 'endangered', 'of concern', 'connectivity areas', 'critically limited', 'threshold', 'wetland'
  - 'high value regrowth' areas containing 'endangered' or 'of concern' regional ecosystems
  - Regional ecosystems identified as 'watercourse'
- High conservation value wetlands under the *Environment Protection Act* 1994 including:
  - Wetlands assessed as containing 'high' or 'very high' values via a conservation assessment, or
  - Where a conservation assessment has not yet been completed; wetlands that intersect with areas shown in the 'Directory of Important Wetlands' and high ecological value wetlands and waterways declared under the Environmental Protection (Water) Policy 2009
- Legally secured offset areas.

[National heritage place] means a national heritage place under the *Environment Protection and Biodiversity Conservation Act* 1999 (Cwlth).

[Natural hazard] means a naturally occurring situation or condition, such as a flood, bushfire, landslide or coastal hazard, including erosion prone areas and storm tide inundation areas, with the potential for loss or harm to the community, property or environment.

**Non-resident workers** means people who fly-in/fly-out or drive-in/drive-out (FIFO/DIDO) to work and live in the area temporarily while rostered on, and who have their usual place of residence elsewhere. The Surat Basin's non-resident populations comprise people working in the mining and gas industries, construction workers, and associated subcontractors. Figures in this report refer to the number of non-resident workers on-shift, or present in the area at a given point in time, and should not be confused with total non-resident workforce numbers.

**Priority Agricultural Area (PAA)** means an area identified as a priority agricultural area in Map 1.

**Priority Agricultural Land Use (PALU)** means a land use included in class 3.3, 3.4, 3.5, 4 or 5.1 under the Australian Land Use and Management Classification Version 7, May 2010 published by the Department of Agriculture, Fisheries and Forestry ABARES, Australian Government.

**Priority Living Area (PLA)** means an area identified as a priority living area in Schedule 1.

**Resource Acts** means the *Geothermal Energy Act 2010*, the *Greenhouse Gas Storage Act 2009*, the *Mineral Resources Act 1989*, the *Petroleum Act 1923* and the *Petroleum and Gas (Production and Safety) Act 2004*.

**Resource activity** has the meaning given in the *Environmental Protection Act 1994*.

[Transport network] means the series of connected routes, corridors and transport facilities required to move goods and passengers and includes roads, railways, public transport routes (for example, bus routes), active transport routes (for example, cycleways), freight routes and local, state and privately owned infrastructure.

**[World heritage property]** means a declared world heritage property under the *Environment Protection and Biodiversity Conservation Act* 1999 (Cwlth).

#### **Abbreviations**

CSG Coal Seam Gas
DD Darling Downs

**DIDO** Drive in / drive out

**DSDIP** Department of State Development, Infrastructure

and Planning

**EIF** Darling Downs Economic and Infrastructure

Framework

FIFO Fly in/fly out

KRA Key Resource Area

LGA Local government area

**LNG** Liquified natural gas

MNES Matters of National Environmental Significance

MSES Matters of State Environmental Significance

PAA Priority Agricultural Area

**PALU** Priority Living Area

**PDA** Priority Development Area

**PLA** Priority Living Area

**RPC** Regional Planning Committee

**SDA** State Development Area

**SEQ** South East Queensland

**SPA** Sustainable Planning Act 2009

**SPP** State Planning Policy

WBB Wide Bay Burnett

## Appendix 1. Acknowledgements

### **Regional Planning Committee**

Honourable Jeff Seeney MP, Deputy Premier and Minister for State Development, Infrastructure and Planning

The Honourable John McVeigh MP, Minister for Agriculture, Fisheries and Forestry, Member for Toowoomba South

The Honourable Lawrence Springborg MP, Minister for Health and Member for Southern Downs

Mrs Deb Frecklington MP, Member for Nanango

Mr Howard Hobbs MP, Member for Warrego

Mr Trevor Watts MP, Member for Toowoomba North

Mr Ray Hopper MP, Member for Condamine

Councillor Paul Antonio, Mayor of Toowoomba Regional

Councillor Peter Blundell, Mayor of Southern Downs Regional Council

Councillor Raymond Brown, Mayor of Western Downs Regional Council

Councillor Robert Loughnan, Mayor of Maranoa Regional Council

Councillor Graeme Scheu, Mayor of Goondiwindi Regional Council

Councillor Donna Stewart, Mayor of Balonne Shire Council

Mr Brian Hewitt, Chief Executive Officer, Regional Development Australia, Darling Downs and South West Mr Dallas Hunter, Member, Urban Development Institute of Australia, Toowoomba Branch

Mr Paul Ryan, Principal, St Mary's Parish Primary School, Goondiwindi

Mr Barry Sheehan, Executive Director, Centacare

Mr Andrew Barger, Director, Resource and Environment Policy, Queensland Resources Council

Mr Gary Brady, Director, Office and External Relations, University of Southern Queensland, Toowoomba

Mr Geoff Penton, Chief Executive Officer, Queensland Murray Darling Committee, Toowoomba

Ms Natalie Foster, Senior Manager, Wolff Group, Toowoomba

Mr Stuart Armitage, Councillor, Queensland Farmers Federation

Mr Matthew Paull, Director, Policy, Australian Petroleum Production and Exploration Association Limited

Mr Bernie Hogan, Regional Manager, Queensland and Northern Territory, Association of Mining Exploration Companies

Mr Greg West, Director, Toowoomba Surat Basin Enterprise

Mr Arthur Gearon, State Councillor, Agforce Queensland, Chinchilla

### **Local government**

Balonne Shire Council	Toowoomba Regional Council
Goondiwindi Regional Council	Western Downs Regional Council
Maranoa Regional Council	Local Government Association of Queensland
Southern Downs Regional Council	

### Non-government sector organisations

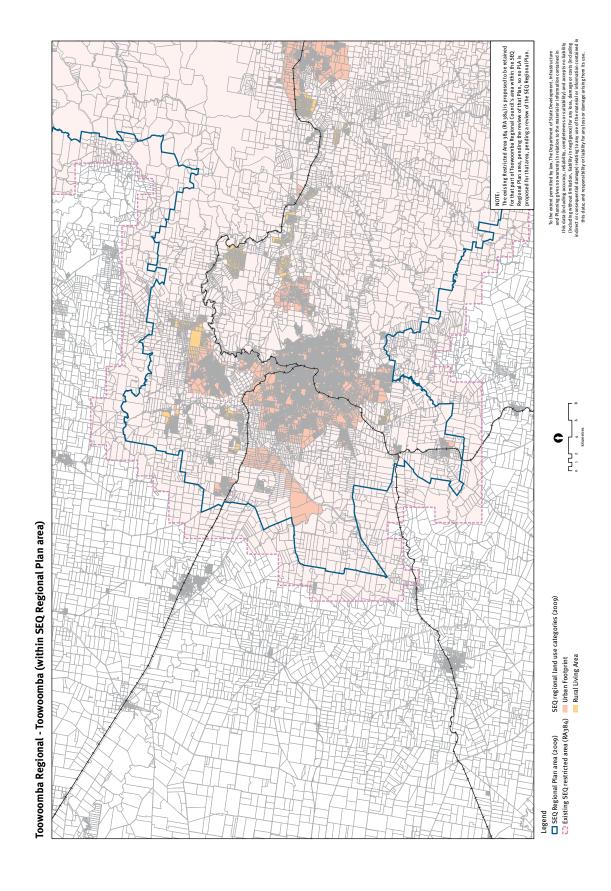
Ambre Energy	Lifeline Darling Downs
Australian Industry Engineering and Manufacturing Network	Meter Design
Condamine Alliance	Powerlink
Cotton Australia	Queensland Farmers Federation
Darling Downs South West Queensland Medicare Local	Queensland Resources Council members
Ergon Energy	Resource Partnerships
Friends of Felton	Rural Doctors Association
Gas Fields Commission Queensland	Southern Queensland Country Tourism
Health Workforce Queensland	Wolff Group

### **Queensland Government**

Householders Options to Protect the Environment

Department of Aboriginal and Torres Strait Islander and Multicultural Affairs	Department of Natural Resources and Mines
	<ul> <li>Department of Premier and Cabinet</li> </ul>
Department of Agriculture, Fisheries and Forestry	<ul> <li>Department of State Development, Infrastructure and</li> </ul>
Department of Communities, Child Safety and Disabilities Services	Planning
	Department of Tourism, Major Events, Small Business and the Commonwealth Games
Department of Energy and Water Supply	
Department of Environment and Heritage Protection	Department of Transport and Main Roads
Department of Housing and Public Works	Department of Treasury and Trade
Department of Justice and Attorney-General	Queensland Health
Department of Local Government, Community Recovery and Resilience	Queensland Police

# Appendix 2. Restricted Area (RA) 384



## Bibliography

Australian Government. (2013). Resources and Energy Quarterly, March Quarter 2013.

CSIRO. (2012). Signposts for Queensland: An analysis of future pathways.

IBISWorld Special Report. (2011). *Queensland floods: The economic impact*. IBISWorld Pty Ltd.

Department of Agriculture, Fisheries and Forestry. (2013). *Draft Queensland Agriculture Strategy*. Queensland Government, Brisbane.

Department of Agriculture, Fisheries and Forestry. (2013). *Queensland Agricultural Land Audit* (underway). Queensland Government, Brisbane.

Department of Employment, Economic Development and Innovation. (2012). *Queensland's Coal Seam Gas Overview*. [Online].

Department of Employment, Economic Development and Innovation. (2010). *Land Access Code*. Queensland Government, Brisbane.

Department of Energy and Water Supply. (2013). *Queensland's water sector: a 30-year strategy. Discussion paper: Shaping our water future.* Queensland Government, Brisbane.

Department of Energy and Water Supply. (2012). *The 30-year electricity strategy*. Directions paper. Queensland Government, Brisbane.

Department of Environment and Heritage Protection. (2012). *State of the Environment Queensland 2011*. Queensland Government, Brisbane.

Department of Environment and Heritage Protection. (2010). *CSG Water Management Policy*. Queensland Government, Brisbane.

Department of Natural Resources and Mines. (2012). *Standard Conditions Code for Resources Activities*. Queensland Government, Brisbane.

Department of State Development, Infrastructure and Planning. (2013). *Darling Downs Economic and Infrastructure Framework*. Queensland Government, Brisbane.

Department of State Development, Infrastructure and Planning. (2013). *Draft State Planning Policy*. Queensland Government, Brisbane.

Department of State Development, Infrastructure and Planning. (2013). *Economic Development Directions Statement for Queensland Airports 2013-2023* (proposed). Queensland Government, Brisbane.

Department of State Development, Infrastructure and Planning. (2013). *Infrastructure Queensland*. [Online].

Department of State Development, Infrastructure and Planning. (2013). *Regional and Resource Towns Action Plan*. Queensland Government, Brisbane.

Department of State Development, Infrastructure and Planning. (2013). *Royalties for the Regions*. [Online].

Department of State Development, Infrastructure and Planning. (2013). *Surat Basin Infrastructure Framework*. Queensland Government, Brisbane.

Department of State Development, Infrastructure and Planning. (2012). *Darling Downs Regional Plan Issues Paper–Draft for consultation*. Queensland Government, Brisbane.

Department of State Development, Infrastructure and Planning. (2013). *Draft State Planning Policy*. Queensland Government, Brisbane.

Department of Sustainability, Environment, Water, Population and Communities. (2010). *Australia's Biodiversity Conservation Strategy 2010 – 2030*. Australian Government, Canberra.

Department of Tourism, Major Events, Small Business and the Commonwealth Games. (2013). *Queensland Ecotourism Plan: 2013-2020 – draft for consultation*. Queensland Government, Brisbane.

Department of Tourism, Major Events, Small Business and the Commonwealth Games. (2012). *Destination Q Blueprint*. Queensland Government, Brisbane.

Department of Tourism, Major Events, Small Business and the Commonwealth Games. (2012). *Queensland Drive Tourism Strategy 2013-2015*. Queensland Government, Brisbane.

Department of Transport and Main Roads. (2012). *Regional Airports Development Scheme*. [Online].

Department of Transport and Main Roads. (2011). *Integrated Freight Strategy for Queensland, November 2011*. Queensland Government, Brisbane.

Department of Transport and Main Roads. (2009). Rail Network Strategy—Policy Guidelines for Queensland's Rail Network. Queensland Government, Brisbane.

Queensland Government. (2011).

Queensland Flood Commission of Inquiry. [Online].

Queensland Reconstruction Authority. (2012). *Planning for stronger, more resilient floodplains*. Queensland Government, Brisbane.

Queensland Treasury and Trade. (2013). *Estimated resident population data tables* [Online].

Queensland Treasury and Trade. (2013). *Queensland Regional Profile – Darling Downs Regional Planning Area*. [Online].

Tourism and Events Queensland. (2012). *Queensland's Outback, Gulf and Western Downs-Tourism Opportunity Plan.* Queensland Government, Brisbane.

