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Item 13B.1

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13 February 2017

Mr Greg Vann
Project Coordinator
South East Queensland Regional Plan – *ShapingSEQ*
Email: greg.vann@dilqp.qld.gov.au

Dear Mr Vann

Kyogle Council – Final Submission for draft South East Queensland Regional Plan – *ShapingSEQ* (Draft Regional Plan)

Thank you for taking the time to speak to Council representatives on 22 November 2016 over the draft Regional Plan. The Council appreciates your and the Department's interest in ensuring that the Plan effectively accounts for collaborative cross-border opportunities to promote growth and shared prosperity over the life of the Plan and for inviting the Council to lodge a further submission.

Kyogle Council commends the Queensland Department of Infrastructure, Local Government and Planning on the preparation of its draft Regional Plan. South East Queensland (SEQ) is not only a major driving force in Queensland's development as a state, but is also nationally significant as a hub for logistics, trade and service delivery to other regions. This includes the transport and logistic hubs of the Brisbane Airport, Port of Brisbane, Brisbane West Wellcamp Airport (Wellcamp Airport) and the Bromelton State Development Area (SDA).

The proximity of SEQ as a gateway for trade and as a market in its own right is rapidly leading to an expansion and strengthening of its relationship with and significance to other nearby regions including the NSW North Coast Region and the Kyogle area in particular. Kyogle already receives a range of agricultural livestock and other products for processing from SEQ and the Southern Downs Region. Much of this is then transported back to SEQ and the Southern Downs for local markets or exported through different SEQ transport hubs. Many of the NSW North Coast Region's other services are also sourced from SEQ.

The relationship between the SEQ and the North Coast regions and the opportunities that this can bring has become even more important since the recent re-affirmation and strengthening of the Queensland-NSW Cross-border Agreement and statement of principles to strengthen collaboration, integration and shared opportunity.

Kyogle Council regards its local area (and a large part of the North Coast Region in general) as a part of a SEQ 'Gateway City Network'. Changing service economy influences within SEQ extend well beyond the SEQ region itself which in turn can have an effect on regional and local prosperity outside of SEQ through better access to services, accentuate development and increased trade. Recognising the roles infrastructure improvement can play in providing better access to the Bromelton SDA (and Port of Brisbane) and the Wellcamp Airport and the importance this has for trade and economic growth within Kyogle and the North Coast Region are examples of this.

Heavy road vehicle and rail transport along the Summerland Way into the Bromelton SDA (along a future Mount Lindesay Bypass route and improved access along the Mount Lindesay Road in particular) are expected to significantly enhance opportunities for from within our region adding further value to the SDA and Wellcamp Airports respectively. At the same time improved transport and accessibility is expected to further broaden SEQ's service reach into the North Coast Region providing benefits to economies, lifestyles and prosperity in the respective regions.

The Council considered this matter at its Ordinary Meeting of Monday 13 February 2017 resolving to write to the Department with the detailed submission outlined in the attached table to this letter.

Thank you again for the opportunity to make a final submission. Should you have any enquiries regarding this matter, please do not hesitate to contact Council's Director Planning and Environment (Mr Manfred Boldy) by telephone (02 6632 0231) or email (manfred.boldy@kyogle.nsw.gov.au) during normal business hours (Monday-Friday, 8.30am – 4.30pm).


Yours faithfully

Cr Danielle Mulholland
Mayor, Kyogle Council



Draft South East Queensland Regional Plan – ShapingSEQ

Kyogle Council Detailed Submission

ShapingSEQ Document Location	Suggested Amendment and Comments
Page 16 <ul style="list-style-type: none"> National block 	Include new dot point strategy to read: <i>“Rapidly developing world class road, rail, air and sea logistics/ transport hubs providing growth in inter-regional and international market access for interstate producers”</i> .
Page 19 <ul style="list-style-type: none"> New South Wales Block, second dot point 	Include reference to the importance of SEQ as an inter-regional and international market gateway by changing “SEQ markets” to read “SEQ markets and major transport and logistics nodes”.
Page 19 <ul style="list-style-type: none"> Figure 3 	Include arrows to highlight strategic relationship of NSQ North Coast hinterland Summerland Way transport route to Wellcamp Airport and Bromelton SDA and to Port of Brisbane” – indicatively representing the Mount Lindesay Road and proposed Mount Lindesay Bypass routes from the Summerland Way respectively. The suggested arrows have indicatively been shown in red in the figure as follows: 
Page 22 <ul style="list-style-type: none"> “Global connectedness” heading 	Change last sentence to read: <i>“Planning for SEQ will play a fundamental part in unlocking the region’s potential creating new, globally competitive and value-adding industries and business and providing nationally significant transport connections to global markets”</i> .
Page 23 <ul style="list-style-type: none"> “Future opportunities and challenges” heading 	Add additional sentence at end to read: <i>“Increasing importance of SEQ as a focus for other regions for services and connection to international destinations and markets”</i> .
Page 24 <ul style="list-style-type: none"> “Connect” section 	Include additional dot point at end of section to read: <i>“Support growth and trade for other regions”</i>
Page 43 <ul style="list-style-type: none"> Element 1: High-performing outward focused economy strategies 	Include additional strategy – <i>“Support and leverage from opportunities for enhanced trade development from other nearby regions through SEQ transport and logistics nodes”</i>
Page 45 <ul style="list-style-type: none"> “Areas of regional economic significance” heading 	Change last dot point to read: <i>“have strong transport connections (existing or committed) supporting inter-regional opportunities and collaborative trade and investment advantages”</i>
Pages 50-52 <ul style="list-style-type: none"> Areas of regional economic significance 	The Bromelton SDA will play a significant role in improving the efficiency of the Port of Brisbane as well as increase trade capacity and in turn inter-regional trade growth and prosperity. The efficiency and effectiveness of the SDA will be influenced by significant road and rail infrastructure providing enhanced trade connections for SEQ to other regions, states and internationally.

	<p>There is no direct mention of the Bromelton SDA in this part of the Regional Plan. At a minimum, it should be recognised as 'Economic enabling infrastructure' for the Australia TradeCoast but preferably be represented as an area in its own right.</p>
<p>Page 61</p> <ul style="list-style-type: none"> • "Connect Map 3b – Strategic road and freight system 2016-41" 	<p>The map should show a strategic road connection (freight link investigation) as a dashed line for a Mount Lindesay by-pass linking the Summerland Way with the Mount Lindesay Highway across the Queensland-NSW border. This route will enhance heavy vehicle road transport to and from Bromelton enhancing value realisation for the SDA and assisting regional growth.</p> <p>There should also be recognition of the Mount Lindesay Road freight link from Woodenbong in NSW to Legume, onto Warwick and Wellcamp Airport. This is an existing significant agricultural freight link that is being upgraded providing livestock transport for meat processing in the NSW North Coast hinterland and back to Southern Downs and Wellcamp Airport for export.</p>
<p>Page 82</p> <ul style="list-style-type: none"> • "Regional Landscape and Rural production Area – Description" 	<p>The Rural Landscape and Rural Production Area (RLRPA) in SEQ include some significant tracts of existing, committed and yet to be investigated transport infrastructure for road and rail. This infrastructure is crucial in supporting the region's employment areas, service expansion and growth.</p> <p>Transport corridors and related infrastructure should be recognised, by way of its own dot point, as a significant and legitimate part of the RLRPA.</p> <p>This is a significant issue the Western Sub-region of SEQ which will have expanding logistics and transport hubs serviced by major transport corridors.</p>
<p>Page 107</p> <ul style="list-style-type: none"> • Figure 15 – Western sub-region 	<p>Kyogle Council strongly endorses the recognition of the "major road connection" between Beaudesert and the Queensland-NSW border.</p>
<p>Page 110</p> <ul style="list-style-type: none"> • "Other economic opportunities" heading 	<p>Kyogle Council endorses the recognised importance of the Bromelton SDA as an inter-modal freight and specialist industry area. Consideration should be given to including some specific strategic examples including value-adding and trade for agriculture between SEQ, inter-regional and international markets.</p>
<p>Page 123</p> <ul style="list-style-type: none"> • Table 22: Implementation actions – Strategic assessment 	<p>Kyogle Council supports the identification of a possible Strategic Assessment under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> to help streamline overall assessment processes and expedite approval processes. This should include broadscale consideration of corridor planning considerations notably for future road and rail expansions and extend to the Queensland-NSW border. Inter-government cooperation should be sought as part of the NSW-Queensland Cross-border principles that have recently been ratified.</p>
<p>Page 124</p> <ul style="list-style-type: none"> • Review of regional activity centres 	<p>Consideration should be given to ensuring that appropriate representation is also sought from adjacent affected regions, including from NSW. This may be appropriately facilitated at a regional organisation of councils (ROC) level or from a future local government Joint organisation in the NSW North Coast Region as well as individual councils for specific local matters.</p>
<p>Page 127</p> <ul style="list-style-type: none"> • Big data 	<p>Consideration should be given to ensure that interstate data is also included in any analysis especially where cross-border factors are likely to affect the potential uptake of development in SEQ – e.g. the effect of road-based heavy haulage transport on trade and use of the Beaudesert SDA and other transport facilities.</p>

Date: 6 February 2017