

Historical influences and typology

Key historic themes for Cecil Plains are:

The early Darling Downs: exploring the land and establishing settlements

Cecil Plains is located on the banks of the Condamine River and takes its name from the pastoral station and homestead of the same name, which was settled by Henry Stuart Russell and his brother Sydenham in the early 1840s. Subsequently, James Taylor emigrated to Australia from England and became involved with the Cecil Plains station, rising to the rank of head stockman, eventually becoming Russell's partner and then sole proprietor. Under Taylor's tenure, Cecil Plains became one of the largest and more successful pastoral properties in the Darling Downs. By 1917, the Cecil Plains run had been acquired by the Queensland government for closer settlement purposes (including soldier settlement) and subdivided into various blocks.

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

The town of Cecil Plains was specifically established to service the railway connection constructed from Oakey to Cecil Plains in 1919. As the major form of inland transport in the nineteenth century, the railway was an important factor in the settlement of towns, some of which were established as a result of the line being constructed and a terminus being established at that location – such as Cecil Plains. The railway brought essential goods and provisions to and from the town, such as transporting local cream to the Oakey Dairy Factory. The town was surveyed with streets running parallel to the railway line, which ran east-west into the town. The line closed in the early 1990s.

Living off the land: developing primary and secondary industries

The primary industries of the Cecil Plains area were originally cattle grazing, mixed cropping and sheep rearing, but since the 1960s, Cecil Plains has established a productive cotton production industry. It is now one of the richest cotton-producing areas in the southern hemisphere and its large cotton gin, west of the town, services farmers across the region.

Country living: establishing institutions and shaping community life

With the arrival of the railway, Cecil Plains began to establish itself as a thriving village and by the mid-1920s, it supported a sawmill, a general store, a police station, a bakery and butcher, several boarding houses, churches, a state school, and a memorial hall.



The railway connection constructed from Oakey to Cecil Plains in 1919, around which the town was established



A rural and agricultural setting



Cecil Plains timber mill



Entering Cecil Plains

Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none"> Cecil Plains is situated on a flat area at 360m AHD, slightly elevated above the farmland and Condamine River floodplain to the east and located just above historic flood levels. The immediate landscape context is defined by flat to gently shelving and undulating agricultural land and the Condamine River at 350m AHD. The majority of the settlement has an underlying geology associated with Marburg Group Tertiary-Quaternary colluvium (MG-TQs), which is a stratified unit (including volcanic and metamorphic) rock that contrasts with the alluvial geology of the Condamine (Qa-QLD).
Hydrological features	<ul style="list-style-type: none"> The main hydrological feature of the landscape around Cecil Plains is the Condamine River located approximately 700m to the east of the town.
Vegetation features & habitat values	<ul style="list-style-type: none"> Much of the land around Cecil Plains has been cleared for agriculture. Remnant habitat areas are found in parts of the settlement of Cecil Plains, particularly within the Cecil Plains Golf Course and to the immediate south of the settlement. These areas comprise Narrow-leaved Ironbark (<i>Eucalyptus crebra</i>) and/or Bimble Box (<i>E. populnea</i>), White Cypress Pine (<i>Callitris glaucophylla</i>), Rusty Gum (<i>Angophora leiocarpa</i>) and Bull-oak (<i>Allocasuarina luehmannii</i>) woodland on Cainozoic sand plains and/or remnant surfaces (RE 11.5.1). The Condamine River to the east also includes remnant vegetation including Queensland Blue Gum (<i>Eucalyptus tereticornis</i>) and/or River Red Gum (<i>E. camaldulensis</i>) woodland fringing drainage lines (RE 11.3.25); Brigalow (<i>Acacia harpophylla</i>) and/or Belah (<i>Casuarina cristata</i>) open forest on alluvial plains (RE 11.3.4); and palustrine wetlands (RE 11.3.27). The settlement of Cecil Plains also includes significant native and exotic flora found in streets and private gardens.



Cecil Plains occupies a flat area above the Condamine River floodplain



The Condamine River, 700m east of the town

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> Cecil Plains is a small town focussed on the intersection of Russel Street and Taylor Street which is parallel to the old railway (Cecil Plains terminus). Taylor Street includes all of the commercial facilities including shops and a hotel, whereas Russel Street includes civic buildings such as the Memorial Hall, Cecil Plains State School and the swimming pool. Most other buildings in the town are residential, comprising relatively small town (low-medium density residential) blocks laid out in a fairly regular grid with a small area of larger rural residential parcels located in the east of the settlement. There is an active sawmill located in the east and the grain silos are a prominent feature to the south of the railway.
Open Space & Recreation	<ul style="list-style-type: none"> For a small town, Cecil Plains has many open green spaces and parks available for recreational activities. The largest area of open space is the Cecil Plains Golf Club, an eighteen-hole facility located in the north of the settlement and set in pleasant well-vegetated surrounds. Cecil Plains Recreation Reserve is located in the northwest of the town and includes dog off leash facilities as well as catering for equestrian events. Cecil Plains Hall Park is a shady park with mature trees and children's play facilities located adjacent to the memorial hall in the centre of the town Henry Stuart Russell Park is located adjacent to the silos, north of the railway line and includes war memorial monument as well as a range of facilities including playground, sports areas, skate facilities, a covered playground and picnic facilities with garden beds. Cecil Plains Weir – Apex Park is also an important recreation resource. This is not located in the settlement but to the east of the settlement adjacent to the Condamine River and is used by anglers and as a free camp ground.



The Hotel Victory in the centre of the town



Cecil Plains has numerous open green spaces and parks available for recreational activities

Built form mass, scale and density	<ul style="list-style-type: none"> • The Cecil Plains residential area extends along Taylor Street, to the north of the railway line. The eastern extent of this town centre area is marked by the intersection of Taylor Street and Warfield Avenue; the western extent is marked by the Cecil Plains Fuel Service. • Prominent built forms in the town centre streetscape include the double-story, timber Victory Hotel (est. 1932), the Cecil Plains Store, Cecil Plains State School, with the original (1898), and the Cecil Plains Post Office (1950s). These buildings make a modest contribution to the built form and character of the main streetscape of Cecil Plains. • The commercial buildings include a few vacant shops dating from c1930s with street parapets and awnings along with the Cecil Plains Store. While these are in poor condition the building forms contribute to the early character of the place. • The town of Cecil Plains is largely contained on eight blocks situated to the north of the rail line. The residential buildings are a mix of timber character dwellings with some originating c1920s and a few examples of c1900s timber dwellings with stepped verandahs or other early character elements. A large proportion of the residential allotments contain modest contemporary infill housing constructed post-1950s. The early traditional timber character dwellings are more concentrated along Taylor Street around the hotel and shops. Character dwellings are also located near the Cecil Plains Homestead and these contribute to the streetscape at Toowoomba Road, as it enters Cecil Plains.
Heritage elements	<ul style="list-style-type: none"> • In accordance with the categorisation adopted by Brannock & Associates (2010), Cecil Plains is designated as rural 'village' and is considered of 'medium priority' (i.e. it has not been subject to previous heritage investigation and is experiencing little or no development pressures). • There are no State heritage listed places in Cecil Plains. • Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include: <ul style="list-style-type: none"> - Cheetham Street (2/CEC/0025) - 21-23 Geraghty Street (2/CEC/0026) - 0 and 32 Taylor Street (2/CEC/0023 and 0028) - 2-24 Toowoomba-Cecil Plains Road (SR82) (2/CEC/0029) - 0 Watson Street (2/CEC/0030) • The Cecil Plains railway station survives in its original location on former railway line, together with other elements of railway infrastructure. This surviving railway infrastructure is of cultural heritage significance and attests to the establishment and development of Cecil Plains as a result of the railway. • The Cecil Plains swimming pool is a memorial pool from the post-World War II period, illustrative of the post-war tendency in Queensland to construct swimming pools as a more utilitarian memorial to those who had served in World War II. • The Cecil Plains silos, constructed by the Queensland Government in the mid-twentieth century, are visually dominant structures within the Cecil Plains townscape and their proximity to the railway line reflects their important role (and that of agricultural production) in the town's early economy. • The Cecil Plains Memorial Hall, located on Geraghty Street, makes a strong contribution to the Cecil Plains townscape and since its establishment in the 1920s, has played an important role in the social history and cultural life of this rural village. The striking historical murals on the front extension of the hall contribute to its character. • Old Station Cemetery, located at the corner of Cheetham Street and Dalby-Cecil Plains Road (SR82), is a historical cemetery of significance as it provides evidence of the history and early demography of Cecil Plains and the local district. It is a small, well-preserved collection of graves. • Some heritage buildings / buildings with traditional character are vacant and in disrepair.



The Cecil Plains Store is a prominent built form in the town centre streetscape



Timber dwellings and the silos are a prominent feature of the town



Cecil Plans Memorial Hall



The Old Station Cemetery, a local heritage listed place

Streetscape

Built form mass, scale & density	<ul style="list-style-type: none"> The key gateway into the town centre, approaching from the north and east, is at the T-junction of Toowoomba – Cecil Plains Road (85) with Dalby – Cecil Plains Road (85) and Millmerran – Cecil Plains Road (Taylor Street). Despite the presence of mature trees and signage, this entrance to the town is somewhat dated and underwhelming. Approaching from the west, a smaller gateway on the Millmerran – Cecil Plains Road to the west is characterised by signage and by the transition from rural land/forest to the town marked by the presence of the sawmill. Various heritage buildings in the town centre, serve as local landmarks and points of orientation, particularly the old grain silos which are a prominent feature of the townscape.
Links and connections	<ul style="list-style-type: none"> The arrangement of the main commercial area of Cecil Plains along a linear route readily accessed from State Route 85 provides a clear sense of legibility and wayfinding within the town. However, the presence of road trains impacts on the ambience of the centre and makes the streetscape exceptionally wide.
Façades, frontages and rhythm	<ul style="list-style-type: none"> Due to its compact pattern and presence of heritage buildings on Taylor Street and other key streets in the town, Cecil Plains has a distinctive and memorable character.
Street trees	<ul style="list-style-type: none"> Cecil Plains has a mixed framework of street trees, focussed on planting on Russell Avenue which is set within a wide median tree and Geraghty Street, which is contained in timber-edged planters. Species are mixed and include traditional planting such as Bottlebrushes (<i>Callistemon</i> sp.) and Silky Oak (<i>Grevillea robusta</i>) and occasional specimens of Jacaranda (<i>Jacaranda mimosifolia</i>) as well as planting reflecting the surrounding natural landscape such as White Cypress Pine (<i>Callitris glaucophylla</i>), She-oak (<i>Allocasuarina</i> sp.) and various Gum trees (<i>Eucalyptus</i> spp.). Planting within private gardens including native species, palms and exotics also contributes to the verdant character of the town.
Pavements and parking	<ul style="list-style-type: none"> Key parking areas within the town are the angle parking bays located on Geraghty Street to service Cecil Plains State School. Footpath paving in the centre is simple concrete footpaths set in a wide grassy verge.
Furniture and art	<ul style="list-style-type: none"> The Cecil Plains Memorial Hall features four striking historical murals that provide an effective visual representation of the history of this rural town and the local district. The murals illustrate early pastoral life on the land, the advent of the railway, and the main industries of the district.



Median planting occurs on Russell Avenue, Taylor Street, and Geraghty Street



Species are mixed and include traditional planting



Angled parking occurs at the Our Lady of Lourdes Catholic Church



Footpath paving in the centre is simple concrete footpaths set in a wide grassy verge



The Cecil Plains Post Office on Russell Avenue

Cultural heritage

Urban/ character precincts

- Cecil Plains has a traditional town character but no defined neighbourhood character precincts.

Cultural associations

- Kumbarilla SF is located to the west of the town.
- The surviving Cecil Plains Homestead, located at the eastern end of town on Toowoomba-Cecil Plains Road (SR82), is the one constructed c.1859 during James Taylor's tenure of the pastoral run to replace the original 1842 house, which had burnt down. It is now a privately run bed-and-breakfast accommodation and is important as surviving evidence of the nascent period of European settlement on the Darling Downs by pastoral squatters.
- The Cecil Plains run has a strong association with two persons of note in Darling Downs history: Henry Stuart Russell, who established the Cecil Plains pastoral station in the 1840s as one of the original runs in the Darling Downs, and James Taylor, who developed the station and subsequently played a leading role in the early economic and social development of Toowoomba.
- Naturalist and explorer Ludwig Leichhardt used the Cecil Plains station as a base for botanical expeditions into the surrounding district in 1844 and 1847.



Cecil Plains has no defined neighbourhood character precincts but street trees contribute to the local character



Cecil Plains has a traditional town character



Cecil Plains Homestead

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">• There are no formal scenic lookouts within or immediately around Cecil Plains.• The town is enclosed with few views out to the surrounding landscape, although views of the Condamine are important in the eastern part of the town.
View corridors	<ul style="list-style-type: none">• The regional level <i>Rural Getaway</i> connects to the town and provides an important viewing corridor.
Landmarks	<ul style="list-style-type: none">• The Cecil Plains silos, constructed by the Queensland Government in the mid-twentieth century, are visually dominant structures within the Cecil Plains townscape and their proximity to the former railway line reflects their important role (and that of agricultural production) in the town’s early economy.
Perceptions	<ul style="list-style-type: none">• Cecil Plains is a peaceful and interesting small town which has strong surviving visual connections to its agricultural and forestry heritage.



Rural Getaway tourist drive signage



The Cecil Plains Weir and Condamine River



Cecil Plains is a peaceful small town with strong visual and physical ties to its agricultural heritage

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Identified as a Priority Living Area in the *Darling Downs Regional Plan 2013*.
- Minimal growth pressure, with growth to be generally focused in existing planned areas.
- The potential development of a rail trail between Oakey and Cecil Plains which would unlock new and revitalised tourism opportunities.
- Potential impacts and land use implications due to future coal seam gas mining operations in adjacent landscape.

Strategy for this settlement

Natural environment

- Enhance the Condamine River, including waterway health, its habitat value and riparian vegetation in recognition of its scenic amenity value and the contribution it makes to the character of Oakey.
- Encourage private land owners to rehabilitate the Condamine River to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values.

Built environment

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

Streetscape character

- Seek opportunities to strengthen the arrival experience into Cecil Plains, in particular at the key junction of the Toowoomba Cecil Plains Road and Dalby-Cecil Plains Road (SR82).
- Seek opportunities to enhance the presentation and amenity of Cecil Plains Weir-Apex Park.
- Seek opportunities for restoration and reinvigoration of buildings in disrepair, including through economic incentives to reinvigorate the town.
- Reinforce native tree lined boulevards and shelterbelts and seek to enhance the character of the median planter beds on Geraghty Street.
- Continue to implement Council's street tree planting and consider additional planting for residential streetscapes to ensure succession planning and to complete residential streets that currently lack a framework of street trees. Include a mixture of native trees (including Eucalyptus and Callistemon) and traditional street tree species as appropriate, in accordance with the *Street Tree Masterplan*.

Tourism

- Consult with Queensland Rail to discuss opportunities to enhance land adjacent the Cecil Plains Railway Station (utilised as the Tourist Information Centre), including through rationalisation of car parking and landscaping works.
- Investigate opportunities to support the proposed rail trail between Oakey and Cecil Plains, including through the provision of services to support users or through the provision of additional local cycle routes.
- Build on the existing artwork in the town through place making and artwork initiatives to build upon the role of artwork in promoting Cecil Plains as a tourist destination.

Scenic amenity

- Enhance views of the Condamine River from Cecil Plains Weir-Apex Park.



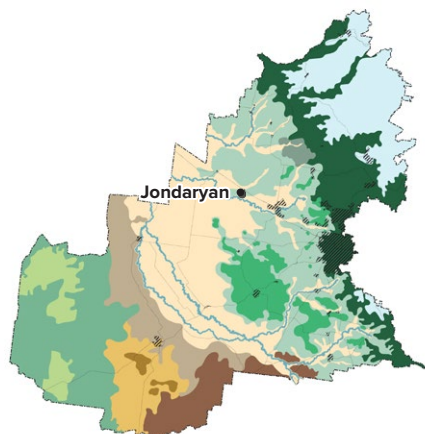


JONDARYAN

Jondaryan is a small rural town located on the Warrego Highway (A2) and the West Moreton System railway and is located on a small rise associated with Bloodwood Hill on the edge of the Condamine River floodplain. It is set within a rich agricultural area and is most well known for the Jondaryan Woolshed, which is a regional tourist attraction.

Location and boundaries

Jondaryan is a small rural settlement located on the Warrego Highway (A2) located around 42km northwest of Toowoomba City centre and approximately midway between Toowoomba and Dalby (Western Downs region).



Landscape and visual setting

- Jondaryan is located in **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B2: Brymaroo**.
- The settlement is associated with the rural farmland of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G2: Oakey Creek** which is centred on **LCT F: Alluvial Floodplain and Valley Floor Cropland – LCA F5: Oakey Creek**.
- To the immediate west of Jondaryan lies a small outlying area of **LCT C: Darling Downs Forested Peaks and Ridgelines – LCA C1: Bloodwood Hill** which contributes to the setting of the settlement.

Key character attributes

- Jondaryan is a small town. The Jondaryan SSC is recorded as having a population of 385 people living in 171 private dwellings (ABS, 2016).
- The town is predominantly located south of the Warrego Highway (A2) within a grid of streets formed by Station Road, Earl Street and Duke Street.
- The settlement extends to the south with rural residential properties located off the Jondaryan Evanslea Road and to Lagoon Street to the southeast.
- It is located on land associated with Lagoon Creek, a tributary of the Oakey Creek and is strongly influenced by its relationship with the adjoining creek, surrounding agricultural fields and setting created by Bloodwood Hill to the southwest.

Legend

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

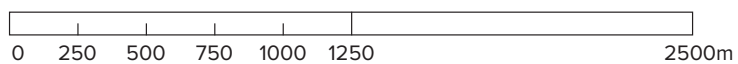
- Contours (10m)
- Hills
- Ridgelines
- Waterways
- Reservoirs
- Greenfield Areas
- Town Centre
- State Heritage Listed Place

- Gateways*
- Key features
- Parks and open space

*Legend item not to scale



Figure 49: Key landscape and urban character features of Jondaryan



Historical influences and typology

Key historic influences on Jondaryan include:

The early Darling Downs: exploring the land and establishing settlements

The establishment of the Jondaryan pastoral station in 1842, one of the original pastoral runs in the middle of the nineteenth century, and the construction of the associated Jondaryan Homestead in the 1860s both pre-dated the settlement of the village known as Jondaryan. By the 1870s, Jondaryan was the largest pastoral station in Queensland. The holdings that formed part of the Jondaryan run underwent a progressive process of resumption and subdivision, beginning in 1908 and continuing for an unusually long period until the 1940s.

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

The railway was the major form of inland transport in the nineteenth century and an important factor in the settlement of towns. Towns along the western rail line from Toowoomba to Dalby were often established as a result of a station or stopping point being established at that location – including Jondaryan. The West Moreton System railway reached Jondaryan in November 1867 and a stopping point or station was created to service the Jondaryan pastoral station, which was located some miles south. A small settlement called Jondaryan emerged around the railway station, taking its namesake from the pastoral run it serviced.

Although the railway initially assisted the development of Jondaryan, establishing it as the main settlement in the district, the selection of Oakey as the railhead to Cooyar in 1912 and the later addition of a line to Cecil Plains (also from Oakey) adversely affected Jondaryan. The town's role as a commercial centre based on railway traffic diminished and some of its business and population were lost to Oakey.

Living off the land: developing primary and secondary industries

By the mid-1870s, Jondaryan had become the railhead for vast areas of land to the north and south, which greatly influenced its early economic development. Hundreds of teams brought shipments of wool from the south and loads of timber and other produce from the north each month via the railway. The growing demand from teamsters and producers in turn induced the development of shops and hotels in Jondaryan. Since the establishment of the Jondaryan pastoral station, this area has historically been the centre of the Darling Downs sheep industry. However, agriculture and crop production (including wheat, barley, maize and potatoes) and dairying were also an emerging industry in Jondaryan in the early twentieth century, with cream sent to factories in Oakey and Toowoomba. The Downs Co-operative Dairy Association expanded in this period, establishing or acquiring cheese factories at Jondaryan into the 1920s. Today, Jondaryan is surrounded by agricultural land uses, which are dominated by cropping and cattle grazing. The Kerwee Feedlot is situated to the southwest of the town, and the New Acland coal mine is situated to the northeast.

Country living: establishing institutions and shaping community life

By the 1910s, Jondaryan boasted several general stores, two blacksmiths, an auctioneer, a dressmaker, a baker, a tobacconist, a carpenter, a boot maker and saddler, a post office, court house, a school, several churches, a bank, and four hotels (the Clifford, Imperial, Railway and Jondaryan). Although the town's role as a commercial centre and population diminished with the diversion of railway traffic to Oakey, the wider district's population still grew as farm lots were occupied. Consequently, Jondaryan remained a relatively well-appointed small town into the latter half of the twentieth century.

For the last 45 years tourism within Jondaryan has been significant, with the Jondaryan Woolshed attracting regular and event based tourists, and offering local employment associated with that.



Jondaryan is located off the Warrego Highway (A2)



The West Moreton System railway runs parallel to the Warrego Highway (A2)



The Jondaryan Woolshed remains a tourist attraction today



Jondaryan is a small but well-appointed town

Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none"> The settlement is situated at a relatively low elevation of 390m AHD located on flat to gently undulating land associated with the valley of Lagoon Creek. The town is associated with alluvial geology (Qa-QLD), beyond which more elevated land (including land around Bloodwood Hill) is associated with the basaltic geology of the Main Range Volcanics (Tm). Other influences are associated with the arenite mudrock of the Walloon subgroup (Jw) which includes shale, siltstone, sandstone, coal, mudstone and limestone. The fertility of the alluvial landscape and access to water makes the area around Jondaryan an important agricultural resource. The presence of the Walloon subgroup is the reason for the presence of the Jondaryan coal load out facility which loads coal from the nearby New Acland mine onto the rail network (West Moreton System).
Hydrological features	<ul style="list-style-type: none"> The main hydrological feature is Lagoon Creek, which is a tributary of Oakey Creek. Lagoon Creek separates the main part of the town from the more dispersed area to the south. This forms part of the Balonne-Condamine River system. The creek has become denuded, although revegetation is underway in part and there are remnant trees in the corridor that contribute to the amenity of the surrounding streetscape.
Vegetation features & habitat values	<ul style="list-style-type: none"> Much of the land around Jondaryan has been cleared for agriculture. Area of woodland on Bloodwood Hill are considered MSES comprising Silver-leaved ironbark (<i>Eucalyptus melanophloia</i>) +/- Mountain Coolibah (<i>E. orgadophila</i>) woodland on fine-grained sedimentary rocks (RE 11.9.2). Within the town, the Jondaryan Memorial Park comprises a wise grassy verge with trees adjacent to the Warrego Highway (A2) which provides separation between the highway and the town. Elsewhere there are few street trees and vegetation is typically restricted to that located within private gardens.



Lagoon Creek separates the main part of the town from the more dispersed south



Much of the surrounding land has been cleared for agriculture

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> Jondaryan is situated on one of the busiest highways in Queensland, the Warrego Highway (A2) and its isolated commercial buildings (and the majority of its residential dwellings) are loosely clustered on the southern side of the highway. It presents as a small rural settlement established on the highway, comprising a hotel, a police station, a petrol station, community hall and a small former church along with a few scattered groupings of houses. The famous 'Jondaryan Woolshed' is located on the Jondaryan Evanslea Road some distance south of the town and is a museum showcasing rural life set around a recreated 19th century Queensland rural town as well as serving as an event centre and wedding venue. It contains several historic buildings, including the Jondaryan Railway Station that was relocated to the site. The town contains a sparse array of housing on the couple of streets set behind the commercial strip on the highway. Larger rural residential properties are spread along Evanslea Road to the south, and the area is bounded beyond the Jondaryan tourist facility by Oakey Creek. The town is surrounded by rural agricultural properties. The remaining settlement is largely residential comprising town and rural residential blocks arranged in a northwest to southeast by southwest to northeast grid. The main street is Duke Street located parallel to the Warrego Highway (A2). This includes a range of service and community buildings including the petrol station, the Jondaryan Hotel and Jondaryan Hall. The other key street is Station Street which includes the former post office building.
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Jondaryan has a sparse array of buildings and housing



The settlement is largely residential

Open Space & Recreation

- Jondaryan Park is located on Duke Street and includes public amenities, shelters and a small playground.
- Jondaryan Memorial Park provides informal open space for travellers resting in Jondaryan. It occupies a stretch of the grassed verge between the Warrego Highway (A2) and Duke Street. It also contains a memorial wall that commemorates those men and women who joined the Australian armed forces from the Jondaryan area, and those who served in the R.S.L.
- The open space adjoining Lagoon Creek is also a feature of the town.

Built form mass, scale and density

- Jondaryan has a fairly homogeneous range of building types, typically comprising traditional 'Queenslander style' low set timber and tin buildings set on moderately large blocks. Later timber and tin buildings are also found in the settlement.
- The isolated commercial buildings, mainly along Duke and Station Streets, are conventional or new buildings, with the hotel being an early traditional building with substantial modifications. One early traditional timber character dwelling survives, and the hall is an early timber form with later modifications. A small, traditional timber church survives at the western end of the highway frontage, and another similar church is located in Earl Street.
- In terms of residential character, there are several surviving early 1900s dwellings in the residential area, intermixed with conventional c1950s-1970s dwellings infilling some of the vacant lots.
- Since the 1970s, the built character of Jondaryan has been impacted by the progressive relocation of a number of its buildings from the centre of town to the Jondaryan Woolshed tourist facility.
- Many of the remaining buildings are falling into disrepair and there are few new houses in the town indicating that there is little development pressure.



Jondaryan Park on Duke street has public amenities, shelters, and a small playground



Seating provided adjacent the Warrego Highway (A2)



Typical residential character of Jondaryan comprises of traditional 'Queenslander style' low set timber and tin buildings set on moderately large blocks



The modern Caltex petrol station



Jondaryan has a fairly homogeneous range of building types

Heritage elements

- In accordance with the categorisation adopted by Brannock & Associates (2010), Jondaryan is designated as rural 'village' and is considered of 'low priority' (i.e. it has been subject to previous heritage investigation).
- Key heritage places listed in the Queensland Heritage Register include:
 - Jondaryan Homestead (600635)
 - Jondaryan Woolshed (600633)
 - St Anne's Anglican Church, Jondaryan (600634)
- Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include:
 - 56, 264 and 313 Jondaryan Evanslea Road (2/JON/0095-0097)
 - 3, 4, and 10 Station Street (2/JON/0098-0100)
- The Jondaryan Post Office (est. 1867) remains in situ and makes a strong contribution to the Jondaryan townscape. However, it is no longer a functioning post office and now forms part of a modern Caltex petrol station; the latter is a modern addition and makes no contribution to the built character of Jondaryan.
- The single-story Jondaryan Hotel (est. 1860) is the only surviving of the four original hotels established in Jondaryan and makes a strong contribution to built character, although with substantial modifications, occupying a prominent position on the corner of the Warrego Highway (A2) and Station Street.
- The Jondaryan Public Hall, fronting Duke Street, makes a strong contribution to the Jondaryan townscape. Since its establishment in 1920, this hall has played an important role (for over a century) in the social history and cultural life of this small rural village. The larger form of the timber hall, with the prominent gable roof, provides an anchoring presence and contributes to the character of the central area of Jondaryan.
- St Anne's Church of England makes a distinctive contribution to the character of Jondaryan. St Anne's is identified as a place of State heritage significance (QHR 600634) and is the earliest surviving church on the Downs (and one of the oldest in Queensland). Constructed in 1859 as a private chapel, it was originally located at the Jondaryan pastoral station but was moved to its present site on Evanslea Road after the 1893 floods. Built in the Gothic Revival architectural style, important contributing character elements include its hand-sawn and dressed ironbark timber slabs.
- The Jondaryan Woolshed is situated to the south of Jondaryan near Oakey Creek and is identified as a place of State heritage significance (QHR 600633). It is a well-known example of the historical pioneer village phenomenon and is a long-standing, major tourist facility on the Darling Downs. The facility also contains a range of other historical buildings relocated from other locations including the Lagoon Creek Homestead, shepherds' huts, the Jondaryan Railway Station, the Jondaryan Blacksmith Shop (relocated from the Jondaryan Homestead), Woodleigh Cheese factory, the Oakey Bank of New South Wales, and a grain shed from Evanslea. The facility also contains a historical museum and acts a venue for weddings, conferences, corporate functions and events in the region.
- The Jondaryan Homestead, also noted on the State heritage register (QHR 600635) is situated to the south of Oakey Creek near the Jondaryan Woolshed and is a private residence.



The Jondaryan Post Office remains in-situ



4 Station Street, a local heritage place



The Jondaryan Public Hall on Duke Street



St. Anne's Church of England, built in the Gothic Revival style, is a State heritage listed place

Streetscape character

Gateways & landmarks	<ul style="list-style-type: none"> Due to its location adjacent to the Warrego Highway (A2) there here is no key gateway into Jondaryan, with arrival marked by the Jondaryan Hotel and Service Station. Local landmarks comprise key heritage buildings in the town and the historic Woolshed complex.
Links & connections	<ul style="list-style-type: none"> The simple grid arrangement of Jondaryan with consistent views from the settlement to the surrounding agricultural fields and Bloodwood Hill provides a clear legibility to the settlement.
Façades, frontages and rhythm	<ul style="list-style-type: none"> Jondaryan has very wide streets which appear very spacious with little streetscape presence.
Street trees	<ul style="list-style-type: none"> Jondaryan lacks a framework of streetscape trees. Some isolated specimens including an impressive bottle tree (<i>Brachychiton</i> sp.) do add to the character of the streetscape.
Pavements & parking	<ul style="list-style-type: none"> On street parking is located along Duke Street. Elsewhere wide gravelled verges provide ample space for parking. There are concrete pedestrian paths along Duke Street but grassy verges only in other parts of the town.
Furniture & art	<ul style="list-style-type: none"> Jondaryan Memorial Park includes a range of military installations and the verge also includes a range of agricultural machinery advertising the Woolshed.

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"> Jondaryan has a traditional small town rural character, but no defined heritage precincts.
Cultural associations	<ul style="list-style-type: none"> A number of theories exist for the naming of the town. One theory is that name Jondaryan derives from pastoral run name first used 1841 by Henry Dennis. It is believed to be an Aboriginal word meaning 'a long way off'. An alternative theory is that it was named Charles Coxon by the first European settler in the district who arrived in 1842 and named his property Jondaryan, presumably after the Barunggam word 'Jondoooyan' which may have described a waterhole on the Oakey Creek. Built in 1859, Jondaryan Woolshed is Queensland's oldest operating woolshed and is recognised as one of the first buildings in Queensland to use corrugated iron which, at the time, had to be hand-rolled, hand-dipped, hand-wrought and hand-corrugated. Jondaryan Woolshed has hosted annual heritage events such as Jackie Howe Festival of the Golden Shears, a three-day festival that features international shearing competitions, recreates pastoral life in a working shearing shed in the 1890s, and commemorates the famous shearer, Jackie Howe. The Jondaryan pastoral station was run by the Tooths, an important pioneer pastoral family on the Darling Downs, from 1856 to 1863. The Tooths were also involved in establishing the Tooth brewery, and known for their involvement in the establishment of the Bank of New South Wales and the Colonial Sugar Refining Company.



The entrance to Jondaryn is marked by the Jondaryn Hotel and Service Station



Jondaryn possesses very wide, open streets with little streetscape presence



On-street parking occurs along Duke Street



Remnant military installations in Jondaryn Memorial Park

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">• Due to its low-lying nature relative to the surrounding landscape, there are no formal scenic lookouts in or nearby Jondaryan.
View corridors	<ul style="list-style-type: none">• The national <i>Adventure Way</i> and <i>Warrego Way</i> scenic drives pass along the Warrego Highway (A2) to the north of Jondaryan.• The <i>Great Bunya Drive</i> passes through the north of the town capitalising on views obtained from within and around the town to the surrounding rural agricultural landscape.• A number of promoted motorcycle routes also pass through the town.
Landmarks	<ul style="list-style-type: none">• Bloodwood Hill provides a natural landmark from within the town.
Perceptions	<ul style="list-style-type: none">• Jondaryan has an interesting heritage which is at threat of further decline unless the town can more actively capitalise on its location on the highway and the presence of the Jondaryan Woolshed tourist attraction.



Jondaryn is a low-lying landscape with no formal scenic lookout areas



The Warrego Highway (A2) and tourist drive signage



Residential buildings with Bloodwood Hill in the background

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Identified as being within the Priority Living Area in *ShapingSEQ*.
- Minimal growth pressure, with growth to be generally focused in existing planned areas. Future growth is encouraged well away from Lagoon Creek, flood resilient low density township development occurs in areas of tolerable flood risk, and vulnerable uses are avoided in flood risk areas.
- Potential impacts and land use implications due to the uncertainty of future mining operations, in particular with regard to the New Acland Coal Mine and plans for expansion.

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines and hills surrounding the settlement that contribute to the amenity of the town.
- Strengthen and maintain existing vegetation associated with Lagoon Creek and Oakey Creek, in recognition of the scenic amenity value of these waterways and their important contribution to the landscape setting of Jondaryan.
- Encourage private land owners to rehabilitate Lagoon Creek and Oakey Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values.

Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and rural residential character of the town.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Jondaryan, in particular from the east and west along the Warrego Highway (A2) and provide more attractive gateways to the town to attract visitors to stop.
- Continue to implement Council's program for street tree planting within the town to enhance the amenity of the town and reduce the excessive scale of the wide streets, where consistent with power lines, to enhance the amenity of the town centre, in accordance with the *Street Tree Masterplan*.
- Consider enhancements to Jondaryan Memorial Park to enhance its facilities and amenities and encourage travellers to rest.

Tourism

- Improve awareness of the local *Great Bunya Country Drive* that passes through Jondaryan.
- Consider opportunities such as additional signage on the Warrego Highway (A2), to attract tourists passing via Jondaryan on the Warrego Highway (A2), which supports several tourist drives including the national *Warrego Way* and *Adventure Way* and several of Queensland's 'Big Sky Country Drives'.
- Consider a rural artwork strategy to enhance likelihood of visitors who would in turn contribute to the viability of businesses within the town.
- Continue to support the Jondaryan Woolshed as a local tourism destination, celebrating its role in communicating the pastoral heritage of the local landscape.

Scenic amenity

- Maintain and celebrate views to the prominent ridgelines and hills near Jondaryan, in particular towards Bloodwood Hill (LCA C1).



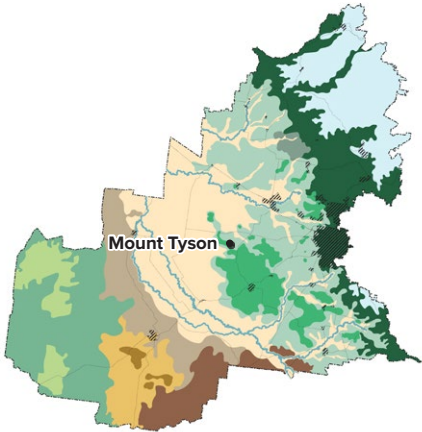


MOUNT TYSON

Mount Tyson is a very small and picturesque rural town, located to the north of the Pittsworth Hills on the edge of the Condamine River floodplain, within a rich agricultural area. The traditional main street is lined with a boulevard of Jacaranda trees that contribute to the character and amenity of the town.

Location and boundaries

Mount Tyson is a very small rural town located in the uplands on the edge of the Pittsworth Hills. It is located around 38km southwest of Toowoomba City centre and is accessed by local roads connecting from the Oakey-Pittsworth Road (SR68) and Toowoomba-Cecil Plains Road (SR82).



Landscape and visual setting

- The settlement is located within **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B3: Kingsthorpe, Pittsworth and Clifton**
- Mount Tyson is located on the edge of the elevated landscape of **LCT C: Darling Downs Forested Peaks and Ridgelines – LCA C14: Pittsworth Hills** and close to **LCA C13: Mount Haystack**.
- The wider setting of the settlement is also related to the extensive agricultural landscape of **LCT G Alluvial Floodplain and Valley Floor Cropland – LCA G1 (b): Condamine River**.

Key character attributes

- Mount Tyson a very small rural town. The Mount Tyson SSC is recorded as having a population of 285 people living in 112 private dwellings.
- The town is located at the junction of the Jondaryan Mount Tyson Road and Mount Tyson Road. Mount Tyson is connected via the Mount Tyson Road to the Oakey Pittsworth Road which, in turn, connects to the Gore Highway (A39) near Pittsworth (15km to the southeast) and Warrego Highway (A2) (around 20km to the northwest). To the north, the Jondaryan Mount Tyson Road connects the settlement to the Toowoomba Cecil Plains Road, leading to Cecil Plains 35km to the west.
- Mount Tyson has a strong relationship to the surrounding landscape and is located around the former railway line (Cecil Plains Branch Railway) on an area of gently undulating land surrounded by an agricultural landscape and the edge of the Pittsworth Hills.
- The landscape setting and relative remoteness strongly influences the rural character of Mount Tyson. As a small town, bypassed by major highways and with few services to attract visitors, Mount Tyson has a very quiet and peaceful rural character and includes some interesting character buildings but is showing some signs of decline.

Legend

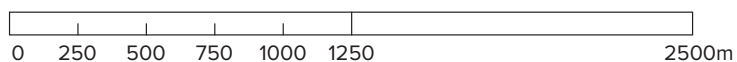
- Urban Extent
- Landscape Character Type (LCT) boundary
- +++++ Railway (dismantled/abandoned)
- ===== Highways and Secondary Roads
- ===== Local Connector Roads
- ===== Local Roads
- ▲ Mountains

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

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



Figure 50: Key landscape and urban character features of Mount Tyson



Historical influences and typology

Key historic themes for Mount Tyson are:

The early Darling Downs: exploring the land and establishing settlements

Mount Tyson originally formed part of the Beauaraba pastoral run; however, unlike other places in the Darling Downs, land was resumed for selection relatively late in the early twentieth century. In response to demands from the growing settler population, a school was established in Mount Tyson in 1904, prior to the town itself being surveyed.

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

Mount Tyson is on the Cecil Plains Branch Railway. This branch railway began as a line from Oakey to Evanslea, which was constructed in 1915, before being extended to Cecil Plains in 1919. The non-operational Cecil Plains Branch Railway operated from 1915-1994.

Living off the land: developing primary and secondary industries

A number of the first selectors in the area established dairy farms and, as a result, Mount Tyson developed into the centre of the local district's dairying and cheese-factory economy. The Mount Tyson Farmers' Cooperative Dairy Factory began c.1915 and established a factory in the town itself in c.1919. A new co-operative dairy factory was constructed in the late 1920s and was expanded shortly afterwards.

Country living: establishing institutions and shaping community life

Following the end of World War II, Mount Tyson was still a relatively thriving rural settlement with a general store, two churches, a post office, a wheat grain shed, a blacksmith, a baker, a motor garage, a public hall, a recreation reserve, and a cheese factory.



Approach to Mount Tyson on Jondaryan-Mount Tyson Road with the Pittsworth Hills beyond



Relics from the area's dairy heritage



Mount Tyson town in the context of the Pittsworth Hills

Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none"> Mount Tyson is situated on a sloping area at around 430m AHD (420m AHD in the north and to 430m AHD in the south) on the northeastern edge of the Pittsworth Hills, which create an elevated and undulating context to the settlement. The entire settlement has an underlying geology associated with the basaltic rock of the Main Range Volcanics (Tm). Corridors of land to both the north and south of the settlement comprise Quaternary alluvium that is suited for farming (Qa-QLD) Key local landform elements that define the context of Mount Tyson include (unsurprisingly) Mount Tyson (482m AHD) which is located around 2km west of the town, as well as Mount Taylor (534m AHD) and Mount Russell (499m AHD); all part of the wider Pittsworth Hills. Numerous other (unnamed) local hills with heights typically over 500m AHD also occur to the south of Mount Tyson.
Hydrological features	<ul style="list-style-type: none"> Water is not a key feature of Mount Tyson. The main hydrological features of the landscape around Mount Tyson are unnamed seasonally wet drainage lines and gullies located to both the north and south of the town which are associated with Ashall Creek (which is a tributary of the Condamine River located nearly 30km west of the town).
Vegetation features & habitat values	<ul style="list-style-type: none"> There is no remnant habitat or MSES within the settlement of Mount Tyson. Much of the land around Mount Tyson has been cleared for agriculture but a few remnant habitat patches remain, considered MSES, including an area west of Jondaryan Mount Tyson Road that is identified as Sliver-leaved Ironbark (<i>Eucalyptus melanophloia</i>) +/- Mountain Coolibah (<i>E. orgadophila</i>) woodland on fine-grained sedimentary rocks. Other areas of vegetation in the town comprise trees (both exotic and native) within streetscape, parks and private gardens.

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> The town is focussed on four key streets. Main Street is the key spine, which connects with Mount Tyson Road to the east and Mondam Road to the west in an approximately east-west direction. Main Street is joined by Side Street to the south and Jondaryan Mount Tyson Road to the north. The town centre is focused on the part of Main Street located between these two junctions. Key civic and commercial buildings of the town include the Mount Tyson State School, General Store (closed), Mount Tyson Hall (closed), the former Mount Tyson Co-op Dairy factory and a church. The majority of the settlement is located south of the old railway line (Cecil Plains Branch) which closed in 1994 but still curves through the settlement. However, a small enclave of residential properties is located to the north of the railway on Jondaryan Mount Tyson Road. There is a large grain trading and storage enterprise located in the western part of the settlement.
Open Space & Recreation	<ul style="list-style-type: none"> Mount Tyson has two parks – Mount Tyson Park located on Jondaryan Mount Tyson Road and Hanlon Park located on Mount Tyson Road. Mount Tyson Park which is located adjacent to Mount Tyson Hall is the main park and comprises formal sports facilities including a cricket field (Ken McIntyre Oval), tennis courts, picnic facilities, playground and public amenities. Hanlon Park located nearby in the east of the settlement is a more informal park with shelter and informal kick-about space.



Agricultural land use



Junction at town centre



The old railway line curves around the settlement



Ken McIntyre Oval in Mount Tyson Park

Built form mass, scale and density	<ul style="list-style-type: none"> In terms of residential character, Mount Tyson contains a range of traditional timber character dwellings dated from c1920s-1930s with a low to medium density. Several traditional mid-century houses also contribute to the residential streetscape areas. The village is settled along the intersecting street frontages and does not have an urban subdivision layout.
Heritage elements	<ul style="list-style-type: none"> In accordance with the categorisation adopted by Brannock & Associates (2010), Mount Tyson is designated as rural 'settlement' and is considered of 'low priority' (i.e. it has been subject to previous heritage investigation). There are no State heritage listed places in Mount Tyson. Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include: <ul style="list-style-type: none"> - 1 and 6-8 Main Street (2/MTT/0123 and 2/MTT/0122) The former Mount Tyson Co-op Dairy Factory (established in the late 1920s) is significant as a surviving component of the early development of Mount Tyson. As one of the few major industrial buildings in town, it makes a strong contribution to the built character of Mount Tyson. Mount Tyson Public Hall is situated on the main thoroughfare (Main Street) and its large form, with its prominent gable roof, makes a strong contribution to the Mount Tyson townscape. Since the early twentieth century, the hall has played an important role in the social history and cultural life of this small rural village. It is now situated within a park that features community sporting facilities, toilets, BBQ and picnic facilities and a playground. Mount Tyson Store (est. 1917 by Fred Cox) is significant as a surviving component of the early development of Mount Tyson and makes a strong contribution to the built form and character of the main street. Typical of commercial buildings in rural settlements, it features parapeted façades and provides post-supported awnings over the footpath. General stores were a vitally important part of rural life in Australia in the nineteenth and early twentieth centuries and in small places like Mount Tyson, businesses stocking a wide variety of household supplies were frequently one of the first retail businesses to be established. The general store still holds an important role in country villages like Mount Tyson where it is the only commercial operation with a supply of household goods in town. Mount Tyson State School is significant as a surviving component of the early development of the town, being established in 1904. Although the school campus today also contains more contemporary buildings and additions, given its long history (over a century) providing educational services to this small community, the school makes an important contribution the character of the place and reflects the important role of the establishment of schools in the development of rural communities. Although the former St Philip's Anglican Church (est. 1907) closed in 2014, it survives in situ and is significant as a surviving component of the early development of Mount Tyson. The town also contains the former St John's Anglican Church, which was relocated here and remodelled as a parish hall. The settlement's other church, Church of Mary Immaculate, dates to the late 1950s. The building associated with former Janke Bros agricultural machinery business survives in situ and as one of the few major industrial buildings in town, it makes a strong contribution to the built character of Mount Tyson. This company started in Mount Tyson in 1922, but has since relocated to Dalby.



Traditional timber residential character



The former Mount Tyson Co-Op Dairy Factory (est. late 1920s)



Mount Tyson State School



Former St Philip's Anglican Church (est. 1907)

Streetscape

Gateways and landmarks	<ul style="list-style-type: none"> • Due to the number of roads that connect to Mount Tyson it has many entrance points that serve as gateways. • The most visually impressive gateway is formed crossing the railway line to arrive at Mount Tyson from the north along the Jondaryan-Mount Tyson Road. In this view an impressive boulevard terminates with the red-roofed former dairy building which forms a local landmark. • The eastern gateway into the settlement is marked by the presence of grain stores and the agricultural supplies store. • The other entrances are defined simply by the transition from rural to town land.
Links and connections	<ul style="list-style-type: none"> • Mount Tyson is small and easy to navigate with legible links and connections.
Façades, frontages and rhythm	<ul style="list-style-type: none"> • The town has a strong streetscape character. While there are a range of disparate styles of houses a strong sense of traditional heritage pervades and it is linked together by views out to the landscape setting and a cohesive framework of street trees. • The only threat to this is the presence of abandoned buildings and residential properties in disrepair.
Street trees	<ul style="list-style-type: none"> • Mount Tyson has a very good framework of street trees. • The key boulevard along Main Street is provided by traditional Jacaranda (<i>Jacaranda mimosifolia</i>) avenues. • The key boulevard along Jondaryan Mount Tyson Road is created by stately avenues of Silky Oak (<i>Grevillea robusta</i>). • Collectively the contrast of the purple, yellow and red roof of the dairy create a strong traditional streetscape appeal. • Planting and trees elsewhere, including in private gardens, includes a range of native species, particularly Gum trees (<i>Eucalyptus</i> spp.) and exotics.
Pavements and parking	<ul style="list-style-type: none"> • There are parking bays in front of the old dairy and Mount Tyson State School, but parking is absent elsewhere. • There is a concrete footpath through the centre of town on Main Street but none elsewhere, with other streets comprising standard grassy verges.
Furniture and art	<ul style="list-style-type: none"> • There is a gun located within Mount Tyson Park. • Old farm machinery is located in Hanlon Park which acts as a play and sculptural element.



Approach to Mount Tyson town with Jacarandas and a distinctive red roof



Avenue of street trees along Main Street



Concrete footpath through the centre of Mount Tyson



Old farm machinery in Hanlon Park



Car parking in front of the old dairy

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"> Mount Tyson has a traditional rural character and includes listed heritage buildings but has no defined neighbourhood character precincts.
Cultural associations	<ul style="list-style-type: none"> The town's name derives from the name of the (now closed) railway station which was derived from the name of the local mountain which is a landmark within the settlement. The mountain is thought, in turn, to have been named in honour of the local grazier James Tyson a member of the Queensland Legislative Council (1893-98). Mount Tyson is the birthplace of Janke Australia (formerly Janke Bros), an Australian custom agricultural machinery design and manufacturing company that began in 1922 when Eric Janke commenced a blacksmith and wheelwright business in Mount Tyson.



Character building on Main Street in disrepair



Old fuel pump in front of the former Mount Tyson Co-op Dairy Factory



View along the non-operational Cecil Plains Branch Railway – currently there is a feasibility study being prepared to determine its viability to be utilised as a new shared user rail trail

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">• There are no formal scenic lookouts in or around Mount Tyson.• Views out from the settlement to the surrounding hilly rural landscape enhance the setting and character of the town.
View corridors	<ul style="list-style-type: none">• Key views are located on the approach to the town down the Jondaryan Mount Tyson Road.• No national, regional or local tourist drives pass through Mount Tyson.
Landmarks	<ul style="list-style-type: none">• Mount Tyson, Mount Taylor and Mount Wyangapinni are local landmarks which are visible, and form an important backdrop to the town.• Other streets also enjoy views out to the surrounding landscape of the Pittsworth Hills particularly looking southwards.• In the town centre, the Mount Tyson Co-op Dairy factory provides a local point of reference.• Adora Downs Farm Stay is situated west of Mount Tyson, and is as a significant farm stay and wedding/function venue for large groups located in a rural landscape featuring iconic buildings and settings.
Perceptions	<ul style="list-style-type: none">• Mount Tyson is a peaceful rural town with interesting buildings in a picturesque setting but is threatened by the loss of amenity and vitality due to vacant premises.



Views out from the settlement to the surrounding hilly rural landscape



The picturesque rural setting of Mount Tyson



Mount Tyson town in the context of the Pittsworth Hills

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Minimal growth pressure, with growth to be generally focused in existing planned areas.
- Potential impacts associated with the development of solar farms in the vicinity of Mount Tyson.
- The potential development of a rail trail between Oakey and Cecil Plains (via Mount Tyson) which would unlock new and revitalised tourism opportunities.

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines surrounding the settlement, including landscapes in the vicinity of Mount Tyson, Mount Taylor and Mount Wyangapinni that contribute to the amenity of the town.
- Encourage private land owners to rehabilitate drainage lines associated with Ashall Creek to improve the extent and quality of riparian vegetation, environmental and visual amenity values and contribution to the landscape setting of Mount Tyson.

Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and fine grained scale of the town centre precinct.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Consider opportunities that may arise from solar farm developments around Mount Tyson.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Mount Tyson, in particular from the north along Jondaryan-Mount Tyson Road, from the south along Knust Road and Oakey-Pittsworth Road, from the west along Main Street and from the east along Mount Tyson Road.
- Seek landscape enhancements to maintain and enhance amenity at key gateways to the town.
- Maintain the existing traditional tree lined boulevards along Main Street and the Jondaryan Mount Tyson Road.
- Continue to implement Council's street tree planting program, in accordance with the *Street Tree Masterplan*.

Cultural heritage

- Consider opportunities to re-purpose the Mount Tyson Co-op Dairy factory, to ensure its ongoing contribution to streetscape character and local heritage values.

Tourism

- Improve awareness of Adora Downs and Irongate Conservation Park which are situated in close proximity to Mount Tyson.
- Investigate opportunities to support the proposed rail trail between Oakey and Cecil Plains, including through the provision of services to support users or through the provision of additional local cycle routes.
- Consider including Mount Tyson on a scenic country drive to bring tourists through the town and support local businesses and seek other economic opportunities to bring vitality to the town to enable use and restoration of traditional and heritage buildings.

Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Mount Tyson, in particular towards Mount Tyson, Mount Taylor and Mount Wyangapinni (within LCA C16).



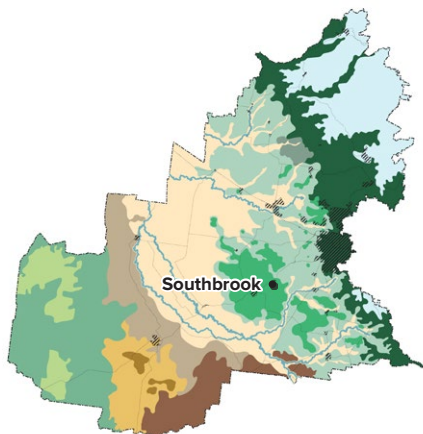


SOUTHBROOK

Southbrook is a very small rural town located on the South Western System railway and to the south of the Gore Highway (A39) on the eastern edge of the Pittsworth Hills. It is surrounded by rolling countryside and has strong visual connectivity to the surrounding picturesque landscape.

Location and boundaries

Southbrook is a very small rural town located in the uplands of the Pittsworth Hills. It is located around 27km southwest of Toowoomba City centre and is accessed by the Gore Highway (A39), as well as smaller local roads such as Umbiram Road and Felton Road.



Landscape and visual setting

- The settlement is located on the elevated landscape of **LCT C: Darling Downs Forested Peaks and Ridgelines – LCA C14: Pittsworth Hills**.
- The wider landscape around Southbrook includes **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B3: Kingsthorpe, Pittsworth and Clifton**.
- The settlement is also related to the extensive agricultural landscape of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G1(b): Condamine River**.

Key character attributes

- Southbrook is a very small rural town. The Southbrook UCL is recorded as having a population of 310 people living in 125 private dwellings, with the wider Southbrook SSC having a population of 599 (ABS, 2016).
- The town is located on and to the south of the Gore Highway (A39). From the Gore Highway (A39), the eastern access to the town is via McHugh Road and Haremar Road and the western access is via School Road and the eastern from Wyreema is via the Umbiram Road.
- As a small town, bypassed by the Gore Highway (A39) and with few services to attract visitors, Southbrook has a very quiet rural character with some interesting character buildings but showing signs of rural decline.
- Southbrook retains a strong relationship to the surrounding landscape and is located around the railway line (South Western System) on an area of shelving land surrounded by an agricultural landscape and the edge of the Pittsworth Hills.

Legend

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

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

- Gateways*
- Key features
- Parks and open space

*Legend item not to scale

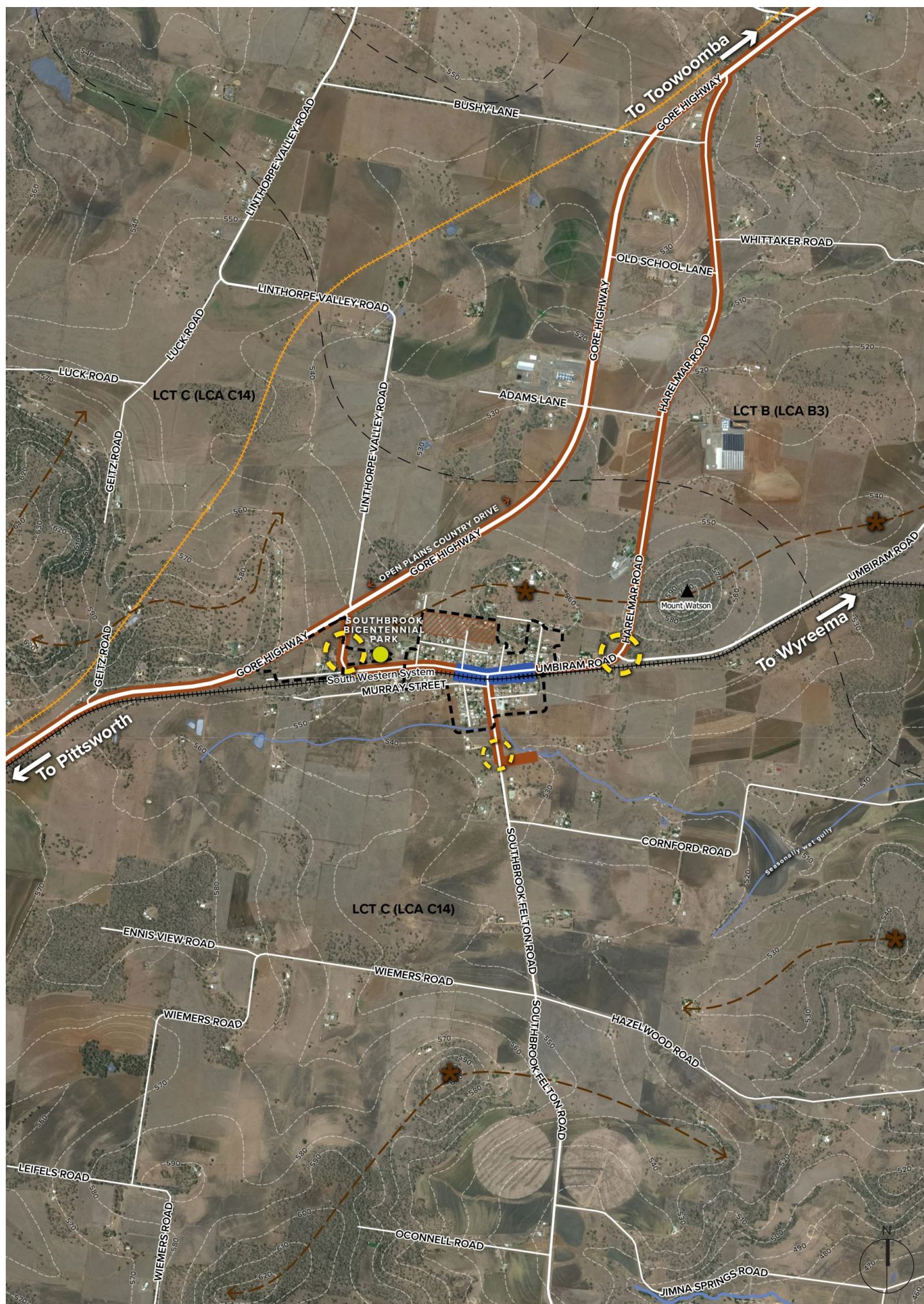
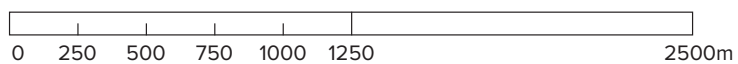


Figure 51: Key landscape and urban character features of Southbrook



Historical influences and typology

Key historic themes for Southbrook are:

The early Darling Downs: exploring the land and establishing settlements

The first settlers came to the Rangiora and Southbrook areas in the early 1850's, prior to the arrival of the railway. A small settlement developed at an area known as Rangiora Bush – later to be called Southbrook – after one on the three streams draining the swamps. The area was part of a pastoral run until the 1880s made much of the land available for closer settlement.

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

Southbrook is located on the branch rail line from Toowoomba to Pittsworth, which was constructed in the late 1880s (and then extended to Millmerran in 1911). A more permanent and established settlement began to take shape in c.1887 around a fettler's camp associated with the construction of the line from Beauaraba Junction (now Wyreema) to Pittsworth. With the advent of the railway, Southbrook was within easy reach of provincial and metropolitan markets for its farm produce, and the town grew rapidly with a number of services and sporting clubs established by the late 1800s. It was this growth that instigated the construction of a second school in the district.

Living off the land: developing primary and secondary industries

At the turn of the century, there were many dairy farmers in the surrounding areas and small cheese factories were constructed to service these farmers. The Southbrook Co-operative Dairy Association was formed, which built a dairy factory in the town that continued operations until the 1970s. The town also grew in association with the industry provided by local sawmills, flaxmills and flour mills.

Country living: establishing institutions and shaping community life

By the end of World War II, Southbrook was a small but still well-established settlement with a public hall, several churches and schools, a store, a hotel, a bank, and the two cheese factories. In 1975, the smaller schools closed and Southbrook Central Primary (est. 1910) became the main school. Within the next 30 years, Southbrook emerged as a potential 'dormitory' town for Toowoomba and Pittsworth, aided by the prospect of reticulated town water.



Southbrook Hotel on Oshea Avenue



St Bridgid's Catholic Church



The old dairy has been re-purposed



View down to St Bridgid's Catholic Church on O'Connell Street, Southbrook

Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none"> Southbrook is situated on a sloping area at elevations of between around 530m to 560m AHD and is located on the eastern edge of the Pittsworth Hills, which create an elevated and undulating context to the settlement. The entire settlement has an underlying basaltic geology associated with the basaltic rock of the Main Range Volcanics (Tm). Key local landform elements that define the context of Southbrook include Mount Watson (612m AHD) that is located close to the eastern edge of the town and which extends via a gentle ridge to the north of the town. Numerous other (unnamed) local hills with heights up to around 600m AHD also occur to the west and south of Southbrook.
Hydrological features	<ul style="list-style-type: none"> Water is not a key feature of Southbrook. The main hydrological feature of the landscape around Southbrook is an unnamed seasonally wet gully located in the southern part of the town that is in the upper reaches of Umbiram Creek, around 6km to the east (which is, in turn, a tributary of Hodgson Creek and the Condamine River).
Vegetation features & habitat values	<ul style="list-style-type: none"> Much of the land around Southbrook has been cleared for agriculture but remnant habitat patches remain, particularly on the elevated land to the northwest, north and east of the town (particularly Mount Watson) identified as communities of Silver-leaved Ironbark (<i>Eucalyptus melanophloia</i>) open woodland on Cainozoic igneous rocks (RE 11.8.4). Some of this area is categorised as endangered or vulnerable MSES, including a portion lying within the north of the town. Other areas of vegetation in the town comprise trees (both exotic and native) within parks and private gardens, including a significant line of eucalyptus trees along the main street, Oshea Avenue.

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> Southbrook is a small rural settlement situated to the southeast of the Gore Highway (A39), which also passes through the north of the settlement. The town is centred on and bisected by the railway line which runs parallel to Oshea Avenue and Murray Street. As described above, this was a fundamental aspect of Southbrook's history but closed following the Queensland floods in 2010-11. The main street is Oshea Avenue on which the Southbrook Hotel is located. A number of buildings that previously housed other businesses, such as a store, are now vacant and falling into disrepair. At the western edge of the town Oshea Avenue becomes Oberhardt Road on which Southbrook Central State School is sited. St Brigid's Catholic Church is located in the northern part of the settlement. The Anglican Church of St Mary's is no longer in use. Elsewhere, both south and north of the railway line, Southbrook is a residential community, comprising a mixture of houses laid out in a fairly regular grid orientated with reference to the contours and railway line. Larger rural residential properties are typically located on the edge of the town.
Open Space & Recreation	<ul style="list-style-type: none"> As a small settlement, Southbrook only has one park – Bicentennial Park located on Oshea Avenue in the west near the State School. This includes covered playground equipment and a picnic shelter. It is understood that cyclists, motorcycle clubs and horse riding clubs undertake trail rides through the landscape in the vicinity of Southbrook, particularly along Umbiram Road and Southbrook-Felton Road.



Line of Eucalyptus trees along Oshea Avenue



Typical rural residential character



Vacant buildings falling into disrepair on O'Shea Street



Larger rural residential properties to the edges of Southbrook

Built form
mass, scale
and density

- The town presents as a small and loose collection of buildings predominantly situated to the north of Oshea Avenue, and to a lesser extent, to the east and west of Southbrook-Felton Road.
- Prominent built forms include the Southbrook Hotel (est. 1910), a two-storey, brick Federation style building, the Southbrook Central State School (est. 1910), Southbrook Hall established in 1905, isolated shops, a petrol station, a post office, a small urban subdivision of residential dwellings to the north of Oshea Ave and two other subdivisions to the east and west of Southbrook-Felton Road, heading south.
- The isolated commercial buildings along Oshea Avenue are rural and industrial in nature, including sheds and petrol stations.
- In terms of residential character, Southbrook contains a scattering of early 1900s-1920s traditional timber character dwellings amongst the urban subdivision north of Oshea Ave. These are interspersed with conventional c1950s-1980s dwellings. A range of later dwellings, post 1980s are more prevalent to the south of Oshea Ave. Areas around the urban subdivision feature several small rural farm houses, in close proximity to the centre of the settlement. The farm properties become larger and the dwellings are more dispersed, further away from the centre.

Heritage
elements

- In accordance with the categorisation adopted by Brannock & Associates (2010), Southbrook is designated as rural 'settlement' and is considered of 'low priority' (i.e. it has been subject to previous heritage investigation).
- There are no State heritage listed places in Southbrook.
- Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include:
 - St Brigid's Catholic Church – 12-20 O'Connell Street (2/SOU/0167)
 - Southbrook Co-Operative Dairy Association building – 11-15 Southbrook Felton Road (2/SOU/0168)
- The present-day Southbrook Central State School opened in 1910 and as one of the settlement's early community-use buildings, has played an important role in the social history and cultural life of Southbrook for over a century.
- The double-story Southbrook Hotel (est. 1910) is of brick and timber construction, and as the original hotel established in the settlement, makes a strong contribution to its built character and has played an important role in its social history. It occupies a prominent position fronting Oshea Avenue.
- One of Southbrook's former cheese factories, established by the Southbrook Co-Operative Dairy Association in the early twentieth century, survives in situ on Southbrook Felton Road. Its brick, industrial exterior makes a strong contribution to the built character of this rural settlement. It currently operates as 'Westerham Concrete Products'.
- St Brigid's Catholic Church (c.1930s) is situated on O'Connell Street to the northeast of the main street and has played an important role in the social history and cultural life of this small rural settlement since the early twentieth century. The face brick church with rendered dressings to the gable front and both gabled porches contribute important traditional character features to the small settlement.
- The Southbrook Hall, located on Queen Street, has played an important role in the social history and cultural life of Southbrook since the early twentieth century. The larger form of the timber hall provides an anchoring presence and contributes to the character of the central part of town.
- The railways tracks of the former line are in situ and are an identifiable representation of the importance of the railway to the settlement of this part of the Darling Downs. The former station building, however, is not surviving.



Southbrook Central State School, established in 1910



Commercial buildings on Oshea Avenue



Westerham Concrete Products, a brick industrial style building, was formerly a cheese factory



Southbrook Hall on Queen Street shows typical rural vernacular of Southbrook

Streetscape

Gateways & landmarks	<ul style="list-style-type: none"> Due to the number of roads that connect to Southbrook it has many entrance points that could serve as gateways. No major formal gateways are present, with most entrances representing simple transitions from rural landscape to town (marked by signs). However, an avenue of street tree planting on Oshea Avenue enhances the sense of arrival into the town 'centre'.
Links & connections	<ul style="list-style-type: none"> Southbrook has legible links and connections but as the Gore Highway (A39) bypasses the town it has a sense of disconnection and 'being forgotten'.
Façades, frontages and rhythm	<ul style="list-style-type: none"> Due to the mixture of building types along Oshea Street, the presence of vacant premises and the sense of separation between the buildings, the town centre does not have a strong streetscape character. Residential parts of the town comprise typical rural residential houses, including some modern houses, distinguished mainly by their landscape setting and views out to the surrounding farmland and hills.
Street trees	<ul style="list-style-type: none"> As a small rural settlement most planting is informal. The avenue of street tree planting on Oshea Avenue is the only tree-lined boulevard in the town and comprises statuesque and fragrant-smelling Gum trees (<i>Eucalyptus</i> spp.). Other planting comprises landscaping in gardens which includes a notable Hoop Pine (<i>Araucaria cunninghamii</i>) and boundary planting around some of the larger garden blocks.
Pavements & parking	<ul style="list-style-type: none"> The only parking area is located to the fore of the Southbrook Hotel. Elsewhere, parking is informal on street. There is a concrete footpath along Oshea street but none elsewhere, with standard grassy verges.
Furniture & art	<ul style="list-style-type: none"> There is no public art in Southbrook and street furniture is limited to facilities in the park.

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"> Southbrook has a traditional rural character and listed heritage buildings but no defined neighbourhood character precincts.
Cultural associations	<ul style="list-style-type: none"> The church and hall contribute to the social associations in the settlement of Southbrook.

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none"> There are no formal scenic lookouts in or around Southbrook.
View corridors	<ul style="list-style-type: none"> The local level <i>Open Plains Country Drive</i> passes in a loop through the town and provides opportunities for scenic viewing. From within the town views to the surrounding farmland and hills are possible, including views framed by tree lines boulevards.
Landmarks	<ul style="list-style-type: none"> Mount Watson is a local landmark which is visible, and forms an important backdrop in views to the east Other streets also enjoy views out to the surrounding landscape of the Pittsworth Hills particularly looking southwards. In the town centre, the Southbrook Hotel provides a local point of reference.
Perceptions	<ul style="list-style-type: none"> Southbrook is a peaceful rural town with interesting buildings in a picturesque setting but is threatened by the loss of amenity and vitality due to vacant premises.



Views out to surrounding farmland and hills



Grass verges to the majority of town



Typical rural residential character



Views out to the south

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Identified as a Priority Living Area in the *Darling Downs Regional Plan 2013*.
- Minimal growth pressure, with growth to be generally focused in existing planned areas.
- The development of the Inland Rail network provides an opportunity for Southbrook to further enhance the town's freight and logistics industry through rail, however, may also impact the amenity of the area.
- Potential for further industrial growth servicing the freight and logistics industry.
- Proximity of Southbrook to Wellcamp Airport.
- Potential impacts associated with the development of solar farms in the vicinity of Southbrook.

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines and hills surrounding the settlement that contribute to the amenity of the town.

Built environment

- Maintain the compact form of the settlement and seek opportunities to enhance the sense of cohesiveness of the settlement.
- Maintain the existing low-rise and fine grained scale of the town.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Consider opportunities that may arise from solar farm developments around Southbrook.
- Consider the implications of Inland Rail and develop a landscape strategy to assist in the integration of the rail into the area to the north of Southbrook.
- Seek economic opportunities to bring vitality to the town to enable use and restoration of traditional buildings.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Southbrook, in particular from the Gore Highway (A39).
- Maintain the low key rural transitions to the town, but seek landscape enhancements to enhance amenity, particularly from the key link roads with the Gore Highway (A39).
- Maintain the existing tree lined boulevard along Oshea Avenue and continue to implement Council's street tree planting program, in accordance with the *Street Tree Masterplan*.

Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Southbrook, including the local *Open Plains Country Drive*.

Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Southbrook, in particular towards Mount Watson (within LCA C16).





LANDSCAPES

OF THE **TOOWOOMBA REGION**

PART



TOOWOOMBA REGIONAL
SCENIC AMENITY STUDY

SCENIC AMENITY STUDY

The following section contains an assessment of the scenic amenity values of the Toowoomba Region, based on GIS analysis, field investigation and feedback received from the community as part of the 'Love Your Local Landscapes' scenic preference survey and consultation.

Cover Image: Gillies' Farm, Pechey
Renee Edge - Highly commended 'Love Your Local Landscapes' photography competition 2021



**TOOWOOMBA
REGION**

EXECUTIVE SUMMARY

Rich Traditions

Scenic amenity includes, but goes well beyond, concepts of landscape beauty. It captures both the character and diversity of places and the cultural value placed on these by the communities that live in or visit them. Scenic amenity values are important across a wide range of levels to the community; including through the benefits they bring to physical and mental health and well-being, their economic value - particularly through tourism - and their role in promoting community cohesion and identity through establishing a sense of place and 'belonging'.

The high scenic amenity of many parts of the Toowoomba Region is evidenced by the presence of National Parks, the plethora of scenic routes and tourist drives that pass through the Toowoomba Region, as well as the presence of many scenic lookouts. In particular, the Toowoomba eastern escarpment on the Great Dividing Range includes a high concentration of regionally significant lookouts including Picnic Point, a popular tourist destination. Locally significant landmark hills and mountains such as Gowrie Mountain and Mount Basalt also contribute to the distinctiveness and amenity of the landscape. However, there are also many less well known parts of the Toowoomba Region that have high scenic values, including the peaceful riverscapes of the Condamine River and the dramatic boulder-strewn landscapes of the Goombungee Hills.

Scenic amenity can be considered subjective and therefore can be difficult to protect within the planning scheme. However, over the years, many techniques have been developed that assist in the more objective and quantitative identification of scenic amenity values.

This Scenic Amenity Study, commissioned by Toowoomba Regional Council, seeks to systematically identify the variation of scenic amenity values across the Toowoomba Region, based on an analysis which broadly follows the regional scenic amenity methodology (SAM) of *ShapingSEQ* (2017) that was first established through the *South East Queensland Regional Plan (2005-2026)* in *Implementation Guideline No 8 - Identifying and protecting scenic amenity values*. The study has also built upon earlier work undertaken within Toowoomba Region including the *Toowoomba Regional Council Scenic Amenity Study* prepared by Conics in 2009.

The process identifies the landscapes within the Toowoomba Region that are valued by the community and options available to protect them. This is based on a combination of desktop and field based work to identify and determine landscape character across the Toowoomba Region and the value which communities place on them. The study:

- Assesses and communicates the key differences that define the landscape based on a **landscape character assessment**. Through this process Thirteen (13) different Landscape Character Types (LCTs) with their associated fifty-three (53) Landscape Character Areas (LCAs) were identified. This work is presented in the *Toowoomba Region Landscape and Urban Form Character Study*, Parts B1 and B2 of this report, prepared in tandem with and forming a key baseline to inform this study.
- Considers the variance in visibility or '**visual exposure**' across the Toowoomba Region, based on identification and analysis of key routes (roads and trails) through the Toowoomba Region as well as scenic viewpoints and how these interrelate with the physical landscape (for example elevated and/or enclosed locations).
- Determines the extent to which the community values different types of landscapes or '**scenic preference**'. This was based on the analysis of over 100 respondents to an online community scenic preference survey to rank landscapes (based on a selection of 70 images).
- Combines these factors to categorise scenic values ('**scenic amenity**') across the Toowoomba Region on a scale of 1 to 10 to indicate spatially where areas of highest and lowest scenic amenity are located.

Bold Ambitions

Landscapes inevitably continue to change in response to a wide range of factors such as population growth, changes in the rural economy, infrastructure development (including new forms such as wind or solar energy developments) and climatic variation. The construction of new roads, such as the Warrego Highway (A2) (Toowoomba Bypass), may open up views from new areas. For this reason, scenic amenity values continue to change over time. Toowoomba Regional Council wants to play an active role in ensuring that landscapes of high scenic amenity are protected going forward and, where necessary, to encourage management interventions to enhance highly visual landscapes that currently do not contribute to the positive image of the Toowoomba Region.

Therefore, this study does not stop at describing and appreciating the scenic amenity values of the Toowoomba Region. Importantly, the study goes on to identify the key pressures with potential to affect these values in the future and to consider ways in which TRC can support the protection and enhancement of these valued elements going forward. These opportunities are described in Part D.

Areas that have been identified in this study as having **very high scenic amenity value (9-10)** within the Toowoomba Region include:

- **Rivers and creeks**, including the Condamine River, Hodgson Creek, Kings Creek, Oakey Creek, Myall Creek (associated with LCT F) and other waterways that occur throughout other LCTs.
- **Large dams/reservoirs**, in particular large water supply dams such as Lake Cooby, Lake Perseverance and Lake Cressbrook.
- **Small dams and instances of water within the landscape**, such as rural farm dams and naturally occurring lagoons (noting that views to these are not always publicly accessible).
- **Vegetated ridges and plateaus** associated with the Great Dividing Range, Cooyar Range, Blackbutt Range associated with LCT A and LCT E.
- **Vegetated peaks and hills** associated with the basaltic hills, mesas and forested areas throughout the Toowoomba Region associated with LCT C, LCT D, LCT K, LCT E, LCT L and LCT I.

On the basis of these findings, we can boldly and confidently map a future for the Toowoomba Region that enables the Toowoomba Region to continue to evolve and communities to thrive while protecting the scenic amenity values that people cherish for generations to come.

INTRODUCTION

The scenic amenity study process

The Toowoomba Region contains a diverse array of landscapes, from elevated peaks and ridgelines associated with the Great Dividing Range to flat alluvial floodplains and valleys such as the Condamine River floodplain. This study seeks to identify and describe the scenic amenity values associated with these landscapes that occur across the Toowoomba Region. Protection and management of landscape character and scenic amenity are essential to maintain a sense of community identity, sense of place, promote stewardship of environmental and heritage values and support the physical and mental health of residents. However, character and scenic values are often seen as subjective, which can make them harder to incorporate into planning policy frameworks than other more easily quantifiable values.

"The natural beauty of SEQ's beaches, forests, waterways, parks, and farmland is one of the region's greatest assets for the tourism industry and for the community's quality of life. Aesthetic appreciation of urban, rural, bushland, and coastal landscapes is one of the most fundamental ways people experience and relate to their physical environment. Landscapes with significant natural elements like plants, water, and rocky outcrops provide relaxation and other psychological benefits in addition to their aesthetic values."

Healthy Land and Water, 2021

Internationally, many approaches to the identification and management of landscape character and scenic amenity values in urban, peri-urban, rural and natural landscapes have been applied, often in tandem with natural and heritage landscape protection. These range from the designation of protected landscape zones, views and viewsheds on overlay mapping through to performance-based policies that require potential developers to demonstrate an acceptable level of impact on the character of pre-defined character zones or views. These approaches can differ across a range of scales and landscape types.

Within Australia a variety of methods for landscape characterisation and scenic amenity assessment exist, drawing on international and local methodologies and approaches.

The purpose of this scenic amenity assessment is to identify the landscapes within the Toowoomba Region that are valued by the community for their scenic values and options available to protect them. The approach used, which is described in more detail below is based upon the principles established in the *South East Queensland Regional Plan* (2005-2006) that established a methodology for the protection of regional landscape values and amenity across SEQ – *Implementation Guideline No 8: Identifying and protecting scenic amenity values* - which endures in *ShapingSEQ* (2017).

The values of the Toowoomba Region are already partially recognised through a range of public documents including the *Toowoomba Region Scenic Amenity Assessment* (2009), scenic amenity overlays within the TRPS, and the ambitions of the *Toowoomba Region Green Infrastructure Strategy* (2019) and other documents.

Through an integrated process which draws on the findings of the *Toowoomba Regional Landscape and Urban Character Assessment* (Parts B1 and B2 of this report) the aim is to develop a planning and management framework for landscape and scenic amenity values which is contemporary, relevant and captures all required values.

Key stages of the methodology adopted for this study are:

Stage A: Project Initiation and desktop assessment

This stage involved the collation and review of background documentation provided by Council for the purpose of this study and preliminary baseline mapping. Throughout the study GIS was used as the tool for compiling and presenting spatial data, as well as baseline GIS mapping of key landscape and scenic elements within the region. Key tasks in Stage A included:

- Collation and preliminary background documentation review.
- Preliminary GIS mapping of scenic routes and lookouts, visual exposure and land cover mapping.
- Preliminary community information gathering including an image competition and opportunity for feedback to understand things that the community enjoy about the Toowoomba landscape (it is noted that many of the images submitted by competition winners and other entrants are included in this report).

Stage B: Field survey and scenic preference survey

Field survey (conducted in parallel with fieldwork for the TRLUCS study) to ground truth the preliminary mapping and visit the settlements within the Toowoomba Region. The field survey was conducted over a total of 13 days across five separate trips on:

- 19th - 21st October 2020
- 10th - 12th November 2020
- 26th - 27th November 2020
- 12th - 14th January 2021
- 16th February 2021
- 28th March 2021
- 6th May 2021

As noted above, field survey assessment limitations relating to the timing of field survey work included temporal impacts associated with landscape conditions, weather events and seasonal variations, which may influence the perception of scenic value and quality of landscapes.

Images taken during field work surveys were then utilised in a public scenic preference survey. The results of the scenic preference survey were analysed in order to understand what the Toowoomba and wider SEQ community values in regard to the specific scenic amenity value of landscapes within the Toowoomba Region.

Stage C: Outcomes Report

This stage involved the assessment and mapping of the identified scenic amenity values. Key tasks included:

- Refinement of scenic preference overlay mapping using GIS analysis and development of scenic amenity mapping using GIS analysis.
- 'Sense-check' of the GIS analysis to define high scenic value areas.
- Refinement and identification of any additional key regionally-significant viewpoints identified through fieldwork.
- Consideration of forces for change affecting identified areas of scenic amenity value (including in relation to values identified in the Landscape and Urban Character Study).
- Strategies for key areas of high scenic amenity.
- Prioritisation of landscape protection based on identified valued characteristics and feedback from the public scenic preference study.
- Consideration of planning options to assist in protecting identified scenic amenity values going forward.



Back Creek near Millmerran

SCENIC AMENITY STUDY FRAMEWORK

Determining a best practice approach for the Toowoomba Region

The *South East Queensland Regional Plan 2005-2026 (SEQRP) Implementation Guideline No. 8 - 'Identifying and protecting scenic amenity values'* was developed to assist South East Queensland (SEQ) local governments to voluntarily implement policies of the SEQRP relating to scenic amenity and regional landscape values. Whilst it was developed to support the scenic amenity policies of the SEQRP (now superseded), this methodology is still referenced as the SEQ regional amenity methodology in Table 11b of the current regional plan, *ShapingSEQ*.

The guideline was informed by the SEQ 2004 Public Preference Survey, which established that 68 per cent of people consider scenic values to be the most important or second-most important values at places where the scenery is highly preferred, such as the views from lookouts over the ocean, beaches, rocky cliffs, bushland, rivers and mountains.

It can therefore be inferred that the protection of the values of high scenic amenity areas, significant viewpoints and view corridors should be recognised and protected, where possible, through both regional and local planning and policy.

While useful, the regional SAM is only directly applicable to the SEQ region, which, with the exception of the Toowoomba Urban Area, the majority of the Toowoomba Region falls outside of. As a result, currently there are only very small areas identified as having *regionally significant scenic amenity value* within the Toowoomba Region, limited to very small areas in the vicinity of Prince Henry Heights, generally located within Jubilee Park and Redwood Park.

In addition, previous studies within the Toowoomba Region that have utilised the regional methodology in strict accordance with the guideline, have not resulted in very useful outcomes for the Toowoomba Region with regards to the application to policy and for managing and assessing local development.

Therefore, in order to provide an outcome for the Toowoomba Region that reflects its unique landscape and scenic values, our approach for this study has been informed by, but deviated where appropriate from, the regional methodology in some instances, as noted below.

Assessing scenic lookouts and routes

Scenic lookouts and tourist routes access the Toowoomba Region were visited throughout the fieldwork investigations. These have been described previously in Part A.

These findings have, where relevant, informed the TRSAS.

Assessing scenic amenity value

Scenic amenity is mapped and measured by two independent factors: scenic preference and visual exposure.

The alternative scenic amenity mapping methodology tailored in this study is outlined in the sections below.



Unique sandstone features present within LCT D: Forested Sandstone Hills with Outcrops

SCENIC PREFERENCE MAPPING

Methodology overview

Scenic preference indicates the public preference for a particular type of landscape and is defined as “*a rating of the community’s liking for scenery of open space compared to areas occupied by built structures, measured using images*” (DNR, 2001).

The development of the scenic preference map required a two-step process.

The first step involved conducting and analysing the results of a scenic preference survey, undertaken as part of this study to determine the mean scenic preference rating of each photo included within the survey and any relevant correlations.

Images included in the scenic preference survey were further analysed to determine the percentage of visual elements present within each image, in order to understand relationships and identify correlations between the presence of absence of particular elements and their influence (positive or negative) on the perception of scenic value.

The second step in the process is the generation of the scenic preference map, which is further explained below.

Scenic preference survey

Consultation Process

The purpose of the Scenic Preference Survey was to understand which types of landscapes are most visually appealing to the community to inform weightings of different landscape types for planning purposes in order to inform the development of a scenic preference map for the Toowoomba Region.

The survey requested participants to rate 70 images between 1 to 10 based on their own individual scenic preference, where:

1 – 2: Low scenic value (least preferred):

Landscapes that do not contribute positively to the scenic amenity of the Toowoomba Region, and have significant opportunities for management and enhancement.

3 – 5: Moderate scenic value (moderately preferred):

Landscapes that somewhat contribute to the scenic amenity of the Toowoomba Region, and have opportunities for management and enhancement.

6 - 8: High scenic value (preferred):

Attractive landscapes that contribute to the scenic amenity of the Toowoomba Region, and should be managed or protected for their scenic amenity/beauty.

9 - 10: Very high scenic value (most preferred):

Very attractive and distinctive landscapes that most contribute to the scenic amenity of the Toowoomba and wider South East Queensland region, and should be managed or protected for their scenic amenity/ beauty and tourism value.

The images used for the survey were obtained in the field during fieldwork for the TRLUCS. They were selected in order to provide an equitable representation of the diverse landscapes of the Toowoomba Region. Images were also selected to provide an even representation of the 13 Landscape Character Types defined for the Toowoomba Region in the *Toowoomba Regional Landscape and Urban Character Study*. Some images were also included to understand the potential impact that certain land uses (e.g. quarries, solar farms, roads and industrial built elements) and naturally occurring events (e.g. bushfire) may have on the perception of scenic value.

The scenic preference survey was hosted online on Council's Your Say site (EHQ platform) due to the uncertainty and viability of face-to-face consultation methods during the COVID-19 pandemic, and was open from Friday 19th February to Sunday 14th March 2021.

In order to enable participants to be aware of the range of images included in the survey, it was designed so that all 70 images could be viewed together and perused in a grid gallery before commencing the questions pertaining to individual images.

The scenic preference survey was promoted via social media, emails to stakeholder lists and via posters in Council service locations and through advertisements in Council's *Bold Magazine*.

Relative to the population of the Region, interest in the project was high with 422 visits to the website during the month that the survey was open.

Survey responses

A total of 128 survey responses were received across a diverse range of age groups (refer Figure 52), with 80% of survey respondents coming from the Toowoomba Region (refer Figure 53).

This response rate was greater than the goal of 97 responses, which was the number of responses received in the previous scenic amenity study.

One of the survey responses was deemed invalid and discounted from further analysis so that it would not skew the findings of the study.

In addition, some respondents did not rate all of the 70 images included, as it was possible to skip images and still submit a response. This was taken into account when analysing survey results.

The fact that a number of respondents came from outside of the Toowoomba Region indicates the value that the wider Queensland community places on the landscapes of the Toowoomba Region.

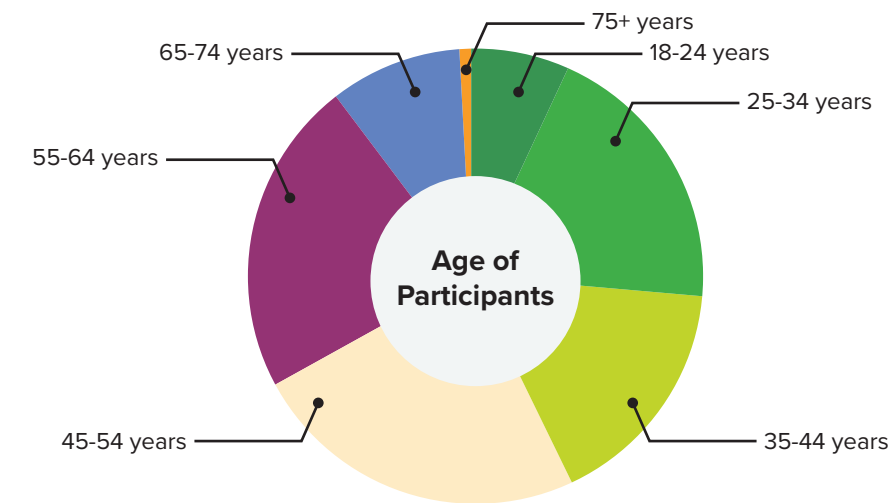


Figure 52: Age group of survey respondents

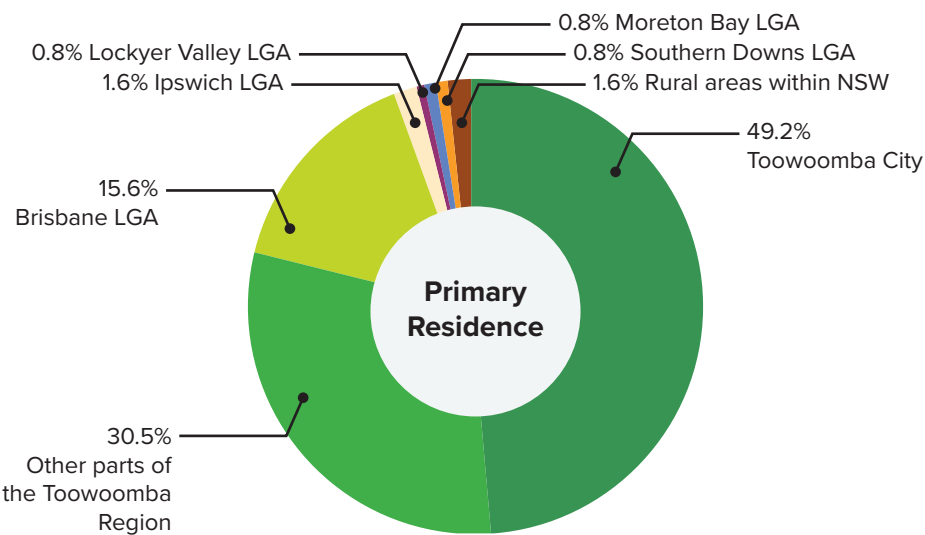


Figure 53: Primary residence of survey respondents (%)

Scenic preference for SEQ landscapes and landscapes within the Toowoomba Region

Previous study findings

ShapingSEQ

The *South East Queensland Regional Plan 2005-2026 (SEQRP) Implementation Guideline No. 8 - 'Identifying and protecting scenic amenity values'* states that while the values placed on views and landscapes may be culturally influenced, the following general principles have been consistently found in scenic preference studies and community consultation, most of which are supported by the findings of the scenic preference survey undertaken as part of this study:

- Water and natural elements are preferred over urban scenes.
- Mountains and hills are preferred over flat land.
- Views are preferred which include both mid-ground elements (with some detail discernible) and a background.
- Views with skyline features and views which include focal points are preferred.
- Views dominated by, or with a high proportion of attractive features (such as mountains), are considered to be more attractive, and hence more important to retain than those with only a minor or distant proportion of such elements.
- Panoramic views with a number of such distinctive elements are more attractive and worthy of protection than narrow view corridors or a line of sight to a single element.
- Diversity is generally preferred over uniformity, and heritage over modernity, but these need to be balanced with preferences for consistency and coherence of built form, which are also valued.
- Viewpoints (including residences and public places) may have primary views in one direction (e.g. to an attractive or distinctive feature) and secondary views in other directions. The distinction may be related to desirability of views (e.g. river views), viewing distance, or to the orientation of viewpoints (e.g. lookouts).
- Discordant elements which contrast markedly with their otherwise-attractive settings are often regarded as having a detrimental impact on amenity. This depends on the viewing distance and proportion of view affected, and overall design.
- Views from accessible public spaces (streets, lookouts, parks etc.) are valued more than views available only from private residences.

Toowoomba Regional Council Scenic Amenity Study 2009

The study *Toowoomba Regional Council Scenic Amenity Study 2009* identified the following within the Toowoomba Region as having **high scenic preference** value:

- City parks
- Water views (rivers and dams)
- Wooded hillsides (e.g. Mount Tabletop).

Scenery with a very high or high community preference rating is characterised by the absence of built structures (excluding fences) and presence of major landscape elements such as water, hills and trees.

Landscapes noted as having a **moderately high scenic preference** included:

- Unsealed roads with mature trees
- Dense forest
- Pasture with hills and scattered trees.

Scenery with a moderately high community preference rating is characterised by the absence of built structures (excluding fences) and presence of major landscape elements such as steeply sloping land, trees and pasture.

Landscapes noted as having a **moderate scenic preference** included:

- Close views to forest
- Pasture with hills and bush
- Pasture with silos
- Agricultural land (fallow).

Scenery with a moderate community preference rating is characterised by the absence of built structures (excluding fences) or presence of built structures related to agricultural use and presence of major landscape elements such as pasture, crops and flat landscapes.

Landscapes noted as having a **moderately low scenic preference** included:

- Pasture with views to distant industry
- Residential development (cleared vegetation).

Scenery with a moderately low community preference rating is characterised by the presence of close built structures on cleared land such as residential development, transport embankments, industrial or commercial sheds, towers and signs and presence of major landscape elements such as pasture and open fields.

Landscapes noted as having a **low scenic preference** included:

- Close views to roads with power poles
- Close views of industry (mines).

Scenery with a low community preference rating is characterised by the presence of many close built structures including transmission towers, industrial sheds, roads and signs.

Findings of this study

Scenic Preference Survey 2021

As shown in Figure 54, the distribution of mean scenic preference ratings shows a normal distribution of responses.

Interestingly, the survey results did not identify any images as having a mean rating that resulted in a very high scenic preference rating of 9-10, although many individual respondents did rate some images as having very high scenic amenity value.

Landscapes noted as having a **high scenic preference (8-9)** included:

- Views of the Condamine River with water present and intact riparian vegetation.

Landscapes noted as having a **moderately high mean scenic preference (7-8)** included:

- Views of green, gently undulating open rural grazing lands.
- Elevated views of Mount Tabletop from the Toowoomba Escarpment.
- Views of green, elevated ridgelines and open grazing landscapes associated with the Great Dividing Range (with limited infrastructure present).
- Close views of green, open grazing land showing remnant vegetation with basaltic hills present in the background.
- Close views to distinctive sandstone boulders.
- Close views of rural dams with a backdrop of elevated vegetated hills.
- Views of major creeks with water present and intact riparian vegetation (e.g. Back Creek and Myall Creek).

Landscapes noted as having a **moderate mean scenic preference (4-7)** included:

- Views of elevated and vegetated ridgelines associated with the Great Dividing Range.
- Views towards water storage dams/reservoirs (e.g. Lake Cooby and Lake Perseverance).
- Views towards gently rolling, undulating rural landscapes and open grazing lands.
- Views of distinctive elevated and forested basaltic peaks and mesas.
- Views of forested low hills and ridgelines.
- Views of the Condamine River with water present, limited riparian vegetation and headcut (an erosion feature of some intermittent and perennial streams with an abrupt vertical drop) present.
- Views of minor creeks with water present and intact riparian vegetation.
- Views of flat, open agricultural landscapes.
- Views of elevated and undulating native forests.

Landscapes noted as having a **moderately low mean scenic preference (3-4)** included:

- Views of recently constructed low density urban development (e.g. near Highfields).
- Views of open cut mining (e.g. New Acland Mine).
- Views of rail bridge crossings over waterways (with shotcrete and limited riparian vegetation present).
- Views across open, relatively flat agricultural landscapes towards rural residential housing in the background.
- Views across gently undulating agricultural landscapes (fallow).

No landscapes were identified as having a low (2-3) or very low (1-2) mean scenic preference rating, although some individual respondents did rate selected views in these categories.

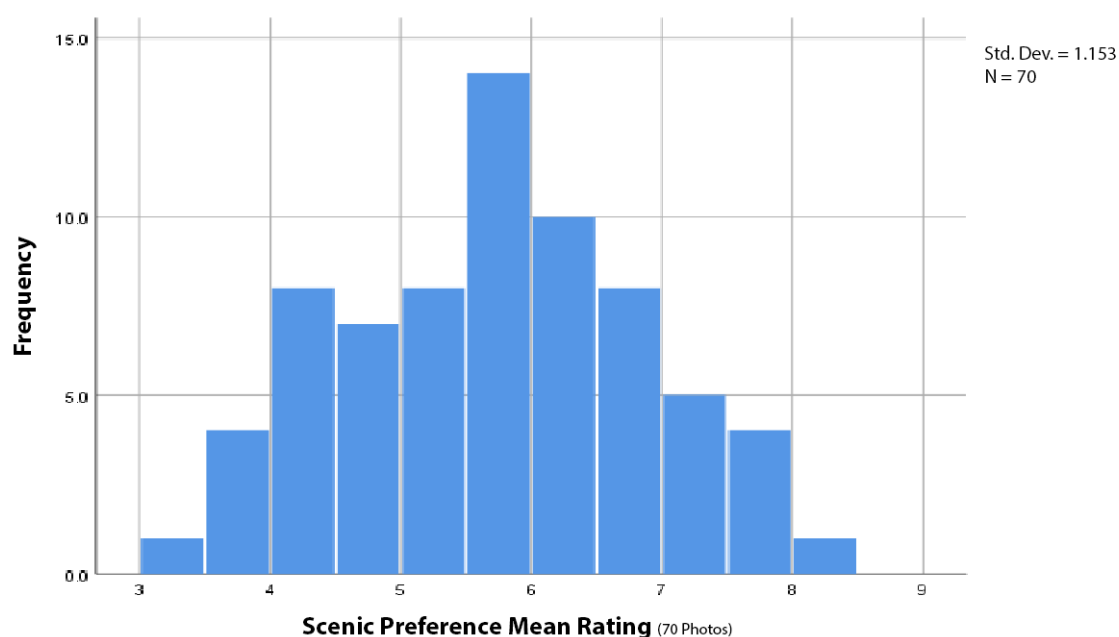


Figure 54: Distribution of mean scenic preference ratings

Scenic Preference Survey correlations

Based on this data and an analysis of the elements present within the representative images, the following conclusions can be drawn.

The following landscape elements increase the scenic preference when present:

- Distinctive sandstone boulders and scarps¹ (+0.9).
- Waterways - with water present (+0.7).
- Dams - both small rural and large water storage dams¹ (+0.7).
- Riparian vegetation - including remnant native vegetation and sedges along waterways (+0.7).
- Flat croplands with mature crops that are ready to harvest (+0.7).
- Distinctive peaks and topographic features such as mesas and jump ups (+0.6).
- Elevated woodlands and forested ridges (+0.6).
- Woodlands within rolling and undulating rural landscapes (+0.5).
- Flat, gently undulating or rolling pasture and grasslands with scattered vegetation (+0.4).
- Open, gently undulating rural landscapes with a farmland mosaic (+0.3).
- Woodlands on flat landscapes (+0.2).

The following landscape elements decrease the scenic preference when present:

- Flat, gently undulating or rolling pasture and grasslands with no vegetation (-0.2).
- Flat croplands that have been recently harvested (-0.4).
- Exposed soil (including agricultural croplands and dam edges) and dry creeks (-0.5).
- Terraced farming¹ (-0.5).

In addition, the presence of urban and built elements, such as road and rail infrastructure, power lines and telecommunications infrastructure, rural residential and low density urban development, large industrial buildings, quarries and solar farms all had a negative impact on the perception of scenic value, ranging from -0.1 to -1.0.

The mean rating and standard deviation of each image included within the survey is provided in below.

¹ Due to limitations of the survey some correlations were based on less than 10 representative images and therefore have a lower degree of certainty.

The relationship between Landscape Character Types and scenic amenity

As mentioned above, 70 images were selected in order to provide an equitable representation of the diverse landscapes of the Toowoomba Region and provide an even representation of the 13 Landscape Character Types (LCTs) defined for the Toowoomba Region in the *Toowoomba Regional Landscape and Urban Character Study*.

Some images were also included to understand the potential impact that certain land uses (e.g. quarries, solar farms, roads and industrial built elements) and naturally occurring events (e.g. bushfire) may have on the perception of scenic value within certain LCTs.

The mean value for each of these LCTs (excluding images included as a 'risk' factor) and mean rating and standard deviation of each image included within the survey is provided below.

The results of the scenic preference survey identify that the scenic preference of each LCT is as follows, in order of most preferred (highest scenic preference score) to least preferred (lowest average scenic preference score).







1. LCT F: Alluvial Floodplain Riparian Corridor (7.35)
2. LCT A: Elevated Ridges and Plateaus (6.86)
3. LCT K: Brigalow Belt Forested Peaks and Ridgelines (6.20)
4. LCT D: Forested and Grazed Sandstone Hills (6.66)
5. LCT E: Steeply Undulating Foothills and Valley (6.31)
6. LCT C: Darling Downs Forested Peaks and Ridgelines (6.17)
7. LCT B: Open Undulating Farmed Basaltic Uplands (6.03)
8. LCT G: Alluvial Floodplain Cropland (5.82)
9. LCT I: Forested and Grazed Traprock and Sandstone Hills (5.30)
10. LCT L: Elevated Undulating Native Forests (5.29)
11. LCT J: Open Elevated Undulating Farmland Mosaic (5.23)
12. LCT H: Shelving Alluvial Farmland Mosaic (4.97)
13. LCT M: Enclosed Elevated Undulating Farmland Mosaic (4.81).

It is noted that if images containing dominant built elements such as asphalt roads are excluded, the mean scenic preference for LCTs such as LCT A, LCT B, LCT C, LCT D, LCT E and LCT L are all elevated.

The rating of each view is presented within its associated LCT below, along with the overall mean score for each LCT.

LCT A - Elevated Ridges and Plateaus

Seven images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT A. *The mean score of these images (excluding the image of recent urban development, included as it is considered to be a 'risk' to the scenic value of this LCT) was **6.86**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT B Midground: LCT A Background: LCT A	5.70	1.97	Typical rural setting - views to LCT A and landscapes associated with the Great Dividing Range and Main Range from LCT B. Note: Road may impact on and reduce scenic preference rating.
	Foreground: LCT A Midground: LCT A Background: LCT A	6.11	2.19	Views to Lake Cooby and elevated vegetated hills beyond from within LCT A. <i>Dams were noted as having high scenic amenity value in the previous study (Conics, 2009), and this image was included to test these outcomes.</i>
	Foreground: LCT A Midground: LCT A Background: LCT A	6.43	2.16	Typical elevated views of open grazing and vegetated landscapes associated with the Great Dividing Range.
	Foreground: LCT A Midground: LCT B Background: LCT A	7.52	1.82	Typical elevated views across rural landscapes near Ramsay that are typical of this LCT.
	Foreground: LCT A Midground: LCT A Background: LCT A	7.71	2.34	Typical elevated views across rural landscapes near Highfields that are typical of this LCT.
	Foreground: LCT A Midground: LCT B/C Background: LCT A	3.87	2.20	View across recent low density residential development with elevated vegetated hills in the background. <i>Considered to be a 'risk' to the scenic amenity values of this LCT.</i>
	Foreground: LCT A/E Midground: LCT A/E Background: Lockyer LGA	7.70	1.98	Typical elevated views from the Toowoomba Escarpment and Great Dividing Range are typical of this LCT. Views from this LCT to Mt Tabletop and Lockyer Valley from designated scenic lookout.
Mean scenic preference rating*		6.86		




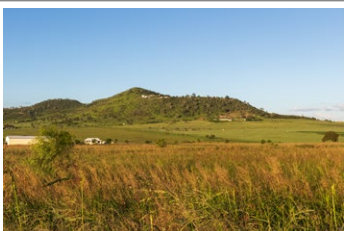
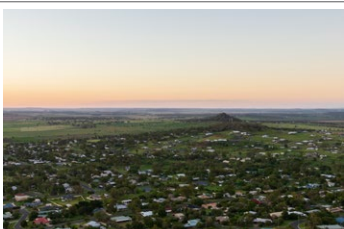
LCT B - Open Undulating Farmed Basaltic Uplands

Six images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT B. *The mean score of these images (excluding the image of the quarry, included as it is considered to be a 'risk' to the scenic value of this LCT) was **6.03**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT B Midground: LCT B Background: LCT F/G/L	5.15	2.08	Typical rural setting showing a 'risk' to the scenic amenity value of this LCT - solar farms.
	Foreground: LCT B Midground: LCT B Background: LCT C	5.52	2.15	Typical rural setting, showing views to elevated vegetated hills associated with LCT C in the background.
	Foreground: LCT B Midground: LCT B Background: LCT A	6.07	2.12	Typical rural setting, showing terraced fields that occur throughout this LCT and views to elevated vegetated hills associated with the Great Dividing Range and Main Range within LCT A in the background.
	Foreground: LCT B Midground: LCT B Background: LCT C	5.71	2.10	View from Greenmount - shows setting of settlements within LCT B with views to elevated vegetated hills associated with LCT C in the background.
	Foreground: LCT B Midground: LCT B Background: LCT B	6.81	2.10	Typical rural setting with rural dam. <i>Dams were noted as having high scenic amenity value in the previous study (Conics, 2009), and this image was included to test these outcomes.</i>
	Foreground: LCT B Midground: LCT B Background: LCT B	3.92	2.49	<i>Included to assess scenic preference of landscapes associated with open cut mining, considered to be a 'risk' to the scenic amenity values of this LCT.</i>
Mean scenic preference rating*		6.03		

LCT C - Darling Downs Forested Peaks and Ridgelines

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT C. The mean score of these images was **6.17**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT B Midground: LCT C Background: LCT A	4.67	1.94	Typical highway experience driving through LCT B along the Warrego Highway, which is part of several national, regional and local scenic routes.
	Foreground: LCT G Midground: LCT B/C Background: LCT A	6.78	2.14	Views across agricultural fields (LCT G) to LCT B and C with limited built elements. Elevated vegetated hills associated with the Great Dividing Range and LCT A are present in the background.
	Foreground: LCT C Midground: LCT C Background: LCT C	7.32	1.93	View from within LCT C to open grazing and remnant vegetation, with small vegetated hill in the background.
	Foreground: LCT B Midground: LCT B Background: LCT C	6.81	1.88	Views to elevated vegetated hills supporting urban development, considered to be a potential 'risk' to the scenic amenity of this LCT.
	Foreground: N/A Midground: LCT B/C Background: LCT B/A	5.27	2.36	Elevated views from Mount Kingsthorpe summit and scenic lookout - to 'The Sugar Loaf' and low density urban development and rural residential development associated with Kingsthorpe.
Mean scenic preference rating		6.17		







LCT D - Forested and Grazed Sandstone Hills

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT D. The mean score of these images was **6.66**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT D Midground: LCT D Background: LCT D	6.10	2.35	Typical road views showing dense roadside vegetation as experienced within LCT D.
	Foreground: LCT D Midground: LCT D Background: LCT D	6.87	2.03	Typical rural views view across open cropping and grazing land to vegetated sandstone hills and scarps typical of LCT D.
	Foreground: LCT D Midground: LCT D Background: LCT D	7.92	1.99	Close view of unique sandstone features that occur within LCT D.
	Foreground: LCT D Midground: LCT D Background: LCT D	7.12	1.95	Typical rural view showing rural dam and vegetated sandstone hills beyond. <i>Dams were noted as having high scenic amenity value in the previous study (Conics, 2009), and this image was included to test these outcomes.</i>
	Foreground: LCT D Midground: LCT G Background: LCT D	5.30	2.11	Typical rural view across agricultural fields (LCT G) towards elevated and vegetated hills associated with LCT D.
Mean scenic preference rating		6.66		






LCT E - Steeply Undulating Foothills and Valleys

Six images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT E. The mean score of these images was **6.31**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT E Midground: LCT E Background: LCT E	6.62	1.99	View from within LCT E on Gatton-Clifton Road which provides a rural gateway drive into region via Ma Ma Creek.
	Foreground: LCT E Midground: LCT E Background: LCT A	6.18	2.04	Typical elevated view across rural landscape associated with LCT E towards elevated and vegetated hills associated with the Great Dividing Range (LCT A).
	Foreground: LCT E Midground: LCT E Background: LCT A	7.41	1.99	Typical elevated view across rural landscape associated with LCT E towards elevated and vegetated hills associated with the Great Dividing Range (LCT A). <i>Included to test impact of rain/green landscape conditions compared to drought/dry landscape conditions.</i>
	Foreground: LCT E Midground: LCT E Background: LCT A	5.62	2.27	View from rural residential area within Yarraman towards landscapes associated with LCT E.
	Foreground: LCT E Midground: LCT E Background: LCT A	5.45	2.21	View towards Yarraman from elevated areas within LCT E across open agricultural landscape.
	Foreground: LCT E Midground: LCT E Background: LCT A	6.55	2.12	View across Lake Perseverance (identified in previous scenic preference overlay). <i>Dams were noted as having high scenic amenity value in the previous study (Conics, 2009), and this image was included to test these outcomes.</i>
Mean scenic preference rating		6.31		







LCT F - Alluvial Floodplain Riparian Corridor

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT F. The mean score of these images was **7.35**, which is categorised as a **moderately high scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT F Midground: LCT G Background: LCT I	4.24	2.14	<i>Included to assess impact of rail and road bridge infrastructure, considered to be a 'risk' to the scenic amenity values of this LCT.</i>
	Foreground: LCT F Midground: LCT F/G Background: LCT L	5.88	2.15	The Condamine River - showing limited riparian vegetation and large headcut.
	Foreground: LCT F Midground: LCT F Background: LCT F	8.33	1.54	The Condamine River, showing relatively intact riparian vegetation.
	Foreground: LCT F Midground: LCT F Background: LCT J	7.59	2.05	Back Creek (near Millmerran) showing relatively intact riparian vegetation.
	Foreground: LCT F Midground: LCT F Background: LCT F	7.60	2.17	Myall Creek showing relatively intact riparian vegetation.
Mean scenic preference rating		7.35		






LCT G - Alluvial Floodplain and Valley Floor Cropland

Six images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT G. *The mean score of these images (excluding the image of railway and large agricultural infrastructure, included as it is considered to be a 'risk' to the scenic value of this LCT) was **5.82**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT G Midground: LCT G Background: LCT C	3.26	2.29	Typical view of the open agricultural floodplain, showing large fields and isolated occurrences of vegetation adjacent to homesteads, with elevated hills (Pittsworth Hills) associated with LCT C in the background. This image shows the 'mirage' effect that occurs on the floodplain.
	Foreground: LCT G Midground: LCT G Background: LCT F	4.78	1.99	View towards remnant endangered grassland and open woodland communities within the floodplain.
	Foreground: LCT G Midground: LCT G Background: LCT F/L	5.75	2.41	Typical view of the open agricultural floodplain, showing large fields, hay bales and isolated occurrences of vegetation adjacent homesteads, with riparian vegetation associated with LCT F and elevated hills associated with LCT L in the background.
	Foreground: LCT G Midground: LCT G Background: LCT A	6.08	2.23	Typical view of the open agricultural landscapes within the upper part of an alluvial valley, with elevated and vegetated hills associated with the Great Dividing Range and LCT A in the background.
	Foreground: LCT G Midground: LCT G/F Background: LCT I	5.90	2.27	Typical view of the open agricultural floodplain, showing large fields (red sorghum), with riparian vegetation associated with LCT F and elevated hills associated with LCT I in the background.
	Foreground: LCT G Midground: LCT G Background: LCT G	4.46	2.39	Typical floodplain infrastructure within LCT G including railway and large silos.
Mean scenic preference rating*		5.82		





LCT H - Shelving Alluvial Farmland Mosaic

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT H. The mean score of these images was **4.97**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT H Midground: LCT H Background: LCT F	5.03	2.30	Views to Condamine River across large open agricultural fields within LCT H.
	Foreground: LCT H Midground: LCT H Background: LCT H	4.35	2.05	Views towards large open agricultural fields within LCT H showing vegetation within fields and background.
	Foreground: LCT H Midground: LCT H Background: LCT H	6.93	2.22	Typical waterway within LCT H showing riparian vegetation.
	Foreground: LCT H Midground: LCT H Background: LCT F/L	4.76	2.26	Views to Condamine River across large open grazing areas within LCT H.
	Foreground: LCT H Midground: LCT H Background: LCT H	3.89	2.01	Views towards Millmerran and rural residential housing within LCT H across open grazing and agricultural landscapes.
Mean scenic preference rating		4.97		







LCT I - Forested and Grazed Traprock and Sandstone Hills

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT I. The mean score of these images was **5.30**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT I Midground: LCT I Background: LCT I	4.67	2.06	Typical rural landscape within LCT I.
	Foreground: LCT I Midground: LCT I Background: Goondiwindi LGA	4.42	2.00	Typical rural landscape within LCT I showing distant views to elevated vegetated hills and forests within the Goondiwindi region.
	Foreground: LCT I Midground: LCT I Background: LCT I	6.29	2.26	Typical waterway within LCT I showing riparian vegetation.
	Foreground: LCT I Midground: LCT I Background: LCT I	5.57	2.05	Typical rural landscape within LCT I showing open grazing land and native vegetation.
Mean scenic preference rating		5.30		





LCT J - Open Elevated Undulating Farmland Mosaic

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT J. The mean score of these images was **5.23**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT I Midground: LCT I Background: LCT I	5.57	2.02	Typical rural landscape within LCT I showing close views to elevated vegetated hills and forests associated with LCT I.
	Foreground: LCT J Midground: LCT J Background: LCT J	5.81	2.05	Typical rural landscape within LCT J showing gently rolling hills and landscape mosaic, including terraced fields.
	Foreground: LCT K Midground: LCT J Background: LCT C/G/F/J	5.75	2.27	Elevated views from Mount Basalt summit within LCT K across gently rolling hills and landscape mosaic associated with LCT J.
	Foreground: LCT J Midground: LCT J Background: LCT L	3.64	2.11	Typical rural landscape within LCT J showing gently rolling hills and landscape mosaic.
	Foreground: LCT J Midground: LCT J Background: LCT L	4.55	2.23	Typical rural landscape within LCT J showing gently rolling hills and landscape mosaic.
	Foreground: LCT J Midground: LCT J Background: LCT J	6.42	2.17	Typical waterway within LCT J showing riparian vegetation.
Mean scenic preference rating		5.23		






LCT K - Brigalow Belt Forested Peaks and Ridgelines

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT K. The mean score of these images was **6.20**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT K Midground: LCT J Background: LCT K	6.85	2.06	Elevated views from Mount Basalt summit and scenic lookout across LCT J towards elevated and vegetated landscapes associated with Commodore Peak, East Ridge and West Ridge.
	Foreground: LCT K Midground: LCT J Background: LCT I	6.68	2.21	Elevated views from Mount Basalt summit and scenic lookout across LCT J towards elevated and vegetated landscapes associated with LCT I.
	Foreground: LCT K Midground: LCT J Background: LCT K	5.67	2.16	View from granite outcrop within Millmerran State Forest near Pine Hill to Mount Domville showing rural landscapes associated with LCT J in the midground.
	Foreground: LCT J Midground: LCT J Background: LCT K	6.25	2.38	View to Mount Domville showing rural landscapes associated with LCT J in the foreground and midground.
	Foreground: LCT J Midground: LCT J Background: LCT K	5.53	2.10	View to landscapes associated with Commodore Peak and West Ridge from within LCT J.
Mean scenic preference rating		6.20		

LCT L - Elevated Undulating Native Forests

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT L. *The mean score of these images (excluding the image of a recently burnt landscape, included as it is considered to be a 'risk' to the scenic value of this LCT) was **5.29**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT L Midground: LCT L Background: LCT L	4.25	2.54	<i>View towards forested area showing impacts on vegetation after bushfire, which is considered to be a key 'risk' to the scenic amenity values of this LCT.</i>
	Foreground: LCT L Midground: LCT L Background: LCT L	5.79	2.10	Elevated view from ridgeline towards typical landscapes within this LCT.
	Foreground: LCT L Midground: LCT L Background: LCT L	4.35	2.38	View along typical dry sandy creek beds that are present within this LCT.
	Foreground: LCT L Midground: LCT L Background: LCT L	5.36	2.32	View of typical open grassy woodland/forest within Wondul Range National Park.
	Foreground: LCT L Midground: LCT L Background: LCT L	5.64	2.16	View of typical open grassy woodland/forest within Wondul Range National Park.
Mean scenic preference rating*		5.29		

LCT M - Enclosed Elevated Undulating Farmland Mosaic

Five images were included in the scenic preference survey that included landscape elements considered to be representative of the character of LCT M. The mean score of these images was **4.81**, which is categorised as a **moderate scenic preference**.

Representative Image	LCTs represented	Average Rating	Standard Deviation	Comments
	Foreground: LCT M Midground: LCT M Background: LCT L	5.78	2.13	View across open rural grazing lands towards 'Jump Up' landscape feature.
	Foreground: LCT M Midground: LCT M Background: LCT L	4.97	2.00	View across open rural grazing lands towards enclosed forest associated with LCT L.
	Foreground: LCT M Midground: LCT M Background: LCT L	4.19	2.13	View across open agricultural landscape towards enclosed forest associated with LCT L.
	Foreground: LCT M Midground: LCT M Background: LCT L	5.05	2.12	View across open rural grazing lands towards enclosed forest associated with LCT L.
	Foreground: LCT M Midground: LCT M Background: LCT L	4.07	1.94	View across open rural grazing lands towards enclosed forest associated with LCT L.
Mean scenic preference rating		4.81		

Scenic Preference Map

Determining scenic preference

The standard approach to generating scenic preference (SP) mapping in accordance with the regional scenic amenity methodology (SAM) and Guideline No. 8 is based on assigning scenic preference rating values (SPR) between 1-10 to a land cover map, which are calculated through the identification of correlations between public preferences and land cover categories.

In this study, a new, modified approach has been adopted by following a similar process and using two separate layers (LCTs and landscape Subtypes) and combining GIS operations on rasters, as explained in the following steps and illustrated in Figure 5.

This deviation from the standing regional methodology was undertaken in order to explore the relationship between landscape character and scenic amenity values in the Toowoomba Region.

Step 1: Broad LCTs

The regional SAM adopted four major visual domains (urban, rural, natural, coast) as a basis to collect survey photos and map the scenic preference based on land cover elements. As noted above, in this study, 13 broad LCTs defined by the TRLUCS (Part B1) were substituted with visual domains and used as a basis for selecting images that were included in the public scenic preference survey (70 photos), which enabled a mean SPR for each of the LCTs to be determined.

The mean SPR calculated from the results of the public scenic preference survey (refer Table 5) was then assigned to the broad LCT map (refer Figure 56) and used as a quantitative layer for mapping SP.

Using the mean SPR for LCTs and using it in scenic preference mapping is a new approach in this study compared to the regional SAM which brings variations of SP across the Toowoomba Region to the visual categories which are mapped in the next step (the regional SAM only uses land cover and does not consider visual domains in SP mapping process). The rationale for this is that it is the way that a mosaic of land uses combines that influences SPR, and that the LCTs from a good basis for this analysis.

Table 6: Mean SPR for LCTs

LCT name	Mean SPR (multipliers)
LCT A: Elevated Ridges and Plateaus	6.86
LCT B: Open Undulating Farmed Basaltic Uplands	6.03
LCT C: Darling Downs Forested Peaks and Ridgelines	6.17
LCT D: Forested and Grazed Sandstone Hills	6.66
LCT E: Steeply Undulating Foothills and Valley	6.31
LCT F: Alluvial Floodplain Riparian Corridor	7.35
LCT G: Alluvial Floodplain Cropland	5.82
LCT H: Shelving Alluvial Farmland Mosaic	4.97
LCT I: Forested and Grazed Traprock and Sandstone Hills	5.30
LCT J: Open Elevated Undulating Farmland Mosaic	5.23
LCT K: Brigalow Belt Forested Peaks and Ridgelines	6.20
LCT L: Elevated Undulating Native Forests	5.29
LCT M: Enclosed Elevated Undulating Farmland Mosaic	4.81

Step 2: LCT subtypes & major built elements

This layer (refer Figure 57) describes the variation within LCTs based on the combination of visual characterises (land use, land cover & landform and geology). Major man-made environments and elements such as urban highways, power lines & transitional land-uses (mines, utilities, waste & quarries) are also included in this layer. In addition, urban areas identified within the existing TRPS have been included, in acknowledgement that urban and built up areas tend to have a lower SPR rating than their surrounding natural environments. Hence, this layer represents a substitute to the land cover map in the proposed alternative methodology. The rationale for this is that local variations in land cover work in tandem with their broad landscape character setting (LCTs) to influence SPR at a local scale e.g. woodland in LCT A may be perceived differently to woodland in, say, LCT C.

The proportion of subtypes was calculated in CAD by digitising the areas on survey photos. Correlations between subtypes and preferences were estimated in Excel Spreadsheet by comparing calculated proportions and calculated mean ratings of 70 photos in the photo library (correlation is between -1 to 1). Through comparing the strength of correlations (negative and positive correlations), a relative SPR between 1 to 10 was given to each subtype and major elements as described in Table 6 below:

Table 7: LCT Subtypes and major built elements SPR and correlations

LCT subtypes and major elements	Correlation	SPR
Rivers and Creeks	+0.71	10
Water (Major Dams) & waterholes (rural-dams)	+0.67	9
Vegetated Peaks + vegetated Basaltic and Sandstone Hilltops	+0.71	8
Rolling Woodlands	+0.47	7.5
Flat Woodlands	+0.22	7
Rural production and grazing lands – rolling	+0.43	6
Rural production and grazing lands – flat	+0.45	5
Croplands – rolling (mixed)	+0.40	5.5
Croplands – flat	+0.25	5
Built-up areas/urbanised	-0.15	4
Electricity Transmission Lines	-0.25	2
Highways/state roads	-0.75 to -0.5	3
Transitional land uses (mining, utilities & waste, quarries)	-1 to -0.58	1

Step 3: GIS operation

In order to produce the final SP map, broad LCTs with mean ratings (as shown in Table 5) were multiplied with assigned SPR for the identified subtypes (as shown in Table 6) using GIS raster operations in ArcGIS 10.6. This resulted in a SP value range between 4.81 to 73.50 across the Toowoomba Region. These raster values were then recalibrated in order to produce 10 categories with values from 1 to 10 for final SP map as shown on Figure 58.