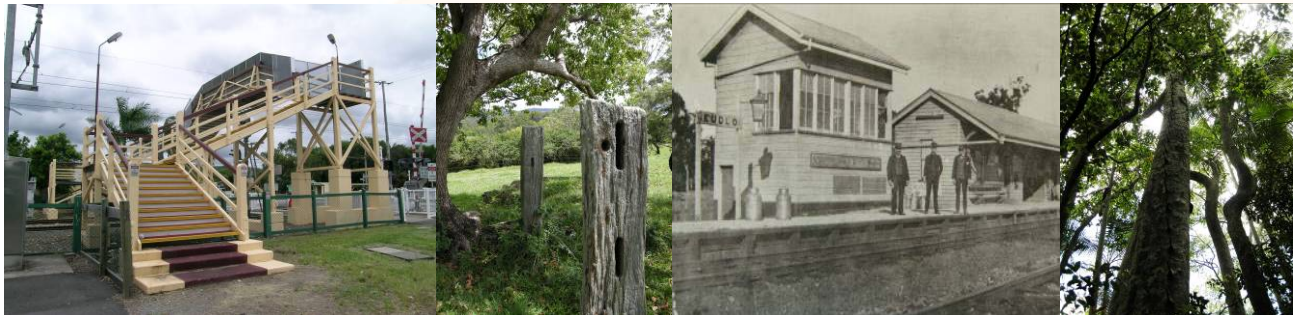




## Cultural Heritage Technical Report



## Appendix F3



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## 1.0 Introduction

Converge Heritage + Community (Converge), incorporating ARCHAEO Cultural Heritage Services, were commissioned by Arup to undertake an Historic Cultural Heritage Assessment in relation to historic cultural heritage values associated with the proposed Landsborough to Nambour Railway Corridor Project (the Project).

In 2006, Arup conducted a desktop scoping study for the study area, outlining a preliminary list of heritage sites and places known through literature and desktop research, including relevant heritage registers. Following a review of this study, Converge conducted further and focussed cultural heritage assessment including field survey at the stage of route identification and a Cultural Heritage Chapter for the Route Identification Report was completed in January 2008.

This Cultural Heritage Assessment Report (CHA) for historic cultural heritage matters is prepared as a technical report for the Environmental Impact Statement (EIS) for the proposed Landsborough to Nambour Railway Corridor Project. In response to the Terms of Reference provided by the proponent, broadly, the CHA outlines:

- findings of consultation with the relevant government departments and relevant community groups/organisations concerning known places of non-indigenous cultural heritage significance and places with potential significance;
- the nature of historic cultural heritage sites and places relevant to the study area;
- those abovementioned sites which are likely to be impacted directly or indirectly by the proposed Project;
- recommendations to mitigate any potential and negative impacts and enhance any positive outcomes on historic heritage sites, places, precincts and proximal towns in the vicinity of the Project.

### 1.1 Study Area

In contrast to the general Project area defined by Arup (Figure 1.1), the study area for this CHA covers 500 metres either side of the centre line of the proposed rail alignment, which includes Landsborough, Mooloolah, Eudlo, Palmwoods, Woombye and Nambour (See Appendix 1 - Route Survey Maps 1-5 in this report).



## I.2 Scope of Study

The purpose of this report is to qualify the presence of cultural heritage items within and proximal to the focus study area, consider the impact of the proposed Project and the residual effects on these sites, precincts and character areas. The report presents the results of the contextual cultural heritage research and field survey within the proximity of the study area, and includes:

- Discussion of the historical, archaeological and physical context of the study corridor;
- Consideration of what historic cultural heritage sites and places exist;
- Understanding of levels of significance associated with each of these sites and places;
- Assessment of the direct and indirect impact on any sites and places of known heritage significance;
- Assessment of the impact on the visual amenity of any sites and places or precinct of known heritage significance;
- Assessment of the impact on heritage precincts and towns in the study area; and
- Assessment of the impact on archaeological resources.

Recommendations will be made on mitigating any potential and negative impacts and enhancing any positive outcomes on historic heritage sites, places, precincts and proximal towns.

**Figure I.1:** Proposed alignment of Landsborough to Nambour Railway Corridor Project.



Assessment and analysis of impact on cultural heritage should follow Australia's holistic approach towards risk management, involving interaction between analysis and decision-making through a combined process of assessing (estimating) risk and establishing procedures for management of this risk. It should provide relevant background information to guide analysis and decision-making. This approach is in keeping with AS/NZS4360 standards for risk assessment and management for environment and cultural issues.

The scope of this study acknowledges that the archaeological record is both fragile and non-renewable. Any major disturbance of the environment poses a potential threat to this valuable cultural resource.

### 1.3 Methodology

Investigations were undertaken by Converge to identify the extent of heritage sites within the study area, including investigation into the significance of listed sites and identification of previously unknown sites. The next step was to ascertain the nature and significance of all sites identified within the study area.

In the context of the proposed Project, the nature of all potential impacts has been identified in order to anticipate any adverse or beneficial effects on the significant items. Impacts are determined in direct relation to the proposed development and the immediate and long term repercussion of the introduction of the rail duplication and associated infrastructure. Potential impacts can be direct or indirect as outlined in Section 7.

The assessment of potential impacts was undertaken for sites identified within the study area, surrounding an impact zone (100 metres either side of the rail alignment) which allows for the assessment of direct and indirect impacts on sites within and adjacent to the proposed rail alignment. Within the study area and impact zone, sites and precincts were identified and assessed for their cultural heritage significance. Also considered was the likelihood of a range of short and long term impacts resulting from the Project. In summary, cultural heritage assessment was undertaken for the following assessment zones:

**Table 1:** Definition of parameters for Cultural Heritage Assessment.

| Assessment Zone               | Parameters  | Impact                      |
|-------------------------------|---|-----------------------------|
| Cultural Heritage Study Area  | 500 metres either side of proposed rail alignment centre line | Proximal Impacts            |
| Cultural Heritage Impact Zone | 100 metres either side of proposed rail alignment centre line | Direct and proximal impacts |

## 1.4 Study Team

The production of this report, with associated contextual research and study area survey, was undertaken by Converge Heritage + Community (Converge). Geoff Ginn (Historico) provided the historical background for the Project, which was reviewed and updated by Craig Barrett. Anna Nelson and Craig Barrett completed the visual inspection of the study area and prepared this report. Benjamin Gall assisted with the content and direction of the report generally.

## 1.5 Previous Studies and Reports

The following studies and reports are relevant to the study area and were regularly consulted throughout the course of work:

**Table 2:** Previous studies and reports.

| Cultural Heritage Consultant | Year | Project Title   |
|------------------------------|------|---|
| Ann Wallin & Associates.     | 1999 | Cultural heritage Assessment of a Corridor Proposed for the Laying Of A Sewer Main Between Landsborough and Mooloolah. Unpublished report for John Wilson and Partners Pty Ltd. |
| ARCHAEO                      | 2003 | Cultural Heritage Survey and Assessment of a Proposed Road Upgrade Landsborough to Maleny Road, Maleny. Unpublished report for Department of Main Roads.                        |
| Arup                         | 2006 | Scoping Study Report  |
| ARCHAEO                      | 2007 | Review of Scoping Study Report  |
| ARCHAEO / Converge           | 2008 | Route Identification Report   |

## 1.6 Limitations

Outside of this report are Indigenous cultural heritage matters, including discussions of consultation with Aboriginal parties, and the development of the Cultural Heritage Management Plan pursuant to the *Aboriginal Cultural Heritage Act 2003*. Converge are preparing separate advice for the EIS in

relation to Indigenous cultural heritage matters to ensure compliance with the Project's Terms of Reference.

The general nature of an EIS Assessment requires a certain level of assumptions in relation to the placement of infrastructure and the like. This survey was based on mapping provided by Arup that identified the proposed footprint of the railway duplication as well as several associated road options (Appendix A). However, no detailed design information was available to identify the exact nature of potential direct and indirect impacts for this stage of the Project.

A thorough level of research and field survey has been undertaken for this Project, however the general nature and size of the study area, along with other complications such as access permissions do not allow for an intensive survey of the entire study area. Further engagement with the community and commencement of ground works may uncover additional information regarding potential sites and places, which have not yet been assessed by the Project. Strategies to manage further potential are therefore included in this assessment.





## 2.0 Cultural Heritage Legislation

Knowledge of cultural heritage legislation is essential when assessing sites, places or items of cultural heritage significance. The following section discusses National, State and Local Government Legislation relevant to Cultural Heritage.

### 2.1 National Legislation

At the national level, the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* is now the key national heritage legislation and is administered by the Commonwealth Department of the Environment, Water, Heritage and the Arts. This act provides a number of statutory and legislative controls, including the National Heritage List and the Commonwealth Heritage List, and applies to places of National heritage value and to those owned and managed by the Commonwealth.

In addition to this Act, the following pieces of legislation are relevant to heritage:

- The Australian Heritage Council Act 2003 (AHC Act) provides for the establishment of the Australian Heritage Council, which is the principal advisory group to the Australian Government on heritage issues. The AHC Act also provides for registration of places considered of national significance on the National Heritage List, Commonwealth Heritage List and the former Register of the National Estate (RNE), or the Australian Heritage Places Inventory (AHPI).

Note: Register of the National Estate (former) is a list of natural, Indigenous and historic heritage places throughout Australia. Following amendments to the *Australian Heritage Commission Act 1975*, the Register of the National Estate (RNE) was frozen on 19 February 2007, which means that no new places can be added to or removed from the RNE. Nonetheless, the RNE will continue as a statutory register until February 2012. During this period the Minister for the Environment, Water, Heritage and the Arts is required to continue considering the Register when making some decisions under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This transition period also allows states, territories, local and the Australian Government to complete the task of transferring places to appropriate heritage registers where necessary and to amend legislation that refers to the RNE as a statutory list. From February 2012, all references to the Register will be removed from the EPBC Act and the AHC Act. The RNE will be maintained after this time on a non-statutory basis as a publicly available archive.

## 2.2 State Legislation

Historical cultural heritage matters are covered in the Queensland Heritage Act 1992. The aim of the Act is to conserve Queensland's historic heritage. The Act provides for the establishment of the Queensland Heritage Council, for the maintenance of a register of places of significance to Queensland's cultural heritage, known as the Queensland Heritage Register, and aims to regulate development of registered places. Under the provisions of the Queensland Heritage Act, any development of a place listed on the Queensland Heritage Register must be done in accordance with the Act.

If the subject site was found to contain values of state significance and was registered on the Queensland Heritage Register, the Act would apply. Under Section 35 (1) of this Act, a place may be entered in the register if it satisfies one or more of the assessment criteria.

In November 2003, the Queensland Heritage Act 1992 was augmented by the Queensland Heritage Regulation, 2003, resulting in development applications for privately owned properties on the Register being assessed in accordance with the requirements of the Integrated Development and Assessment System (IDAS) of the Integrated Planning Act 1997.

### 2.2.1 Archaeological Places

In April 2008, the Queensland Heritage Act 1992 was again amended. The major changes include the way archaeological items and places of local heritage significance are dealt with under the Act.

Under section 60, places may be considered to be 'archaeological places' if not registered as a State heritage place and are considered to have 'potential to contain an archaeological artefact that is an important source of information about Queensland's history' (s. 60 (b)). Archaeological places can be entered onto the register if they meet those criteria.

Section 89 requires a person to advise the Chief Executive Officer of the Environmental Protection Agency of an archaeological artefact that is an important source of information about an aspect of Queensland's history. This advice must be given as soon as practicable after the person discovers the item.

The recent amendments (01 April 2008) to the Queensland Heritage Act 1992 are clear in relation to responsibilities surrounding notification and protection of historical archaeological places under Part 9 – Div 1, (88-90). These are outlined below for reference:

## **88 Definition for div 1**

In this division-interfere with includes damage, destroy, disturb, expose or move.

## **89 Requirement to give notice about discovery of archaeological artefact**

(1) A person who discovers a thing the person knows or ought reasonably to know is an archaeological artefact that is an important source of information about an aspect of Queensland's history must give the chief executive a notice under this section.

Maximum penalty—1000 penalty units.

(2) The notice must—

- (a) be given to the chief executive as soon as practicable after the person discovers the thing;
- (b) state where the thing was discovered; and
- (c) include a description or photographs of the thing.

## **90 Offence about interfering with discovery**

(1) This section applies to a thing for which a person has, under section 56, given the chief executive a notice.

(2) A person who knows that the notice has been given must not, without the chief executive's written consent or unless the person has a reasonable excuse, interfere with the thing until at least 20 business days after the giving of the notice.

Maximum penalty—1000 penalty units.

*The sites within the project area which are assessed as potential archaeological places are subject to these provisions.*

### **2.2.2 Development Approvals**

Development to a registered place, unless it is emergency work or is covered by a General Exemption, requires approval by the Queensland Heritage Council. Approval may be obtained by:

- lodging an application for an exemption certificate; or
- lodging a development application.

All applications for works to places of state significance will be assessed through the Integrated Development Application System.

## 2.3 Local Government Legislation

Under the 2008 amendment of the Queensland Heritage Act, Section 121 provides for the integration of State and local government assessment and approval processes through the IDAS of the Integrated Planning Act. Under the Integrated Planning Act, the default assessment category of all development is exempt (meaning that a Development Application is not required) unless it has been deemed assessable through:

- Table 5, Schedule 8 of the Integrated Planning Act which assesses all aspects of development on a local heritage place, other than development mentioned in Schedule 9 which largely concerns itself with development on State owned land; and
- A local government's planning scheme.

### 2.3.1 Sunshine Coast Regional Council

Prior to council amalgamations in March 2008, the study area was situated within the boundaries of the Caloundra Shire Council and Maroochy Shire Council. Until March 2009, the policies of these councils will continue to be administered

#### *2.3.1.1 Caloundra City Council*

To guide the assessment of proposed developments the former Caloundra City Council has prepared a Cultural Heritage and Character Areas Code detailed in Part 7 of the Caloundra City Plan 2004. A list of heritage places of non-indigenous cultural significance is provided in the Code and investigation into the significance of these sites is represented in the Caloundra City Council Planning Scheme Review – Cultural heritage Issues (Blake 2001).

In addition to the individual heritage places included in Caloundra City Council's heritage register are two character areas. Both of which are within the Landsborough Township and are Landsborough – Cribb Street and Landsborough – Eastern Residential Area.

#### *2.3.1.2 Maroochy Shire Council*

Cultural heritage sites and precincts within the jurisdiction of former Maroochy Shire Council are represented under the Maroochy Plan 2000, Volume I, Section 7, as well as a



Heritage Conservation Code (MSC 2000). In addition to this legislation, the Maroochy Shire Council is currently undertaking a Heritage Validation Study (MSC 2008), a review of cultural heritage nominations made by the public in 1994. However, significance assessments of heritage sites have not been released and completion of the study is pending.

## 3.0 Historic Cultural Heritage Assessment

### 3.1 Determining Cultural Heritage Significance

Converge combined desktop research of heritage registers and studies (for previously identified places) with primary historical research, contextual research and targeted site survey to identify places of potential cultural heritage significance.

Research into cultural heritage was undertaken with the assistance of extensive library and data bases held by Converge, and in public library facilities (John Oxley, University of Queensland, Queensland State Archives and Fryer Libraries). In addition, searches were conducted of the National and Commonwealth Heritage Lists, former Register of National Estate (RNE), Queensland Heritage Register, National Trust, and the former Caloundra City Council and Maroochy Shire Council registers.

Those properties which are listed with the National and Commonwealth Heritage Lists, former RNE and Queensland Heritage Register already have an established level of significance. As they have generally been studied and reported on as part of their listing onto these registers. In the case of sites and places that appear in Caloundra City Council and Maroochy Shire Council registers, levels of significance may or may not have been identified to the same extent.

In addition, the possibility exists that a site or place of heritage significance may not yet have been listed or acknowledged by any of the registers and databases that were searched. To combat this aspect of the study, contextual research was undertaken along with a series of visual inspections of the study areas, in an attempt to identify sites and places which might be of previously unidentified significance. Community feedback from previous phases of the study was also reviewed.

#### 3.1.1 Historic Heritage Significance

The Burra Charter (Marquis-Kyle and Walker 2003) guides cultural heritage management in Australia. First adopted in 1979 by Australia ICOMOS (International Council on Monuments and Sites), the Charter is an international best-practice guideline for heritage conservation. The charter defines conservation as ‘the processes of looking after a place so as to retain its cultural significance’

(Article 1.4). A place is considered significant if it possesses aesthetic, historic, scientific or social value for past, present or future generations (Article 1.2).

In accordance with the Charter, the definition given for each of these values is as follows (Articles 2.2 to 2.5):

- *Aesthetic value* includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with the place and its use;
- *Historic value* encompasses the history of aesthetics, science and society, and therefore to a large extent underlies all of the terms set out in this section. A place may have historic value because it has influenced, or has been influenced by, an historic figure, event, phase or activity. It may also have historic value as the site of an important event. For any given place the significance will be greater where evidence of the association or event survives *in situ*, or where the settings are substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment;
- *Scientific research value* of a place will depend upon the importance of the data involved, on its rarity, quality or ‘representativeness’, and on the degree to which the place may contribute further substantial information; and
- *Social value* embraces the qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group.
- *Natural* – the retention of remnant vegetation or areas of natural landscape that have not been subject to development. Of value for their ability to demonstrate the appearance of a pre settlement landscape or as a habitat for flora and faunal species.

Article 2.6 of the Guidelines notes that other categories of cultural significance may become apparent during the course of assessment of particular sites, places or precincts. A range of cultural significance values may apply. Article 5 of the Burra Charter states that:

*Conservation of a place should identify and take into consideration all aspects of its cultural significance without unwarranted emphasis on any one aspect at the expense of others (Marquis-Kyle and Walker 1999).*

Every place has a history, aesthetic value or a social meaning to some member of a community. Most places therefore meet some of the criteria prescribed above. It is, however, neither possible nor desirable to conserve every place. Some measures must be applied to these broad criteria in order to determine the degree of significance. The degree to which a place is significant will determine the appropriate forms of conservation management for that place.

Assessing cultural heritage significance against set criteria is a widely recognised method of achieving consistent, rational and unbiased assessments. Various authorities and bodies involved in heritage conservation adopt assessment criteria including the Australian Heritage Council, the National Trust, Australia ICOMOS, and the Queensland Heritage Council.

#### *3.1.1.1 State significance*

Whilst consistent with the notions of cultural heritage significance inherent in these bodies' criteria, the Queensland Heritage Act 1992 sets out specific tests for considering places of State heritage value. Under Section 34(1) of this Act, a place may be entered in the Queensland Heritage Register if it is of cultural heritage significance in accordance with Section 4 of the Act and satisfies one or more of the following criteria:

- a) If the place is important in demonstrating the evolution or pattern of Queensland's history;
- b) If the place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage;
- c) If the place has potential to yield information that will contribute to an understanding of Queensland's history;
- d) If the place is important in demonstrating the principal characteristics of a particular class of cultural places;
- e) If the place is important because of its aesthetic significance;



- f) If the place is important in demonstrating a high degree of creative or technical achievement at a particular period;
- g) If the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;
- h) If the place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.

#### *3.1.1.2 Local significance*

Sites and places of local heritage significance include evidence of European settlement and areas and places of aesthetic, architectural, historical, scientific, social or technical significance to the present generation or to future generations at a local level. Many places that are listed in local government heritage registers would not necessarily qualify for listing on the Queensland Heritage Register. Rather, they are of local significance and as such, contribute to local character and a suburban community's sense of place.

While protection of historical heritage sites and places of local significance should be prioritised, other forms of management or mitigation of values may also be considered if, for a range of other reasons, complete protection may not be possible.

## **3.2 Nature of Cultural Heritage**

As discussed above, levels of significance of an historical heritage site or place are measured by the application of a range of criteria. If a place is assessed and it meets at least one criterion at the state level of the criteria list provided by the Queensland Heritage Act 1992, then that place may qualify to be on the Queensland Heritage Register. However, to be considered for registration, that place must be recommended for consideration, whether by the owner or by another party. As a result, many places remain unlisted because their levels of significance have not been identified or nominated for assessment. Assuming therefore that all sites and places are captured on these heritage registers is a fundamental oversight.

### **3.2.1 Historic Heritage Sites and Places of Known Significance**

As discussed above, sites and places on the National and Commonwealth Heritage Lists, Queensland Heritage Register and the former RNE already have an established level of significance, given their

entries onto these registers, and are assumed to be of state significance at the least and afforded the relevant statutory protection.

Each of these listings, located in or immediately adjacent to the study area, will be discussed briefly in following sections. In particular, information on the nature of cultural heritage significance and the extent of significant elements of the overall place will be discussed. More complete information including contextual history can be obtained from the heritage citations.

Management of sites and places on the National and Commonwealth Heritage Lists, Queensland Heritage Register or former RNE should prioritise complete protection.

### 3.2.2 Known Historical Heritage Sites of Local Significance

Sites and places of local heritage significance include evidence of European settlement and areas and places of aesthetic, architectural, historical, scientific, social or technical significance to the present generation or to future generations at a local level. Many places that are listed in the local government heritage registers would not necessarily qualify for listing on the Queensland Heritage Register. Rather, they are of local significance and as such, contribute to local character and a suburban community's sense of place.

While protection of historical heritage sites and places of local significance should be prioritised, other forms of management or mitigation of values may also be considered if, for a range of other reasons, complete protection may not be possible.

### 3.2.3 Previously Unknown Historical Heritage Sites

The possibility that a site or place has escaped previous studies, including those for the former Caloundra City Council and former Maroochy Shire Council registers must not be dismissed. To explore this potential, visual inspections and focussed research was conducted within the general area where the Project corridor may impact.

Any place that potentially has historical heritage significance and on which an impact from the Project is possible was then assessed for its levels of significance.

### 3.2.4 Precincts

In addition to the recognition of individual sites, several precincts were also identified within the study area. A precinct, for the purposes of this study is an area where there is a density of heritage sites and places of significance interrelated by common historical themes or design.

Individual sites and places within a precinct may be of significance. Conversely, a range of sites and places within a precinct may not be individually of higher levels of heritage significance, but may, as part of the overall precinct, add to the precinct's significance. Thus, the loss of individual buildings in themselves not of high levels of significance may impact on the overall significance of the precinct.

### 3.2.5 Archaeological Sites

Potential historical archaeological sites were identified in the study area. Whilst this report does not constitute an archaeological investigation, the presence of sub-surface archaeological material is possible where the landscape has been filled, or where large-scale modification has not occurred, and should be considered for potential impacts.



## 4.0 Contextual History

### 4.1 Introduction

The study area lies just to the north of Brisbane, and at various times in the last 120 years has formed part of the former Caboolture, Maroochy and Landsborough Shires, and of the city of Caloundra. Its northern boundary is the Maroochy River just north of Nambour and its southerly point is Mellum Creek and the village of Landsborough. It is bounded in the west by the Blackall Ranges and in the east by the Pacific Ocean.

The focus of this study is on the towns of Landsborough, Mooloolah, Eudlo, Palmwoods, Woombye and Nambour and the stretches of land along the proposed and existing rail line that links these towns. Nonetheless, these sites are part of a larger and coherent geographical, economic and political region often referred to as Maroochy and popularly known as the Sunshine Coast. The term 'Maroochy' will generally be used in this history.

In order to properly assess the historic potential of these towns, it is necessary to consider the whole area, although the coastal strip will receive less attention than the area inland to the foothills of the Blackall Ranges. The second section of the contextual history then examines the history of the specific towns in more detail. However, the following historical discussion is not intended to be a complete history of the present study area. It is based on a period of library research and is intended to provide a contextual background for the identification and assessment of cultural heritage sites, places and features relevant to the Project.

### 4.2 Contextual History of Maroochy

#### 4.2.1 Exploration

Maroochy differs from many parts of Australia in that it was not the subject of official exploration. Although Cook, Flinders and Oxley sailed along the coast, only Flinders made a brief excursion ashore. Ludwig Leichhardt passed along the Blackall Ranges for part of his journey in 1844 but did not venture down to the coastal plain.

The first whites to venture in to the district were castaway convicts who had been on a timber getting expedition from Sydney to the Illawarra. They encountered a fierce storm and were blown

hundreds of kilometres to the north to Moreton Island in Moreton Bay. Thinking they were still south of Sydney, they commenced trekking north. Surviving only through the assistance of Aborigines, two of them eventually reached the Noosa River. Returning south they came to Bribie Island and were eventually rescued by John Oxley in 1824 (Tainton, 1977:2).

The exploration and occupation of the land by Europeans was the result of individual enterprise on the part of businessmen seeking new opportunities. The first of these was Andrew Petrie who, with a number of companions, sailed to the mouth of the Maroochy River in May 1842. Their motives were purely economic, as they intended to assess the potential of the district for the timber trade. Petrie reported on the majestic bunya pine, *Araucaria bidwilli* which he saw through out the area (Gregory, 1991:11-13). A proclamation by Governor Gipps in 1842 that the Maroochy district should be preserved for Aborigines meant that the area was off limits to white settlers (Alcorn, 2001:3). While the district was encircled by cattle runs, land there was not leased until 1860 when the new Queensland Government rescinded Gipps' proclamation with its Unoccupied Crown Lands Alienation Act (Gregory, 1991:13).

#### 4.2.2 The First Industries: Cattle and Timber

The southern areas of Maroochy were the first to attract graziers. Edmund Lander applied to lease the land between the Maroochy and Mooloolah Rivers in 1861. Initially unsuccessful in his tender, Lander subsequently applied for 26,500 acres, which stretched north and south of Nambour and was successful. He called his run Mooloolah Back Plains and pastured cattle on it. Lander built a hut on Eudlo Creek and another near Lake Dunethin on the lower Maroochy River. He also took up the Maradan Plains run on the Mooloolah River and built a homestead on the southern bank (Gregory, 1991:14). In 1861 John Westaway brought 500 head of cattle from Eagle Farm near Brisbane, renting twenty-five miles of Crown land along the coastal strip from the south bank of the Maroochy River to the north bank of the Mooloolah River, and named it Moolooloo Plains (Alcorn 2001:3; Tutt, nd: 50). At Bli Bli on the banks of Petrie's Creek, Westaway built a house, two workers cottages, blacksmith's and carpenter's shops, stockyards and other buildings. (Alcorn, 2001:3).

While graziers were the first to move into the area with a view to permanent settlement, timber getters had been working on the coastal lands even before Gipps' proclamation had been rescinded. Men working for timber merchant Thomas Warry cut cedar, beech, bunya and mountain pine at a site eighteen miles from the mouth of the Maroochy River (Gregory, 1991:14). In 1862, Andrew Petrie's son, Tom, started from the North Pine River and travelled to Maroochy to look for cedar

timber, accompanied by a number of Aborigines whom he employed. Arriving first at the Mooloolah River they camped for the night and the next morning climbed Buderim Mountain, where Petrie saw forests of fine timber. The party next made its way to the Maroochy River and despite having trouble crossing the bar managed to journey several miles up the river coming to and naming Petrie's Creek. Petrie was the first white man to travel up the Maroochy River (Petrie, 1983:191-192). Petrie and his men cut over 200 red cedar trees from around Buderim Creek and Eudlo Creek.

Petrie was friendly with a Scot named William Pettigrew who, in 1852, operated a sawmill in William Street Brisbane, and who was extremely influential in the development of the timber trade. Pettigrew initially obtained his timber from around Brisbane and, because he underpaid his workers, dominated the milling business from the New South Wales border to the north (Kesby and McPherson, 1994:88). Pettigrew applied for 320 acres of land near the Mooloolah River in 1862 so he could establish a permanent base in the region. He established depots on the Mooloolah and Maroochy Rivers and set up a form of producer cooperative that was to become an important means of marketing the commodities of the Maroochy district (Gregory, 1999:16). The timber getters largely worked independently and sold their logs to Pettigrew. Pettigrew tried to persuade the Queensland Government to build a narrow gauge railway from the Maroochy River to the Mooloolah for shipment of logs but was told to build the line himself (Gregory, 1991:17).

While the loggers of Maroochy had no problem finding and cutting good timber, getting their logs to market was a significant problem. In the absence of mechanized transport loggers had to devise other means. When timber was cut close to a river or creek it was rolled to the bank. If they were too far away they were pulled to the waterway by bullock teams. In this way 'snigging tracks' were marked throughout the scrub. Once at the river or creek the logs were spiked with iron 'dogs' and tied together with chains or vines five abreast. These would be connected to another five until a substantial raft was built. These were then floated downstream. On the Maroochy River they were caught by a boom at Chambers Island where they were hauled ashore and, the bar of the Maroochy River being too difficult to cross, the logs transported to the Mooloolah River by bullock team (Kesby and McPherson, 1994:88).

James Low and William Grigor, who had both originally settled in the Moggill district, entered into a partnership with Pettigrew to convert a sailing ship into a craft suitable for the logging trade. This ship became the Gneering. Low and Grigor established a depot on the Mooloolah River east of the study area and transported timber from the Buderim timber getters to Brisbane. Later they shifted



their business to the more productive Maroochy River, even though the notorious bar often held up their shipments (Gregory, 1991:17). By 1867, timber getting activities had extended to what is now Woombye, as well as to Paynter Creek and the Upper Maroochy River (Lightfoot, 1976:2). In 1868 Grigor and Low sold their interests in the Gneering to Pettigrew.

#### 4.2.3 The Growth of Agriculture

The loggers also noticed the agricultural potential of the Maroochy district. Pettigrew recognized the potential in the Petrie Creek area, writing in his diary:

Agricultural land I saw little unless for fruit trees, being too steep for the plough. I believe that the lower part of Petrie's creek is suitable. Buderim is certainly the best land hereabout. Still, where such immense timber grows ought to grow food for man if it were drained. I am not sure if this sort of country is not covered during floods. Rather an important question to people intending cultivating sugar (Gregory, 1991: 18).

During the 1860s, the Queensland Government pursued policies aimed at encouraging closer settlement and the establishment of a stable, skilled and productive class of farmers (Gregory, 1991:18). In 1860 the Crown Lands Alienation Act was intended as a mechanism to regulate settlement and provide the Government with revenue through the auction or lease of Crown land. In 1864 further legislation, the Queensland Act, applied to land within ten miles of the coast or a navigable river. The Crown lands alienation Act of 1868 further opened up land in Queensland for closer settlement by making available blocks of land which could be freeholded after the selector fulfilled the terms of the lease (Gregory 1991:19; Alcorn, 2001:3). Under each of these Acts William Pettigrew acquired large tracts of land on the Mooloolah and Maroochy Rivers, and timber getters and farmers from the south began to tentatively exploit the district's agricultural potential.

Despite the intentions of the Queensland Government, agriculture in the Maroochy district got off to a slow start. A number of immigrants came to Queensland with the intention of growing sugar, cotton and coffee for the English market. In 1864 the Queensland Government passed the Sugar and Coffee Regulations Act in an attempt to stimulate this type of agriculture. Under the 1864 Act parcels of land could be rented for one shilling per acre per year, and land could be purchased for £1 per acre anytime during the three year lease (Gregory, 1991:19). However, this was not long enough to determine whether the land was suitable for these crops and this was a factor deterring prospective farmers from taking up land. The only person to show any interest in growing sugar in the district was William Clark who in 1969 applied to select before survey 200 acres of land on John Westaway's run and who eventually bought Westaway's buildings and other improvements (Alcorn,

2001:3). In 1867 Edmund Lander took advantage of the sugar and coffee regulations and established 320 acre block on the south bank of the Mooloolah River adjoining his homestead paddock at Maradan (Kesby and McPherson, 1994:89).

The discovery of gold at Gympie in 1867 provided a much needed impetus to the unsteady agricultural activities in the district. It provided a larger market for the cattle industry, introduced new settlers into the Maroochy district and spurred on the building of a new road (Gregory, 1991:20). The cattlemen whose runs had surrounded the Maroochy district when Gipp's proclamation was in place had created a route from Brisbane through Durundur (near Woodford), the Conondale Range, Cambroon Station, Little Yabba Creek and the Ubi Ubi plains to Wide Bay (Gregory, 1991:20-21). However, this was an unsafe and slow route for prospectors eager to get to the diggings. Initially, a new road was built north of the Maroochy River to Gympie and formed part of a complicated route which involved travelling to William Pettigrew's depot on the Mooloolah River aboard the *Gneering*, then overland to the Maroochy River, up that river to Low's Yandina depot and then north on the new road (Gregory, 1991:21). However, this route was of little use to those who wanted to travel directly from Brisbane to Gympie, so in 1868 the government decided to build a direct route.

This road entered the Maroochy district just north of the Glasshouse Mountains and passed over Coochin Creek where by this time William Grigor had established Bankfoot House as a staging post for Cobb and Co. coaches. It continued on to Mellum Creek (Landsborough) where horses could be changed once more, then on to the Mooloolah River just below the Blackall Range where Edmund Lander had a horse depot. Here travellers could also find a hotel, a store and a butcher's shop. The road passed over the Mooloolah range over Eudlo Creek and on to Merriman's Flats (near Palmwoods) where horses could be changed again. From there the road turned east along the ridges and then north to Cobb's Camp (later Woombye). It continued passed Paynter's Creek and up what became known as Furlong Hill, over the steep slopes of Currie's Knob, across Petrie's Creek (Nambour) to James Low's Maroochie Hotel at Yandina. Here the road divided into a wet weather road to the north and a dry weather road which crossed the North Arm of the Maroochy River and continued east of Mt Cooroy (Tainton, 1977:10-11).

#### 4.2.4 Closer settlement

The gold excitement of the late 1860s and the flurry of activity it generated in the Maroochy district fell off for most of the 1870s. Most of the people who availed themselves of the 1868 land Act, such as Pettigrew and Low, had been involved in the region for some years, originally in timber and then

branching out to grazing and other pursuits. The timber industry continued to do well and new land acts in the 1870s meant that by the mid-1880s most of the land along the middle and lower reaches of the Maroochy River and its branches had been taken up. Despite this fact, both agriculture and the population only slowly developed. The 1871 census showed that only 107 people lived and worked in the Maroochy area. Of these, only thirty-one were permanently settled on the land; the rest were timber getters (Gregory, 1991:22).

The Lands Acts of the 1860s, 1870s and 1880s shaped the pattern of settlement in the Maroochy district. Each of these Acts provided principles for the survey, selection and alienation of land, and stipulated the conditions of purchase or lease. Many of the Maroochy settlers of this period chose homestead selections. These lease conditions required the settler to live on his land and to make improvements of a specified value before the land could be held freehold. While allowing for the development of the land, such conditions did not bode well for the Maroochy forests. Timber provided farmers with income while they waited for their crops to take hold (Gregory, 1991:23).

The choice of crops was dictated by markets and financial resources, as well as the condition of the land. Bananas were often chosen as the first crop as the young suckers could be planted in partly cleared land. Maize did well in the warm climate (Gregory, 1991:25). The potential for of the district for sugar growing attracted a band Quakers – Joseph Dixon, Alfred Allen, Herbert Everett, a. wood and Gustav Reibe – to Bli Bli on the Mooloolah River (east of the present Bruce Highway and North of the Caloundra Road) (McKay, 2007:49; Gregory, 1991:19). Here they established ‘Friends Farm’, built their own mill as well as a Lodge and a school. However, their business lasted only a few years, a large flood in 1870 forcing them to abandon their Project (Tutt, 1973:50), and some of them took up land at Buderim.

Elsewhere in the district settlers were selecting land and planting small patches of cane. William Clark cultivated a patch of land in the vicinity of Dunethin Rock in 1868. Further upstream on the Maroochy River James Low, Angus Mackay and Richard Hutchins followed suit, and other farmers planted cane along the Maroochy’s tributaries – Petrie’s, Paynter’s and Eudlo Creeks (Alcorn and Dunn, 1997:5). The cane from these plots was used as fodder for stock, especially the bullock teams which hauled timber. Although Joseph Dixon had suffered a setback on the Quaker venture, he persevered with sugar cane and in 1870 he selected land on Buderim Mountain. However, he had to ship the cut cane to Brisbane for processing and the unreliability of transport meant that much of the cut cane fermented and had to be dumped. This was a problem for many growers (Alcorn and Dunn, 1997:5-8).

Throughout the 1870s and 1880s numerous plans were hatched by growers to start mills so they could process their cane themselves rather than send it to Brisbane, but most of these plans came to nought. The exception was a mill established by Dixon on Buderim Mountain. On the Brisbane market sugar was fetching £12 a ton and Dixon believed that a mill would be a profitable venture. Dixon came to terms with a group of growers to supply cane to his proposed mill and purchased the requisite machinery and expertise. In October 1875 the mill was operational and crushing was carried on throughout the 1880s (Alcorn and Dunn, 1997:5-6).

A second mill was built on Buderim Mountain in 1879 by farmers planning to get into sugar cane. They formed the Buderum [sic] Mountain Sugar Company in 1880 and purchased land on the western side of the mountain from William Grigor (Alcorn and Dunn, 1997:7). With two mills operating more settlers moved into the district and began planting cane. The red soils of the Dulong Plateau and the alluvial plains of the Maroochy River were popular sites.

#### 4.2.5 The Coming of Rail

A number of towns and smaller settlements dot the Maroochy district. For several decades they were linked only by the Brisbane to Gympie Road. While this road provided passenger access to the district and beyond to Gympie, it was inadequate for the transport of goods such as timber and sugar cane. These commodities had to be transported to market via the district's creeks and rivers and by sea. For individuals, travel by coach was slow, uncomfortable and occasionally dangerous. It took three days to travel from Brisbane to Maryborough and the coach took a different route depending on the weather. In many places the road was little more than a bush track and if a hill was too steep, passengers would have to get out and walk (Brocklesby, 2002:1).

By the 1880s it became evident that a rail line from Brisbane to Gympie was warranted. There was strong commercial pressure for the railway and two routes were proposed. One was an extension of the Brisbane Valley line via Kilkivan and the other a direct route along the coast. Brisbane business interests succeeded in having the latter option adopted (Kerr, 1998:84). Survey of the route between Caboolture and Gympie took six years and was conducted by a number of different surveyors. In October 1884 F.J. North made a trial survey of the section between Caboolture and Landsborough and from Landsborough to Yandina (just north of Nambour). In late 1885 E.H. MacArthur surveyed the Landsborough to Yandina section and Alfred Delisser also surveyed for the line (Brocklesby, 2002:1).

Plans for the section from Caboolture to Yandina were completed in November 1887 and the contract for construction was awarded to T. Jesser and Co. Bridges were required over the Mooloolah River, Eudlo and Petrie's Creeks and the South Maroochy River. However, only two tunnels were needed on the entire line (Kerr, 1998:84). These are between Landsborough and Mooloolah and Mooloolah and Eudlo (Brocklesby, 2002:4). Sections were opened as they were completed. The Caboolture to Landsborough section was opened on 1 February 1890 and the section from Landsborough to Yandina was opened on 1 January 1891 (Kerr, 1998:84).

The railway helped to advance the dairy, agricultural and timber industries of the Maroochy district. Commodities could be transported more efficiently by rail than by bullock wagon, coaches or boat. The stations had facilities for the loading of goods onto trains. In 1897, timber-loading stages were built at Mooloolah and Landsborough Stations and at Beerwah to the south. By the 1920s livestock yards had also been built (Brocklesby, 2002:7). The fruit industries received a boost with the establishment of a fruit train which could take large quantities of fruit to Sydney and Melbourne markets. The first fruit train went to Sydney and Melbourne on 30 January 1919 with 350 tons of fruit from Gympie, Coory, Woombye, Palmwoods, Buderim, Eudlo and Landsborough (Brocklesby, 2002:8).

The advent of rail transport encouraged Maroochy farmers to diversify while they waited the three years it took for sugar cane to mature. Fruit and vegetable crops seemed the most viable choice, as the district's sub-tropical climate and reliable rainfall suited a wide variety of produce. Many varieties of fruit were grown prior to the coming of the railway, but the efficient transport trains provided gave an enormous boost to the industry. The steep north-facing slopes of Buderim Mountain were well suited to banana growing (Gregory, 1991:50). Growers at Woombye and Palmwoods also took a share of the market. Prior to the building of the railway, transporting bananas had been quite a problem as bad weather would delay vessels getting to the banana sheds along the Maroochy and Mooloolah Rivers. This would result in overripe fruit which would have to be dumped. Using trains would guarantee the fruit got to market (Brocklesby, 2002:7).

Farmers also tried other fruits. Falling sugar prices led some to try pineapples and mangoes (Gregory, 1991:51). Coffee plants could be grown between the banana trees and in fact had been grown in the Maroochy District since the first Europeans arrived. William Pettigrew and Joseph Dixon experimented with coffee growing as early as the 1870s. Approximately 300 pounds of coffee were harvested in Queensland in 1882 and sold for one shilling a pound (Gregory, 1991:52). Strawberries and citrus fruits, particularly oranges, were grown around Palmwoods and Woombye

and oranges were sold on overseas markets Pineapples eventually overtook citrus as the major fruit crop. The hills around Woombye were particularly suited to pineapples due to the well- drained soil. As pineapple plants could grow closely together, a farmer could make a good living on a twenty to thirty acre farm (Gregory, 1991:57).

The rise in fruit growing had a rejuvenating effect on the district's original industry – timber getting. The original timber getting industry had concentrated on native rainforest timbers. Now native pine forests were being felled to make way for pineapple and banana farms. Not only was pine needed for the building industry in Brisbane, it was also needed locally for fruit boxes. The timber industry changed from shipping timber to southern mills to local milling (Gregory, 1991:57).

#### 4.2.6 The Maroochy Region to World War II

After World War One the Maroochy district became popular, not only with farmers for its agricultural potential, but as a holiday haven. The Salvation Army had established a holiday camp at Cotton Tree near the mouth of the Maroochy River in 1888 (Gregory, 1991:81). The end of the war sparked a boom in seaside cottages. However, the conditions of roads hindered holiday makers from Brisbane. There were some serious gaps in the Brisbane to Gympie road. While the section between Nambour and Palmwoods was in good condition, south of Palmwoods it deteriorated badly. The road between Nambour and Maroochydore was almost as bad (Gregory, 1991:84-90).

A complicated combination of train to Palmwoods, tram from there to Buderim and by car down the steep eastern side would get holiday makers to Alexandra Headlands where local people built seaside cottages. The previously isolated settlement of Coolum was brought to life by the new enthusiasm for the beach. This resort became a popular destination for holiday makers from Brisbane as well as locals. The passenger trams were coordinated with the train from Brisbane which people caught as far as Nambour. During the 1922-23 Christmas/New Year period 1000 people enjoyed their holiday at Coolum (Gregory, 1991:91).

The Maroochy district temporarily escaped some of the hardships of the Depression as post- World War One there was a short period of expansion in farming, particularly in dairying. More people were settled on the land through the soldier-settlement scheme and larger properties were subdivided, reflecting the government's faith in agriculture (Gregory, 1991:97). The dairy industry grew due to the benefits of increased mechanisation. The number of dairy farmers in the Maroochy district grew by 350 in 1924-25. The Depression nonetheless took its toll. Land that had been taken up in the boom years of the 1920s had been overvalued and hence many farmers faced high

mortgage repayments. Banana growers also faced problems with disease. Pests such as beetle borer and thrip, and the disease 'bunchy top' were very serious (Gregory, 1991:97-101). Inevitably, some farmers succumbed to economic circumstances.

The years of World War Two were difficult for the people of Maroochy. The huge need for food and supplies for the war effort affected agriculture. There were fertilizer shortages due to the need for nitrates and ammonia in the production of explosives, and the shortage of soft pine used in the production of fruit boxes was another burden. The sugar industry was affected by a shortage of cargo ships, and a shortage of labour (Gregory, 1991:129; Alcorn and Dunn, 1997:124-128). Many army units were based in the district: at Yandina, between Caloundra and Mooloolaba and even Palmwoods.

#### 4.2.7 The Maroochy Region since World War II

The Maroochy district underwent a significant period of expansion in the 1970s and 1980s. Traditional agricultural industries underpinned the regional economy until the mid-1980s, but remained subject to the vicissitudes of agriculture. Pineapples flourished in the immediate years after World War II, only to slump in the 1960s. Bananas and citrus fruits declined in the post-war years. Where bananas and oranges once dominated a new fruit, the avocado, began to take over. Avocados became a significant crop. Ginger was another crop that did reasonably well. Ginger production hit a low point in the early 1950s but recovered quickly and by the late 1960s ginger growers were exporting 35% of their crop (Gregory, 1991:156-158). Sugar also experienced various highs and lows of production.

Tourism became a major economic driver of the region in the second half of the twentieth century. From the early 1970s tourists and retirees increasingly flocked to the region, to both coastal and inland towns. A development boom along the coast at Caloundra, Mooloolaba, Maroochydore and resorts further north led to a rapid rise in population and coincided with a major expansion in the sugar industry (Gregory 1991:165). The strip between Caloundra and Mooloolaba, once an area of scrub and dune, became an expanse of housing and shopping centres. In the hinterland, tourist development sought to exploit the region's agricultural heritage. The Big Pineapple, the Big Cow, and the Superbee were popular tourist attraction in the 1970s and 1980s.

Throughout the twentieth century changes occurred in the road and rail access to the Maroochy region. The northern railway line was electrified in 1988, which cut travel times by a significant amount. Despite the improvements in passenger rail services, however, most people preferred to



drive. The Brisbane to Gympie road became the Bruce Highway in the 1930s. Up until the 1970s it was a single lane road and passed through all of the small towns such as Landsborough, Palmwoods and Woombye. Since then the highway has had several changes affecting its route, with the significant alterations including the Caboolture bypass and dual carriageway in the mid to late 1970s, and the Beerburrum, Landsborough & Nambour/Yandina bypasses & dual carriageway in the 1980s (<http://www.mainroads.qld.gov.au>).

### 4.3 The Towns

Throughout the 1870s and 1880s small towns sprang up throughout the district, including in particular Landsborough, Mooloolah, Eudlo, Palmwoods, Woombye and Nambour.

These settlements emerged principally due to the development of transport infrastructure between Brisbane and northern settlements such as Gympie. Road development, particularly for Cobb & Co coaches, first opened up the region to closer settlement. The advent of rail in 1891 further boosted the development of towns in the region, especially those examined in this study. The development of this infrastructure connected the towns and their produce (mainly timber, fruit and sugar cane) to the economically important southern markets. Tourism also came to have an impact in the second half of the twentieth century.



**Figure 4.1.** 1886 map showing surveyed selections between the Mooloolah and Maroochy Rivers. The towns surveyed in this report (with the exception of Landsborough) did not exist as such at this time (DG2 1886 Sheet 3, Mapping Museum Brisbane)

### 4.3.1 Landsborough

Landsborough was originally known as Mellum Creek. It was called after the name given to the creek which flowed through it. Mellum is the Aboriginal word for volcano and the creek rises at Mt Mellum—a grass covered volcano (Riss, 2007:1). Issac Burgess, who searched for gold at Gympie, decided that a stop for provisions on the Brisbane to Gympie route was needed at Mellum Creek. He selected 128 acres of land along Gympie Road to the north of Mellum Creek in 1871 and constructed a slab house, which was utilised on the Cobb & Co coach run for refreshments and also as a place to change horses (Burgess 1959:3).

In 1877, Burgess bought more land south of Mellum Creek, where he built the two story Temperance Hotel, a store, a butcher shop and a cottage. The first school at Landsborough was opened in 1879 and a post office opened in 1881 (Riis, 2007:3). In 1880 Burgess sold his original land holding to James Campbell, who erected a hotel on the corner of the Gympie and Maleny roads in

1888. The town of Landsborough was surveyed in 1881. Campbell had the remainder of the property surveyed into town allotments. Thus by the 1880s the nucleus of a township had formed on the basis of the coach traffic between Brisbane and Gympie (Alcorn 1991:55).



**Figure 4.2.** An early image of Cribb Street, the main street of Landsborough (no date: JOL Image no. 9509)

The establishment of a rail station at Landsborough was a significant development for the town. The rail from Brisbane to Landsborough was completed in 1889 and the first train used the new line to Landsborough in 1890. The coming of rail prompted the changing of the town's name from Mellum Creek to Landsborough. According to Isaac Burgess: "the railway department was looking for a suitable name for the railway station...the station was changed from Mellum Creek to Landsborough, to perpetuate the name of an explorer who had done so much for the state" (Burgess 1959:5). Landsborough was the first European to traverse Australia from north to south and he eventually settled at Caloundra, where he died in 1886. The significance of the rail line to the town is reflected in the position and alignment of the main street of the town, Cribb Street, which runs adjacent to the rail line.



**Figure 4.3.** Landsborough Rail Station, undated (JOL Image no. 77262)

The rail line also secured the economic prosperity of the town, particularly following the cessation of Cobb & Co services between Brisbane and Gympie in 1881. In particular, the rail prompted the establishment of a sawmilling industry in the town. The mill received timber from the local area and the hinterland, where it could be processed and transported using the new rail facilities. This prompted the establishment of a sawmill adjacent to the rail station (see Fig 4.4 below). The road connection between Maleny, which was rich in timber, and Landsborough was particularly important in this regard. This road was upgraded in 1922 (Tutt 1979:215). Timber remained an important industry in the town for much of the twentieth century (Kerr 1998:87-88). Other industries that became important for the town in the early twentieth century included agriculture and dairying. Tourism became increasingly significant in the second half of the twentieth century; the connection between Landsborough and Maleny continued to be important in this regard.





**Figure 4.4.** An aerial view of Landsborough. The date of the photo is unknown, but it was probably taken in the 1950s (JOL Image no. 9524)

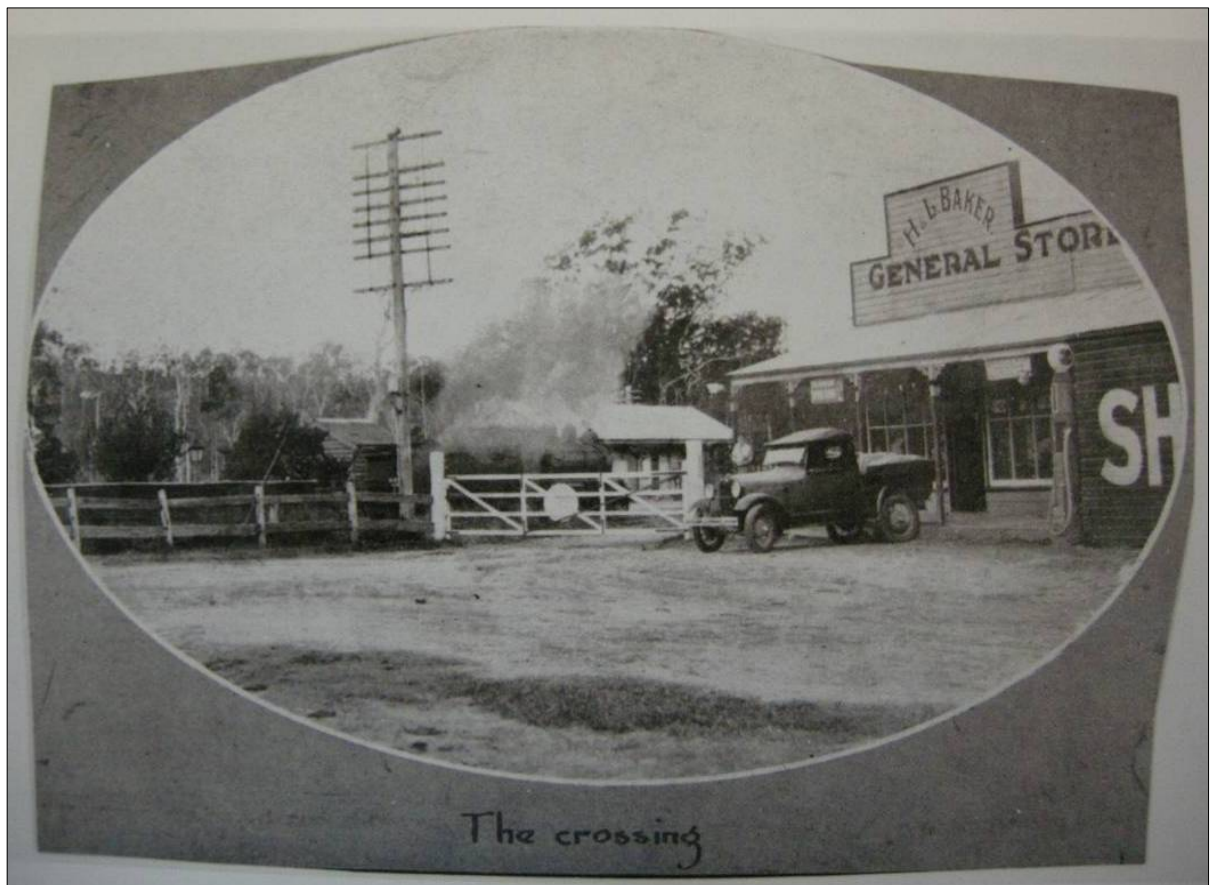
Landsborough also became a seat of shire government. In 1879, the Queensland Government passed the Divisional Board Act and Landsborough became part of the Caboolture Division. This Division covered a huge area from North Pine River and Kedron Brook in the south, westward to include Kilcoy and north to the Conondale and Blackhall Ranges to include the headwaters of the Maroochy River. This large area was gradually broken up and the Shire of Landsborough was formed in 1912 (Riis, 2007:3). Landsborough remained the centre of the Shire government until the formation of Caloundra Shire in 1968 (a development which reflected the increasing importance of coastal towns in the second half of the twentieth century). Caloundra then became the centre of government for the Shire.

#### 4.3.2 Mooloolah

The township of Mooloolah was, from its beginning, closely linked with the river that also bore the same name. The first industry that contributed to the formation of the town was timber; the river was the means by which felled timber could be transported to the coast and thence to Brisbane.

The future site of the town was also a stop on the Cobb & Co route to the Gympie goldfields, which was established in 1868.

The advent of rail in 1891, however, enabled the establishment of a permanent town and commercial enterprises. Mooloolah was largely known for its sawmills and agriculture (fruit and dairy) and in 1892 it had a population of 157 (Mooloolah State School Centenary 1994:104). These industries continued to support the township throughout the twentieth century.



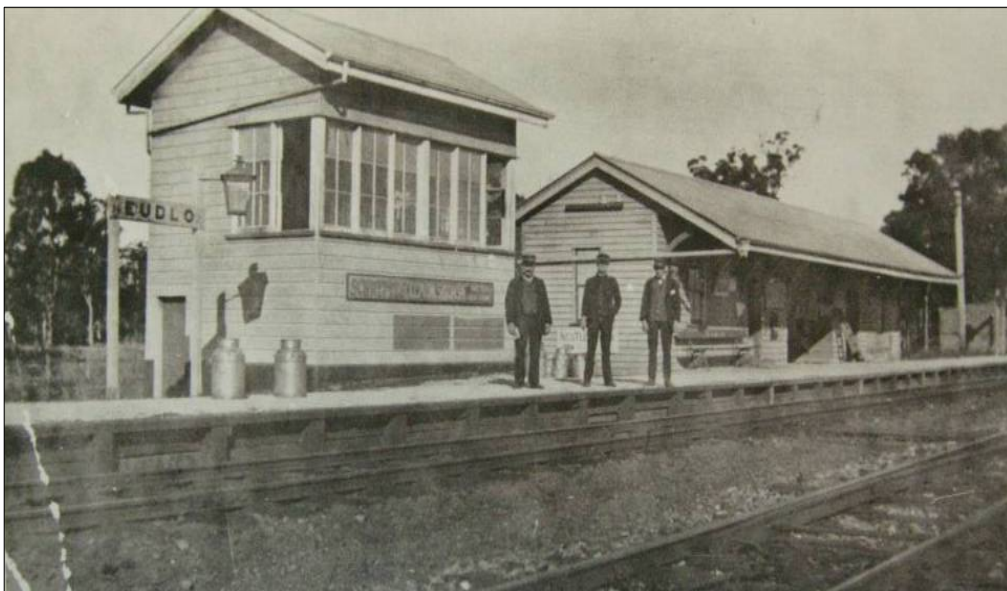
**Figure 4.5.** The rail crossing at Mooloolah, 1932 (JOL Image no. 86400)

### 4.3.3 Eudlo

Eudlo, apparently derived from the indigenous term for ‘eel’, emerged as a town following the establishment of the rail line from Brisbane in 1891. A local historian, at the time of Eudlo’s 100th anniversary, claimed the area was originally settled in 1862 “by a bullocky” (Sunshine Coast Sunday 1992:8).



**Figure 4.6.** View toward the Eudlo Rail Station, 1907 (JOL Image no. 48297)



**Figure 4.7.** Eudlo Rail Station, undated (JOL Image no. 187014)

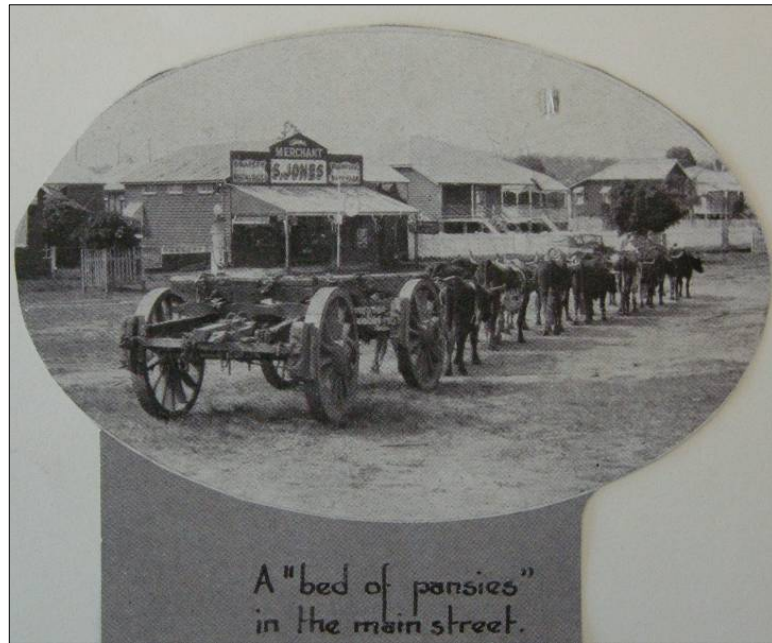


Eudlo was, and remains, a small town. By 1902 there were only 18 names listed in the Queensland Post Office Directory (Tainton 1976:338). As with all the settlements surveyed in this report, the principal industries in Eudlo were timber and fruit growing. Timber, however, was the first major industry in the town. It is not known when the first sawmills began operating. However, a large sawmill was opened in 1911 on the north bank of Eudlo Creek, with a siding on the rail line. In 1913 it was purchased by Andrew, Fred and Norman Olsen and became known as Olsen & Co sawmill. The mill continued to operate until at least 1998 and in the latter half of the twentieth century was the largest single employer in the town (*Sunshine Coast Sunday* 1992:8). A number of other, smaller, sawmills also operated in Eudlo throughout the twentieth century (Kerr 1998:88).



**Figure 4.8.** Olsen & Co. Sawmill, ca. 1914 (JOL Image no. 151398)

The other principal industry of Eudlo, fruit growing – pineapples, bananas and strawberries – also contributed to the growth of the town. As a result of the town’s economic development, various amenities developed in the late nineteenth and early twentieth century (Tainton 1976:338-9). The Eudlo State School was established in 1897. A community hall was constructed in 1918, a sports ground surveyed in 1920 and in 1921 an article in the *Nambour Chronicle* claimed the township was “growing” (JOL Clippings File ‘Eudlo’). This was also demonstrated by the establishment of a butcher, wheelwright and general store.



**Figure 4.9.** Rosebed Street, Eudlo, 1932 (JOL Image no. 51686)

#### 4.3.4 Palmwoods

The first white settlers living in what is now Palmwoods was a Mr Bomberger and his family. Bomberger worked as a groom for Cobb & Co. (Palmwoods State Primary School Parents and Citizens Association, 1989:5). In 1881, several other families moved into the area: the Kuskopfs, Fewtrells and Bendixens. Peter Kuskopf took up Bomberger's holding and an additional 640 acres. The Bendixens and the Fewtrells took up adjoining land. The Fewtrell holding took in part of the present town area and the nearby lagoon, and the Bendixen land ran west to the Blackhall Range (Krebs and Krebs, 1972:1).

Despite this early settlement, Palmwoods began as a government-planned town. During the late 1880s, when plans were developed for the North Coast rail line, it was envisaged that particular 'nodes' would be created to facilitate the transport of timber and agricultural produce from the hinterland (particularly the township of Montville) to southern markets (Alcorn 1991:64). A siding had been proposed at 'Palmtree' and the siding was surveyed as a town in 1891 and renamed Palmwoods (Alcorn 1991:69). The town was now connected to the North Coast rail line, which helped ensure its economic development.



**Figure 4.10.** Palmwoods Rail Station and Rail Yards, 1907 (JOL Image no. 48305)



**Figure 4.11.** Palmwoods Rail Station, undated (JOL Image no. 125694)

The first major industry that supported Palmwoods was timber. The timber was cut from the surrounding district and the Blackall Range, which was rich in various trees such as Red Cedar and Bunya and Hoop Pines. The existence of a rail connection enabled the development of a sawmill industry in the town.



Fruit growing, however, steadily grew in importance to the town and the surrounding district. Bananas and pineapples were particularly important. In 1916, a tramway was constructed between the agricultural settlement of Buderim and Palmwoods, to enable the transport of produce, mail and passengers from Buderim to Palmwoods and then to Brisbane and other important markets (“Palmwoods Centenary”, JOL Clippings File ‘Palmwoods’). This was because the road network in the region was still rudimentary in this period. The tramway also enabled the development of a nascent tourist industry. Daytrips became possible from Palmwoods, to Buderim and then by car to Buderim and the seaside resorts of Mooloolaba and Maroochydore (“Palmwoods Centenary”, JOL Clippings File ‘Palmwoods’). The tramway eventually closed, however, in 1935.



**Figure 4.12.** Rail carts full of pineapples at Palmwoods Rail station, ready for transportation, ca. 1955 (JOL Image no.187086)

Because of the close proximity of Woombye, which was a more well-established town, amenities were slow to develop in Palmwoods (Alcorn 1991:69-70). Kolora Park and the associated lagoon were originally surveyed as a reserve and water from the lagoon was used for the steam trains when they were in service. A Memorial Hall was built in 1924, which became the focal point of community activities, a hospital was established in 1924 and a number of churches were also established in the 1920s (Kreb & Kreb 1972:n.p).



**Figure 4.13.** Main Street, Palmwoods, 1917. Note the General Store in the foreground (JOL Image no. 59092)



**Figure 4.14.** Palmwoods, 1931. Note the Produce Sheds by the rail line (JOL Image no. 160573)

The town of Palmwoods is still a part of an important agricultural region. Tourism also plays an important role in the local economy. Palmwoods was also the home of Sir Francis (Frank) Nicklin, who was Premier of Queensland from 1957 to 1968. Nicklin moved to Palmwoods in 1919 and

grew pineapples there, before entering Queensland Parliament. A memorial clock dedicated to Nicklin, following his death in 1978, is located on Main Street.

#### 4.3.5 Woombye

Following the discovery of gold at Gympie in 1867, and the completion of the road between Brisbane and Gympie, Cobb & Co. coaches were carrying passengers, mail, goods and gold between Brisbane and Gympie three times a week. Ten staging depots were established along the route, where horses and fodder were kept. One of these depots was 'Middle Camp', half way between Brisbane and Gympie, which was created in 1871. Here Cobb & Co. built the only accommodation for passengers along its route. The inn became known as Cobb's Camp Hotel (Tainton, 1977:7). A number of settlers moved into the district in this period and several essential services, such as a general store and butcher, were established.

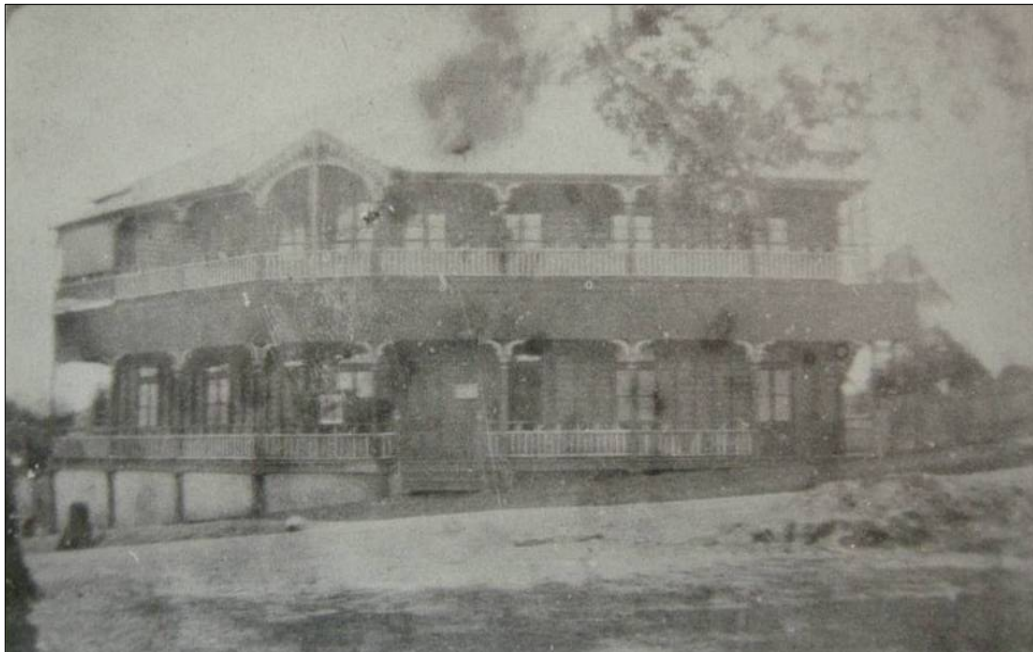
The site of Cobb's Camp was surveyed in 1889 by the colonial government as a town and was renamed Woombye, after the indigenous term for a species of myrtle tree that grew locally (Alcorn 1991:65). Town allotments were sold in the same year and the construction of the rail line to Yandina in 1891, with a station at Woombye, further boosted the towns' fortunes.



**Figure 4.15.** Woombye Rail Station, 1908 (JOL Image no. 4791)



Important town amenities continued to appear from this time onward. A blacksmith, wheelwright and a number of stores were established. The Woombye State School opened in 1894 and the School of Arts in 1898. The Criterion Hotel, which still operates today, was opened in 1900. The current sporting ground, adjacent to the rail line, was filled in and leveled in the 1910s as Woombye's second show grounds (the original was part of the School of Arts, which was located on the corner of Blackall Street and Hill Street). The first show was held at the ground in 1920. A pavilion and annex were constructed on the edge of the show ground, but these were destroyed by fire in the 1930s.



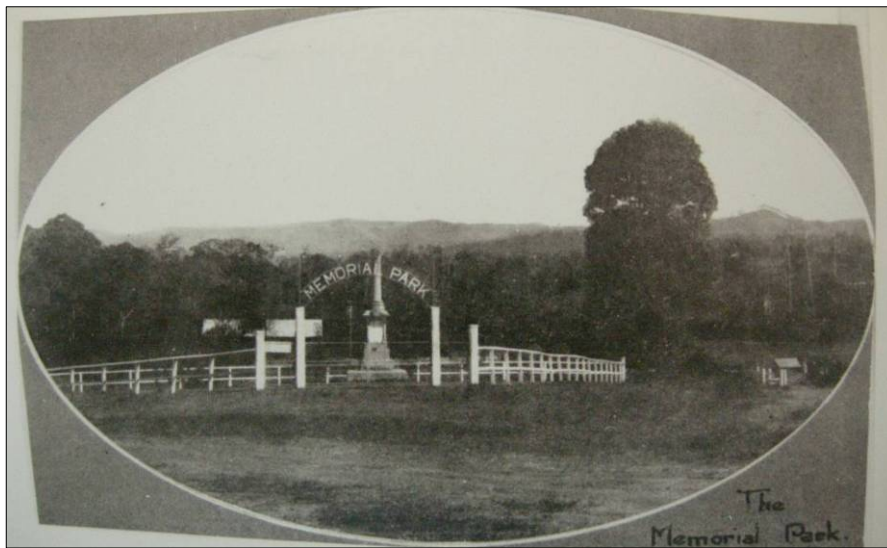
**Figure 4.16.** *The Criterion Hotel, no date (JOL Image no. 188833)*





**Figure 4.17.** This is in fact the second show ground – the Criterion Hotel can just be seen to the far left of the photo, 1920 (JOL Image no. 164387)

Fruit-growing industry was important to the town throughout the twentieth century. In 1895, Thomas Davey grew the first pineapples commercially in Woombye. Other growers quickly followed him and by 1903, there were 120 acres of pineapples in the district (Tainton, 1977:6). From 1891 to 1915, Buderim farmers transported their agricultural produce to Woombye, for further shipment by rail to southern markets, although this stopped following the opening of the Palmwoods to Buderim tramway in 1916. Reflecting the importance of fruit to Woombye, following the first show of the Maroochy Pastoral, Agricultural, Horticultural and Industrial Society was held in Woombye on 3 June 1900 (<http://library.sunshinecoast.qld.gov.au>).



**Figure 4.18.** Memorial Park, 1932, constructed as a memorial to the men of Woombye to enlisted and died during World War One. The memorial was later updated to include service personnel from World War Two (JOL Image no. 187390)

Timber was also an important industry for the town. In 1895, Thomas Bartholomew built a sawmill near the railway yards and it operated until 1965. Bartholomew's mill was important to the town's economy. The mill provided regular employment also sawn timber for the settlers to build their homes as the district developed. The mill had its own railway siding and large quantities of timber were sent to other centres (Tainton, 1977:18; Kerr, 1998:89).



**Figure 4.19.** Thomas Bartholomew's Sawmill, ca. 1897. Thomas Bartholomew is second from the left (JOL Image no. 78443)

#### 4.3.6 Nambour

The first settler of Nambour was Mathew Carroll, who in January 1870 selected one hundred acres to the west of Petrie's Creek (which included the site of the present showground). Carroll named his selection 'Nambour' which was the indigenous name for the area (Heap 1965:16). Carroll and his family lived in a bark hut (where the Nambour Bowling Club is now located), before moving to a house on what became known as Carroll's Hill, and years later, Showground Hill.

Settlement of the Nambour district increased in the 1870s and 1880s. In March 1870, William Samwell selected 1625 acres in the area of Crescent Drive. In the same year a third selection was taken up on the south bank of Petrie's Creek, an 80 acre homestead selected by Henry Hooton. Thomas Howard and his family arrived in 1876 and built a temporary hut on Gympie Road, close to where the Nambour Railway Station now stands. In these early days the home was the venue for the Church of England Services. Soon after arriving Howard had the opportunity to acquire land for farming. He selected fifty acres of land east of what became Currie Street on the banks on Petrie's Creek. This land had been forfeited by Hooton, who struggled to clear the land and make it viable (Law, 2001:1). In 1878, William Perren selected 338 acres of land along Petrie's Creek. Daniel Currie in 1881 took up land on Lamington Terrace in the vicinity of the present Catholic Church. The remainder of the Petrie's Creek valley was selected by the early 1880s.



**Figure 4.20.** The Perren family, Nambour, ca. 1890 (JOL Image no. 61957)



Services and commercial interests soon followed closer settlement. In 1884, Matthew Carroll opened the area's first business, the Tullababa Hotel, on Showground Hill (Anonymous c1960:3). In 1885, a Post Office was opened at Carroll's Hotel with Mathew Carroll in charge (Lightfoot 1976:1). In 1886, the Sylvannia (Rosemount) School was opened and children from around Nambour attended the school. By 1885, two sawmills were in operation on the south bank of Petrie's Creek in the Rosemount area, one operated by George Etheridge and the other by James Mitchell & Sons (<http://library.sunshinecoast.qld.gov.au>).

Nambour began to flourish as a town in the 1890s. The town itself was not surveyed by the colonial government as some of the other towns in the region were. Rather, it was established by the subdivision of freehold land by H. Raff in 1889. Mathew Carroll Junior, Bridget Currie and John Currie took up early lots in 1890. The Maroochy Divisional Board was established in 1890 and its headquarters were located at Nambour, which was a statement of the town's status in the region. That same year, the railway connection from Brisbane was completed. The extension of the rail line prompted further closer settlement of the district and new settlers commenced clearing the land to grow fruit, sugarcane and farm produce.



**Figure 4.21.** The Rail Bridge crossing Petrie Creek, ca. 1918. Nambour Rail Station is located to the right of the image (JOL Image no. 45141)

The construction of the rail line through Nambour, the designation of the town as the seat of the Maroochy Divisional Board and increasing settlement contributed to further development of the town's facilities. After the railway opened, Carroll built a new hotel where the Commercial Hotel now stands and the town started to take shape. The hotel's name was later changed from Carroll's Petrie Creek Hotel to Currie's Nambour Hotel following its sale to the Currie family, an important family in the early history of the district (Anonymous, c1960:3). In the ten year period from 1890, a number of institutions were established: St Joseph's Catholic Church, the Methodist Church, the Nambour State School, St John's Anglican Church, the Salvation Army Centre, the Police Station and Court House (Anonymous, c1960:3).

The single largest influence on the fortunes of Nambour was the construction of the Moreton Central Sugar Mill in 1895-96. In 1893 an Act designed to support the construction of sugar mills was passed and this prompted people in the North Coast region to apply for funding to construct a mill in the area. Land immediately west of Petrie's Creek at Nambour was identified as prime sugar cane land (and therefore ideal for the site of a mill) and farmers in the district promptly formed The Moreton Central Sugar Mill Company in 1894. Work on the mill began the next year and operations commenced in 1897. It drew an increasing number of mill and cane workers to Nambour and made it a centre of industry and business (Alcorn and Dunn, 1997:12, 30-33).



**Figure 4.22.** Photo showing the rail line and the Moreton Sugar Mill, which located to the right of the image, ca. 1930 (JOL Image no. 173421)



**Figure 4.23.** Moreton Sugar Mill, ca. 1910 (JOL Image no. 57016)

Sugar became central to the identity and economy of Nambour in the twentieth century. Sugar cane was grown throughout the region for processing at the mill and an extensive tram network, sections of which ran through principal streets of Nambour itself, snaked across the region. Nambour was known as the capital of the Sunshine Coast because of the significance of sugar production and the extent to which it drove the economy of the region. It was also a popular tourist destination for much of the twentieth century (Nambour JOL clippings file). The mill closed in 2003.

## 5.0 Registered Sites

### 5.1 Sites Subject to Statutory Protection

On-line searches of the National and Commonwealth Heritage Lists, the Queensland Heritage Register and sites identified on local government registers in accordance with the *Integrated Planning Act 1997*, were conducted to identify places and sites of cultural heritage significance that may be impacted upon by the proposed development plans.

Sites on the National and Commonwealth Heritage Lists and Queensland Heritage Register already have an established level of significance and statutory protection, given their entries onto these registers. As such, it is important to clarify where these sites and places are situated in relation to the study area. Looking at those sites and places that are already on the abovementioned heritage registers does not deny that there are other places and sites that may have levels of heritage significance. Rather, this section deals with those sites that are already assessed to have high levels of known significance and are subject to statutory protection. Each listing that is located within the impact zone (as defined in Section 1.3) will be discussed briefly on the following pages.

Note: Sites listed on more than one Register will only be discussed once; following the Table where the sites are first mentioned.

#### 5.1.1 National Registers

The National and Commonwealth Heritage Lists are compiled by the Australian Heritage Council and provide an inventory of Australia's natural and cultural heritage places. Sites and places of historic (non-Indigenous) cultural heritage significance listed on the National Heritage List or Commonwealth Heritage List are protected under the *Environmental Protection and Biodiversity Conservation Act 2003*.

***No Sites registered on the National Heritage List or Commonwealth Heritage List were identified within the study area.***

### 5.1.2 Queensland Heritage Register

The Queensland Heritage Register is maintained by the Cultural Heritage Branch of the Environmental Protection Agency (EPA), with the aim of protecting historic cultural heritage for future generations. All sites and places of historic (non-Indigenous) cultural heritage significance listed on the register are protected under the *Queensland Heritage Act 1992*.

**Table 3:** *Queensland Heritage Register listings in or immediately adjacent to the study area.*

| Heritage Site or Place  | Located in Impact Zone | Located in Study Area | Qld Heritage Register | Located During Field Survey | Photo |
|---|------------------------|-----------------------|-----------------------|-----------------------------|-------|
| Dularcha Tunnel.<br>1.5 km south of Mooloolah Township.   | No                     | ✓                     | ✓                     | ✓                           | ✓     |
| Former Landsborough Shire Council Chambers.<br>6 Maleny Street, Landsborough.   | No                     | ✓                     | ✓                     | ✓                           | ✓     |
| Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants.<br>Chevallum Road, Palmwoods to Telco Road, Buderim. | ✓                      | ✓                     | ✓                     | ✓                           | ✓     |
| Nambour Section of the Moreton Central Sugar Mill Cane Tramway,<br>Mill Street, Currie Street and Howard Street, Nambour  | ✓                      | ✓                     | ✓                     | ✓                           | ✓     |
| Moreton Central Sugar Mill Worker's Housing (former).<br>17 & 19 Mill Street, and 14 & 16 Bury Street, Nambour.           | ✓                      | ✓                     | ✓                     | 14<br>17<br>19              | ✓     |



The majority of the information outlined below has been sourced from the Scoping Study Report (Arup 2006) and the Queensland Heritage Register (EPA 2008), supplemented with direct observations made by Converge during field surveys. More complete information including contextual history can be obtained from the register citations, (available on line at: <http://www.epa.qld.gov.au> or <http://www.environment.gov.au/cgi-bin/ahdb/search.pl>). The sites discussed below are only those located within the impact zone of this CHA.

#### *5.1.2.1 Palmwoods to Buderim Tramway Route, Nicklin Way, Palmwoods*

The former Palmwoods to Buderim Tramway right of way runs from Palmwoods Station to the intersection of Burnett and Main Streets and Lindsay and Ballinger Roads, Buderim. From Palmwoods it crosses, then parallels, Nicklin Road, crosses Old Chevallum Road and then runs north of Chevallum Road, crossing the Bruce Highway near Forest Glen. It then travels south of Mons Road, across Telco Road, follows Brecon Cr and then northeast to the Buderim terminus.



There are several sections of the formation that are still visible but much has been absorbed in modern development. The section between Telco Road and Forest Glen remains most intact and contains cuttings, culverts, embankments and collapsed cattle grids. Some of the right of way is now used as private driveways.

**Figure 5.1:** *Visible remnants of tramway route.*

A visual inspection along the tramway route, within the study area, revealed little remaining features with the exception of a raised linear mound located between the Palmwoods Railway Station and Chevallum Road.

The Palmwoods to Buderim Tramway Route Track Foundation and Formwork Remnants are considered to be of state significance. According to the Queensland Heritage Register citation for the site, the tramway is significant because:

- *Criterion A* - The tramway, through the transport and communication facilities it provided, played a central role in the development of the region, and as such is important in demonstrating the pattern of Queensland's history. The tramway was a specific response to the economic and social pressures encountered by Australian settlers at a particular phase of the twentieth century. The influence of World War I and the following economic depression on the establishment, operation and closure of the tramway is also of historical significance. . The tramway was funded by the local council, and remained under the control of the Maroochy Shire Council for the entire period of its operation.
- *Criterion B* - The tramway demonstrates an uncommon aspect of Queensland's cultural heritage as a track with a gauge of two feet, six inches, and being of private construction.
- *Criterion E* - The environment through which the tramway track moves is of considerable aesthetic appeal, particularly in the steeper hilly section, lending the place aesthetic significance. The appeal of the environment is complemented by the technological grandeur of the construction modifications to the landscape, especially as they were achieved in a horse-powered era. There remains a pleasing unity in the track remnants.
- *Criterion G* - The place has a special association with the local communities serviced by the tramway for social and cultural reasons. The tramway, as the transportation hub for the region, facilitated community participation in sporting and cultural events, and provided a connection to Nambour and Brisbane.

#### *5.1.2.2 Nambour Section of the Moreton Central Sugar Mill Cane Tramway. Mill Street, Howard Street and Currie Street, Nambour*

The tramway was constructed to service the Moreton Central Sugar Mill and was in use from 1897 until 2003. The cane tramway is laid directly into the centre of the roadway and runs through the central business district of Nambour. It is of 2-foot (610mm) gauge and travels between the road reserve in front of the former mill site in Mill Street, across the Currie Street intersection and down Howard Street Howard Street marshalling yards.



**Figure 5.2:** Former Moreton Central Sugar Mill Tram Tracks, Mill Street, Nambour (ARCHAEO 2007)

According to the Queensland Heritage Register citation for the site, the tramway is significant because:

- *Criterion A* - The Moreton Central Sugar Mill operated between 1897 and December 2003. During the 20th century, sugar growing was the most important primary industry in the Maroochy district. It was a key factor in the development of Nambour and the Maroochy Shire and important in the growth of the sugar industry in Queensland. The cane tramway, which brought cane from many farms to the mill for crushing, was an essential part of the operation of the mill. The line between Nambour and Coolum was also used for passengers in the 1920s and 30s and was instrumental in the development of the tourist industry in the area, by linking the QR station next to the Nambour mill with resort areas at Coolum and Maroochydore.
- *Criterion B and D* - Although it is very uncommon for a cane tramway to pass through the centre of a town, as the line at Nambour does, the line otherwise demonstrates the features of its type well, being a narrow gauge (2 foot or 610mm) track laid without formation and links the site of the mill to the marshalling yards from where it fanned out in many separate lines forming a large network across farms, roadways and over the Maroochy River.
- *Criterion G* - The section of the tramway that passes through the town is an important characteristic of Nambour. Laden cane trains travelling between

Nambour's shops and commercial buildings featured on many post card views of the town; the sight was popular with tourists and a was part of annual cane harvest festivals until very recently.

#### *5.1.2.3 Former Moreton Central Sugar Mill Worker's Housing. 17 & 19 Mill Street and 14 & 16 Bury Street, Nambour*

Located along Mill Street and Bury Street, on the elevated position adjacent to the site of the former Moreton Central Sugar Mill, are several workers cottages as well as the former Mill manager's residence. The two timber cottages at 17 and 19 Mill Street, built sometime



between 1897 and 1917, and the timber house with its extensive garden and mature trees on Bury Street, built between 1907 and 1911, provide rare surviving evidence of the sugar industry that powered the economy of Nambour and the Maroochy Shire from 1897. (EPA 2007).

**Figure 5.3:** View to 14 Bury Street from east.

The property of 14-16 Bury Street is a large colonial, featuring open U-shaped veranda, later porched entry and extensive grounds. The proportions of this former residence in relation to the other cottages and its location further away from the Mill site, support the assumption that this is the probable location of the former Mill Manager's residence.



**Figure 5.4:** View to 17 Mill Street from west.



**Figure 5.5:** View to 19 Mill Street from west.

The property of 17 Mill Street is a low-set bungalow with L-shaped veranda. The timber framed and clad residence, with a weatherboard clad veranda and corrugated iron roof is set within a large block of land on an elevated position.

According to the Queensland Heritage Register, the former Moreton Central Sugar Mill Worker's housing is significant because:

- *Criterion A* - As rare surviving evidence of the Moreton Central Sugar Mill, the mill staff housing is important in illustrating the development of the sugar industry in Queensland, and the impact of the sugar industry on the settlement of the North Coast region. The sugar industry influenced the pattern of growth of Nambour as a prominent mill town and regional centre, and influenced the pattern of settlement of the associated farms and townships of the region during the twentieth century.
- *Criterion B* - The sugar industry was an important and vital part of the economy of the region and very little physical evidence survives of the industry particularly the mill and its associated infrastructure. The mill staff housing is rare surviving evidence of the sugar industry in the region illustrating a way of life that was once common but has now vanished. It is known that Moreton Central Sugar Mill constructed a number of staff houses and a bachelors' quarters. These three surviving dwellings remain as the only evidence of staff housing purpose-built by the Moreton Central Sugar Mill within the mill precinct.
- *Criterion D* - As a group the houses are good examples of purpose-built staff accommodation. The houses demonstrate the practice common to a number of industries of providing housing to encourage workers to an area especially in isolated areas or new towns where accommodation is not readily available. Provision of accommodation for senior staff and some of the mill workers was the usual practice for the company or co-operative within the central mill system in Queensland. In form and setting, the houses illustrate the practice of providing a hierarchy of size and amenity in housing corresponding with seniority within the company, e.g. the manager's residence is more substantial and set in a larger garden reflecting its function as accommodation for the manager in comparison to the cottages which were for less senior staff. In their close proximity to the mill site, the

houses illustrate the practice of constructing staff accommodation close to the mill or place of work or within an associated precinct.

### 5.1.3 Historic Heritage Sites on Local Government Registers

Historic heritage places of local significance recognised by the relevant Local Government Agencies are listed below in Table 4. Following is a brief discussion of sites located within the impact zone.

Note: The impact zone refers to the area of land 100 m either side of the proposed rail corridor and the study area refers to the area of land 500 m either side of the proposed rail corridor.



Table 4: Caloundra City Council (Blake 2001) and Maroochy Shire Council (MSC 2008) nominated heritage sites in or immediately adjacent to the study area.

| Heritage Site or Place                                 | Address/GPS Location                      | Located in Impact Zone | Located in Study Area | Located Survey | During | Photo |
|--|---|------------------------|-----------------------|----------------|--------|-------|
| Uniting Church   | 16 Maleny Street, Landsborough            | No                     | ✓                     | ✓              |        | ✓     |
| Former Landsborough Shire Chambers (Magistrates Court) | Caloundra Street, Landsborough            | No                     | ✓                     | ✓              |        | ✓     |
| Former Police Station                                  | 40 Maleny Street, Landsborough            | No                     | ✓                     | ✓              |        | ✓     |
| Landsborough School of Arts Memorial Hall              | 485 Old Landsborough Road, Landsborough   | No                     | ✓                     | ✓              |        | ✓     |
| Mellum Club Hotel                                      | 32 Cribb Street, Landsborough             | No                     | ✓                     | ✓              |        | ✓     |
| Former Mellum Hall or Dyer Hall                        | 34 Cribb Street, Landsborough             | No                     | ✓                     | ✓              |        | ✓     |
| Leeding House  | 10 Maleny Street, Landsborough            | No                     | ✓                     | ✓              |        | ✓     |
| Dyer House   | 26 Maleny Street, Landsborough            | No                     | ✓                     | ✓              |        | ✓     |
| The Palms  | Gympie Street North, Landsborough         | No                     | No                    | ✓              |        | ✓     |
| Former Shire Office                                    | 51 Landsborough Maleny Road, Landsborough | No                     | ✓                     | ✓              |        | ✓     |
| Green Gables   | 45 Landsborough Maleny Road, Landsborough | No                     | No                    | ✓              |        | ✓     |
| Landsborough Railway Station and Footbridge            | Landsborough Station, Landsborough        | No                     | ✓                     | ✓              |        | ✓     |

| Heritage Site or Place   | Address/GPS Location                                   | Located<br>Impact Zone | Located<br>Study Area | Located<br>Survey | During | Photo |
|--|--|------------------------|-----------------------|-------------------|--------|-------|
| Landsborough Air Raid Shelter  | Landsborough Station, Landsborough                     | No                     | ✓                     | ✓                 |        | ✓     |
| Peace Memorial Park  | Maleny Street, Landsborough                            | No                     | No                    | ✓                 |        | ✓     |
| Former Landsborough Post Office<br>(currently arts supplies)               | Caloundra Street, Landsborough                         | No                     | ✓                     | ✓                 |        | ✓     |
| Former Jewellers Shop  | Cnr Old Landsborough and Maleny<br>Roads, Landsborough | No                     | ✓                     | ✓                 |        | ✓     |
| Former Butchers Shop   | 26 Cribb Street, Landsborough                          | No                     | ✓                     | ✓                 |        | ✓     |
| Former Bakery  | 28 Cribb Street, Landsborough                          | No                     | ✓                     | ✓                 |        | ✓     |
| Mooloolah Railway Shelter  | Bray Road, Mooloolah                                   | ✓                      | ✓                     | ✓                 |        | ✓     |
| Dularcha Railway Tunnel  | Tunnel Ridge Road, Mooloolah                           | No                     | ✓                     | ✓                 |        | ✓     |
| Early 20 <sup>th</sup> century Timber House.                               | 8 Corlis Avenue, Eudlo                                 | No                     | ✓                     | ✓                 |        | ✓     |
| Early 20 <sup>th</sup> century low set timber<br>shop                      | 2 Anzac Road, Eudlo                                    | No                     | ✓                     | ✓                 |        | ✓     |
| Interwar high set timber house   | 6-8 Anzac Avenue                                       | No                     | ✓                     | ✓                 |        | ✓     |
| State School   | 2 Highlands Street, Eudlo                              | No                     | ✓                     | ✓                 |        | ✓     |
| Low-set post war timber  | 3 Rosebed Street, Eudlo                                | No                     | ✓                     | ✓                 |        | ✓     |
| Early 20 <sup>th</sup> century high-set timber<br>house with modifications | 7 Rosebed Street, Eudlo                                | No                     | ✓                     | ✓                 |        | ✓     |



| Heritage Site or Place                               | Address/GPS Location                        | Located<br>Impact Zone | Located<br>Study Area | Located<br>Survey | During | Photo |
|--|---|------------------------|-----------------------|-------------------|--------|-------|
| General Store  | 9-11 Rosebed Street, Eudlo                  | No                     | ✓                     | ✓                 |        | ✓     |
| Early 20 <sup>th</sup> century high-set timber house | 13 Rosebed Street, Eudlo                    | No                     | ✓                     | ✓                 |        | ✓     |
| Early 20 <sup>th</sup> century high-set timber house | 15 Rosebed Street, Eudlo                    | No                     | ✓                     | ✓                 |        | ✓     |
| Early 20 <sup>th</sup> century high-set timber house | 17 Rosebed Street, Eudlo                    | No                     | ✓                     | ✓                 |        | ✓     |
| Community Hall                                       | 19 Rosebed Street, Eudlo                    | No                     | ✓                     | ✓                 |        | ✓     |
| Early 20 <sup>th</sup> century high-set timber house | 21 Rosebed Street, Eudlo                    | No                     | ✓                     | ✓                 |        | ✓     |
| Row of shops   | 2, 4-6, 8 and 10 Main Street, Palmwoods     | No                     | ✓                     | ✓                 |        | ✓     |
| General Store (currently IGA)                        | 7-9 Main Street, Palmwoods                  | ✓                      | ✓                     | ✓                 |        | ✓     |
| Real Estate Office                                   | 36-38 Main Street, Palmwoods                | No                     | ✓                     | ✓                 |        | ✓     |
| Palmwoods Railway Station and goods shed             | Railway Street, Palmwoods                   | ✓                      | ✓                     | ✓                 |        | ✓     |
| Memorial Hall  | Corner Margaret and Main Streets, Palmwoods | No                     | ✓                     | ✓                 |        | ✓     |
| Palmwoods Hotel                                      | 28-34 Main Street, Palmwoods                | No                     | ✓                     | ✓                 |        | ✓     |
| Former Hospital                                      | 1 Fewtrell Street, Palmwoods                | No                     | ✓                     | ✓                 |        | ✓     |

| Heritage Site or Place  | Address/GPS Location                        | Located Impact Zone | Located Study Area | Located Survey | During | Photo |
|---|---|---------------------|--------------------|----------------|--------|-------|
| Uniting Church  | 10-12 Church Street, Palmwoods              | No                  | ✓                  | ✓              |        | ✓     |
| Anglican Church   | 13 Hill Street, Palmwoods                   | No                  | ✓                  | ✓              |        | ✓     |
| Late 19 <sup>th</sup> century low-set timber house                  | 30 Blackall Street, Woombye                 | No                  | ✓                  | ✓              |        | ✓     |
| Late 19 <sup>th</sup> century low-set timber house                  | 28 Blackall Street, Woombye                 | No                  | ✓                  | ✓              |        | ✓     |
| Interwar single storey masonry and timber shop                      | 26 Blackall Street, Woombye                 | No                  | ✓                  | ✓              |        | ✓     |
| Early 20 <sup>th</sup> century single storey timber / stucco church | 16 Blackall Street, Woombye                 | No                  | ✓                  | ✓              |        | ✓     |
| Early 20 <sup>th</sup> century high-set timber house                | 14 Blackall Street, Woombye                 | No                  | ✓                  | ✓              |        | ✓     |
| Memorial Park with war memorial                                     | Soldiers memorial, Blackall Street, Woombye | No                  | ✓                  | ✓              |        | ✓     |
| Criterion Hotel   | Corner Blackall and Barts Street, Woombye   | No                  | ✓                  | ✓              |        | ✓     |
| Early 20 <sup>th</sup> century single storey timber Post Office     | 7 Blackall Street, Woombye                  | No                  | ✓                  | ✓              |        | ✓     |
| Post war single storey fibro shop                                   | 9 Blackall Street, Woombye                  | No                  | ✓                  | ✓              |        | ✓     |
| Post war single storey fibro garage                                 | 11 Blackall Street, Woombye                 | No                  | ✓                  | ✓              |        | ✓     |

| Heritage Site or Place               | Address/GPS Location                            | Located<br>Impact Zone | Located<br>Study Area | Located<br>Survey         | During | Photo |
|--------------------------------------|---|------------------------|-----------------------|---------------------------|--------|-------|
| School of Arts Hall and timber hall  | Corner Blackall Street and Hill Street, Woombye | No                     | ✓                     | ✓                         |        | ✓     |
| Memorial Drill Hall                  | Park Street, Woombye                            | ✓                      | ✓                     | ✓                         |        | ✓     |
| Former Masonic Lodge                 | 8 Hill Street, Woombye                          | No                     | ✓                     | ✓                         |        | ✓     |
| Flowers and Gifts Shop               | 22 Blackall Street, Woombye                     | No                     | ✓                     | ✓                         |        | ✓     |
| House                                | 21-23 Blackall Street, Woombye                  | No                     | ✓                     | ✓                         |        | ✓     |
| Club Hotel                           | 78-84 Currie Street, Nambour                    | No                     | ✓                     | ✓                         |        | ✓     |
| Railway Bridge                       | Currie Street, Nambour                          | ✓                      | ✓                     | ✓                         |        | ✓     |
| Royal George Hotel                   | 90-92 Currie Street, Nambour                    | No                     | ✓                     | ✓                         |        | ✓     |
| Salvation Army Hall, Church and Shop | 163 Currie Street, Nambour                      | No                     | ✓                     | ✓                         |        | ✓     |
| Northern Warehouse (former cinema)   | 94-98 Currie Street, Nambour                    | No                     | ✓                     | ✓                         |        | ✓     |
| Residence                            | 72 Netherton Street, Nambour                    | No                     | ✓                     | Not at indicated location |        | No    |
| Residence                            | 37 Blackall Terrace, Nambour                    | No                     | ✓                     | ✓                         |        | ✓     |
| Masonic Lodge                        | 5-7 Blackall Terrace, Nambour                   | No                     | ✓                     | ✓                         |        | ✓     |
| Moreton Mill Weir                    | Petrie Creek                                    | TBA                    | ✓                     | No                        |        | No    |

| Heritage Site or Place             | Address/GPS Location        | Located<br>Impact Zone | Located<br>Study Area | Located<br>Survey | During | Photo |
|------------------------------------|-----------------------------|------------------------|-----------------------|-------------------|--------|-------|
| Nambour Museum                     | 18 Mitchell Street, Nambour | No                     | ✓                     | ✓                 |        | ✓     |
| Petrie Park                        | Price Street, Nambour       | No                     | ✓                     | ✓                 |        | ✓     |
| Mill Manager's home and two others | 14 Bury Street, Nambour     | ✓                      | ✓                     | ✓                 |        | ✓     |

Sites located within the impact zone are discussed briefly below. Where a site is listed on more than one register and has been discussed elsewhere in this report, reference will be made to the relevant section.

#### *5.1.3.1 Mooloolah Station Pedestrian Rail Crossing and Waiting Shed, Mooloolah*

The pedestrian rail crossing and waiting shed located at Mooloolah Station are fine examples of early twentieth century railway infrastructure associated with the introduction of the North Coast Railway Line. The pedestrian rail crossing bridge is of lofty symmetrical design and timber construction, with double infill rail balustrades and supporting concrete piers.



The waiting shed is a corrugated iron clad gable roofed, weatherboard clad timber framed structure, open to the west, facing the railway line and situated cantilevered from the platform.

**Figure 5.6:** Mooloolah station shelter.

Features include overhanging eaves with curved timber supports and a bull nose awning to a window located on the northern elevation. The footbridge is the tallest and largest structure in town and the shed is the oldest public building in town (RHN 2008).



**Figure 5.7:** Mooloolah Rail Bridge.

According to the RNE, the bridge is recognised as one of the last remaining elements of the rural history of the region. It is allied with a waiting shed that was proposed to be demolished but recent

community action prevented that happening. Community concern raised attests to its significance.

The original station building and rail bridge are of local significance as an important early example of a railway station infrastructure, predating 1900 and associated with the introduction of the North Coast Railway Line in the 1890s. Examples of timber rail crossings are increasingly rare across Queensland and as a collection the station infrastructure is of potential state significance.

#### *5.1.3.2 General Store, 7-9 Main Street, Palmwoods*

The General Store located on Main Street Palmwoods, was opened in 1914. The Store is a single storey timber framed and weatherboard clad building of rectangular plan. The original building featured a gabled roofline aligning on a north south axis, and an L shaped veranda to the street front. The shop has been considerably modified with painted masonry extension occupying the former north facing veranda. However, the Palmwoods General Store remains in its original use and is of local significance as a tangible representation of the early twentieth character of the town.



**Figure 5.8:** View to General Store, Palmwoods.



#### 5.1.3.3 Palmwoods Railway Station, Railway Street Palmwoods

The Palmwoods Railway Station dates to the 1890s and was constructed as part of the North Coast Railway Line. The station is a single story timber framed and weatherboard clad building with gabled roof line which extends to form a shaded awning. Decorative arched brackets support the overhanging eaves.

**Figure 5.9:** Palmwoods Train Station.



Located opposite the Palmwoods Train Station, the Palmwoods Goods Shed was constructed contemporaneously with the station. The shed is a timber framed and weather board clad gable roofed building, set atop timber stumps. The shed features doorways to the western elevation and a window to the northern elevation.

**Figure 5.10:** Palmwoods Goods Shed, Palmwoods.

The original station building and goods shed is of local and potentially state significance as a rare and representative example of the importance of the railway in the formation of the town and the region. The station also provided an important transport node, connecting to other areas including Buderim and coastal resorts via the tramway (See 5.1.2.1). Associated with the introduction of the North Coast Railway Line in the 1890s, the station remains in use, and is an important and intact example of its type.

#### 5.1.3.4 Hugh Moorhouse Memorial Drill Hall, Park Street Woombye

It is not clear when the Woombye Drill Hall was constructed.. Drill halls were common across the state from the early Twentieth Century, however; examples of unmodified halls in their original context are becoming less common. The Drill Hall is a timber framed and weatherboard clad structure with corrugated iron clad gabled roof line.

The Drill Hall is a timber framed and weatherboard clad structure with corrugated iron clad gabled roof line. The Hall is mounted on concrete stumps, although these are probable



replacements for earlier timber stumps or related to a relocation of the structure previously. The Drill Hall is rectangular in plan with a veranda extension, surrounded by cross braced balustrade and overhung by an extension to the gabled roofline, to the southern elevation accessed by steps to the eastern end. A doorway opens onto the veranda and six paned sash windows are located at the gable ends. The design is also consistent with railway infrastructure and further research may reveal other previous uses for the structure.

**Figure 5.11:** Memorial Drill Hall, Woombye, view facing NE.

In 2000, the Second Light Horse Regiment received funding from the State Government's Community Cultural Heritage Incentive Program for conservation works to the Drill Hall which involved reproofing (Sunshine Valley News Dec 9, 2000:2).

The former Woombye Drill Hall is of local and potentially State significance as a tangible reminder of the defence force training initiatives in small towns throughout Queensland. It is a good example of its type being relatively free of modification and is in good condition.

#### **5.1.3.5 Railway Bridge, Currie Street Nambour.**

The concrete and steel railway bridge which crosses Currie Street and extends over Petrie Creek, Nambour is a prominent feature of the Nambour town centre. The bridge features a range of piers and abutments which include: large elongated concrete piers that appear to have been cast in situ adjacent to the creek;



**Figure 5.12:** Rail Bridge, Nambour, view from NW.

smaller pillar type concrete piers with cross bracing to the bridge approach; and stone and concrete abutments. The overhead train tracks, situated to the western end of the elongated piers, are painted steel with three parallel bearers supporting the timber sleepers. This configuration is visible in early photographs (See Section 4.3.6). However, an aligning platform which appeared to be intended for an additional line, as well as an overhead metal braced truss is no longer evident.

The bridge is of local and potentially State significance as part of the early railway infrastructure which was an important force in the development of the town of Nambour



and as a prominent landmark for the town. The bridge has been modified through time. However, the remnant fabric continues to demonstrate a remarkable example of engineering associated with the importance placed by the state on rail in the late nineteenth and early twentieth century.

**Figure 5.13:** Rail Bridge Pier, Nambour, from NE.

#### *5.1.3.6 Mill Manager's Home and Two Others, 14 Bury Street, Nambour*

Refer to Section 5.1.2.3

### **5.1.4 Historic Heritage Precincts on Local Government Registers**

A precinct, for the purposes of this study is an area where there is a density of heritage sites and places of significance interrelated by common historical themes, functionality or aesthetics. Individual sites and places within a precinct may be of significance. Conversely, a range of sites and places within a precinct may not be individually of higher levels of heritage significance, but may, as part of the overall precinct, contribute to the precinct's significance.

Both the former Caloundra City Council (CCC) and former Maroochy Shire Council (MSC), now amalgamated into the Sunshine Coast Regional Council, have identified precincts within their jurisdiction. These precincts are listed below in Table 5 and following is a brief discussion of those precincts located within the impact zone.

**Table 5:** *Cultural Heritage Precincts within or immediately adjacent to the study area.*

| Precinct                                 | Nominated By Local Government | Located in Impact Zone | Located in Study Area | Located During Survey | Photo |
|--|-------------------------------|------------------------|-----------------------|-----------------------|-------|
| Eastern Residential Area, Landsborough   | CCC                           | No                     | ✓                     | ✓                     | ✓     |
| Cribb Street Precinct, Landsborough      | CCC                           | No                     | ✓                     | ✓                     | ✓     |
| Rosebed Street Precinct, Eudlo           | MSC                           | ✓                      | ✓                     | ✓                     | ✓     |
| Main Street Precinct, Palmwoods          | MSC                           | ✓                      | ✓                     | ✓                     | ✓     |
| Blackall Street Precinct, Woombye        | MSC                           | ✓                      | ✓                     | ✓                     | ✓     |
| Currie Street Precinct, Nambour          | MSC                           | No                     | ✓                     | ✓                     | ✓     |
| Lower Blackall Terrace Precinct, Nambour | MSC                           | No                     | ✓                     | ✓                     | ✓     |



#### 5.1.4.1 Rosebed Street Precinct. Eudlo

The Rosebed Street Precinct, located in the centre of the town of Eudlo, consists of a wide open street lined by early twentieth century low-rise residences and a general store. The precinct extends along Rosebed Street from Eudlo Creek to Anzac Road.

The precinct is situated adjacent to the Eudlo Railway Station and in addition to the early twentieth century timber houses, shops, state school and community hall, the streetscape features a war memorial, skate park, tennis courts, central verge and parking and a prominent eucalypt. The proximity of the precinct with the railway station is integral to its commercial viability and is enhanced by the central area of parkland, which includes recreational facilities such as a skate park and tennis courts.



**Figure 5.14:** War Memorial, Rosebed Street Eudlo.



**Figure 5.15:** View to Rosebed Street, Eudlo.

The Rosebed Street Precinct is the main street of the town of Eudlo and features a number of the town's earliest buildings still in use for their original purpose. The street demonstrates the early twentieth character of the town and remains a focus for the local community. The alignment of the street and its proximity with the railway station demonstrates the importance of the railway in the development of the town of Eudlo.

#### 5.1.4.2 Main Street Precinct. Palmwoods

The Main Street Precinct, Palmwoods, encompasses some of the earliest commercial and residential built environment in the town of Palmwoods. Formed on alignment with the existing railway line and station, Main Street features many early twentieth century low-rise shops and houses, a general store as well as the prominent Palmwoods Hotel.

The Main Street setting features an undulating topography that elevates from the train station towards the west, situating the precinct overlooking the railway infrastructure, a tangible reminder of the role of the railway in the formation of the town.



**Figure 5.16:** View to shops at north end of Main Street.



**Figure 5.17:** View to south along Main Street.

Heading north west towards Margaret Street, a perpendicular alignment that offers a continuation of the commercial centre of Palmwoods with more recently established premises, Main Street features a row of early shops, Memorial Hall and memorial clock dedicated to former Premier Nicklin. The historic formation of the Main Street Precinct is directly associated with the introduction of the Palmwoods railway station in 1891 and the continued commercial and social viability of this town centre precinct continues to be reliant on this proximity.

The Main Street Precinct, Palmwoods, is of local importance as an area of early development in Palmwoods and demonstrates the early twentieth century character of the town, featuring a number of the town's early commercial and residential buildings, including the Palmwoods Hotel and the General Store. Main Street was aligned in association with the railway and its proximity to the Palmwoods train station reinforces the importance of the railway in the development pattern of the town.

#### *5.1.4.3 Blackall Street Precinct. Woombye*

The Blackall Street Precinct, Woombye is the main street of Woombye that transects the town along an east-west axis. The street is lined with low-rise commercial premises as well as residences, many of which are early twentieth century timber framed and clad, with corrugated iron clad roofs. Blackall Street is a vibrant town centre, busy with locals and



visitors, with a streetscape that is enhanced by ample footpath, vegetation and amenities such as public benches.



**Figure 5.18:** Low-rise commercial premises, Blackall Street, Woombye.

The location of the train station at the end of the street was a contributing force to the historic development of the town of Woombye, a transport hub that remains integral to the life of the town. Blackall Street aligns towards the east from the station, along elevated topography. Prominent landmarks within the precinct include the Criterion Hotel, located overlooking the train station, as well as the adjacent War Memorial Park.

Blackall Street Precinct, Woombye, is of local significance. As the main street of Woombye, Blackall Street is a social focus and features many of the early buildings of the town. The alignment of the street demonstrates the early town plan of Woombye and the importance of the railway as a focus for its development.



**Figure 5.19:** Landscaping and amenities along Blackall Street, Woombye.

## 5.2 Non Statutory Registers and Databases

### 5.2.1 Former Register of the National Estate (RNE)

An online search of the (former) Register of the National Estate was conducted to identify places and sites of cultural heritage significance. The (former) Register of the National Estate is maintained by the Australian Heritage Council and is an inventory of Australia's natural and cultural heritage places that are worth conserving for the future. The Register of the National Estate (RNE) was frozen on 19 February 2007, which means that no new places can be added or removed, however

the Register will continue as a non-statutory register until February 2012 (see Section 3 for further discussion on historic cultural heritage legislation).

**Table 6:** Sites nominated on the (former) Register of the National Estate and located within the study area.

| Location  | Located in Impact Zone | Located in Study Area | Other Registers       | Located During Field Survey | Photo |
|---|------------------------|-----------------------|-----------------------|-----------------------------|-------|
| Pedestrian Rail Crossing Bridge and waiting shed.<br>Bray Road, Mooloolah.        | ✓                      | ✓                     | Local Government      | ✓                           | ✓     |
| Palmwoods to Buderim Tramway Route.<br>GPS 56 J 0496085 7048207                   | ✓                      | ✓                     | QLD Heritage Register | ✓                           | ✓     |
| North Coast Railway National Parks.<br>North Coast Railway Line                   | ✓                      | ✓                     |                       | ✓                           | ✓     |
| Nurses Quarters Nambour Hospital, Hospital Road, Nambour<br>(Possibly demolished) | No                     | ✓                     |                       | Not at location indicated   | No    |

#### 5.2.1.1 Pedestrian Rail Crossing, Bridge and Waiting Shed, Bray Road, Mooloolah

Refer to Section 5.1.3 – Local Government Registers; Mooloolah Railway Shelter, Bray Road, Mooloolah.

#### 5.2.1.2 Palmwoods to Buderim Tramway Route

Refer to Section 5.1.2 – Queensland Heritage Register; Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants, Chevallum Road, Palmwoods to Telco Road, Buderim.

### 5.2.1.3 North Coast Railway National Parks, North Coast Railway Line

This collection of National Parks constitute about 254ha along the North Coast Railway Line and Palmwoods-Mooloolah Road, comprising Ferntree Creek National Park (20ha) and Tuckers Creek National Park (53ha), 4km north of Nambour; Eudlo Creek National Park (43ha), Palmwoods, 8km south of Nambour; and Dularcha National Park (138ha), 2km north of Landsborough and 16km south of Nambour.



**Figure 5.20:** View to Dularcha National Park.

These small national parks are important in the conservation of remnant natural vegetation in the Sunshine Coast hinterland. A number of rare and uncommon plants are conserved as well as some fine specimens of *eucalyptus robusta*, a species poorly conserved in Queensland.

- *Seringia arborescens*, which is not commonly collected, is found in the open forest within this park. The occurrence of *fraycinettia scandens* in Dularcha National Park is the southern limit for this climber, which is common in North Queensland and New Guinea; and
- Two uncommon species *zieria furfuracea* and *stephania aculeate* occur on rainforest margins. An unused railway tunnel built in the nineteenth century within Dularcha National Park is of historic interest.

The Dularcha National Park is also the site of a section of the former North Coast Railway alignment which includes the Dularcha Tunnel and archaeological potential along the former rail alignment.

### 5.2.2 Queensland Rail Heritage Register

Queensland Rail maintain an internal database of sites and places which are considered to contain heritage value. A review of the Queensland Rail Heritage Asset Register Records revealed several sites of significance within the study area, owned by Queensland Rail (Table 7). Following Table 7 is a brief discussion of sites located within the impact zone.

**Table 7:** Queensland Rail Heritage Asset Register Records listings in or immediately adjacent to the study area.

| Heritage Place                             | Address   | Located in Impact Zone | Located in Study Area | Other Registers       | Located During Survey | Photo |
|--|---|------------------------|-----------------------|-----------------------|-----------------------|-------|
| Landsborough Crane                         | Landsborough Train Station,                           | No                     | ✓                     |                       | ✓                     | ✓     |
| Landsborough Train Station and Foot Bridge | Landsborough Train Station.                           | No                     | ✓                     | Local Government      | ✓                     | ✓     |
| Landsborough Air Raid Shelter              | Landsborough Train Station, Landsborough              | No                     | ✓                     | Local Government      | ✓                     | ✓     |
| Palmwoods to Buderim Tramway Route         | Brecon Crescent, Buderim to Chevallum Road, Palmwoods | ✓                      | ✓                     | QLD Heritage Register | ✓                     | ✓     |
| Palmwoods Train Station                    | Main Street, Palmwoods                                | ✓                      | ✓                     | Local Government      | ✓                     | ✓     |
| Palmwoods Goods Shed                       | Main Street, Palmwoods                                | ✓                      | ✓                     | Local Government      | ✓                     | ✓     |
| Woombye Station                            | Woombye   | ✓                      | ✓                     |                       | ✓                     | ✓     |
| Nambour Station                            | Nambour   | ✓                      | ✓                     |                       | ✓                     | ✓     |



#### *5.2.2.1 Palmwoods to Buderim Tramway Route, Brecon Crescent, Buderim to Chevallum Road, Palmwoods*

Refer to Section 5.1.2 – Queensland Heritage Register; Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants, Chevallum Road, Palmwoods to Telco Road, Buderim.

#### *5.2.2.2 Palmwoods Train Station, Main Street, Palmwoods*

Refer to Section 5.1.3 – Local Government Registers; Palmwoods Railway Station and Goods Shed, Railway Street, Palmwoods.

#### *5.2.2.3 Palmwoods Goods Shed, Main Street Palmwoods*

Refer to Section 5.1.3 – Local Government Registers; Palmwoods Railway Station and Goods Shed, Railway Street, Palmwoods.

#### *5.2.2.4 Woombye Station, Woombye*

The Woombye Train station was constructed at the time of the North Coast Railway Line in the 1890s. The station building is a timber framed and weatherboard clad structure with corrugated iron cladding to gable roof. The station features arched decorative timber brackets to the eaves. The station building is situated on the eastern side of the railway.

The original station building is local significance as an important early example of a railway station infrastructure, predating 1900 and associated with the introduction of the North Coast Railway Line in the 1890s.

To the western side of the platform, the former Woombye Mill site offers a potential archaeological record.



**Figure 5.21:** Woombye Train Station, Woombye

#### 5.2.2.5 Nambour Train Station, Nambour

The Nambour train station is a busy transport centre for the town of Nambour, the terminus for the North Coast Railway commuter line to Brisbane. The main station building was officially opened in 1963 and is a rendered masonry low set structure with interlocking skillion rooflines, typical of its era.



Although demonstrating the continued importance of the railway to Nambour and the local area, the site is unlikely to satisfy the criteria for entry onto local or state heritage registers.

**Figure 5.22:** Nambour Train Station, Nambour

#### 5.2.3 Queensland Department of Main Roads Nominated Sites

The Queensland Government Department of Main Roads is currently undertaking a review of cultural heritage items associated with road infrastructure of the Sunshine Coast Area (Jones 2008). Currently, only one site of note has been identified within the broad area between Landsborough and Nambour. Although adjacent, this site is not located within the study area.

#### 5.2.4 National Trust Listings

Although the Qld National Trust Register does not attribute any legislative protection, sites and places listed on the register can contribute to the discussion of heritage and can often include site and places which have been overlooked previously for entry onto local or State heritage registers. The sites listed in Table 8 were identified as relevant to the study area. Following is a brief discussion of those sites located within the impact zone.

**Table 8:** National Trust Register listings in or immediately adjacent to the study area.

| Heritage Site or Place  | Address   | Located in Impact Zone | Located in Study Area | Other Registers  | Located During Survey | Photo |
|---|---|------------------------|-----------------------|--|-----------------------|-------|
| Former Landsborough Post Office   | Caloundra Street, Landsborough                              | No                     | ✓                     |  | ✓                     | ✓     |
| Former Jewellers Shop   | Cnr Old Landsborough and Maleny Roads, Landsborough         | No                     | ✓                     |  | ✓                     | ✓     |
| Former Butchers Shop  | 26 Cribb Street, Landsborough                               | No                     | ✓                     | Local Government Register                                  | ✓                     | ✓     |
| Former Bakery   | 28 Cribb Street, Landsborough                               | No                     | ✓                     | Local Government Register                                  | ✓                     | ✓     |
| Dularcha Railway Tunnel   | Tunnel Ridge Road, Mooloolah                                | No                     | ✓                     | Queensland Heritage Register/<br>Local Government Register | ✓                     | ✓     |
| Mooloolah railway shelter   | Bray Road, Mooloolah  | ✓                      | ✓                     | RNE and Local Government Register                          | ✓                     | ✓     |
| 19 <sup>th</sup> century blazed Gum Tree <i>Eucalyptus Tereticornis</i> | Cnr Highlands Road and Rosebed Street, Eudlo                | No                     | No                    |  | ✓                     | ✓     |
| Palmwoods Shops   | Margaret Street, Palmwoods                                  | No                     | ✓                     |  | ✓                     | ✓     |
| Group of Trees  | Kolara Park Vicinity, Palmwoods<br>GPS 56 J 0495901 7052157 | ✓                      | ✓                     |  | ✓                     | ✓     |
| Blackbutt Tree  | Old Chevallum Road, Palmwoods                               | No                     | ✓                     |  | ✓                     | ✓     |

| Heritage Site or Place                    | Address   | Located in Impact Zone | Located in Study Area | Other Registers | Located During Survey | Photo |
|---|---|------------------------|-----------------------|-----------------|-----------------------|-------|
|   | GPS 56 J 0496822 7047962  |                        |                       |                 |                       |       |
| Turpentine Tree                           | Old Chevallum Road, Palmwoods   | No                     | ✓                     |                 | ✓                     | ✓     |
| Group of Trees                            | Nicklin Road, Palmwoods<br>GPS 56 J 0496025 7048376<br>GPS 56 J 0496342 7048233 | No                     | ✓                     |                 | ✓                     | ✓     |
| Blackbutt Tree                            | Uniting Church, Palmwoods<br>GPS 56 J 0496065 7048241                           | No                     | ✓                     |                 | ✓                     | ✓     |
| Flooded Gum, Hill Street Palmwoods        | Hill Street, Palmwoods<br>GPS 56 J 0495910 7048189                              | No                     | ✓                     |                 | ✓                     | ✓     |
| Deciduous Fig                             | Jubilee Drive, Palmwoods  | No                     | ✓                     |                 | No                    | No    |
| Group of trees                            | Palmwoods Footpath & Shelter area, Chevallum Road, Palmwoods                    | ✓                      | ✓                     |                 | ✓                     | ✓     |
| Black She Oak                             | Stanley Street, Palmwoods<br>0495537 7047349                                    | No                     | ✓                     |                 | ✓                     | ✓     |
| Remnant Forest Group                      | Paskins Road, Palmwoods (near Eudlo Creek Nat Park)<br>GPS 56 J 0496129 7046461 | ✓                      | ✓                     |                 | ✓                     | ✓     |
| Federation Park Tree Group                | Primrose Ct, Palmwoods  | No                     | No                    |                 | ✓                     | ✓     |
| Nicklin Road/Chevallum Road Tree Precinct | Nicklin Road, Palmwoods   | ✓                      | ✓                     |                 | ✓                     | ✓     |

| Heritage Site or Place                           | Address                       | Located in Impact Zone | Located in Study Area | Other Registers | Located During Survey     | Photo |
|--|-------------------------------|------------------------|-----------------------|-----------------|---------------------------|-------|
|  | GPS 56 J 0496040 7048385      |                        |                       |                 |                           |       |
| Blackbutt Tree                                   | Chevallum Road Palmwoods      | ✓                      | ✓                     |                 | ✓                         | ✓     |
| Maroochy Shire Former Nambour Post Office        | Currie Street Nambour         | No                     | ✓                     |                 | No                        | No    |
| Uniting Church Nambour (former Methodist Church) | 37 Coronation Avenue, Nambour | No                     | No                    |                 | ✓                         | ✓     |
| Former Nurses' Quarters - Nambour Hospital       | Hospital Road Nambour         | No                     | ✓                     | RNE             | Not at location indicated | No    |

#### *5.2.4.1 Mooloolah Railway Shelter, Bray Road, Mooloolah*

Refer to Section 5.1.3 – Local Government Register; Mooloolah Railway Shelter, Mooloolah.

#### *5.2.4.2 Group of Trees, Kolora Park Vicinity, Palmwoods*

The forested area to the northern side of Kolora Park includes a number of mature Blackbutt, paperbarks and various eucalypt species.



**Figure 5.22 and 5.23:** Various mature tree species south of, Kolora Park, Chevallum Road, Palmwoods.

#### *5.2.4.3 Group of Trees, Palmwoods Footpath & Shelter area, Chevallum Road, Palmwoods*



**Figure 5.24:** Palmwoods Footpath and shelter area, Chevallum Road, Palmwoods.



#### 5.2.4.4 Remnant Forest Group, Paskins Road, Palmwoods (near Eudlo Creek Nat Park)



**Figure 5.25:** Remnant forest, Paskins Road, Palmwoods.



**Figure 5.26:** Tree Precinct, Nicklin Road, Palmwoods.

#### 5.2.4.5 Nicklin Road/Chevallum Road Tree Precinct, Nicklin Road, Palmwoods

Refer Figure 5.22 and 5.23

#### 5.2.4.6 Blackbutt Tree, Chevallum Road Palmwoods



This Black Butt tree located in the vegetated area on the southern side of Kolora Park is noted as being approximately 200 years old. The tree appears to be in good condition.

**Figure 5.27:** 200 year old Blackbutt tree, Kolora Park, Chevallum Road, Palmwoods.

Representing a collection of mature trees from the local area that have been recognised for their natural and aesthetic contribution to the landscape. From a heritage perspective, this report considers these trees to have local significance.

## 6.0 Previously Unknown Sites

### 6.1 Sites Under Consideration for the Queensland Heritage Register

In addition to these heritage listed sites, the Environmental Protection Agency (EPA) has been undertaking a state wide survey of potential sites for recommendation for inclusion on the Queensland Heritage Register. Within or immediately adjacent to the study area, sites of potential state significance identified in the state wide survey are listed below in Table 9.

**Table 9:** Sites under consideration by the EPA state wide survey for nomination to the Queensland Heritage Register.

| Location                          | Address  | Located in Impact Zone | Located in Study Area | Located During Field Survey | Photo |
|-----------------------------------|--|------------------------|-----------------------|-----------------------------|-------|
| Landsborough Air Raid Shelter     | Landsborough Station, Landsborough               | No                     | ✓                     | ✓                           | ✓     |
| Old Bruce Highway Rest Areas      | Jowarra, Steve Irwin Way, Landsborough           | No                     | No                    | No                          | No    |
| Bankfoot House                    | 1998 Old Gympie Road                             | No                     | No                    | No                          | No    |
| Old Bruce Highway Road Rest Areas | Nambour Connection Road. GPS 56J 0496824 7051797 | No                     | No                    | ✓                           | ✓     |
| Big Pineapple                     | Nambour Connection Road, Nambour                 | No                     | No                    | ✓                           | ✓     |

## 6.2 Previously Unknown Sites and Places

Heritage sites and places in the vicinity of the study area can be found on a range of registers. The way in which a site or place can be included in a heritage register can be the result of a relatively ad-hoc approach towards significance assessment of heritage sites and places. A registration application can result from an applicant for a place believed to be significant, rather than from an overarching study of an area with the aim of defining all sites or places that meet the criteria of the *Queensland Heritage Act*.

As a result, the potential exists for sites and places of heritage significance in the study area, which are currently unrecognised. A field survey was conducted in an attempt to capture a suitable cross section of sites and places which are currently unknown within the study area.

In addition to this visual search for previously unknown sites, feedback from the community was considered, with sites nominated by the public and former councils as requiring further investigation extending the search for potential cultural heritage values. Previously unknown sites located within or immediately adjacent to the study area are listed below in Table 10. Sites located within the impact zone are discussed briefly below.

**Table 10:** Previously unknown sites in or immediately adjacent to the study area.

| Heritage Site or Place   | Address  | Located by             | Located in Impact Zone | Located in Study Area | Located During Survey | Photo |
|--|--|------------------------|------------------------|-----------------------|-----------------------|-------|
| RSL Memorial   | Corner of Cribb Street and Maleny Street, Landsborough                   | Field Survey           | No                     | ✓                     | ✓                     | ✓     |
| Row of late 19 <sup>th</sup> to early 20 <sup>th</sup> century high-set houses | 16A-20 Cribb Street  | Field Survey           | No                     | ✓                     | ✓                     | ✓     |
| CWA Park and Hall  | Adjacent to railway lines, Old Landsborough Road, Landsborough           | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| Early 20 <sup>th</sup> century timber low-set house                            | 8 Maleny Street, Landsborough  | Field Survey           | No                     | ✓                     | ✓                     | ✓     |
| Row of late 19 <sup>th</sup> to early 20 <sup>th</sup> century high-set houses | 16, 20, 22 & 30 Caloundra Street, Landsborough                           | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| House  | Adjacent to Magistrates Court, Caloundra Street, Landsborough            | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| Boiler from Imbergers Mill   | Vacant Lot beside Mellum Creek, Landsborough                             | Caloundra City Council | No                     | No                    | No                    | No    |
| Pet Cemetery   | Tunnel Ridge Road, Landsborough to Mooloolah<br>GPS 56 J 0497187 7038965 | Field Survey           | No                     | ✓                     | ✓                     | ✓     |
| Martin Rungert Park  | Town centre, Bray Road, Mooloolah  | Field Survey           | ✓                      | ✓                     | ✓                     | ✓     |

| Heritage Site or Place                   | Address  | Located by             | Located in Impact Zone | Located in Study Area | Located During Survey | Photo |
|--|--|------------------------|------------------------|-----------------------|-----------------------|-------|
| Village Green Park                       | Corner Bray Road and Paget Street, Mooloolah                     | Field Survey           | No                     | No                    | ✓                     | ✓     |
| Mooloolah (Mary Higgs) Conservation Park | Mooloolah Connection Road, Mooloolah<br>GPS 56 J 0497100 7039636 | Public                 | No                     | ✓                     | ✓                     | ✓     |
| Mooloolah Public Hall (Built 1905)       | Bray Road, Mooloolah   | Caloundra City Council | No                     | No                    | ✓                     | ✓     |
| Mooloolah Masonic Hall                   | Paget Street, Mooloolah  | Caloundra City Council | No                     | No                    | No                    | No    |
| 19 Paget Street                          | 19 Paget Street, corner of Hatten, Mooloolah                     | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| King's Farm House                        | 24 Paget Street, Mooloolah                                       | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| Timber Beam Bridge                       | Paget Road, Mooloolah<br>GPS 56J 0496440 7039193                 | Field Survey           | ✓                      | ✓                     | ✓                     | ✓     |
| Concrete and stone culvert               | Dularcha National Park, GPS 56J 0496388 7038781                  | Field Survey           | No                     | ✓                     | ✓                     | ✓     |
| 28 Paget Street                          | 28 Paget Street, Mooloolah                                       | Field Survey           | No                     | ✓                     | ✓                     | ✓     |
| The Old E. S. & A. Bank                  | 14 Railway Street and Hatten Street, Mooloolah                   | Caloundra City Council | ✓                      | ✓                     | No                    | No    |

| Heritage Site or Place            | Address  | Located by             | Located in Impact Zone | Located in Study Area | Located During Survey | Photo |
|-----------------------------------|--|------------------------|------------------------|-----------------------|-----------------------|-------|
| Old Railway Bridge (Mooloolah R)  | Neil Road, Eudlo-Mooloolah River<br>GPS 56 J 0496258 7040214 | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| Mooloolah State School            | Bray Road and King Road                                      | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| Residence                         | 10 Mooloolah Connection Road                                 | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| Mooloolah Valley Community Centre | Bray Road, Mooloolah   | Field Survey           | No                     | ✓                     | ✓                     | ✓     |
| St Thomas Church                  | 29 Bray Road, Mooloolah                                      | Caloundra City Council | No                     | ✓                     | ✓                     | ✓     |
| Residence                         | 43 Neill Road, Mooloolah                                     | Public                 | ✓                      | ✓                     | ✓                     | ✓     |
| Former Dairy                      | 87 Neill Road, Mooloolah                                     | Public                 | ✓                      | ✓                     | ✓                     |       |
| Private Residence                 | 112 Eudlo Road, Mooloolah                                    | Public                 | No                     | ✓                     | ✓                     | ✓     |
| Residence                         | 30 Eudlo Road, Mooloolah                                     | Field Survey           | No                     | ✓                     | ✓                     | ✓     |
| Residence                         | 1 Eudlo School Road, Eudlo                                   | Field Survey           | ✓                      | ✓                     | ✓                     | ✓     |
| Residence                         | 2 Eudlo School Road  | Public                 | ✓                      | ✓                     | ✓                     | ✓     |
| Residence                         | 22 Eudlo School Road, Eudlo                                  | Public                 | ✓                      | ✓                     | ✓                     | ✓     |
| Residence                         | 69 Eudlo School Road, Eudlo                                  | Public                 | ✓                      | ✓                     | ✓                     |       |



| Heritage Site or Place   | Address  | Located by   | Located in Impact Zone | Located in Study Area | Located During Survey | Photo |
|--|--|--------------|------------------------|-----------------------|-----------------------|-------|
| Eudlo Centenary Memorial Tree (1892-1992)                                    | Central verge, Rosebed Street, Eudlo                                     | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Former Church  | 20 Anzac Road, Eudlo   | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| War Memorial   | Central verge, Rosebed Street, Eudlo                                     | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Skate Park with mature plantings   | Rosebed Street, Eudlo  | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Timber plank road bridge over railway line                                   | 1 Rosebed Street, Eudlo  | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |
| Timber framed bridge crossing Eudlo Creek                                    | Rosebed Street, approach to Eudlo from south<br>GPS 56 J 0495963 7043530 | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Eudlo Creek (Olsens) Timber Mill   | Palmwoods Mooloolah Road, Eudlo<br>GPS 56J 0495777 7044170               | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |
| Eudlo Rail Tunnel  | 1.5km south of Eudlo, along existing rail line                           | Public       | ✓                      | ✓                     | No                    | No    |
| 1900's House   | Residence, 22 Bamboo Road, Palmwoods                                     | Public       | No                     | No                    | No                    | -     |
| Sir Francis Nicklin Memorial Clock, Outlook and 'Citizens Remembered' Tiling | Main Street, Palmwoods<br>GPS 56 J 0495959 7048237                       | Field Survey | No                     | ✓                     | ✓                     | ✓     |

| Heritage Site or Place   | Address   | Located by   | Located in Impact Zone | Located in Study Area | Located During Survey | Field | Photo |
|--|---|--------------|------------------------|-----------------------|-----------------------|-------|-------|
| Palmwoods Post Office  | Margaret Street, Palmwoods  | Field Survey | No                     | ✓                     | ✓                     |       | ✓     |
| Palmwoods Kolora Park, freshwater lagoon, walking trail and mature plantings | Chevallum Road, Palmwoods   | Public       | ✓                      | ✓                     | ✓                     |       | ✓     |
| Railway Workers Cottages   | 37, 43-47 Main Street, Palmwoods                                  | Public       | ✓                      | ✓                     | ✓                     |       | ✓     |
| Workers Cottage  | 18 Main Street, Palmwoods   | Field Survey | No                     | ✓                     | ✓                     |       | ✓     |
| Palmwoods CWA Hall   | Main Street, Palmwoods  | Field Survey | ✓                      | ✓                     | ✓                     |       | ✓     |
| Flooded Gum  | Palmwoods Railway Station, Palmwoods<br>GPS 56 J 0496019 7048200  | Field Survey | ✓                      | ✓                     | ✓                     |       | ✓     |
| Medical Centre / former shop   | Corner of Briggs and Margaret Streets, Palmwoods                  | Field Survey | ✓                      | ✓                     | ✓                     |       | ✓     |
| Palmwoods Bowls Club   | Chevallum Road, Palmwoods   | Public       | ✓                      | ✓                     | ✓                     |       | ✓     |
| Residence (1913 House)   | 8-10 Chevallum Road Palmwoods                                     | Public       | ✓                      | ✓                     | ✓                     |       | ✓     |
| Residence  | 4 Railway Street, Palmwoods                                       | Public       | ✓                      | ✓                     | Access Required       |       | ✓     |
| Residence  | Palmwoods Mooloolah Road, Palmwoods<br>GPS UTM 56J 496215 7047692 | Public       | ✓                      | ✓                     | ✓                     |       | ✓     |

| Heritage Site or Place                     | Address   | Located by   | Located in Impact Zone | Located in Study Area | Located During Survey | Photo |
|--|---|--------------|------------------------|-----------------------|-----------------------|-------|
| Early 20 <sup>th</sup> Century House       | 48 Chevallum Road, Palmwoods  | Public       | ✓                      | ✓                     | ✓                     | ✓     |
| Residence                                  | 108 Paskins Road, Palmwoods   | Public       | ✓                      | ✓                     | ✓                     |       |
| Produce Sheds                              | Main Street, Palmwoods  | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |
| Brady's Fruit and Veg Building             | Road to Woombye<br>GPS UTM 56 J0497327 7048908                            | Field Survey | No                     | No                    | ✓                     | ✓     |
| Woombye War Cemetery (1889)                | Road to Woombye<br>GPS UTM 56 J 0498520 6964129                           | Field Survey | No                     | No                    | ✓                     | ✓     |
| CWA Park with mature plantings             | Park Street, Woombye  | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |
| Scout Hall                                 | West side of train tracks near station                                    | Public       | ✓                      | ✓                     | ✓                     | ✓     |
| Soccer Club and Showgrounds                | West side of train tracks near station                                    | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |
| Church                                     | Evangelical Lutheran Trinity Congregation, 29 Back Woombye Road, Woombye. | Public       | ✓                      | ✓                     | ✓                     | ✓     |
| Late 19 <sup>th</sup> century timber house | 19 Nicklin Road, Palmwoods  | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Timber road bridge                         | Blackall Range Road, Woombye<br>GPS UTM 56 J 0498481 6964135              | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |

| Heritage Site or Place                                      | Address  | Located by   | Located in Impact Zone | Located in Study Area | Located During Survey | Photo |
|---|--|--------------|------------------------|-----------------------|-----------------------|-------|
| 1920s House   | Thompson Residence,<br>15 Blackall Terrace, Nambour        | Public       | No                     | ✓                     | ✓                     | ✓     |
| Historic Houses   | Staines Residence and others, 42<br>Vernon Street, Nambour | Public       | ✓                      | ✓                     | ✓                     | ✓     |
| Community Hall  | 20-24 Price Street, Nambour                                | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |
| Early 20 <sup>th</sup> century timber shop                  | Corner Price Street and Hospital<br>Road, Nambour          | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |
| Asymmetrical Bungalow                                       | 43 Price Street, Nambour                                   | Field Survey | ✓                      | ✓                     | ✓                     | ✓     |
| Former Station Master's House                               | 47 Price Street, Nambour                                   | Public       | ✓                      | ✓                     | ✓                     | ✓     |
| Former Moreton Sugar Mill Engineer's Office                 | Nambour Historical Museum,<br>Mitchell Street, Nambour     | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Early 20 <sup>th</sup> century low rise commercial          | 120 Currie Street, Nambour                                 | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Chadwick Chambers and adjacent shop                         | Currie Street, Nambour, opposite<br>Club Hotel             | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Commercial character (currently Army Surplus and Bakehouse) | 131 Currie Street, opposite 120<br>Currie Street.          | Field Survey | No                     | ✓                     | ✓                     | ✓     |
| Memorial Park and Cenotaph                                  | Corner of Blackall Terrace and<br>Coronation Avenue        | Field Survey | No                     | ✓                     | ✓                     | ✓     |

| Heritage Site or Place                      | Address             | Located by   | Located in Impact Zone | Located in Study Area | Located During Survey | Field | Photo |
|---|---------------------|--------------|------------------------|-----------------------|-----------------------|-------|-------|
| Early 20 <sup>th</sup> century timber house | 4 Blackall Terrace  | Field Survey | No                     | ✓                     | ✓                     |       | ✓     |
| Early 20 <sup>th</sup> century timber house | 17 Blackall Terrace | Field Survey | No                     | ✓                     | ✓                     |       | ✓     |
| Early 20 <sup>th</sup> century timber house | 33 Blackall Terrace | Field Survey | No                     | ✓                     | ✓                     |       | ✓     |
| Early 20 <sup>th</sup> century timber house | 37 Blackall Terrace | Field Survey | No                     | ✓                     | ✓                     |       | ✓     |

### 6.2.1 Residence, 43 Neill Road, Mooloolah

This late nineteenth century colonial was relocated to the site eighteen years ago from



Toogoolawah (Manteufel pers. comm.). No other structures were present on the predominantly level prior to the introduction of the house. The house is a fine example of a late nineteenth century timber residence, although it is not located in its original context. The site does not meet the criteria for entry onto local or state heritage registers.

**Figure 6.1:** View from south to 43 Neill Road, Mooloolah.

### 6.2.2 Former Dairy, 87 Neil Road, Mooloolah

The farm at 87 Neill Road is reportedly one of the earliest dairy farms in Mooloolah and was the last to be operation in the area (Vener pers. comm.). The farm is set amongst picturesque rolling hills of green pastures juxtaposed with mature trees to the gullies. The farm was originally owned and operated by the Neill family, after whom the adjacent road is named. Located on the property are a number of features relating to the early twentieth century origin of the farm including: original hipped roofed and weatherboard clad farm house dating to approximately the 1920s, which has been modified over time; timber milking bails complete with post and rail fencing and early equipment; machinery sheds with a range of early machinery and equipment; mature plantings including a ninety year old Macadamia Tree, several mature Figs and a mature Norfolk Pine.



**Figure 6.2:** View north to dairy sheds, 87 Neill Road.



**Figure 6.3:** 1920s Farm House, 87 Neill Road



A modern brick and tile house was built by the current owners. The farm extends to the Mooloolah River along which several mature trees are situated, including two which have been modified by the introduction of steel pegs at approximately 300mm intervals to the full height of the tree. This reason for the pegs is not known.

The farm is of local significance as an early and potentially the longest operating dairy farm in the Mooloolah area. The farm is located in a picturesque setting and retains much of the early infrastructure and equipment associated with early and continued dairy farming.

### 6.2.3 Timber Beam Bridge, Paget Street, Mooloolah

Located along the closed section of a bitumen road at the end of Paget Street, this timber road bridge is sited at a crossing of the South Mooloolah River. The deck bridge is of timber beam construction with both horizontal and vertical boarding. Visual inspection of the bridge revealed an apparent range of phases of modification.



**Figure 6.4:** View to timber road bridge from north.



**Figure 6.5:** Detail view of bridge deck.

The location of the bridge is in proximity to the former North Coast Railway alignment, although the steep incline to the northern approach to the bridge would be unsuitable for locomotives and thus the bridge was most likely an early road bridge. The bridge is considered to be of local significance as a good example of early road infrastructure for the area.

#### 6.2.4 Martin Rungert Park, Town centre, Bray Road, Mooloolah



**Figure 6.6:** View to Martin Rungert Park from SE.

The Martin Rungert Park is located in the centre of Mooloolah Township. The Park is shaded by a range of mature plantings including paperbarks and palm trees as well as Eucalypts and features a range of recreational facilities including children's playground, barbeques and picnic tables. Martin Rungert Park is centrally located within the town of Mooloolah and has aesthetic and social value for the local community and therefore considered to be of local significance.

#### 6.2.5 RSL Memorial, Corner of Cribb Street and Maleny Street, Landsborough



The RSL Memorial Park is located on the prominent corner of Cribb and Maleny Streets, adjacent to open parkland and proximal to the Landsborough Train Station. The park includes a Vietnam War Services Memorial. The Memorial Park is significant to the local community and family and friends of defence personnel.

**Figure 6.7:** View from south to RSL Park, Landsborough.



### 6.2.6 Residence, 1 Eudlo School Road, Eudlo

Set on an elevated position, this double gabled 1930s weather board clad single story residence,



featuring deep set verandas and decorative gable infill, provides a representative example of residence built for the time in the local area. From a heritage perspective this residence is considered to be of local significance.

**Figure 6.8:** View from north to 1 Eudlo School Road, Eudlo.

### 6.2.7 Residence, 2 Eudlo School Road

A visual assessment from the road revealed the property featured a range of farm buildings near the creek, potentially from the early twentieth century. The house is set further up the hill and is a gable roofed and weatherboard clad with sets of four casement windows which suggest that it is of late 1940s design. Further assessment may provide more information about the property, although at this time it appears to be of limited heritage value and unlikely to satisfy entry onto the local or state heritage registers.



**Figure 6.9:** View from south to farm sheds 2 Eudlo School Road, Eudlo.



**Figure 6.10:** View from south to house 2 Eudlo Road, Eudlo

### 6.2.8 Residence, 22 Eudlo School Road, Eudlo

A visual inspection from the road suggested the house is a mid twentieth century gable roofed low set structure with skillion veranda extension to the northern elevation. The house is set back from the road and is framed to the east by mature plantings of a variety of species. Further assessment

may provide more information about the property, although at this time it appears to be of limited heritage value and unlikely to satisfy entry onto the local or State heritage registers.



**Figure 6.11:** View from south to 22 Eudlo School Road.



**Figure 6.12:** View from SW to 22 Eudlo School Rd.

### 6.2.9 Residence, 69 Eudlo School Road, Eudlo

This early twentieth century gable roofed and weatherboard clad residence is set atop a hill with associated farm sheds and mature plantings. From a heritage perspective this residence is considered to be of local significance.



**Figure 6.13:** View from south to 69 Eudlo School Road.



**Figure 6.14:** View of chicken coops.

### 6.2.10 Timber plank road bridge, Rosebed Street, Eudlo

Early timber pier, beam and plank road bridge at the crossing of Eudlo Creek is possibly constructed at the same time as the North Coast Rail Line in 1890s. The bridge is considered to be of local significance as an example of early infrastructure for the area.





**Figure 6.15:** Timber road bridge, Rosebed St, Eudlo

#### 6.2.11 Eudlo Creek Timber Mill, Palmwoods Mooloolah Road, Eudlo

The former timber mill was opened in 1911 and was in operation until at least 1998 (See Section 4).



The site currently features one main gable roofed milling shed and two other smaller associated sheds, although aerial photographs as recent as 2002 suggest the complex included a considerable collection of buildings. The former Eudlo Creek Timber Mill site was a major economic force for the town of Eudlo throughout the twentieth century and is considered to be of local significance.

**Figure 6.16:** Eudlo Creek Timber Mill, view from NW.

#### 6.2.12 Kolora Park, Palmwoods, walking trail and mature plantings, Chevallum Road, Palmwoods

The Kolora Park freshwater lagoon, parkland and adjacent walking tracks through mature subtropical forest, is a prominent social and natural feature of the Palmwoods town centre. Located adjacent to the existing railway, on the corner of Chevallum Road and Woombye Palmwoods Road, Palmwoods, the Park is a popular recreational location for the local community and passing visitors alike. Fed by Palm Tree Creek, the Lagoon has been in use by travellers since early settlement and was a designated Camping Reserve, Water Hole and Railway Reserve at the time of Palmwoods initial survey in 1891 (See Figure 2.1). However, as it is located along the former Gympie Road, the reserve was most likely in use by travellers prior to this time.

The Kolora Park Freshwater Lagoon currently features a range of recreational facilities including seating, children's playground, boardwalk with gazebo, memorial plaques, interpretive displays illustrating the history of the town, as well as the walkway through forest which includes numerous 100 and 200 year old Black Butt (Eucalyptus Pilularis).



**Figure 6.17:** View facing north to lagoon, Kolora Park.



**Figure 6.18:** View to Kolora Park vegetation and walking track entrance.

The Kolora Park Reserve is considered to be of high local significance as an example of early reserve still in use by the local and broader community. The Reserve plays an important role in function of the town as a central recreational and natural area for public use.

#### 6.2.13 Railway Workers Cottages, 37, 43-47 Main Street, Palmwoods

This series of former railway workers cottages are associated with the operation of the Palmwoods Railway Station. The cottages are located adjacent to the railway line. The cottages are of local significance for their association with the operation of the North Coast Railway Line and as part of the early character of the town of Palmwoods.



**Figure 6.19 to 6.20:** View to Railway Cottages located along Main Street, Palmwoods.



#### 6.2.14 Palmwoods CWA Hall, Main Street, Palmwoods



**Figure 6.21:** View facing east to CWA, Palmwoods.

This fibrous cement clad low set structure with hipped roof, projecting gable and gabled porch is the venue for the local Country Women's Association (CWA). It is significant to members of the CWA and has local significance for its role in the social history of the town of Palmwoods.

#### 6.2.15 Flooded Gum, Palmwoods Railway Station, Palmwoods,

Mature Flooded Gum located adjacent to the Palmwoods Railway Station. The mature tree has local aesthetic and natural values and considered to be of local heritage significance.

#### 6.2.16 Medical Centre / former shop, Corner of Briggs and Margaret Streets, Palmwoods



**Figure 6.22:** View facing NW to Shop, Palmwoods.

Early twentieth century shop located in the centre of Palmwoods. Gabled roofline with signage parapet and shopfront awning. This shop is considered to be of local significance as example of early twentieth century commercial character for Palmwoods. A collection of other shops of similar heritage value are located in the Main Street Precinct (See Section 5.1.4.2)

### 6.2.17 Palmwoods Bowls Club, Chevallum Road, Palmwoods



**Figure 6.23:** View facing east to Palmwoods Bowls Club, Palmwoods.

The Palmwoods Bowls Club is a modern complex of low set rendered block and Colourbond steel gabled and hipped rooflines. The Club includes a series of greens. The Palmwoods Bowls Club was former in 1931 (the first on the Sunshine Coast), although the Club has been located at the site since 1940. The site provides a recreational and social venue for the local community and is considered to be of local social significance.

### 6.2.18 Residence (1913 House), 8-10 Chevallum Road Palmwoods

This early twentieth century low set timber framed and weatherboard and VJ clad house is situated on an ample block which undulates toward a gully adjacent to the railway line. The original house form is an asymmetrical bungalow with porch and front facing veranda. The house has been extended and modified although much of the original 1913 fabric remains and is in good condition. From a heritage perspective this site is considered to be of local significance as intact example of early residence for the area.



**Figure 6.24:** Half timbered gable detail, 8 Chevallum Road.

#### 6.2.19 Residence, 4 Railway Street, Palmwoods



Inspection was not conducted for this property. No conclusion is available in relation to its heritage significance at this time.

**Figure 6.25:** Residence, 4 Railway Street, Palmwoods.

#### 6.2.20 Residence, Palmwoods Mooloolah Road, Palmwoods



Low set bungalow, possible late nineteenth century. From a heritage perspective this site is considered to be of local significance as intact and representative example of an early residence for the area.

**Figure 6.26:** View facing north to residence, Palmwoods Mooloolah Road, Palmwoods.

#### 6.2.21 Residence, 48 Chevallum Road, Palmwoods



Early twentieth century, multi gabled weatherboard clad residence. (Refer Chevallum Street Precinct). From a heritage perspective this site is considered to be of local significance as an intact and representative example of early residence for the area.

**Figure 6.27:** View facing west to 48 Chevallum Road, Palmwoods.



### 6.2.22 Residence, 108 Paskins Road, Palmwoods

The residence is situated on an elevated position amongst rolling hills. According to the current owner, the original house was a 1940s fibro cottage which has been recently extended and modified. From a heritage perspective this site appears to present limited heritage value and unlikely to satisfy entry onto the local or state heritage registers.



**Figure 6.28:** View west to 108 Paskins Rd, Palmwoods. **Figure 6.29:** 1940s view west to 108 Paskins Rd,

### 6.2.23 Produce Sheds, Main Street, Palmwoods

These timber framed and weatherboard clad produce shed were likely to have been constructed in the early twentieth century. From a heritage perspective the gable roofed, timber framed and weatherboard clad sheds are of local significance for their association with the agricultural economy of early Palmwoods and their proximity with the railway, highlighting the importance of the railway for the economic viability of the town.



**Figure 6.30:** View east to Palmwoods Produce Sheds, Palmwoods

#### 6.2.24 CWA Park with mature plantings, Park Street, Woombye



The CWA Park located at the end of Blackall Street, Woombye, is a picturesque park which features a children's playground and toilet facilities. From a heritage perspective the site is of local significance for its aesthetic values and its association with the local CWA.

**Figure 6.31:** View SW to CWA Park, Park Street, Woombye.

#### 6.2.25 Scout Hall, Back Woombye Road, Woombye

The Woombye Scout Hall is a timber framed and weather board clad gable roofed structure which has been elevated and significantly modified through time. The Hall is centred on a fenced parcel of land proximally located to the Woombye Showgrounds and it is possible that the two once shared some function. From a heritage perspective the Scout Hall has local significance as demonstrating the importance of recreational organisations such as the Scouts to the local community.



**Figure 6.32:** View south to Woombye Scout Hall.



**Figure 6.33:** View north to Woombye Scout Hall.

#### 6.2.26 Soccer Club and Showgrounds, West side of train tracks near station

The current site of the Woombye Soccer Club and former Woombye Showgrounds have been in use for recreational purposes since at least the 1920s. The showground arena has been named after Eric and Marg Barrett. The site is of local significance for its association with the Woombye show and continued utilisation for recreational purposes throughout the twentieth century for the area.





**Figure 6.34:** View west to Woombye Soccer Club.



**Figure 6.35:** View north to Showgrounds.

#### 6.2.27 Evangelical Lutheran Trinity Congregation, Woombye, 29 Back Woombye Road Woombye.

The Evangelical Lutheran Trinity Church, located to the western side of the railway tracks, opposite the main centre of Woombye, is a modern gable roofed structure of composite construction. The Church is located on a large open block defined by mature plantings. From a heritage perspective this site appears to be of limited heritage value and unlikely to satisfy entry onto the local or state heritage registers.



**Figure 6.36:** Evangelical Lutheran Trinity Congregation.



**Figure 6.37:** Road Bridge, Blackall Woombye Road, Woombye.

#### 6.2.28 Timber and Metal Road Bridge, Blackall Range Road, Woombye,

This bridge located along the Blackall Range Road crosses a steep cutting for the current rail alignment. The deck-type bridge is of composite construction with timber piers and beams to the

western side, juxtaposed with concrete piers and painted metal trusses to the main span. According to Colin O'Connor's Register the lattice built bridge was built in 1929, has a 30.5 metre span and is an ex-Burnett River bridge dating to 1899 (O'Connor 1989). From a heritage perspective the bridge is considered to be of local significance as an example of the early twentieth century infrastructure for the local area association with the North Coast Railway Line and reinforcing the link from Woombye to the Blackall Range.

#### 6.2.29 Historic Houses, Residence, 42 Vernon Street, Nambour

This early twentieth century single storey residence located adjacent to the current railway alignment is sited on a large block of land, similar to those identified in the Vernon and Washington Street Precinct. The house is an asymmetrical bungalow form with former L-shaped veranda (that



has been in filled) set atop stumps concealed by battening. The protruding gable features a bay window. The early twentieth century low set timber residence is considered to be of local significance as a good example of its type and setting within the local area.

**Figure 6.38:** 42 Vernon Street, view from north.

#### 6.2.30 Community Hall, 20-24 Price Street, Nambour



The Community Hall located on busy Price Street is a weatherboard clad structure with hipped roofline. The building is elevated on concrete stumps with timber battening surround. The Nambour Community Hall provides a venue for a range of social and community activities and is associated with nearby local Petrie Park recreational area. The Community Hall is considered to be of social significance to the local community.

**Figure 6.39:** Nambour Community Hall, Price Street, Nambour.

### 6.2.31 Early 20<sup>th</sup> century timber shop, Corner Price Street and Hospital Road, Nambour

Believed to have been built in the early twentieth century, the timber framed and weatherboard clad



shop is a good example of early commercial building in Nambour. The roof line of the building is concealed by a high parapet. The Nambour Saddlery building is considered to be of local significance as an example of an early twentieth century commercial premises proximal to the Nambour railway station.

**Figure 6.40:** Early 20<sup>th</sup> Century timber shop, Nambour.

### 6.2.32 Asymmetrical Bungalow, 43 Price Street,

Asymmetrical bungalow, with weatherboard cladding, located adjacent to the railway line and potentially associated. From a heritage perspective this site is considered to be of local significance as a representative example of early twentieth century character housing.



**Figure 6.41:** View to 43 Price Street,

### 6.2.33 Former Station Master's House, 47 Price Street



This weatherboard clad residence was reported by the current occupants as being the former Station Master's residence. The low set house is of rectangular plan, with low profile hipped roofline. The style of construction indicates it is of approximately 1960/70s construction. From a heritage perspective this site is considered to contain limited heritage value and unlikely to satisfy entry onto the local or state heritage registers.

**Figure 6.42:** View from west to 47 Price Street



#### 6.2.34 Eudlo Tunnel, North Coast Rail Line, Eudlo

The Eudlo Tunnel is located along the current Mooloolah to Nambour Railway line, approximately 1.5 kilometres south of the centre of Eudlo. The tunnel was constructed in the 1890s as part of the North Coast Railway Line and remains in use. The tunnel was reportedly modified as part of tunnel works for electrification of the main North Coast line in Queensland. The work involved the enlargement of the existing Eudlo (160 m) tunnel to allow passage of the larger electrified trains. The enlargement of the tunnel was carried out with the rail line remaining fully operational. SMEC provided the services for detailed design, preparation of tender documents and supervision of the construction (SMEC online 2008).

Access is required in order to assess the significance of the Eudlo Tunnel.

## 6.3 Precincts

A precinct, for the purposes of this study is an area where there is a density of heritage sites and places of significance interrelated by common historical themes, functionality or aesthetics. Individual sites and places within a precinct may be of significance. Conversely, a range of sites and places within a precinct may not be individually of higher levels of heritage significance, but may, as part of the overall precinct, contribute to the precinct's significance. Table 11 lists the precincts identified within or immediately adjacent to the study area during the field survey. Following is a brief description of those precincts located within the impact zone.



**Table 11:** Cultural Heritage Precincts located during the field survey.

| Precinct   | Nominated By<br>Local Government | Located in<br>Impact Zone | Located in Study<br>Area | Located During<br>Survey | Photo |
|--|----------------------------------|---------------------------|--------------------------|--------------------------|-------|
| Chevallum Road Residential Precinct, 7-60<br>Chevallum Road, Palmwoods |                                  | ✓                         | ✓                        | ✓                        | ✓     |
| Hill and Church Streets Precinct, Palmwoods                            |                                  | No                        | ✓                        | ✓                        | ✓     |
| Woombye War Memorial Cemetery,<br>Woombye                              |                                  | No                        | ✓                        | ✓                        | ✓     |
| Nambour Hospital, Hospital Road, Nambour                               |                                  | No                        | No                       | ✓                        | ✓     |
| Mill Street, Nambour   |                                  | ✓                         | ✓                        | ✓                        | ✓     |
| Vernon Street and Washington Street<br>Residential Precinct, Nambour   |                                  | ✓                         | ✓                        | ✓                        | ✓     |

### 6.3.1 Chevallum Road Residential Precinct. 7-60 Chevallum Road, Palmwoods

Located on an elevated section of Chevallum Road, south of the town of Palmwoods, the Chevallum Road Residential Precinct features an alignment of early twentieth century timber houses that range from bungalows to multi-gabled dwellings. These early timber residences are predominantly low-set and situated amongst ample allotments with established vegetation. The western side of the street offers more examples of early twentieth century houses, the majority of these align adjacent to the existing railway corridor.



**Figure 6.43:** View to Chevallum Rd from west.

The Chevallum Road Residential Precinct, Palmwoods is considered to be of local significance, featuring a good collection of early twentieth century low set timber residences set on large blocks surrounded by mature plantings.

### 6.3.2 Mill Street Precinct. Nambour

The Mill Street Precinct, Nambour, located proximal to the Nambour train station, includes the site of the former Moreton Sugar Mill, several remaining Sugar Mill worker and managers houses, and



the prominent heritage listed former Moreton Mill tramway tracks that run along Mill Street, cross Currie Street and continue along Howard Street. Construction of the Mill was completed and the Mill was operational by 1897.

**Figure 6.44:** Former Moreton Sugar Mill site, view from north.

Despite the recent loss of the Sugar Mill buildings, the precinct retains tangible associations with this former prominent infrastructure which was a key economic force behind the early development of the town (See Section 4).

The Mill Street Precinct, Nambour, is significant to the town of Nambour as a tangible reminder of a former economic epicentre for the town. The precinct features the State listed worker's housing and tramway and the potential archaeological site of the former Mill. Collectively the Mill Street Precinct is considered to be of local and potentially State significance, as a fine collection of early infrastructure associated with the sugar cane industry, an agricultural force prominent for the development of the state.

### 6.3.3 Vernon Street and Washington Street Precinct. Nambour

The Vernon Street and Washington Street Precinct, Nambour, is an area of early residential development for the town of Nambour, located adjacent to the existing railway line. The precinct features many good examples of early twentieth century architecture, predominantly asymmetrical bungalows, of timber frame and cladding and corrugated iron roofs.



Many of the residences are located on large blocks, many surrounded by mature plantings. Collectively these residences demonstrate the early twentieth century character of the town of Nambour. The Precinct is considered to be of local significance.

**Figure 6.45:** View to south Vernon Tce, Nambour

## 6.4 Archaeological potential

This report does not constitute an Archaeological Assessment and as such, is purely indicative. Without a systematic survey, it is impossible to say with authority where potential archaeological features may and may not exist. However, a review of the contextual information, including aerial photographs and visual assessment of the site has confirmed archaeological potential may exist in the following areas identified in Table 12.

**Table 12:** Potential archaeological sites in or immediately adjacent to the study area.

| Heritage Item                                     | Address   | Located in Impact Zone | Located in Study Area | Located During Survey | Photo |
|---|---|------------------------|-----------------------|-----------------------|-------|
| Former North Coast Railway Alignment              | Dularcha National Park, Landsborough to Mooloolah | ✓                      | ✓                     | ✓                     | ✓     |
| Eudlo Creek Timber Mill                           | Palmwoods Mooloolah Road, Eudlo                   | ✓                      | ✓                     | ✓                     | ✓     |
| Palmwoods to Buderim Tram Route                   | Chevallum Road, Palmwoods                         | ✓                      | ✓                     | ✓                     | ✓     |
| Residence   | 4 Railway Street, Palmwoods                       | ✓                      | ✓                     | Access Required       | ✓     |
| Former Woombye Timber Mill                        | Woombye Train Station, Woombye                    | ✓                      | ✓                     | ✓                     | ✓     |
| Former Sugar Mill Site – Archaeological Potential | Mill Street, Nambour                              | ✓                      | ✓                     | ✓                     | ✓     |





## 7.0 Impact Assessment

The assessment of the heritage values associated with the Project has identified that the proposed alignment has the potential to impact on a range of heritage sites, places and precincts. Sites identified as having heritage significance of at least a local level, located within the Impact Corridor (one hundred metres either side of the current proposed alignment) have been assessed for potential impacts from the Project. The nature of these potential impacts will be discussed below. Those sites assessed in previous chapters but not considered to contain enough heritage value to satisfy entry onto local, state or national heritage registers will not be discussed from this point.

### 7.1 Nature and Significance of Impacts

#### 7.1.1 Significance of Impact

The significance of impact can be of either a **positive** or an **adverse** nature. The criteria adopted for the assessment of Project impacts is presented below in Table 13.

*Table 13: Significance criteria for impact assessment.*

| Significance     | Criteria  |
|------------------|---|
| High Adverse     | Impact is a major problem. These impacts area likely to be important considerations at the National, or State level. If adverse, they are potential concerns to the Project, depending upon the relative importance attached to the issue during the decision making process. Mitigation measures and detailed design work are unlikely to remove all of the impacts upon the affected communities or interests. Residual impacts would predominate.  |
| Moderate Adverse | Impact is moderate. While important at a State, regional or local scale, these are not likely to be key decision making issues. They represent issues where impact would be experienced but mitigation measures and detailed design works may ameliate/enhance some of the consequences upon affected communities or interests. Some residual impacts would still arise. Nevertheless, the cumulative impacts of such issues may lead to an increase in the overall impacts upon a particular area or on a particular resource and hence may become key decision making issues. |
| Low Adverse      | Impact recognisable but acceptable. Only local impacts would be included in this category and are unlikely to be of importance in the decision making process. Nevertheless, they are of relevance in enhancing the subsequent design of the project and in the consideration of mitigation or compensation measures.   |
| Negligible       | Minimal change. No impacts or those which are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.  |
| Beneficial       | Impact beneficial to the environment. The beneficial impacts can also be low, moderate or high.   |

### 7.1.2 Nature of Impact

Impact can take the following forms:

- **Direct** impact where a heritage site or place will be affected, resulting in modification or damage to, or complete loss of that site or place.

Direct impacts were identified based on the proposed railway infrastructure footprint situated within the impact zone, refer Appendix A.

Direct impact on a heritage item, place or precinct is posed by alteration, modification or even destruction of the fabric of the place and its curtilage.

A direct impact of the Project that must be considered is the removal of part or all of the fabric of a heritage site or place. In addition, the resumption of curtilage associated with the access and function of a heritage site or place is considered a direct impact.

- **Indirect** adverse or indirect positive impact where a heritage site or place has its amenity, usefulness, context, and/or function changed.

There is the potential also for further indirect impacts as a result of the abovementioned direct impacts. These are outlined in the following section.

#### *7.1.2.2 Types of Impact*

The nature of the Project and its delivery of infrastructure upgrade has the potential for both adverse and positive direct and indirect impacts on significant sites within the impact zone. This impact zone is defined as one hundred metres either side of the proposed railway alignment centreline. Types of impacts might include:

##### *Contextual Impact*

The loss or alteration to the context or setting of a heritage site, through land acquisition or relocation of the heritage item, may have an impact on the significance of the heritage site, through loss of provenance associated with context. Impact on the context of a heritage site can also be positive, through the introduction of elements which enhance the setting aesthetic and / or promote connections and associations of the significance of the heritage site with its context, such as the introduction of interpretive elements.

### *Amenity*

The convenience of infrastructure that facilitates the use or access to a heritage site, such as parking, pedestrian access, walkways or general open space, is an important part of the setting of a heritage site. Equally, retaining the ability for continued use of a site and a community connection with the fabric, a tangible association with the significance of the heritage site must be considered. Impact on amenity can be both adverse and positive and should be inherently considered at the design stage of the Project.

### *Usefulness / Functional Change*

The alteration to the existing function or use of a heritage site can impact on how that site is perceived and valued by the community. Retention of the original nature of use of a heritage site accentuates the direct connection between the history of the item and its current associations and fabric. However, proposed change of use is often necessary in the retention and maintenance of a heritage item by facilitating continued use, when original use is no longer economically viable or contemporaneously relevant.

Proposed re-use or function of a heritage site should be compatible with its cultural heritage significance. Change of use often generates a requirement for modifications to the fabric to facilitate its new role and should be carefully considered to ensure as much original fabric as possible is retained and unaltered.

### *Aesthetic and Visual Impact*

In addition to any direct impact on heritage sites by construction of the Project, visual and aesthetic impact should also be considered. Visual impact could be expressed as compromised visual settings for individual heritage sites and places or as new visual elements that are unsympathetic to the character of the area. Impact on the aesthetics of a site includes sensory perception such as form, scale, colour, texture, materials, smell and sounds associated with the place and its use.

Equally, aesthetic and visual impact can be positive, in that design and integration of the Project, if possible, could enhance a heritage site.

## 7.2 Areas of Potential Impact

This assessment discusses any impacts and potential impacts on historical heritage sites within the study area. Detailed Project information was not available in relation to impact, so potential impact was assessed for sites that were fully or partially located within the impact zone (Refer Appendix A).

Essentially, impact on heritage sites, places and precincts is potentially possible where:

- New rail and/or road infrastructure is introduced to the existing railway alignment;
- New rail and/or road infrastructure is introduced to areas not previously designated for a railway alignment;
- New railway stations make existing railway stations redundant; and
- The Project may impact visually on heritage sites and places.

Outside of these areas, within the study area, impact on cultural heritage sites and places is not predicted. Additionally, no comment can be made about station design, work sites and lay down areas, as information on potential placing has not been provided to this impact assessment.

The following table outlines the nature of the potential impacts, and the significance of potential impacts for sites located within the impact zone.



**Table 14:** Impact and potential impact as a result of the Project.

| Heritage Site, Place or Precinct   | Cultural Heritage Significance | Impact Assessment  |  |                        | Relevant section |
|--|--------------------------------|--|--|------------------------|------------------|
|  |                                | Description of Impact  | Nature and Type of Impact                | Significance of Impact |                  |
| Dularcha National Park. Part of North Coast Railway National Parks                           | State                          | The proposed corridor follows the existing railway as closely as possible, causing edge effects on both the east and west of the corridor. Impact has been minimised previously through the route identification process. The proposed alignment potentially impacts directly on the archaeology associated with the former North Coast Railway Alignment. | Direct.                                  | Moderate Adverse       | 5.2.1.3          |
| Mooloolah Station Pedestrian Rail Crossing Bridge and waiting shed.<br>Bray Road, Mooloolah. | State                          | The proposed corridor aligns through the existing railway station. Current design suggests that pedestrian rail bridge and waiting shed do not meet current standards nor meet with the future demands placed on the station. It is likely this fabric cannot be retained in situ.   | Direct                                   | Moderate Adverse       | 5.1.3.1          |
| Martin Rungert Park. Town centre, Bray Road, Mooloolah                                       | Local                          | The proposed infrastructure aligns closely to the eastern boundary of the park. The nature of the project design has the potential to impact on amenity of the park and restrict access.   | Indirect visual, amenity and contextual. | Low Adverse            | 6.2.4            |
| Former Dairy. 87 Neill Road, Mooloolah   | Local                          | The proposed corridor infrastructure will dissect the current curtilage, alienating much of the land from the residence. However, the preferred  | Direct                                   | Moderate Adverse       | 6.2.2            |

| Heritage Site, Place or Precinct            | Cultural Heritage Significance | Impact Assessment  |  |                               | Relevant section |
|---|--------------------------------|--|--|-------------------------------|------------------|
|   |                                | Description of Impact  | Nature and Type of Impact                | Significance of Impact        |                  |
|   |                                | route alignment does not pose a direct impact for the residence and associated built features. Trees located along the river bank may be directly impacted.  |  |                               |                  |
| Timber Beam Bridge, Paget Street, Mooloolah | Local                          | The proposed corridor aligns closely to the east of the bridge though no direct impact is anticipated. Indirect contextual and amenity impacts posed by introduction of infrastructure. Potential impacts caused by construction access and use by the project.  | Indirect amenity and contextual.         | Low Adverse                   | 6.2.3            |
| Rosebed Street Precinct, Eudlo              | Local                          | The proposed corridor is sited to the west of the precinct, on the other side of the existing railway, and poses no direct impacts. Indirect visual, contextual and amenity impacts may result from alterations to the location of the proposed railway station and the introduction of increased railway infrastructure, and passenger numbers. | Indirect visual, amenity and contextual. | Low Adverse<br>Low Beneficial | 5.1.4.1          |
| Residence. 1 Eudlo School Road, Eudlo       | Local                          | The proposed corridor aligns adjacent to the property and has the potential for visual and contextual impact on the residence through the introduction of unsympathetic infrastructure.  | Indirect visual and contextual.          | Low Adverse                   | 6.2.6            |
| Residence. 69 Eudlo School Road, Eudlo      | Local                          | The proposed corridor dissects the farm although no direct impact is currently anticipated for the built form on the   | Direct                                   | Low Adverse                   | 6.2.9            |

| Heritage Site, Place or Precinct  | Cultural Heritage Significance | Impact Assessment  |                              |                        | Relevant section |
|---|--------------------------------|--|------------------------------|------------------------|------------------|
|   |                                | Description of Impact  | Nature and Type of Impact    | Significance of Impact |                  |
|   |                                | property. Visual, contextual and amenity impacts are probable due to the introduction of infrastructure and loss of setting.   |                              |                        |                  |
| Timber plank road bridge over Eudlo Creek. Rosebed Street Eudlo.  | Local                          | The proposed project corridor is located to the north west of the bridge, with the existing railway line between. The project has the potential to affect the setting and demands on the bridge.   | Indirect contextual and use. | Low Adverse            | 6.2.10           |
| Eudlo Creek (Olsens) Timber Mill. Palmwoods Mooloolah Road, Eudlo<br>GPS 56 J 0495777 7044170                             | Local                          | The proposed corridor is located to the west of the mill site, with the existing railway line between. The new rail infrastructure has the potential for limited contextual impact on the site and as well as potential for damage to surface and sub-surface (archaeological) elements during the construction process. | Indirect contextual and use. | Low Adverse            | 6.2.11           |
| Eudlo Tunnel  | Unassessed                     | The proposed corridor aligns to the west of the Eudlo Tunnel and poses no direct impact.   | Indirect contextual          | Low Adverse            | 6.2.34           |
| Palmwoods to Buderim Tramway Route.<br>Chevallum Road, Palmwoods to Brecon Crescent, Buderim.<br>GPS 56 J 0496085 7048207 | State                          | The proposed corridor dissects the western terminus of the tramway where surface and archaeological potential was noted. The project poses a direct impact on remnant fabric and the archaeological record.  | Direct                       | Moderate Adverse       | 5.2.2.1          |

| Heritage Site, Place or Precinct  | Cultural Heritage Significance | Impact Assessment  |   |                               | Relevant section |
|---|--------------------------------|--|---|-------------------------------|------------------|
|   |                                | Description of Impact  | Nature and Type of Impact                     | Significance of Impact        |                  |
| Eudlo Creek National Park, Palmwoods. Part of North Coast Railway National Parks. | State                          | Partial direct impact. Impacts previously minimised through route selection as much as possible.   | Direct  | Moderate Adverse              | 5.2.1.3          |
| Main Street Precinct, Palmwoods   | Local                          | The project corridor aligns to the east of the Main Street Precinct posing no direct impact. Potential exists for indirect impacts including visual, amenity, use and contextual impacts from the introduction of infrastructure and modifications to the existing urban landscape. Opportunities for redevelopment/reuse of rail lands. | Indirect visual, amenity, contextual and use. | Low Adverse<br>Low Beneficial | 5.1.4.2          |
| Chevallum Road Residential Precinct, 7-60 Chevallum Road, Palmwoods               | Local                          | The proposed corridor aligns with the western boundary of most of the properties, bringing the existing railway alignment closer to them, an encroachment of infrastructure that has the potential for visual and contextual impacts. Proposed direct impact on one property through land resumption.                                    | Direct<br>Indirect visual and contextual.     | Low Adverse                   | 6.3.1            |
| General Store (currently IGA). 7-9 Main Street, Palmwoods                         | Local                          | The proposed corridor poses no direct impact on the store although the introduction of rail and station infrastructure has the potential for visual and contextual impact on the site. Potential increase in business viability and associated development pressures.  | Indirect visual, use and contextual.          | Low Adverse<br>Low Beneficial | 5.1.3.2          |

| Heritage Site, Place or Precinct   | Cultural Heritage Significance | Impact Assessment  |                           |                        | Relevant section |
|--|--------------------------------|--|---------------------------|------------------------|------------------|
|  |                                | Description of Impact  | Nature and Type of Impact | Significance of Impact |                  |
| Palmwoods Railway Station and Goods Shed, Railway Street, Palmwoods          | State                          | Located in area of rail corridor that has been identified for possible re-development. Proposed infrastructure dissects existing station complex and realigns rail, alienating existing buildings from their original context and use and having a visual and amenity impact. As well as loss of curtilage, there is potential for direct impact on existing station buildings. The existing station does not meet current standards nor the requirements for the expected increase in demand. | Direct                    | Moderate Adverse       | 5.1.3.3          |
| Group of Trees, Kolara Park Vicinity   | Local                          | Project bridges over Kolara Park and duck ponds at approx height of 11m. Potential for loss of mature trees.   | Direct                    | Low Adverse            | 5.2.4.2          |
| Group of Trees, Palmwoods Footpath & Shelter area, Chevallum Road, Palmwoods | Local                          | Project bridges over Kolara Park and duck ponds at approx height of 11m. Potential for loss of mature trees.   | Direct                    | Low Adverse            | 5.2.4.3          |
| Remnant Forrest Group, Paskins Road, Palmwoods (near Eudlo Creek Nat Park)   | Local                          | Proposed corridor aligns through forest group resulting in loss of remnant vegetation.   | Direct                    | Low Adverse            | 5.2.4.4          |
| Blackbutt Tree, Chevallum Road Palmwoods                                     | Local                          | Proposed corridor bridges over Kolara Park and duck ponds at approx height of 11m. Potential for loss of mature trees.   | Direct                    | Low Adverse            | 5.2.4.6          |
| Palmwoods Kolara Park,   | Local                          | Proposed corridor dissects park and  | Direct.                   | Moderate               | 6.2.12           |



| Heritage Site, Place or Precinct  | Cultural Heritage Significance | Impact Assessment  |                                 |                        | Relevant section |
|---|--------------------------------|--|---------------------------------|------------------------|------------------|
|   |                                | Description of Impact  | Nature and Type of Impact       | Significance of Impact |                  |
| freshwater lagoon, walking trail and mature plantings.<br>Chevallum Road, Palmwoods |                                | beyond direct impacts has the potential for loss of open space, interpretive elements relating to the history of the town and use as a recreational reserve, as well as visual and contextual impacts from the major infrastructure introduction. Project bridges over Kolora Park and duck ponds at approx height of 11m. Potential for loss of mature trees. |                                 | Adverse                |                  |
| Railway Workers Cottages. 37, 43-47 Main Street, Palmwoods                          | Local                          | The proposed corridor aligns along the eastern property boundaries and poses no direct impact to curtilage. Increase in proximal railway infrastructure along existing line has the potential for visual and contextual impacts.   | Indirect visual and contextual. | Low Adverse            | 6.2.13           |
| Palmwoods CWA Hall. Main Street, Palmwoods  | Local                          | The proposed corridor aligns to the east of the hall site. The introduction of rail and station infrastructure has the potential to impact on the setting of the hall and increase the development potential of the site.  | Indirect visual and contextual. | Low Adverse            | 6.2.14           |
| Flooded Gum. Palmwoods Railway Station, Palmwoods<br>GPS 56 J 0496019 7048200       | Local                          | The proposed corridor does not directly impact the tree at this stage although it is located within close proximity of the alignment. Potential visual and contextual impact due to introduction of infrastructure.  | Indirect visual and contextual. | Low Adverse            | 6.2.15           |

| Heritage Site, Place or Precinct   | Cultural Heritage Significance | Impact Assessment  |                                 |                        | Relevant section |
|--|--------------------------------|--|---------------------------------|------------------------|------------------|
|  |                                | Description of Impact  | Nature and Type of Impact       | Significance of Impact |                  |
| Medical Centre / former shop. Corner of Briggs and Margaret Streets, Palmwoods | Local                          | The proposed corridor aligns to the east of the shop and has the potential to impact on the setting through the introduction of major infrastructure.  | Indirect contextual.            | Low Adverse            | 6.2.16           |
| Palmwoods Bowls Club. Chevallum Road, Palmwoods                                | Local                          | The proposed corridor bridges the western extent of the bowls club including the car park. The club house and lawns will not be directly impacted and the club will remain in use.   | Direct                          | Low Adverse            | 6.2.17           |
| Residence, 8-10 Chevallum Road Palmwoods                                       | Local                          | The proposed corridor results in the resumption of much of the land associated with the residence considerably altering the visual, contextual and amenity of the property, although the house is not directly impacted.   | Direct                          | Low-Moderate Adverse   | 6.2.18           |
| Residence. 4 Railway Street, Palmwoods   | Unassessed                     | The proposed corridor results in the resumption of some of the land at rear, altering the visual, contextual and amenity of the property. The house is not directly impacted. (Landowner has indicated archaeological potential exists due to former use as a pub, access required to verify). | Direct                          | Low Adverse            | 6.2.19           |
| Residence. Palmwoods Mooloolah Road, Palmwoods                                 | Local                          | The proposed corridor aligns to the western boundary of the property, bringing the existing railway alignment  | Indirect visual and contextual. | Low Adverse            | 6.2.20           |

| Heritage Site, Place or Precinct                                   | Cultural Heritage Significance | Impact Assessment  |   |                        | Relevant section |
|--|--------------------------------|--|---|------------------------|------------------|
|  |                                | Description of Impact  | Nature and Type of Impact               | Significance of Impact |                  |
| GPS 56J 496215 7047692   |                                | closer, an encroachment of infrastructure that has the potential for visual and contextual impacts.  |   |                        |                  |
| Early 20 <sup>th</sup> Century House. 48 Chevallum Road, Palmwoods | Local                          | The proposed corridor aligns to the western boundary of the property, bringing the existing railway alignment closer, an encroachment of infrastructure that has the potential for visual and contextual impacts.  | Indirect visual and contextual.         | Low Adverse            | 6.2.21           |
| Produce Sheds. Main Street, Palmwoods                              | Local                          | Located in an area of rail corridor that has been identified for possible re-use. No direct impact/loss from new railway. Proposed infrastructure dissects existing station complex and realigns rail, alienating existing buildings from their original context and use and having a visual and amenity impact. | Indirect visual, contextual and use.    | Low Adverse            | 6.2.23           |
| CWA Park with mature plantings. Park Street, Woombye               | Local                          | The proposed corridor is aligns to the west of the park, with the existing railway between. Proposed associated road upgrades along Keil Street have the potential to impact directly on the park through resumption and indirectly (visual and contextual) through the introduction of rail infrastructure.     | Direct. Indirect visual and contextual. | Low Adverse            | 6.2.24           |
| Scout Hall, Woombye  | Local                          | The proposed corridor aligns directly through the site resulting in complete   | Direct.                                 | Moderate Adverse       | 6.2.25           |

| Heritage Site, Place or Precinct                                    | Cultural Heritage Significance | Impact Assessment   |   |                        | Relevant section |
|---|--------------------------------|---|---|------------------------|------------------|
|   |                                | Description of Impact   | Nature and Type of Impact                     | Significance of Impact |                  |
|   |                                | loss of curtilage and built form.   |   |                        |                  |
| Soccer Club and Showgrounds. West side of train tracks near station | Local                          | The proposed corridor aligns directly through the site resuming much of the curtilage and built form, restricting access and limiting use of the site for its current recreational purpose.   | Direct.                                       | Moderate Adverse       | 6.2.26           |
| Timber and Metal Road Bridge. Blackall Range Road, Woombye          | Local                          | The proposed corridor aligns directly through the bridge location and the current proposal involves replacing the bridge.   | Direct.                                       | Moderate Adverse       | 6.2.28           |
| Woombye Station, Woombye  | Local                          | Proposed corridor realigns rail to the west of the site, alienating existing buildings from their original context and use and having a visual and amenity impact. The existing station does not meet current standards nor the requirements for the expected increase in demand. Located within the curtilage of the station, is the former Woombye Mill site (not currently within the direct impact zone) for consideration. | Indirect use, visual, amenity and contextual. | Moderate Adverse       | 5.2.2.4          |
| Memorial Drill Hall. Park Street, Woombye.                          | State                          | The proposed corridor aligns to the west of the hall, with the existing railway between. Proposed associated road upgrades along Keil Street have the potential to impact indirectly (visual and contextual) through the introduction of  | Indirect visual and contextual.               | Low Adverse            | 5.1.3.4          |

| Heritage Site, Place or Precinct  | Cultural Heritage Significance | Impact Assessment   |                                      |                               | Relevant section |
|---|--------------------------------|---|--------------------------------------|-------------------------------|------------------|
|   |                                | Description of Impact   | Nature and Type of Impact            | Significance of Impact        |                  |
|   |                                | infrastructure.   |                                      |                               |                  |
| Blackall Street Precinct, Woombye   | Local                          | The proposed corridor aligns to the west of the precinct posing no direct impact. The introduction of new rail and station infrastructure has the potential for visual, contextual and amenity impacts on the precinct. The increase in available transport has the potential to promote commercial viability within the precinct.                    | Indirect                             | Low Adverse<br>Low Beneficial | 5.1.4.3          |
| Nambour Section of the Moreton Central Sugar Mill Cane Tramway, Mill Street, Currie Street and Howard Street, Nambour | State                          | The proposed corridor aligns to the west of the site, potentially increasing the rail infrastructure though not impacting on the curtilage of the site. The introduction of increased transport infrastructure and associated development pressures has the potential to impact on the context of the site.   | Indirect contextual.                 | Low Adverse                   | 5.1.2.2          |
| Moreton Central Sugar Mill Worker's Housing (former). 17 & 19 Mill Street, and 14 & 16 Bury Street, Nambour.          | State                          | The proposed corridor aligns to the west of the houses, potentially increasing the rail infrastructure though not impacting on the land associated with the site. The introduction of increased transport infrastructure and associated development pressures has the potential to impact visually and contextually and on the future use of the site | Indirect visual, contextual and use. | Low Adverse                   | 5.1.2.3          |



| Heritage Site, Place or Precinct   | Cultural Heritage Significance | Impact Assessment   |                              |                        | Relevant section |
|--|--------------------------------|---|------------------------------|------------------------|------------------|
|  |                                | Description of Impact   | Nature and Type of Impact    | Significance of Impact |                  |
| Mill Street Precinct, Nambour  | State                          | The proposed corridor aligns to the west of the precinct, potentially increasing the rail infrastructure though not impacting on land associated with the site. The introduction of increased transport infrastructure and associated development pressures has the potential to impact on the setting and use of this archaeological site. | Indirect use and contextual. | Low Adverse            | 6.3.2            |
| Vernon Street and Washington Street Residential Precinct, Nambour        | Local                          | The proposed corridor aligns to the west of the precinct, potentially increasing the rail infrastructure though not directly impacting. The introduction of increased transport infrastructure has the potential to impact the setting.   | Indirect contextual.         | Low Adverse            | 6.3.3            |
| Railway Bridge.<br>Currie Street, Nambour                                | State                          | The project corridor terminates to the south west of the bridge and poses no direct impact. The introduction of proximal rail and station infrastructure has the potential to impact on the context and use of the bridge. Future rail upgrades may pose direct impacts on the bridge.  | Indirect use and contextual. | Low Adverse            | 5.1.3.5          |
| Historic Houses. Staines Residence and others, 42 Vernon Street, Nambour | Local                          | The proposed corridor aligns to the west of the precinct, potentially increasing the rail infrastructure though not directly impacting. The introduction of increased transport infrastructure has  | Indirect contextual.         | Low Adverse            | 6.2.29           |

| Heritage Site, Place or Precinct   | Cultural Heritage Significance | Impact Assessment   |                                 |                        | Relevant section |
|--|--------------------------------|---|---------------------------------|------------------------|------------------|
|  |                                | Description of Impact   | Nature and Type of Impact       | Significance of Impact |                  |
|  |                                | the potential to impact the setting.  |                                 |                        |                  |
| Community Hall. 20-24 Price Street, Nambour  | Local                          | The project corridor terminates to the south of the hall and poses no direct impact.  | Indirect contextual.            | Negligible             | 6.2.30           |
| Early 20 <sup>th</sup> century timber shop. Corner Price Street and Hospital Road, Nambour | Local                          | The proposed corridor aligns along the eastern boundary of the property and does not pose a direct impact. The introduction of proximal rail and station infrastructure has the potential to alter the context of the site and impact visually. | Indirect visual and contextual. | Low Adverse            | 6.2.31           |
| Asymmetrical Bungalow. 43 Price Street, Nambour  | Local                          | The proposed corridor aligns along the eastern boundary of the property and does not pose a direct impact. The introduction of proximal rail and station infrastructure has the potential to alter the context of the site and impact visually. | Indirect visual and contextual. | Low Adverse            | 6.2.32           |

## 8.0 Conclusions and Recommendations

This Historic Cultural Heritage Assessment for the proposed Landsborough to Nambour Rail Project has assessed the impact of the Project on historical cultural heritage values located within the designated Impact Zone. The Project utilised the ARCHAEO Route Identification Report, consolidated with further detailed research and investigations to identify potential impacts and compile recommendations that will inform the proposed design of the Project.

Table 15 lists the sites, places and precincts that have been identified as likely to be affected as a result of the Project.

### 8.1 Range of Impacts

A range of impacts on historical cultural heritage values are associated with the Project, both immediate and long term. Of most significance is the cumulative effect on the towns which exist in the impact zone and broader study area. In relation to this assessment, from a heritage perspective, the Project has the potential for both positive and adverse impacts on the towns of Landsborough, Mooloolah, Eudlo, Palmwoods, Woombye and Nambour especially. Several areas of potential historical archaeology have been identified within this report.

Archaeological sites subject to a direct impact from the Project should be further assessed and investigated, with a cultural heritage management plan in place prior to commencement of construction. Archaeological sites identified as being of State significance in this report should be reported to the Environmental Protection Agency (EPA), in accordance with the Queensland Heritage Act 1992.

## 8.2 Special Management Areas

As abovementioned, the Project has the potential for both positive and negative impacts on the towns of Landsborough, Mooloolah, Eudlo, Palmwoods, Woombye and Nambour especially. To cater for these needs, the Project is conducting specialist assessment for a series of Special Management Areas. Special Management Areas are those where a concerted effort is required to avoid or minimise impact and is provided across a variety of disciplines, including cultural heritage. To date, assessment of Special Management Areas includes the following:

- Dularcha National Park;
- Mooloolah Township;
- Eudlo Township;
- Eudlo Creek NP;
- Eudlo Creek & Paynter Creek;
- Palmwoods Township;
- Woombye Township; and
- Nambour Township.

Cultural Heritage input for these areas has included attendance at meetings and workshops and delivery of relevant material to the Project team from these discussions. The results of work to date for each of these abovementioned Special Management Areas is provided in the relevant section of the Environmental Impact Statement for the Project.

## 8.3 General Recommendations

The following general recommendations are made to manage impacts on cultural heritage values of heritage sites, places and precincts:

### 8.3.1 General Recommendation One: Avoidance of Impact to Heritage Sites

The best form of cultural heritage management is avoidance of impact on sites and places of significance. It is recommended that the design of the Project take into account each of the heritage

sites, places and precincts discussed in this report, and, where possible, avoids impact. A priority for avoidance should cater for those sites of National or State significance, along with those at other levels of significance whereby impact can be easily avoided through redesign or other initiatives.

### 8.3.2 General Recommendation Two: Specialist Assessment

Following on from recommendation one, if design constraints result in the Project being in direct proximity to a known site, place or precinct of heritage significance, then detailed assessment and management recommendations will be required for each of these sites, prepared by suitably qualified professionals and in light of their levels of cultural heritage significance and statutory protection. Relocation of a heritage site is rarely considered a suitable option from a heritage perspective.

This information should aim to provide design teams with specific recommendations to manage the proposed Project around key historic sites with minimal impact and improved interpretation. Reporting should provide relevant information to help guide the Project on ways of reducing, where possible, the impact of this proposed Project on specific historic heritage sites and character areas outlined in this report.

In the case where proximal impact is expected to a site of National or State significance, including those listed on the Queensland Heritage Register, then a Project specific Conservation Management Plan should be constructed for the site which considers the protection of heritage values for the potentially impacted heritage site. Depending on the nature of impact, this process may require approvals under the provisions of the Queensland Heritage Act 1992, in direct consultation with the EPA Cultural Heritage Branch.

For locally significant sites, direct consultation with suitably qualified heritage practitioners' should be conducted to develop a site specific brief, which includes available options to reduce related impacts and a mitigation plan for each site. This strategy should also consider local communities and stakeholders.

### 8.3.3 General Recommendation Three: Archaeologist on Call for the Project

It is recommended that a heritage archaeologist be appointed on-call during construction of the Project, so that a call-out can be made as soon as potential archaeological material is noted.



This report has found that the study area still retains high potential for historic cultural heritage material to remain, particularly in the vicinity of the archaeological sites and areas of the pipeline and field areas that have not been investigated by consultation or survey.

### 8.3.4 General Recommendation Four: Unexpected Finds

Unexpected cultural heritage material or sites may be managed using the following measures:

- When cultural heritage material or sites are encountered, all work at the location of the potential material or site must cease and reasonable efforts to secure the site should be made – a buffer zone of 20 metres around the find is suitable;
- Work can continue at the distance of 20 meters from a find area. Note that the material or site should not be removed or disturbed any further (barriers or temporary fences may be erected as a buffer around the find if required);
- The Site Manager should be notified. They will then notify the Historical Archaeologist appointed to the project; and
- The Historical Archaeologist will provide a management recommendation to the Site Manager and will liaise with the EPA to ensure that the archaeological provisions of the *Queensland Heritage Act 1992* are followed.

The following table outlines the stop work procedure.

|                   |  |
|-------------------|--|
| <b>STOP WORK</b>  | Immediately  |
| <b>ESTABLISH</b>  | A buffer zone of 20 metres around the site   |
| <b>CONTACT</b>    | A qualified archaeologist as soon as possible  |
| <b>NOTIFY</b>     | The archaeologist should notify: <ul style="list-style-type: none"> <li>- the Site Manager/Santos; and</li> <li>- EPA</li> </ul>   |
| <b>ASSESS</b>     | The archaeologist should assess the significance of the resource and recommend a course of action:- <ul style="list-style-type: none"> <li>Protect and avoid</li> <li>Investigate, record and remove</li> <li>Excavate, record and preserve</li> </ul> |
| <b>RECOMMENCE</b> | Work once the EPA has approved the course of action  |

### 8.3.5 General Recommendation Five: Work Sites

This assessment of cultural heritage values associated with the Project has not taken into consideration any construction and work sites for storage of machinery, or lay down areas. When these sites are known to the Project, they should also be assessed for cultural heritage values if they are located outside the Impact Zone.

### 8.3.6 General Recommendation Six: Buffer Zones

If construction activities are expected within the vicinity of a recognised heritage site, place or precinct, then a secure buffer zone of 100 metres should be enforced around the affected elements of the site. The bridge should not be utilised by heavy vehicles during the construction process.

### 8.3.7 General Recommendation Seven: Alterations to Current Route Alignment

Should the proposed route alignment change over time, a revision of this cultural heritage assessment may be required.

## 8.4 Residual Impact

Assessment of Residual Effects: A re-assessment of the proposal including proposed mitigation and the significance of those impacts in line with Significance Criteria approach (Refer to Section 7.1.1). These effects are called residual effects as they remain after all mitigation is in place.

## 8.5 Site Specific Recommendations

The following specific recommendations are made to manage impacts on cultural heritage values of heritage sites, places and precincts:

**Table 15:** Specific mitigation measures for heritage sites, places and precincts.

| Heritage Site,<br>Place or Precinct  | Cultural<br>Heritage<br>Significance | Impact Assessment              |                           | Mitigation Measures  | Residual<br>Impacts     |
|--|--------------------------------------|--------------------------------|---------------------------|--|-------------------------|
|  |                                      | Nature<br>Type<br>of<br>Impact | Significance<br>of Impact |  |                         |
| Dularcha National<br>Park. Part of North<br>Coast Railway<br>National Parks                              | State                                | Direct.                        | Moderate<br>Adverse       | Avoidance of sites of State significance should be an immediate priority of the project.<br><br>If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the EPA.<br><br>This strategy might include archaeological monitoring and recording of the site during any earthworks.  | Low Adverse             |
| Mooloolah Station<br>Pedestrian Rail<br>Crossing Bridge and<br>waiting shed.<br>Bray Road,<br>Mooloolah. | State                                | Direct                         | Moderate<br>Adverse       | Avoidance of sites of State significance should be an immediate priority of the project, including retention of current use for railway infrastructure.<br><br>If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the EPA.<br><br>This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance.<br><br>Additionally, suitable archival recording of the site is conducted prior to impacts taking place and prepared by | Low-Moderate<br>Adverse |

| Heritage Site,<br>Place or Precinct                          | Cultural<br>Heritage<br>Significance | Impact Assessment                              |                                   | Mitigation Measures   | Residual<br>Impacts              |
|--|--------------------------------------|--|-----------------------------------|---|----------------------------------|
|  |                                      | Nature<br>and<br>Type<br>of<br>Impact          | Significance<br>of Impact         |   |                                  |
|  |                                      |  |                                   | suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and Council.  |                                  |
| Martin Rungert Park.<br>Town centre, Bray<br>Road, Mooloolah | Local                                | Indirect visual,<br>amenity and<br>contextual. | Low Adverse                       | Avoidance of sites of local significance should be considered wherever possible.<br><br>Brief heritage advice should be prepared for the project which considers available options to facilitate continued access and public amenity. Where acceptable, this advice should be adopted by the project.   | Low Adverse                      |
| Former Dairy. 87<br>Neill Road, Mooloolah                    | Local                                | Direct   | Moderate<br>Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br><br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts, including access and visual cohesion between the residence and the pastoral landscape where possible. Where acceptable, this advice should be adopted by the project. | Low-Moderate<br>adverse          |
| Timber Beam Bridge,<br>Paget Street,<br>Mooloolah            | Local                                | Indirect<br>amenity and<br>contextual.         | Low Adverse                       | Avoidance of sites of local significance should be considered wherever possible.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site. The bridge should not be utilised by heavy vehicles during the construction process.                                       | Negligible                       |
| Rosebed Street<br>Precinct, Eudlo                            | Local                                | Indirect visual,<br>amenity and<br>contextual. | Low Adverse<br><br>Low Beneficial | Avoidance of sites of local significance should be considered wherever possible.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around   | Negligible<br><br>Low Beneficial |

| Heritage Site,<br>Place or Precinct   | Cultural<br>Heritage<br>Significance | Impact Assessment                     |                              | Mitigation Measures  | Residual<br>Impacts |
|---|--------------------------------------|---------------------------------------|------------------------------|--|---------------------|
|   |                                      | Nature<br>and<br>Type<br>of<br>Impact | Significance<br>of<br>Impact |  |                     |
|   |                                      |                                       |                              | the affected elements of the site.   |                     |
| Residence. 1 Eudlo<br>School Road, Eudlo  | Local                                | Indirect visual<br>and<br>contextual. | Low Adverse                  | Avoidance of sites of local significance should be considered<br>wherever possible.<br>Brief heritage advice should be prepared for the project which<br>considers available options to reduce related impacts. Where<br>acceptable, this advice should be adopted by the project.   | Low Adverse         |
| Residence. 69 Eudlo<br>School Road, Eudlo   | Local                                | Direct                                | Low Adverse                  | Avoidance of sites of local significance should be considered<br>wherever possible.<br>Brief heritage advice should be prepared for the project which<br>considers available options to reduce related impacts. Where<br>acceptable, this advice should be adopted by the project.   | Low Adverse         |
| Timber plank road<br>bridge over Eudlo<br>Creek. Rosebed<br>Street Eudlo.                                   | Local                                | Indirect<br>contextual and<br>use.    | Low Adverse                  | Avoidance of sites of local significance should be considered<br>wherever possible.<br>If construction activities are expected within the general area,<br>a secure buffer zone of 100 metres should be enforced around<br>the affected elements of the site.  | Negligible          |
| Eudlo Creek (Olsens)<br>Timber Mill.<br>Palmwoods<br>Mooloolah Road,<br>Eudlo<br>GPS 56J 0495777<br>7044170 | Local                                | Indirect<br>contextual and<br>use.    | Low Adverse                  | Avoidance of sites of local significance should be considered<br>wherever possible.<br>If construction activities are expected within the general area,<br>a secure buffer zone of 100 metres should be enforced around<br>the affected elements of the site.<br>Avoid ground disturbance on site during proximal<br>construction activities as these may affect the potential<br>archaeological record. | Negligible          |

| Heritage Site,<br>Place or Precinct  | Cultural<br>Heritage<br>Significance | Impact Assessment                     |                           | Mitigation Measures   | Residual<br>Impacts     |
|--|--------------------------------------|---------------------------------------|---------------------------|---|-------------------------|
|  |                                      | Nature<br>and<br>Type<br>of<br>Impact | Significance<br>of Impact |   |                         |
| Eudlo Tunnel   | Unassessed                           | Indirect<br>contextual                | Low Adverse               | Avoidance of sites should be considered wherever possible.<br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site. The bridge should not be utilised by heavy vehicles during the construction process.   | Low Adverse             |
| Palmwoods to<br>Buderim Tramway<br>Route.<br>Chevallum Road,<br>Palmwoods to Brecon<br>Crescent, Buderim.<br>GPS 56 J 0496085<br>7048207 | State                                | Direct                                | Moderate<br>Adverse       | Avoidance of sites of State significance should be an immediate priority of the project.<br>If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the EPA.<br>This strategy might include archaeological monitoring and recording of the site during any earthworks. | Low Adverse             |
| Eudlo Creek National<br>Park, Palmwoods. Part<br>of North Coast<br>Railway National<br>Parks.  | State                                | Direct                                | Moderate<br>Adverse       | Avoidance of sites of State significance should be an immediate priority of the project.<br>If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the EPA.   | Low-Moderate<br>Adverse |
| Main Street Precinct,<br>Palmwoods   | Local                                | Indirect visual,<br>amenity,          | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.  | Negligible              |



| Heritage Site,<br>Place or Precinct  | Cultural<br>Heritage<br>Significance | Impact Assessment                                   |                                   | Mitigation Measures   | Residual<br>Impacts           |
|--|--------------------------------------|---|-----------------------------------|---|-------------------------------|
|  |                                      | Nature<br>and<br>Type<br>of<br>Impact               | Significance<br>of Impact         |   |                               |
|  |                                      | contextual and<br>use.                              | Low Beneficial                    | Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.<br><br>The project orientates the railway away from Main Street, presenting opportunities for redevelopment / reuse of adjacent rail lands which should be managed through future land use planning and urban design. | Low Beneficial                |
| Chevallum Road<br>Residential Precinct,<br>7-60 Chevallum Road,<br>Palmwoods | Local                                | Direct<br><br>Indirect visual<br>and<br>contextual. | Low Adverse                       | Avoidance of sites of local significance should be considered wherever possible.<br><br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.   | Negligible<br><br>Low Adverse |
| General Store<br>(currently IGA), 7-9<br>Main Street,<br>Palmwoods           | Local                                | Indirect visual,<br>use and<br>contextual.          | Low Adverse<br><br>Low Beneficial | Avoidance of sites of local significance should be considered wherever possible.<br><br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around  | Negligible                    |

| Heritage Site,<br>Place or Precinct  | Cultural<br>Heritage<br>Significance | Impact Assessment              |                           | Mitigation Measures   | Residual<br>Impacts       |
|--|--------------------------------------|--------------------------------|---------------------------|---|---------------------------|
|  |                                      | Nature<br>Type<br>of<br>Impact | Significance<br>of Impact |   |                           |
|  |                                      |                                |                           | the affected elements of the site.  |                           |
| Palmwoods Railway<br>Station and Goods<br>Shed, Railway Street,<br>Palmwoods | State                                | Direct                         | Moderate<br>Adverse       | <p>Avoidance of sites of State significance should be an immediate priority of the project, including retention of current use for railway stations.</p> <p>If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the EPA.</p> <p>This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance.</p> | Low-Moderate<br>Adverse   |
| Group of Trees,<br>Kolara Park Vicinity                                      | Local                                | Direct                         | Low Adverse               | <p>Avoidance of sites of local significance should be considered wherever possible.</p> <p>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.</p> <p>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.</p> <p>Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.</p>                                  | Negligible-Low<br>Adverse |

| Heritage Site,<br>Place or Precinct  | Cultural<br>Heritage<br>Significance | Impact Assessment              |                           | Mitigation Measures   | Residual<br>Impacts       |
|--|--------------------------------------|--------------------------------|---------------------------|---|---------------------------|
|  |                                      | Nature<br>Type<br>of<br>Impact | Significance<br>of Impact |   |                           |
| Group of Trees,<br>Palmwoods Footpath<br>& Shelter area,<br>Chevallum Road,<br>Palmwoods | Local                                | Direct                         | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.<br>Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees. | Negligible-Low<br>Adverse |
| Remnant Forrest<br>Group, Paskins Road,<br>Palmwoods (near<br>Eudlo Creek Nat<br>Park)   | Local                                | Direct                         | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.   | Negligible-Low<br>Adverse |
| Blackbutt Tree,<br>Chevallum Road<br>Palmwoods   | Local                                | Direct                         | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.   | Negligible-Low<br>Adverse |

| Heritage Site,<br>Place or Precinct   | Cultural<br>Heritage<br>Significance | Impact Assessment               |                           | Mitigation Measures  | Residual<br>Impacts  |
|---|--------------------------------------|---------------------------------|---------------------------|--|----------------------|
|   |                                      | Nature<br>Type<br>of<br>Impact  | Significance<br>of Impact |  |                      |
|   |                                      |                                 |                           | <p>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.</p> <p>Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.</p>  |                      |
| Palmwoods Kolora Park, freshwater lagoon, walking trail and mature plantings. Chevallum Road, Palmwoods | Local                                | Direct.                         | Moderate Adverse          | <p>Avoidance of sites of local significance should be considered wherever possible.</p> <p>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.</p> <p>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.</p> <p>Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.</p> | Low-Moderate Adverse |
| Railway Workers Cottages. 37, 43-47 Main Street, Palmwoods  | Local                                | Indirect visual and contextual. | Low Adverse               | <p>Avoidance of sites of local significance should be considered wherever possible.</p> <p>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.</p> <p>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around</p>  | Negligible           |

| Heritage Site,<br>Place or Precinct   | Cultural<br>Heritage<br>Significance | Impact Assessment                     |                           | Mitigation Measures  | Residual<br>Impacts       |
|---|--------------------------------------|---------------------------------------|---------------------------|--|---------------------------|
|   |                                      | Nature<br>and<br>Type<br>of<br>Impact | Significance<br>of Impact |  |                           |
|   |                                      |                                       |                           | the affected elements of the site.   |                           |
| Palmwoods CWA<br>Hall, Main Street,<br>Palmwoods  | Local                                | Indirect visual<br>and<br>contextual. | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.                            | Negligible                |
| Flooded Gum.<br>Palmwoods Railway<br>Station, Palmwoods<br>GPS 56 J 0496019<br>7048200  | Local                                | Indirect visual<br>and<br>contextual. | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.<br>Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees. | Negligible-Low<br>Adverse |
| Medical Centre /<br>former shop, Corner<br>of Briggs and Margaret<br>Streets, Palmwoods | Local                                | Indirect<br>contextual.               | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around   | Negligible-Low<br>Adverse |

| Heritage Site, Place or Precinct                | Cultural Heritage Significance | Impact Assessment         |                        | Mitigation Measures   | Residual Impacts       |
|---|--------------------------------|---------------------------|------------------------|---|------------------------|
|   |                                | Nature and Type of Impact | Significance of Impact |   |                        |
|   |                                |                           |                        | the affected elements of the site.  |                        |
| Palmwoods Bowls Club, Chevallum Road, Palmwoods | Local                          | Direct                    | Low Adverse            | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>A secure buffer zone of 100 metres should be enforced around the affected elements of the site.  | Negligible             |
| Residence, 8-10 Chevallum Road Palmwoods        | Local                          | Direct                    | Low-Medium Adverse     | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>A secure buffer zone of 100 metres should be enforced around the affected elements of the site.  | Low Adverse            |
| Residence, 4 Railway Street, Palmwoods          | Unassessed                     | Direct                    | Low Adverse            | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>Further research required prior to construction to determine archaeological potential.<br>A secure buffer zone of 100 metres should be enforced around the affected elements of the site, depending on the | Negligible-Low Adverse |



| Heritage Site,<br>Place or Precinct   | Cultural<br>Heritage<br>Significance | Impact Assessment                          |                              | Mitigation Measures  | Residual<br>Impacts       |
|---|--------------------------------------|--|------------------------------|--|---------------------------|
|   |                                      | Nature<br>and<br>Type<br>of<br>Impact      | Significance<br>of<br>Impact |  |                           |
|   |                                      |  |                              | outcomes of the abovementioned advice.   |                           |
| Residence.<br>Palmwoods<br>Mooloolah Road,<br>Palmwoods<br>GPS 56J 4962 I5<br>7047692 | Local                                | Indirect visual<br>and<br>contextual.      | Low Adverse                  | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.              | Negligible                |
| Early 20 <sup>th</sup> Century<br>House. 48 Chevallum<br>Road, Palmwoods              | Local                                | Indirect visual<br>and<br>contextual.      | Low Adverse                  | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.<br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.              | Negligible                |
| Produce Sheds. Main<br>Street, Palmwoods  | Local                                | Indirect visual,<br>contextual and<br>use. | Low Adverse                  | Avoidance of sites of local significance should be considered wherever possible.<br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance. Where acceptable, this advice should be adopted by the project. | Negligible-Low<br>Adverse |

| Heritage Site, Place or Precinct                     | Cultural Heritage Significance | Impact Assessment                          |                        | Mitigation Measures  | Residual Impacts |
|--|--------------------------------|--|------------------------|--|------------------|
|  |                                | Nature and Type of Impact                  | Significance of Impact |  |                  |
|  |                                |  |                        | <p>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.</p> <p>The project orientates the railway away from Main Street, presenting opportunities for redevelopment / reuse of adjacent rail lands which should be managed through future land use planning and urban design.</p>  |                  |
| CWA Park with mature plantings. Park Street, Woombye | Local                          | Direct.<br>Indirect visual and contextual. | Low Adverse            | <p>Avoidance of sites of local significance should be considered wherever possible.</p> <p>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.</p> <p>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.</p>                       | Low Adverse      |
| Scout Hall, Woombye                                  | Local                          | Direct.                                    | Moderate Adverse       | <p>Avoidance of sites of local significance should be considered wherever possible.</p> <p>Where this is not possible, direct impacts should ensure suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording lodged with relevant libraries and Council.</p> <p>Potential for relocation of the buildings should consider its former use and significance where possible.</p> | Moderate Adverse |
| Soccer Club and                                      | Local                          | Direct.                                    | Moderate               | Avoidance of sites of local significance should be considered  | Moderate         |

| Heritage Site,<br>Place or Precinct  | Cultural<br>Heritage<br>Significance | Impact Assessment                                      |                           | Mitigation Measures   | Residual<br>Impacts     |
|--|--------------------------------------|--|---------------------------|---|-------------------------|
|  |                                      | Nature<br>Type<br>of<br>Impact                         | Significance<br>of Impact |   |                         |
| Showgrounds. West<br>side of train tracks<br>near station  |                                      |  | Adverse                   | <p>wherever possible.</p> <p>Where this is not possible, direct impacts should ensure suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and Council.</p> <p>Potential for relocation of the buildings should consider its former use and significance where possible.</p>  | Adverse                 |
| Timber and Metal<br>Road Bridge. Blackall<br>Range Road,<br>Woombye<br>GPS 56 J 0498481<br>6964135 | Local                                | Direct.  | Moderate<br>Adverse       | <p>Avoidance of sites of local significance should be considered wherever possible.</p> <p>Project design should consider leaving elements of the bridge in-situ as a record to its existence, such as abutments and other interpretive elements.</p> <p>Suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and Council.</p>                  | Low-Moderate<br>Adverse |
| Woombye Station,<br>Woombye  | Local                                | Indirect use,<br>visual, amenity<br>and<br>contextual. | Moderate<br>Adverse       | <p>Avoidance of sites of local significance should be considered wherever possible.</p> <p>Heritage advice should be prepared for the project which considers available options to reduce related impacts and considers re-use of buildings. Where acceptable, this advice should be adopted by the project. This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance.</p> | Low-Moderate<br>Adverse |

| Heritage Site,<br>Place or Precinct   | Cultural<br>Heritage<br>Significance | Impact Assessment                     |                               | Mitigation Measures  | Residual<br>Impacts          |
|---|--------------------------------------|---------------------------------------|-------------------------------|--|------------------------------|
|   |                                      | Nature<br>Type<br>of<br>Impact        | Significance<br>of Impact     |  |                              |
|   |                                      |                                       |                               | If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.   |                              |
| Memorial Drill Hall.<br>Park Street,<br>Woombye.  | State                                | Indirect visual<br>and<br>contextual. | Low Adverse                   | Avoidance of sites of State significance should be an immediate priority of the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.   | Negligible                   |
| Blackall Street<br>Precinct, Woombye  | Local                                | Indirect                              | Low Adverse<br>Low Beneficial | Avoidance of sites of local significance should be considered wherever possible.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.<br><br>The project orientates the railway away from Blackall Street, presenting opportunities for redevelopment / reuse of adjacent rail lands which should be managed through future land use planning and urban design. | Negligible-Low<br>Beneficial |
| Nambour Section of<br>the Moreton Central<br>Sugar Mill Cane<br>Tramway,<br>Mill Street, Currie<br>Street and Howard<br>Street, Nambour | State                                | Indirect<br>contextual.               | Low Adverse                   | Avoidance of sites of State significance should be an immediate priority of the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.   | Negligible                   |

| Heritage Site, Place or Precinct  | Cultural Heritage Significance | Impact Assessment                    |                        | Mitigation Measures   | Residual Impacts       |
|---|--------------------------------|--------------------------------------|------------------------|---|------------------------|
|   |                                | Nature and Type of Impact            | Significance of Impact |   |                        |
| Moreton Central Sugar Mill Worker's Housing (former).<br>17 & 19 Mill Street, and 14 & 16 Bury Street, Nambour. | State                          | Indirect visual, contextual and use. | Low Adverse            | Avoidance of sites of State significance should be an immediate priority of the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.  | Negligible             |
| Mill Street Precinct, Nambour   | State                          | Indirect use and contextual.         | Low Adverse            | Avoidance of sites of State significance should be an immediate priority of the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.<br><br>Avoid ground disturbance on the site during proximal construction works, in order to protect the potential archaeological record and surface features.  | Negligible-Low Adverse |
| Vernon Street and Washington Street Residential Precinct, Nambour   | Local                          | Indirect contextual.                 | Low Adverse            | Avoidance of sites of local significance should be considered wherever possible.<br><br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts and considers re-use of buildings. Where acceptable, this advice should be adopted by the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site. | Negligible-Low Adverse |
| Railway Bridge.   | State                          | Indirect use and                     | Low Adverse            | Avoidance of sites of State significance should be an immediate priority of the project, including retention of current use for   | Negligible             |

| Heritage Site,<br>Place or Precinct  | Cultural<br>Heritage<br>Significance | Impact Assessment                     |                           | Mitigation Measures   | Residual<br>Impacts       |
|--|--------------------------------------|---------------------------------------|---------------------------|---|---------------------------|
|  |                                      | Nature<br>Type<br>of<br>Impact        | Significance<br>of Impact |   |                           |
| Currie Street,<br>Nambour  |                                      | contextual.                           |                           | railway infrastructure.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the site.  |                           |
| Historic Houses.<br>Staines Residence and<br>others, 42 Vernon<br>Street, Nambour                      | Local                                | Indirect<br>contextual.               | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br><br>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts and considers re-use of buildings. Where acceptable, this advice should be adopted by the project.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site. | Negligible-Low<br>Adverse |
| Community Hall. 20-<br>24 Price Street,<br>Nambour   | Local                                | Indirect<br>contextual.               | Negligible                | Avoidance of sites of local significance should be considered wherever possible.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.  | Negligible                |
| Early 20 <sup>th</sup> century<br>timber shop. Corner<br>Price Street and<br>Hospital Road,<br>Nambour | Local                                | Indirect visual<br>and<br>contextual. | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br><br>If construction activities are expected within the general area, a secure buffer zone of 100 metres should be enforced around the affected elements of the site.<br><br>Project design should consider views to and from the site and avoid detrimental impacts on the context of recognised  | Negligible-Low<br>Adverse |



| Heritage Site,<br>Place or Precinct                   | Cultural<br>Heritage<br>Significance | Impact Assessment                     |                           | Mitigation Measures   | Residual<br>Impacts       |
|---|--------------------------------------|---------------------------------------|---------------------------|---|---------------------------|
|   |                                      | Nature<br>Type<br>of<br>Impact        | Significance<br>of Impact |   |                           |
|   |                                      |                                       |                           | heritage items.   |                           |
| Asymmetrical<br>Bungalow. 43 Price<br>Street, Nambour | Local                                | Indirect visual<br>and<br>contextual. | Low Adverse               | Avoidance of sites of local significance should be considered wherever possible.<br><br>Where this is not possible, direct impacts should ensure suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and Council.<br><br>Potential for relocation of the buildings should consider its former use and significance where possible. | Negligible-Low<br>Adverse |

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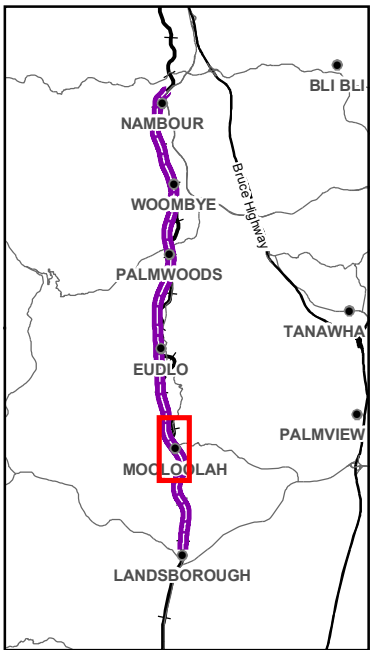
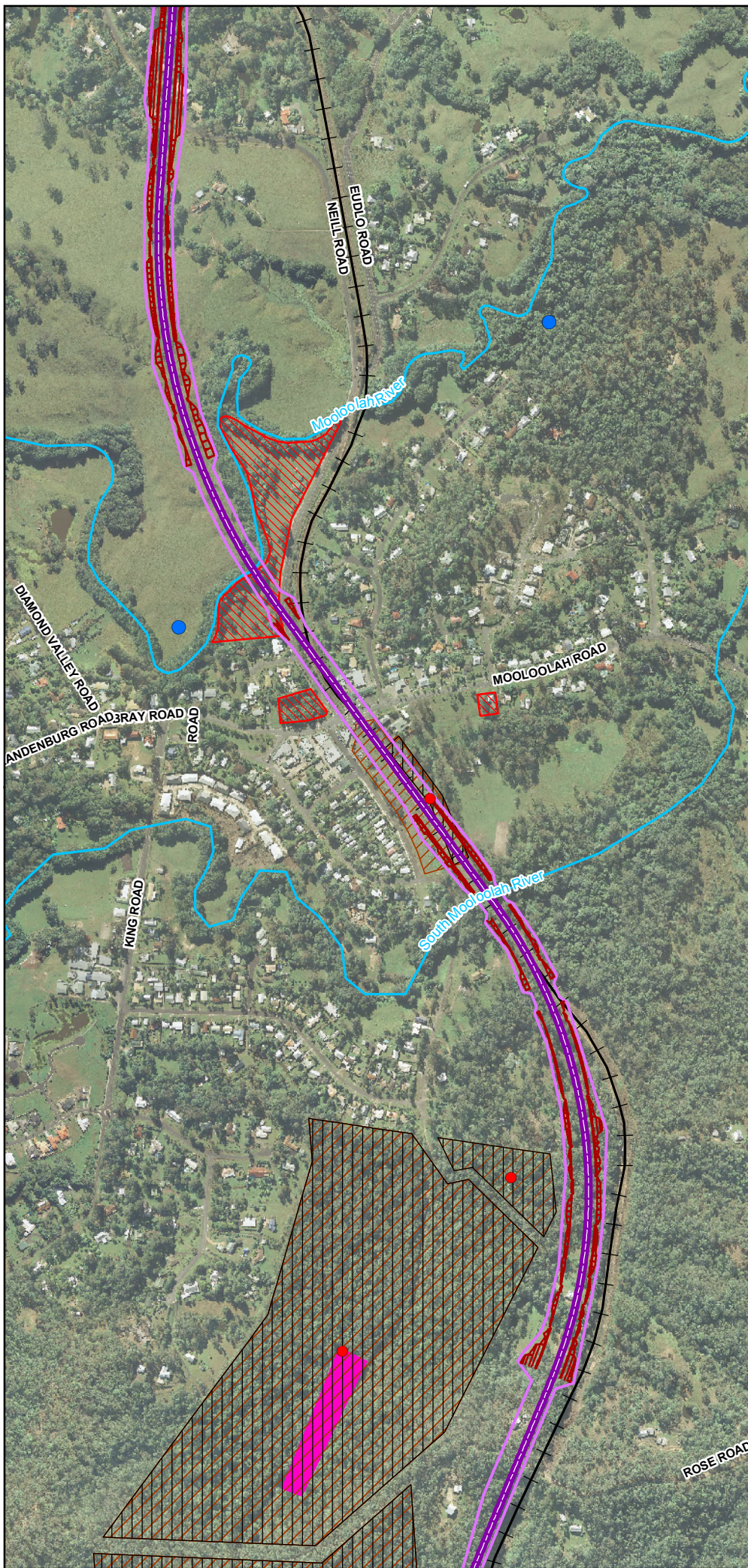
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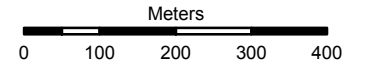


- Preferred Route Centreline
- Earthworks
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- Creek
- ATSI Heritage Sites
- National Trust Register
- QLD Heritage Register
- QLD Rail Heritage Register
- Archaeological Potential
- Local Government Heritage Sites
- Local Government Heritage Areas
- Previously Unknown Sites & Places
- Community Identified Heritage Sites

Data sourced from QT and the Queensland Department of Natural Resources and Water.

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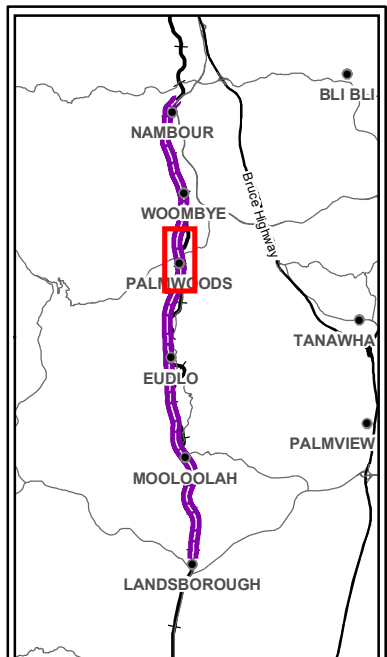
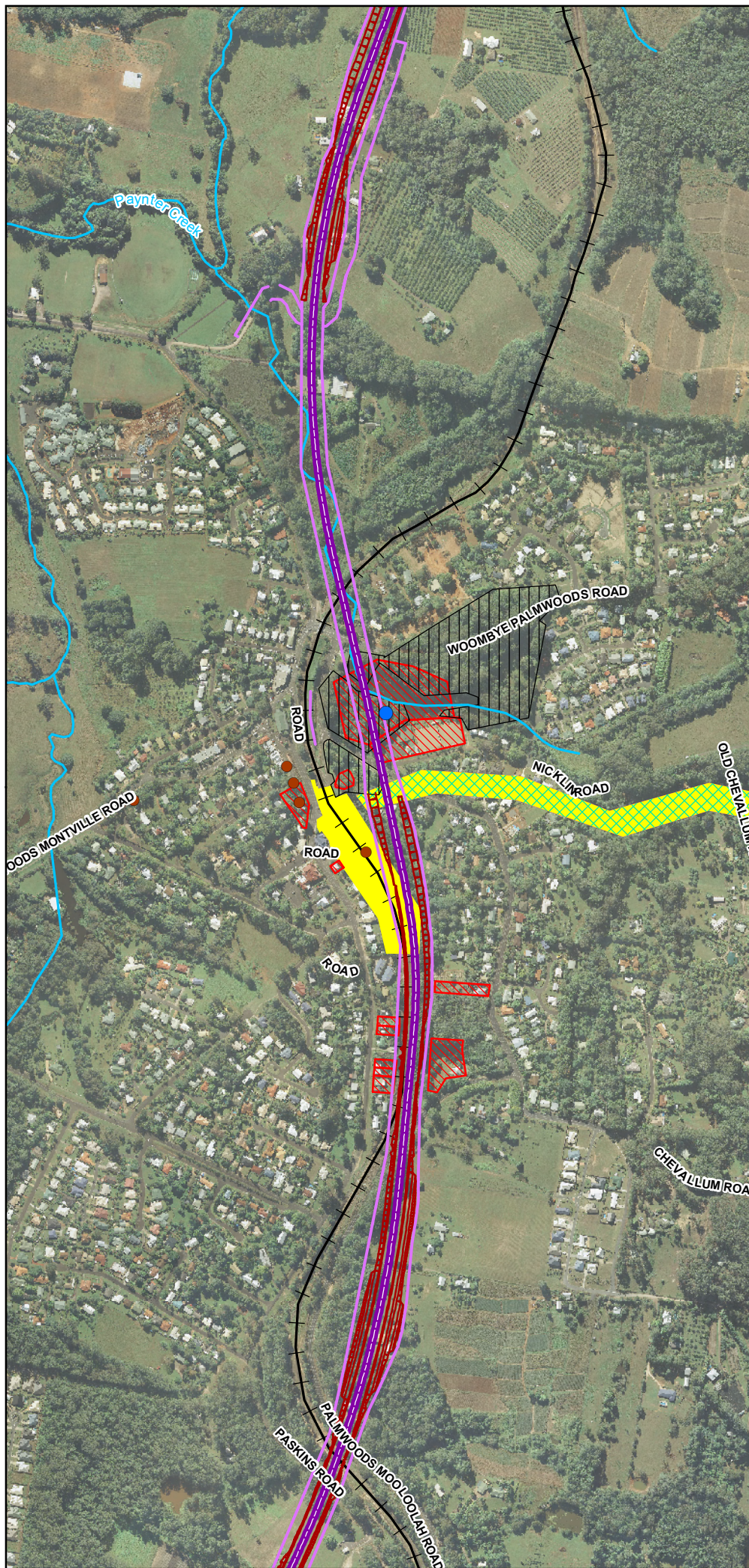
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Drawing Title  
**Cultural Heritage - Mooloolah**

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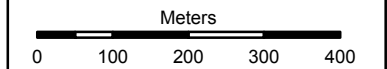


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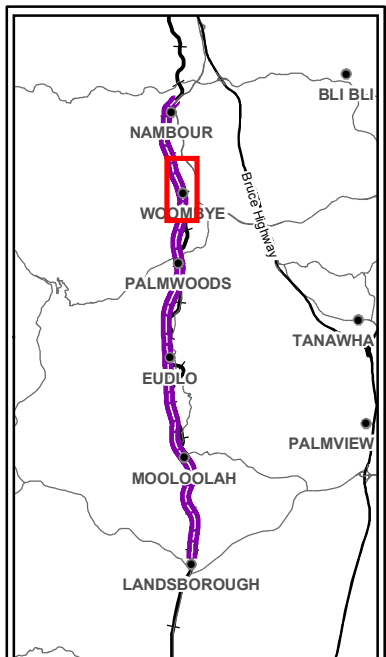
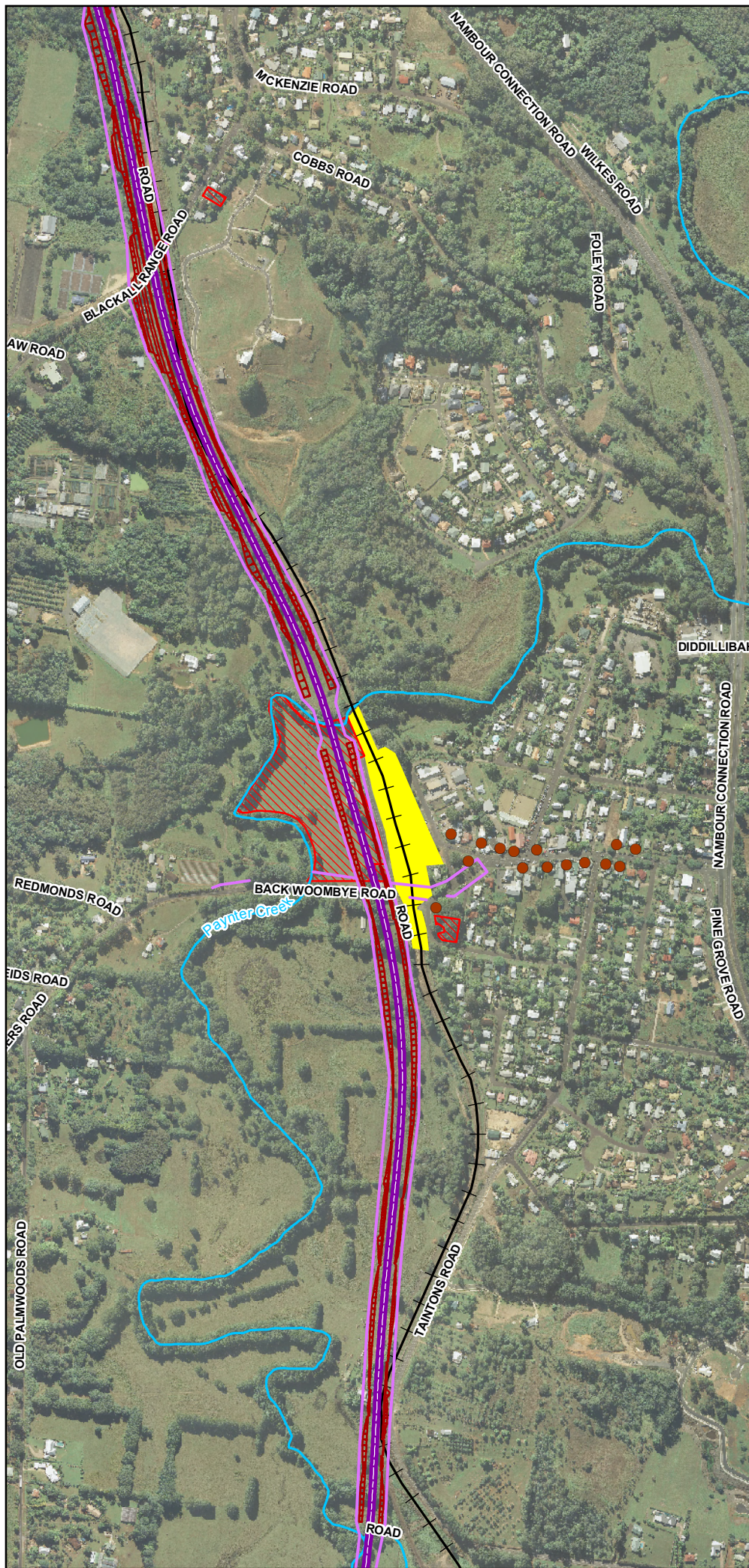
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Drawing Title  
**Cultural Heritage - Palmwoods**

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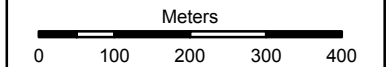


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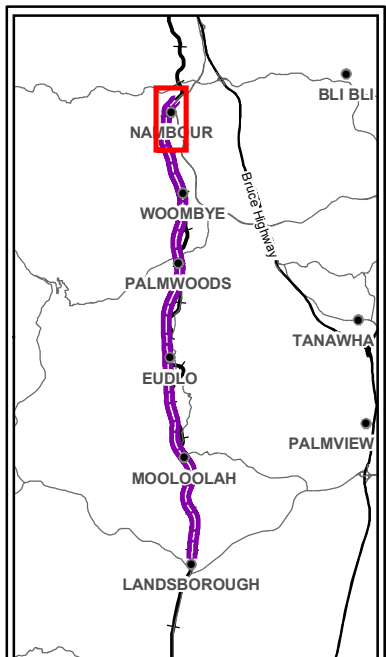
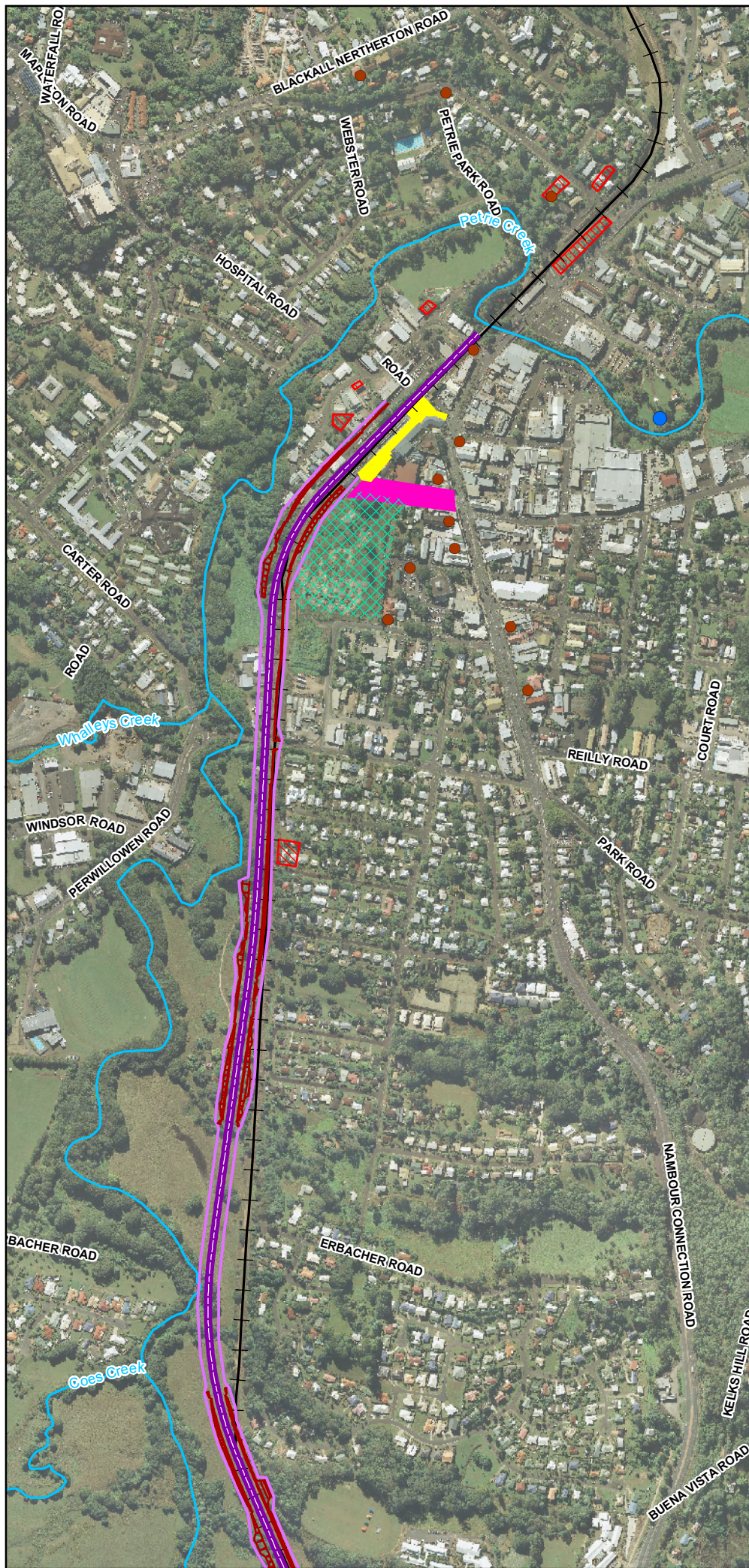
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**Cultural Heritage - Woombye**

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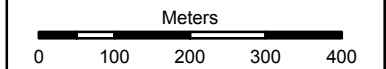


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|                                |                                     |
|--------------------------------|-------------------------------------|
| Scale at A4<br><b>1:10,000</b> | Coordinate System<br>MGA94, zone 56 |
| Drawing Status<br><b>Draft</b> | Horizontal Datum<br>GDA94           |
|                                | Vertical Datum<br>AHD               |
|                                | Map Units<br>Metres                 |

|                        |                                |                    |
|------------------------|--------------------------------|--------------------|
| Job No<br><b>86618</b> | Figure No<br><b>Fig. 10.1e</b> | Issue<br><b>D5</b> |
|------------------------|--------------------------------|--------------------|