APPENDIX W

INLAND RAIL

Non-Indigenous Cultural Heritage Survey Report

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

IR_1534

ARTC

Inland Rail Border to Gowrie EIS

Appendix W – Non-Indigenous Cultural Heritage Survey Report

Australian Rail Track Corporation

Reference: 3100

Document Number:
2-0001-310-EAP-10-RP-0219

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Abbreviations

Term	Description
CHL	Commonwealth Heritage List
DES	Department of Environment and Science (formerly EHP)
EHP	Department of Environment and Heritage Protection (now DES)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
Interwar	Period between World War 1 and World War 2
NHL	National Heritage List
QSA	Queensland State Archives
RNE	Register of the National Estate
SHR	Queensland State Heritage Register
WHL	World Heritage List
AOI	Area of Interest (for site inspection)
B2G	NSW/QLD Border to Gowrie Project (Inland Rail)
CHIMS	DES Cultural Heritage Information Management System
Colonial	Period before 1901
DES	Department of Environment and Science (formerly EHP)
EHP	Department of Environment and Heritage Protection (now DES)
Federation	Period between 1901 and World War 1
GIS	Geographical Information System
GPS	Global Positioning System
GRC	Goondiwindi Regional Council
ICOMOS	International Council on Monuments and Sites
LHR	Local Heritage Register
NSW	New South Wales
QH Act	*Queensland Heritage Act 1992*
QR	Queensland Rail
SLQ	State Library of Queensland
TRC	Toowoomba Regional Council
WWI	World War 1 (1914-1918)
WWII	World War 2 (1939-1945)

1 Introduction

Future Freight Joint Venture (FFJV) has been commissioned by Australian Rail Track Corporation (ARTC) to undertake the non-Indigenous (historical) cultural heritage assessment for the Border to Gowrie Project (the Project), one of 13 packages that comprise the overall Inland Rail Program. FFJV has undertaken this heritage assessment to inform the reference design, modelling and preparation of the Environmental Impact Statement (EIS) for the Project.

Indigenous (Aboriginal) cultural heritage is assessed through a separate process undertaken with the relevant Aboriginal Parties, in accordance with the *Aboriginal Cultural Heritage Act 2003*, and is outside the scope of this report.

1.1 Project description

The Project will be constructed as an approximately 216.2 km long single-track railway with five crossing loops. It will ultimately accommodate trains up to 3,600 m long based on business needs but will be initially constructed to accommodate 1,800 m long double stack freight trains. The Project will comprise 145 km of new (greenfield) rail corridor, and 71.2 km of upgraded existing (brownfield) rail corridor.

The Project is located within the Darling Downs region of southern Queensland and traverses the local government areas of Toowoomba Regional Council (TRC) and Goondiwindi Regional Council (GRC).

The Project consists of the key permanent and temporary features listed in Table 1.1.

Table 1.1 Key features of the Project

Aspect	Description
Permanent features	
New track	Approximately 216.2 km of new single track railway, consisting of: ■ 7.0 km of standard gauge rail (1,435 millimetres (mm)) ■ 209.2 km of dual gauge rail (standard (1,435 mm) and narrow (1,067 mm) gauge). Railway infrastructure and the corridor will initially be constructed for 1,800 m long trains, and future-proofed for operation of 3,600 m trains.
Rail corridor	Establishment of approximately 145.0 km of new rail corridor and use of approximately 71.2 km of existing rail corridor. The rail corridor is generally a minimum width of 40 m. There is one exception to this where the Project utilises the existing rail corridor for the South Western Line parallel to Yelarbon-Kurumbul Road from Ch 7.5 km to Ch 10.0 km. The rail corridor may be as narrow as 25 m through that section to minimise impacts to Yelarbon-Kurumbul Road, adjoining land uses and their access arrangements. The rail corridor would extend out to a maximum of 230 m. Wider sections of corridor are required to accommodate earthworks, drainage structures, rail infrastructure, access tracks and fencing. The rail corridor will be of sufficient width to accommodate all proposed railway infrastructure, including the crossing loops, as well as future expansion to accommodate the potential for 3,600 m long trains.
Crossing loops and turnouts	Crossing loops are places on a single-line track where trains in opposing directions can pass each other. Five crossing loops will be constructed as part of the Project, at a minimum of 2,200 m in length for each loop. Turnouts allow the train to be guided from one section of track to another. Turnouts that connect in to crossing loops and Queensland Rail's (QR) existing South Western Line, Millmerran Branch Line and sidings have been incorporated into the reference design.
Bridges	Bridges to accommodate topographical variation, crossings of waterways or other infrastructure.
Drainage	Cross-drainage is provided by reinforced concrete pipe culverts and reinforced concrete-box culverts. Scour protection measures will be installed around culverts and abutments to prevent erosion.
Rail crossings	Rail crossings, including level crossings, grade separated crossings (rail or road overbridges) and occupational/private crossings.

Aspect	Description
Ancillary works	The construction of associated railway infrastructure, including maintenance sidings and signalling infrastructure to support Advanced Train Management Systems (ATMS). Ancillary works, including works to level crossings, signalling and communications, signage and fencing, drainage works, and installation or modification of services and utilities within the rail corridor.
Construction features (temporary)	
Land	Temporary access tracks will be used to access construction sites. Where possible, access tracks will be retained to serve as RMAR during the operation of the Project. Land requirements for construction will include temporary workspaces, site offices and laydown facilities. These requirements are encompassed within the nominated temporary construction footprint for the Project. Laydown areas will be located approximately every 5 km (avoiding one per cent annual exceedance probability (AEP) floodplains, where possible). Larger sites will be located approximately every 2 km.
Embankments and cuttings	Embankments and cuttings will be required along the length of the rail alignment.
Borrow pits	Identification, establishment and lawful use of borrow pits for the sourcing of construction materials for the Project. This does not include existing borrow pits owned by third parties. Borrow pits are not included in the Project footprint as approval to establish and use borrow pits will be sought separately to the EIS approval process.
Accommodation camps	Construction use and decommissioning of up to three temporary non-resident workforce accommodation camps. These camps are not included in the Project footprint as approval to establish and operate non-resident workforce accommodation camps will be sought separately to the EIS approval process.

1.2 Scope of assessment

The Project Terms of Reference (ToR) states that the: *'The design, construction and operation of the Project should aim to ensure that the nature and scale of the Project does not compromise the cultural heritage significance of a heritage place or heritage area'.*

For non-Indigenous historical heritage, Section 11.167 of the ToR identifies the requirement to*: undertake a study of, and describe, the known and potential historical cultural and landscape heritage values of the area potentially affected by the Project. Any such study should be conducted by an appropriately qualified cultural heritage practitioner. Provide strategies to mitigate and manage any negative impacts on non-Indigenous cultural heritage values and enhance any positive impacts.*

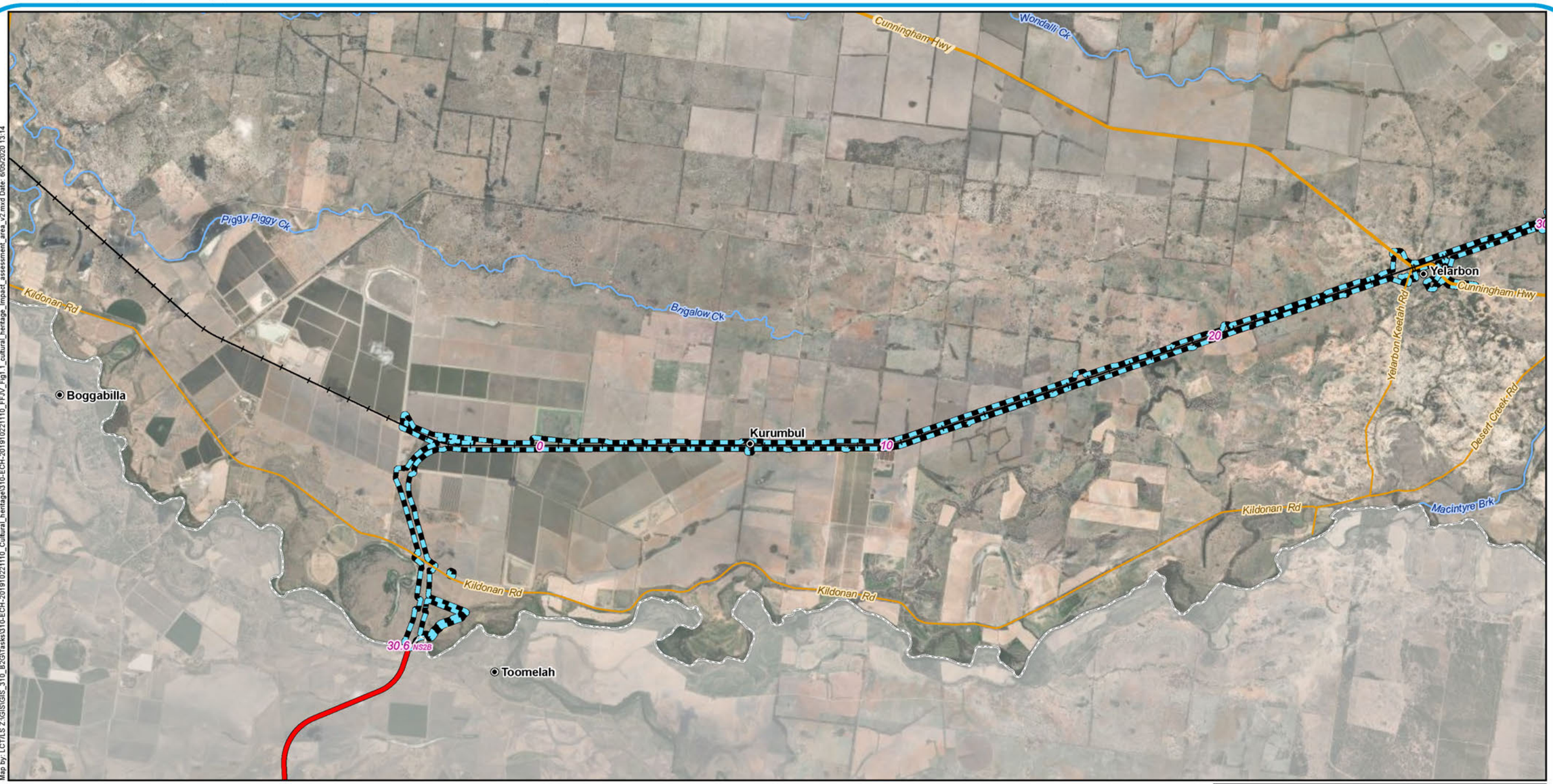
In accordance with these requirements, this cultural heritage assessment seeks to:

- Identify known and potential non-Indigenous cultural heritage values of the impact assessment area
- Assess the significance of these values
- Assess the Project's potential impacts on these values
- Recommend measures to manage or mitigate potential impacts on cultural heritage values.

For the purposes of this assessment, locations of potential heritage interest have been identified within 1 km radius of the Project footprint to provide a comprehensive appreciation of the creation and evolution of the historical landscape in which the Project is located. Impacts have then been assessed for heritage places, within 50 m of the Project footprint. This 50 m radius allows for potential direct and indirect impacts to heritage places to be considered. The cultural heritage impact assessment area is the Project footprint plus the 50 m radius and is shown in Figure 1.1.

Where heritage places have been assessed, these have been determined to be within the Project footprint, for direct impacts, or within the impact assessment area, for indirect impacts.

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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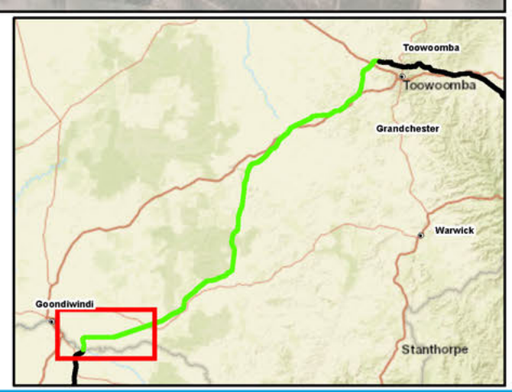
Legend

- 5 Chainage (km)
- Localities
- North Star to NSW/QLD border alignment
- Existing rail (operational)
- Major roads
- Minor roads
- Watercourses
- NSW/QLD border
- Cultural heritage impact assessment area



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0 0.9 1.8 2.7 3.6 4.5km

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Integrating Community, Environment and Engineering

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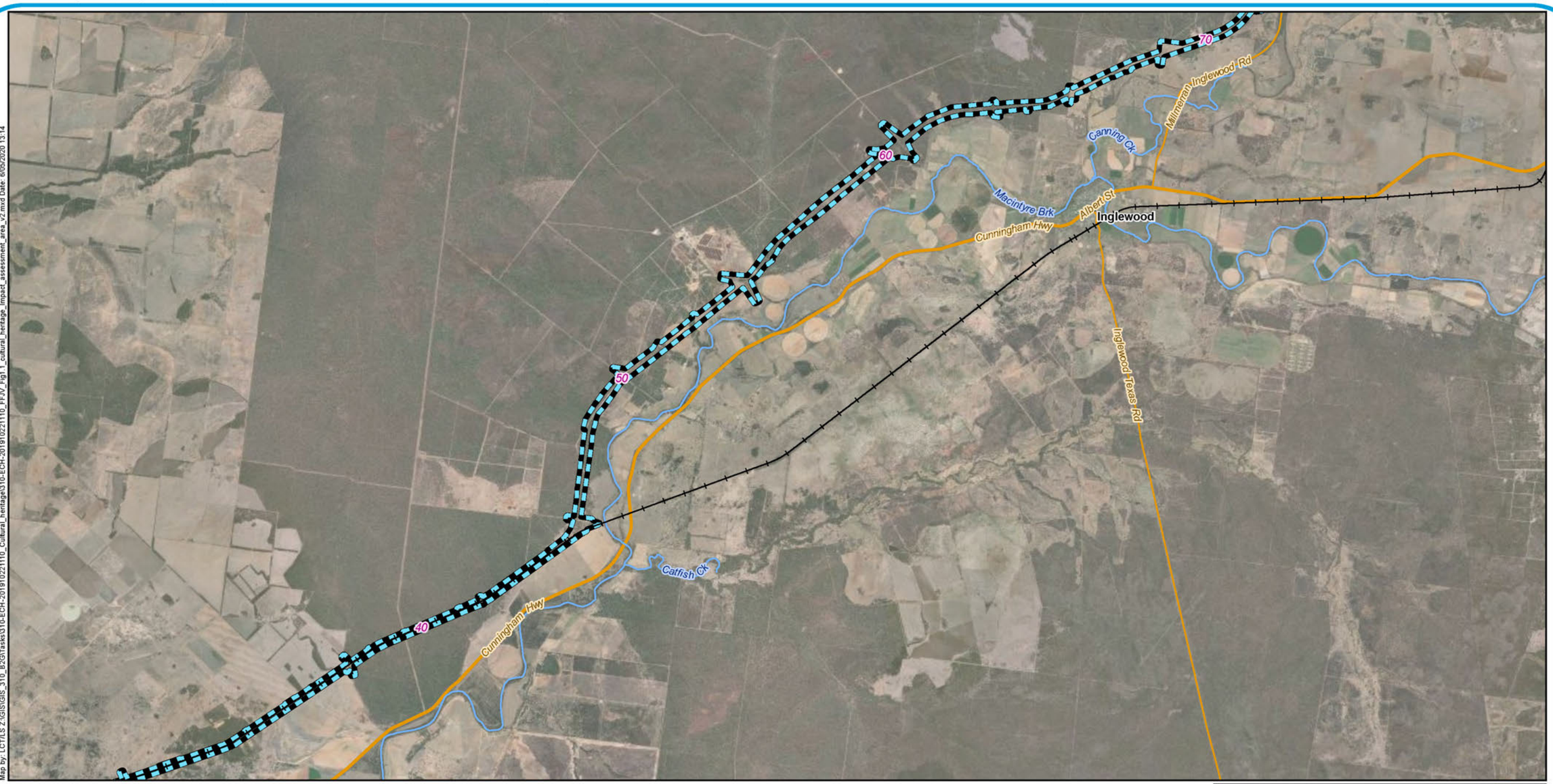
Border to Gowrie

Figure 1.1a: Cultural heritage impact assessment area



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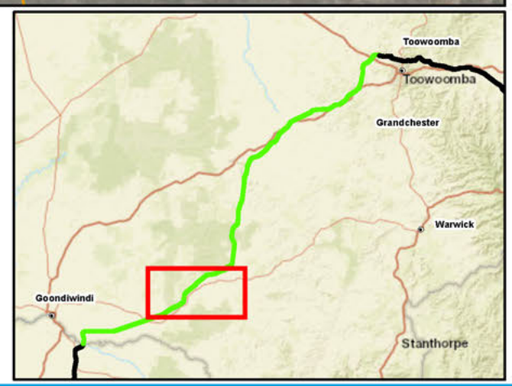
Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area



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0 0.9 1.8 2.7 3.6 4.5km

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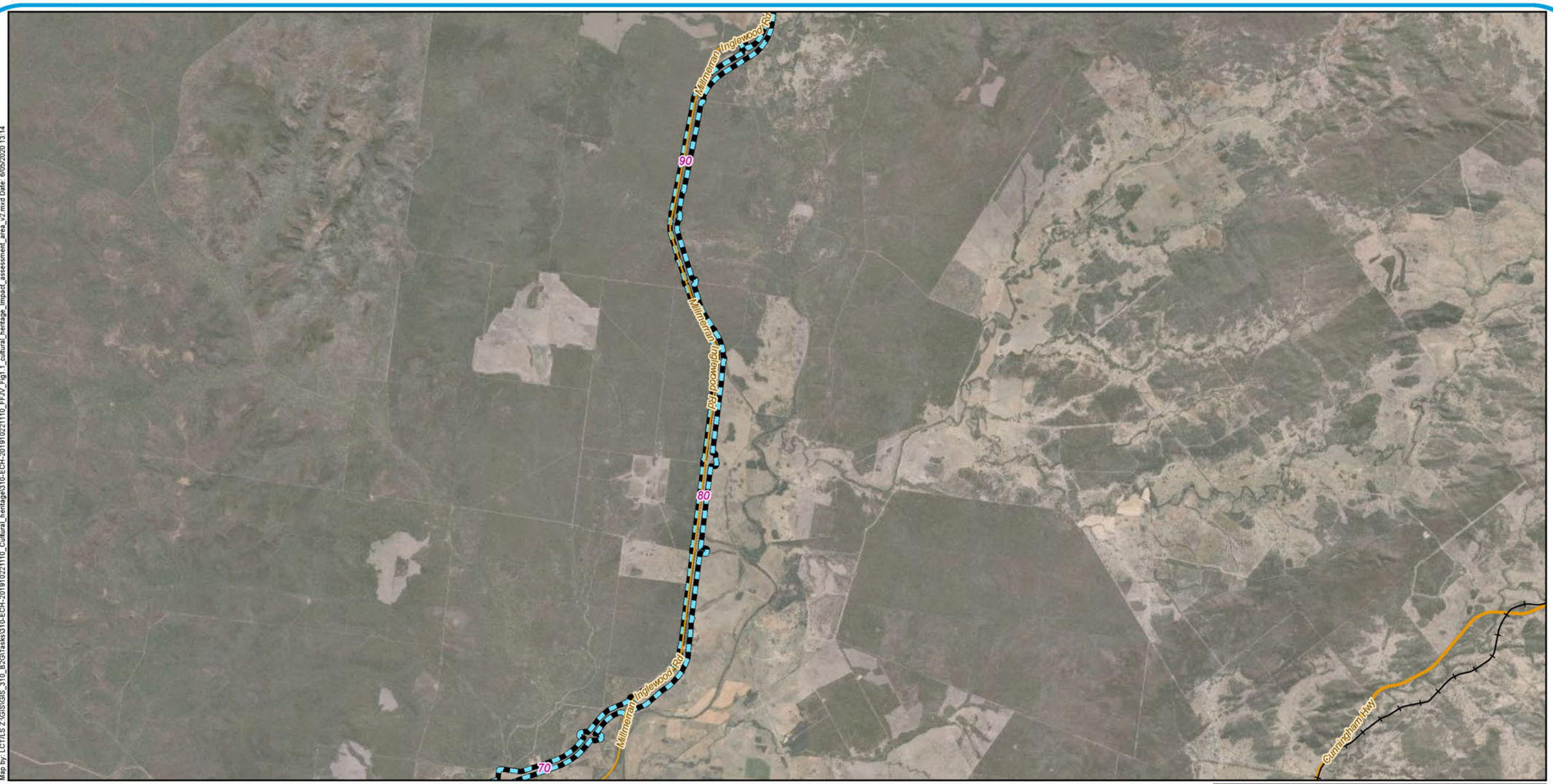
Border to Gowrie

Figure 1.1b: Cultural heritage impact assessment area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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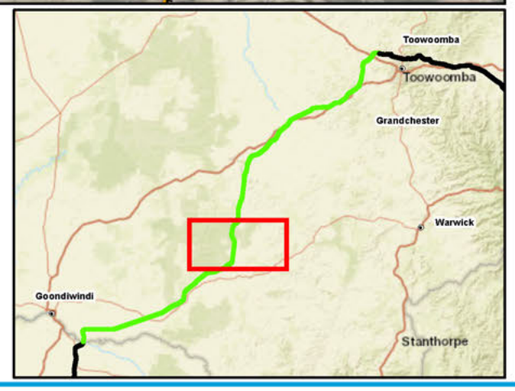
Legend

- 5 Chainage (km)
- Existing rail (operational)
- Major roads
- Minor roads
- Cultural heritage impact assessment area



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0 0.9 1.8 2.7 3.6 4.5km

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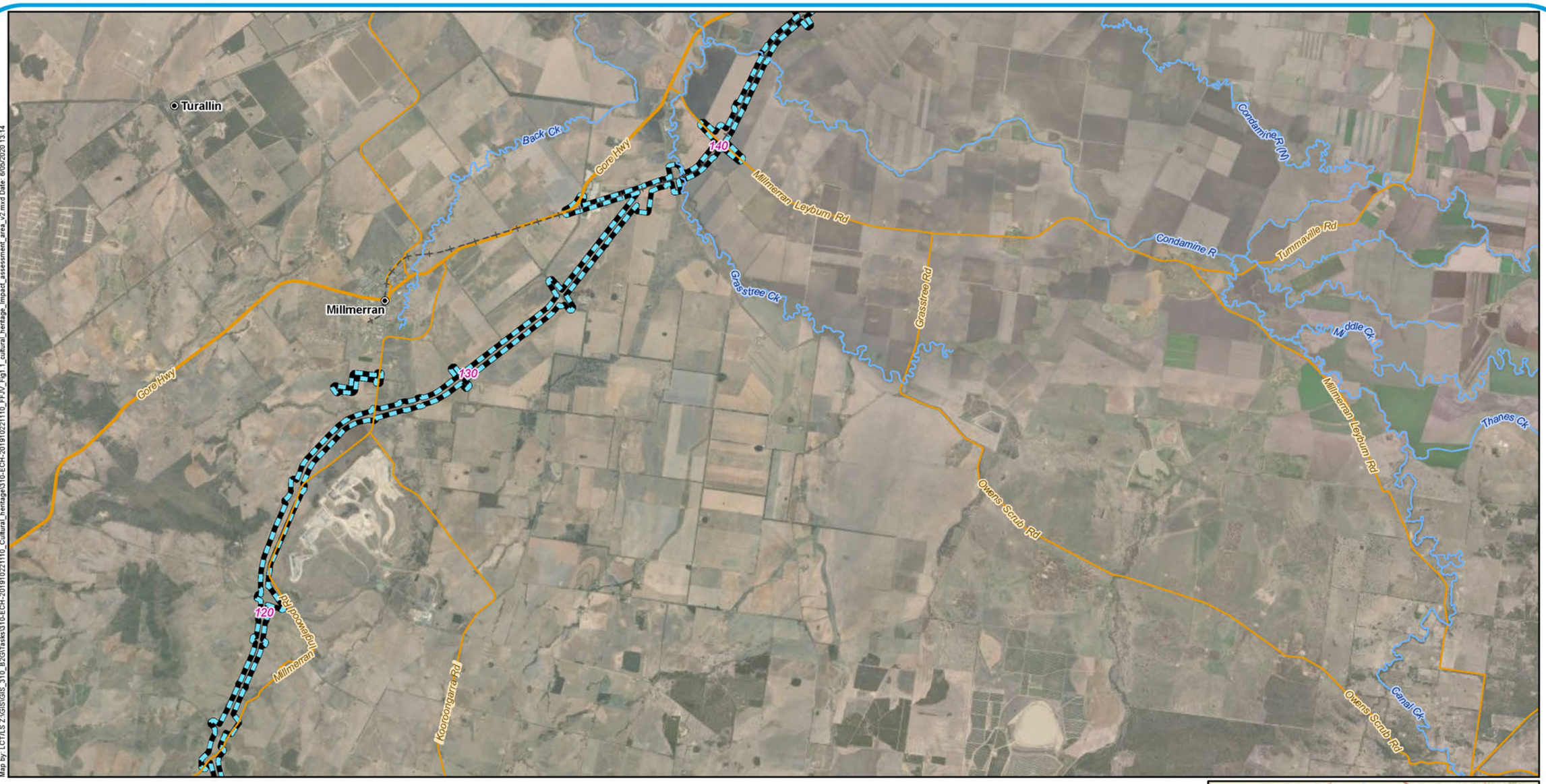
Border to Gowrie

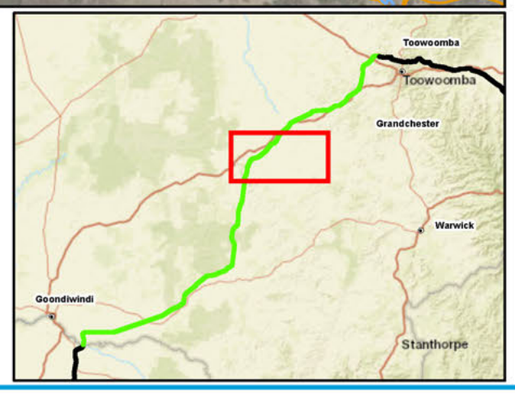
Figure 1.1c: Cultural heritage impact assessment area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Legend

- 5 Chainage (km)
- Localities
- Existing rail (non-operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area



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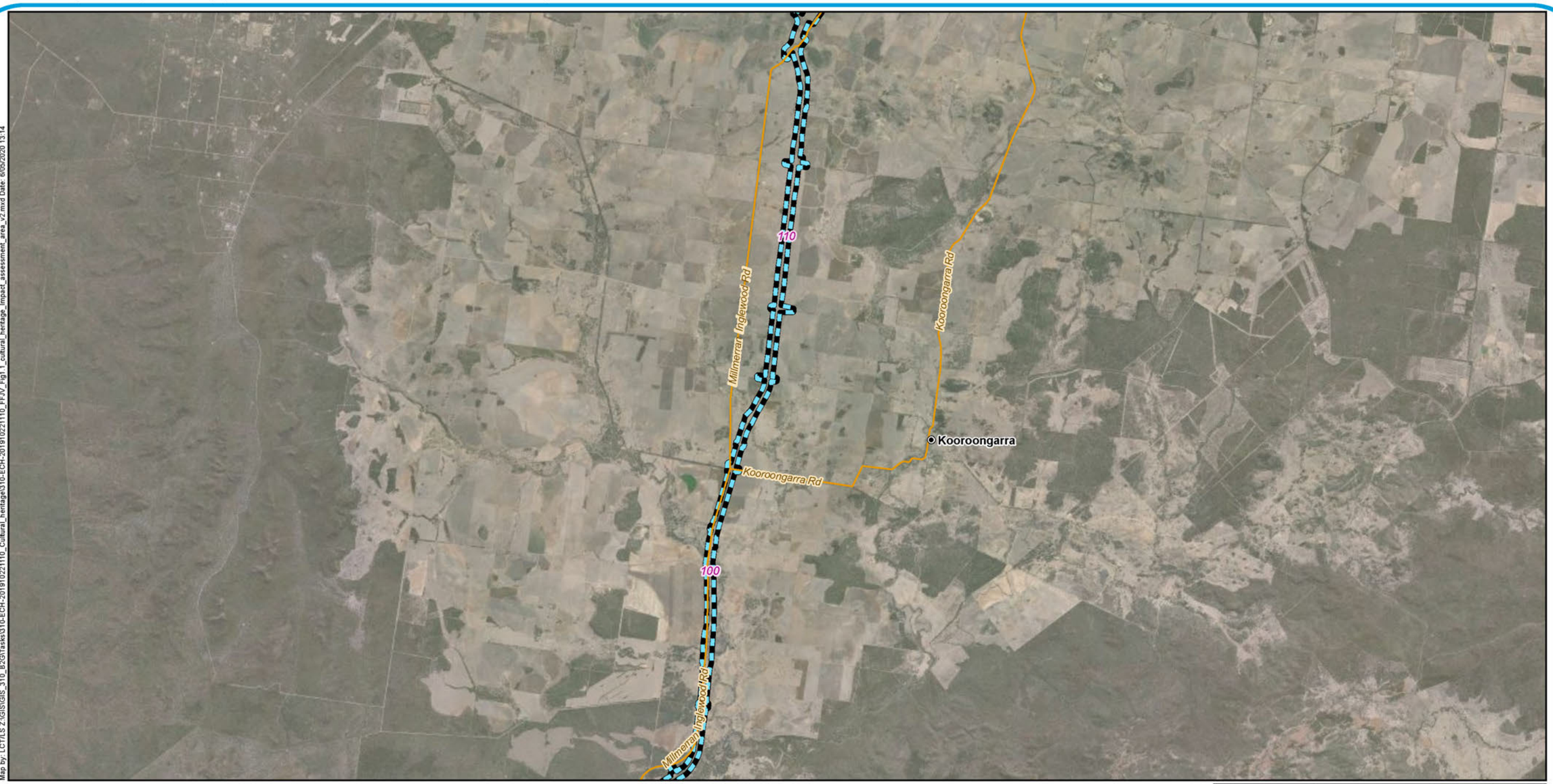
Border to Gowrie

Figure 1.1d: Cultural heritage impact assessment area

Map by: LCT/LS Z:\GIS\GIS_310_B2G\Tasks\310-ECH-20191022111O_Cultural_heritage\310-ECH-20191022111O_FFJV_Fig1.1_cultural_heritage_impact_assessment_area_v2.mxd Date: 6/05/2020 13:14

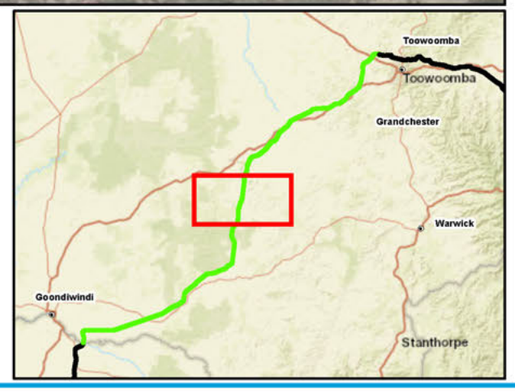
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map by: LCT/LS Z:\GIS\GIS_310_B2G\Tasks\310-ECH-20191022\110_Cultural_heritage\310-ECH-20191022\110_FFJV_Fig1.1_cultural_heritage_impact_assessment_area_v2.mxd Date: 6/05/2020 13:14



Legend

- 5 Chainage (km)
- Localities
- Minor roads
- Cultural heritage impact assessment area



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0 0.9 1.8 2.7 3.6 4.5km

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Border to Gowrie

Figure 1.1e: Cultural heritage impact assessment area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
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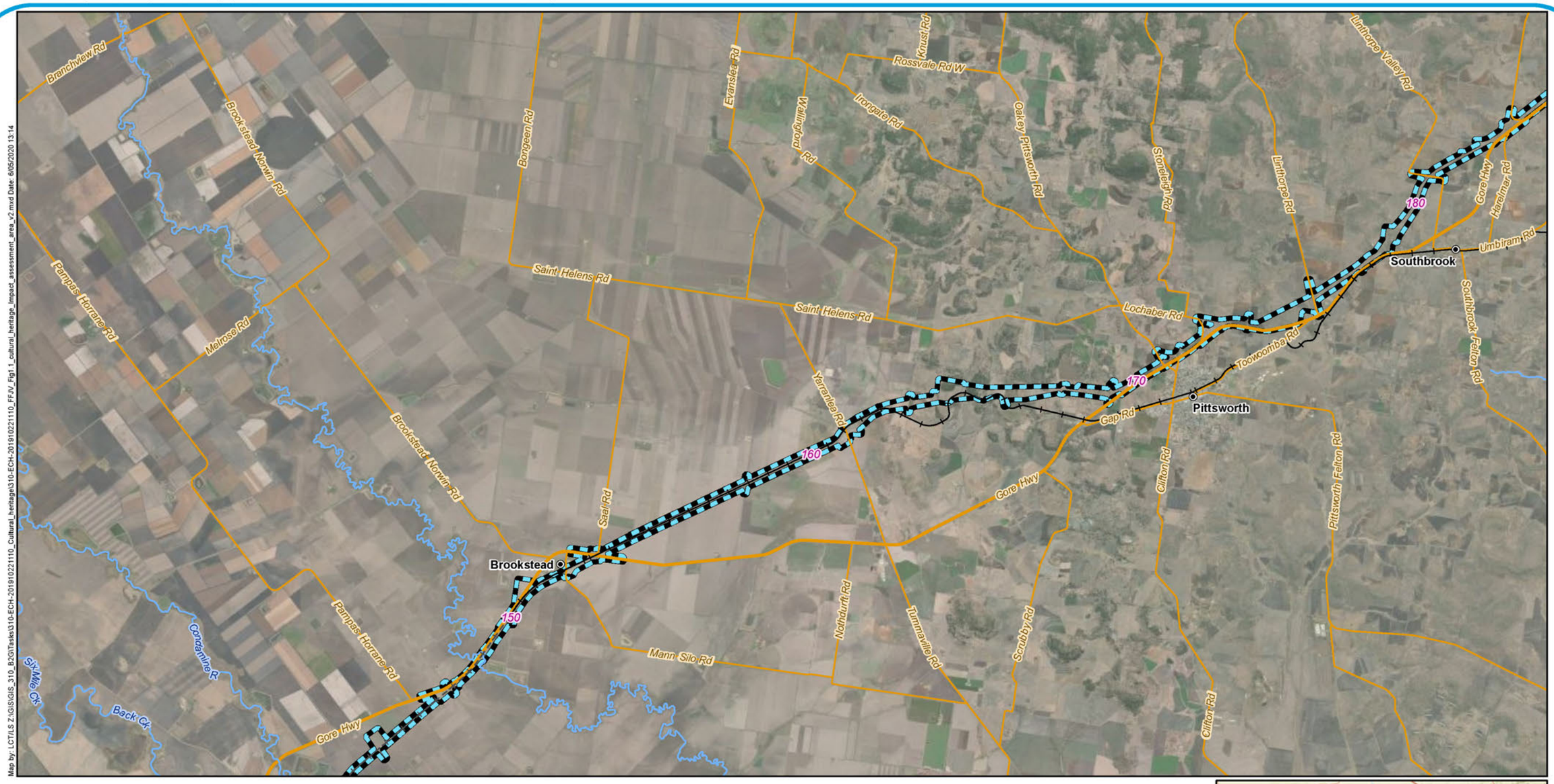

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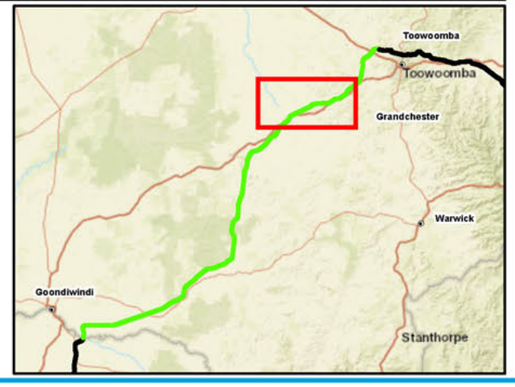
Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area



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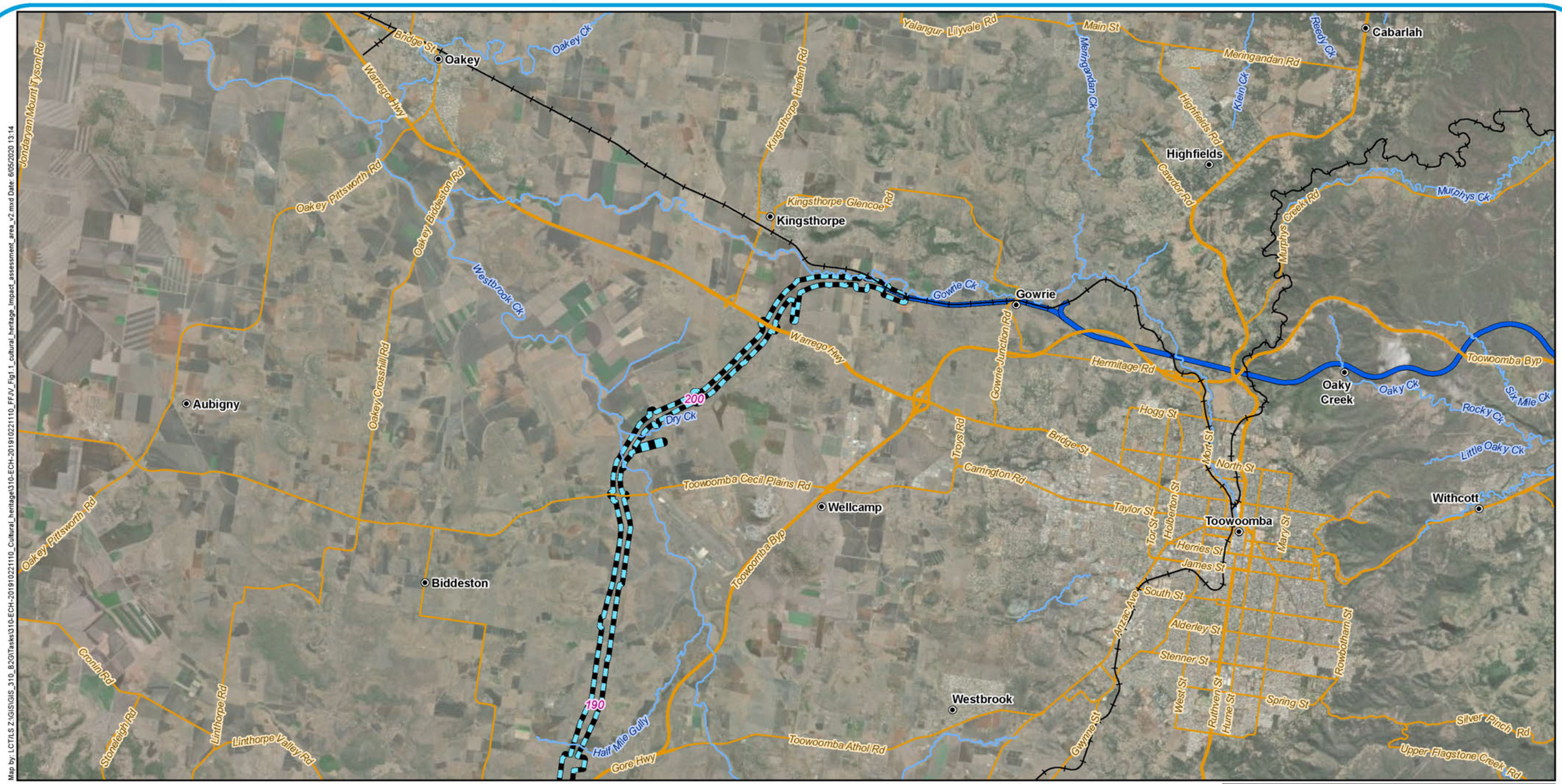
Border to Gowrie

Figure 1.1f: Cultural heritage impact assessment area



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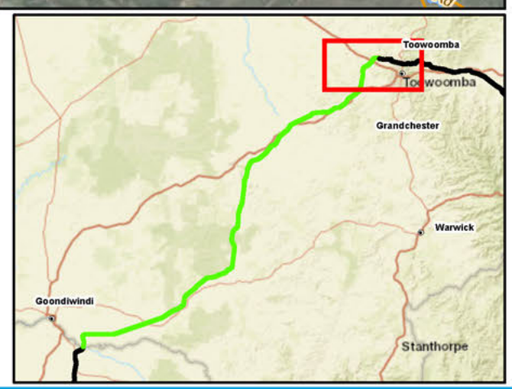
Legend

- 5 Chainage (km)
- Localities
- Gowrie to Helidon alignment
- Existing rail (operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area



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Border to Gowrie

Figure 1.1g: Cultural heritage impact assessment area

1.3 Authorship

In accordance with the requirements of Section 11.167 ToR, this assessment has been undertaken by the following qualified cultural heritage professionals:

- Dr Kate Quirk (Senior Heritage Specialist), PhD, BA(Hons): 12 years' experience
- Dr Susan Lampard (Principal Heritage Specialist), PhD, BA(Hons): 20 years' experience
- Luke Kirkwood (Principal Heritage Specialist), BSc/BA(Hons): 15 years' experience.

2 Legislation

2.1 Commonwealth legislation

2.1.1 Environment Protection and Biodiversity Conservation Act 1999

The primary objective of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is to provide for the protection of the environment, particularly those aspects that are matters of national environmental significance. Under Part 9 of the EPBC Act, any action that is likely to have a significant impact on a matter of national environmental significance may only progress with approval of the Commonwealth Minister for the Environment.

The EPBC Act defines 'environment' as both natural and cultural environments and therefore includes Indigenous and non-Indigenous historical cultural heritage items. Under the Act, protected heritage items are listed on the World Heritage List, National Heritage List (items of significance to the nation) or the Commonwealth Heritage List (items belonging to the Commonwealth or its agencies). These latter two lists replaced the Register of the National Estate in 2007. The Register of the National Estate has been suspended and is no longer a statutory list; however, it remains as an archive.

Searches of the World Heritage List, National Heritage List, Commonwealth Heritage List and Register of the National Estate undertaken in May 2019 indicate that there are no registered heritage places within 1 km of the Project footprint (refer Section 5.1).

2.2 State legislation

2.2.1 Queensland Heritage Act 1992

The *Queensland Heritage Act 1992* (QH Act) seeks to conserve Queensland's cultural heritage for the benefit of the community and future generations (s2.0). It provides the framework for assessing the significance of items and places of historical (non-Indigenous) cultural heritage value, and protects all places and areas listed on the Queensland State Heritage Register. The QH Act is administered by the Department of Environment and Science, with advice from the Queensland Heritage Council.

Broadly, a place is considered to be of state cultural heritage significance if:

> *Its heritage values contribute to our understanding of the wider pattern and evolution of Queensland's history and heritage. This includes places that contribute significantly to our understanding of the regional pattern and development of Queensland* (Environment and Heritage Protection 2013).

Under section 35(1) of the QH Act, a place may be entered on the Queensland State Heritage Register if it satisfies one or more of the following criteria:

- The place is important in demonstrating the evolution or pattern of Queensland's history
- The place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage
- The place has potential to yield information that will contribute to an understanding of Queensland's history
- The place is important in demonstrating the principal characteristics of a particular class of cultural places
- The place is important because of its aesthetic significance
- The place is important in demonstrating a high degree of creative or technical achievement at a particular period

- The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons
- The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.

The concept of 'cultural heritage' provided in the QH Act is purposefully broad, encompassing places of significance to the present generation or past or future generations (Schedule 1). This encourages the consideration of potential heritage places from all time periods, including the contemporary. As observed by the Department of Environment and Heritage Protection (now the Department of Environment and Science):

> *It is important to conserve places demonstrating the evolution or pattern of Queensland's history, including a sampling of contemporary places, so that future generations may choose what they wish to value and conserve from their history and cultural heritage'* (Environment and Heritage Protection 2013).

Part 9, Division 1 of the QH Act also provides protection for places that have potential archaeological significance. Section 89 requires a person to notify the Chief Executive of the Department of Environment and Science of an archaeological artefact that is an important source of information about an aspect of Queensland's history. This notice must be given as soon as practicable after the person discovers the item. Section 90 stipulates that it is an offence to interfere with an archaeological artefact once notice has been given of the artefact to the chief executive.

Searches of the Queensland State Heritage Register undertaken in May 2019 indicated no registered places within 1 km of the Project footprint (refer Section 5.1).

2.3 Local government planning frameworks

Local heritage places are managed under Part 11 of the QH Act, local planning schemes and the *Planning Act 2016*. The QH Act provides a process for establishing a local heritage register and nominating places to be included on a local heritage register. As defined by the Queensland Government (Environment and Heritage Protection 2013), a place is considered to be of local (rather than state) significance if *'its heritage values do not contribute significantly to our understanding of the wider pattern and evolution of Queensland's history and heritage'*. It is noted, however, that as 'government supported transport infrastructure', the Project cannot be made assessable by local planning instruments.

Different planning schemes refer to places of local heritage value in different ways. For the sake of consistency and clarity, this report will identify all locally listed places as Local Heritage Register (LHR) places.

2.3.1 Toowoomba Regional Council

The northern sections of the Project (Ch 94.5 km to Ch 206.9 km) are located in the TRC local government area and are covered by the Toowoomba Regional Planning Scheme. Places of local heritage value are listed in Planning Scheme Policy 6, and areas of Neighbourhood Character Value are listed in Planning Scheme Policy 7. Protections and desired development outcomes for these places are respectively described in Overlay Codes 8.3.1 and 8.3.2. The planning scheme does not provide assessments against significance for either local heritage places or areas of neighbourhood character value.

A search of Planning Scheme Policy 6 and 7 in May 2019 indicates that there is one TRC LHR place, the Gowrie Homestead in Kingsthorpe, within 1 km of the Project footprint (refer Section 5.1).

2.3.2 Goondiwindi Regional Council

The remainder of the Project is located in the GRC and is covered by the Goondiwindi Region Planning Scheme. The GRC planning scheme lists local heritage places in Planning Scheme Policy 2 (Local Heritage Register) and protects these locations under the Heritage Overlay Code (s8.2.4). The planning scheme does not provide assessments against significance for local heritage places, although general statements are provided for most sites in the Goondiwindi Regional Council Heritage Survey (Blake 2011), which forms the basis of the register.

A search of the planning scheme in May 2019 indicates that there are three GRC LHR places within 1 km of the Project footprint, one of which is also in the impact assessment area:

- Railway bridge, Whetstone
- Cemetery, Yelarbon
- Yelarbon Soldiers Memorial Hall, Yelarbon (within the impact assessment area).

These places are discussed in Section 5.1.

3 Methodology

The historical heritage assessment has been undertaken to address legislative and ToR requirements, as well as the guideline *Assessing cultural heritage significance: Using the cultural heritage criteria* (Environment and Heritage Protection 2013), which provides a framework for identifying and managing historical significance under the QH Act. In keeping with this framework, the key elements of the assessment are:

- Background research
- Non-Indigenous cultural heritage site inspections
- Significance assessment of heritage sites
- Impact assessment of heritage sites
- Recommendation of management measures.

3.1 Background research

The aim of the background research was to:

- Develop an understanding of the known and potential non-Indigenous heritage values of the impact assessment area
- Identify areas of known or potential heritage value for subsequent inspection
- Provide a context against which the significance of these values could be assessed.

A three-stage process has been used to fulfil these aims, comprising: register searches, analysis of historical mapping, and review of previous studies.

3.1.1 Register searches

Searches of all relevant heritage registers were conducted to identify previously recorded heritage places. Registers consulted include:

- World, National and Commonwealth Heritage Registers
- Queensland Heritage Register
- Register of the National Estate (non-statutory)
- Register of the Queensland National Trust (non-statutory)
- The Department of Environment and Science Cultural Heritage Information Management System (CHIMS) (non-statutory)
- Queensland Rail Heritage Register (non-statutory)
- Local Heritage Registers – TRC and GRC.

3.1.2 Analysis of historical mapping

Analysis of historical maps and aerial images has been undertaken to develop an appreciation of the creation and evolution of the historical landscape of the impact assessment area. Sources consulted included:

- Cadastral mapping (showing property owners, reserves, roads and other infrastructure)
- Topographic mapping (showing the location of structures, types of landforms, the extent of vegetation clearance and the alignment of roads and railway)

- Aerial imagery (showing the location of structures, the extent of vegetation clearance and the alignment of roads and railway).

Each of these resources was georeferenced using GIS software, enabling an accurate understanding of the location of the Project relative to elements of the historical landscape. This facilitated the identification of previously unrecorded heritage sites, such as early structures which are no longer standing, but which have the potential for archaeological deposits.

3.1.3 Review of previous studies

Previous heritage studies of relevance to the Project were reviewed, along with more general primary and secondary historical sources. These included:

- Blake, Thom. 2011. *Goondiwindi Regional Council: Heritage Survey*. Unpublished report for Goondiwindi Regional Council.
- Brannock & Associates. 2010. *Toowoomba Regional Council Heritage and Urban Character Study*. Unpublished report to Toowoomba Regional Council.
- Goondiwindi & District Family History Society. 2008. *Celebrating the Centenary of the Railway to Goondiwindi 1908-2008*. Goondiwindi, Queensland: Goondiwindi & District Family History Society.
- Kerr, John. 1966. *Notes on Queensland Railways*. Unpublished manuscript (State Library of Queensland).
- Uebergang, Grant. 2011. *From Beauaraba to Back Creek: A History of the Pittsworth to Millmerran Branch Rail Line, 1911 - 2011*. Yandilla, Queensland.

The information garnered from these sources was used to identify additional areas of heritage significance, but also to generate an overview of the history of the area, providing a context against which heritage values were assessed.

3.2 Selection of sites for inspection

Given the extent of the Project, it was considered neither practical nor desirable to inspect the entire Project footprint. Instead, a targeted survey strategy was adopted to focus on areas of highest heritage potential. These areas of interest (AOI) included:

- Registered heritage places (statutory and non-statutory)
- Previously identified but unregistered places
- New places identified during historical research or site inspections.

The inspection of AOI was prioritised based on the proximity of a place to the Project footprint (whether or not they are in the impact assessment area) and their heritage potential (high, medium or low). The criteria applied to this prioritisation process are presented in Table 3.1 and Table 3.2. For example, AOI of high heritage potential within the impact assessment area were given a Priority of 1, while AOI of low potential outside of the impact assessment area were given a Priority of 5.

Table 3.1 Levels of heritage potential for areas of interest

Potential	Description	Example
High	Places that have potential for early or complex structures and archaeological deposits Registered heritage places	Homestead complexes Early slab huts
Medium	Places that have the potential for simple or later structures and archaeological deposits	Later single dwellings.
Low	Places that have the potential for very simple or modern structures and archaeological deposits	Dips, bridges

Table 3.2 Areas of interest inspection priority

Priority		Heritage potential		
		High	Medium	Low
Within the impact assessment area	Yes	1	2	3
	No	3	4	5

3.3 Significance assessment

The significance of non-Indigenous heritage places has been assessed in accordance with the QH Act and *Assessing cultural heritage significance: Using the cultural heritage criteria* (Environment and Heritage Protection 2013). In general, a place may be considered to be of heritage significance if it meets one or more of the criteria stipulated in Section 35 of the QH Act, as outlined in Table 3.3.

Table 3.3 Queensland State heritage significance assessment criteria

Criterion	Description
A – historical	The place is important in demonstrating the evolution or pattern of history
B – rarity	The place demonstrates rare, uncommon or endangered aspects of cultural heritage
C – research	The place has potential to yield information that will contribute to an understanding of history
D – representativeness	The place is important in demonstrating the principal characteristics of a particular class of cultural places
E – aesthetic	The place is important because of its aesthetic significance
F – creative/technical	The place is important in demonstrating a high degree of creative or technical achievement at a particular period
G – social	The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons
H – associational	The place has a special association with the life or work of a particular person, group or organisation of importance.

These criteria may be fulfilled at different significance thresholds, ranging from World to Local, depending on the importance of the place, and the contribution it makes to our understanding of the past. Descriptions of the applicable significance thresholds, as defined in *Assessing cultural heritage significance: Using the cultural heritage criteria* (Environment and Heritage Protection 2013), are provided in Table 3.4.

Table 3.4 Levels of cultural heritage significance thresholds

Significance	Description
World	Heritage values contribute to our understanding of the pattern and evolution of world history and heritage and the place is considered to be of outstanding value to humanity
National	Heritage values make an outstanding contribution to our understanding of the pattern and evolution of Australia's history and heritage.
State	Heritage values contribute to our understanding of the wider pattern and evolution of Queensland's history and heritage. This includes places that contribute significantly to our understanding of the regional pattern and development of Queensland.
Local	Heritage values contribute to our understanding of the pattern and evolution of local history and heritage.

To assist in the assessment of historical significance, the Department of Environment and Heritage Protection (now the Department of Environment and Science) developed a thematic framework that identifies the most important events, processes and trajectories in Queensland history (refer Figure 3.1) (Environment and Heritage Protection 2013). Places that demonstrate one or more of these themes are more likely to be of historical heritage significance.

Queensland thematic framework

1. Peopling places
   - 1.1 the first inhabitants
   - 1.2 migration from outside and within
   - 1.3 encounters between Indigenous and non-Indigenous peoples
   - 1.4 family and marking the phases of life
2. Exploiting, utilising and transforming the land
   - 2.1 exploring, surveying and mapping the land
   - 2.2 exploiting natural resources
   - 2.3 pastoral activities
   - 2.4 agricultural activities
   - 2.5 managing water
   - 2.6 managing flora and fauna
   - 2.7 experimenting, developing technologies and innovation
   - 2.8 protecting and conserving the environment
   - 2.9 valuing and appreciating the environment and landscapes
3. Developing secondary and tertiary industries
   - 3.1 feeding Queenslanders
   - 3.2 developing manufacturing capacities
   - 3.3 developing engineering and construction industries
   - 3.4 developing economic links outside Queensland
   - 3.5 struggling with remoteness, hardship and failure
   - 3.6 inventing devices
   - 3.7 financing
   - 3.8 marketing, retailing and service industries
   - 3.9 informing Queenslanders
   - 3.10 entertaining for profit
   - 3.11 lodging people
   - 3.12 catering for tourists
   - 3.13 adorning Queenslanders
4. Working
   - 4.1 organising workers and workplaces
   - 4.2 caring for workers' dependent children
   - 4.3 working in offices
   - 4.4 unpaid labour
   - 4.5 trying to make crime pay
   - 4.6 surviving as Indigenous people in a white-dominated economy
   - 4.7 working as exploited/indentured labour
5. Moving goods, people and information
   - 5.1 utilising human movement
   - 5.2 using draught animals
   - 5.3 using rail
   - 5.4 using shipping
   - 5.5 using motor vehicles
   - 5.6 using air transport
   - 5.7 telecommunications
   - 5.8 postal services
6. Building settlements, towns, cities and dwellings
   - 6.1 establishing settlements
   - 6.2 planning and forming settlements
   - 6.3 developing urban services and amenities
   - 6.4 dwellings
7. Maintaining order
   - 7.1 policing and maintaining law and order
   - 7.2 government and public administration
   - 7.3 customs and quarantine services
   - 7.4 local government
   - 7.5 withstanding physical threats to order
   - 7.6 defending the country
8. Creating social and cultural institutions
   - 8.1 worshipping and religious institutions
   - 8.2 cultural activities
   - 8.3 organisations and societies
   - 8.4 festivals
   - 8.5 sport and recreation
   - 8.6 commemorating significant events
9. Educating Queenslanders
   - 9.1 primary schooling
   - 9.2 secondary schooling
   - 9.3 educating adults
   - 9.4 tertiary education
10. Providing health and welfare services
    - 10.1 health services
    - 10.2 caring for the homeless and destitute
    - 10.3 caring for women and children

Figure 3.1 **Queensland thematic framework**

Source: Environment and Heritage Protection (2013)

3.4 Impact assessment

The potential impacts on the heritage values have been assessed using criteria developed from the *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (ICOMOS 2011).

Under the ICOMOS guidelines, two key elements are required to assess impacts on heritage places: the value of the place, and the extent of the change to this value. The value of the place is a measure of its importance, also referred to as its significance. As outlined in the Burra Charter (ICOMOS 2013) and Section 3.3, places can be of local, state, national or world significance. Places of local significance are important only to their immediate community. Places of State significance are important to the wider region and places of national significance are important to the country as a whole. Places of world heritage significance are important to all of humanity, possessing one or more outstanding universal values. The more valuable a place is, the more vulnerable it is to change. Hence value, or significance as it is used here, is a measure of sensitivity.

The differing significance of a place and its associated sensitivity to impact is summarised in Table 3.5.

Table 3.5 Levels of cultural heritage sensitivity

Sensitivity	Justification	Significance
Extreme	Attributes which convey Outstanding Universal Values of World Heritage Place	Fulfils criteria for local, state, national and international listing.
Very high	Exceptional, rare or outstanding attributes demonstrating important themes in national or international history and heritage.	Fulfils criteria for local, state, national or potentially international listing.
High	Attributes demonstrating important themes in State history and heritage.	Fulfils criteria for local and state listing.
Moderate	Attributes demonstrating important themes in local history and heritage.	Fulfils criteria for local listing and may fulfil criteria for state listing.
Low	Attributes demonstrating minor themes in local history and heritage.	May fulfil criteria for local listing and does not fulfil criteria for state listing.
Negligible	Attributes that have no heritage significance.	Does not fulfil criteria for local or state listing.

Source: Adapted from ICOMOS (2011): Appendix 3A

The degree of impact an activity will have on a heritage place is assessed in terms of the magnitude of change to the acknowledged heritage values of a place as summarised in Table 3.6. These impacts may be direct, such as the demolition of heritage buildings, or indirect, such as changes to the views or setting of a heritage place. In some cases, indirect impacts might also cause physical damage to a heritage place, such as excessive vibration causing structural damage, or excessive pollution causing damage to surfaces.

Table 3.6 Determining magnitude of change

Magnitude	Example criteria
Major	Change to all or most significant aspects of the place, such that its heritage values are substantially reduced or destroyed.
Medium	Change to some significant aspects of the place, such that some of its heritage values are partially reduced.
Low	Minor change to significant aspects of the place, such that some of its heritage values are slightly reduced.
Negligible	Changes to insignificant aspects of the places, such that its heritage values are not reduced.
No change	No change.

Source: Adapted from ICOMOS (2011): Appendix 3A

The final assessment of the significance of impact on a heritage place is a factor of the cultural heritage sensitivity of the place, combined with the predicted magnitude of change, as outlined in Table 3.7. A prediction of impact significance can be made both before and after the implementation of identified mitigation measures, allowing the efficacy of the measures to be assessed and revealing residual impacts that need to be considered.

Table 3.7 Impact significance matrix

Significance of impact		Magnitude of change				
		Major	**Medium**	**Low**	**Negligible**	**No change**
Cultural heritage sensitivity	Extreme	Very large	Large	Moderate	Slight	Neutral
	Very high	Very large	Large	Moderate	Slight	Neutral
	High	Large	Moderate	Moderate	Slight	Neutral
	Moderate	Moderate	Moderate	Slight	Slight	Neutral
	Low	Moderate	Slight	Slight	Neutral	Neutral
	Negligible	Slight	Slight	Neutral	Neutral	Neutral

Source: Adapted from ICOMOS (2011): Section 5

4 Historical context

4.1 Exploration and early settlement

The first permanent settlement in Queensland was the Moreton Bay Penal Colony, established at what is now Brisbane in 1824. Almost immediately, explorers including John Oxley, Allan Cunningham, and then-Commandant Captain Patrick Logan set out to explore the hinterland to the west, following the major watercourses including the Logan River, Brisbane River and Bremer River (Johnston 1988). In 1828, botanist Allan Cunningham was tasked with finding more pastoral land for the burgeoning colony of New South Wales (of which Queensland was then a part). His first task was to find a route through the Great Dividing Range, providing a link between the port of Moreton Bay and the rich plains of the west. Cunningham fulfilled this aim with the discovery of the eponymous Cunningham's Gap, and was fulsome in his praise for the lands beyond:

> *'Looking north-easterly the eye wandered with pleasure over a fine open grazing country, very moderate timbered, with patches of clear plain, and detached wooded ridges to diversify the surface; and in no part did there appear the slightest obstacle to prevent a communication either with the southern shores of Moreton Bay or the banks of the Brisbane river.*
>
> *In taking a general view of the very superior country at which the labours of my party terminated northerly, it was gratifying to observe the range of luxuriant pasturage, this subject of our discovery, in its plains, rising downs, open woodlands, valleys, and even elevated forest ranges has thrown open to our most extensive flocks and herds, in a genial climate and at an elevation of one thousand eight hundred feet above the sea shore. Its timbers, moreover, add to its importance '*(Cunningham 1827 in Johnston 1982:8-9).

The colonial authorities, however, were reluctant to allow settlement of what became the Darling Downs. The population of New South Wales had increased rapidly over the previous decades, and the-then Governor Darling tried to constrain the resulting sprawl of colonists by establishing a northern 'limit of settlement' at Port Macquarie, some 250 km south of the present Queensland border. Darling's efforts, needless to say, met with little success (Fitzgerald 1982).

Cognisant of Darling's failure, incoming Governor Bourke took a different approach, introducing a 'squatter's licence' in 1834 which permitted the holder to graze stock on Crown Land for the sum of £10 per annum. Soon after, pastoralists were making their way north through the inland, taking up vast tracts of lands on the Liverpool Plains, New England and, eventually, the Darling Downs (Fitzgerald 1982). The Project extends through many of these early squatting runs, from Toolburra on the present-day border, north to Whetstone, and then to Canning Downs, Yandilla, Cecil Plains, Westbrook and Gowrie. By the time the Darling Downs Pastoral District was officially opened for selection in 1843, the squatters were well ensconced in over 26 pastoral stations, running more than 150,000 sheep (Fitzgerald 1982).

4.2 Free selection, closer settlement and the railways

Unsurprisingly, the squatters were reluctant to relinquish their claims to the land, but by the late 1860s the authorities had come to realize that the fertile lands of the Darling Downs could be used for more than just the production of wool. This, added to pressure from incoming settlers, saw large portions of the original runs resumed, and broken up into smaller parcels for sale as freehold agricultural farms. Soon, farmers were branching out from pastoral grazing to grain and beef production (Fitzgerald 1982).

However, the advance of freehold selection, and of agriculture, was stymied by a lack of reliable transport from the Darling Downs to the markets on the other side of the Great Dividing Range. This problem had been eased in the eastern part of the Darling Downs by the establishment of a railhead at Toowoomba in 1867, and then by the construction of the first part of the Western Line (Toowoomba to Dalby) in 1868 and of the Southern Line (Gowrie Junction to Wallangarra) in 1887 (Blake 2011). Farmers in the western part of the Darling Downs, however, were still faced with carting produce over miles of country roads to reach these distant railways.

Communities started to campaign for access to the railway system through the extension of mainlines and the construction of new branch lines (Blake 2011). This resulted in the construction of the first part of the South Western Line (Warwick to Goondiwindi) in 1908, and the Millmerran Branch Line (Pittsworth to Millmerran) in 1911. The provision of railways in these areas saw the rapid diversification of surrounding industries, with logging and grain and tobacco cultivation prominent in the south of the Project, and dairying in the north (Blake 2011; Stallman 1980). The latter was actively promoted by the government as a way to alleviate rural poverty, and saw the development of cheese and butter factories along the rail lines (Camm 1974; Johnston 1982).

Rail corridors of the South Western and Millmerran Branch Lines are utilised by a third of the total Project length. The following sections provide a brief historical overview of the rail infrastructure and associated townships that are within the impact assessment area.

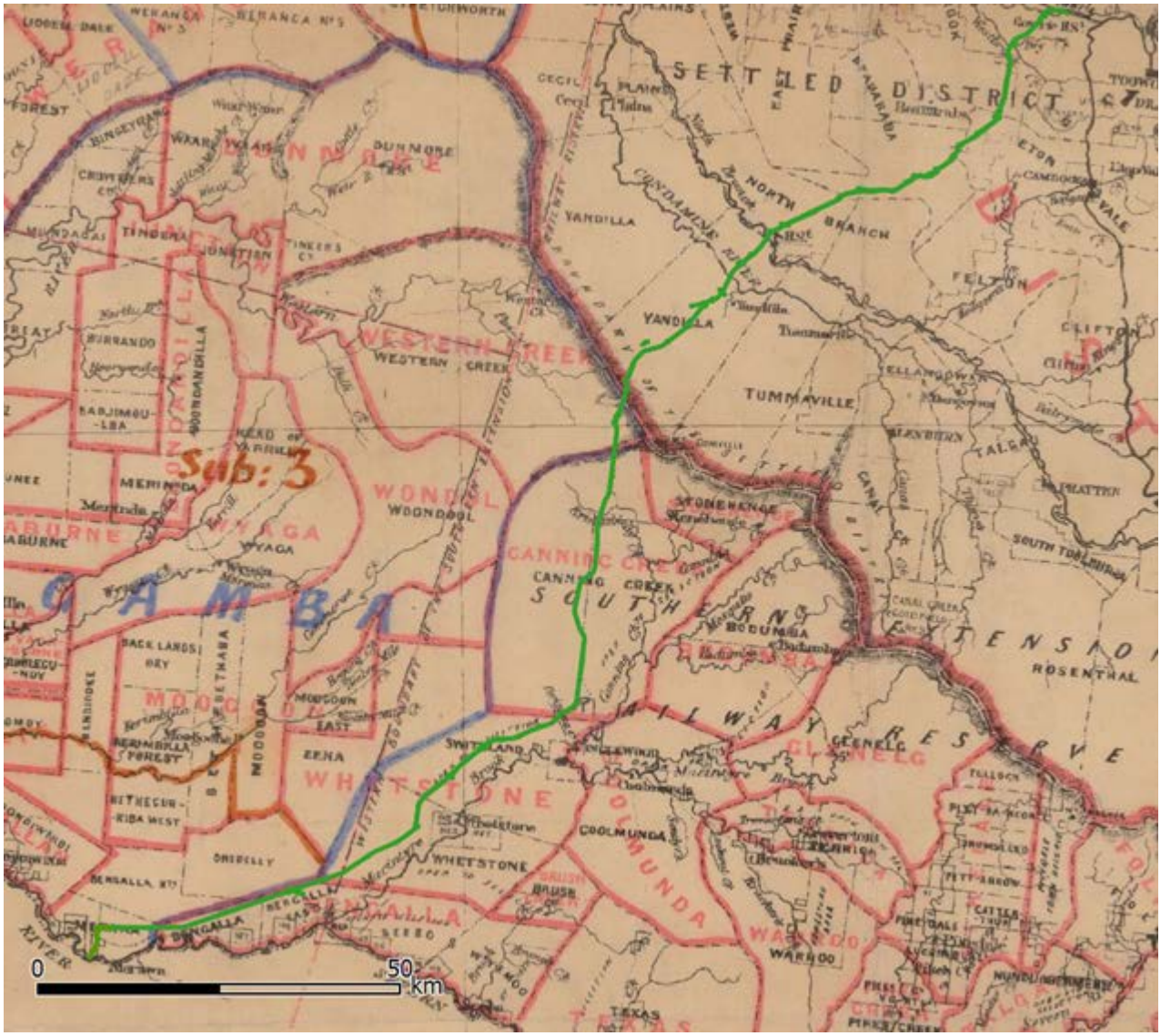


Figure 4.1 **Detail of 1883 Darling Downs Pastoral District run map, showing approximate Project alignment in green**

Source: Surveyor General's Office (1883)

4.2.1 Kurumbul Station (South Western Line)

The station was opened in 1908 as Burrunba, believed to be an Aboriginal word for brigalow (*Acacia harpophylla*), but was renamed four years later as Kurumbul (also Kurrumbul), which is believed to be an Aboriginal word for magpie (*Brisbane Courier* 30 August 1912:3). In 1916 the station featured a siding, horse and carriage loading bank, and station master's residence (refer Figure 4.2) (Kerr 1966: Vol 2). Over the next two decades these facilities expanded to include sheep and cattle yards, a side loading bank, platform shelter, goods shed and cream shed. By the late 1940s, however, patronage of thestation was waning and in 1951 the decision was made to withdraw the station master, and convert the station to an isolated siding. Aerial imagery suggests that most of the station buildings remained in place until the early 1980s, but were demolished some time before 1997 (QAP54150099) (Kerr 1966: Vol 2).

The surrounding township of Kurumbul was surveyed in 1912, offering 40 residential lots and a school reserve (refer Figure 4.2). A school had been built in the town by at least 1922 (*Brisbane Courier* 22 December 1923:20), and is believed to have remained opened until the 1970s (Queensland Department of Education 2013). A review of *Pugh's Almanac* entries for Kurumbul through to 1927 suggests that no other community or commercial services were established in the town (Powells & Pughs Limited 1927).

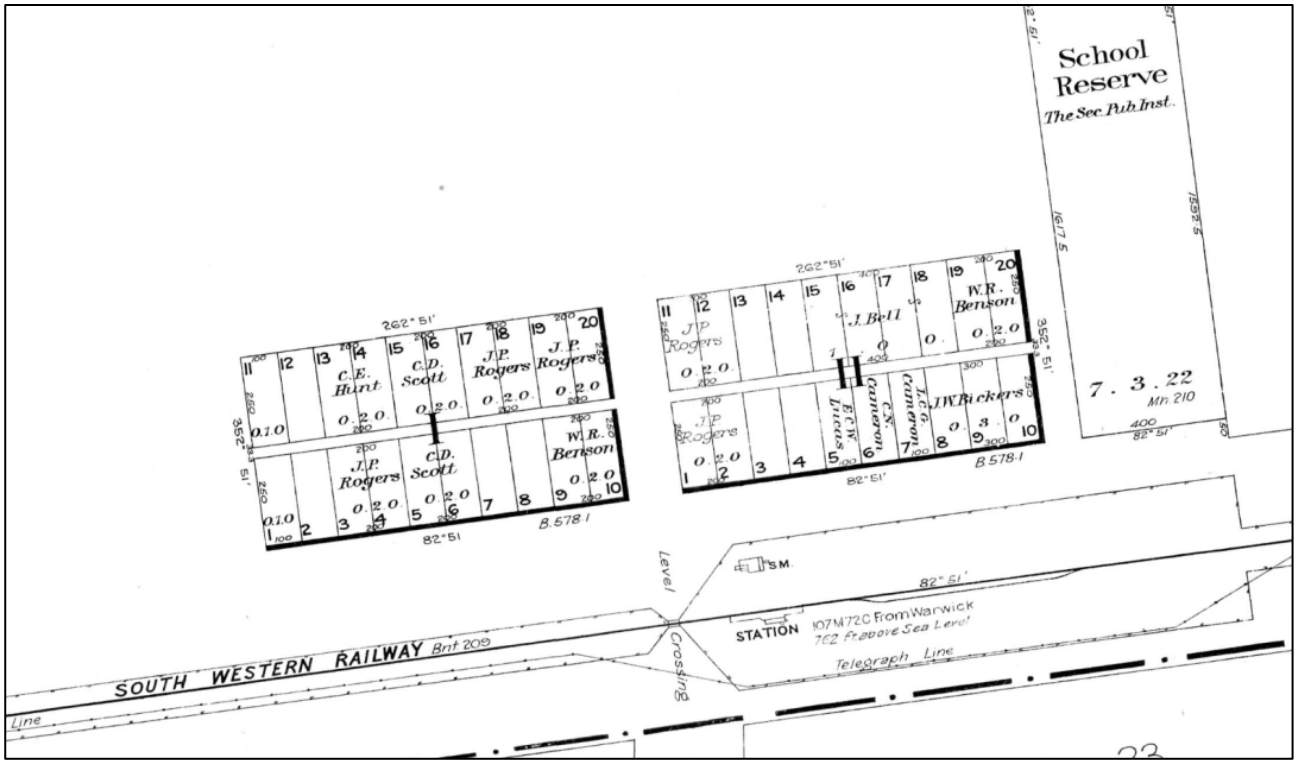


Figure 4.2 Detail of 1912 town map of Kurumbul

Source: Queensland Survey Office (1912)

4.2.2 Gibinbell Siding (South Western Line)

Gibinbell Siding was opened in 1908, named after what is believed to be an Aboriginal word for a native orange tree (*Warwick Examiner and Times* 4 March 1914:1). A loading bank was constructed in 1917 and a shelter was added in 1935 (Kerr 1966: Vol 2).

Aside from the railway itself, the first building in Gibinbell appears to have been the school, which was commissioned in 1913. Two years later, a reserve for the township of Gibinbell was established (*Brisbane Courier* 24 December 1915:16), and 40 residential lots created (refer Figure 4.3). It is unclear how many of these were purchased, however, with aerial imagery from 1949 suggesting that much of the 'town' site remained uncleared (1949 QAP0009113). This is borne out by a review of *Pugh's Almanac* entries for Gibinbell, which lists no commercial or other premises in the town (Powells & Pughs Limited 1927). The school was removed in 1930 (*Brisbane Courier* 4 November 1930:3).

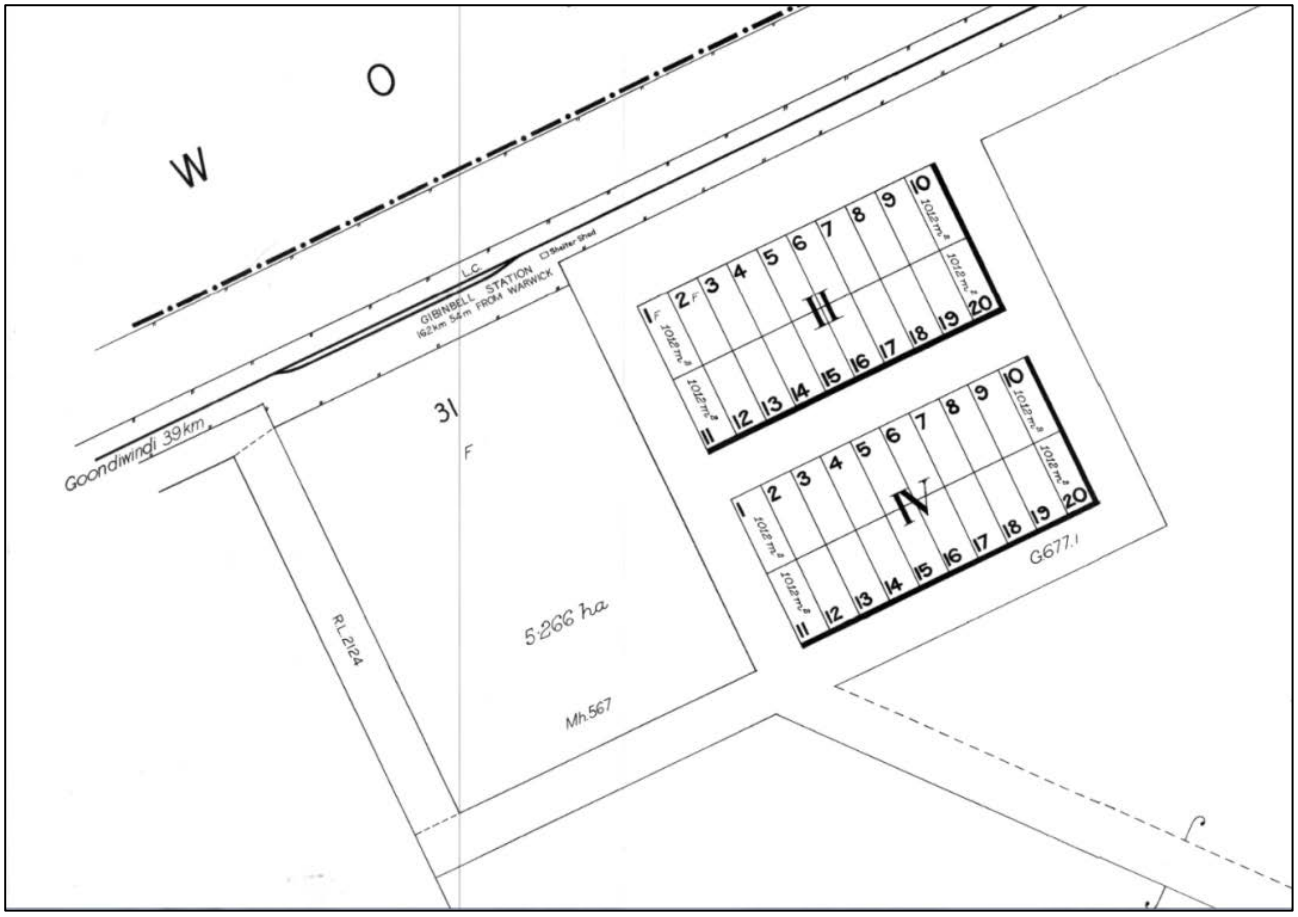


Figure 4.3 **Detail of 1976 town map of Gibinbell**

Source: Queensland Department of Mapping and Surveying (1976)

4.2.3 Yelarbon Station (South Western Line)

Yelarbon was established in 1908 as a station on the South Western Line, named for what is believed to be an Aboriginal word for a large lagoon (*Queenslander* 25 April 1914:8). A station master was employed in 1914, and by 1916 the station featured a station building, siding, horse and carriage loading bank, animal yards, crane and scale. Over the next two decades these facilities expanded to include a telegraph connection, goods and cream sheds, side and end loading banks, and a platform shelter (Kerr 1966: Vol 2) (refer Photograph 4.1). From the 1960s, however, changes in transport technology and in the local economy meant that fewer passengers were using the station, and that facilities for stock and for cream were no longer required. The yards, cream shed and platform shelter were accordingly removed and replaced with the current bulk grain handling facilities.

The surrounding township of Yelarbon was surveyed and lots offered for sale in mid-1909 (*Warwick Examiner and Times* 7 July 1909:5), and by 1912 a school had been opened (The Yelarbon Centenary Committee 2012). The economy of the town was initially dominated by the railway and by the surrounding sheep, cattle and wheat industries, but quickly began to diversify. In 1917, the Girle family relocated their sawmilling business from the mining town of Silver Spur to Yelarbon, setting up adjacent to the railway and becoming one of the town's main employers to the present day (The Yelarbon Centenary Committee 2012).

Another opportunity was presented by an unlikely source: the rabbit plague that infested many of Australia's rural areas. In the late 1910s, the Yelarbon Fresh Rabbits Supply Company was founded, and a freezing works established at Yelarbon which employed 40, in addition to the many engaged in trapping and transporting the rabbits (Powells & Pughs Limited 1920; The Yelarbon Centenary Committee 2012). This industry proved a success through the next four decades, coming to an end only in the 1950s, when the introduction of myxomatosis decimated rabbit populations.

As the rabbit industry contracted, the growing of tobacco started to expand. Tobacco crops had been raised in the area since the late 19th century, but the improved transport links offered by the South Western Line allowed the industry to expand (Government of Queensland 1909). Tobacco growing peaked in the 1960s, attracting migrant workers to the region, and briefly pushing the population of Yelarbon over 500 (Blake 2011; The Yelarbon Centenary Committee 2012).

Photograph 4.1 Yelarbon Station c1935 (SLQ 149429)

4.2.4 Whetstone Siding (South Western Line)

Whetstone Siding was opened in 1908, named after the original pastoral run on which it was located. Animal yards had been added by 1916, and a passenger shelter by 1935. It appears that the siding may have been staffed in the first decade of use but, from 1929, it operated as an isolated siding (Kerr 1966: Vol 2). The shelter was removed in the 1970s (QAP33372216).

4.2.5 Yandilla Station (Millmerran Branch Line)

Yandilla Station was opened in 1911 as a part of the Millmerran Branch Line. The name was taken from the original pastoral run on which the station was located, which in turn was believed to be an Aboriginal word for 'running water' (*Queenslander* 25 April 1914:8). In 1916 the station featured a siding, horse and carriage loading bank, scales and animal yards (refer Photograph 4.2) (Kerr 1966: Vol 4). Over the next two decades these facilities expanded to include side and end loading banks, platform shelter, goods shed and cream shed and a 1 ton weighbridge which was subsequently replaced with a 6 ton version, and then 20 ton (metrication began in Australia in 1966). By the late 1950s, however, patronage of the station was waning, and in 1951 the decision was made to withdraw the station master, and convert the station to an isolated siding. The goods shed and the passenger station building was removed in the 1960s, and the first of the current concrete silos built. Further silos were added in the following years, and the last of the station buildings are believed to have been removed by the 1990s (Kerr 1966; Uebergang 2011).

Photograph 4.2 Yandilla Station c1960

Source: Uebergang, **(**2011)

4.2.6 Pampas Station (Millmerran Branch Line)

Pampas Station was opened in 1911 as a part of the Millmerran Branch Line, reportedly named for the wide plains (or pampas) that surrounded the site (*Queenslander* 11 April 1914:8). In 1916 the station featured a siding, horse and carriage loading bank, scales and animal yards (refer Photograph 4.3) (Kerr 1966: Vol 4). Over the next three decades these facilities expanded to include a side and end loading banks, platform shelter, goods shed and cream shed and a 1 ton a weighbridge which was subsequently replaced with a 6 ton version, and then 20 ton. The goods shed was removed in the 1950s, and the station building in the 1970s (Kerr 1966; Uebergang 2011).

The surrounding township of Pampas was surveyed and lots offered for sale in late 1912 (*Darling Downs Gazette 1 October 1912: 4*). The region was known for dairying, and in 1913 a cheese factory was established in Pampas as a branch of the Pittsworth Dairy Company (*Darling Downs Gazette* 14 October 1913:4). Despite this development however, the town struggled to establish itself (Uebergang 2011). A school was not required until the 1920s (*Daily Standard* 29 October 1921:6), and although a Memorial Hall was built in the early 1950s (*Pittsworth Sentinel* 1 October 1954:3), the community was dwindling. The school was closed in 1957 (Queensland Department of Education 2013), and the railway station in the 1970s (Uebergang 2011).

Photograph 4.3 Pampas Station in 1968

Source: Uebergang, **(**2011)

4.2.7 Brookstead Station (Millmerran Branch Line)

Brookstead Station was opened in 1911 as a part of the Millmerran Branch Line, named for the original pastoral run on which it was located (Brannock & Associates 2010). In 1916 the station featured a siding, horse and carriage loading bank, weighbridge and animal yards (Kerr 1966: Vol 4). Over the next three decades these facilities expanded to include side and end loading banks, platform shelter, goods shed, cream shed, and grain shed. In the 1950s, the business of the station became increasingly concentrated on grain transport. A station master was added to manage the burgeoning grain traffic, and the first bulk grain handling facilities were constructed (refer Photograph 4.4). Gradually, the other services, such as the goods and cream shed, were removed and the station closed in the 1980s. The station building was subsequently relocated to an adjacent park (Kerr 1966; Uebergang 2011).

The surrounding township of Brookstead was surveyed and lots offered for sale in late 1911. A store and hotel were established the following year, a cheese factory as a branch of the Pittsworth Dairy Company in 1913, and a school in 1915 (Queensland Department of Education 2013; Uebergang 2011). A church, blacksmiths, tennis club and other community and commercial facilities were added over the following decades, and the town remains a service centre for the surrounding area (Uebergang 2011).

Photograph 4.4 Brookstead Station 1967

Source: Uebergang (2011:105)

4.2.8 Cecilvale Station (Millmerran Branch Line)

Cecilvale Station was opened in 1911 as a part of the Millmerran Branch Line, named for the original pastoral run on which it was located (Uebergang 2011). In 1916 the station consisted solely of a siding, to which a shelter was added in the 1930s. By 1941, however, the shelter had been removed, followed by the siding in 1943, and in 1950 the station was closed (Kerr 1966; Uebergang 2011).

4.2.9 Yarranlea Station (Millmerran Branch Line)

Yarranlea Station was opened in 1911 as a part of the Millmerran Branch Line, named for what is believed to be an Aboriginal word for small trees like myall (*Acacia sp.*) or brigalow (*Acacia harpophylla*) (*Queenslander*, 25 April 1914:8). In 1916 the station featured a siding, horse and carriage loading bank, and scales (refer Photograph 4.3) (Kerr 1966: Vol 4). Over the next three decades these facilities expanded to include side and end loading banks, platform shelter, goods shed, cream shed, and weighbridge. As the need for these services declined in the mid-20th century, they were gradually removed, eventually replaced with the current 1970s bulk grain handling facilities (Kerr 1966; Uebergang 2011).

4.2.10 Murlaggan Station (Millmerran Branch Line)

Murlaggan Station was opened in 1911 as a part of the Millmerran Branch Line (Uebergang 2011). In 1916 the station consisted solely of a siding, to which a shelter was added in the 1930s (refer Photograph 4.5). Murlaggan lacked a station master for much of its operation, but was the base for a gang of fettlers, one of whom lived permanently on site (Uebergang 2011). The gang and their accommodation were relocated to Pittsworth in the 1970s and the station closed in 1981, by which time all remaining buildings had been removed (1984 QAP43540241).

Photograph 4.5 Murlaggan Station 1968

Source: Uebergang (2011:111)

4.3 Inland Rail

A rail line linking Melbourne to Brisbane has been touted for several decades, with the current inland route being selected over the alternative coastal route in the 1990s (Bureau of Transport and Communications Economics 1996). The Project was revisited in the early part of the 2000s (Bureau of Transport Economics 2000; Mann 2007), before being taken up and progressed by ARTC in its present form (ARTC 2015).

Inland Rail is the largest freight rail project in Australia's history, and has been promoted as nation building infrastructure comparable with the Snowy Hydro Scheme of the 1950s. However, as a nationally significant project this has meant that it has also received extensive scrutiny from the wider public, (Schwartz & Blucher 2017b). One of the major issues across the Project has been the proposed alignment, with landholders expressing concern regarding the resumption of high quality agricultural land, and the dissection of rural properties. Along the Project, however, this has been overshadowed by concerns that the construction of a rail line across the Condamine River floodplain will pose a direct risk to life and property during significant rain events.

The concerns with the Condamine River floodplain section of the alignment is based partly on the flood events that occurred in the area in 2010-2011, which caused widespread damage and washed away sections of the existing South Western and Millmerran Branch lines (Schwartz & Blucher 2017a).

Community concerns have led to the creation of a well-organised protest campaign by various groups, including the Millmerran Rail Group and the Inner Downs Inland Rail Action Group, both of whom have a strong social media presence as well as conducting physical demonstrations (Inner Downs Inland Rail Action Group 2018; Millmerran Rail Group 2018). The former group have erected multiple signs and other installations along the route, including a rather elaborate piece of art (artist unknown) that is frequently used as the group's logo (refer Photograph 4.6). This art directly references concerns regarding the flood impact of the Inland Rail Project and, indirectly, the flood events at Grantham in January 2011.

Acknowledging the significance of flooding concerns to local landholders and community groups across the Condamine River floodplain, ARTC has, as part of this Project, implemented a consultation plan with clear direction on the capture and documentation of these issues raised by the public. It is thus important to recognise how the design has been influenced through an iterative process based on landholder and community feedback either through consultation and/or protest. This is evidenced by the preparation of the Border to Gowrie Project Hydrology and Flooding Technical Report (FFJV 2020) as a component of the Border to Gowrie EIS (Appendix Q).

Photograph 4.6 Protest art installation by the Millmerran Rail Group

Source: Millmerran Rail Group (2018)

5 Existing heritage context

5.1 Register searches

A search of all relevant statutory and non-statutory heritage registers, undertaken in May 2019, indicated that there are no Commonwealth or State listed heritage places within 1 km of the Project footprint (refer Table 5.1). There are four locally listed heritage places within 1 km of the Project footprint, one of which is also in the impact assessment area (refer Table 5.2). Additionally, there is one non-statutory QR Heritage Register place and three non-statutory CHIMS places within 1 km of the Project footprint, two of which are in the impact assessment area (refer Table 5.3).

Table 5.1 Summary of register searches

Register	Outside the impact assessment area. Within 1 km of the Project footprint	Within the impact assessment area
World Heritage List	0	0
National Heritage List	0	0
Commonwealth Heritage List	0	0
Register of the National Estate (non-statutory)	0	0
State Heritage Register	0	0
Cultural Heritage Information Management System (non-statutory)	3	2
Queensland Rail Heritage Register (non-statutory)	1	0
Toowoomba Regional Council Local Heritage Register	1	0
Goondiwindi Regional Council Local Heritage Register	3	1
Queensland World War II Historic Places (non-statutory)	0	0

Table 5.2 Local heritage places within 1 km of the Project footprint

Place	Location	Source	Proximity to Project
Railway Bridge	Whetstone	Goondiwindi Regional Council Local Heritage Register	Outside of the impact assessment area. Within 1 km of the Project footprint
Yelarbon Soldiers Memorial Hall	Yelarbon	Goondiwindi Regional Council Local Heritage Register	Within the impact assessment area
Cemetery	Yelarbon	Goondiwindi Regional Council Local Heritage Register	Outside of the impact assessment area. Within 1 km of the Project footprint
Gowrie Homestead	Kingsthorpe	Toowoomba Regional Council Local Heritage Register	Outside of the impact assessment area. Within 1 km of the Project footprint

Table 5.3 Non-statutory heritage places within 1 km of the Project footprint

Place	Register	ID	Proximity to Project
Site of former Brookstead Station building	Cultural Heritage Information Management System	2440	Within the impact assessment area
Brookstead Station building	Cultural Heritage Information Management System	22934	Within the impact assessment area
Macintyre Brook bridge, Whetstone	Cultural Heritage Information Management System	2425	Outside of the impact assessment area. Within 1 km of the Project footprint
Macintyre Brook bridge, Whetstone	Queensland Rail	N/A	Outside of the impact assessment area. Within 1 km of the Project footprint

5.2 Previous heritage assessments

Two main heritage assessments have been undertaken that are of relevance to the Project, which are summarised in the following sections.

5.2.1 Brannock & Associates 2010 *Toowoomba Regional Council Heritage and Urban Character Study*

The *Toowoomba Regional Heritage and Urban Character Study* was commissioned to collate the results of previous studies, and to identify additional places to create a comprehensive survey of heritage values to inform the new TRC planning scheme (Brannock & Associates 2010). The study differentiates between places of cultural heritage significance, and those that are of character value, and recommends differing levels of protection and management for the two types of sites. Assessments of heritage value were undertaken according to criteria developed for the project, however the assessments themselves do not appear to be included in the public version of the document.

5.2.2 Blake, Thom 2011 Goondiwindi Regional Council Heritage Survey.

The *Goondiwindi Regional Council Heritage Survey* was commissioned to create an inventory of non-Indigenous heritage places to inform the new GRC planning scheme (Blake 2011). Due to project constraints, the survey was not intended to be comprehensive, but rather aimed to identify and document the most easily recognisable heritage places. Assessments of heritage value were undertaken according to QH Act criteria adapted to the GRC, and a statement of significance is provided for each identified site. The individual assessments against criteria, however, are not included.

5.3 Historical mapping review

The topographic maps of relevance to the Project were georeferenced and analysed for early structures and other points of interest (1 Field Survey Company 1942; 2 Australian Field Survey Company 1944; A.H.Q Cartographic Company 1942). Where possible, these identified sites were cross referenced with historical cadastral mapping and aerial photography. Through this process, 149 AOI were identified within 1 km of the Project footprint and are summarised in Table 5.4.

Table 5.4 Summary areas of interest identified within 1 km of the Project

Category	Number of sites	Percentage of sites
Bridge	8	5.4%
Cemetery	1	0.7%
Hall	1	0.7%
Homestead	8	5.4%
House and shed	1	0.7%
House and windmill	40	26.8%
Multiple structures	22	14.8%
Orchard	1	0.7%
School	2	1.3%
Shed	6	4.0%
Shed and windmill	4	2.7%
Single structure	21	14.1%
Windmill	23	15.4%
Telegraph office	1	0.7%
Railway	10	6.7%
Total	**149**	**100%**

5.4 Areas of interest within impact assessment area

The review of heritage registers, historical mapping and preliminary site inspection information identified 58 AOI within the impact assessment area. These are listed in Table 5.5, with their 'Potential' and 'Priority' rankings determined using the methodology outlined in Section 3.2. Of the 58 AOI, 34 were identified as Priority 1, 12 as Priority 2 and 12 identified as Priority 3.

Table 5.5 Areas of interest within the impact assessment area

Description	Source	Lot and plan	Potential	Priority
Anzac Memorial Garden	Historical mapping	107 MH807356	H	1
Archaeological site	FFJV survey	11 SP285307	H	1
Bridge	Historical mapping	2 RP37132	H	1
Brookstead Station	CHIMS	121 SP104977	H	1
Brookstead Station building (relocated)	CHIMS	13 SP112652	H	1
Cancer charity tree	FFJV survey	Taloom St, Yelarbon	H	1
Cecilvale Station	Historical mapping	2 RP14245	H	1
Church (former)	Historical mapping	2 RP120829	H	1
Condamine River bridge	FFJV survey	114 SP113906	H	1
Gibinbell siding	Historical mapping	413 SP119197	H	1
Gibinbell shearing complex	FFJV survey	31 MH567	H	1
Grass Tree Creek Rail bridge	FFJV survey	4 RP16058	H	1
Homestead complex	FFJV survey	107 MH808	H	1
Homestead complex	Historical mapping	1 RP7470	H	1
Homestead complex	FFJV survey	511 RP226715	H	1
House	FFJV survey	1 RP99467	H	1
Kurumbal Station	Historical mapping	481 SP119198	H	1
Lookout	FFJV survey	4 SP126840	H	1
Murlaggan Station	Historical mapping	2 RP7479	H	1
Pampas Memorial Hall	FFJV survey	84 SP109985	H	1
Pampas Station	Historical mapping	22 SP124720	H	1
Petrol Station	Historical mapping	8 Y56911	H	1
Protest public art	FFJV survey	2 RP61876	H	1
Sheds	FFJV survey	1 RP14242	H	1
Sheds	FFJV survey	37 MH523	H	1
Structure	FFJV survey	169 MH786	H	1
Tree trunk	FFJV survey	110 SP171826	H	1
Whetstone siding	Historical mapping	352 SP116434	H	1
Yandilla Station	Historical mapping	202 SP124721	H	1
Yarranlea Station	Historical mapping	3 RP14246	H	1
Yelarbon & District Soldiers Memorial Hall	LHR	106 Y5691	H	1
Yelarbon Mill 1	FFJV survey	1 RP62008	H	1
Yelarbon Mill 2	Historical mapping	99 SP222802	H	1
Yelarbon Railway complex	Historical mapping	20 SP120712	H	1
House and windmill	Historical mapping	1 RP120604	M	2
House and windmill	Historical mapping	1 RP122712	M	2

Description	Source	Lot and plan	Potential	Priority
House and windmill	Historical mapping	14 RP24607	M	2
House and windmill	Historical mapping	2 RP142209	M	2
House and windmill	Historical mapping	2 RP172596	M	2
House and windmill	Historical mapping	2 RP182048	M	2
House and windmill	Historical mapping	2 RP205146	M	2
House and windmill	Historical mapping	2 RP7456	M	2
House and windmill	Historical mapping	21 SP209523	M	2
House and windmill	Historical mapping	6 SP158473	M	2
House and windmill	Historical mapping	A RP122712	M	2
House and windmill	Historical mapping	EMT AG2891	M	2
Single structure	Historical mapping	1 AG4028	L	3
Single structure	Historical mapping	1 RP16094	L	3
Single structure	Historical mapping	1 RP7463	L	3
Single structure	Historical mapping	2 AG3200	L	3
Single structure	Historical mapping	2 RP7481	L	3
Single structure	Historical mapping	33 SP294200	L	3
Windmill	Historical mapping	1789 A34919	L	3
Windmill	Historical mapping	2 RP110779	L	3
Windmill	Historical mapping	2 RP48191	L	3
Windmill	Historical mapping	2 RP86319	L	3
Windmill	Historical mapping	3 RP203202	L	3
Windmill	Historical mapping	7 SP126840	L	3

6 Site inspections

Site inspections were undertaken over three days between 4 and 7 February 2019 by AECOM heritage specialist Luke Kirkwood (Principal Heritage Specialist).

6.1 Inspection strategy

Following the process outlined in Section 3.2 and 5.4, all 34 Priority 1 AOI were selected for inspection (refer Table 6.1 and Appendix A). Land access approval was obtained for 21 of the 34 identified AOI. Pedestrian inspections were conducted for each of the accessible AOI and any standing structures, significant views, garden plantings, surface archaeological deposits or areas of subsurface archaeological potential were identified and recorded using global positioning system, written notes and photography.

The remaining 13 sites for which land access was not granted were viewed and photographed from adjacent public areas.

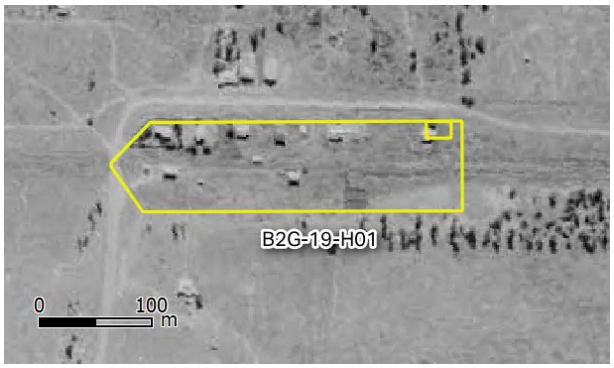
Table 6.1 Area of interest within the impact assessment area identified for site inspection

Site ID	Description	Lot and plan	Access approval obtained
B2G-19-H01	Kurumbul Station	481 SP119198	Yes
B2G-19-H02	Gibinbell shearing complex	31 MH567	No
B2G-19-H03	Gibinbell siding	413 SP119197	Yes
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	106 Y5691	No
B2G-19-H05	Anzac Memorial Garden	107 Y5692	Yes
B2G-19-H06	Cancer charity tree	Taloom Street, Yelarbon	Yes
B2G-19-H07	Church (former)	2 RP120829	No
B2G-19-H08	Yelarbon Mill 1	1 RP62008	No
B2G-19-H09	Yelarbon Mill 2	99 SP222802	Yes
B2G-19-H10	Petrol Station	8 Y56911 9 Y56911 10 Y56911	Yes
B2G-19-H11	Yelarbon Railway Complex	20 SP120712 21 SP120712	Yes
B2G-19-H12	Tree trunk	110 SP171826	Yes
B2G-19-H13	Whetstone siding	352 SP116434	Yes
B2G-19-H14	Homestead complex	511 RP226715	No
B2G-19-H15	Homestead complex	107 MH808	No
B2G-19-H16	Structure	169 MH786	No
B2G-19-H17	Sheds	37 MH523	No
B2G-19-H18	Lookout	4 SP126840	Yes
B2G-19-H19	Outbuildings	1 RP99467 2 RP99468	No
B2G-19-H20	Grass Tree Creek bridge	4 RP16058	Yes
B2G-19-H21	Yandilla Station	202 SP124721	Yes
B2G-19-H22	Protest public art	2 RP61876	No
B2G-19-H23	Condamine River bridge	114 SP113906	Yes
B2G-19-H24	Pampas Station	23 SP124720	Yes
B2G-19-H25	Pampas Memorial Hall	84 SP109985	Yes

Site ID	Description	Lot and plan	Access approval obtained
B2G-19-H26	Sheds	1 RP14242	No
B2G-19-H27	Condamine River Bridge 2	2 RP37132	Yes
B2G-19-H28	Brookstead Station	121 SP104977	Yes
B2G-19-H29	Brookstead Station building (relocated)	13 SP112652	Yes
B2G-19-H30	Cecilvale Station	2 RP14245	Yes
B2G-19-H31	Yarranlea Station	53 SP112651	Yes
B2G-19-H32	Murlaggan Station	2 RP7479	Yes
B2G-19-H33	Homestead complex	1 RP7470	No
B2G-19-H34	Archaeological site	11 SP285307	No

6.2 Inspection results

Table 6.2 Inspection results – Kurumbul Station (B2G-19-H01)

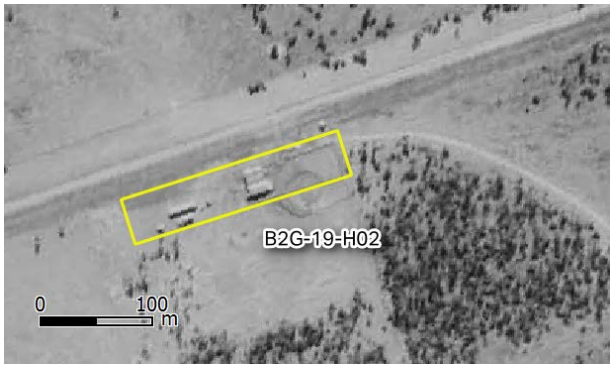
Description		
Location of 1908 station on the South Western Line (Lot 481 SP119198) (refer Section 4.2.1). All station buildings have been removed, and much of the area graded to remove debris. The only extant elements are a series of stumps and a concrete-faced earthen loading bank.		
Listings		
None		
Current imagery	**Historical imagery (1949 QAP0009/107)**	
		
Key elements		
Building stumps	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Historical aerials from 1949 (QAP0009/107) – 1981 (QAP3996/100) show five main structures ranged along the northern side of the Kurumbul Station, on Georges Lane. The size and shape of these buildings are suggestive of houses, and the stumps noted at B2G 19-H01 are in the location of the easternmost structure.	261183 mE	6832205 mN
		
Photograph 6.1 Building stumps (B2G-19-H01)		

Key elements		
Loading Bank	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The loading bank is a short earthen bund faced with a pre-cast concrete wall. A loading bank has been on site since 1916 (refer Section 4.2.1), but this would appear to be a much more modern structure.	261092 mE	6832168 mN

Photograph 6.2 **Loading bank (B2G-19-H01)**

Table 6.3 **Inspection results – Gibinbell Shearing Complex (B2G-19-H02)**

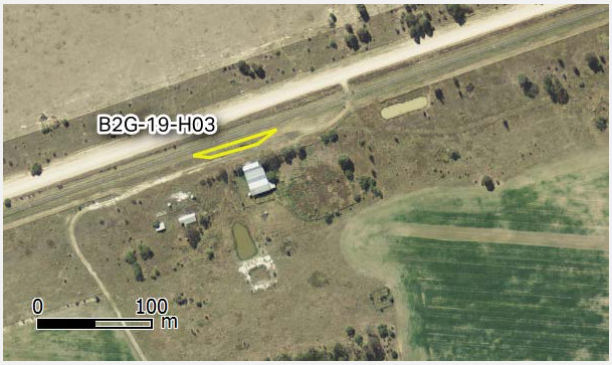
Description
Shearing complex located adjacent to the Gibinbell Siding, on Lot 31 MH567. Consists of a large shearing shed, yards, and shearer's quarters. Comparison of historical and current aerial imagery suggests that a third building was located to the north of the quarters, but has since been demolished. The site could not be accessed, but was visually inspected from a nearby public area.
Listings
None

Current imagery	Historical imagery (1949 QAP0009/113)
	

Key elements		
Shearing Shed	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Historical aerial images suggest that shearing shed has been in place since at least 1949 (QAP0009/113). The shed consists of two gabled buildings which have been joined by two narrow, skillion roofed structures, creating a 'sawtooth' roofline in the middle of the building. The northern elevation of this sawtooth insert features a row of windows to improve light and air circulation. The exterior of the building is clad entirely with corrugated iron, and widows are two-paned sash. Parts of shearing apparatus and stalls are visible through the windows. The two-paned sash windows used in the shed generally date to before the 1920s (Rechner 1998), suggesting it was built in the early 20th century. However, the unusual construction of the shed indicates it may have been built from repurposed structures or scavenged materials and so may date to a later period.	271620 mE	6834397 mN
		
Photograph 6.3 Gibinbell shearing shed (B2G-19-H02)		
Shearers Quarters	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Like the shearing shed, the shearer's quarters have been in place since at least 1949. The structure consists of a long gabled building with a skillion verandah roof on the northern side, and is clad entirely with corrugated iron. Windows are two-paned sash, and doors are a mixture of three and four panel timber, both of which generally date to before 1920 (Rechner 1998). As suggested above, however, it is possible that the complex was built with scavenged materials, and so may date to a later period.	271560 mE	6834362 mN
		
Photograph 6.4 Shearers quarters (B2G-19-H02)		

Table 6.4 Inspection results – Gibinbell Siding (B2G-19-H03)

Description
Railway siding established in 1908 as a part the South Western Line (Lot 413 SP119197). All station buildings have been removed, and much of the area graded to remove debris. The only extant element is an earthen loading bank.
Listings
None

Current imagery	Historical imagery (1949 QAP0009/113)
	

Key elements		
Loading bank	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The loading bank is a short earthen bund faced with a pre-cast concrete wall. A loading bank has been on site since 1916 (refer Section 4.2.2), but this would appear to be a much more modern structure.	271601 mE	6834423 mN

Photograph 6.5 **Loading bank (B2G-19-H03)**

Table 6.5 **Inspection results – Yelarbon & District Soldiers Memorial Hall (B2G-19-H04)**

Description
Memorial hall located on Taloom Street, Yelarbon (Lot 106 Y5691).
Listings
GRC LHR

Current imagery	Historical imagery (1962 QAP1260/095)
	

Key elements		
Hall	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The Yelarbon & District Soldiers Memorial Hall was constructed in 1920 to commemorate locals who had served in World War One (WWI). The endeavour was funded by public subscription at a cost of just over £1,000 (*Warwick Daily News* 12 August 1920:4). The design of the chamferboard clad building is consistent with the decorative carpenter styles of the Federation period (Apperly, Irving, & Reynolds 1994). The corrugated iron roof is gabled on the main building, extending to a hip over what appears to be an original annex on the eastern façade. The entrance porch features a flying gable, and both it and the main gable have projecting screens and finials. The original multi-pane windows have been replaced with louvres and doors, but the building otherwise appears to be in largely original condition.	280106 mE	6837259 mN

Photograph 6.6 **Yelarbon & District Soldiers Memorial Hall c1960 (B2G-19-H04) (SLQ4966)**

Key elements

Photograph 6.7 **Yelarbon & District Soldiers Memorial Hall 2019 (B2G-19-H04)**

Table 6.6 **Inspection results – Anzac Memorial Garden (B2G-19-H05)**

Description
Small park located on Taloom Street, Yelarbon (Lot 107 Y5691). Adjacent to Memorial Hall, features two war memorials and other commemorative plaques.
Listings
None

Current imagery	Historical imagery (1962 QAP1260/095)
	

Key elements		
War Memorials	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
There are two main memorials in the park. The first is a simple block of undressed, granitic stone set in concrete with a plaque inscribed with 'lest we forget' (refer Photograph 6.8). This is understood to be the original war memorial, but its dedication date is unknown (Monument Australia 2019). The second memorial was dedicated in 1996, and consists of a polished black granite obelisk set on a two-tiered dressed sandstone base (refer Photograph 6.9) (Monument Australia 2019).	280123 mE	6837273 mN

Photograph 6.8 **Original war memorial (B2G-19-H05)**

Photograph 6.9 **1996 war memorial (B2G-19-H05)**

Table 6.7 **Inspection results – Cancer Charity Tree (B2G-19-H06)**

Description
Tree planted for cancer charity, located in the Taloom Street road parcel, Yelarbon.
Listings
None

Current imagery	Historical imagery (1962 QAP1260/095)
	

Key elements		
Planting and Plaque	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Commemorative tree with small plaque mounted on an undressed sandstone block.	280121 mE	6837325 mN

Photograph 6.10 **Planting and Plaque (B2G-19-H06)**

Table 6.8 **Inspection results – Church (former) (B2G-19-H07)**

Description
Early 20th century timber church located on Railway Parade, Yelarbon (Lot 2 RP120829). The site could not be accessed, but was visually inspected from a nearby public area.
Listings
None

Current imagery	Historical imagery (1962 QAP1260/095)
	

Key elements		
Church	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The church was constructed by the Australian Presbyterian Church and dedicated to St Andrew in 1932 (*Brisbane Courier* 19 November 1932:5). The chamferboard clad building is a simple gable design, with entrance via a gabled southern porch. The windows and doors are all gothic arches, and plain finials are mounted on some of the gables. The western half of the building is slightly smaller than the eastern half, with differently sized windows, suggesting it may be a later extension.	280118 mE	6837421 mN

Photograph 6.11 Church (B2G-19-H07)

Table 6.9 Inspection results – Yelarbon Timber Mill 1 (B2G-19-H08)

Description
Part of a timber mill complex (refer also B2G-19-H09) established in 1917 by the Girle family, and located on the northern side of the Yelarbon Station (1 RP62008) (refer Table 6.12). A number of structures are located in the complex, with the main buildings consisting of two large timber sheds. The site could not be accessed, but was visually inspected from a nearby public area.
Listings
None

Current imagery	Historical imagery (1962 QAP1260/095)
	

Key elements		
Timber Shed (West)	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The westernmost of the main buildings is a large, timber framed structure with a gabled roof and skillion expansion, clad in horizontal weatherboards (refer Photograph 6.12). Historical aerial imagery suggests that this shed has been in place since at least the late 1940s, although it is unclear if it one of the original structures (1949 QAP0009/086).	280558 mE	6837592 mN

Photograph 6.12 Timber shed (west) (B2G-19-H08)

Timber Shed (East)	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The second large building is located on the east of the complex, and is of similar design, with a timber frame, main gable roof and skillion expansion, but clad with vertical boards (refer Photograph 6.13). This structure appears to date to the 1950s (1962 QAP1260/095).	280533 mE	6837585 mN

Photograph 6.13 Timber shed (east)(B2G-19-H08)

Table 6.10 Inspection results – Yelarbon Timber Mill 2 (B2G-19-H09)

Description
Part of a timber mill complex established in 1917 by the Girle family (refer also B2G-19-H08), located on the southern side of the Yelarbon Railway Station (99 SP222802). Comprises a large metal shed.
Listings
None

Current imagery	Historical imagery (1962 QAP1260/095)
	

Key elements		
Metal shed	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
A large shed with an iron clad gable roof, and open sides. Frame consists of metal lattice beams, trusses and posts. Interior contains lumber and remnants of sawmilling equipment, including rails. Historical aerial imagery suggests that this shed has been in place since at least the early 1960s (1962 QAP1260/095).	280601 mE	6837478 mN

Photograph 6.14 Metal shed (B2G-19-H09)

Table 6.11 Inspection results – Petrol Station (B2G-19-H10)

Description
Mid-20th century petrol station spread across three lots on the corner of Taloom Street and East Sawmill Road, Yelarbon (Lots 8 Y56911, 9 Y56911, 10 Y56911). Complex includes a toilet block, petrol bowsers and a main commercial building comprising a workshop and shopfront.
Listings
None

Current imagery	Historical imagery (1962 QAP1260/095)
	

Key elements		
Commercial Building	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The commercial building features a convex façade which is shaped to the corner block on which the structure is located. The building is clad predominately with horizontal chamferboards, with some weatherboards and vertical tongue and groove, and features a skillion roof with a plain palisade wall. The building appears to have been constructed in at least two phases, with two wings added to the small shopfront that now makes up the centre of the building. This is borne out by aerial imagery which shows a small square structure at the location until the early 1970s (1972 QAP2416/017).	280555 mE	6837427 mN

Photograph 6.15 Commercial building (B2G-19-H10)

Table 6.12 Inspection results – Yelarbon Railway Complex (B2G-19-H11)

Description
Railway station established c1908 as a part the South Western Line (Lots 20 SP120712, 21 SP120712). No original station buildings remain. Main features consist of a late 20th century grain shed and silo complex.
Listings
None

Current imagery	Historical imagery (1962 QAP1260/095)
	

Key elements		
Grain shed and silos	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Large corrugated iron grain shed and a series of concrete grain silos. Historical aerial imagery suggests that the shed and the four white silos were constructed in the late 1960s (1972 QAP2416/017), with the remaining silos added in the 1970s (1981 QAP3966/120).	280465 mE	6837482 mN

Photograph 6.16 **Grain shed and silos (B2G-19-H11)**

Table 6.13 **Inspection results – Tree Trunk (B2G-19-H12)**

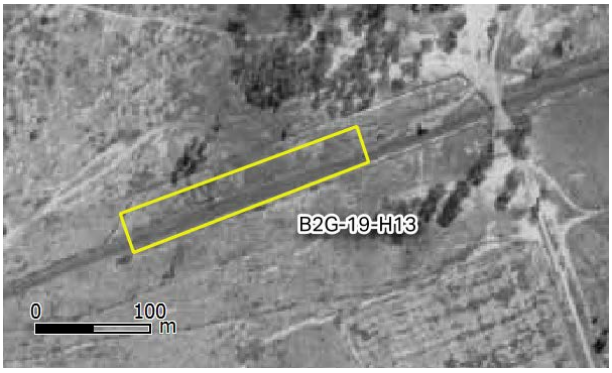
Description	
Trunk of a large felled tree, located on the East Sawmill Road, Yelarbon, adjacent to Lot 110 SP171826.	
Listings	
None	
Current imagery	**Historical imagery (1962 QAP1260/095)**
	

Key elements		
Large Tree Trunk	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Trunk of a large felled tree. Appears to have previously painted white, suggesting it may have been used as a sign or bollard.	280669 mE	6837415 mN

Photograph 6.17 **Tree Trunk (B2G-19-H12)**

Table 6.14 **Inspection results – Whetstone Siding (B2G-19-H13)**

Description
Railway siding established in 1908 as a part the South Western Line (Lot 413/SP119197). All station buildings have been removed, and much of the area graded to remove debris. The only extant element is an earthen loading bank.
Listings
None (nearby Whetstone Bridge is listed on the GRC LHR and the non-statutory CHIMS database).

Current imagery	Historical imagery (1949 QAP0000/011)
	

Key elements		
Loading bank	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The loading bank is a short earthen bund faced with a pre-cast concrete wall.	297484 mE	6845990 mN

Photograph 6.18 Whetstone Siding (B2G-19-H13)

Table 6.15 Inspection results – Homestead Complex (B2G-19-H14)

Description
Homestead complex including two houses and multiple outbuildings located on Cremascos Road, Whetstone (Lot 511 RP226715). The site could not be accessed, but was visually inspected from a nearby public area.
Listings
None

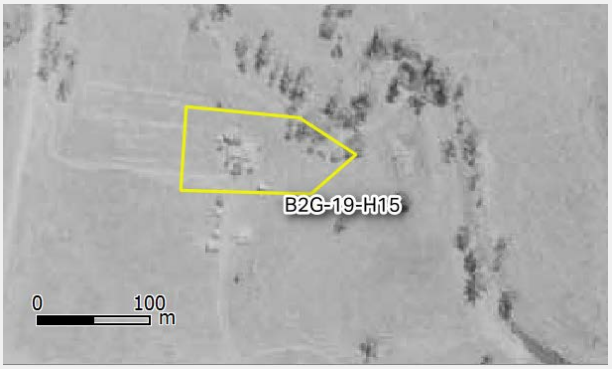
Current imagery	Historical imagery (1949 QAP0031/049)
	

Key elements		
Homestead	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The dwelling visible from the road appears to be a mid-20th century, weatherboard clad building with a hipped roof. A smaller, gabled structure has been added to the western side. Analysis of aerial images, however, suggests the presence of bungalow at the rear of the block that may date to the early 20th century (1949 QAP0031/049).	301947 mE	6853233 mN

Photograph 6.19 **Homestead Complex (B2G-19-H14)**

Table 6.16 **Inspection results – Homestead Complex (B2G-19-H15)**

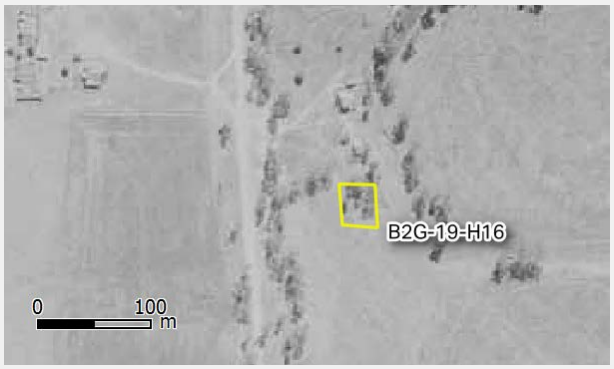
Description		
Homestead consisting of two linked dwellings, located on Millmerran-Inglewood Road, Canning Creek (Lot 107 MH808). A number of outbuildings are located nearby. The site could not be accessed, but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	**Historical imagery (1959 QAP0969/098)**	



Key elements		
Homestead	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The homestead consists of two joined structures. The rear appears to be a weatherboard clad dwelling with a hipped roof and a stepped verandah on three sides, likely dating to the late colonial period. The front building potentially dates to the mid-colonial period (prior to 1880) and is a weatherboard clad gable roofed dwelling, with a corrugated iron chimney breast on the northern façade (National Trust of Queensland 1976; Rechner 1998). It is likely that the gabled building was the original dwelling, converted into a separate kitchen wing when the larger house was constructed to the east, oriented to the river.	322109 mE	6885035 mN

Photograph 6.20 **Homestead (B2G-19-H15)**

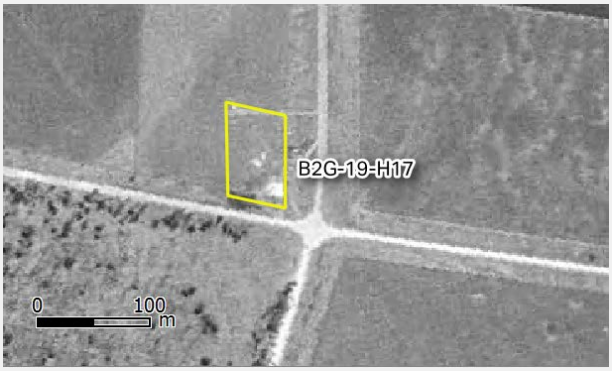
Table 6.17 **Inspection results – Structure (B2G-19-H16)**

Description	
A small structure located on Millmerran-Inglewood Road, Canning Creek (Lot 169 MH786). The site could not be accessed, but was visually inspected from a nearby public area.	
Listings	
None	
Current imagery	**Historical imagery (1959 QAP0969/098)**
	

Key elements		
Structure	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
A small, weatherboard clad gabled building with an enclosed skillion-roofed verandah. Windows have been replaced by wooden shutters. May have been an outbuilding or worker accommodation for the adjacent cattle property.	322109 mE	6886672 mN

Photograph 6.21 **Structure (B2G-19-H16)**

Table 6.18 Inspection results – Sheds (B2G-19-H17)

Description	
Two large sheds located at the corner of Millmerran-Inglewood Road and Bringalily Creek Road, Bringalily (Lot 37 MH523). The site could not be accessed, but was visually inspected from a nearby public area.	
Listings	
None	
Current imagery	**Historical imagery (1959 QAP0969/067)**
	

Key elements		
Sheds	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Two skillion roofed sheds, one clad with corrugated iron, and one with weatherboards. Windows and doors have been removed or boarded over. Historical aerials suggest that the corrugated iron building has been in place since the 1950s (1959 QAP0969/067), with the weatherboard building added in the 1960s (1971 QAP2174/011). The function of these buildings is unknown.	322615 mE	6889642 mN

Photograph 6.22 Sheds (B2G-19-H17)

Table 6.19 Inspection results – Lookout (B2G-19-H18)

Description
Location of a lookout and rest area on Commodore Peak Road, Millmerran (Lot 4 SP126840).
Listings
None

Current imagery	Historical imagery (1959 QAP0967/106)
	

Key elements		
Lookout	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Lookout offering a vista of the Commodore Mine and Millmerran Power Station to the east.	326157 mE	6908498 mN

Photograph 6.23 Lookout view (B2G-19-H18)

Table 6.20 Inspection results – Outbuildings (B2G-19-H19)

Description
Outbuildings located on Hall Road, Yandilla (Lots 1 RP99467, 2 RP99468). The site could not be accessed, but was visually inspected from a nearby public area.
Listings
None

Current imagery	Historical imagery (1959 QAP0966/141)
	

Key elements		
Outbuildings	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The larger of the two outbuildings is a weatherboard clad structure on short stumps with a hipped roof and enclosed skillion verandahs to the front and rear. A large doorway has been installed on the southern façade, and all windows have been removed, boarded over or covered with shutters. The smaller of the two outbuildings is a weatherboard clad structure on short stumps with a gabled roof. All doors and windows have been removed. Aerial imagery suggests that these two buildings are part of a large homestead complex which was located to the east and south but which was mostly removed in the early 1970s (1959 QAP0966/141; 1978 QAP3499/2968).	337979 mE	6918642 mN

Photograph 6.24 Outbuildings (B2G-19-H19)

Table 6.21 Inspection results – Grass Tree Creek Bridge (B2G-19-H20)

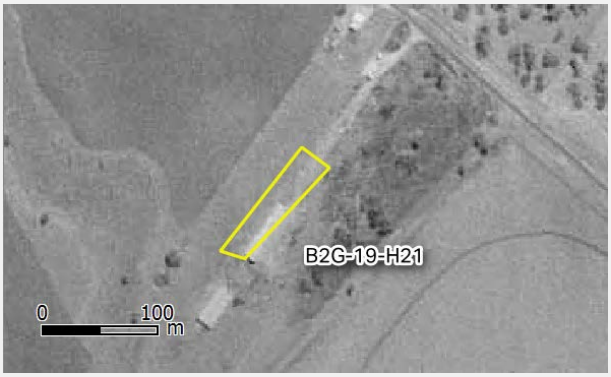
Description
Rail bridge over Grass Tree Creek, Yandilla, adjacent to Lot 4 RP16058. Built as part of the Millmerran Branch Line c1911.
Listings
None

Current imagery	Historical imagery (1959 QAP0966/141)
	

Key elements		
Rail Bridge	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Low timber girder rail bridge.	338099 mE	6918596 mN

Photograph 6.25 Rail bridge (B2G-19-H20)

Table 6.22 Inspection results – Yandilla Station (B2G-19-H21)

Description	
Location of c1911 station on the Millmerran Branch Line (Lot 202 SP124721). All original station buildings have been removed, and the Key elements of the complex are mid-late 20th century silos, grain shed and weighbridge.	
Listings	
None	
Current imagery	**Historical imagery (1959 QAP0966/111)**
	
Key elements	

Weighbridge and silos	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Large corrugated iron grain shed and a series of concrete grain silos. Historical aerial imagery suggests that the row of four silos were added in 1960s (1971 QAP2160/009), with the remaining silos and the grain shed added in the 1970s (1984 QAP4351/131). The weighbridge is a metal structure surrounded by low, rubble course stone walls. The first weighbridge at the station was installed c1916, but has since been replaced twice. It seems likely that the current structure is the 20 ton weighbridge installed by the Wheat Board in 1945 (refer Section 4.2.5) (Kerr 1966:Vol 4).	339166 mE	6919433 mN

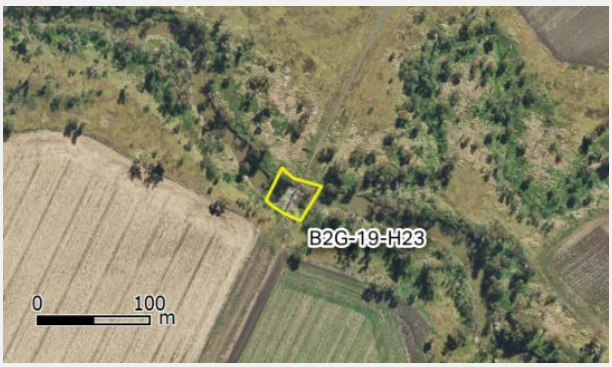
Photograph 6.26 Weighbridge (B2G-19-H21)

Table 6.23 Inspection results – Protest Public Art (B2G-19-H22)

Description		
Elaborate piece of public art protesting the implementation of Inland Rail and the Project, located adjacent to the Millmerran Branch Line on Millmerran-Leyburn Road, Yandilla (Lot 2 RP61876).		
Listings		
None		
Current imagery	**Historical imagery (1959 QAP0966/111)**	
		
Key elements		
Public Artwork	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Art installation by the local Millmerran Rail Group, who are protesting Inland Rail on the grounds that the alignment across the Condamine River floodplain will dam floodwaters, posing an unacceptable risk to life and property (The Millmerran Rail Group 2019). Although there are various examples of protest art along the Condamine River floodplain, this example is the best known and most elaborate. The installation comprises a model train placed on a shipping container, indicating an assumed height at which the track will be raised above the surrounding Condamine River floodplain, and describes the Project as a '16 km dam wall'. The train is constructed from elements readily found on agricultural properties and reflects the strong tradition in the country of manufacturing items from locally sourced materials. It is unclear from the available information whether this was predominately the work of an individual artist or a collective output. An image of the artwork is used as the Facebook profile picture of the Millmerran Rail Group. There is a growing awareness that such artwork serves to document community attitudes and actions that have the potential to bring about large-scale change, and that public institutions have a responsibility to curate such pieces (Williams 2017). Recent exhibitions of protest art and other ephemera at various Australian institutions speak to the importance of such pieces in representing the exercise of democratic rights (Powerhouse Museum 2016; State Library of Queensland 2017; York 2019).	339311 mE	6919527 mN

Photograph 6.27 **Public Protest Artwork (B2G-19-H22)**

Table 6.24 **Inspection results – Condamine River Bridge (B2G-19-H23)**

Description		
Rail bridge over the Condamine River, Yandilla, adjacent to Lot 114 SP113906. Originally built as part of the Millmerran Branch Line c1911.		
Listings		
None		
Current imagery	**Historical imagery (1959 QAP0966/111)**	
		
Key elements		
Bridge	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Timber girder rail bridge with pre-cast concrete abutments over the Condamine River (North Branch).	340554 mE	6922077 mN

Photograph 6.28 **Bridge (B2G-19-H23)**

Table 6.25 Inspection results – Pampas Station (B2G-19-H24)

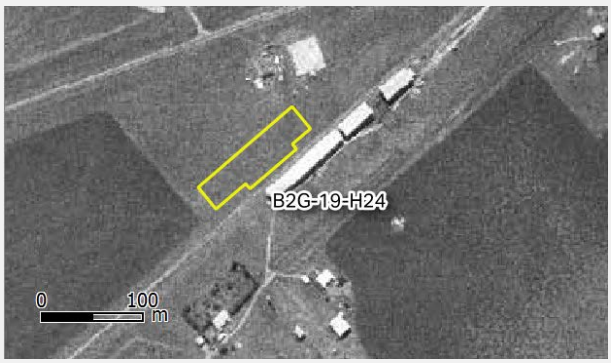
Description		
Railway station established c1911 as a part of the Millmerran Branch Line (Lot 23 SP124720). No original station buildings remain. Key element of the site is a grain shed constructed in the 1970s.		
Listings		
None		
Current imagery	**Historical imagery (1954 QAP0446/074)**	
		
Key elements		
Shed and Infrastructure	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Large corrugated iron grain shed with grain handling equipment and weighbridge. Historical aerial imagery suggests that the grain shed was constructed in the early 1970s (1978, QAP34992800). The weighbridge is a metal structure surrounded by low, rubble course stone walls. The first weighbridge at the station was installed c1916, but has since been replaced twice. It seems likely that the current structure is the 20 ton weighbridge installed by the Wheat Board in 1945 (refer Section 4.2.6) (Kerr 1966:Vol 4).	343422 mE	6924920 mN
		
Photograph 6.29 Shed and Infrastructure (B2G-19-H24)		

Table 6.26 Inspection results – Pampas Memorial Hall (B2G-19-H25)

Description
Mid-20th century timber community hall, located on the Gore Highway, Pampas (84 SP109985).
Listings
None

Current imagery	Historical imagery (1954 QAP0446/074)
	

Key elements		
Memorial Hall	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The Hall was constructed in 1954 to commemorate all those who had served in conflict. The money to build the hall was raised by the community, and the construction carried out by locals in a series of 'working bees' (*Pittsworth Sentinel* 1 October 1954:3). The structure is a simple chamferboard clad hall on low timber stumps with a corrugated iron gabled roof that extends into a skillion roof on the eastern facade. Windows are single-paned sashes, and doors are timber plank. Entrance to the building is via an enclosed gabled porch.	343427 mE	6924895 mN

Photograph 6.30 **Pampas Memorial Hall (B2G-19-H25)**

Table 6.27 **Inspection results – Sheds (B2G-19-H26)**

Description
Two farm sheds located on the northern bank of the Condamine River, adjacent to the Millmerran Branch Line, Brookstead (Lot 1 RP14242).
Listings
None

Current imagery	Historical imagery (1954 QAP0493/069)
	

Key elements		
Sheds	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Two dilapidated timber framed sheds, one clad entirely in corrugated iron, the other with weatherboard walls and corrugated iron roof. Historical aerial imagery suggests that the sheds have been in place since the 1950s and were part of a larger complex of buildings, possibly including a house (1954 QAP0493/069). The other buildings were demolished in the late 1990s (2001 QAP5899/070) and their location is now part of a ploughed paddock.	344749 mE	6926060 mN

Photograph 6.31 Sheds (B2G-19-H26)

Table 6.28 Inspection results – Condamine River Bridge 2 (B2G-19-H27)

Description
Rail bridge over Condamine River, Brookstead, adjacent to Lot 2 RP37132. Originally built as part of the Millmerran Branch Line c1911.
Listings
None

Current imagery	Historical imagery (1954 QAP0493/069)
	

Key elements		
Bridge	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Timber girder rail bridge with precast concrete abutments over the Condamine River (North Branch).	344686 mE	6926056 mN

Photograph 6.32 Bridge 1967 (B2G-19-H27) (Uebergang 2011:121)

Photograph 6.33 Bridge 2019 (B2G-19-H27)

Table 6.29 Inspection results – Brookstead Station (B2G-19-H28)

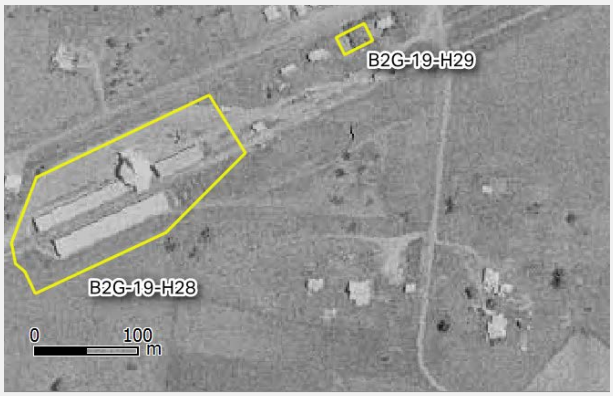
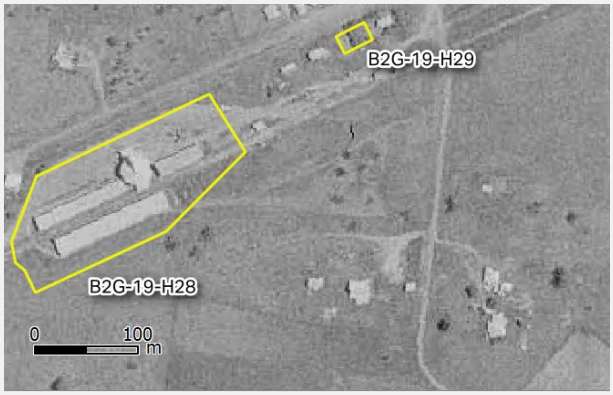
Description		
Location of c1911station on the Millmerran Branch Line (Lot 121 SP104977). All original station buildings have been removed (refer B2G-19-H29), and the key elements of the complex are mid-late 20th century silos. This site could not be inspected.		
Listings		
CHIMS (non-statutory)		
Current imagery	**Historical imagery (1954 QAP0448/058)**	
		
Key elements		
Brookstead Station	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Complex of grain silos. The largest of the silos was constructed by the State Wheat Board in 1953 with the remainder added in stages in 1961 and 1975 (Uebergang 2011).	346748 mE	6928362 mN
No photograph available		

Table 6.30 Inspection results – Brookstead Station Building (relocated) (B2G-19-H29)

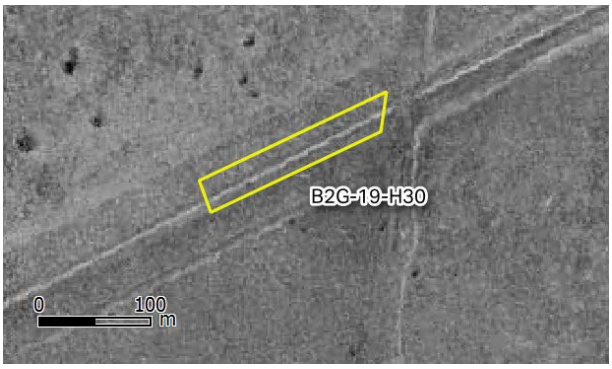
Description	
Early 20th century timber railway platform building in a park on Ware Street, Brookstead (13 SP112652). Relocated from the adjacent Brookstead Station (Buchanan Architects 2002).	
Listings	
CHIMS (non-statutory)	
Current imagery	**Historical imagery (1954 QAP0448/058)**
	

Key elements		
Brookstead Station Building	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The platform building at Brookstead was erected between 1925 and 1934 (refer Photograph 6.34) (Kerr 1966:Vol 4), and relocated in the 1990s (Uebergang 2011). A small, rectangular, weatherboard-clad timber building on low stumps with a gabled, corrugated iron roof that extends on the western side to form an awning (refer Photograph 6.35). The southern third of the building is a small office, and the northern section an open-sided shelter. Most windows are original one or two-paned sashes, but some have been boarded up or replaced with louvres. A tin, bullnosed sunhood remains over the southern window. The exterior of the building features decorative elements such as faux rafter ends to hold the station name, and ladder frame brackets with art nouveau style struts supporting the awning, all of which are consistent with the standard designs used by QR in the 1910s (Buchanan Architects 2002). The interior of the building has a wooden floor, tongue and groove wall and ceiling boarding, and a replacement bench.	347008 mE	6928508 mN

Photograph 6.34 Station building in original location c1957 (B2G-19-H29) (Uebergang 2011:120).

Photograph 6.35 Station building 2019 (B2G-19-H29)

Table 6.31 Inspection results – Cecilvale Station (B2G-19-H30)

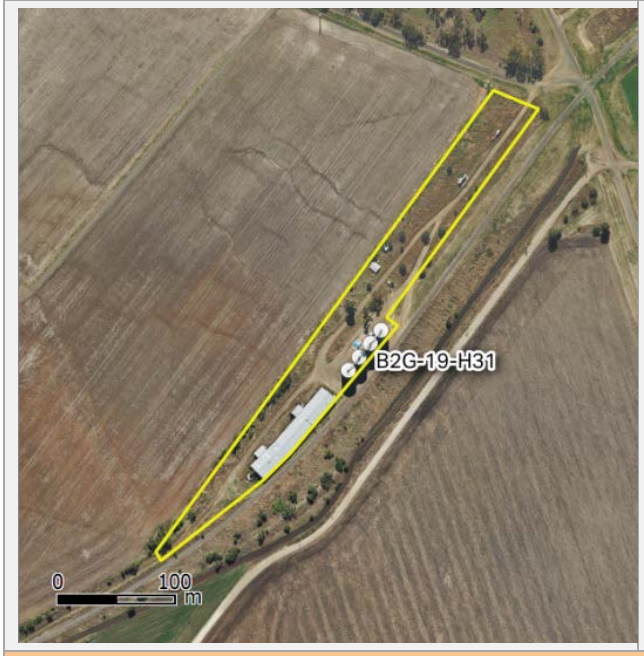
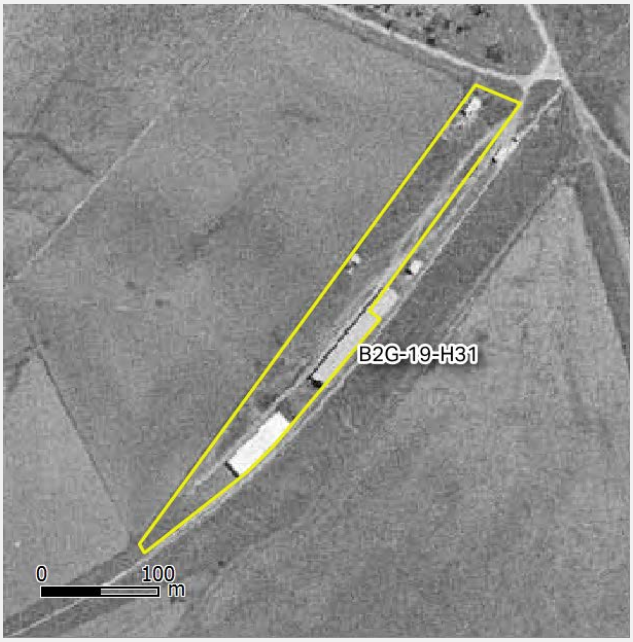
Description		
Station established c1911 as a part the Millmerran Branch Line at Cecil Plains (Lot 2 RP14245). No original station buildings remain.		
Listings		
None		
Current imagery	**Historical imagery (1954 QAP0448/055)**	
		
Key elements		
Former station	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
All station elements were removed in the 1940s and the siding closed in the 1950s (Kerr 1966; Uebergang 2011).	352206mE	6930917mN

Photograph 6.36 Cecilvale Station (former) (B2G-19-H30)

Table 6.32 Inspection results – Yarranlea Station (B2G-19-H31)

Description
Railway station established in 1911 as a part the as a part the Millmerran Branch Line (Lot 53 SP112651). All original station buildings have been removed, and the Key elements of the complex are mid-late 20th century grain shed and silos. This site could not be inspected.

Listings
None

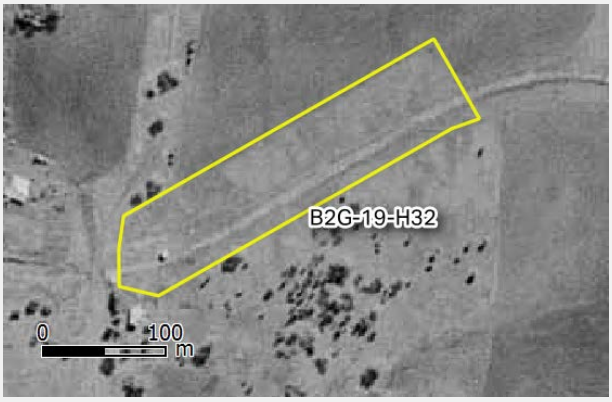
Current imagery	Historical imagery (1954 QAP0447/132)
	

Key elements		
Silos and grain shed	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Historical aerial images suggest that the current silos and grain shed date to the early 1970s (1975 QAP3034/056)	354928 mE	6932273 mN

Photograph 6.37 Silo (B2G-19-H31)

Table 6.33 Inspection results – Murlaggan Station (B2G-19-H32)

Description
Railway station established in 1911 as a part the as a part the Millmerran Branch Line (Lot 2 RP7479). All original station buildings have been removed.
Listings
None

Current imagery	Historical imagery (1955 QAP0485/011)
	

Key elements		
Former station	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Station closed in the 1980s and all elements removed (Uebergang 2011) (Section 4.2.10).	359428 mE	6933508 mN

Photograph 6.38 Former station (B2G-19-H32)

Table 6.34 Inspection results – Homestead Complex (B2G-19-H33)

Description
Late 19th century homestead located on French Road, Yarranlea (Lot 1 RP7470). Key elements include the current dwelling and a ruined former dwelling. There are also multiple outbuildings and other structures.
Listings
None

Current imagery	Historical imagery (1955 QAP0485/011)
	

Key elements		
Homestead	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The house is a weatherboard clad colonial dwelling on low stumps with a corrugated iron hipped roof and a stepped, bullnose roofed verandah on all sides. All but the front verandah has since been enclosed. The landholder reports that this house was built in 1902, replacing an earlier dwelling located to the north east (refer below) (Murray French, pers. comm. 7 February 2019).	361831 mE	6933772 mN

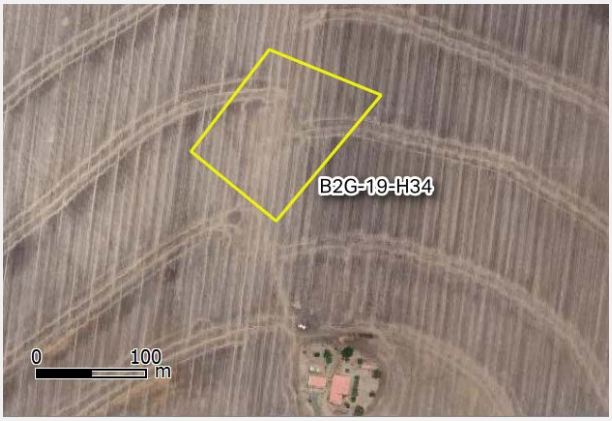
Photograph 6.39 Homestead (B2G-19-H33)

Homestead Ruin	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
The homestead ruin consists of a series of stumps and other timber structural elements, surrounded by domestic and farming detritus. The homestead is understood to have collapsed in place (Murray French, pers. comm. 7 February 2019), and so there is high potential for archaeological remains in and around the structure.	361821 mE	6933765 mN

Photograph 6.40 Homestead ruin (B2G-19-H33)

Table 6.35 Inspection results – Archaeological Site (B2G-19-H34)

Description
Potential archaeological site located north of the Warrego Highway, Kingsthorpe (Lot 11 SP285307).
Listings
None

Current imagery	Historical imagery (1955 QAP0483/016)
	

Key elements		
Possible archaeological site	**Easting (GDA94 Z56)**	**Northing (GDA94 Z56)**
Landholder reports presence of a now-demolished house slightly to the north of the current dwelling. Aerial imagery shows structures in this location in the 1950s (1955 QAP0483/016), but their size and configuration is more suggestive of farm outbuildings than a homestead. The buildings were removed in the 1980s (1984 QAP4395/070), and the area has since been extensively ploughed.	383573 mE	6957986 mN
No photograph available		

7 Significance assessment

As discussed in Section 3.3, the QH Act prescribes eight criteria that may be used to measure the heritage value of a place and determine its significance: historical, rarity, research, representativeness, aesthetic, creative/technical, social and associational. A place need only fulfil one of these criteria to be considered to be of heritage significance (Department of Environment and Heritage Protection 2013).

The relative heritage significance of places in Queensland is measured as a series of thresholds representing the importance of the place: world, national, state and local. As defined by the Department of Environment and Science (formerly Department of Environment and Heritage Protection 2013), local heritage places contribute to our understanding of important themes in local history, while state heritage places contribute to our understanding of themes and processes that are of broader relevance. Places need to be of at least regional relevance to be considered of state significance (Department of Environment and Heritage Protection 2013).

A total of 34 non-Indigenous AOI were identified during background research and subsequently inspected. The significance of the heritage elements recorded at each of these sites was assessed against the QH Act criteria, and the threshold indicators provided by the Department of Environment and Science (Department of Environment and Heritage Protection 2013).

The results of these assessments are presented in Table 7.1. This assessment determined that 14 of the AOI are of local heritage significance and one is of regional, and thus state heritage significance.

Table 7.1 Summary assessment indicating threshold of significance

Site	Cultural heritage significance criteria							
	A – Historical	B – Rarity	C – Research	D – Representativeness	E – Aesthetic	F – Creative/technical	G – Social	H – Associational
B2G-19-H01	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H02	**Local**	Not met	**Local**	Not met	Not met	Not met	Not met	Not met
B2G-19-H03	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H04	**Local**	**Local**	Not met	**Local**	**Local**	Not met	**Local**	**Local**
B2G-19-H05	Not met	Not met	Not met	Not met	**Local**	Not met	**Local**	**Local**
B2G-19-H06	Not met	Not met	Not met	Not met	**Local**	Not met	**Local**	Not met
B2G-19-H07	**Local**	Not met	Not met	Not met	**Local**	Not met	Not met	Not met
B2G-19-H08	**Local**	Not met	Not met	Not met	Not met	Not met	**Local**	**Local**
B2G-19-H09	Not met	Not met	Not met	Not met	Not met	Not met	**Local**	**Local**
B2G-19-H10	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H11	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H12	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H13	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H14	**Local**	Not met	**Local**	Not met	Not met	Not met	Not met	Not met
B2G-19-H15	**Local**	**Local**	**Local**	Not met	**Local**	Not met	Not met	Not met
B2G-19-H16	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H17	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H18	Not met	Not met	Not met	Not met	**Local**	Not met	**Local**	Not met

Site	Cultural heritage significance criteria							
	A – Historical	B – Rarity	C – Research	D – Representativeness	E – Aesthetic	F – Creative/technical	G – Social	H – Associational
B2G-19-H19	**Local**	Not met	**Local**	Not met	Not met	Not met	Not met	Not met
B2G-19-H20	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H21	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H22	**State**	**State**	Not met	Not met	**State**	Not met	**State**	**State**
B2G-19-H23	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H24	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H25	**Local**	Not met	**Local**	Not met	Not met	Not met	**Local**	**Local**
B2G-19-H26	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H27	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H28	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H29	**Local**	**Local**	Not met	**Local**	**Local**	Not met	Not met	Not met
B2G-19-H30	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H31	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H32	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H33	**Local**	**Local**	**Local**	Not met	Not met	Not met	Not met	Not met
B2G-19-H34	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met

Table 7.2 Significance assessment – Kurumbul Station (B2G-19-H01)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century South Western Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.3 Significance assessment – Gibinbell Shearing Complex (B2G-19-H02)

Criterion	Assessment	Threshold
A – historical	The shearing complex is of historical significance as a demonstration of the importance and longevity of the wool industry that spurred the settlement of the region, and that remains an economic staple.	☐ Not met ☒ Local ☐ State
B – rarity	There is insufficient information about shearing complexes in the region to determine the place's rarity.	☒ Not met ☐ Local ☐ State
C – research	There is good potential for archaeological remains related shearing and domestic contexts to be preserved in, under and around the complex.	☐ Not met ☒ Local ☐ State
D – representativeness	There is insufficient information about shearing complexes in the region to determine the place's representativeness.	☒ Not met ☐ Local ☐ State
E – aesthetic	The shearing complex has no known aesthetic significance.	☒ Not met ☐ Local ☐ State
F – creative/technical	The shearing complex does not contain any elements of known technical or creative merit.	☒ Not met ☐ Local ☐ State
G – social	The shearing complex does not have any known social significance to any community.	☒ Not met ☐ Local ☐ State
H – associational	The shearing complex does not have any known special association with person or group of people of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	2.3 pastoral activities	
Overall significance		☐ None ☒ Local ☐ State

Table 7.4 Significance assessment – Gibinbell Station (B2G-19-H03)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century South Western Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

The hall was identified as being of significance in the *Goondiwindi Regional Council Heritage Survey* (Blake 2011) and is listed on the GRC LHR. The following assessment draws on that provided by the Heritage Survey, updated and expanded for the current Project (refer Table 7.5).

Table 7.5 Significance assessment – Yelarbon & District Soldiers Memorial Hall (B2G-19-H04)

Criterion	Assessment	Threshold
A – historical	The hall is of historical importance as a demonstration of Yelarbon's involvement in the First World War (and subsequent conflicts), and as evidence of an era of widespread Australian patriotism and nationalism, during and following WWI.	☐ Not met ☒ Local ☐ State
B – rarity	The hall is a rare example of a WWI memorial building.	☐ Not met ☒ Local ☐ State
C – research	The hall has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The hall demonstrates the characteristics of a typical community hall and is also a good representation of the ornamental timber styles of the early Federation period.	☐ Not met ☒ Local ☐ State
E – aesthetic	The hall retains many of its original decorative timber features, including gable screens and finials, and makes a positive contribution to the streetscape.	☐ Not met ☒ Local ☐ State
F – creative/technical	The hall has no known creative or technical values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
G – social	The funding for the hall was generated through numerous local fund raising efforts, and continues to be used for community activities.	☐ Not met ☒ Local ☐ State
H – associational	The hall is a monument to members of the local community involved in WWI and subsequent conflicts.	☐ Not met ☒ Local ☐ State
Historical themes	8.2 cultural activities 8.3 organisations and societies 8.5 sport and recreation 8.6 commemorating significant events	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.6 Significance assessment – Anzac Memorial Garden (B2G-19-H05)

Criterion	Assessment	Threshold
A – historical	The garden is a memorial to locals who served in Australia's conflicts, but is a modern creation, and has no known historical significance.	☒ Not met ☐ Local ☐ State
B – rarity	There is insufficient information about memorial gardens in the region to determine the place's rarity.	☐ Not met ☒ Local ☐ State
C – research	The garden has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	There is insufficient information about memorial gardens in the region to determine the place's representativeness.	☒ Not met ☐ Local ☐ State
E – aesthetic	The garden features ornamental plantings, statuary and memorials, and makes a positive contribution to the streetscape.	☐ Not met ☒ Local ☐ State
F – creative/technical	The garden has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The garden was created by the community to commemorate significant locals.	☐ Not met ☒ Local ☐ State
H – associational	The garden is a monument to notable members of the local community, as well as those who served in conflict.	☐ Not met ☒ Local ☐ State
Historical themes	8.6 commemorating significant events	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.7 Significance assessment – Cancer Charity Tree (B2G-19-H06)

Criterion	Assessment	Threshold
A – historical	The tree has no known historical values.	☒ Not met ☐ Local ☐ State
B – rarity	The tree has no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	The tree has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The tree has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The tree is of some aesthetic significance as one of several plantings on the main road of Yelarbon.	☐ Not met ☒ Local ☐ State
F – creative/technical	The tree has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The tree was planted to mark the local community's support of the Queensland Cancer Fund.	☐ Not met ☒ Local ☐ State
H – associational	The tree has no known associational values.	☒ Not met ☐ Local ☐ State
Historical themes	8.6 commemorating significant events	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.8 Significance assessment – Church (former) (B2G-19-H07)

Criterion	Assessment	Threshold
A – historical	The church is important as a part of the early development of Yelarbon.	☐ Not met ☒ Local ☐ State
B – rarity	The church has no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	The church has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The church has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The church features generally restrained design with some gothic flourishes and makes a positives contribution to the streetscape.	☐ Not met ☒ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The church has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The hall was most likely of significance to the local Presbyterian and then Uniting congregation, but this significance will have been diminished by the dwindling of the local community and the closure of the church.	☒ Not met ☐ Local ☐ State
H – associational	The church has no known associational values.	☒ Not met ☐ Local ☐ State
Historical themes	8.1 worshipping and religious institutions	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.9 Significance assessment – Yelarbon Timber Mill 1 (B2G-19-H08)

Criterion	Assessment	Threshold
A – historical	The mill is of some historical significance as one of the earliest industries established in Yelarbon.	☐ Not met ☒ Local ☐ State
B – rarity	The mill has no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	The mill has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The mill has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The mill has no known aesthetic values	☒ Not met ☐ Local ☐ State
F – creative/technical	The mill has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The mill is likely of social significance as one of the major employers in the town from the 1910s to the present day.	☐ Not met ☒ Local ☐ State
H – associational	The mill was established by the Girle family, one of the most prominent in the region.	☐ Not met ☒ Local ☐ State
Historical themes	2.2 exploiting natural resources	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.10 Significance assessment – Yelarbon Timber Mill 2 (B2G-19-H09)

Criterion	Assessment	Threshold
A – historical	This building appears to be a later, mid-20th century addition to the wider mill complex.	☒ Not met ☐ Local ☐ State
B – rarity	The mill has no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	The mill has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The mill has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The mill has no known aesthetic values	☒ Not met ☐ Local ☐ State
F – creative/technical	The mill has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The mill is likely of social significance as one of the major employers in the town from the 1910s to the present day.	☐ Not met ☒ Local ☐ State
H – associational	The mill was established by the Girle family, one of the most prominent in the region.	☐ Not met ☒ Local ☐ State
Historical themes	2.2 exploiting natural resources	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.11 Significance assessment – Petrol Station (B2G-19-H10)

Criterion	Assessment	Threshold
A – historical	The petrol station has no known historical values.	☒ Not met ☐ Local ☐ State
B – rarity	The petrol station has no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	The petrol station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	The petrol station has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The petrol station has no known aesthetic values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The petrol station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The petrol station has no known social values.	☒ Not met ☐ Local ☐ State
H – associational	The petrol station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.12 Significance assessment – Yelarbon Station Complex (B2G-19-H11)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century South Western Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.13 Significance assessment – Tree Trunk (B2G-19-H12)

Criterion	Assessment	Threshold
A – historical	The trunk may relate to the locally significant timber industry (refer B2G-19-H08, B2G-19-H09), but there is insufficient information available to confirm this.	☒ Not met ☐ Local ☐ State
B – rarity	The trunk has no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	The trunk has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The trunk has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The trunk has no known aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The trunk has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The trunk may be of significance as a part of the local timber industry (refer B2G-19-H08, B2G-19-H09), but there is insufficient information available to confirm this.	☒ Not met ☐ Local ☐ State
H – associational	The trunk has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.14 Significance assessment – Whetstone Siding (B2G-19-H13)

Criterion	Assessment	Threshold
A – historical	The siding is a part of the early 20th century South Western Line, but all buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the siding.	☒ Not met ☐ Local ☐ State
C – research	The siding is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the siding.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the siding have no aesthetic values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The siding has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the buildings.	☒ Not met ☐ Local ☐ State
H – associational	The siding has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.15 Significance assessment – Homestead Complex (B2G-19-H14)

Criterion	Assessment	Threshold
A – historical	The homestead complex, which appears to include two houses, yards and multiple outbuildings, is of historical significance as a part of late 19th and early 20th century closer settlement, and the pastoral industry that has dominated the local economy.	☐ Not met ☒ Local ☐ State
B – rarity	The homestead complex has no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	There is potential for archaeological remains related to late-19th century and early 20th century domestic life and pastoralism to be preserved in and around the homestead complex.	☐ Not met ☒ Local ☐ State
D – representativeness	The homestead complex has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The homestead complex has no known aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The homestead complex has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The homestead complex has no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The homestead complex has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.16 Significance assessment – Homestead Complex (B2G-19-H15)

Criterion	Assessment	Threshold
A – historical	The homestead complex, which includes two houses and multiple outbuildings, is of historical significance as a representation of the early pastoral settlement of the region.	☐ Not met ☒ Local ☐ State
B – rarity	The site appears to be a rare example of a mid-late colonial homestead with separate kitchen wing.	☐ Not met ☒ Local ☐ State
C – research	There is potential for archaeological remains related to mid-late19th century domestic life and pastoralism to be preserved in and around the homestead complex.	☐ Not met ☒ Local ☐ State
D – representativeness	The houses are in poor condition and are unlikely to be good examples of type.	☒ Not met ☐ Local ☐ State
E – aesthetic	The homestead complex is visible from the road and has aesthetic value as a ruin.	☐ Not met ☒ Local ☐ State
F – creative/technical	The homestead complex has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The homestead complex has no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The homestead complex has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.17 Significance assessment – Structure (B2G-19-H16)

Criterion	Assessment	Threshold
A – historical	The structure has the potential to be related to the pastoral industry, but there is insufficient historical or physical evidence to confirm the nature or extent of association.	☒ Not met ☐ Local ☐ State
B – rarity	No elements of the structure are known to be rare.	☒ Not met ☐ Local ☐ State
C – research	The structure has no known research value.	☒ Not met ☐ Local ☐ State
D – representativeness	The structure seems to be in poor condition and is not considered to be a good example of type.	☒ Not met ☐ Local ☐ State
E – aesthetic	The structure has no known aesthetic value.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The structure has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The structure has no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The structure has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.18 Significance assessment – Sheds (B2G-19-H17)

Criterion	Assessment	Threshold
A – historical	The sheds have the potential to be related to the pastoral or agricultural industry, but there is insufficient historical or physical evidence to confirm the nature or extent of association.	☒ Not met ☐ Local ☐ State
B – rarity	No elements of the sheds are known to be rare.	☒ Not met ☐ Local ☐ State
C – research	The sheds have no known research value.	☒ Not met ☐ Local ☐ State
D – representativeness	The sheds seem to be in poor condition and are unlikely to be good examples of type.	☒ Not met ☐ Local ☐ State
E – aesthetic	The sheds have no known aesthetic value.	☒ Not met ☐ Local ☐ State
F – creative/technical	The sheds have no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The sheds have no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The sheds have no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.19 Significance assessment – Lookout (B2G-19-H18)

Criterion	Assessment	Threshold
A – historical	The lookout appears to be a recent development and has no known historical values.	☒ Not met ☐ Local ☐ State
B – rarity	The lookout has no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	The lookout has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The lookout has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The lookout offers a vista of the Commodore Mine and Millmerran Power Station to the east.	☐ Not met ☒ Local ☐ State
F – creative/technical	The lookout has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The lookout may be of social significance to locals, tourists and coal mining enthusiasts.	☐ Not met ☒ Local ☐ State
H – associational	The lookout has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	2.9 valuing and appreciating the environment and landscapes	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.20 Significance assessment – Outbuildings (B2G-19-H19)

Criterion	Assessment	Threshold
A – historical	The outbuildings appear to be part of a now-demolished late 19th or early 20th homestead complex.	☐ Not met ☒ Local ☐ State
B – rarity	The outbuildings have no known rarity values.	☒ Not met ☐ Local ☐ State
C – research	There is potential for archaeological remains related to late-19th century and early 20th century domestic life and pastoralism to be preserved in and around the outbuildings and former homestead complex.	☐ Not met ☒ Local ☐ State
D – representativeness	The outbuildings have no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The outbuildings have no known aesthetic values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The outbuildings have no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The outbuildings have no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The outbuildings have no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.21 Significance assessment – Grass Tree Creek Bridge (B2G-19-H20)

Criterion	Assessment	Threshold
A – historical	The bridge was constructed as a part of the Millmerran Branch Line, but is an isolated example of a utilitarian structure built to a standard plan. Therefore, it is unlikely to contribute to an understanding of rail history.	☒ Not met ☐ Local ☐ State
B – rarity	There is insufficient information about timber girder bridges on the QR network to determine its rarity.	☒ Not met ☐ Local ☐ State
C – research	The bridge has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	There is insufficient information about timber girder bridges on the QR network to determine the bridge's representativeness.	☒ Not met ☐ Local ☐ State
E – aesthetic	The bridge has no known aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The bridge has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The bridge has no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The bridge has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.22 Significance assessment – Yandilla Station (B2G-19-H21)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.23 Significance assessment – Protest Public Art (B2G-19-H22)

Criterion	Assessment	Threshold
A – historical	The art is important as a demonstration of public protest against Inland Rail, one of the largest infrastructure projects in Australian history. The artwork has been chosen as one of the key symbols by protest groups across the Condamine River floodplain.	☐ Not met ☐ Local ☒ State
B – rarity	While multiple properties in the area display various forms of protest signage, this appears to be the most elaborate installation. No comparative example is known for the entire Inland Rail route.	☐ Not met ☐ Local ☒ State
C – research	The installation is has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The installation appears to be unique amongst all protest signage along the proposed Inland Rail route, and so is unlikely to be of representativeness value.	☒ Not met ☐ Local ☐ State
E – aesthetic	The installation is intended to be a prominent landmark and stands out on the flat floodplains of the Condamine River. It is also located adjacent to the current proposed Inland Rail route and serves as a constant reminder of community concerns with the Project.	☐ Not met ☐ Local ☒ State

Criterion	Assessment	Threshold
F – creative/technical	Further assessment is required to determine the creative value of the installation. The artist/s is/are currently unknown.	☒ Not met ☐ Local ☐ State
G – social	The installation was created by local protestors, but reflects widespread community concern regarding the construction of Inland Rail. Its significance to the community is reflected in its usage by local protest groups as a Facebook profile picture.	☐ Not met ☐ Local ☒ State
H – associational	The public art is important for its association with Inland Rail, one of the largest infrastructure projects in Australian history. The installation also references the 2011 Queensland floods, which saw the majority of the state declared a disaster zone.	☐ Not met ☐ Local ☒ State
Historical themes	2.8 protecting and conserving the environment	
Overall significance		☐ Not met ☐ Local ☒ State

Table 7.24 Significance assessment – Condamine River Bridge (B2G-19-H23)

Criterion	Assessment	Threshold
A – historical	The bridge was constructed as a part of the Millmerran Branch Line but is an isolated example of a utilitarian structure built to a standard plan. Therefore, it is unlikely to contribute to an understanding of rail history.	☒ Not met ☐ Local ☐ State
B – rarity	There is insufficient information about timber girder bridges on the QR network to determine its rarity.	☒ Not met ☐ Local ☐ State
C – research	The bridge has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	There is insufficient information about timber girder bridges on the QR network to determine the bridge's representativeness.	☒ Not met ☐ Local ☐ State
E – aesthetic	The bridge has no known aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The bridge has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The bridge has no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The bridge has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.25 Significance assessment – Pampas Station (B2G-19-H24)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.26 Significance assessment – Pampas Memorial Hall (B2G-19-H25)

Criterion	Assessment	Threshold
A – historical	The hall is of historical importance as a demonstration of the involvement of the people of Pampas in WWII and subsequent conflicts, and as an example of the important role community played in identifying, funding and constructing local memorial and recreational facilities.	☐ Not met ☒ Local ☐ State
B – rarity	The building design is typical of mid-20th century halls.	☒ Not met ☐ Local ☐ State
C – research	The hall has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	The hall appears to retain many original features, such as sash windows, and is a good representation of type.	☐ Not met ☒ Local ☐ State
E – aesthetic	The hall has no known aesthetic values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The hall has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The hall was funded and built by the local community and continues to be used for community activities.	☐ Not met ☒ Local ☐ State
H – associational	The hall is a monument to members of the local community involved in WWII and subsequent conflicts.	☐ Not met ☒ Local ☐ State
Historical themes	8.2 cultural activities 8.3 organisations and societies 8.5 sport and recreation 8.6 commemorating significant events	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.27 Significance assessment – Sheds (B2G-19-H26)

Criterion	Assessment	Threshold
A – historical	The sheds appear to have been part of a larger complex that may have been related to the pastoral or agricultural industry. However, there is insufficient historical or physical evidence to confirm the nature or extent of association.	☒ Not met ☐ Local ☐ State
B – rarity	No elements of the sheds are known to be rare.	☒ Not met ☐ Local ☐ State
C – research	There is some potential for archaeological remains related to the wider complex, but most of the area has since been ploughed, and any remains significantly disturbed.	☒ Not met ☐ Local ☐ State
D – representativeness	The sheds are in poor condition and are not considered to be good examples of type.	☒ Not met ☐ Local ☐ State
E – aesthetic	The sheds have no known aesthetic value.	☒ Not met ☐ Local ☐ State
F – creative/technical	The sheds have no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The sheds have no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The sheds have no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.28 Significance assessment – Condamine River Bridge 2 (B2G-19-H27)

Criterion	Assessment	Threshold
A – historical	The bridge was constructed as a part of the Millmerran Branch Line but is an isolated example of a utilitarian structure built to a standard plan. Therefore, it is unlikely to contribute to an understanding of rail history.	☒ Not met ☐ Local ☐ State
B – rarity	There is insufficient information about timber girder bridges on the QR network to determine its rarity.	☒ Not met ☐ Local ☐ State
C – research	The bridge has no known research values.	☒ Not met ☐ Local ☐ State
D – representativeness	There is insufficient information about timber girder bridges on the QR network to determine the bridge's representativeness.	☒ Not met ☐ Local ☐ State
E – aesthetic	The bridge has no known aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The bridge has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The bridge has no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The bridge has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.29 Significance assessment – Brookstead Station (B2G-19-H28)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.30 Significance assessment – Brookstead Station Building (Relocated) (B2G-19-H29)

Criterion	Assessment	Threshold
A – historical	The building is of historical importance as the only remaining element of the Brookstead Railway Station. Constructed in 1911, the station was part of the Millmerran Branch Line, and was the impetus for the development of the town. However, this historical value is diminished by the building's relocation from its original context.	☐ Not met ☒ Local ☐ State
B – rarity	The building is all that remains of the Brookstead Railway Station and appears to be the only station building that remains from the Millmerran Branch Line more generally.	☐ Not met ☒ Local ☐ State
C – research	The building is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	The building is largely intact and is a good representation of an early 20th century station building. However, this representativeness value is diminished by its relocation from the station complex.	☐ Not met ☒ Local ☐ State
E – aesthetic	The building is of some aesthetic value for its simple timber form and small decorative details.	☐ Not met ☒ Local ☐ State
F – creative/technical	The building has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	In its original location, the building is likely to have been of social significance to the community of Brookstead and particularly to rail users. It is uncertain, however, whether this significance will have remained given the relocation of the building and the dwindling of the local community.	☒ Not met ☐ Local ☐ State
H – associational	The building has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	5.3 using rail	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.31 Significance assessment – Cecilvale Station (B2G-19-H30)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.32 Significance assessment – Yarranlea Station (B2G-19-H31)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.33 Significance assessment – Murlaggan Station (B2G-19-H32)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	☒ Not met ☐ Local ☐ State
B – rarity	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
C – research	The station is considered unlikely to contribute new or important information.	☒ Not met ☐ Local ☐ State
D – representativeness	No heritage elements remain at the station.	☒ Not met ☐ Local ☐ State
E – aesthetic	The remaining elements of the station have no aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The station has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	☒ Not met ☐ Local ☐ State
H – associational	The station has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

Table 7.34 Significance assessment – Homestead Complex (B2G-19-H33)

Criterion	Assessment	Threshold
A – historical	The homestead complex, which includes an early federation house, the remains of a colonial dwelling, and multiple outbuildings, is of historical significance as a part of the early settlement of the region, and the pastoral industry that has dominated the local economy.	☐ Not met ☒ Local ☐ State
B – rarity	The ruin of the mid-colonial dwelling in the complex is understood to have collapsed in place, creating a rare level of archaeological preservation.	☐ Not met ☒ Local ☐ State
C – research	There is good potential for archaeological remains related to mid-late-19th century domestic life and pastoralism to be preserved in and around the homestead complex.	☐ Not met ☒ Local ☐ State
D – representativeness	The homestead complex has no known representativeness values.	☒ Not met ☐ Local ☐ State
E – aesthetic	The homestead complex has no known aesthetic values.	☒ Not met ☐ Local ☐ State
F – creative/technical	The homestead complex has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The homestead complex has no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The homestead complex has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		☐ Not met ☒ Local ☐ State

Table 7.35 Significance assessment – Archaeological Site (B2G-19-H34)

Criterion	Assessment	Threshold
A – historical	Anecdotal information and historical aerial imagery suggests the presence of buildings in this location, but there is insufficient detail about the use of the site to determine its historical value.	☒ Not met ☐ Local ☐ State
B – rarity	There is insufficient information to determine the rarity of the site.	☒ Not met ☐ Local ☐ State
C – research	There is some potential for archaeological remains related the former buildings, but this area has since been subject to several decades of ploughing, and any such remains would be significantly disturbed.	☒ Not met ☐ Local ☐ State
D – representativeness	There is insufficient information to determine the representativeness of the site.	☒ Not met ☐ Local ☐ State
E – aesthetic	The site has no known aesthetic values.	☒ Not met ☐ Local ☐ State

Criterion	Assessment	Threshold
F – creative/technical	The site has no known creative or technical values.	☒ Not met ☐ Local ☐ State
G – social	The site has no known social significance.	☒ Not met ☐ Local ☐ State
H – associational	The site has no known special association with the life or work of a particular person, group or organisation of historical importance.	☒ Not met ☐ Local ☐ State
Historical themes	None	
Overall significance		☒ Not met ☐ Local ☐ State

8 Potential impacts

Potential impacts of the Project are described in the following sections, and their unmitigated effect on the heritage sites identified in Section 5.4 is assessed.

8.1 Project activities

Activities proposed as part of the Project have been categorised into three phases; construction, commissioning and reinstatement, operation. A summary of Project activities that may occur through each Project phase is provided in Table 8.1.

Table 8.1 Summary of Project related activities

Phase	Infrastructure activity	Description of activities
Construction	Site preparation	Vegetation clearing
		Topsoil stripping
		Construction of temporary site compounds
		Construction of rail access roads
		Installation of boreholes and construction water
		Installation of offices, hardstands etc
		Stockpiling
	Utility diversions	Excavation
		Trenching
		Modification, diversion and realignment of utilities and associated infrastructure
	Drainage	Culvert installation
	Structures	Construction of bridges over main waterways
		Road/rail bridge construction
	Civil works	Cutting construction
		Embankment construction using cut to fill from rail alignment and borrow to fill from external borrow sources, where required
		Construction of temporary haul roads
		Drainage controls
	Road works	Road realignment
		Construction of permanent rail maintenance access roads
	Rail logistics	Sleeper stockpiling
		Rail stockpiling
	Rail construction	Drilling
		Blasting
		Ballast installation
		Sleeper placement
		Rail placement
		Installation train signals and communications infrastructure
		Demobilising site compounds
		Forming and stabilising of spoil mounds
	Signals and communications installation	Removal of temporary fencing

Phase	Infrastructure activity	Description of activities
Commissioning and reinstatement	Demobilisation/ Decommissioning	Establish permanent fencing
		Restoration of disturbed areas, including revegetation where required
	Spoil mounds	Conversion of haul roads and construction access roads into permanent roads
	Restoration	Minor maintenance works
	Rail works	Bridge and culvert inspections
		Sleeper replacement
		Rail welding
		Rail grinding
		Ballast dropping
		Track tamping
		Major periodic maintenance
Operation	Train operations	Train movement along rail
	Operational maintenance	Ongoing vehicle movement within rail corridor

8.2 Assessing sensitivity

The degree of impact an activity will have on a heritage place is partly a factor of the nature of the place, the place's heritage significance and the potentially impacting process (refer Section 3.4). An assessment of the sensitivity of each heritage place within the impact assessment area is provided in Table 8.2, in accordance with the methodology provided in Section 3.4.

Table 8.2 Sensitivity of identified heritage sites

Site ID	Description	Significance[1]	Number of criteria met[2]	Sensitivity[3]
B2G-19-H01	Kurumbul Station	None	None	Negligible
B2G-19-H02	Gibinbell Shearing Complex	Local	2	Moderate
B2G-19-H03	Gibinbell Siding	None	None	Negligible
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	Local	6	Moderate
B2G-19-H05	Anzac Memorial Garden	Local	3	Moderate
B2G-19-H06	Cancer Charity Tree	Local	2	Low
B2G-19-H07	Church (former)	Local	2	Moderate
B2G-19-H08	Yelarbon Mill 1	Local	3	Moderate
B2G-19-H09	Yelarbon Mill 2	Local	2	Low
B2G-19-H10	Petrol Station	None	None	Negligible
B2G-19-H11	Yelarbon Railway Complex	None	None	Negligible
B2G-19-H12	Tree Trunk	None	None	Negligible
B2G-19-H13	Whetstone Siding	None	None	Negligible
B2G-19-H14	Homestead Complex	Local	2	Moderate
B2G-19-H15	Homestead Complex	Local	4	Moderate
B2G-19-H16	Structure	None	None	Negligible
B2G-19-H17	Sheds	None	None	Negligible
B2G-19-H18	Lookout	Local	2	Low
B2G-19-H19	Outbuildings	Local	2	Moderate

Site ID	Description	Significance[1]	Number of criteria met[2]	Sensitivity[3]
B2G-19-H20	Grass Tree Creek Bridge	None	None	Negligible
B2G-19-H21	Yandilla Station	None	None	Negligible
B2G-19-H22	Protest Public Art	State	5	High
B2G-19-H23	Condamine River Bridge	None	None	Negligible
B2G-19-H24	Pampas Station	None	None	Negligible
B2G-19-H25	Pampas Memorial Hall	Local	4	Moderate
B2G-19-H26	Sheds	None	None	Negligible
B2G-19-H27	Condamine River Bridge 2	None	None	Negligible
B2G-19-H28	Brookstead Station	None	None	Negligible
B2G-19-H29	Brookstead Station Building (relocated)	Local	4	Moderate
B2G-19-H30	Cecilvale Station	None	None	Negligible
B2G-19-H31	Yarranlea Station	None	None	Negligible
B2G-19-H32	Murlaggan Station	None	None	Negligible
B2G-19-H33	Homestead Complex	Local	3	Moderate
B2G-19-H34	Archaeological Site	None	None	Negligible

Table note:

1 As defined in Table 3.4
2 As defined in Section 35 of the QH Act. Refer Table 3.3
3 As defined in Table 3.5

8.3 Potential impacts and magnitude of change

Potential impacts on cultural heritage can be divided into two main types, as follows:

- Direct impacts – occur if a cultural heritage place or site is located directly in a development area and/or would be physically impacted by development. Such impacts include the demolition of substantial alteration of a building, or the disturbance of an archaeological site.
- Indirect impacts – those that alter the surrounding physical environment in such a way that a cultural heritage place or site is affected. Indirect impacts may include extra vibration from construction activities or subsequent traffic load, as well as additional water runoff or sediment deposition due to changing hydrology.

The effects of direct or indirect impacts are measured in terms of the extent to which they alter the heritage values of a heritage place. This is represented as the 'magnitude of change' (refer Section 3.4).

Direct impacts

Direct impacts to cultural heritage places or sites are most likely to occur during site preparation as a part of the construction phase. At this time, clearing and stripping activities may require the demolition of heritage structures and the disturbance of archaeological sites. The heritage places that are within the Project footprint are listed in Table 8.3, along with the potential nature of impact and magnitude of change.

Table 8.3 Heritage places at risk of direct impact

Site ID	Description	Potential impact	Likely magnitude of change
B2G-19-H01	Kurumbul Station	Removal of any remaining station elements	Negligible
B2G-19-H02	Gibinbell shearing complex	Removal of shearing shed and associated yards	Major
B2G-19-H03	Gibinbell siding	Removal of any remaining siding elements	Negligible
B2G-19-H06	Cancer charity tree	Removal of tree	Major

Site ID	Description	Potential impact	Likely magnitude of change
B2G-19-H09	Yelarbon Mill 2	Removal of mill	Major
B2G-19-H11	Yelarbon railway complex	Removal of all remaining station elements	Low
B2G-19-H14	Homestead complex	Removal of house, disturbance of archaeological deposits	Major
B2G-19-H16	Structure	Removal of structure	Negligible
B2G-19-H17	Sheds	Removal of sheds	Negligible
B2G-19-H19	Outbuildings	Removal of structures, disturbance of archaeological deposits	Major
B2G-19-H20	Grass Tree Creek bridge	Removal of bridge	Negligible
B2G-19-H21	Yandilla Station	Removal of any remaining station elements	Negligible
B2G-19-H22	Protest public art	Removal of installation	Major
B2G-19-H23	Condamine River bridge	Removal of bridge	Negligible
B2G-19-H24	Pampas Station	Removal of any remaining station elements	Negligible
B2G-19-H25	Pampas Memorial Hall	Removal of building	Major
B2G-19-H26	Sheds	Removal of buildings	Negligible
B2G-19-H27	Condamine River bridge 2	Removal of bridge	Negligible
B2G-19-H30	Cecilvale Station	Removal of station	Negligible
B2G-19-H32	Murlaggan Station	Removal of buildings	Negligible
B2G-19-H34	Archaeological site	Disturbance of archaeological deposits	Major

Indirect impacts

Indirect impacts may occur during any phase of the Project if construction or operation activities result in alteration of view or generation of excessive dust, noise or vibration which affects heritage structures. Sites at risk of indirect impacts are listed in Table 8.4, along with the potential nature of impact and magnitude of change.

Table 8.4 Heritage places at risk of indirect impact

Site ID	Description	Potential impact	Likely magnitude of change
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	Dust and vibration from construction and operation may accelerate dilapidation	Medium
B2G-19-H05	Anzac Memorial Garden	Dust and vibration from construction and operation may impact gardens	Medium
B2G-19-H07	Church (former)	Dust and vibration from construction and operation may accelerate dilapidation. Structure is already in a poor condition and is vulnerable to damage.	Medium
B2G-19-H08	Yelarbon Mill 1	Dust and vibration from construction and operation may accelerate dilapidation of buildings. However, buildings are already subject to such impacts as it is an operating industrial site.	Negligible
B2G-19-H10	Petrol station	Dust and vibration from construction and operation may accelerate dilapidation of buildings	Low
B2G-19-H12	Tree trunk	May be subject to increased dust and vibration, but these are unlikely to have a noticeable impact	No change
B2G-19-H13	Whetstone siding	None. No heritage structures remain	No change
B2G-19-H14	Homestead complex	Dust and vibration from construction and operation may accelerate dilapidation of any remaining structures	Medium

Site ID	Description	Potential impact	Likely magnitude of change
B2G-19-H15	Homestead	Dust and vibration from construction and operation may accelerate dilapidation. Structure is already in a poor condition and is vulnerable to damage.	Medium
B2G-19-H18	Lookout	View may be altered. However, since the current view is of an industrial site, little substantive change is anticipated.	Low
B2G-19-H19	Outbuildings	Dust and vibration from construction and operation may accelerate dilapidation of any remaining structures	Medium
B2G-19-H22	Protest public art	Dust and vibration from construction and operation may accelerate dilapidation of structure	Medium
B2G-19-H25	Pampas Memorial Hall	Dust and vibration from construction and operation may accelerate dilapidation of structure if left in place	Medium
B2G-19-H28	Brookstead Station	None. No heritage structures remain.	No change
B2G-19-H29	Brookstead Station building (relocated)	Dust from construction and operation may accelerate dilapidation	Low
B2G-19-H31	Yarranlea Station	None. No heritage structures remain.	No change
B2G-19-H33	Homestead complex	Dust and vibration from construction and operation may accelerate dilapidation. Some structures are already in a poor condition and are vulnerable to damage.	Medium
Site ID	Description	Potential impact	Likely magnitude of change
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	Dust and vibration from construction and operation may accelerate dilapidation.	Medium
B2G-19-H05	Anzac Memorial Garden	Dust and vibration from construction and operation may impact gardens.	Medium
B2G-19-H07	Church (former)	Dust and vibration from construction and operation may accelerate dilapidation. Structure is already in a poor condition and is vulnerable to damage.	Medium
B2G-19-H08	Yelarbon Mill 1	Dust and vibration from construction and operation may accelerate dilapidation. However, buildings are already subject to such impacts as part of an operating industrial site.	Negligible
B2G-19-H10	Petrol Station	Dust and vibration from construction and operation may accelerate dilapidation of buildings.	Low
B2G-19-H12	Tree Trunk	May be subject to increased dust and vibration, but these are unlikely to have a noticeable impact.	No change
B2G-19-H13	Whetstone Siding	None. No heritage structures remain.	No change
B2G-19-H14	Homestead complex	Dust and vibration from construction and operation may accelerate dilapidation of any remaining structures.	Medium
B2G-19-H15	Homestead	Dust and vibration from construction and operation may accelerate dilapidation. Structure is already in a poor condition and is vulnerable to damage.	Medium
B2G-19-H18	Lookout	View maybe altered. However, current viewscape is of an industrial site, and so little substantive change is anticipated.	Low
B2G-19-H19	Outbuildings	Dust and vibration from construction and operation may accelerate dilapidation of any remaining structures.	Medium
B2G-19-H22	Protest Public Art	Dust and vibration from construction and operation may accelerate dilapidation of structure.	Medium

Site ID	Description	Potential impact	Likely magnitude of change
B2G-19-H25	Pampas Memorial Hall	Dust and vibration from construction and operation may accelerate dilapidation of structure if left in place.	Medium
B2G-19-H28	Brookstead Station	None. No heritage structures remain.	No change
B2G-19-H29	Brookstead Station Building (relocated)	Dust from construction and operation may accelerate dilapidation.	Low
B2G-19-H31	Yarranlea Station	None. No heritage structures remain.	No change
B2G-19-H34	Homestead Complex	Dust and vibration from construction and operation may accelerate dilapidation. Some structures are already in poor condition and are vulnerable to damage.	Medium

9 Proposed mitigation measures

The accepted methodology for managing impacts on heritage places is to avoid wherever possible, minimise as far as is practical and then mitigate where avoidance and minimisation is not possible (ICOMOS 2011).

This section describes the measures that either have been, or will be adopted by the Project to avoid, minimise or mitigate potential impacts on heritage places. In the case of local heritage places, it is recommended that regard be given to the provisions of the local planning scheme where possible. Although the Project is exempt from such requirements, the planning schemes do provide a benchmark of the heritage protections expected by the local community.

9.1 Mitigation through the reference design phase

Development of the reference design for the Project has progressed in parallel with the impact assessment process. As a consequence, design solutions for avoiding, minimising or mitigating impacts have been incorporated into the reference design as appropriate and where possible.

Mitigation measures and controls that have been factored into the design, or otherwise implemented during the reference design phase for the Project, are as follows:

- The Project has been aligned to be co-located with existing rail and road infrastructure where possible, minimising the need to develop land that has not previously been subject to disturbance for transport infrastructure purposes and minimise the number of impacts to existing structures
- The assessment of alternative alignment options has been conducted using multi-criteria assessments, with the presence of known heritage places a criteria within the assessment
- The Project footprint has been established to provide the minimum sized area required to safely and efficiently construct and operate the Project.

9.2 Proposed mitigation measures

In order to manage and mitigate project risks, several mitigation measures have been proposed for implementation in future phases of project delivery. These proposed mitigation measures have been identified to address Project specific issues and opportunities and are presented in Table 9.1 and applied to the heritage places in Table 9.2.

The mitigation measures presented in Table 9.1 have then been factored into the assessment of residual significance, as documented in Table 10.1.

Table 9.1 Proposed non-Indigenous cultural heritage mitigation and management measures

Phase	Mitigation and management measures
Detail design	Design will be developed and refined in response to the outcomes of additional heritage surveys undertaken through the detail design phase to avoid direct impacts to identified items/sites of heritage significance, where possible and practical to do so.
	Undertake archaeological survey of heritage sites that are complexes within the Project footprint to map elements and identify areas of possible subsurface deposit. These complexes are identified in Table 8.3 and are: ■ Gibinbell shearing complex B2G-19-H02 ■ Yelarbon railway complex B2G-19-H11 ■ Homestead complex B2G-19-H14.
	Design will respond to the outcomes of additional heritage surveys undertaken through the detail design phase to avoid direct impacts to identified items/sites of historic and natural heritage significance where practicable.

Phase	Mitigation and management measures
Pre-construction	A Cultural Heritage Management sub-plan will be developed as a component of the CEMP and will detail mitigation and management measures to be implemented during construction in relation to cultural heritage. The Cultural Heritage Management Sub-plan will be separate to the CHMPs for the Project and will relate to all heritage aspects of importance to all stakeholders. It will include: ■ Requirements for: – Site induction – Training – Heritage monitors – Inspections – Audits – Corrective actions – Notification and classification of environmental incidents – Record keeping – Monitoring and performance objectives for handover on completion of construction ■ Specific management requirements for sites/items that cannot be avoided during construction, as agreed with owners or managers of each site/item, particularly the following sites that may experience a major magnitude of direct change (refer to Table 8.3): – Gibinbell shearing complex (B2G-19-H02) – Cancer charity tree (B2G-19-H06) – Yelarbon Mill 2 (B2G-19-H09) – Homestead complex (B2G-19-H14) – Outbuildings (B2G-19-H19) – Protest public art (B2G-19-H22) – Pampas Memorial Hall (B2G-19-H25) – Archaeological site (B2G-19-H34) ■ Communication protocols for informing staff and contractors of the nature and location of heritage items and need to avoid impacts, detailing location on site maps. ■ Unexpected finds procedure, including assessment by a suitably qualified person and notification obligations ■ Procedures for responding to encounters with potential burial sites or potential human skeletal material in accordance with legislative requirements.
	Pre-construction and post-construction condition/ dilapidation surveys to be undertaken at all heritage places at risk of vibration impact. These places are to be confirmed following the completion of detail design, but are expected to include: ■ Yelarbon & District Soldiers Memorial Hall (B2G-19-H04) ■ Anzac Memorial Garden (B2G-19-H05) ■ Church (former) (B2G-19-H07) ■ Yelarbon Mill 1 (B2G-19-H08) ■ Petrol station (B2G-19-H10) ■ Homestead complex (B2G-19-H14) ■ Homestead (B2G-19-H15) ■ Outbuildings (B2G-19-H19) ■ Protest public art (B2G-19-H22) ■ Pampas Memorial Hall (B2G-19-H25) ■ Homestead complex (B2G-19-H33).
	If warranted by results of archaeological survey, undertake a two-stage archaeological excavation: ■ Stage 1 – Test excavation to confirm subsurface deposit ■ Stage 2 – Salvage excavation of subsurface deposits (if required).
	Undertake archival photographic recording of sites/places that will be directly impacted by the Project (refer to Table 8.3) in accordance with Department of Environment and Heritage Protection (2013) *Guideline: Archival Recording of Heritage Places*
	Copies of archival records will be lodged with the John Oxley Library, and local libraries or historical societies as appropriate.

Phase	Mitigation and management measures
	Relocation of heritage items is generally undesirable, as setting forms an intrinsic part of heritage value (International Council on Monuments and Sites Australia 2013). However, subject to site owner/manager agreement, it may be appropriate to relocate buildings or items of moveable heritage to an alternative location.
	Potential for vibration impacts to heritage sites to be re-assessed following confirmation of the location of activities, plant types and methods of construction.
	Building condition/dilapidation surveys will be undertaken at heritage buildings within 60 m of possible vibratory roller operation or when other activities may result in exceedance of the structural damage vibration criteria in DIN 4150.3 and recommended in Road traffic Noise Management: Code of Practice – Volume 2 (DTMR 2013) (CoP Vol 2).
	Clearing extents/site boundary/limit of works are consistent with the detail design requirements and marked with flagging or marking tape, signage or other suitable means to delineate no go areas.
	Clearing extents are limited to that required to construct the works.
Construction	The construction methodology will be tailored to limit vibration impacts to heritage listed structures
	Vibration at heritage places (refer above) to be kept below 2 mm/sec (in accordance with DIN4150-3 Vibration in Buildings, German Institute for Standardisation)
	If warranted by results of archaeological survey, archaeologists will monitor groundbreaking works to identify any subsurface deposits
	Vibration will be monitored at places where threshold exceedances are possible
	Where vibration exceedances occur, the construction methodology will be modified, where possible, to reduce impact, such as: ▪ Using damped tips on rock-breakers ▪ Using rock saws instead of blasting ▪ During clearing, using excavators with grabs and rake attachments instead of chainsaws ▪ Mulching cleared material at locations away from sensitive receptors ▪ Avoiding onsite fabrication work where possible ▪ Using alternatives to impact pile driving where possible, such as continuous flight auger injected piles, pressed-in preformed piles, auger bored piles, impact bored piles or vibratory piles ▪ When piling, avoiding dynamic compaction using large tamping weights near sensitive and critical receptors where possible ▪ Reducing energy per blow when piling (consider first whether this may result in prolonged exposure with no realised reduction in community disturbance).
	Plant and equipment selection will be reviewed with a preference for adopting quieter and non-vibratory plant items near sensitive receptors, where feasible and reasonable
	Any damage to heritage structures will be repaired in a way that conserves the heritage values of the place (refer Burra Charter Article 1.4)
	Temporary protective barricading will be installed around heritage places or artefacts that are located within the Project footprint and are to be retained.
	If a suspected heritage item or site is identified, any works that may impact the item or site will stop, and the unexpected finds procedure in the Cultural Heritage Management sub-plan will be followed.
	Any responses to chance finds will only be undertaken by archaeologists qualified and experienced in the relevant discipline.
	In the event of the discovery of potential human remains, all work in the area will cease, the find will be protected, the Queensland Police Service will be notified. All relevant Cultural Heritage Management sub-plan processes for the notification and management of human remains will be instigated.
Operation	Potential for vibration impacts to heritage sites to be assessed prior to the undertaking of maintenance activities that have potential to result in vibratory impacts.
	Pre and post-condition structural surveys will be undertaken at all heritage buildings and structures when maintenance activities may result in exceedance of the structural damage vibration criteria in DIN 4150.3 and recommended in CoP Vol 2.

A summary of location-specific mitigation measures is provided in Table 9.2 for each heritage place.

Table 9.2 Proposed mitigation measures for each heritage place

Site ID	Description	Listings	Mitigation
B2G-19-H01	Kurumbul Station	None	▪ None
B2G-19-H02	Gibinbell shearing complex	None	▪ Avoid site, if possible ▪ Archival recording of built elements ▪ Manage indirect impacts If avoidance is not possible: ▪ Archaeological survey to identify extent of shed, yards and any additional features ▪ Depending on results of survey, archaeological monitoring or excavation.
B2G-19-H03	Gibinbell Siding	None	▪ None
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	GRC LHR	▪ Avoid site, if possible ▪ Archival recording of built elements ▪ Manage indirect impacts If avoidance of site is not possible, or if indirect impacts cannot be appropriately managed: ▪ Consider local planning scheme heritage provisions ▪ Consider relocation of building within Yelarbon ▪ Engage heritage carpenter to advise on conservation and relocation processes ▪ Consult with local community regarding suitable location ▪ Re-instate hall in appropriate setting and re-establish adjacent park (refer B2G-19-H05).
B2G-19-H05	Anzac Memorial Garden	None	▪ Avoid site, if possible ▪ Archival recording of built and garden elements ▪ Manage indirect impacts If avoidance of site is not possible, or if indirect impacts cannot be appropriately managed: ▪ Consider relocation of gardens within Yelarbon along with the hall (refer B2G-19-H04) ▪ Engage heritage landscapers and horticulturalists to provide advice on conservation and relocation processes ▪ Consult with local community regarding suitable location ▪ Re-establish garden in appropriate setting adjacent to hall.
B2G-19-H06	Cancer charity tree	None	▪ Avoid site, if possible If avoidance of site is not possible: ▪ Consider relocation of tree and plaque within Yelarbon ▪ Consult with local community regarding suitable location.
B2G-19-H07	Church (former)	None	▪ Avoid site, if possible ▪ Archival recording of built elements ▪ Manage indirect impacts If avoidance of site is not possible, or if indirect impacts cannot be appropriately managed: ▪ Consider relocation of building within Yelarbon ▪ Engage heritage carpenter to advise on conservation and relocation processes ▪ Consult with local community and building owner regarding suitable location ▪ Re-instate church in appropriate setting.
B2G-19-H08	Yelarbon Mill 1	None	▪ Manage indirect impacts If indirect impacts cannot be appropriately managed: ▪ Archival recording of built elements.

Site ID	Description	Listings	Mitigation
B2G-19-H09	Yelarbon Mill 2	None	▪ Avoid site, if possible If avoidance of site is not possible: ▪ Archival recording of built elements.
B2G-19-H10	Petrol Station	None	▪ Manage indirect impacts If indirect impacts cannot be appropriately managed: ▪ Archival recording of built elements.
B2G-19-H11	Yelarbon Railway complex	None	▪ Archival recording of built elements.
B2G-19-H12	Tree trunk	None	If any direct impacts are anticipated: ▪ Consider relocation within Yelarbon ▪ Consult with local community regarding suitable location.
B2G-19-H13	Whetstone siding	None	▪ None
B2G-19-H14	Homestead complex	None	▪ Avoid site, if possible ▪ Manage indirect impacts If avoidance of site is not possible, ▪ Archival recording of built elements ▪ Archaeological survey to identify extent of heritage features ▪ Depending on results of survey, archaeological monitoring or excavation If indirect impacts cannot be appropriately managed: ▪ Archival recording of built elements ▪ Consider relocation of heritage dwellings to residential area with heritage or character protection provisions.
B2G-19-H15	Homestead complex	None	▪ Archival recording of built elements ▪ Manage indirect impacts If any direct impacts are anticipated: ▪ Archaeological survey to identify extent of heritage features ▪ Depending on results of survey, archaeological monitoring or excavation.
B2G-19-H16	Structure	None	▪ None
B2G-19-H17	Sheds	None	▪ None
B2G-19-H18	Lookout	None	▪ Archival recording of current view.
B2G-19-H19	Outbuildings	None	▪ Avoid site, if possible ▪ Manage indirect impacts If avoidance of site is not possible: ▪ Archival recording of built elements ▪ Archaeological survey to identify extent of heritage features ▪ Depending on results of survey, archaeological monitoring or excavation.
B2G-19-H20	Grass Tree Creek bridge	None	▪ None
B2G-19-H21	Yandilla Station	None	▪ None
B2G-19-H22	Protest public art	None	▪ Avoid site and preserve *in situ* If preservation of site is not possible, ARTC to consider: ▪ Relocation and use in interpretative information on Inland Rail and the Project ▪ Donation to state/local heritage/art bodies ▪ Archival recording and demolition ▪ In all instances, ARTC is to discuss the disposition of the installation with the original artist prior to any action.

Site ID	Description	Listings	Mitigation
B2G-19-H23	Condamine River bridge	None	▪ None
B2G-19-H24	Pampas Station	None	▪ None
B2G-19-H25	Pampas Memorial Hall	None	▪ Avoid site, if possible ▪ Manage indirect impacts If avoidance of site is not possible, or indirect impacts cannot be appropriately managed: ▪ Archival recording of the built element ▪ Consider relocation of building to appropriate location in Pampas ▪ Consult with local community regarding suitable location.
B2G-19-H26	Sheds	None	▪ None
B2G-19-H27	Condamine River bridge 2	None	▪ None
B2G-19-H28	Brookstead Station	CHIMS	▪ None
B2G-19-H29	Brookstead Station building (relocated)	CHIMS	▪ Manage indirect impacts If indirect impacts cannot be appropriately managed: ▪ Archival recording of built elements ▪ Consider relocation of building to appropriate location in Brookstead ▪ Consult with local community regarding suitable location.
B2G-19-H30	Cecilvale Station	None	▪ None
B2G-19-H31	Yarranlea Station	None	▪ None
B2G-19-H32	Murlaggan Station	None	▪ None
B2G-19-H33	Homestead complex	None	▪ Manage indirect impacts If indirect impacts cannot be appropriately managed: ▪ Archival recording of built elements ▪ Consider relocation of dwelling to a residential area with heritage or character protection provisions. If any direct impacts are anticipated: ▪ Archaeological survey to identify extent of heritage features ▪ Depending on results of survey, archaeological monitoring or excavation.
B2G-19-H34	Archaeological site	None	▪ Implementation of archaeological chance finds procedures.

10 Impact assessment summary

The significance of initial (reference design phase mitigations only) and residual (fully mitigated) impacts to each heritage place are assessed in Table 10.1 using the criteria established in the *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (ICOMOS 2011) (refer Section 3.4).

Table 10.1 Initial and residual impact significance assessment

Site ID	Description	Sensitivity	Initial significance[1]		Residual significance[2]	
			Magnitude	Significance	Magnitude	Significance
B2G-19-H01	Kurumbul Station	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H02	Gibinbell Shearing complex	Moderate	Major	Moderate	Low	Slight
B2G-19-H03	Gibinbell siding	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	Moderate	Medium	Moderate	Low	Slight
B2G-19-H05	Anzac Memorial Garden	Moderate	Medium	Moderate	Low	Slight
B2G-19-H06	Cancer charity tree	Low	Major	Moderate	Low	Slight
B2G-19-H07	Church (former)	Moderate	Medium	Moderate	Low	Slight
B2G-19-H08	Yelarbon Mill 1	Moderate	Negligible	Slight	Negligible	Slight
B2G-19-H09	Yelarbon Mill 2	Low	Major	Moderate	Low	Slight
B2G-19-H10	Petrol Station	Negligible	Low	Neutral	Negligible	Neutral
B2G-19-H11	Yelarbon Railway complex	Negligible	Low	Neutral	Negligible	Neutral
B2G-19-H12	Tree trunk	Negligible	No change	Neutral	No change	Neutral
B2G-19-H13	Whetstone siding	Negligible	No change	Neutral	No change	Neutral
B2G-19-H14	Homestead complex	Moderate	Major	Moderate	Low	Slight
B2G-19-H15	Homestead complex	Moderate	Medium	Moderate	Low	Slight
B2G-19-H16	Structure	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H17	Sheds	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H18	Lookout	Low	Low	Slight	Negligible	Neutral
B2G-19-H19	Outbuildings	Moderate	Major	Moderate	Low	Slight
B2G-19-H20	Grass Tree Creek bridge	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H21	Yandilla Station	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H22	Protest public art	High	Major	Large	Medium	Moderate
B2G-19-H23	Condamine River bridge	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H24	Pampas Station	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H25	Pampas Memorial Hall	Moderate	Major	Moderate	Low	Slight

Site ID	Description	Sensitivity	Initial significance[1]		Residual significance[2]	
			Magnitude	Significance	Magnitude	Significance
B2G-19-H26	Sheds	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H27	Condamine River bridge 2	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H28	Brookstead Station	Negligible	No change	Neutral	No change	Neutral
B2G-19-H29	Brookstead Station building (relocated)	Moderate	Low	Slight	Negligible	Slight
B2G-19-H30	Cecilvale Station	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H31	Yarranlea Station	Negligible	No change	Neutral	No change	Neutral
B2G-19-H32	Murlaggan Station	Negligible	Negligible	Neutral	Negligible	Neutral
B2G-19-H33	Homestead complex	Moderate	Medium	Moderate	Low	Slight
B2G-19-H34	Archaeological site	Negligible	Major	Slight	Low	Neutral

Table notes:

1 Includes implementation of initial reference design phase mitigation measures specified in Section 9.1
2 Assessment of residual significance once the mitigation measures identified in Table 9.1 and Table 9.2 have been applied

11 Cumulative impacts

It is a requirement of the ToR for this Project that the potential for cumulative impacts be considered. This section provides a discussion on the potential for cumulative impacts in relation to non-Indigenous cultural heritage.

Projects with spatial and/or temporal overlap can result in cumulative impacts. Cumulative impacts may:

- Differ from those of an individual project when considered in isolation
- Be positive or negative
- Differ in severity and duration depending on the spatial and temporal overlap of projects occurring in an area.

The potential for cumulative impacts emerges when concurrent or consecutive activities bring about incremental change to heritage places and values. These changes may not be captured in an assessment for any single project, and instead need to be considered on a wider physical and temporal scale (ICOMOS 2011).

11.1 Method

The approach used to identify and assess potential cumulative impacts of this Project is summarised as follows:

- A review of the potential impacts identified within the EIS assessments. The status of the natural, built and social environment at the time of the ToR being issued is considered to be the baseline.
- A register of assessable projects has been collated with timelines to demonstrate the temporal relationship between projects. This included:
  - Only 'state significant' or 'strategic' projects (i.e. coordinated projects under the *State Development and Public Works Organisation Act 1971*) that are in the public domain as being planned, constructed or operated at the time of the ToR have been considered
  - Additional projects have been considered where they have been deemed to be of local significance, as occurring through consultation with community groups and stakeholders. These included:
    - Projects listed in GRC and TRC development application databases
    - Development within Priority Development Areas and State Development Areas
    - Economic Development Queensland development projects
    - Community Infrastructure Designation projects
    - Projects within the public register of environmental authorities
    - Department of Transport and Main Roads infrastructure projects
    - Private infrastructure facilities
    - Development in accordance with Regional Planning Interests
  - The Inland Rail projects immediately adjacent to the Project, being the North Star to NSW/QLD Border and Gowrie to Helidon projects.
- Identification and mapping of the assessable projects and the area of influence of the aspect being considered. Current operational projects and commercial or agricultural operations that are in the area of influence around the Project are accounted for in the corresponding technical baseline studies (e.g. air, noise, social, economic, etc.).
- Where there is a potential overlap in impacts (either spatially or temporally), a cumulative impact assessment has been undertaken to determine the nature of the cumulative impact. This includes:
  - Where possible the assessment method has been quantitative in nature however qualitative assessment has also been undertaken for some specific matters

  - Where quantitative assessment has been possible, the significance of impact has been assessed in comparison to the same criteria or guidelines as adopted by the relevant specific matter assessments
  - Where impacts are expressed qualitatively, the probability, duration, and magnitude/intensity of the impacts have been considered as well as the sensitivity and value of the receiving environmental conditions.
- An assessment matrix method (further detailed within Table 11.1 and Table 11.2) has been used to determine the significance of cumulative impacts with respect to beneficial or detrimental effects.
- Where cumulative impacts are deemed to be of 'medium' or 'high' significance, additional mitigation measures are proposed, beyond those already proposed by the relevant specific matter assessments.

Following the identification of each potential cumulative impact, a relevance factor score of Low, Medium or High has been determined in consideration of the impacts, in accordance with the assessment matrix given in Table 11.1

The significance of the impact has been determined by using professional judgement to select the most appropriate relevance factor for each aspect in Table 11.1. The sum of the relevance factors determines the impact significance and consequence which are summarised in Table 11.2. For example if an environmental value is considered to have a probability of impact of 2, duration of impact of 3, magnitude/intensity of impact of 1 and a sensitivity of receiving environment of 1 the significance of impact would be Medium (2+3+1+1 = 7).

Table 11.1 Assessment matrix

Aspect	Relevance factor		
	Low	Medium	High
Probability of impact	1	2	3
Duration of impact	1	2	3
Magnitude/intensity of impact	1	2	3
Sensitivity of receiving environment	1	2	3

Table 11.2 Impact significance

Impact significance	Sum of relevance factors	Consequence
Low	1-6	Negative impacts need to be managed by standard environmental management practices. Monitoring to be part of general project monitoring program.
Medium	7-9	Mitigation measures likely to be necessary and specific management practices to be applied. Targeted monitoring program required, where appropriate.
High	10-12	Alternative actions should be considered and/or mitigation measures applied to demonstrate improvement. Targeted monitoring program required, where appropriate.

11.2 Cumulative impact assessment

Twenty three projects were initially identified as having potential to contribute to cumulative impacts in combination with the Border to Gowrie Project. These projects are either currently operational, expected to undergo future expansion, are being constructed or are currently going through an approval process.

The potential impacts to heritage sites and places that have been identified through this assessment are isolated in nature and generally within 50 m of the Project footprint. Consequently, the area of impact on heritage features of this Project is not expected to overlap with other non-Inland Rail projects. For the purposes of non-Indigenous heritage only two of the initial 23 projects – the two adjoining Inland Rail projects, being North Star to NSW/QLD border and Gowrie to Helidon – are considered to have potential to result in cumulative impacts. The details of these projects are provided in Table 11.3.

Table 11.3 Projects considered for the cumulative impact assessment

Projects	Location	Description	Construction dates
North Star to NSW/QLD Border (Inland Rail)	Rail alignment from North Star, NSW to the NSW/QLD border Adjoins the Project at its southern limit	New 37.0 km rail corridor to connect North Star (NSW) to the Border to Gowrie Project on the NSW/QLD border	2021 to 2024
Gowrie to Helidon (Inland Rail)	Rail alignment from Gowrie to Helidon, QLD Adjoins the Project at its northern limit	New 26.0 km dual gauge track between Gowrie (northwest of Toowoomba) and Helidon (east of Toowoomba), extending through the LGAs of Toowoomba and Lockyer Valley. The Project includes a 6.38 km tunnel to create an efficient route through the steep terrain of the Toowoomba Range.	2021 to 2025

An assessment of cumulative impacts that may arise from these projects in combination with the Project is presented in Table 11.4.

Cumulative impacts on heritage are considered to be of medium significance. Initial controls for the management of these potential cumulative impacts are based on the implementation of the measures prescribed in Section 9.1. Consultation with potentially affected landowners and other stakeholders may result in additional mitigation measures of relevance being identified during the detail design process. In such instances, additional mitigation measures will be incorporated into relevant components of the CEMP, if appropriate to do so.

The results of cumulative impact assessments undertaken for cultural heritage sites and places must be interpreted with caution, because they are based (in part) on heritage datasets that are inevitably incomplete and contain various inconsistencies and errors. Godwin (2011) has questioned the value of cumulative impact assessments to cultural heritage management in Australia, arguing that the 'fundamentals' necessary for undertaking such assessments simply do not exist. The fundamentals Godwin is referring to are robust regional and national data sets for measuring proposed impacts and the determination of acceptable scientific and cultural impact thresholds.

Table 11.4 Assessment of cumulative impacts

Project	Potential cumulative impact	Aspect	Relevance factor	Sum of relevance factors	Impact significance	Comments and management measures
North Star to NSW/QLD Border (Inland Rail)	Loss of cultural heritage sites	Probability of the impact	High (3)	9	Medium	Will be managed through: ■ Development and implementation of a Cultural Heritage Management Sub-plan, as a component of the CEMP for the Project ■ ARTC to ensure that compatible management measures are applied across projects within the Inland Rail Program
		Duration of the impact	High (3)			
		Magnitude/intensity of the impact	Medium (2)			
		Sensitivity of the receiving environment	Low (1)			
Gowrie to Helidon (Inland Rail)	Loss of cultural heritage sites	Probability of the impact	High (3)	9	Medium	Will be managed through: ■ Development and implementation of a Cultural Heritage Management Sub-plan, as a component of the CEMP for the Project ■ ARTC to ensure that compatible management measures are applied across projects within the Inland Rail Program
		Duration of the impact	High (3)			
		Magnitude/intensity of the impact	Medium (2)			
		Sensitivity of the receiving environment	Low (1)			

Table notes:

Relevance factors between 1 and 3 were determined using professional judgement to select most appropriate relevance factor for each aspect and summing the relevance factors.
Sum of relevant factors definition:

- Low (1-6): Negative impacts need to be managed by standard environmental management practices. Monitoring to be part of general project monitoring program.
- Medium (7-9): Mitigation measure likely to be necessary and specific management practices to be applied. Targeted monitoring program required, where appropriate.
- High (10-12): Alternative actions should be considered and/or mitigation measures applied to demonstrate improvement. Targeted monitoring program required, where appropriate.

12 Summary and conclusion

This assessment has considered the potential non-Indigenous (historical) cultural heritage impacts of the Project. A search of heritage registers in addition to the analysis of historical mapping identified 34 areas of high cultural heritage potential within the impact assessment area, including one LHR place. Each of these sites was inspected, and an assessment of heritage significance undertaken, finding that 14 are of local heritage significance and one is of state heritage significance (refer Table 12.1).

Potential impacts of the Project on these places were assessed using ICOMOS standard guidelines (ICOMOS 2011) both before (initial significance) and after the implementation of mitigation measures (residual significance) (refer Table 12.1). The assessment found that, with appropriate measures, Project impacts would be reduced to moderate for one heritage place (B2G-19-H22), and neutral or slight for the remainder.

Table 12.1 Summary cultural heritage significance and impact assessment

Site ID	Description	Significance	Significance of impact before mitigation[1]	Significance of impact after mitigation[2]
B2G-19-H01	Kurumbul Station	None	Neutral	Neutral
B2G-19-H02	Gibinbell Shearing complex	Local	Moderate	Slight
B2G-19-H03	Gibinbell siding	None	Neutral	Neutral
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	Local	Moderate	Slight
B2G-19-H05	Anzac Memorial Garden	Local	Moderate	Slight
B2G-19-H06	Cancer charity tree	Local	Moderate	Slight
B2G-19-H07	Church (former)	Local	Moderate	Slight
B2G-19-H08	Yelarbon Mill 1	Local	Slight	Slight
B2G-19-H09	Yelarbon Mill 2	Local	Moderate	Slight
B2G-19-H10	Petrol Station	None	Neutral	Neutral
B2G-19-H11	Yelarbon Railway complex	None	Neutral	Neutral
B2G-19-H12	Tree trunk	None	Neutral	Neutral
B2G-19-H13	Whetstone siding	None	Neutral	Neutral
B2G-19-H14	Homestead complex	Local	Moderate	Slight
B2G-19-H15	Homestead complex	Local	Moderate	Slight
B2G-19-H16	Structure	None	Neutral	Neutral
B2G-19-H17	Sheds	None	Neutral	Neutral
B2G-19-H18	Lookout	Local	Slight	Neutral
B2G-19-H19	Outbuildings	Local	Moderate	Slight
B2G-19-H20	Grass Tree Creek bridge	None	Neutral	Neutral
B2G-19-H21	Yandilla Station	None	Neutral	Neutral
B2G-19-H22	Protest public art	State	Large	Moderate
B2G-19-H23	Condamine River bridge	None	Neutral	Neutral
B2G-19-H24	Pampas Station	None	Neutral	Neutral
B2G-19-H25	Pampas Memorial Hall	Local	Moderate	Slight
B2G-19-H26	Sheds	None	Neutral	Neutral
B2G-19-H27	Condamine River bridge 2	None	Neutral	Neutral
B2G-19-H28	Brookstead Station	None	Neutral	Neutral

Site ID	Description	Significance	Significance of impact before mitigation[1]	Significance of impact after mitigation[2]
B2G-19-H29	Brookstead Station building (relocated)	Local	Slight	Slight
B2G-19-H30	Cecilvale Station	None	Neutral	Neutral
B2G-19-H31	Yarranlea Station	None	Neutral	Neutral
B2G-19-H32	Murlaggan Station	None	Neutral	Neutral
B2G-19-H33	Homestead complex	Local	Moderate	Slight
B2G-19-H34	Archaeological site	None	Slight	Neutral

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Appendices

APPENDIX W

Non-Indigenous Cultural Heritage Survey Report

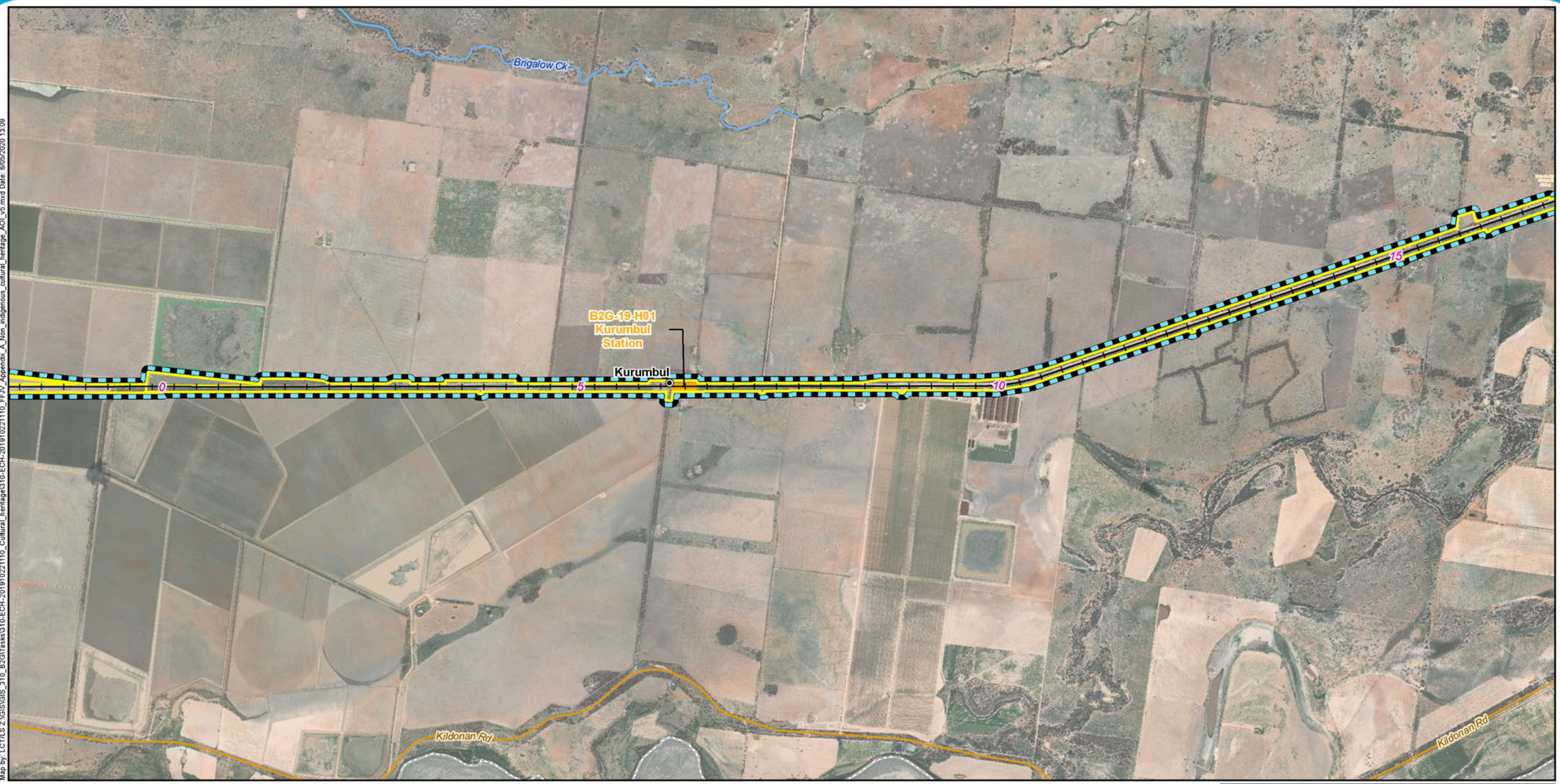
Appendix A Mapping

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

IR_1534

Appendix A
Mapping

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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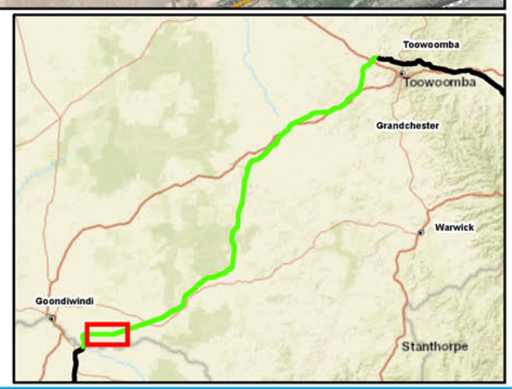
Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Minor roads
- Watercourses
- NSW/QLD border
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Project footprint



A3 scale: 1:50,000
0 0.35 0.7 1.05 1.4 1.75km

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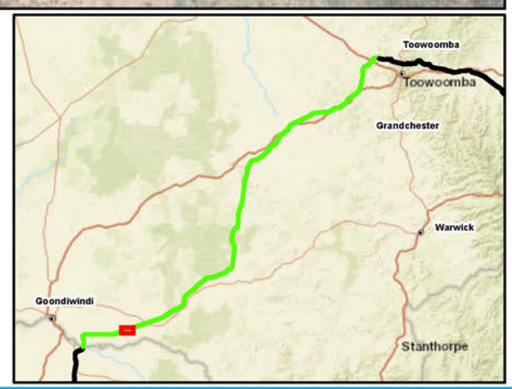
Issue date: 30/04/2020 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix A1: Non-Indigenous cultural heritage areas of interest

Map by: LCT/LS Z:\GIS\GIS_310_B2G\Tasks\310-ECH-20191022111O_Cultural_heritage\310-ECH-20191022111O_FF\V_Appendix_A_Non_indigenous_cultural_heritage_AOI_v5.mxd Date: 6/05/2020 13:09

Legend

- 5 Chainage (km)
- Existing rail (operational)
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Project footprint



A3 scale: 1:15,000
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Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix A2: Non-Indigenous cultural heritage areas of interest

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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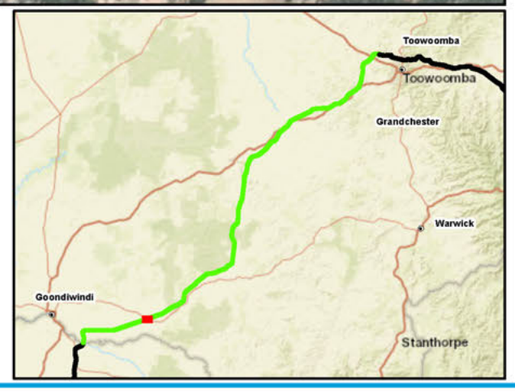
Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Major roads
- Minor roads
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Local heritage register places
- Project footprint



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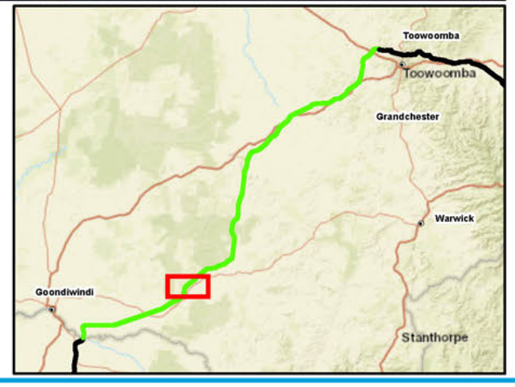
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix A3: Non-Indigenous cultural heritage areas of interest

Map by: LCT/LS Z:\GIS\GIS_310_B2G\Tasks\310-ECH-20191022111O_Cultural_heritage\310-ECH-20191022111O_FFJV_Appendix_A_Non_indigenous_cultural_heritage_AOI_v5.mxd Date: 6/05/2020 13:09

Legend

- 5 Chainage (km)
- Existing rail (operational)
- Major roads
- Watercourses
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Local heritage register places
- Project footprint



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0 0.35 0.7 1.05 1.4 1.75km

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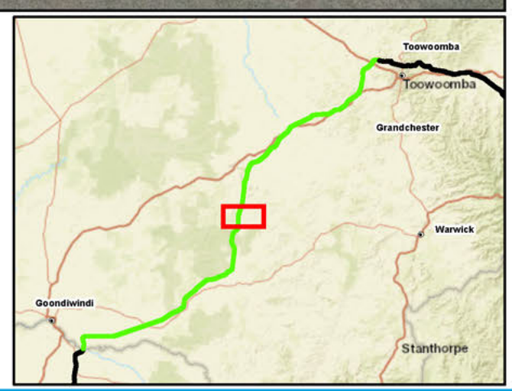
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix A4: Non-Indigenous cultural heritage areas of interest

Map by: LCT/LS Z:\GIS\GIS_310_B2G\Tasks\310-ECH-20191022111O_Cultural_heritage\310-ECH-20191022111O_FFJV_Appendix_A_Non_indigenous_cultural_heritage_AOI_v5.mxd Date: 6/05/2020 13:09

Legend

- 5 Chainage (km)
- Localities
- Minor roads
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Project footprint



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0 0.35 0.7 1.05 1.4 1.75km

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Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix A5: Non-Indigenous cultural heritage areas of interest

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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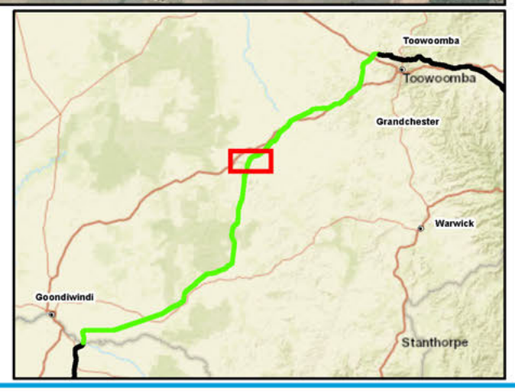
Legend

- 5 Chainage (km)
- Major roads
- Minor roads
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Project footprint



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Issue date: 30/04/2020 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix A6: Non-Indigenous cultural heritage areas of interest

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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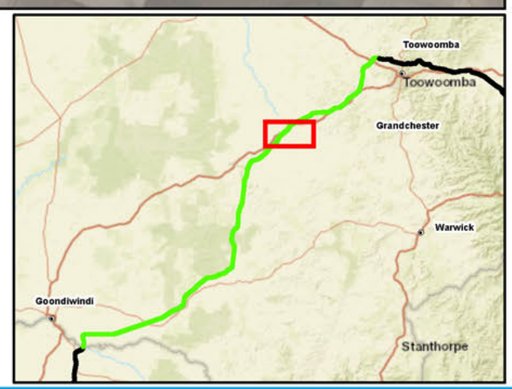
Legend

- CHIMS Sites
- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Project footprint



A3 scale: 1:60,000
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Issue date: 30/04/2020 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix A7: Non-Indigenous cultural heritage areas of interest

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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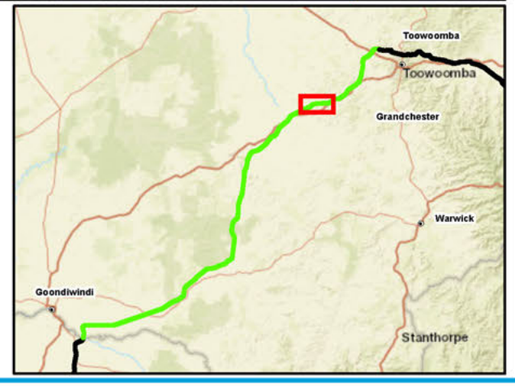
Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Major roads
- Minor roads
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Project footprint



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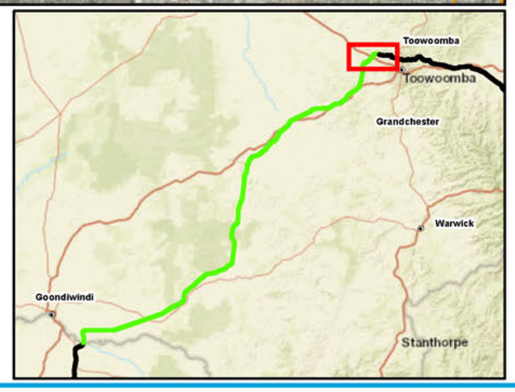
Issue date: 30/04/2020 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix A8: Non-Indigenous cultural heritage areas of interest

Map by: LCT/LS Z:\GIS\GIS_310_B2G\Tasks\310-ECH-20191022110_Cultural_heritage\310-ECH-20191022110_FFJV_Appendix_A_Non_indigenous_cultural_heritage_AOI_v5.mxd Date: 6/05/2020 13:09

Legend

- 5 Chainage (km)
- Localities
- Gowrie to Helidon alignment
- Existing rail (operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Local heritage register places
- Project footprint



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Future Freight
Integrating Community, Environment and Engineering

Issue date: 30/04/2020 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix A9: Non-Indigenous cultural heritage areas of interest