

APPENDIX Z

Non-Indigenous Cultural Heritage Survey Report

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Abbreviations

Term	Description
AOI	Area of Interest (for site inspection)
ARTC	Australian Rail Track Corporation
B2G	Border to Gowrie Project (Inland Rail)
BP	before the present
CEMP	Construction Environmental Management Plan
Ch	Chainage
CHIMS	Cultural Heritage Information Management System
DEHP	Department of Environment and Heritage Protection (Qld) (former now Department of Environment, Science and Innovation)
DESI	Department of Environment, Science and Innovation (formerly Department of Environment and Science)
EIS	Environmental Impact Statement
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth)
FFJV	Future Freight Joint Venture
GRC	Goondiwindi Regional Council
ICOMOS	International Council on Monuments and Sites
km	kilometres
L	litres
LHR	Local Heritage Register
m	metres
mm	millimetres
NMP	Native Mounted Police
NSW	New South Wales
QH Act	<i>Queensland Heritage Act 1992</i> (Qld)
QR	Queensland Rail
TRC	Toowoomba Regional Council

Glossary

Term	Description
Interwar	Period between World War 1 and World War 2
Colonial	Period before 1901
Federation	Period between 1901 and World War 1
World War I	World War I (1914 to 1918)
World War II	World War II (1939 to 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), part of the overall Inland Rail Program. FFJV has undertaken this heritage assessment to inform the revised reference design, modelling and preparation of the revised draft Environmental Impact Statement (EIS) for the Project. This assessment was initially undertaken in 2019 and issued for public consultation in early 2021. It has now been updated to reflect Project design changes, results of consultation, and requests for additional information from the Coordinator-General.

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* (Qld) and is outside the scope of this report.

1.1 Project description

The Project is a 217.48 kilometres (km) section of new dedicated single track, open access freight railway between the New South Wales (NSW)/Queensland (QLD) border and Gowrie, in Queensland. The Project is comprised of 7 km of standard-gauge rail (1,435 millimetres (mm)) and 210.48 km of dual standard/narrow-gauge rail (1,435 mm standard and 1,067 mm narrow). The new railway will comprise approximately 149.48 km of new rail corridor (greenfield) and approximately 68.00 km of existing open access rail corridor (brownfield), that forms part of Queensland Rail's (QR's) South Western Line and Millmerran Branch Line. 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 components listed in Table 1.1.

Table 1.1 Key Project components

Aspect	Description
New track	The alignment is approximately 217.48 km, consisting of: <ul style="list-style-type: none">7.0 km of standard gauge rail (1,435 mm)210.48 km of dual gauge rail (standard (1,435 mm) and narrow (1,067 mm) gauge). Railway infrastructure and the corridor will be constructed for 1,800 metres (m) long trains.
Rail corridor	Establishment of approximately 149.48 km of new rail corridor and use of approximately 68.00 km of existing rail corridor. The rail corridor is generally a minimum width of 30 m (however, it is wider, as required, to accommodate the earthworks associated with large cuts and fills, drainage works, rail infrastructure, access roads and fencing).
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. Each of the crossing loops will be 2,200 m in length to accommodate 1,800 m trains. Turnouts are switches that allow a train to be guided from one section of track to another. Turnouts that connect to QR's existing South Western Line, Millmerran Branch Line and existing sidings have been incorporated into the revised reference design.
Bridges	Bridges to accommodate topographical variation, crossings of waterways or other infrastructure.
Drainage	Cross-drainage is provided by reinforced concrete pipe and concrete box culverts. Scour protection measures will be installed around culverts and bridge abutments to prevent erosion.
Road-rail interfaces	Grade separated (road over rail or rail over road), level crossings (active or passive) and occupational (private crossings)

Aspect	Description
Other	<ul style="list-style-type: none"> Two non-resident workforce accommodation facilities Whetstone Material Distribution Centre (however noting that assessment of this site is outside the scope of this report. Further information can be found in EIS Chapter 19: Cultural Heritage and EIS Appendix AE: Whetstone Material Distribution Centre: Supporting Technical Information). Borrow pits (however noting that assessment of all borrow pit sites is outside the scope of this report. Further information can be found in EIS Chapter 19: Cultural Heritage). Laydown areas and site offices Turallin facility Concrete batch plants and precast laydown

1.2 Scope of assessment

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 updated Project footprint (comprising of the permanent and temporary 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 (impact assessment area). This cultural heritage impact assessment area allows for consideration of potential direct impacts within the Project footprint, and indirect impacts to heritage places within 50 m of the Project (Appendix A) (Section 3.4.1).

1.3 Authorship

This assessment has been undertaken by the following qualified cultural heritage professionals:

- Dr Kate Quirk (Principal Heritage Specialist), PhD, BA(Hons): 16 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
- Dr Chris Lovell (Senior Heritage Specialist), PhD, 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* (Cth) (EPBC Act) is to provide for the protection of the environment, being 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 November 2023 indicate that there are no registered heritage places within 1 km of the Project footprint (Section 5.1).

2.2 State legislation

2.2.1 Queensland Heritage Act 1992

The *Queensland Heritage Act 1992* (Qld) (QH Act) seeks to conserve Queensland's cultural heritage for the benefit of the community and future generations. 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, Science and Innovation (DESI), 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 (Department of Environment and Heritage Protection (DEHP), 2013a).

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 DEHP (now DESI):

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' (DEHP, 2013a).

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 DESI 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 November 2023 indicated no registered places within 1 km of the Project footprint (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* (Qld). 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 (DEHP, 2013a), 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'*.

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. It is noted that the Project is 'government supported transport infrastructure' under Schedule 6 of the Planning Regulation 2017 (Qld) and, as such, cannot be made assessable by local planning instruments. Consequently, Project works on local heritage places are not subject to assessment and approval.

2.3.1 Toowoomba Regional Council

The northern sections of the Project (Chainage (Ch) 94.5 km to Ch 208.2 km) are located in the Toowoomba local government area and are subject to the provisions of the *Toowoomba Regional Planning Scheme* (TRC, 2012). Places of local heritage value are listed in Planning Scheme Policy 6 – Heritage Places, and areas of Neighbourhood Character Value are listed in Planning Scheme Policy 7 – Neighbourhood Character Places. Protections and desired development outcomes for these places are respectively described in Overlay Codes 8.3.1 – Heritage Overlay Code and 8.3.2 – Neighbourhood Character Overlay Code. 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 – Heritage Places and Planning Scheme Policy 7 – Neighbourhood Character Places in November 2023 indicates that there are two TRC LHR places within 1 km of the Project footprint:

- Gowrie Homestead, Kingsthorpe
- 49 Daphne Street, Brookstead.

These places are discussed in Section 5.1.

2.3.2 Goondiwindi Regional Council

The remainder of the Project is located in the Goondiwindi LGA and is subject to the provisions of the *Goondiwindi Region Planning Scheme 2018* (GRC, 2018). The Goondiwindi Region Planning Scheme lists local heritage places in Planning Scheme Policy 2 – Local Heritage Places (LHR) and protects these locations under the Heritage Overlay Code. The planning scheme does not provide assessments against significance for local heritage places, although general statements are provided for most sites in the GRC Heritage Survey (Blake, 2011), which forms the basis of the register.

A search of the planning scheme in November 2023 indicates that there are two GRC LHR places within 1 km of the Project footprint:

- Railway bridge, Whetstone
- Yelarbon Soldiers Memorial Hall, Yelarbon (outside the Project footprint).

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* (DEHP, 2013a), 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 and have been updated as a part of this revision. 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 DESI Cultural Heritage Information Management System (CHIMS) (non-statutory)
- Queensland Rail Heritage Register (non-statutory)
- Queensland World War II Historic Places (non-statutory)
- Monument Australia (non-statutory)
- Local Heritage Registers – TRC and GRC.

3.1.2 Analysis of historical mapping

Analysis of historical maps and aerial imagery 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 geographical information system 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. The original analysis has been updated to reflect the current Project footprint.

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, T. (2011). *Goondiwindi Regional Council: Heritage Survey*. Unpublished report for GRC.
- 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.
- Kerr, J. (1966). *Notes on Queensland Railways*. Unpublished manuscript (State Library of Queensland).
- Uebergang, G. (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 not considered practical to inspect the entire Project. 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.

AOI of high heritage potential included known heritage places, as well as sites which may contain rare, early or complex elements, such as slab huts, homesteads or major rail infrastructure. Alternatively, AOI of low potential contained common, late or simple elements, such as post-war houses, or small, utilitarian elements of infrastructure. Consequently, surveys included railway stations and major bridges, which have the greatest potential to be of heritage value, but did not include every low point or potential culvert location, which have relatively little potential to be of heritage value. Recommendations for managing heritage impacts in areas that have not been surveyed is supplied in Section 9.

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* (DEHP, 2013a). 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 Queensland's history
B – rarity	The place demonstrates rare, uncommon or endangered aspects of Queensland's 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 in Queensland's history.

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* (DEHP, 2013a), 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, DEHP (now DESI) developed a thematic framework that identifies the most important events, processes and trajectories in Queensland history (Figure 3.1) (DEHP, 2013a). Places that demonstrate one or more of these themes are more likely to be of historical heritage significance.

Queensland thematic framework

<p>1. Peopling places</p> <ul style="list-style-type: none"> 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 <p>2. Exploiting, utilising and transforming the land</p> <ul style="list-style-type: none"> 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 <p>3. Developing secondary and tertiary industries</p> <ul style="list-style-type: none"> 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 <p>4. Working</p> <ul style="list-style-type: none"> 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 	<p>5. Moving goods, people and information</p> <ul style="list-style-type: none"> 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 <p>6. Building settlements, towns, cities and dwellings</p> <ul style="list-style-type: none"> 6.1 establishing settlements 6.2 planning and forming settlements 6.3 developing urban services and amenities 6.4 dwellings <p>7. Maintaining order</p> <ul style="list-style-type: none"> 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 <p>8. Creating social and cultural institutions</p> <ul style="list-style-type: none"> 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 <p>9. Educating Queenslanders</p> <ul style="list-style-type: none"> 9.1 primary schooling 9.2 secondary schooling 9.3 educating adults 9.4 tertiary education <p>10. Providing health and welfare services</p> <ul style="list-style-type: none"> 10.1 health services 10.2 caring for the homeless and destitute 10.3 caring for women and children
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Figure 3.1 Queensland thematic framework

Source: DEHP (2013a)

3.4 Impact assessment

3.4.1 Forms of impact

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

- 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 or 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 which results in physical damage to heritage places. Changes to the environment may also indirectly impact heritage values by altering the setting of a heritage place.

Indirect impacts

Project works may result in indirect physical impact on heritage places through two main mechanisms:

- Noise and vibration from construction and operation
- Increased flood risk through changes to hydrology.

Noise and vibration

Potential noise and vibration impacts have been assessed on the basis of *DIN 4150-3:1999 Structural vibration – Effects of vibration on structures* (Deutsches Institut für Normung, 1999), which provides guideline vibration levels to minimise the risk of structural damage to property and buildings. This standard suggests the highest potential levels of vibration may be experienced within 50 m of the vibration causing activity. Consequently, noise and vibration modelling has been carried out for all places within 50 m of the Project footprint in order to ascertain typical worst-case impacts, and develop reasonable and practicable measures to mitigate these impacts. Further information can be found in EIS Chapter 16: Noise and Vibration.

It is possible that exceedances of acceptable vibration levels will occur beyond this 50 m area, due to local conditions or construction methodology. To capture any additional impacts, further heritage survey and vibration modelling will be conducted following the completion of detailed design, and prior to the commencement of vibration causing construction activities (Section 9). It is recommended that the 50 m buffer be extended to 150 m during detailed design.

Flooding

Potential flood impacts have been assessed for all heritage places within 50 m of the Project footprint using standard hydrological models (EIS Chapter 14: Flooding and Geomorphology). These models consider whether Project works will increase the flood risk above that which already exists. This risk is measured three ways:

- Peak water level – measured in metres. An increase in the depth of flooding increases the risk that buildings may be inundated
- Time of inundation – measured in hours. An increase in the time an area is inundated increases the risk that fabric is damaged
- Velocity of water – measured as metres per second (m/s). An increase in water velocity increases the chance that flooding will undermine structures or disturb archaeological deposits.

3.4.2 Assessment methodology

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* (International Council on Monuments and Sites (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 (Australia), 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 Ethnohistorical context

The Project alignment runs through the traditional lands of the people of the Bigambul and Barunggam language groups (Horton, 1994). Like much of south-east Queensland, this area was a resource-rich transition zone between the tropical and temperate regions, supporting relatively high population densities (Morwood, 1987).

Alan Cunningham's 1827 expedition into what is now the Darling Downs provided one of the earliest European first-hand accounts of Aboriginal people in the region. While situated near Swan Creek (10 km east of Warwick) in June 1827, he noted:

Although very recent traces of natives were remarked in different parts of the vale in which we remained encamped about a week, only a solitary aborigine [sic] (a man of ordinary stature) was seen, who, in wandering forth from his retreat in quest of food, chanced to pass the tents. Immediately, however, on an attempt made by my people to approach him, he retired in great alarm to the adjacent brushes at the foot of the boundary hills, and instantly disappeared (Ecology and Heritage Partners, 2017:9).

Explorer Ludwig Leichardt, who launched three expeditions from Moreton Bay through the Darling Downs in the 1840s, recorded techniques of traditional land management by Aboriginal people in the region:

The natives seemed to have burned the grass systematically along every watercourse, and round every waterhole, in order to have them surrounded by young grass as soon as the rain sets in...It is no doubt connected with a systematic management of their runs, to attract game to particular spots, in the same way stockholders burn parts of theirs in proper seasons (Ecology and Heritage Partners, 2017:9).

Leichardt also described resources used by Aboriginal people of the Darling Downs, observing:

When we rode up to the camp, and found their dinner ready, consisting of two eggs of brush turkey, roasted opossums, bandicoots, and iguanas. In their "dillis", (small baskets) were several roots or tubers of an oblong form, about an inch in length, and half an inch broad, of a sweet taste, and of an agreeable flavour, even when uncooked; there were also balls of pipe-clay to ornament their persons for corroborris [sic] (Ecology and Heritage Partners, 2017:9).

Following these initial expeditions into the Darling Downs region, pastoral expansion began in earnest from the 1840s onwards (Section 4.2 for more detail). These colonial incursions created conflict between European squatters and the Aboriginal people of the area, as access to important food and ceremonial resources were restricted. Disputes over land and livestock became increasingly common (Bottoms, 2013).

A key administrative response to frontier violence in Queensland was the formation of the Native Mounted Police (NMP). The NMP were a government-sanctioned paramilitary force established in 1848 to 'subdue' local Aboriginal resistance to European expansion and settlement across Queensland (Barker et al., 2020). NMP detachments consisted of at least one white officer and a number of Aboriginal troopers, who were usually recruited from outside the local region. While the stated intention of the NMP was to quell frontier conflict, historical records clearly show violence was often initiated and escalated by the NMP.

The first detachment of NMP arrived on the Darling Downs at Callandoon, near present day Goondiwindi, in May 1849 (Burke and Wallis, 2019). Commandant Frederick Walker led the initial detachment, comprised of 14 Aboriginal men recruited by Walker from the Murrumbidgee River district of NSW. Records indicate 24 attacks on Aboriginal people, stock, and European settlers associated with the Callandoon NMP camp (Burke and Wallis, 2019). However, as frontier violence often went unrecorded, the 24 documented events are likely representative of much wider conflict occurring at this time.

4.1.1 Previous archaeological research

The majority of archaeological research in the area surrounding the Project has been undertaken as part of compliance work for development and very little is publicly available. Archaeological research in broader southeast Queensland has identified evidence of Aboriginal occupation sites spanning more than 20,000 years. The oldest of these, a midden at Wallen Wallen Creek on North Stradbroke Island, dates to around 21,000 years before the present (BP). A series of rock shelters to the northeast of the Project alignment, including Platypus Rockshelter, Bishop's Peak, Maidenwell Shelter, and Gatton Shelter, all provide evidence of initial occupation around 5,000 years BP (Hall and Hiscock, 1988). This proliferation of sites led Morwood (1986) to argue that the last 5,000 years marked a period of intensification of Aboriginal occupation in south-east Queensland, probably linked to environmental amelioration and the availability of more food resources.

The closest of these rockshelter sites to the Project is the Gatton Shelter, which is located approximately 42 km east from Gowrie and dated to 3820 ± 120 years BP (uncalibrated radiocarbon date) (Morwood 1987: 345). The site contains an extensive assemblage of engravings as well as a rich occupation deposit, and is postulated by Morwood to have been located along an important access route leading to the Bunya Mountains in the Blackall Range, north of Toowoomba (1986: 100).

The Bunya Mountains were the site of significant seasonal gatherings known as *Boobarran Ngummin* (or bunya festivals) (Ross et al. 2013: 62). During the pre- and early contact periods, Aboriginal groups travelled from across south-eastern Queensland and north-eastern New South Wales to the Bunya Mountains to take part in feasts and ceremonies. Bunya festivals were usually triennial events, held to coincide with the seasonal abundance of nuts from the bunya pine (*Araucaria bidwillii*). Movements through south-east Queensland to the festivals included travel through the Project area and involved all of the local Traditional Owner groups (Figure 4.1).

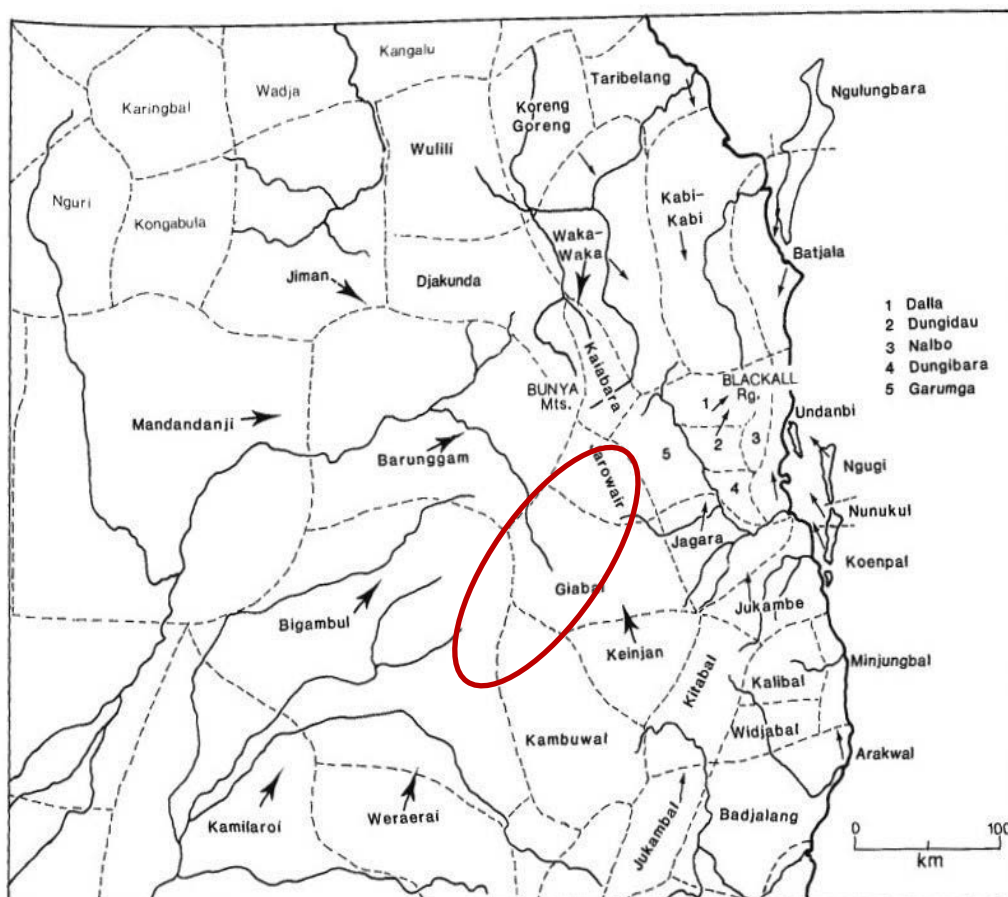


Figure 4.1 Approximate Project location (red circle) along bunya feasts travel routes

Source: Morwood (1987: 341)

Ceremonial sites related to the bunya festivals are also known in the broader region. The Gummingurru Aboriginal stone arrangement lies north of Gowrie, close to the township of Meringandan, approximately 12 km north-east of the Project alignment. Gummingurru was traditionally used for initiation ceremonies and is one of a series of sites in the local cultural landscape that also includes men's and women's ceremonial places, campsites, art sites, scarred trees, and an ochre quarry. Ross et al. (2013: 62) reported that Aboriginal people travelling to the Bunya Mountains would go to Gummingurru first, in order for young men to pass through initiation rituals that would enable them to take part in adult activities during the bunya festivals.

Beyond the seasonal bunya festivals, Aboriginal people in south-east Queensland moved constantly and extensively through the region to participate in 'initiation ceremonies, fights, corroboree, and so on' (Morwood 1987: 339). Morwood also noted frequent movement for economic reasons, following resources that were spatially and seasonally discrete. Territorial boundaries in southeast Queensland were reportedly well known and defended, however, a network of contacts, rights, and obligations facilitated both this territoriality and movement (Morwood 1987:340).

4.2 Exploration and early settlement

The first permanent non-Aboriginal 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). He was commissioned 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 he had named the Darling Downs during his 1827 expedition. 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).

4.3 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 and 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 4.2 **Detail of 1883 Darling Downs Pastoral District run map, showing the updated Project footprint in yellow**

Source: Surveyor General's Office (1883)

4.3.1 Kurumbul Station (South Western Line)

The station was opened in 1908 as Burrumba, 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 (Figure 4.3) (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 the station 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 (Figure 4.3). 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 (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).

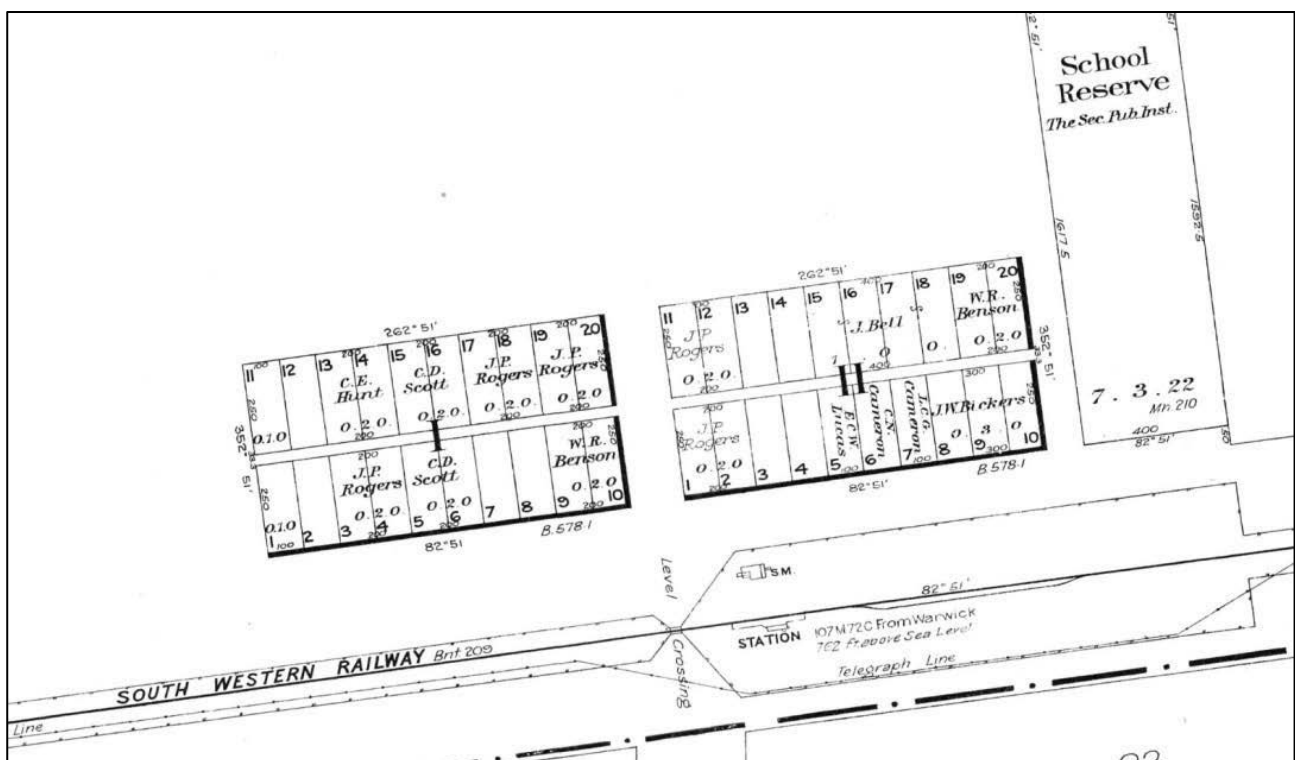


Figure 4.3 Detail of 1912 town map of Kurumbul

Source: Queensland Survey Office (1912)

4.3.2 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 (Figure 4.4). 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, , 1927). The school was removed in 1930 (*Brisbane Courier* 4 November 1930:3).

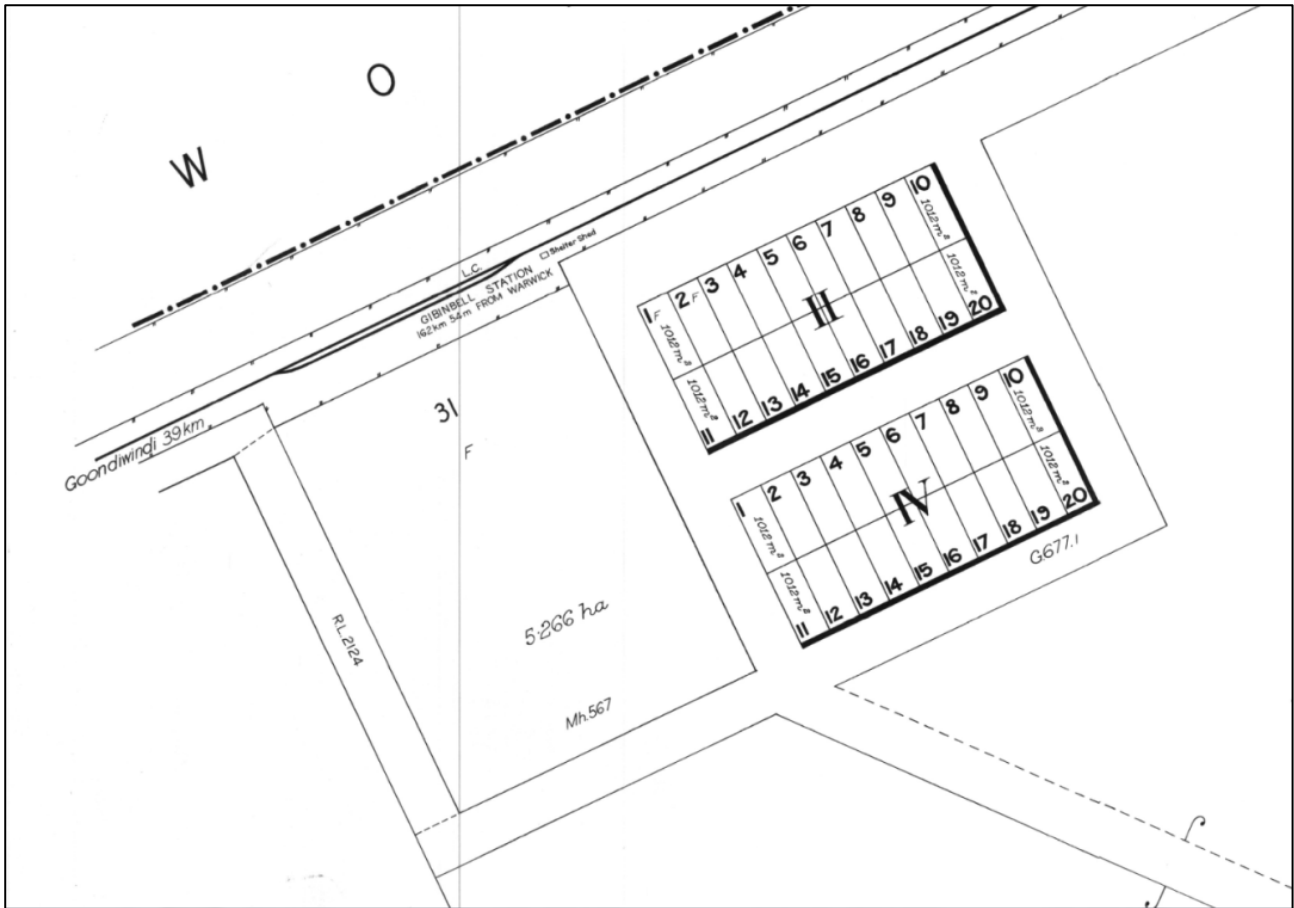


Figure 4.4 Detail of 1976 town map of Gibinbell

Source: Department of Mapping and Surveying (1976)

4.3.3 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) (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, 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, 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 (State Library of Queensland 149429)

4.3.4 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).

4.3.5 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 (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)

4.3.6 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 (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 (Department of Education, 2013), and the railway station in the 1970s (Uebergang, 2011).



Photograph 4.3 Pampas Station in 1968

Source: Uebergang, (2011)

4.3.7 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 (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 (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)

4.3.8 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).

4.3.9 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 (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).

4.3.10 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 (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)

4.4 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, it has also received extensive scrutiny from the wider public (Schwartz and Blucher, 2017a). 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 concern 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 and Blucher, 2017b).

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 has 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 (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. The condition of the installation has deteriorated since the original assessment (Photograph 4.7).

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 EIS Appendix T1: Flooding and Hydrology Technical Report – Volume 1 and EIS Appendix T2: Flooding and Hydrology Technical Report – Volume 2.



Photograph 4.6 Protest art installation by the Millmerran Rail Group

Source: Millmerran Rail Group (2018)



Photograph 4.7 Deteriorated protest art installation by the Millmerran Rail Group

Source: ARTC (2022)

5 Existing heritage context

5.1 Register searches

A search of all relevant statutory and non-statutory heritage registers, undertaken in November 2023 indicated that there are no Commonwealth or State listed heritage places within 1 km of the Project footprint (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 (Table 5.2). Additionally, there is one non-statutory QR Heritage Register place and five non-statutory CHIMS places within 1 km of the Project footprint, two of which are in the impact assessment area (Table 5.3).

Table 5.1 Summary of register searches

Register	Outside the impact assessment area and within 1 km of the Project footprint	Within the impact assessment area (within 50 m of the Project footprint)
World Heritage List	0	0
National Heritage List	0	0
Commonwealth Heritage List	0	0
Queensland Heritage Register	0	0
Register of the National Estate (non-statutory)	0	0
Register of the Queensland National Trust (non-statutory)	0	0
Cultural Heritage Information Management System (non-statutory)	3	2
Queensland Rail Heritage Register (non-statutory)	1	0
Queensland World War II Historic Places (non-statutory)	0	0
Monument Australia (non-statutory)	0	0
TRM Local Heritage Register	2	0
GRC Local Heritage Register	1	1

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

Place	Location	Source	Proximity to Project
Railway Bridge	Whetstone	GRC Local Heritage Register	Outside of the impact assessment area. Within 1 km of the Project footprint
Yelarbon Soldiers Memorial Hall	Yelarbon	GRC Local Heritage Register	Within the impact assessment area
Gowrie Homestead	Kingsthorpe	TRC Local Heritage Register	Outside of the impact assessment area. Within 1 km of the Project footprint
49 Daphne St, Brookstead	Brookstead	TRC 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
Pittsworth Railway Complex	Cultural Heritage Information Management System	2438	Outside of the impact assessment area. Within 1 km of the Project footprint
Turallin 'superseded by Mellarin'	Cultural Heritage Information Management System	24749	Outside of the impact assessment area. Within 1 km of the Project footprint
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

Place	Register	ID	Proximity to Project
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, T. 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 (First Field Survey Company, 1942; Second 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, 234 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 footprint

Category	Number of sites	Percentage of sites
Bridge	9	3.8%
Cemetery	1	0.4%
Church	1	0.4%
Hall	3	1.3%
Homestead	16	6.8%
Homestead complex	23	9.8%
House	12	5.1%
House and shed	1	0.4%
House and windmill	36	15.4%
Multiple structures	52	22.2%

Category	Number of sites	Percentage of sites
Orchard	1	0.4%
School	2	0.9%
Shed	6	2.6%
Shed and windmill	4	1.7%
Single structure	33	14.1%
Windmill	24	10.3%
Telegraph office	1	0.4%
Railway	9	3.8%
Total	234	100%

5.4 Areas of interest within impact assessment area

The review of heritage registers, historical mapping and preliminary site inspection information identified 81 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 81 AOI, 41 were identified as Priority 1, 26 as Priority 2 and 14 identified as Priority 3.

Table 5.5 Areas of interest within the impact assessment area

Description	Source	Lot on plan	Potential	Priority
ANZAC Memorial Garden	Historical mapping	107 Y5691	H	1
Archaeological site	FFJV survey	11 SP285307	H	1
Avonlea homestead complex	Historical mapping	109 DY241	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
Condamine River Bridge 2	Historical mapping	2 RP37132	H	1
Fairvale Homestead complex	Historical mapping	2 RP110779	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
Green Hills Hotel complex	Public submission	1789 A34919 2718 A341307	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 and windmill complex	Historical mapping	3822 A341940	H	1
Kurumbal Station	Historical mapping	481 SP119198	H	1
Lookout	FFJV survey	4 SP126840	H	1
Multiple structures	Historical mapping	20 SP254028	H	1
Murlaggan Station	Historical mapping	2 RP7479	H	1
Pampas Memorial Hall	FFJV survey	84 SP109985	H	1

Description	Source	Lot on plan	Potential	Priority
Pampas Station	Historical mapping	23 SP124720	H	1
Petrol Station	Historical mapping	8 Y56911 9 Y56911 10 Y56911	H	1
Protest public art	FFJV survey	2 RP61876	H	1
Brookstead Hotel, commercial buildings and residential houses	Historical mapping	141 RP14234 142 RP14234 143 RP14234 144 RP14234 145 RP14234	H	1
Shed	Historical mapping	2 RP182048	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 (not further assessed within this technical assessment)	Historical mapping	352 SP116434	H	1
Yandilla Station	Historical mapping	202 SP124721	H	1
Yarranlea Station	Historical mapping	53 SP112651	H	1
Yelarbon & District Soldiers Memorial Hall	LHR	106 Y5691	H	1
Yelarbon Cemetery	Historical mapping	16 MH288	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 21 SP120712	H	1
Homestead complex	Historical mapping	3 RP803554	M	2
Homestead complex	Historical mapping	56 RP14239	M	2
House	Historical mapping	68 RP37111	M	2
House	Historical mapping	69 RP37111	M	2
House	Historical mapping	2 AG1724	M	2
House	Historical mapping	4 RP838169	M	2
House	Historical mapping	1 RP86948	M	2
House and windmill	Historical mapping	1 RP120604	M	2
House and windmill	Historical mapping	2 RP172596	M	2
House and windmill	Historical mapping	2 RP7456	M	2
House and windmill	Historical mapping	14 RP24607	M	2
House and windmill	Historical mapping	1 RP212346	M	2
House and windmill	Historical mapping	1 RP7474	M	2
Multiple structures	Historical mapping	67 MH141	M	2
Multiple structures	Historical mapping	3 SP126840	M	2
Multiple structures	Historical mapping	2 RP162699	M	2
Multiple structures	Historical mapping	7 AG1505	M	2
Multiple structures	Historical mapping	3827 A341645	M	2
Multiple structures	Historical mapping	2 RP66852	M	2
Multiple structures	Historical mapping	2 RP147195	M	2

Description	Source	Lot on plan	Potential	Priority
Multiple structures	Historical mapping	47 RP30865	M	2
Multiple structures and windmill	Historical mapping	3 RP7480	M	2
School	Historical mapping	22 SP124720	M	2
Single structure	Historical mapping	1 RP198819	M	2
Single structure	Historical mapping	2 RP198819	M	2
Single structure	Historical mapping	1 RP162699	M	2
House and windmill	Historical mapping	2 RP205146	L	3
Single structure	Historical mapping	1 AG4028	L	3
Single structure	Historical mapping	1 RP7463	L	3
Single structure	Historical mapping	33 SP294200	L	3
Bridge	Historical mapping	N/A	L	3
Hall	Historical mapping	2 RP838203	L	3
Homestead	Historical mapping	1 AG4150	L	3
Multiple structures	Historical mapping	107 MA3432	L	3
Shed	Historical mapping	2 RP142680	L	3
Windmill	Historical mapping	N/A	L	3
Windmill	Historical mapping	1789 A34919	L	3
Windmill	Historical mapping	2 RP48191	L	3
Windmill	Historical mapping	2 RP86319	L	3
Windmill	Historical mapping	3 RP203202	L	3

6 Heritage investigations

Following the process outlined in Section 3.2 and 5.4, 33 Priority 1 AOI were identified in 2019, and a further 8 in 2021 (Table 6.1 and Appendix A). Land access was granted for 23 of these sites, and they were able to be inspected over four days between 4 February and 7 February 2019 and on the 10 October 2021 by AECOM heritage specialists Luke Kirkwood (Principal Heritage Specialist) and Kate Quirk (Principal Heritage Specialist). The remaining sites were either viewed and photographed from adjacent public areas, or assessed on the basis of publicly available desktop information.

The AOI have been named following the site or object naming convention with project acronym, year recorded and type acronym with sequential number (for example, B2G_19_H01). Sites are summarised in Table 6.1, and further detail is provided in the following section, including location, description, current and historical imagery, condition, and proximity to the Project. In considering proximity, consideration is given to both the permanent and temporary works boundary.



Table 6.1 Areas of interest and types of assessment

Site ID	Description	Lot and plan	Assessment type
B2G-19-H01	Kurumbul Station	481 SP119198	Site inspection
B2G-19-H02	Gibinbell shearing complex	31 MH567	Site viewing
B2G-19-H03	Gibinbell siding	413 SP119197	Site inspection
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	106 Y5691	Site viewing
B2G-19-H05	ANZAC Memorial Garden	107 Y5691	Site inspection
B2G-19-H06	Cancer charity tree	Taloom Street, Yelarbon	Site inspection
B2G-19-H07	Church (former)	2 RP120829	Site viewing
B2G-19-H08	Yelarbon Mill 1	1 RP62008	Site viewing
B2G-19-H09	Yelarbon Mill 2	99 SP222802	Site inspection
B2G-19-H10	Petrol Station	8 Y56911 9 Y56911 10 Y56911	Site inspection
B2G-19-H11	Yelarbon Railway Complex	20 SP120712 21 SP120712	Site inspection
B2G-19-H12	Tree trunk	110 SP171826	Site inspection
B2G-19-H13	Whetstone siding (not further assessed within this technical assessment)	352 SP116434	Site inspection
B2G-19-H14	Homestead complex	511 RP226715	Site viewing
B2G-19-H15	Homestead complex	107 MH808	Site viewing
B2G-19-H16	Structure	169 MH786	Site viewing
B2G-19-H17	Sheds	37 MH523	Site viewing
B2G-19-H18	Lookout	4 SP126840	Site inspection
B2G-19-H20	Grass Tree Creek bridge	4 RP16058	Site inspection
B2G-19-H21	Yandilla Station	202 SP124721	Site inspection
B2G-19-H22	Protest public art	2 RP61876	Site viewing
B2G-19-H23	Condamine River bridge	114 SP113906	Site inspection
B2G-19-H24	Pampas Station	23 SP124720	Site inspection
B2G-19-H25	Pampas Memorial Hall	84 SP109985	Site inspection
B2G-19-H26	Sheds	1 RP14242	Site viewing
B2G-19-H27	Condamine River Bridge 2	2 RP37132	Site inspection
B2G-19-H28	Brookstead Station	121 SP104977	Site inspection

Site ID	Description	Lot and plan	Assessment type
B2G-19-H29	Brookstead Station building (relocated)	13 SP112652	Site inspection
B2G-19-H30	Cecilvale Station	2 RP14245	Site inspection
B2G-19-H31	Yarranlea Station	53 SP112651	Site inspection
B2G-19-H32	Murlaggan Station	2 RP7479	Site inspection
B2G-19-H33	Homestead complex	1 RP7470	Site viewing
B2G-19-H34	Archaeological site	11 SP285307	Site viewing
B2G-21-H02	Yelarbon Cemetery	16 MH288	Desktop review
B2G-21-H03	Avonlea homestead complex	109 DY241	Desktop review
B2G-21-H04	Multiple structures	20 SP254028	Desktop review
B2G-21-H09	Brookstead Hotel	141 RP14234	Desktop review
B2G-21-H10	House and windmill complex	3822 A341940	Desktop review
B2G-21-H12	Shed	2 RP182048	Desktop review
B2G-21-H13	Green Hills Hotel complex	1789 A34919 2718 A341307	Site inspection
B2G-21-H14	Fairvale homestead complex	2 RP110779	Desktop review

6.1 Assessment results

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

Description			
Location of 1908 station on the South Western Line (Lot 481 SP119198) (Section 4.3.1). 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		Distance to Project	Condition
None		Majority located within permanent Project footprint with the north-eastern extent located in the temporary Project footprint	Ruin
Most recent imagery (2021)		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)

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 (Section 4.3.1), 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 Assessment 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 shearers' 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	Distance to Project	Condition
None	Located within permanent Project footprint	Poor

Most recent imagery (2021)	Historical imagery (1949 QAP0009/113)
	

Key elements

Shearing Shed	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>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.</p> <p>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.</p> <p>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.</p>	271620 mE	6834397 mN
		
Photograph 6.3 Gibinbell shearing shed (B2G-19-H02)		
Shearers' Quarters	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>Like the shearing shed, the shearers' 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). However, it is possible that the complex was built with scavenged materials, and so may date to a later period.</p>	271560 mE	6834362 mN



Photograph 6.4 Shearers' quarters (B2G-19-H02)

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






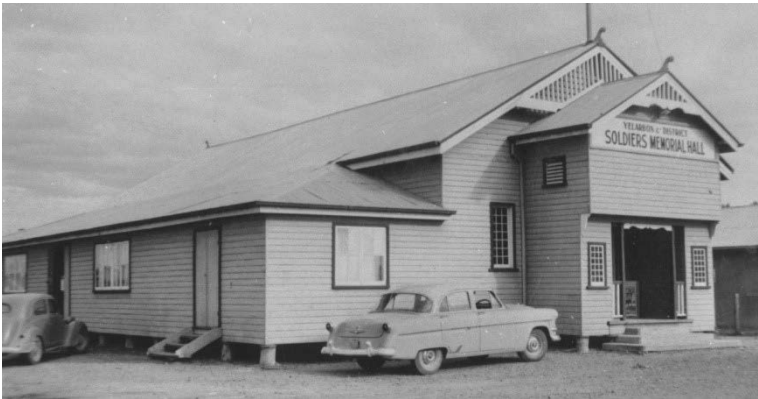
Description			
Railway siding established in 1908 as a part the South Western Line (Lot 413 SP119197). All station buildings have been removed, and much of the area graded to remove debris. The only extant element is an earthen loading bank.			
Listings		Distance to Project	Condition
None		Located within permanent Project footprint	Poor
Most recent imagery (2021)		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 (Section 4.3.2), 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 Assessment results – Yelarbon & District Soldiers Memorial Hall (B2G-19-H04)

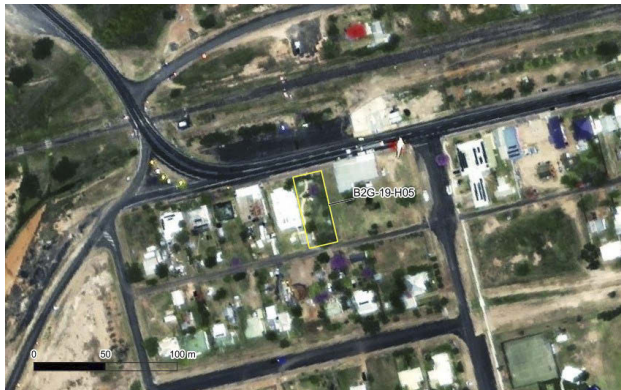

Description		
Memorial hall located on Taloom Street, Yelarbon (Lot 106 Y5691).		
Listings	Distance to Project	Condition
GRC LHR	Located outside of the permanent Project footprint, directly adjacent to the temporary Project footprint.	Good
Most recent imagery (2021)		Historical imagery (1962 QAP1260/095)
		
Key elements		
Hall	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The Yelarbon & District Soldiers Memorial Hall was constructed in 1920 to commemorate locals who had served in World War I. The endeavour was funded by public subscription at a cost of just over £1,000 (<i>Warwick Daily News</i> 12 August 1920:4).</p> <p>The design of the chamferboard clad building is consistent with the decorative carpenter styles of the Federation period (Apperly et al. 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.</p> <p>The original multi-pane windows have been replaced with louvres and doors, but the building otherwise appears to be in largely original condition.</p>	280106 mE	6837259 mN
		
Photograph 6.6 Yelarbon & District Soldiers Memorial Hall c1960 (B2G-19-H04) (State Library of Queensland 4966)		

Key elements



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

Table 6.6 Assessment results – ANZAC Memorial Garden (B2G-19-H05)

Description		
Small park located on Taloom Street, Yelarbon (Lot 107 Y5691). Adjacent to the Yelarbon & District Soldiers Memorial Hall, features two war memorials and other commemorative plaques.		
Listings	Distance to Project	Condition
None	Located outside of the permanent Project footprint, directly adjacent to the temporary Project footprint.	Good
Most recent imagery (2021)		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' (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 (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 Assessment results – Cancer Charity Tree (B2G-19-H06)

Description		
Tree planted for cancer charity, located in the Taloom Street road parcel, Yelarbon.		
Listings	Distance to Project	Condition
None	Located within permanent Project footprint	Good
Most recent imagery (2021)		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)

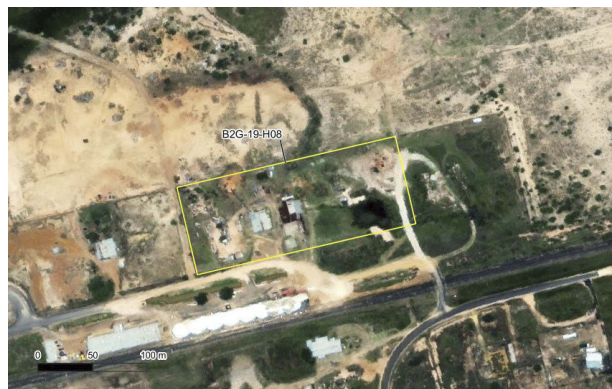

Table 6.8 Assessment results – Church (former) (B2G-19-H07)

Description		
Early 20 th 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	Distance to Project	Condition
None	Located 12 m north-east of the temporary Project footprint	Moderate
Most recent imagery (2021)		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 (<i>Brisbane Courier</i> 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 Assessment 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) (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	Distance to Project	Condition
None	Located 21 m north of the temporary Project footprint	Poor
Most recent imagery (2021)		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 (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 is 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 (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 Assessment 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	Distance to Project	Condition
None	Northern extent located within permanent Project footprint and fully within temporary footprint	Moderate
Most recent imagery (2021)		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)		

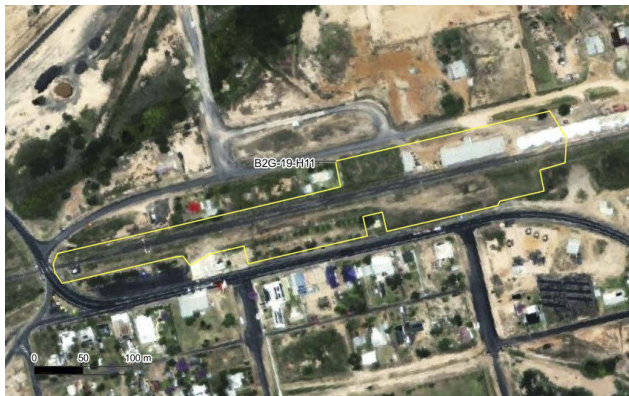


Table 6.11 Assessment results – Petrol Station (B2G-19-H10)

Description		
Mid-20 th 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 bowsters and a main commercial building comprising a workshop and shopfront. Some structures have been removed since the inspection was completed in 2019, but the main building remains in place.		
Listings	Distance to Project	Condition
None	Eastern extent located within the temporary Project footprint	Poor
Most recent imagery (2021)		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 stages, 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 Assessment results – Yelarbon Railway Complex (B2G-19-H11)

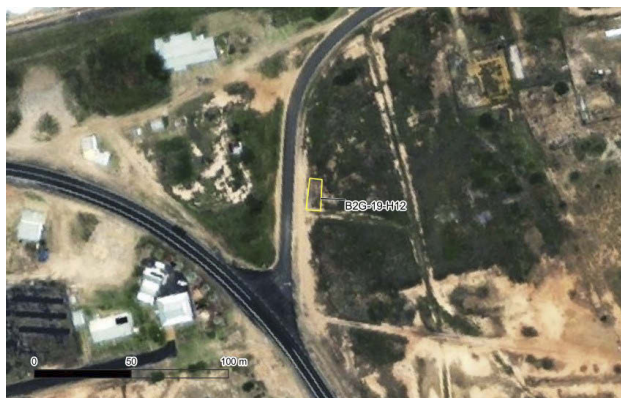

Description			
Railway station established c1908 as a part the South Western Line (Lots 20 SP120712, 21 SP120712). No original station buildings remain. Main features consist of a late 20 th century grain shed and silo complex. Silos have recently been painted with a mural representing life in Yelarbon.			
Listings		Distance to Project	Condition
None		Silos and grain shed in temporary footprint. Remainder in permanent footprint.	Moderate
Most recent imagery (2021)		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). In June 2019, the silos were painted with a mural entitled 'When the rain comes'. The mural depicts a boy playing with paper boats in the Yelarbon Lagoon.		280465 mE	6837482 mN
			
Photograph 6.16 Grain shed and silos (B2G-19-H11)			



Photograph 6.17 Painted Grain silos titled 'When the rain comes' (B2G-19-H11)

Source: <https://www.australiansiloarttrail.com/yelarbon>



Table 6.13 Assessment 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		Distance to Project	Condition
None		Located within permanent Project footprint	Poor
Most recent imagery (2021)		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 6.18 Tree Trunk (B2G-19-H12)


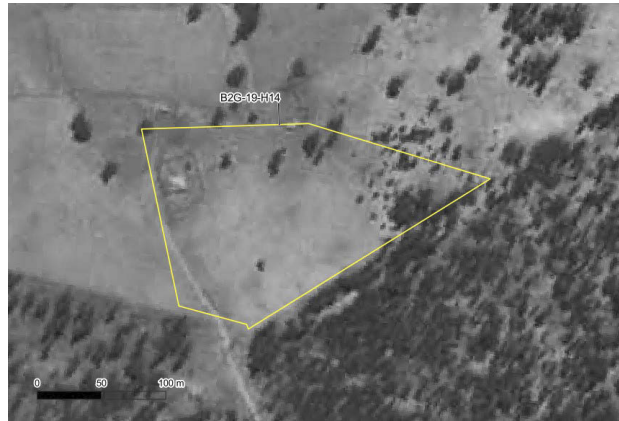
Table 6.14 Assessment results – Whetstone Siding (B2G-19-H13) (not further assessed within this technical assessment)

Description		
Railway siding established in 1908 as a part of 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	Distance to Project	Condition
None (nearby Whetstone Bridge, located 305 m north-east of Whetstone Siding, is listed on the GRC LHR and the non-statutory CHIMS database)	Located 150 m south and east temporary Project footprint (no longer in assessment area)	Ruin
Most recent imagery (2021)		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 6.19 Whetstone Siding (B2G-19-H13)


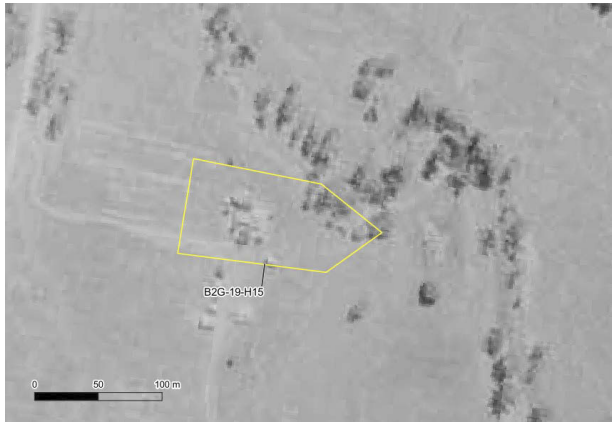
Table 6.15 Assessment results – Homestead Complex (B2G-19-H14)

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	Distance to Project	Condition
None	Eastern extent located within the permanent Project footprint	Moderate
Most recent imagery (2021)		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-20 th 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 20 th century (1949 QAP0031/049).	301947 mE	6853233 mN



Photograph 6.20 Homestead Complex (B2G-19-H14)

Table 6.16 Assessment 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	Distance to Project	Condition
None	Adjoins the eastern boundary of the temporary Project footprint	Very Poor
Most recent imagery (2021)		Historical imagery (1959 QAP0969/098)
		
Key elements		
Homestead	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>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).</p> <p>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.</p>	322109 mE	6885035 mN



Photograph 6.21 Homestead (B2G-19-H15)

Table 6.17 Assessment 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	Distance to Project	Condition
None	Located wholly within permanent and temporary Project footprint	Very Poor
Most recent imagery (2021)		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 6.22 Structure (B2G-19-H16)		

Table 6.18 Assessment 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	Distance to Project	Condition	
None	Adjoining the western boundary of the temporary Project footprint	Very Poor	
Most recent imagery (2021)		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 6.23 Sheds (B2G-19-H17)			

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

Description		
Location of a lookout and rest area on Commodore Peak Road, Millmerran (Lot 4 SP126840).		
Listings	Distance to Project	Condition
None	Located 200 m west of the temporary Project footprint	Good

Most recent imagery (2021)	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 6.24 Lookout view (B2G-19-H18)

Table 6.20 Assessment 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	Distance to Project	Condition
None	Located within permanent Project footprint	Fair
Most recent imagery (2021)		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 6.21 Assessment 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 20 th century silos, grain shed and weighbridge.		
Listings	Distance to Project	Condition
None	North-western extent located within the permanent Project footprint and north-western and central extents located within the temporary Project footprint	Moderate
Most recent imagery (2021)		Historical imagery (1959 QAP0966/111)
Key elements		
Weighbridge and silos	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>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).</p> <p>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 (Section 4.3.5) (Kerr 1966:Vol 4).</p>	339166 mE	6919433 mN



Photograph 6.26 Weighbridge (B2G-19-H21)

Table 6.22 Assessment 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	Distance to Project	Condition
None	Located wholly within permanent Project footprint	Excellent
Most recent imagery (2021)		Historical imagery (1959 QAP0966/111)
		
Key elements		
Public Artwork	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>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.</p> <p>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 (Photograph 6.27). The condition of the installation has deteriorated in the intervening years (Photograph 6.28).</p>	339311 mE	6919527 mN

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).

The closest example of similar protest art would appear to be the Dublin Anti-Dump Protest Statues which line the Port Wakefield Road in South Australia. These statues are not heritage listed, but have been conserved and protected by community action and have become a local tourist attraction (Adelaide Plains Council n.d.).



Photograph 6.27 Public Protest Artwork (B2G-19-H22) (2019)



Photograph 6.28 Deteriorated Public Protest Artwork (B2G-19-H22) (2022)

Table 6.23 Assessment 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	Distance to Project	Condition
None	Located wholly within permanent Project footprint	Fair




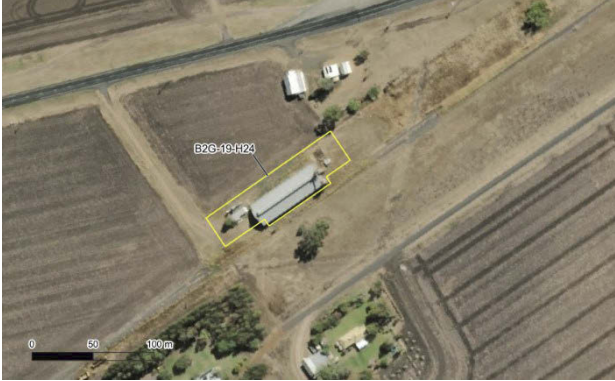

Most recent imagery (2021)		Historical imagery (1959 QAP0966/111)	
			
Key elements			
Bridge		Easting (GDA94 Z56)	Northing (GDA94 Z56)
Timber girder rail bridge with pre-cast concrete abutments over the Condamine River (North Branch).		340554 mE	6922077 mN
			
Photograph 6.29 Bridge (B2G-19-H23)			

Table 6.24 Assessment 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	Distance to Project	Condition
None	Located wholly within permanent Project footprint	Good



Most recent imagery (2021)	Historical imagery (1954 QAP0446/074)
	

Key elements

Shed and Infrastructure	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>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).</p> <p>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 (Section 4.3.6) (Kerr 1966:Vol 4).</p>	343422 mE	6924920 mN
		
<p>Photograph 6.30 Shed and Infrastructure (B2G-19-H24)</p>		

Table 6.25 Assessment results – Pampas Memorial Hall (B2G-19-H25)

Description		
Mid-20th century timber community hall, located on the Gore Highway, Pampas (84 SP109985).		
Listings	Distance to Project	Condition
None	Located wholly within permanent Project footprint	Good

Most recent imagery (2021)	Historical imagery (1954 QAP0446/074)
	

Key elements

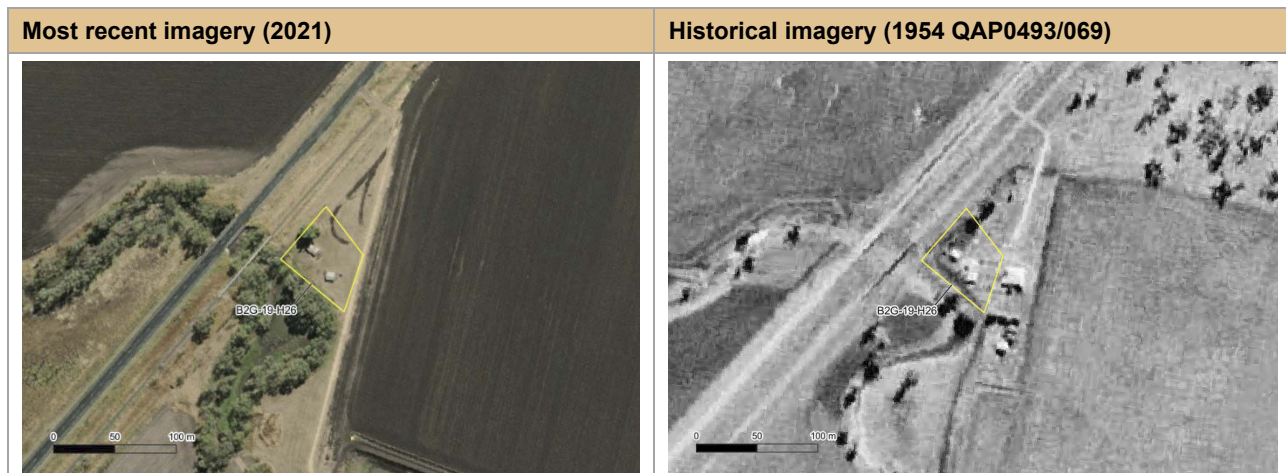
Memorial Hall	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The Hall was constructed in 1954 to commemorate all those who had served in conflict. The money to build the hall was raised by the community, and the construction carried out by locals in a series of 'working bees' (<i>Pittsworth Sentinel</i> 1 October 1954:3).</p> <p>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.</p>	343427 mE	6924895 mN



Photograph 6.31 Pampas Memorial Hall (B2G-19-H25)

Table 6.26 Assessment 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	Distance to Project	Condition
None	Located wholly within permanent Project footprint	Very Poor



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 6.32 Sheds (B2G-19-H26)

Table 6.27 Assessment 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	Distance to Project	Condition
None	Located wholly within permanent Project footprint	Poor

Most recent imagery (2021)	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 6.33 Bridge 1967 (B2G-19-H27) (Uebergang 2011:121)



Photograph 6.34 Bridge 2019 (B2G-19-H27)

Table 6.28 Assessment results – Brookstead Station (B2G-19-H28)

Description		
Location of c1911 station on the Millmerran Branch Line (Lot 121 SP104977). All original station buildings have been removed (B2G-19-H29), and the key elements of the complex are mid-late 20 th century silos. This site could not be inspected.		
Listings	Distance to Project	Condition
CHIMS (non-statutory)	South-eastern extent located within the temporary Project footprint	Good





Most recent imagery (2021)		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 6.29 Assessment 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	Distance to Project	Condition
CHIMS (non-statutory)	Located 33 m west of the temporary Project footprint	Good
Most recent imagery (2021)		Historical imagery (1954 QAP0448/058)
		




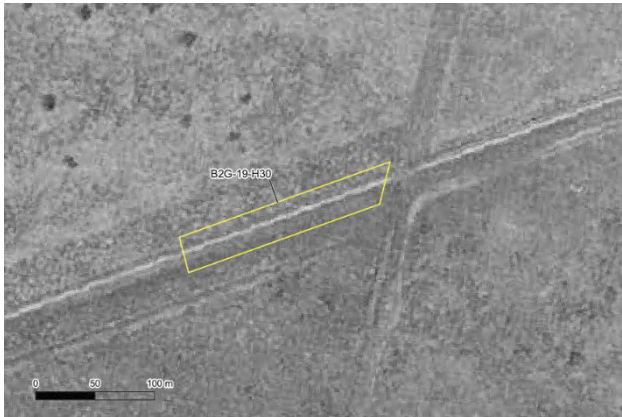
Key elements		
Brookstead Station Building	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The platform building at Brookstead was erected between 1925 and 1934 (refer Photograph 6.35) (Kerr 1966:Vol 4), and relocated in the 1990s (Uebergang, 2011).</p> <p>A small, rectangular, weatherboard-clad timber building on low stumps with a gabled, corrugated iron roof that extends on the western side to form an awning (Photograph 6.36). 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.</p>	347008 mE	6928508 mN
		
Photograph 6.35 Station building in original location c1957 (B2G-19-H29) (Uebergang 2011:120).		
		
Photograph 6.36 Station building 2019 (B2G-19-H29)		

Table 6.30 Assessment 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	Distance to Project	Condition
None	Located wholly within permanent Project footprint	Archaeological site

Most recent imagery (2021)	Historical imagery (1954 QAP0448/055)
	

Key elements



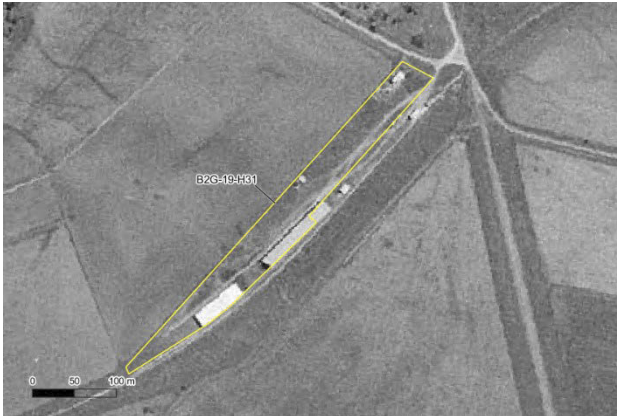
Former station	Easting (GDA94 Z56)	Northing (GDA94 Z56)
All station elements were removed in the 1940s and the siding closed in the 1950s (Kerr, 1966; Uebergang, 2011).	352206mE	6930917mN
		
Photograph 6.37 Cecilvale Station (former) (B2G-19-H30)		

Table 6.31 Assessment results – Yarranlea Station (B2G-19-H31)

Description		
Railway station established in 1911 as a part of the Millmerran Branch Line (Lot 53 SP112651). All original station buildings have been removed, and the key elements of the complex are mid-late 20 th century grain shed and silos. This site could not be inspected.		
Listings	Distance to Project	Condition
None	Southern extent located within temporary Project footprint	Archaeological site
Most recent imagery (2021)	Historical imagery (1954 QAP0447/132)	
		



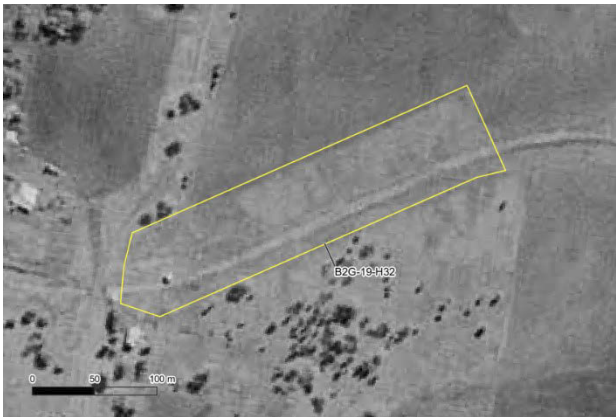
Key elements		
Silos and grain shed	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Historical aerial images suggest that the current silos and grain shed date to the early 1970s (1975 QAP3034/056)	354928 mE	6932273 mN
		
Photograph 6.38 Silo (B2G-19-H31)		



Table 6.32 Assessment 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	Distance to Project	Condition
None	Northern extent located within the permanent and temporary Project footprint	Archaeological site
Most recent imagery (2021)		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 4.3.10).	359428 mE	6933508 mN



Photograph 6.39 Former station (B2G-19-H32)

Table 6.33 Assessment results – Homestead Complex (B2G-19-H33)

Description		
Late 19 th 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	Distance to Project	Condition
None	South-eastern extent located within temporary Project footprint	Moderate (Homestead)/ Ruins (Homestead Ruin)
Most recent imagery (2021)		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 6.40 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 6.41 Homestead ruin (B2G-19-H33)

Table 6.34 Assessment results – Archaeological Site (B2G-19-H34)

Description		
Potential archaeological site located north of the Warrego Highway, Kingsthorpe (Lot 11 SP285307).		
Listings	Distance to Project	Condition
None	South-eastern extent located within temporary and permanent Project footprint	Archaeological site

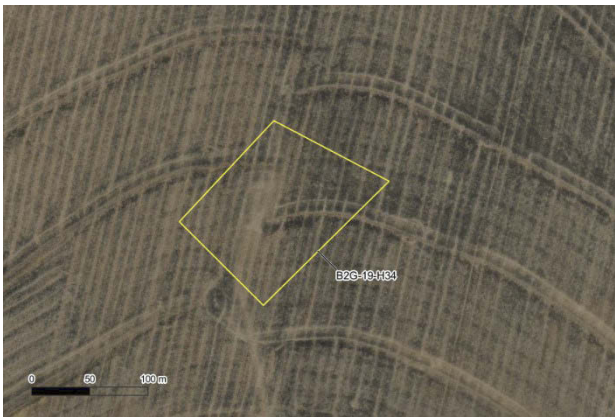

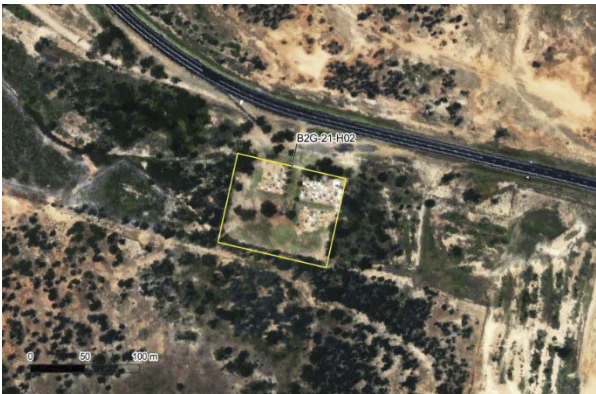

Most recent imagery (2021)		Historical imagery (1955 QAP0483/016)	
			
Key elements			
Possible archaeological site		Easting (GDA94 Z56)	Northing (GDA94 Z56)
Landholder reports presence of a now-demolished house slightly to the north of the current dwelling. Aerial imagery shows structures in this location 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			

Table 6.35 Assessment results – Yelarbon Cemetery (B2G-21-H02)

Description			
Yelarbon Cemetery includes an archway and entrance gates adjacent to the Cunningham Highway and contains three distinct areas with graves. The cemetery is located within Lot 16 MH288 and is administered by GRC. Yelarbon Cemetery is an active cemetery containing current and reserved plots. A white archway and gates exist at the cemetery entrance, but are not visible in the 1962 aerial image (QAP1260/095). Three distinct areas containing graves are visible in current aerial imagery. Of these, only the northeast and northwest areas are visible and showing as established in the 1962 aerial image (QAP1260/095).			
Listings	Distance to Project		Condition
None	Located 25 m south of the temporary Project footprint, partially within the impact assessment area		Good
Most recent imagery (2021)		Historical imagery (1962 QAP1260/095)	
			
Location		Easting (GDA94 Z56)	Northing (GDA94 Z56)
Yelarbon Cemetery (centroid)		281186 mE	6836749 mN



Photograph 6.42 Yelarbon Cemetery (B2G-21-H02)

Table 6.36 Assessment results – Avonlea homestead complex (B2G-21-H03)


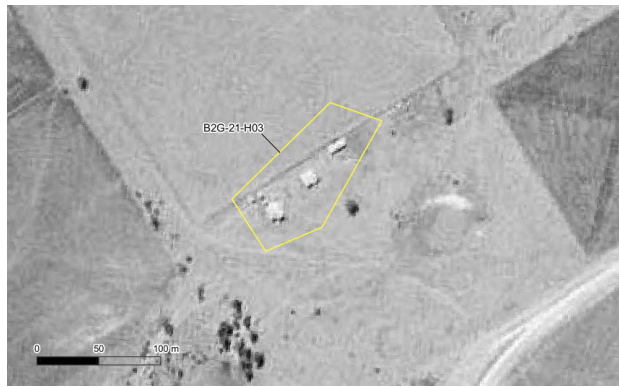
Description		
Homestead complex with the name 'Avonlea' showing on topographic maps and located within Lot 109 DY241. The complex includes a house and at least two outbuildings (likely sheds) that are visible in historical aerial imagery from 1949 (QAP0967/064). The house appears in the earliest available historical aerial imagery from 1949 (QAP0967/064) with at least three additional structures visible to the north of the house (likely water tanks and other farm infrastructure). The two outbuildings also appear in the earliest available historical aerial imagery from 1949 (QAP0967/064).		
Listings	Distance to Project	Condition
None	Adjoining western boundary of temporary Project footprint	Good
Most recent imagery (2021)		Historical imagery (1959 QAP0967/064)
		
Location		Easting (GDA94 Z56)
Avonlea homestead complex (centroid)		326994 mE
		Northing (GDA94 Z56)
No photograph available.		6909809 mN

Table 6.37 Assessment results – Multiple structures (B2G-21-H04)

Description		
Multiple structures located within Lot 20 SP254028 – likely a homestead complex. Historical aerial imagery from 1959 (QAP0966/054) indicates the presence of a house, garden and at least four other structures (likely sheds and other farm infrastructure). The roof line of the main house appears to date to the post-war period.		
Listings	Distance to Project	Condition
None	North-eastern extent located within the permanent and temporary Project footprints	Good





Most recent imagery (2021)		Historical imagery (1959 QAP0966/054)	
			
Location		Easting (GDA94 Z56)	Northing (GDA94 Z56)
Multiple structures (centroid)		343381 mE	6924649 mN
No photograph available.			



Table 6.38 Assessment results – Brookstead Hotel (B2G-21-H09)

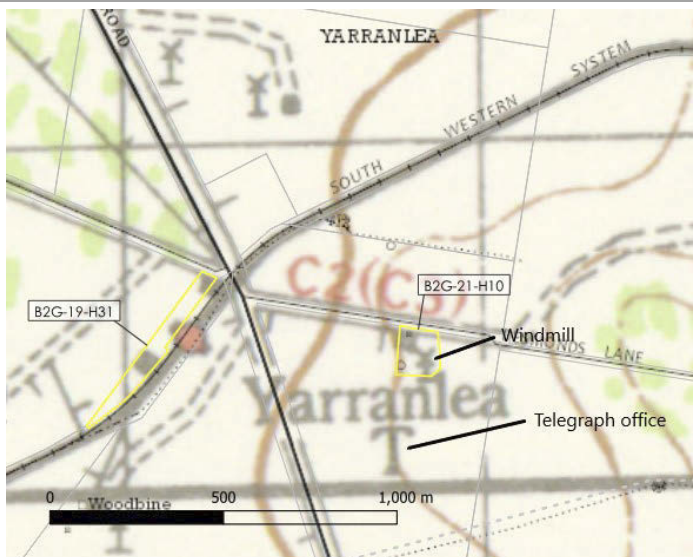
Description		
<p>Brookstead Hotel located within Brookstead on Lot 141 RP14234 situated on Ware Street, Lord Street and Daphne Street. Includes reception, bar and accommodation. Historical aerial imagery from 1954 (QAP0448/058) indicates the presence of the main hotel building. Google Street View imagery shows that the main hotel building is a weatherboard clad timber building with a gabled and hipped roof likely dating to the early 20th century. Brookstead was established in 1911 with the construction of the railway line and the Brookstead Hotel was likely constructed around that time. The hotel was established by at least 1913 (<i>Brisbane Courier</i> 1913:4) and would have been central to the development of the town.</p>		
Listings	Distance to Project	Condition
None	Adjoining northern boundary of temporary Project footprint	Good
Most recent imagery (2021)		Historical imagery (1954 QAP0448/058)
		
Location		Easting (GDA94 Z56)
Brookstead Hotel (centroid)		347056 mE
		Northing (GDA94 Z56)
		6928588 mN



Photograph 6.43 Brookstead Hotel

Table 6.39 Assessment results – House and windmill complex (B2G-21-H10)

Description			
House and windmill complex located within Lot 3822 A341940. The complex includes a house and at least two other structures (likely sheds) visible in historical aerial imagery from 1954 (QAP0485/010). A 1 mile military series topographic map from 1944 (AHQ/ARMY/5673 Toowoomba 8/190, Edition 1, Series R 731) shows a windmill and telegraph office at this location, although the map does not indicate the precise location of either structure. Current and historic aerial imagery indicate that the only structures in the vicinity are those identified here.			
Listings	Distance to Project		Condition
None	North-easternmost extent located within permanent and temporary Project footprint		Good
Most recent imagery (2021)		Historical imagery (1955 QAP0485/010)	
			
Location		Easting (GDA94 Z56)	Northing (GDA94 Z56)
House and windmill complex (centroid)		355657 mE	6932367 mN



Source: AHQ/ARMY/5673 Toowoomba 8/190, Edition 1, Series R 731

No photograph available

Table 6.40 Assessment results – Shed (B2G-21-H12)





Description		
Shed located within Lot 2 RP182048. Recent aerial drone imagery from Nearmap suggests the shed is the only remaining structure visible in historical aerial imagery from 1955 (QAP0484/140) within the impact assessment area.		
Listings	Distance to Project	Condition
None	Located within permanent and temporary Project footprint	Moderate
Most recent imagery (2021)		Historical imagery (1955 QAP0484/140)
		
Location		Easting (GDA94 Z56)
Shed (centroid)		368426 mE
No photograph available		6936033 mN

Table 6.41 Assessment results – Green Hills Hotel complex (B2G-21-H13)

Description		
<p>Green Hills (or Hill) Hotel complex located across Lot 1789 A34919 and Lot 2718 A341307. The Green Hills Hotel was established in 1877 on the Yandilla Road (now the Gore Highway) by John and Maria Tibbs. The Tibbs had selected the land the previous year, following the breakup of parts of the Eton Vale run (<i>Toowoomba Chronicle and Darling Downs General Advertiser</i>, 11 March 1876). The site's location near the boundary of the neighbouring Felton run, and almost exactly 20 miles from Toowoomba, made it an ideal location for an inn. The couple had previously lived on a hut on the site, while John was engaged as a boundary rider at Eton Vale (<i>Pittsworth Sentinel</i>, 26 November 1919: 3).</p> <p>The Tibbs removed the hut and built a house which was soon licensed as the Green Hill Hotel. At the time, the structure consisted of two sitting rooms and four guest bedrooms (<i>Toowoomba Chronicle and Darling Downs General Advertiser</i>, 16 June 1877). Once the business was established, the Tibbs built themselves 'a small but comfortable two-roomed cottage a few chains away from the hotel' (<i>Pittsworth Sentinel</i>, 26 November 1919: 3), and leased the concern to the Reillys in March 1878, and then to the Droughtons four months later. The hotel now consisted of three sitting rooms and four bedrooms (<i>Toowoomba Chronicle and Darling Downs General Advertiser</i>, 18 July 1878).</p> <p>In late July 1878, Maria Tibbs died, and was buried near the hotel in a cypress pine coffin made by a local carpenter. A headstone was erected, and the grave surrounded by a fence (<i>Pittsworth Sentinel</i>, 26 November 1919: 3).</p> <p>Droughton continued to operate the hotel for the next two years, during which time the business expanded to incorporate a blacksmith's, butcher's and general store (<i>Toowoomba Chronicle and Darling Downs General Advertiser</i>, 29 November 1879), and was the Beuaraba district polling place during the state election (<i>Darling Downs Gazette and General Advertiser</i>, 27 November 1878). At some point during this period, the Droughtons established a track and held horse races on the property. A rider killed during one of these events was reportedly buried next to the grave of Maria Tibbs (<i>Pittsworth Sentinel</i>, 26 November 1919: 3).</p> <p>The licence for the hotel changed a number of times through the early 1880s, transferring back to Tibbs, then to Droughton, then to Hughes who subsequently bought the business in 1886. At this time, the hotel had seven bedrooms and three sitting rooms along with 'outbuildings, cultivation paddock, fences, ironbark, and other timbers valued at £800-1000' (<i>Darling Downs Gazette</i>, 15 December 1886:2). John Tibbs lived the remainder of his life in Yarranlea. The couple had no children, and when John Tibbs died in 1904, he was buried in the Pittsworth cemetery. The exact location of his grave is unknown.</p> <p>Tibbs' sale of the hotel in 1886 proved prescient. In that same year, construction began on a branch railway line which would extend from the Southern Line to what was then Beuaraba (now Pittsworth) (Kerr, 1990). A station was built directly opposite the Green Hills Hotel, and took its name from the establishment. While this doubtlessly brought a short term increase in business, it also brought a long term obsolescence. With the train now linking Toowoomba to Pittsworth, there was no need for coaches to break their travel at Green Hills, and the services once offered here gradually relocated to the rail terminus.</p> <p>The Green Hills Hotel ceased trading in the late 1880s and, like much of the surrounding area, the land was given over to dairying (N. Owens, pers. comm. 7 October 2021). It is unclear what became of the hotel buildings, with some accounts suggesting that the structures burnt down (<i>Pittsworth Sentinel</i>, 26 November 1919: 3), and others that they were re-located from the site (N. Owens, pers. comm. 7 October 2021). In 1919, it was remarked that all that remained of the establishment was 'the grave fence in fair repair, and the corner posts of the stable' (<i>Pittsworth Sentinel</i>, 26 November 1919: 3).</p> <p>The grave of Maria Tibbs was brought to the attention of FFJV by the landholder and History Pittsworth, both of whom consider the site to be a significant historical value as part of closer settlement in the district (EIS Submission 130 and 156).</p> <p>At the time of the site inspection, the only clear remnants of the Green Hills Hotel were the grave of Maria Tibbs, and what are likely the 'corner posts of the stable'. A short distance away was a scatter of historical artefacts and a cottage, which may also relate to the hotel, and a house which may relate to the later farm. Some of these features are outside of the impact assessment area but are included here for the sake of completeness.</p>		
Listings	Distance to Project	Condition
None	Southern extent (including graves) located within permanent Project footprint	Archaeological site (Artefact scatter)/ Moderate (Cottage)/ Good (House)/ Moderate (Grave(s))/ Very Poor (Post and rail enclosure, Yards, and Single post)

Most recent imagery (2021)	Historical imagery (1955 QAP0484/140)
	

Key elements

Artefact scatter	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The artefact scatter comprises a low-density surface scatter of non-human bone, ceramic and glass fragments within an area approximately 150 m (northeast-southwest) by 65 m (northwest-southeast). The presence of very dark green bottle glass and fragments of torpedo bottle suggest a 19th century date, as does the style of transfer-printed decoration on the ceramic. As such, it may be contemporaneous with the Green Hills Hotel, but may also be associated with subsequent rural settlement. The archaeological potential of the area is assessed as low due to repeated ground surface disturbance associated with vegetation clearing, ploughing and other agricultural activities.</p>	370317 mE	6937415 mN
		
Photograph 6.44 Artefact scatter (B2G-21-H13)		
Cottage	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The cottage comprises a weatherboard clad structure with a gable roof and north-facing verandah. Interior arrangement and design of elements suggests two main periods of construction: a two room core built in the mid-late 19th century (National Trust of Queensland, 1976), and an extension that enclosed the original verandahs in the mid-20th century. It is possible that this cottage is contemporaneous with the Green Hills Hotel, and may be the house constructed by the Tibbs. This structure is outside of the impact assessment area.</p>	370235 mE	6937581 mN



Photograph 6.45 Cottage (B2G-21-H13)

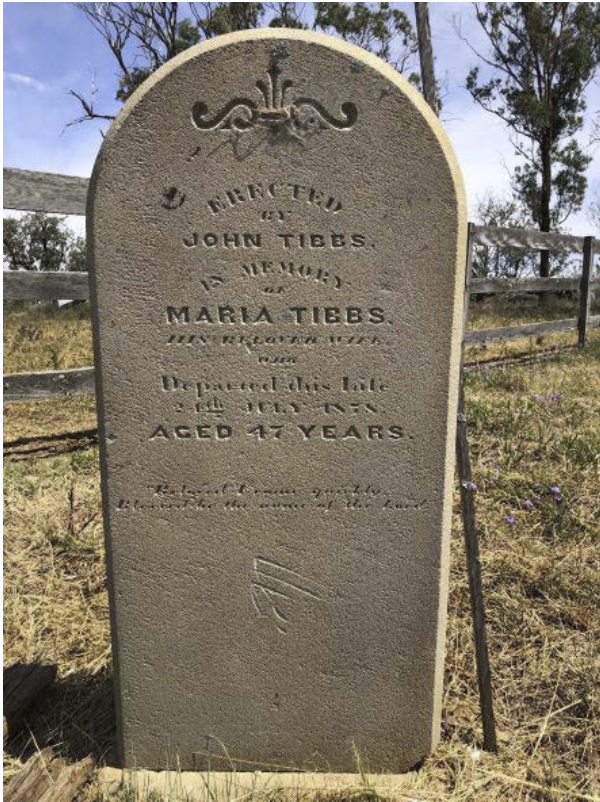
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house is weatherboard with a short ridge hipped roof and a stepped verandah. All verandahs have been enclosed and there is a rectangular extension to the rear, north-western corner that may previously have been a semi-detached kitchen. The house is consistent with the design styles of the late colonial period (1880 to 1900) (National Trust of Queensland, 1976). As such, it may post-date the Green Hills Hotel and relate to subsequent rural use of the land. This structure is within the impact assessment area.	370338 mE	6937581 mN



Photograph 6.46 House (B2G-21-H13)

Source: N. Owens

Grave(s)	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Single grave with sandstone headstone and remnants of a timber fence. The inscription reads: 'Erected by John Tibbs in memory of Maria Tibbs his beloved wife who departed this life 21 July 1878 aged 47 years'. The roseheaded wire nails in the fence remnants are of a style manufactured in the 1870s, which is consistent with the date of the burial (Varman, 1993). No surface evidence of an adjacent unmarked grave exists at the location.	370536 mE	6937578 mN



Photograph 6.48 Grave of Maria Tibbs (B2G-21-H13)



Photograph 6.47 Roseheaded wire nails in fence remnants (B2G-21-H13)



Photograph 6.49 Fence remnants (B2G-21-H13)

Post and rail enclosure

**Easting
(GDA94 Z56)**

**Northing
(GDA94 Z56)**

The post and rail enclosure comprises five unhewn timber posts with rebates for timber rails and a gate. Identified as a horse stall by the landholder due to slip rail construction, and likely the 'corner posts of the stable' referred to in historical accounts of the Green Hills Hotel.

370572 mE

6937633 mN



Photograph 6.50 Post and rail enclosure (B2G-21-H13)

Yards

**Easting
(GDA94 Z56)**

**Northing
(GDA94 Z56)**

The yards consist of at least eight unhewn timber posts with rebates for timber rails and gates. May be associated with the Green Hills Hotel stables or smith.

370585 mE

6937620 mN



Photograph 6.51 Yards (B2G-21-H13)


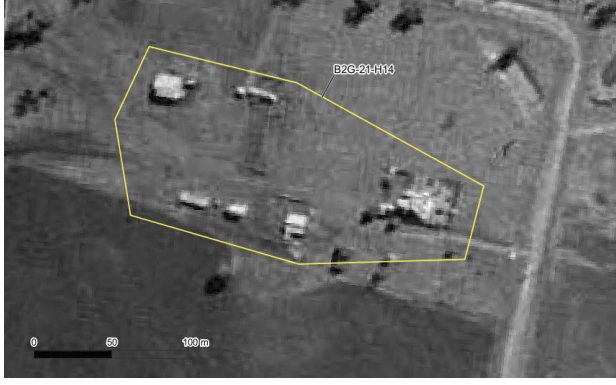

Single post	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Single upright unhewn timber post. Appears to align with the post and rail enclosure, and may be part of the larger Green Hills Hotel stables.	370582 mE	6937637 mN



Photograph 6.52 Upright timber post (B2G-21-H13)

Table 6.42 Assessment results – Desktop review results – Fairvale homestead complex (B2G-21-H14)

Description		
Homestead complex located within Lot 2 RP110779. Recent aerial drone imagery from Nearmap suggests a house and at least four sheds visible in historical aerial imagery from 1955 (QAP0484/097) are extant at the site. Google Street View imagery shows that the house is likely a weatherboard clad timber building with a hip and pyramid roof stepping to a separately roofed verandah on four sides, including a brick chimney. The house likely dates to the late colonial period.		
Listings	Distance to Project	Condition
None	Located 39 m south of the temporary Project footprint	Good

Most recent imagery (2021)		Historical imagery (1955 QAP0484/097)	
			
Location		Easting (GDA94 Z56)	Northing (GDA94 Z56)
Fairvale homestead complex (centroid)		372372 mE	6939712 mN
			
Photograph 6.53 Fairvale homestead complex (B2G-21-H14)			

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 of heritage significance (DEHP 2013a).

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 DESI (DEHP 2013a), 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 (DEHP 2013a).

A total of 41 non-Indigenous AOI were identified and subsequently inspected (one of which is now outside of the impact assessment area). 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 DESI (DEHP 2013a).

The results of these assessments are presented in Table 7.1. This assessment determined that 21 of the AOI are of local heritage significance, one of which is already listed on the local heritage register.

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	Local	Not met	Local	Not met
B2G-19-H12	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-19-H13	No longer in impact assessment area							
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
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

Site	Cultural heritage significance criteria							
	A – Historical	B – Rarity	C – Research	D – Representativeness	E – Aesthetic	F – Creative/technical	G – Social	H – Associational
B2G-19-H22	Local	Not met	Not met	Not met	Not met	Not met	Local	Not met
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	Not met	Local	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
B2G-21-H02	Not met	Not met	Local	Not met	Not met	Not met	Local	Not met
B2G-21-H03	Local	Not met	Local	Not met	Not met	Not met	Not met	Not met
B2G-21-H04	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-21-H09	Local	Not met	Not met	Not met	Not met	Not met	Local	Not met
B2G-21-H10	Local	Not met	Local	Not met	Not met	Not met	Not met	Not met
B2G-21-H12	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
B2G-21-H13	Local	Not met	Local	Not met	Local	Not met	Local	Not met
B2G-21-H14	Local	Not met	Local	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 20 th century South Western Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
E – aesthetic	The remaining elements of the station have no aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	There is insufficient information about shearing complexes in the region to determine the place's rarity.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is good potential for archaeological remains related shearing and domestic contexts to be preserved in, under and around the complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	There is insufficient information about shearing complexes in the region to determine the place's representativeness.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The shearing complex has no known aesthetic significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The shearing complex does not contain any elements of known technical or creative merit.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The shearing complex does not have any known social significance to any community.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The shearing complex does not have any known special association with person or group of people of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities	
Overall significance		<input type="checkbox"/> None <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

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

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20 th century South Western Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The remaining elements of the station have no aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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 (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 World War I (and subsequent conflicts), and as evidence of an era of widespread Australian patriotism and nationalism, during and following World War I.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The hall is a rare example of a World War I memorial building.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	The hall has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The hall has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The funding for the hall was generated through numerous local fund raising efforts, and continues to be used for community activities.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The hall is a monument to members of the local community involved in World War I and subsequent conflicts.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	8.2 cultural activities 8.3 organisations and societies 8.5 sport and recreation 8.6 commemorating significant events	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	There is insufficient information about memorial gardens in the region to determine the place's rarity.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	The garden has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	There is insufficient information about memorial gardens in the region to determine the place's representativeness.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The garden features ornamental plantings, statuary and memorials, and makes a positive contribution to the streetscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The garden has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The garden was created by the community to commemorate significant locals.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The garden is a monument to notable members of the local community, as well as those who served in conflict.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	8.6 commemorating significant events	

Criterion	Assessment	Threshold
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

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

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

Criterion	Assessment	Threshold
E – aesthetic	The church features generally restrained design with some gothic flourishes and makes a positives contribution to the streetscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The church has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The church has no known associational values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	8.1 worshipping and religious institutions	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The mill has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The mill has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The mill has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The mill has no known aesthetic values	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The mill has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The mill was established by the Girle family, one of the most prominent in the region.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.2 exploiting natural resources	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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-20 th century addition to the wider mill complex.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The mill has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The mill has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The mill has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The mill has no known aesthetic values	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The mill has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The mill was established by the Girle family, one of the most prominent in the region.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.2 exploiting natural resources	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

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

Criterion	Assessment	Threshold
A – historical	The petrol station has no known historical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The petrol station has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The petrol station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The petrol station has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The petrol station has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	The petrol station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The petrol station has no known social values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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 20 th century South Western Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The silos have recently been painted with a mural of a rural scene as a part of the Australian silo art trail. Rising up from the otherwise flat Yelarbon landscape, the painted silos have a landmark quality, and the design symbolises key elements of local life, including the importance of primary industries and the historical significance of the railway which led to the town's founding.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The design of the painted silos was developed through consultation with the community, and are likely to be of local social value.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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 (B2G-19-H08, B2G-19-H09), but there is insufficient information available to confirm this.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The trunk has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The trunk has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The trunk has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The trunk has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The trunk has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The trunk may be of significance as a part of the local timber industry (B2G-19-H08, B2G-19-H09), but there is insufficient information available to confirm this.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.14 Significance assessment – Whetstone Siding (B2G-19-H13) (not further assessed within this technical assessment)

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

Criterion	Assessment	Threshold
F – creative/technical	The siding has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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 19 th and early 20 th century closer settlement, and the pastoral industry that has dominated the local economy.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The homestead complex has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to late-19 th century and early 20 th century domestic life and pastoralism to be preserved in and around the homestead complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The homestead complex has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The homestead complex has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The homestead complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The homestead complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The site appears to be a rare example of a mid-late colonial homestead with separate kitchen wing.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to mid-late 19 th century domestic life and pastoralism to be preserved in and around the homestead complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The houses are in poor condition and are unlikely to be good examples of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The homestead complex is visible from the road and has aesthetic value as a ruin.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The homestead complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The homestead complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No elements of the structure are known to be rare.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The structure has no known research value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The structure seems to be in poor condition and is not considered to be a good example of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The structure has no known aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	The structure has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The structure has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No elements of the sheds are known to be rare.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The sheds have no known research value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The sheds seem to be in poor condition and are unlikely to be good examples of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The sheds have no known aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The sheds have no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The sheds have no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The lookout has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The lookout has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The lookout has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The lookout offers a vista of the Commodore Mine and Millmerran Power Station to the east.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The lookout has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The lookout may be of social significance to locals, tourists and coal mining enthusiasts.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.9 valuing and appreciating the environment and landscapes	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.20 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	There is insufficient information about timber girder bridges on the QR network to determine its rarity.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The bridge has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	There is insufficient information about timber girder bridges on the QR network to determine the bridge's representativeness.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The bridge has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	The bridge has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The bridge has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.21 Significance assessment – Yandilla Station (B2G-19-H21)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20 th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The remaining elements of the station have no aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.22 Significance assessment – Protest Public Art (B2G-19-H22)

Criterion	Assessment	Threshold
A – historical	The art is important as a local response to Inland Rail, an infrastructure project of national significance, and part of the ongoing evolution of Queensland's rail network. In mounting an objection to the Project, the installation references the historic 2011 Queensland floods, which saw the majority of the state declared a disaster zone. The artwork has been chosen as one of the key symbols by protest groups across the Condamine River floodplain.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	While the art is unique, it does not demonstrate rare, uncommon, or endangered aspects of Queensland's cultural heritage.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The installation is a recent construction, and is unlikely to yield information that will contribute to an understanding of Queensland's history.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The installation does not demonstrate the principal characteristics of a particular class of cultural places.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The installation is of some aesthetic value as a prominent landmark on the flat floodplains of the Condamine River, and for providing a symbolic representation of the Inland Rail project, and community opposition. However, these aesthetic values are not considered to meet State or local thresholds of significance, particularly given the installation's deteriorated condition.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	Further assessment is required to determine the creative value of the installation. The artist/s is/are currently unknown.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The installation was created by local protestors, and reflects 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The public art has no known special association with a particular person, group or organisation of importance in Queensland's history	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.8 protecting and conserving the environment 5.3 using rail	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.23 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	There is insufficient information about timber girder bridges on the QR network to determine its rarity.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The bridge has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	There is insufficient information about timber girder bridges on the QR network to determine the bridge's representativeness.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
E – aesthetic	The bridge has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The bridge has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The bridge has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.24 Significance assessment – Pampas Station (B2G-19-H24)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20 th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The remaining elements of the station have no aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.25 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 World War II and subsequent conflicts, and as an example of the important role community played in identifying, funding and constructing local memorial and recreational facilities.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The building design is typical of mid-20 th century halls.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The hall has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The hall appears to retain many original features, such as sash windows, and is a good representation of type.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The hall has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The hall has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The hall was funded and built by the local community and continues to be used for community activities.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The hall is a monument to members of the local community involved in World War II and subsequent conflicts.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	8.2 cultural activities 8.3 organisations and societies 8.5 sport and recreation 8.6 commemorating significant events	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.26 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No elements of the sheds are known to be rare.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The sheds are in poor condition and are not considered to be good examples of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
E – aesthetic	The sheds have no known aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The sheds have no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The sheds have no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.27 **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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	There is insufficient information about timber girder bridges on the QR network to determine its rarity.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The bridge has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	There is insufficient information about timber girder bridges on the QR network to determine the bridge's representativeness.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The bridge has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The bridge has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The bridge has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.28 Significance assessment – Brookstead Station (B2G-19-H28)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20 th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The remaining elements of the station have no aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.29 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	The building is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The building is largely intact and is a good representation of an early 20 th century station building. However, this representativeness value is diminished by its relocation from the station complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The building is of some aesthetic value for its simple timber form and small decorative details.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	The building has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.3 using rail	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.30 Significance assessment – Cecilvale Station (B2G-19-H30)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20 th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The remaining elements of the station have no aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.31 Significance assessment – Yarranlea Station (B2G-19-H31)

Criterion	Assessment	Threshold
A – historical	The station is a part of the early 20 th century Millmerran Branch Line, but all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The remaining elements of the station have no aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.32 Significance assessment – Murlaggan Station (B2G-19-H32)

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

Criterion	Assessment	Threshold
F – creative/technical	The station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.33 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is good potential for archaeological remains related to mid-late-19 th century domestic life and pastoralism to be preserved in and around the homestead complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The homestead complex has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The homestead complex has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The homestead complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The homestead complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.34 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	There is insufficient information to determine the rarity of the site.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	There is insufficient information to determine the representativeness of the site.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The site has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The site has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The site has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.35 Significance assessment – Yelarbon Cemetery (B2G-21-H02)

Criterion	Assessment	Threshold
A – historical	The cemetery has no known historical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The cemetery has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The cemetery has potential to yield information that would contribute to an understanding of the history of the Yelarbon area.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The cemetery has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The cemetery has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	The cemetery has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The cemetery has a special association with the local community for social, cultural and spiritual reasons as the final resting place for deceased individuals.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The cemetery has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	1.4 family and marking the stages of life 6.3 developing urban services and amenities	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.36 Significance assessment – Avonlea homestead complex (B2G-21-H03)

Criterion	Assessment	Threshold
A – historical	The homestead complex, which includes a house and at least two outbuildings (likely sheds) is of historical significance as a part of late 19 th and early 20 th century closer settlement, and the pastoral industry that has dominated the local economy.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The homestead complex has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to late-19 th century and early 20 th century domestic life and pastoralism to be preserved in and around the homestead complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The homestead complex has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The homestead complex has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The homestead complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The homestead complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.37 Significance assessment – Multiple structures (B2G-21-H04)

Criterion	Assessment	Threshold
A – historical	The multiple structures appear to date to the post-war period, and have no known historical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The structures have no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The multiple structures have no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The structures have no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The structures have no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The structures have no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The structures have no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The structures have no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.38 Significance assessment – Brookstead Hotel (B2G-21-09)

Criterion	Assessment	Threshold
A – historical	The Brookstead Hotel is of local historical significance as a part of early 20 th century closer settlement and the development of railways and has been central to the development of Brookstead town since at least 1913.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The Brookstead Hotel has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The Brookstead Hotel has negligible archaeological research potential.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The Brookstead Hotel has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The Brookstead Hotel has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	The Brookstead Hotel has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The Brookstead Hotel is likely to have significance to the residents of Brookstead, which has serviced locals and visitors to the region for the duration of the town's history.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The residential houses and commercial buildings have no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	3.8 marketing, retailing and service industries 3.10 entertaining for profit 3.11 lodging people 3.12 catering for tourists 6.2 planning and forming settlements 6.3 developing urban services and amenities	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.39 Significance assessment – House and windmill complex (B2G-21-H10)

Criterion	Assessment	Threshold
A – historical	The house and windmill complex, which consists of a house and at least two other structures (likely sheds), is of historical significance as a part of late 19 th and early 20 th century closer settlement and the development of pastoral industry in the region.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house and windmill complex has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The house and windmill complex has potential to yield information that will contribute to an understanding of the development and operation of communication services in the late 19 th and early 20 th century.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house and windmill complex has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The house and windmill complex has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house and windmill complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house and windmill complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house and windmill complex has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	

Criterion	Assessment	Threshold
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.40 **Significance assessment – Shed (B2G-21-H12)**

Criterion	Assessment	Threshold
A – historical	The shed is of negligible historical significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The shed has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The shed has negligible archaeological research potential.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The shed has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The shed has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The shed has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The shed has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The shed has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Table 7.41 **Significance assessment – Green Hills Hotel complex (B2G-21-H13)**

Criterion	Assessment	Threshold
A – historical	The hotel complex, which includes an artefact scatter, cottage, house, grave(s) and yards, is of historical significance as a part of late 19 th and early 20 th century closer settlement, including the establishment of hotels.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The hotel complex has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to late-19 th and early 20 th century development of hotels, manufacturing, domestic life and pastoralism to be preserved in and around the structures and artefact scatter.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The hotel complex has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
E – aesthetic	The grave of Maria Tibbs has some aesthetic value as a lone burial, and for the craftsmanship of the headstone, which remains in good condition.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The hotel complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The grave of Maria Tibbs is of social value to the Pittsworth community, who regard her as one of the pioneers of closer settlement in the district.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The hotel complex has no known association with the life or work of a particular person, group or organisation of importance in the area's history.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	3.8 marketing, retailing and service industries 3.11 lodging people 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Table 7.42 Significance assessment – Fairvale homestead complex (B2G-21-H14)

Criterion	Assessment	Threshold
A – historical	The homestead complex, which includes a house and at least four sheds, is of historical significance as a part of late 19 th and early 20 th century closer settlement, and the pastoral industry that has dominated the local economy.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The homestead complex has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to late-19 th century and early 20 th century domestic life and pastoralism to be preserved in and around the homestead complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The homestead complex has no known representativeness values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The homestead complex has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The homestead complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The homestead complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	

Criterion	Assessment	Threshold
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> 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 various stages including: pre-construction activities and early works, construction works, commissioning and operations. A summary of Project activities that may occur through each Project stage is provided in Table 8.1.

Table 8.1 Summary of Project related activities

Stage	Infrastructure activity	Description of activities
Pre-construction activities and early works/construction works	Site preparation	Vegetation clearing
		Topsoil stripping
		Construction of temporary site compounds
		Construction of rail access roads
		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

Stage	Infrastructure activity	Description of activities
	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
Operations	Train operations	Train movement along rail
	Operational maintenance Rail works	Ongoing vehicle movement within rail corridor Minor maintenance works Bridge and culvert inspections Sleeper replacement Rail welding Rail grinding Ballast dropping Track tamping Major periodic maintenance

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 potential impacting process (Section 3.4). Of the 41 AOI assessed for this Project, 21 have been determined to be of heritage value. An assessment of the sensitivity of each of these 21 sites 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-H02	Gibinbell Shearing Complex	Local	2	Moderate
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-H11	Yelarbon Railway Complex	Local	2	Low
B2G-19-H14	Homestead Complex	Local	2	Moderate
B2G-19-H15	Homestead Complex	Local	4	Moderate
B2G-19-H18	Lookout	Local	2	Low
B2G-19-H22	Protest Public Art	Local	2	Moderate
B2G-19-H25	Pampas Memorial Hall	Local	4	Moderate
B2G-19-H29	Brookstead Station Building (relocated)	Local	4	Moderate
B2G-19-H33	Homestead Complex	Local	3	Moderate
B2G-21-H02	Yelarbon Cemetery	Local	2	Moderate
B2G-21-H03	Avonlea homestead complex	Local	2	Low
B2G-21-H09	Brookstead Hotel	Local	2	Low
B2G-21-H10	House and windmill complex	Local	2	Low

Site ID	Description	Significance ¹	Number of criteria met ²	Sensitivity ³
B2G-21-H13	Green Hills Hotel complex	Local	4	Moderate
B2G-21-H14	Fairvale homestead complex	Local	2	Low

Table notes:

- 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

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, as represented by the 'magnitude of change' (Section 3.4).

8.3.1 Direct impacts

Direct impacts to cultural heritage places or sites are most likely to occur during site preparation as a part of the construction works stage. 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-H02	Gibinbell shearing complex	Removal of shearing shed and associated yards, disturbance of archaeological deposits	Major
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	None. Footprint moved to avoid place.	None
B2G-19-H05	ANZAC Memorial Garden	None. Footprint moved to avoid place.	None
B2G-19-H06	Cancer charity tree	Removal of tree	Major
B2G-19-H09	Yelarbon Mill 2	Removal of mill	Major
B2G-19-H11	Yelarbon railway complex	Removal of remaining station elements (excluding silos)	Negligible
B2G-19-H22	Protest public art	Removal of installation	Major
B2G-19-H25	Pampas Memorial Hall	Removal of building	Major
B2G-21-H09	Brookstead Hotel	Inadvertent damage from machinery movement	Low
B2G-21-H10	House and windmill complex	Inadvertent damage from machinery movement, disturbance of archaeological deposits.	Low
B2G-21-H13	Green Hills Hotel complex	Disturbance of archaeological deposits, destruction of marked and unmarked graves, removal of structural remnants	Major

8.3.2 Indirect impacts

Indirect impacts may occur during any stage of the Project if construction or operation activities result in alteration of view, changes in hydrology that increase flood risk, 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. Construction may disrupt community events through noise or changes to access. Existing high probably for flooding. No predicted change to flood risk.	Medium
B2G-19-H05	ANZAC Memorial Garden	Dust and vibration from construction and operation may impact gardens. Nearby excavation may impact tree roots. Construction may disrupt community events through noise or changes to access. Existing high probably for flooding. No predicted change to flood risk.	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. Church appears derelict, and thus works are unlikely to disrupt community use. Existing high probably for flooding. Slight predicted increase in flood level (<0.01 m) and length of inundation (<1 hour). However, water will not enter the building and no additional impact is anticipated.	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. Existing high probably for flooding. Slight predicted increase in flood level and length of inundation, but no additional impact anticipated.	Negligible
B2G-19-H11	Yelarbon railway complex	Damage to silo art through dust or accidental collision. Existing high probably for flooding. Slight predicted increase in flood level (<0.01 m) and length of inundation (<1 hour) at silos, but no additional impact anticipated.	Low
B2G-19-H14	Homestead complex	Dust and vibration from construction and operation may accelerate dilapidation of any remaining structures. Existing high probably for flooding. Slight predicted increase length of inundation (<2 hours), but water will not enter the building and no additional impact anticipated.	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. Existing high probability for flooding. Predicted increases in flood level (<0.5 m), length of inundation (<3 hours) and velocity (<0.8 m/s). Increased flood risk, especially changing velocity, may damage fragile building foundations, causing additional heritage impact.	Medium
B2G-19-H18	Lookout	View may be altered. However, since the current view is of an industrial site, little substantive change is anticipated. No probability for flooding. No predicted change to flood risk and no impact anticipated.	Low
B2G-19-H29	Brookstead Station building (relocated)	Dust from construction and operation may accelerate dilapidation. No probability for flooding. No predicted change to flood risk and no impact anticipated.	Low
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-21-H02	Yelarbon Cemetery	Dust and vibration from construction and operation may accelerate dilapidation. Construction may disrupt community events through noise or changes to access. Existing low probability for flooding. Predicted slight increase in flood level (<0.2 m), and length of inundation (10 hours). Increased flooding risk, particularly length of inundation, has potential to cause community distress by hindering access to the cemetery. Additional damage to heritage fabric unlikely.	Low
B2G-21-H03	Avonlea homestead complex	Dust and vibration from construction and operation may accelerate dilapidation. No probability for flooding. No predicted change to flood risk and no impact anticipated.	Medium
B2G-21-H09	Brookstead Hotel	Dust and vibration from construction and operation may accelerate dilapidation. No probability for flooding. No predicted change to flood risk and no impact anticipated.	Medium
B2G-21-H10	House and windmill complex	Dust and vibration from construction and operation may accelerate dilapidation. No probability for flooding. No predicted change to flood risk and no impact anticipated.	Medium
B2G-21-H13	Green Hills Hotel complex	Dust and vibration from construction and operation may accelerate dilapidation. No probability for flooding. No predicted change to flood risk and no impact anticipated.	Medium
B2G-21-H14	Fairvale homestead complex	Dust and vibration from construction and operation may accelerate dilapidation.	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 revised reference design

Development of the revised 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 revised reference design as appropriate and where possible.

Mitigation measures and controls that have been factored into the design, or otherwise implemented while updating the reference design 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, which included consideration of all heritage places known at the time
- 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 the Project's potential impacts, mitigation measures have been developed for implementation in future stages of Project delivery. These proposed mitigation measures have been identified to address Project specific issues and potential 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

Stage	Mitigation and management measures
Detailed design	Design to avoid or minimise direct impacts to identified sites/items of Indigenous and non-Indigenous heritage significance where practicable. If sites/items cannot be avoided, appropriate mitigations to be put in place (see Table 9.2 below for further details).
	Undertake initial consultation with relevant heritage asset owners about the Project alignment and proposed activities including level of risk to the identified heritage and, if relevant, develop site-specific management measures with the asset owner/ government agency.
	Design will respond to the outcomes of additional heritage surveys undertaken through the detailed design stage to avoid or minimise direct impacts to identified items/sites of historic and natural heritage significance where practicable.
	All heritage assessments and development of mitigations are to be completed by suitably qualified professionals, in consultation with stakeholders as required.

Stage	Mitigation and management measures
	<p>Areas of rail heritage potential which have not been previously assessed are to be surveyed during the detailed design stage. Surveys are to:</p> <ul style="list-style-type: none"> ■ Identify and document any heritage values ■ Inform the development of specific management measures. As required, these may include: <ul style="list-style-type: none"> – Archival recording – Archaeological investigation.
	<p>Areas of rail heritage potential which have not been previously assessed are to be surveyed during the detailed design stage. Surveys are to:</p> <ul style="list-style-type: none"> ■ Identify and document any heritage values ■ Inform the development of specific management measures. As required, these may include: <ul style="list-style-type: none"> – Archival recording – Archaeological investigation.
	<p>A Heritage Management Plan will be developed during detailed design as a component of the Construction Environmental Management Plan (CEMP) and will detail mitigation and management measures to be implemented during construction in relation to cultural heritage. The Heritage Management Plan will relate to all heritage aspects of importance to all stakeholders. It will include:</p> <ul style="list-style-type: none"> ■ Requirements for: <ul style="list-style-type: none"> – 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 (Table 8.3): <ul style="list-style-type: none"> – Gibinbell shearing complex (B2G-19-H02) – Cancer charity tree (B2G-19-H06) – Yelarbon Mill 2 (B2G-19-H09) – Protest public art (B2G-19-H22) – Pampas Memorial Hall (B2G-19-H25) – Green Hills Hotel complex (B2G-21-H13). ■ 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. <p>Any other requirements necessary to comply with conditions of approval, subsequent approvals or regulatory requirements.</p>
	<p>Modelling for ground-borne vibration will be updated to determine areas in which vibratory roller operation or other activities may result in exceedance of the structural damage vibration criteria in <i>DIN 4150.3:1999 Structural vibration – Effects of vibration on structures</i> (Deutsches Institut für Normung, 1999), and recommended in the Department of Transport and Main Roads <i>Transport Noise Management Code of Practice: Volume 2—Construction Noise and Vibration</i> (2023). Where these areas of exceedance extend beyond the current 50 m impact assessment area, additional heritage desktop review, survey and assessment will be completed pre-construction to determine if any further heritage places are at risk of impact.</p>

Stage	Mitigation and management measures
	<p>Building condition/dilapidation surveys will be undertaken at heritage buildings where the structural damage vibration criteria may be exceeded. Surveys will occur before and after undertaking construction works stage vibration generating works, with the potential for monitoring during the construction activities as per noise and vibration plans.</p> <p>These places are to be confirmed following the completion of detailed design, updated vibration modelling, and any necessary additional heritage assessments, but are expected to include:</p> <ul style="list-style-type: none"> ■ B2G-19-H04 Yelarbon & District Soldiers Memorial Hall ■ B2G-19-H05 ANZAC Memorial Garden ■ B2G-19-H07 Church (former) ■ B2G-19-H08 Yelarbon Mill 1 ■ B2G-19-H11 Yelarbon Railway Complex (silos only) ■ B2G-19-H14 Homestead complex ■ B2G-19-H15 Homestead ■ B2G-19-H22 Protest public art ■ B2G-19-H33 Homestead complex ■ B2G-21-H03 Avonlea homestead complex ■ B2G-21-H09 Brookstead Hotel ■ B2G-21-H10 House and windmill complex ■ B2G-21-H13 Green Hills Hotel complex ■ B2G-21-H14 Fairvale homestead complex. <p>Condition/dilapidation surveys will be undertaken at heritage places which may be subject to increased flood risk due to Project works following detailed design. If necessary, additional mitigations to be put in place as outlined below.</p> <p>These places are to be confirmed following the completion of the detailed design stage, updated modelling, and any necessary additional heritage assessments, but likely to include:</p> <ul style="list-style-type: none"> ■ B2G-19-H15 Homestead ■ B2G-21-H02 Yelarbon Cemetery. <p>If impacts cannot be avoided, the following pre-construction measures will be implemented:</p> <ul style="list-style-type: none"> ■ Archival recording <ul style="list-style-type: none"> – Undertake archival photographic recording in accordance with DEHP (2013b) <i>Guideline: Archival Recording of Heritage Places</i> – Copies of archival records to be lodged with the John Oxley Library, and local libraries or historical societies as appropriate. ■ Relocation <ul style="list-style-type: none"> – Relocation of heritage items is generally undesirable, as setting forms an intrinsic part of heritage value (ICOMOS (Australia), 2013) <p>However, if impacts cannot be managed in any other way, it may be appropriate to relocate buildings or items of moveable heritage to another location, such as a local historical society. The approach for any such requirements will be defined in the Heritage Management Plan.</p>
	<p>Undertake archaeological survey of directly impacted heritage sites with archaeological potential to map elements and identify areas of possible subsurface deposit. These sites are identified in Table 8.3 and are:</p> <ul style="list-style-type: none"> ■ Gibinbell shearing complex B2G-19-H02 ■ House and windmill complex B2G-21-H10 ■ Green Hills Hotel complex B2G-21-H13. <p>If warranted by results of archaeological survey, and if impacts cannot otherwise be avoided, the following pre-construction measures may be implemented by suitably qualified historical archaeologists:</p> <ul style="list-style-type: none"> ■ Archaeological surface collection <ul style="list-style-type: none"> – Collect archaeological artefacts on the ground surface – Depending on nature of site may be undertaken in conjunction with, or in place of, excavation.

Stage	Mitigation and management measures
	<ul style="list-style-type: none"> ■ Archaeological excavation <ul style="list-style-type: none"> – Stage 1 – test excavation to confirm subsurface deposit – Stage 2 – salvage excavation of subsurface deposits (if required) – Stage 3 – prepare and finalise post excavation report and analysis, and recommend any further management measures (if required). <p>A heritage interpretation plan to be prepared through the detailed design stage to promote the heritage values of the Project footprint. This plan should consider:</p> <ul style="list-style-type: none"> ■ Kurumbul Station (B2G-19-H01) ■ Gibinbell Siding (B2G-19-H03) ■ Whetstone siding (B2G-19-H13) (not further assessed within this technical assessment) ■ Yandilla Station (B2G-19-H21) ■ Pampas Station (B2G-19-H24) ■ Brookstead Station (B2G-19-H28) ■ Cecilvale Station (B2G-19-H30) ■ Yarranlea Station (B2G-19-H31) ■ Murlaggan Station (B2G-19-H32) ■ Green Hills Hotel complex (B2G-21-H13). <p>Clearing extents/site boundary/limit of works are consistent with the detailed design requirements and marked with flagging or marking tape, signage or other suitable means to delineate no go areas.</p> <p>Clearing extents are limited to that required to construct the works</p>
Pre-construction activities and early works and construction works and commissioning	<p>The construction methodology will be tailored to limit vibration impacts to heritage listed structures where possible (see construction works and commissioning for further detail).</p> <p>Construction planning will avoid directly impacting identified sites/items of heritage significance where practicable. If items/sites cannot be avoided, appropriate mitigations to be put in place.</p> <p>Construction planning will avoid vibration or other indirect impacts on identified sites/items of heritage significance where practicable. If items/sites cannot be avoided, appropriate mitigations to be put in place.</p> <p>Construction planning will avoid disruption to commemorative and other community activities wherever possible. This includes ANZAC Day or Remembrance Day events at the Yelarbon & District Soldiers Memorial Hall (B2G-19-H04) and gardens (B2G-19-H05), and to funerals at the Yelarbon Cemetery (B2G-21-H02).</p> <p>If impacts cannot be avoided, consultation with the relevant heritage asset owner/government agency will be undertaken to identify and implement appropriate mitigation measures prior to vibration generating activities commencing. The measures are to be included in the CEMP.</p> <p>Where impacts can be avoided to known heritage places, appropriate precautionary measures, such as informing relevant staff and contractors of the nature and location of the items and need to avoid impacts, detailing location on site maps.</p> <p>All heritage assessments and mitigations are to be completed by suitably qualified professionals, in consultation with Aboriginal or other stakeholders as required.</p> <p>The construction methodology will be tailored to limit vibration impacts to heritage-listed structures. Where possible vibration at heritage places to be kept below 2.5 millimetres per second (mm/s) in accordance with <i>DIN 4150-3:1999 Structural vibration – Effects of vibration on structures</i> (Deutsches Institut für Normung, 1999).</p> <p>Vibration will be monitored at places where exceedances of 2.5 mm/s are possible.</p>

Stage	Mitigation and management measures
	<p>Where vibration exceedances occur, the construction methodology will be modified, where possible, to reduce impact, such as:</p> <ul style="list-style-type: none"> ■ 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 ■ Appropriately sized plant and equipment will be selected for each construction task, such as vibratory compactors and rock excavation equipment. <p>Any damage to heritage structures will be repaired in a way that conserves the heritage values of the place (Burra Charter Article 1.4).</p> <p>Depending on the outcome of archaeological assessments undertaken during pre-construction, ground breaking activities may be subject to archaeological monitoring by a suitably qualified person.</p> <p>Temporary protective barricading will be installed around heritage places or artefacts located within 20 m of the Project footprint and are to be retained. These areas are to be established as No-Go Zones and mapped on all project plans. Temporary protective barricading must include high visibility ground markers visible to personnel on foot and operating vehicles and machinery.</p> <p>In the case of unexpected archaeological finds anywhere in the Project, the protocol included in the Heritage Management Plan is to be followed.</p> <p>Any responses to chance finds will only be undertaken by archaeologists qualified and experienced in the relevant discipline.</p> <p>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 Heritage Management Plan processes for the notification and management of human remains will be instigated.</p> <p>Works will not be performed on potential heritage items without required approvals and appropriate management plans in place.</p> <p>A finalisation process will be initiated, including:</p> <ul style="list-style-type: none"> ■ An end of project heritage audit ■ The removal of any heritage exclusion zoning fencing, ensuring that on ground conditions remain the same as when fenced.
Operations	<p>Maintain a register of all known cultural heritage sites within the railway corridor and where applicable directly adjacent. Establish protocols as part of the existing management systems to ensure that works within proximity to these sensitive receptors have the relevant internal approvals and mitigation measures in place. For example:</p> <ul style="list-style-type: none"> ■ 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 relevant to the site (EIS Chapter 16: Noise and Vibration) ■ If impacts cannot be avoided, the following measures may be implemented: <ul style="list-style-type: none"> – Archival recording – Relocation – Archaeological monitoring – Repair. <p>Limiting additional disturbance where possible.</p>

Stage	Mitigation and management measures
	Conducting heritage assessments where necessary for new work.
	Potential for vibration impacts to heritage sites will be assessed before maintenance activities are undertaken.
	Pre- and post-condition structural surveys will be undertaken for all heritage buildings and structures where maintenance activities may result in exceedance of the structural damage vibration criteria in <i>DIN 4150.3:1999 Structural vibration – Effects of vibration on structures</i> (Deutsches Institut für Normung, 1999) and recommended in the Department of Transport and Main Roads <i>Transport Noise Management Code of Practice: Volume 2—Construction Noise and Vibration</i> (2023). This is likely to be all heritage structures within 50 m of the works, but exact distances will be determined by the final vibration modelling.

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

Table 9.2 Proposed management and mitigation measures for each heritage place

Site ID	Description	Listings	Management and mitigation measures
B2G-19-H01	Kurumbul Station	None	<ul style="list-style-type: none"> Recommended for inclusion in heritage interpretation plan to be developed during detailed design.
B2G-19-H02	Gibinbell shearing complex	None	<ul style="list-style-type: none"> Avoid site, if possible Archival recording of built elements Manage indirect impacts in accordance with measures in Table 9.1. <p>If avoidance is not possible:</p> <ul style="list-style-type: none"> Archaeological survey to identify extent of shed, yards and any additional features If warranted by Depending on results of survey, conduct archaeological monitoring or excavation.
B2G-19-H03	Gibinbell Siding	None	<ul style="list-style-type: none"> Recommended for inclusion in heritage interpretation plan to be developed during detailed design.
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	GRC LHR	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1 Where possible, plan works to avoid disruption to community events, particularly ANZAC Day or Remembrance Day Commemorations.
B2G-19-H05	ANZAC Memorial Garden	None	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1 Where possible, plan works to avoid disruption to community events, particularly ANZAC Day or Remembrance Day Commemorations.
B2G-19-H06	Cancer charity tree	None	<ul style="list-style-type: none"> Avoid site, if possible <p>If avoidance of site is not possible:</p> <ul style="list-style-type: none"> Consider relocation of tree and plaque within Yelarbon Consult with local community regarding suitable location.
B2G-19-H07	Church (former)	None	<ul style="list-style-type: none"> Archival recording of built elements Manage indirect impacts in accordance with measures in Table 9.1. <p>If indirect impacts cannot be appropriately managed:</p> <ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1. <p>If indirect impacts cannot be appropriately managed:</p> <ul style="list-style-type: none"> Archival recording of built elements.

Site ID	Description	Listings	Management and mitigation measures
B2G-19-H09	Yelarbon Mill 2	None	<ul style="list-style-type: none"> ■ Avoid site, if possible <p>If avoidance of site is not possible:</p> <ul style="list-style-type: none"> ■ Archival recording of built elements.
B2G-19-H10	Petrol Station	None	<ul style="list-style-type: none"> ■ None
B2G-19-H11	Yelarbon Railway complex	None	<ul style="list-style-type: none"> ■ Avoid damage to silo art ■ Manage indirect impacts in accordance with measures in Table 9.1.
B2G-19-H13	Whetstone siding (not further assessed within this technical assessment)	None	<ul style="list-style-type: none"> ■ Recommended for inclusion in heritage interpretation plan to be developed during detailed design.
B2G-19-H14	Homestead complex	None	<ul style="list-style-type: none"> ■ Manage indirect impacts in accordance with measures in Table 9.1. <p>If indirect impacts cannot be appropriately managed:</p> <ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Archival recording of built elements ■ Manage indirect impacts in accordance with measures in Table 9.1. <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> ■ Archaeological survey to identify extent of heritage features ■ If warranted by results of survey, conduct archaeological monitoring or excavation
B2G-19-H18	Lookout	None	<ul style="list-style-type: none"> ■ Archival recording of current view.
B2G-19-H21	Yandilla Station	None	<ul style="list-style-type: none"> ■ Recommended for inclusion in heritage interpretation plan to be developed during detailed design.
B2G-19-H22	Protest public art	None	<ul style="list-style-type: none"> ■ Avoid site and preserve <i>in situ</i> <p>If preservation of site is not possible, ARTC to consider:</p> <ul style="list-style-type: none"> ■ Relocation and use in interpretative information on Inland Rail and the Project ■ Donation to heritage or 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.
B2G-19-H24	Pampas Station	None	<ul style="list-style-type: none"> ■ Recommended for inclusion in heritage interpretation plan to be developed during detailed design.
B2G-19-H25	Pampas Memorial Hall	None	<ul style="list-style-type: none"> ■ Avoid site, if possible. <p>If avoidance of site is not possible:</p> <ul style="list-style-type: none"> ■ Archival recording of the built element ■ Consider relocation of building to appropriate location in Pampas ■ Consult with local community regarding suitable location.
B2G-19-H28	Brookstead Station	CHIMS	<ul style="list-style-type: none"> ■ Recommended for inclusion heritage interpretation plan to be developed during detailed design
B2G-19-H29	Brookstead Station building (relocated)	CHIMS	<ul style="list-style-type: none"> ■ Manage indirect impacts in accordance with measures in Table 9.1. <p>If indirect impacts cannot be appropriately managed:</p> <ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Recommended for inclusion in heritage interpretation plan to be developed during detailed design.
B2G-19-H31	Yarranlea Station	None	<ul style="list-style-type: none"> ■ Recommended for inclusion in heritage interpretation plan to be developed during detailed design.

Site ID	Description	Listings	Management and mitigation measures
B2G-19-H32	Murlaggan Station	None	<ul style="list-style-type: none"> Recommended for inclusion in heritage interpretation plan to be developed during detailed design.
B2G-19-H33	Homestead complex	None	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1. <p>If indirect impacts cannot be appropriately managed:</p> <ul style="list-style-type: none"> Archival recording of built elements Consider relocation of dwelling to a residential area with heritage or character protection provisions. <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> Archaeological survey to identify extent of heritage features If warranted by results of survey, conduct archaeological monitoring or excavation
B2G-21-H02	Yelarbon Cemetery	None	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1 Where possible, plan works to avoid disruption to funereal or commemorative events.
B2G-21-H03	Avonlea homestead complex	None	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1.
B2G-21-H04	Multiple structures	None	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1.
B2G-21-H09	Brookstead Hotel	None	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1.
B2G-21-H10	House and windmill complex	None	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1.
B2G-21-H13	Green Hills Hotel complex	None	<ul style="list-style-type: none"> Avoid site, if possible Manage indirect impacts in accordance with management measures in Table 9.1. <p>If avoidance is not possible:</p> <ul style="list-style-type: none"> Archaeological survey of the portion of the site situated within the Project footprint (including a 20 m buffer) to identify additional significant features or deposits Notification to DESI if archaeology of potential State significance is uncovered If warranted by results of survey, conduct archaeological monitoring or excavation Ground-penetrating radar survey of the area within 20 m of the Maria Tibbs grave to identify potential unmarked grave locations Archaeological test excavation to confirm the location of potential unmarked graves identified by ground-penetrating radar Grave of Maria Tibbs and any unmarked burials to be archaeologically excavated and relocated to appropriate location: <ul style="list-style-type: none"> In the absence of living family, the local community should be consulted regarding this process Preliminary discussions with History Pittsworth have identified the Pittsworth cemetery as the preferred location for reinterment Reinterment on public land provides the greatest opportunity for interpretation and enhancement of local history values, and presents best heritage outcome Toowoomba Regional Council to be consulted regarding legal or other requirements. Heritage interpretation to be developed for the reinterment site and a suitable, publicly accessible location near the Green Hills Hotel.
B2G-21-H14	Fairvale homestead complex	None	<ul style="list-style-type: none"> Manage indirect impacts in accordance with measures in Table 9.1.

10 Impact assessment summary

The significance of initial (development of the revised reference design 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) (Section 3.4).

Table 10.1 Initial and residual impact significance assessment

Site ID	Description	Sensitivity	Initial significance of impact ¹		Residual significance of impact ²	
			Magnitude	Significance	Magnitude	Significance
B2G-19-H02	Gibinbell Shearing complex	Moderate	Major	Moderate	Low	Slight
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	Moderate	Low	Slight	Negligible	Neutral
B2G-19-H05	ANZAC Memorial Garden	Moderate	Low	Slight	Negligible	Neutral
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-H11	Yelarbon Railway complex	Low (silos)	Low	Slight	Negligible	Neutral
B2G-19-H14	Homestead complex	Moderate	Medium	Moderate	Low	Slight
B2G-19-H15	Homestead complex	Moderate	Medium	Moderate	Low	Slight
B2G-19-H18	Lookout	Low	Low	Slight	Negligible	Neutral
B2G-19-H22	Protest public art	Moderate	Major	Moderate	Medium	Slight
B2G-19-H25	Pampas Memorial Hall	Moderate	Major	Moderate	Low	Slight
B2G-19-H29	Brookstead Station building (relocated)	Moderate	Low	Slight	Negligible	Slight
B2G-19-H33	Homestead complex	Moderate	Medium	Moderate	Low	Slight
B2G-21-H02	Yelarbon Cemetery	Moderate	Low	Slight	Negligible	Neutral
B2G-21-H03	Avonlea homestead complex	Low	Medium	Slight	Negligible	Neutral
B2G-21-H09	Brookstead Hotel	Low	Medium	Slight	Negligible	Neutral
B2G-21-H10	House and windmill complex	Low	Medium	Slight	Negligible	Neutral
B2G-21-H13	Green Hills Hotel complex	Moderate	Major	Moderate	Medium	Moderate
B2G-21-H14	Fairvale homestead complex	Low	Medium	Slight	Negligible	Neutral

Table notes:

- 1 Includes implementation of revised reference design 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

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* (Qld) that are in the public domain as being planned, constructed or operated at the time of the assessment 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
 - 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/Queensland 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
 - The probability, duration, and magnitude/intensity of the impacts have been considered as well as the sensitivity 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 nine 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 29 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	2024 to 2028
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.	2024 to 2028

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: <ul style="list-style-type: none"> Development and implementation of a Heritage Management 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: <ul style="list-style-type: none"> Development and implementation of a Heritage Management 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 41 areas of high cultural heritage potential within the impact assessment area (one of which is now outside of the Project). An assessment of heritage significance undertaken for each site, finding that 21 are of local heritage significance (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) (Table 12.1). The assessment found that, with appropriate measures, Project impacts would be reduced to moderate for one heritage place (B2G-21-H13), 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-H02	Gibinbell Shearing complex	Local	Moderate	Slight
B2G-19-H04	Yelarbon & District Soldiers Memorial Hall	Local	Slight	Neutral
B2G-19-H05	ANZAC Memorial Garden	Local	Slight	Neutral
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-H11	Yelarbon Railway complex	Local (silos only)	Slight	Neutral
B2G-19-H14	Homestead complex	Local	Moderate	Slight
B2G-19-H15	Homestead complex	Local	Moderate	Slight
B2G-19-H18	Lookout	Local	Slight	Neutral
B2G-19-H22	Protest public art	Local	Moderate	Slight
B2G-19-H25	Pampas Memorial Hall	Local	Moderate	Slight
B2G-19-H29	Brookstead Station building (relocated)	Local	Slight	Slight
B2G-19-H33	Homestead complex	Local	Moderate	Slight
B2G-21-H2	Yelarbon Cemetery	Local	Slight	Neutral
B2G-21-H3	Avonlea homestead complex	Local	Slight	Neutral
B2G-21-H9	Brookstead Hotel	Local	Slight	Neutral
B2G-21-H10	House and windmill complex	Local	Slight	Neutral
B2G-21-H13	Green Hills Hotel complex	Local	Moderate	Moderate
B2G-21-H14	Fairvale homestead complex	Local	Slight	Neutral

13 References

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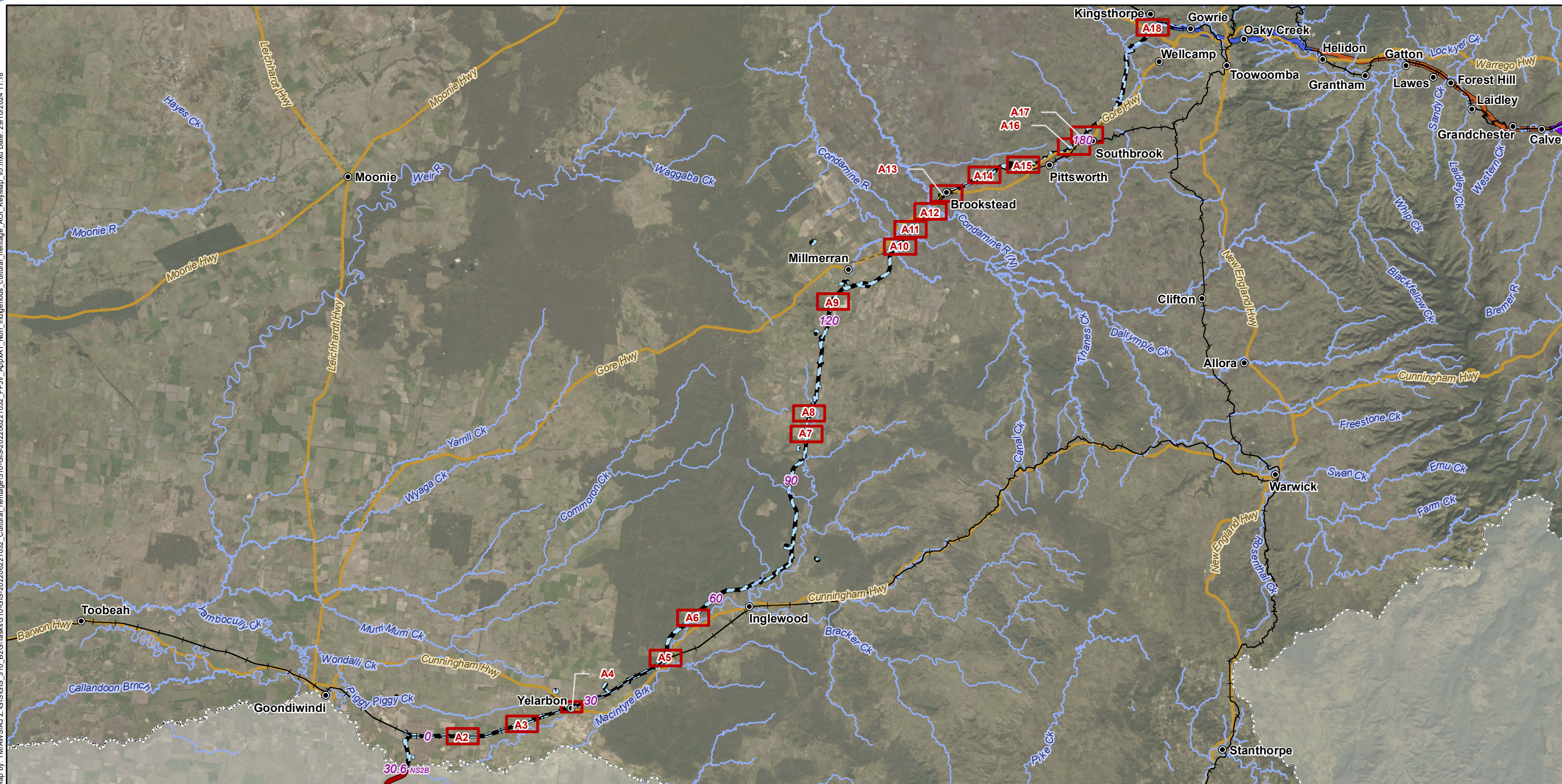
APPENDIX Z

Non-Indigenous Cultural Heritage Survey Report

Appendix A Mapping

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

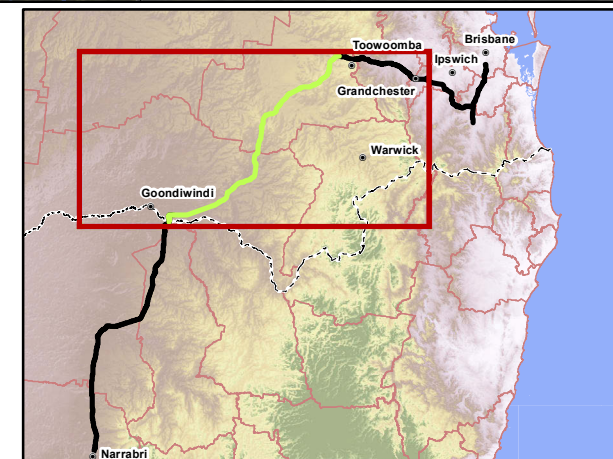
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Legend

- 5 Chainage (km)
- Localities
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- North Star to NSW/QLD border alignment
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Watercourses

- NSW/QLD border
- Cultural heritage impact assessment area



A3 scale: 1:750,000

0 5 10 15 20 25 km



Issue date: 29/10/2024 Version: 5
Coordinate System: GDA 1994 MGA Zone 56

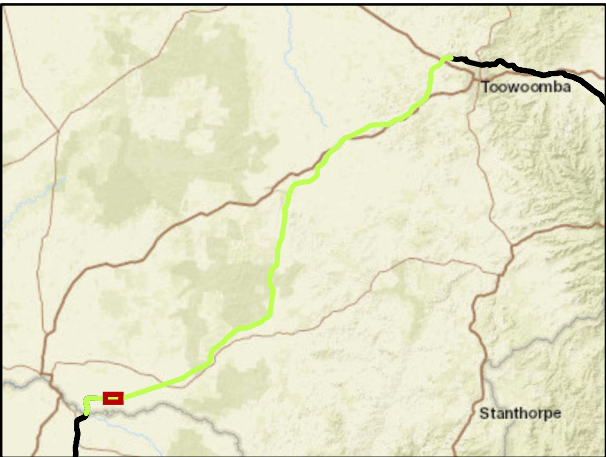
Border to Gowrie Appendix A1: Overview Non-Indigenous cultural heritage areas of interest

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Legend

- | | |
|-----------------------------|---|
| 5 Chainage (km) | Cultural heritage impact assessment area |
| Localities | Non-Indigenous cultural heritage area of interest |
| Border to Gowrie alignment | Impact assessment area |
| Existing rail (operational) | Temporary footprint |



A3 scale: 1:15,000
0 100 200 300 400 500m



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Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix A2:

Non-Indigenous cultural heritage areas of interest

Map by: TM\AWSIAJ Z:\GIS\GIS_310_B2G\Tasks\310-GIS-20220621\032_Cultural_heritage\310-GIS-20220621\032_FF_V_Appx\2_Non_Indigenous_cultural_heritage_AOI_v6.mxd Date: 29/10/2024 11:17



Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- Existing rail (operational)
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Impact assessment area**
- Temporary footprint



A3 scale: 1:15,000
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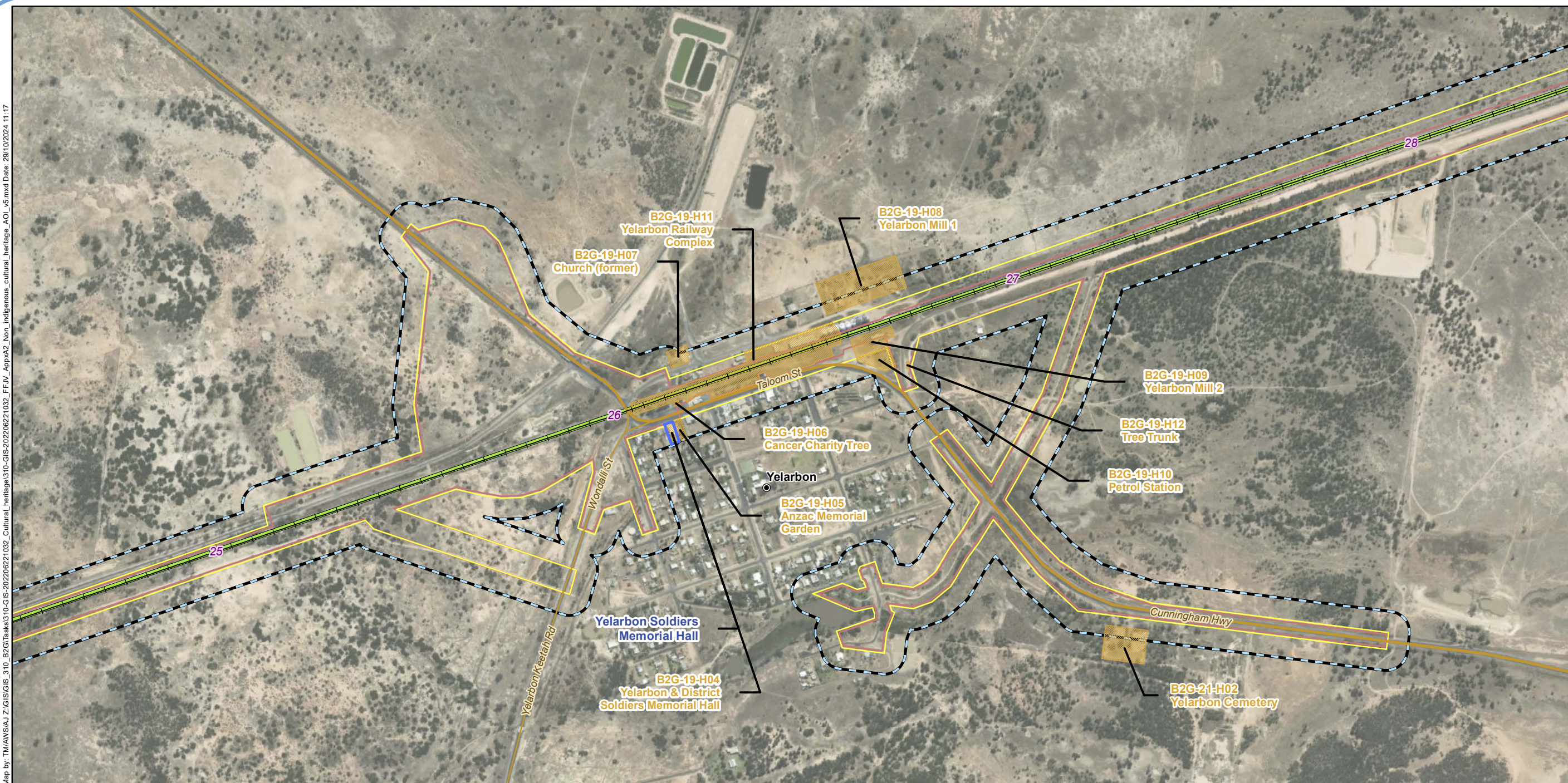


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Border to Gowrie Appendix A3:

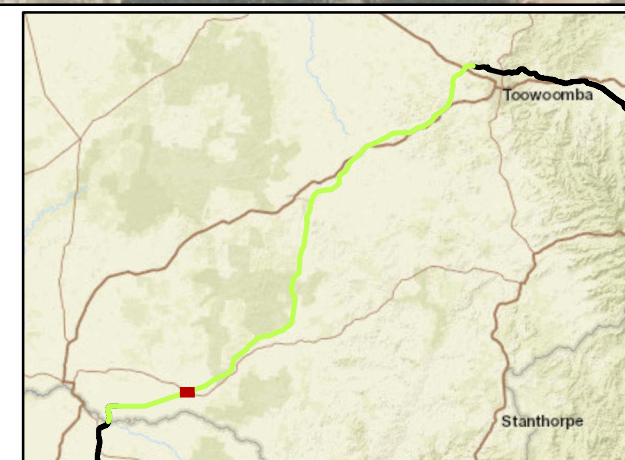
Non-Indigenous cultural heritage areas of interest

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Legend

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| 5 Chainage (km) | Cultural heritage impact assessment area |
| Localities | Non-Indigenous cultural heritage area of interest |
| Border to Gowrie alignment | Local heritage register place - Goondiwindi Regional Council |
| Existing rail (operational) | Impact assessment area |
| Major roads | Temporary footprint |
| Minor roads | |



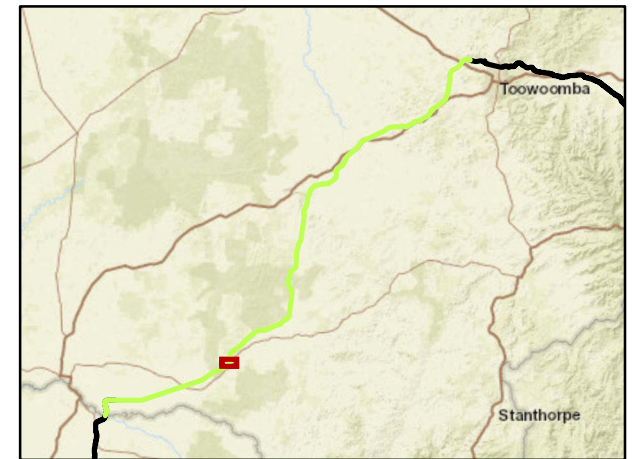
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Legend

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|-----------------------------|---|
| 5 Chainage (km) | Cultural heritage impact assessment area |
| Border to Gowrie alignment | Non-Indigenous cultural heritage area of interest |
| Existing rail (operational) | Impact assessment area |
| Major roads | Temporary footprint |
| Watercourses | |

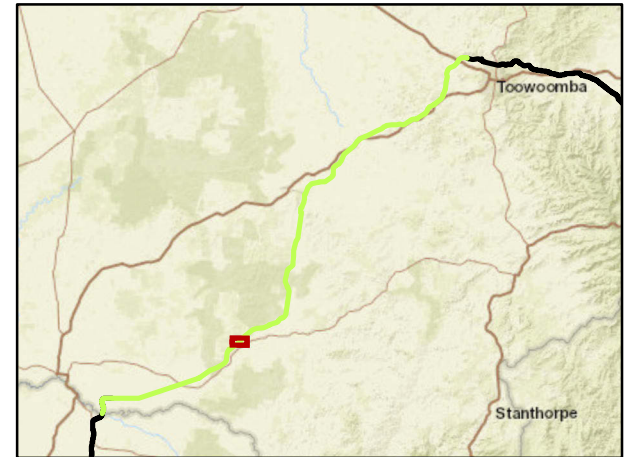


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Legend

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| Chainage (km) | Cultural heritage impact assessment area |
| Border to Gowrie alignment | Non-Indigenous cultural heritage area of interest |
| Major roads | Impact assessment area |
| Watercourses | Temporary footprint |

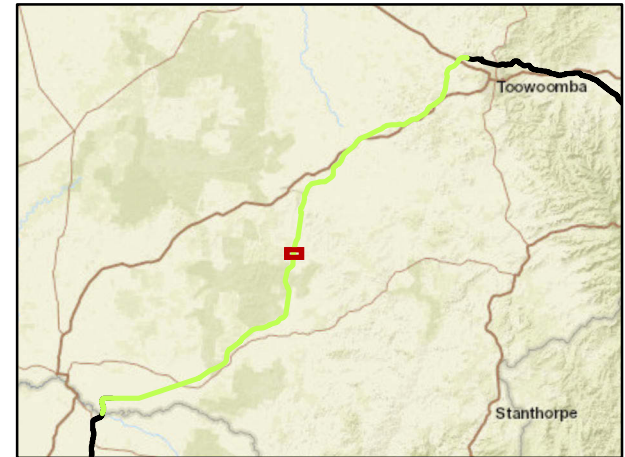


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Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- Minor roads
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Impact assessment area**
- Temporary footprint



A3 scale: 1:15,000
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Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- Minor roads
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Impact assessment area**
- Temporary footprint



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

Border to Gowrie
Appendix A8:

Non-Indigenous cultural heritage areas of interest

Map by: TM\AWSIAJ Z:\GIS\GIS_310_B2G\Tasks\310-GIS-20220621\032_Cultural_heritage\310-GIS-20220621\032_FF_V_Appx\2_Non_Indigenous_cultural_heritage_AOI_v6.mxd Date: 29/10/2024 11:17



Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- Minor roads
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Impact assessment area**
- Temporary footprint



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

Border to Gowrie
Appendix A9:

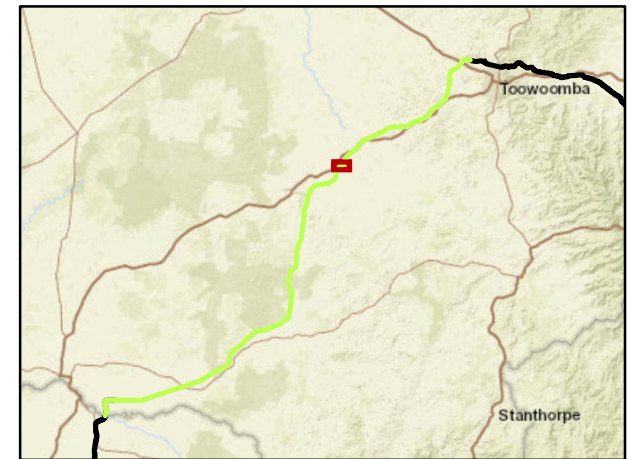
Non-Indigenous cultural heritage areas of interest

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Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Impact assessment area**
- Temporary footprint



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

Border to Gowrie
Appendix A10:

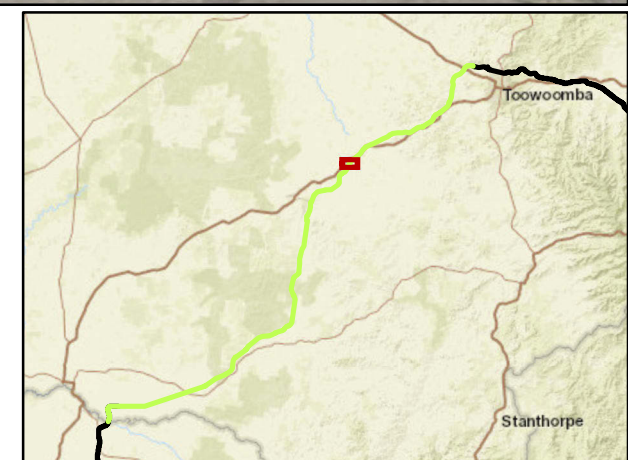
Non-Indigenous cultural heritage areas of interest

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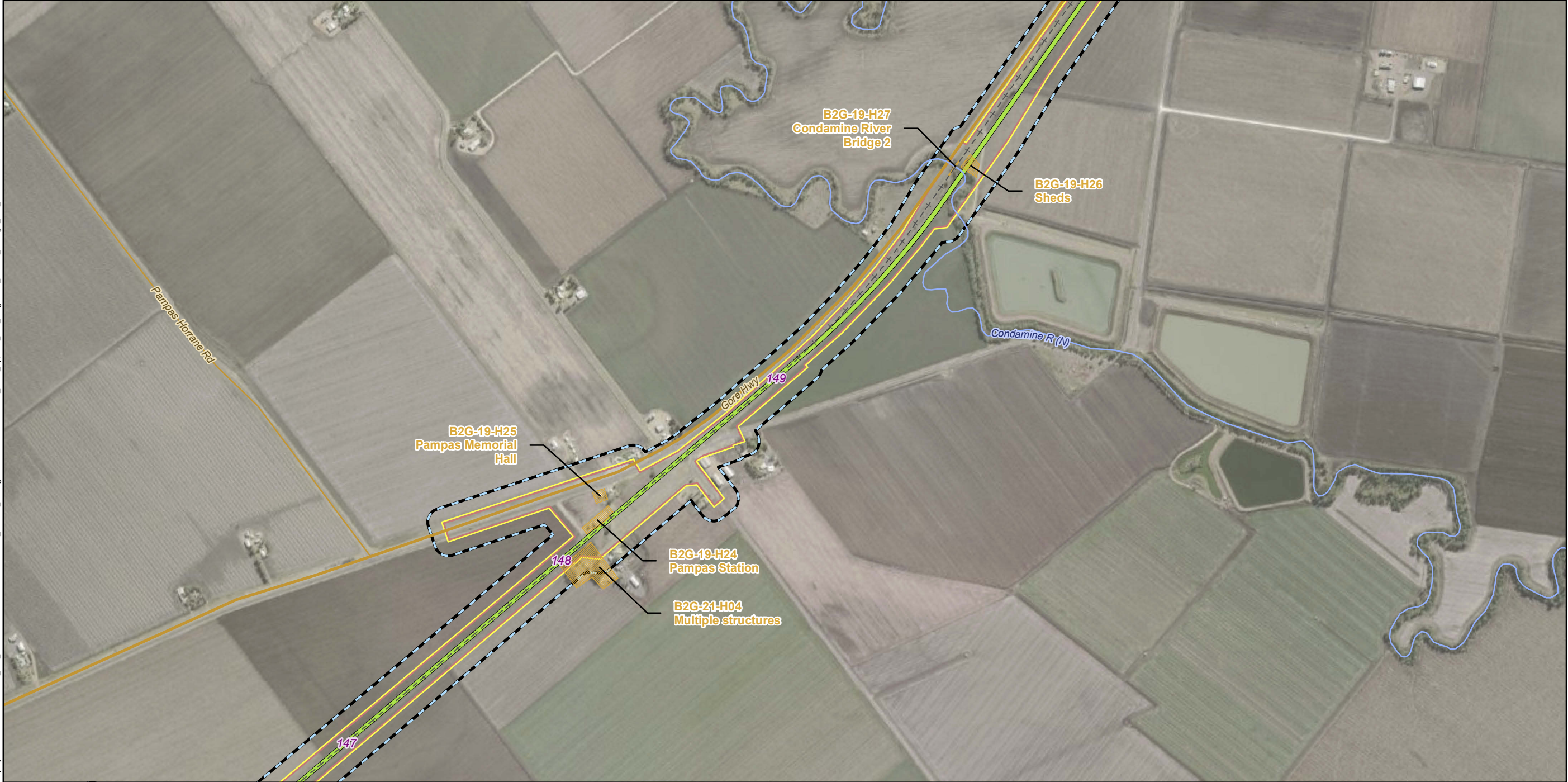


Legend

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| 5 Chainage (km) | Cultural heritage impact assessment area |
| Border to Gowrie alignment | Non-Indigenous cultural heritage area of interest |
| Existing rail (non-operational) | Impact assessment area |
| Major roads | Temporary footprint |
| Minor roads | |
| Watercourses | |

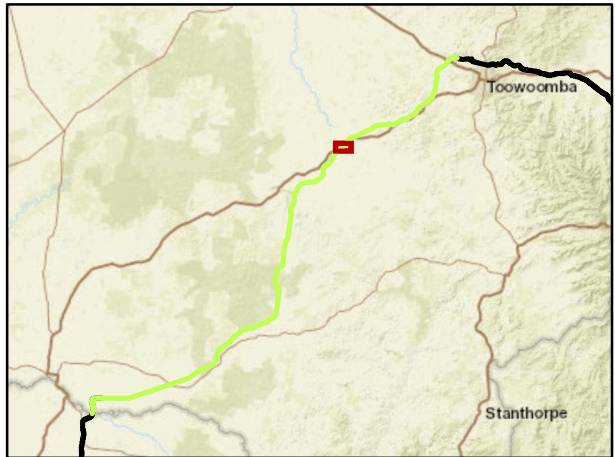


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Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Impact assessment area**
- Temporary footprint



A3 scale: 1:15,000
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**Border to Gowrie
Appendix A12:**

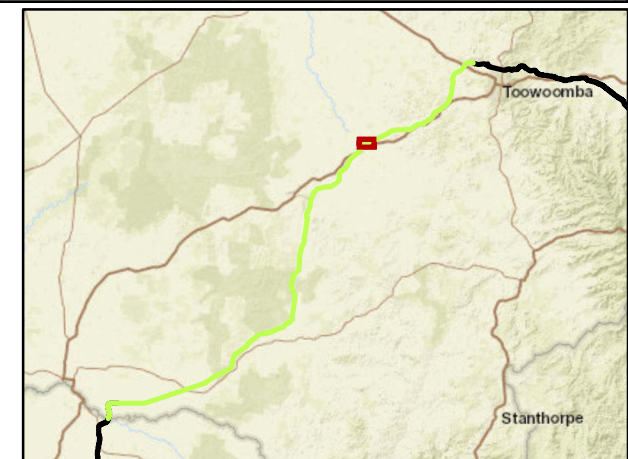
Non-Indigenous cultural heritage areas of interest

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Legend

- 5 Chainage (km)
- Localities
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Minor roads
- Watercourses
- Cultural heritage impact assessment area
- Non-Indigenous cultural heritage area of interest
- Local heritage register place - Toowoomba Regional Council
- Impact assessment area**
- Temporary footprint



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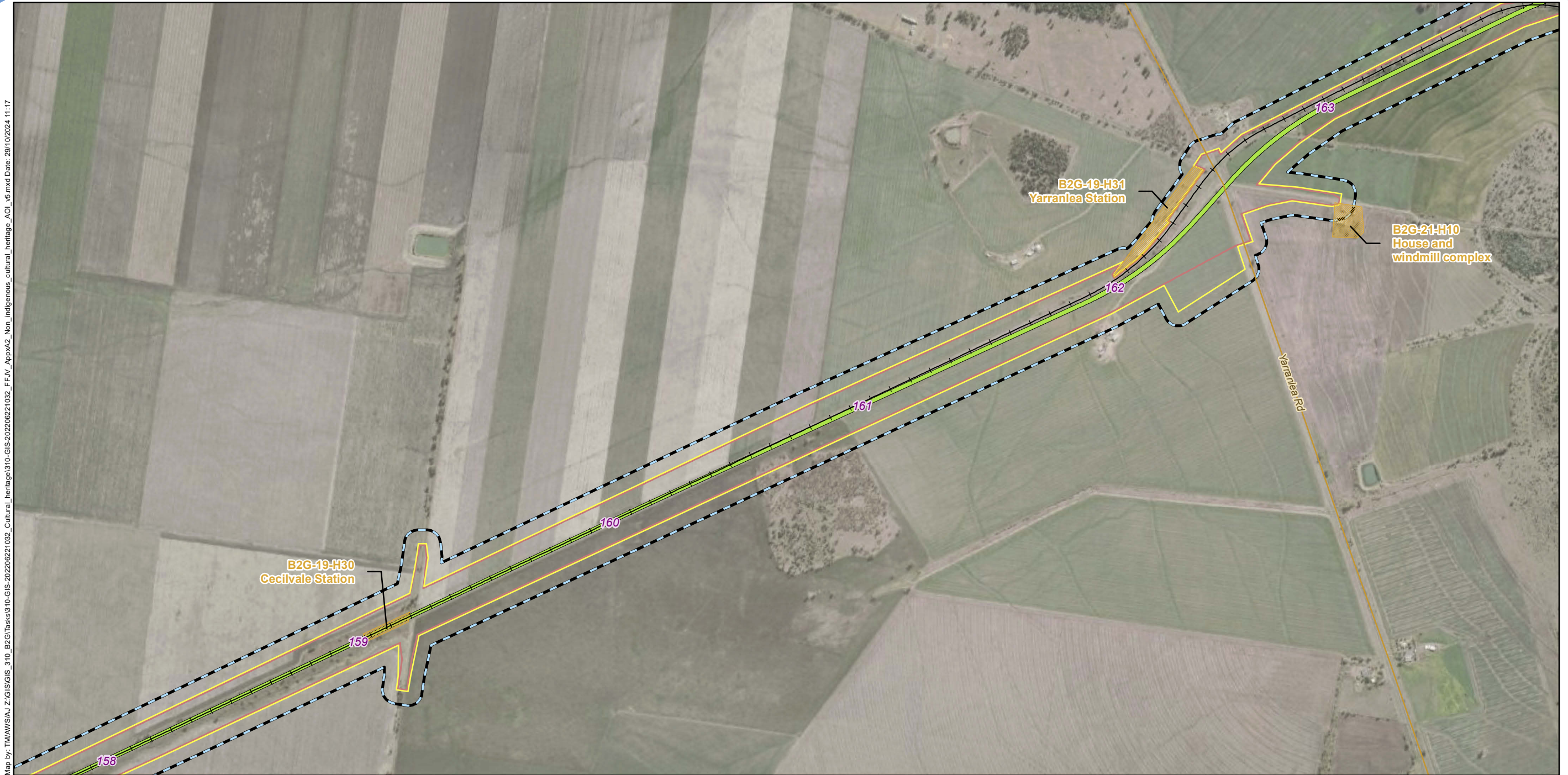
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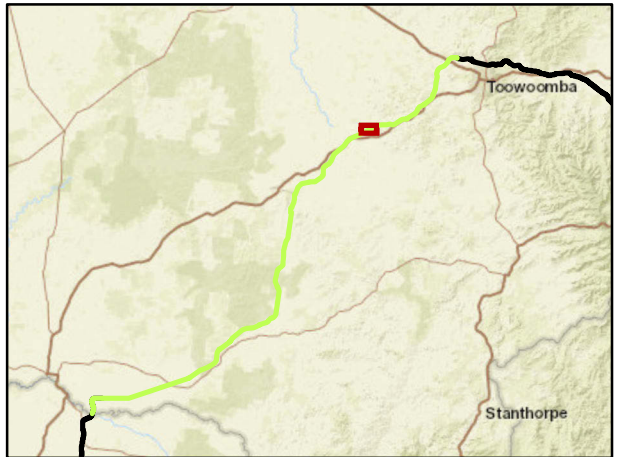
Border to Gowrie
Appendix A13:

Non-Indigenous cultural heritage areas of interest

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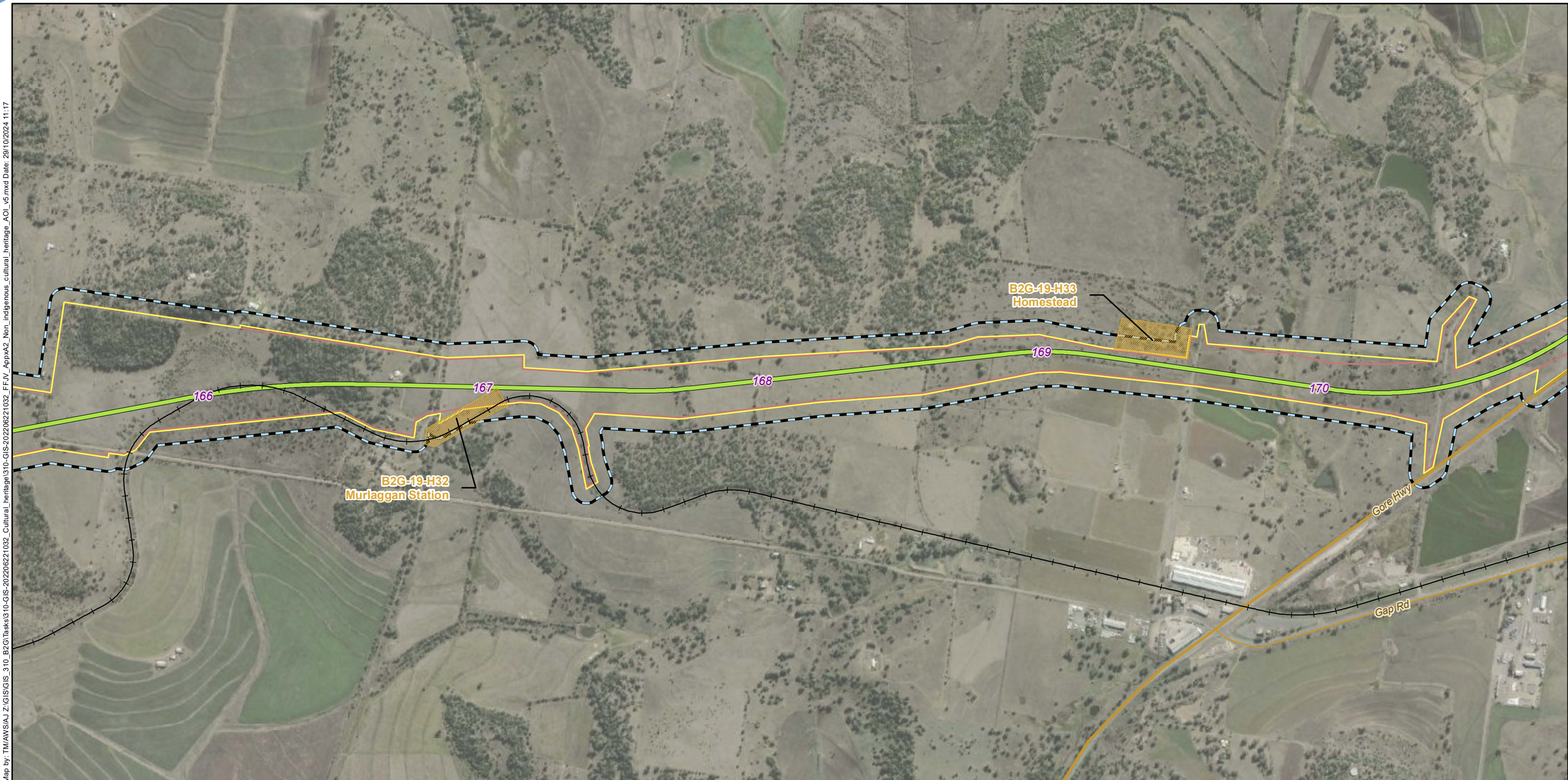


- Legend**
- 5 Chainage (km)
 - Border to Gowrie alignment
 - Existing rail (operational)
 - Minor roads
 - Cultural heritage impact assessment area
 - Non-Indigenous cultural heritage area of interest
 - Impact assessment area**
 - Temporary footprint



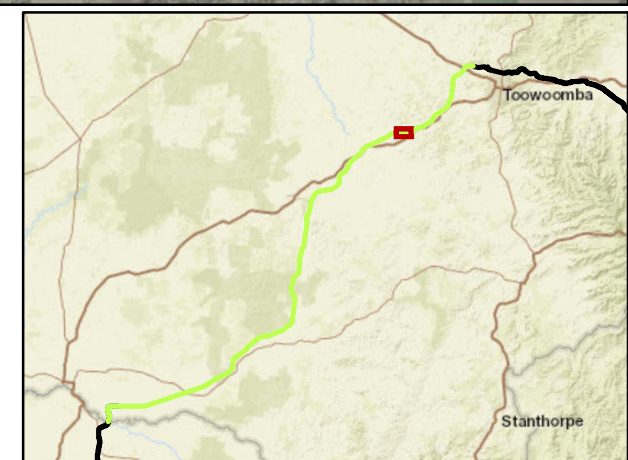
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Legend

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| Chainage (km) | Cultural heritage impact assessment area |
| Border to Gowrie alignment | Non-Indigenous cultural heritage area of interest |
| Existing rail (operational) | Impact assessment area |
| Major roads | Temporary footprint |
| Minor roads | |

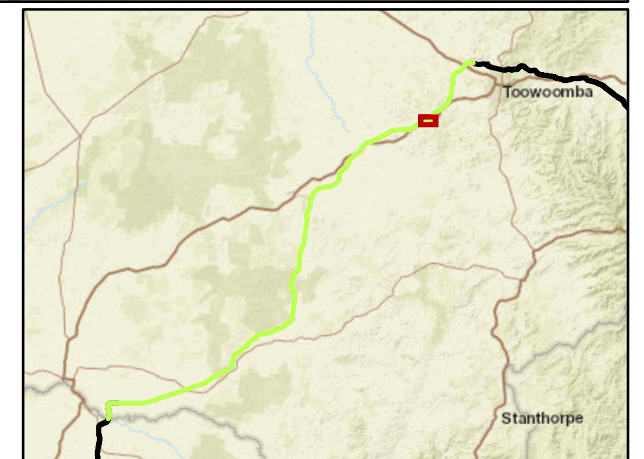


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Legend

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| 5 Chainage (km) | Cultural heritage impact assessment area |
| Border to Gowrie alignment | Non-Indigenous cultural heritage area of interest |
| Existing rail (operational) | Impact assessment area |
| Major roads | Temporary footprint |
| Minor roads | |



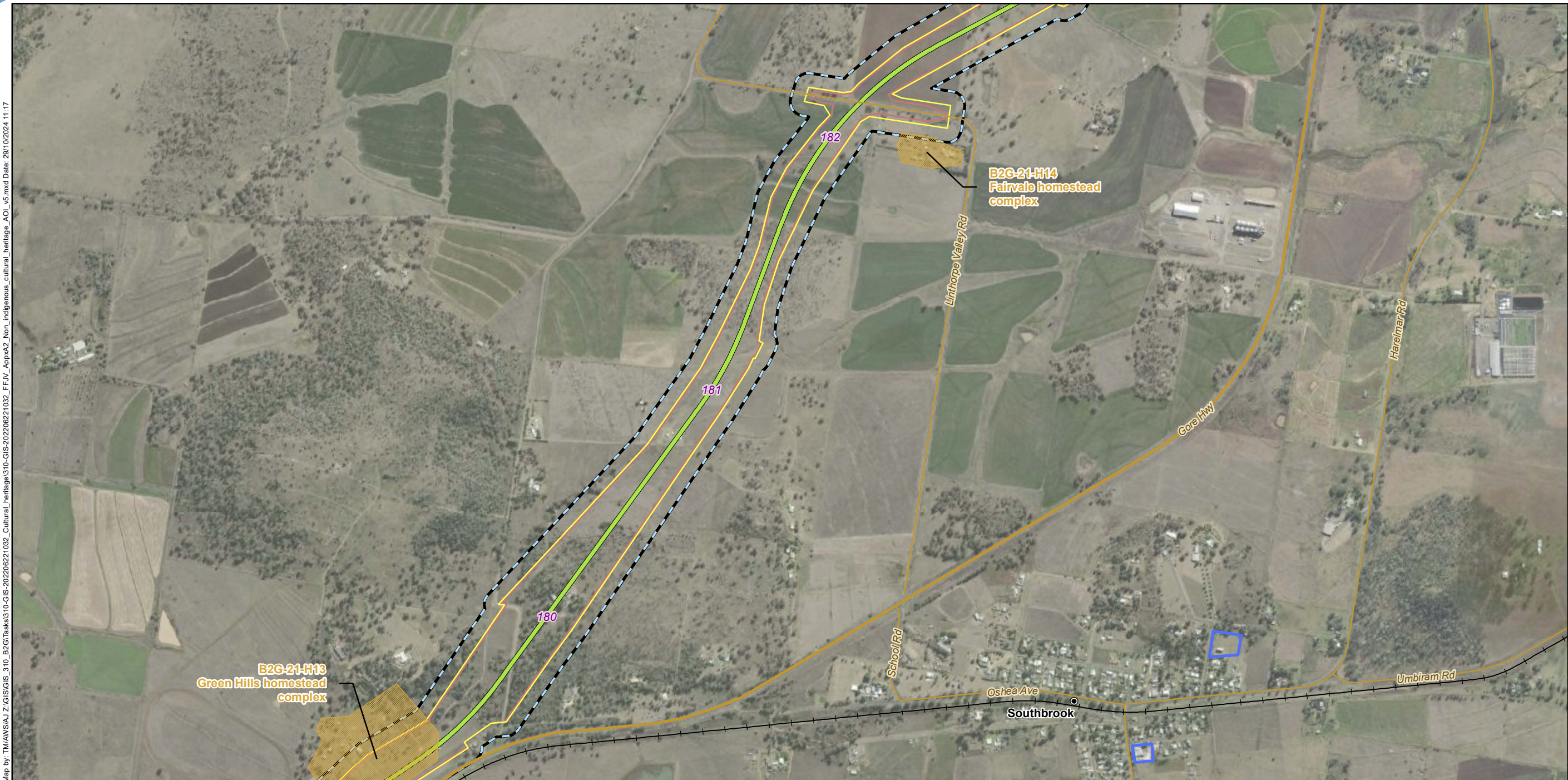
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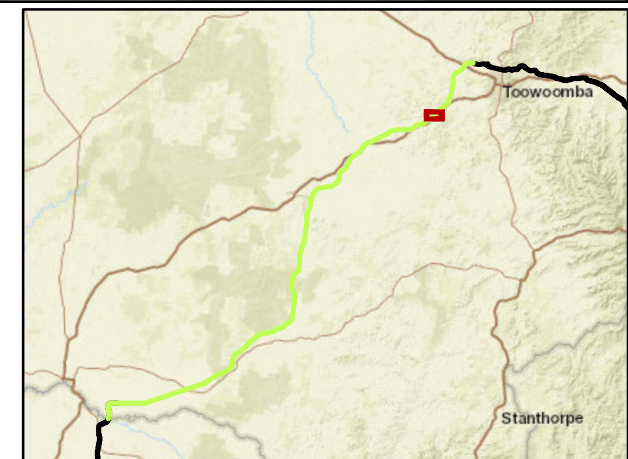
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Legend

- 5 Chainage (km)
 - Localities
 - Border to Gowrie alignment
 - Existing rail (operational)
 - Major roads
 - Minor roads
 - Cultural heritage impact assessment area
 - Non-Indigenous cultural heritage area of interest
 - Local heritage register place - Toowoomba Regional Council
- Impact assessment area**
- Temporary footprint



A3 scale: 1:15,000
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Integrating Community, Environment and Engineering

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Border to Gowrie
Appendix A17:

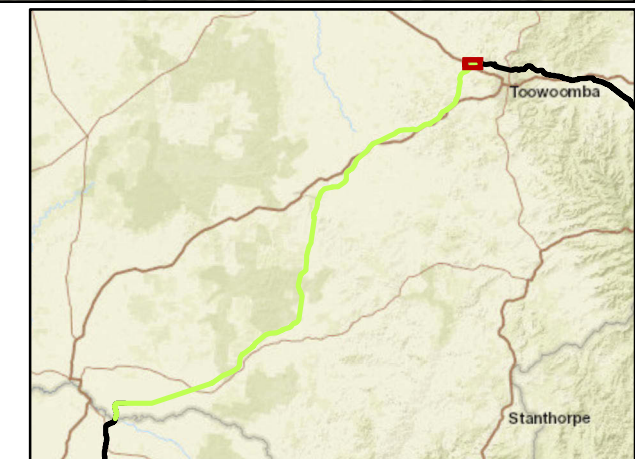
Non-Indigenous cultural heritage areas of interest

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Legend

- | | |
|-----------------------------|--|
| 5 Chainage (km) | Cultural heritage impact assessment area |
| Border to Gowrie alignment | Non-Indigenous cultural heritage area of interest |
| Existing rail (operational) | Local heritage register place - Toowoomba Regional Council |
| Major roads | Impact assessment area |
| Minor roads | Temporary footprint |
| Watercourses | |



A3 scale: 1:15,000
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