



10 Cultural Heritage



10.1 Introduction

This chapter presents a description of the process for identification and management of Aboriginal cultural heritage, and the results of a Cultural Heritage Assessment (CHA) in relation to historic cultural heritage values of the area associated with the Landsborough to Nambour Rail Project (hereafter referred to as the project). Figure 10.1a shows the items of cultural significance relevant to the project area.

10.1.1 Aboriginal cultural heritage

As the project requires an EIS, section 87 of the *Aboriginal Cultural Heritage Act 2003* (ACH Act) states that the development of a Cultural Heritage Management Plan (CHMP) is the process required through which management of Aboriginal cultural heritage would occur. This chapter provides a description of the development of the CHMP.

This chapter also outlines contact and discussions required with the current Indigenous stakeholders associated with the project area during the later stages of assessment. As prescribed by the *Aboriginal Cultural Heritage Act 2003*, in order to facilitate consultation to provide effective recognition, protection and conservation of Aboriginal cultural heritage and compliance with the duty of care under the ACH Act, it is vital that the appropriate Aboriginal Party for land within the project area be accurately identified and notified at the time of the development proposal.

Relevant legislation and policy

At the national level, the *Environment Protection and Biodiversity Conservation Act 1999* is now the key national heritage legislation and is administered by the Commonwealth Department of the Environment, Water, Heritage and the Arts. In addition to this Act, the following pieces of legislation are

relevant to heritage:

- “ *The Aboriginal and Torres Strait Islander Heritage Protection Act 1984* provides Aboriginal people with the right to request the federal Minister for Aboriginal Affairs to intervene through an injunction in cases where they consider that their cultural heritage is at risk. The Act does not determine significance, or limit the type and place for which protection is being sought.
- “ *The Australian Heritage Council Act 2003* (AHC Act) provides for the establishment of the Australian Heritage Council, which is the principal advisory group to the Australian Government on heritage issues. The AHC Act also provides for registration of places considered of national significance on the Australian Heritage Places Inventory (AHPi).

The Native Title Act 1993 is the recognition in Australian law that some Indigenous people continue to hold rights to their lands and waters, which come from their traditional laws and customs. Native title exists as a bundle of rights and interests in relation to land and waters where the following conditions are met:

- “ The rights and interests are possessed under the traditional laws currently acknowledged and the traditional customs currently observed by the relevant Indigenous people.
- “ Those Indigenous people have a ‘connection’ with the area in question by those traditional laws and customs.
- “ The rights and interests are recognised by the common law of Australia.

Native title has its source in the body of law and custom acknowledged and observed by the claimant's ancestors when Australia was colonised by Europeans. Those laws and customs must have been acknowledged and observed in a 'substantially uninterrupted' way from the time of settlement until now.

The paramount legislation in Queensland, with regard to Aboriginal cultural heritage issues, is the *Aboriginal Cultural Heritage Act 2003*, which states that a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the 'cultural heritage duty of care') (Section 23[1]). The Act defines cultural heritage as (S8):

- .. a significant Aboriginal area or Aboriginal object
- .. evidence, of archaeological or historic significance, of Aboriginal occupation of an area.

A significant Aboriginal area is 'an area of particular significance to Aboriginal people' because of either or both of the following:

- .. Aboriginal tradition
- .. the history, including contemporary history, of any Aboriginal party for the area (S9).

The Act states that it is an offence for a person to harm, remove or possess cultural heritage if the person 'knows or ought reasonably to know that the object is Aboriginal cultural heritage' (S26). The ACH Act also states:

Without limiting the matters that may be considered by a court required to decide whether a person has complied with the cultural heritage duty of care in carrying out an activity, the court may consider the following:

- a) The nature of the activity, and the likelihood of its causing harm to Aboriginal cultural heritage.
- b) The nature of the Aboriginal cultural heritage likely to be harmed by the activity.
- c) The extent to which the person consulted with Aboriginal parties about the carrying out of the activity, and the results of the consultation.
- d) Whether the person carried out a study or survey, of any type, of the area affected by the activity to find out the location and extent of Aboriginal cultural heritage, and the extent of the study or survey.
- e) Whether the person searched the database and register for information about the area affected by the activity.
- f) The extent to which the person has complied with cultural heritage duty of care guidelines (Section 23(2), pp. 19-20).

In the case where cultural heritage issues exist, a proponent can move ahead with a mitigation program on the following basis.

A person who carries out an activity is taken to have complied with the cultural heritage care of duty if the person is acting:

- I. under the authority of another provision of this Act or
- II. under an approved cultural heritage management plan or
- III. under a native title agreement or another agreement with an Aboriginal party, unless Aboriginal cultural heritage is expressly excluded from being subject to the agreement or
- IV. in compliance with cultural heritage duty of care guidelines (Section 23(4) (a), p. 20)

An approved CHMP is required when an EIS is initiated for a project, but also may be voluntary. Registration of an approved CHMP is gained through formal notifications and responses, consultation and agreement between the sponsor and the Aboriginal parties, and finally through registration by the Chief Executive of the Department of Environment and Resource Management. If approval is not given, or agreement is not reached between parties, then an appeal period, mediation and finally involvement of the Land Court may follow.

10.1.2 Historic cultural heritage

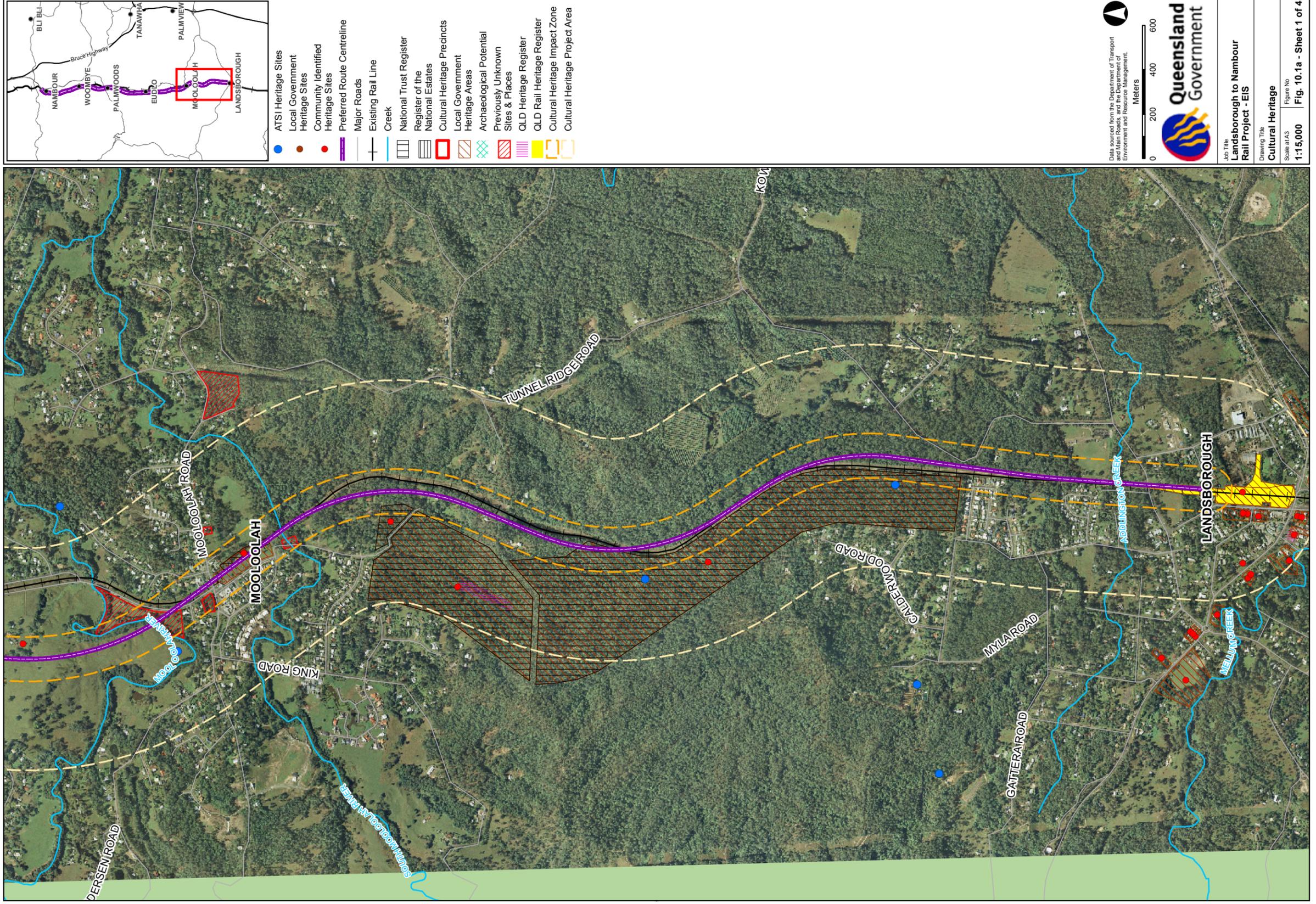
Background and scope

Following a review of the desktop Scoping Study undertaken by the former Queensland Transport (now Department of Transport and Main Roads) in 2006, Converge conducted further and focussed cultural heritage assessment (CHA), including field survey at the stage of route identification and a Cultural Heritage Chapter for the Route Identification Report was completed in January 2008.

The CHA was undertaken to qualify the presence of cultural heritage items within and proximal to the project area, and consider the impact of the proposed project and the residual effects on these sites, precincts and character areas. This chapter presents the results of the contextual cultural heritage research and field survey within the project area, and includes:

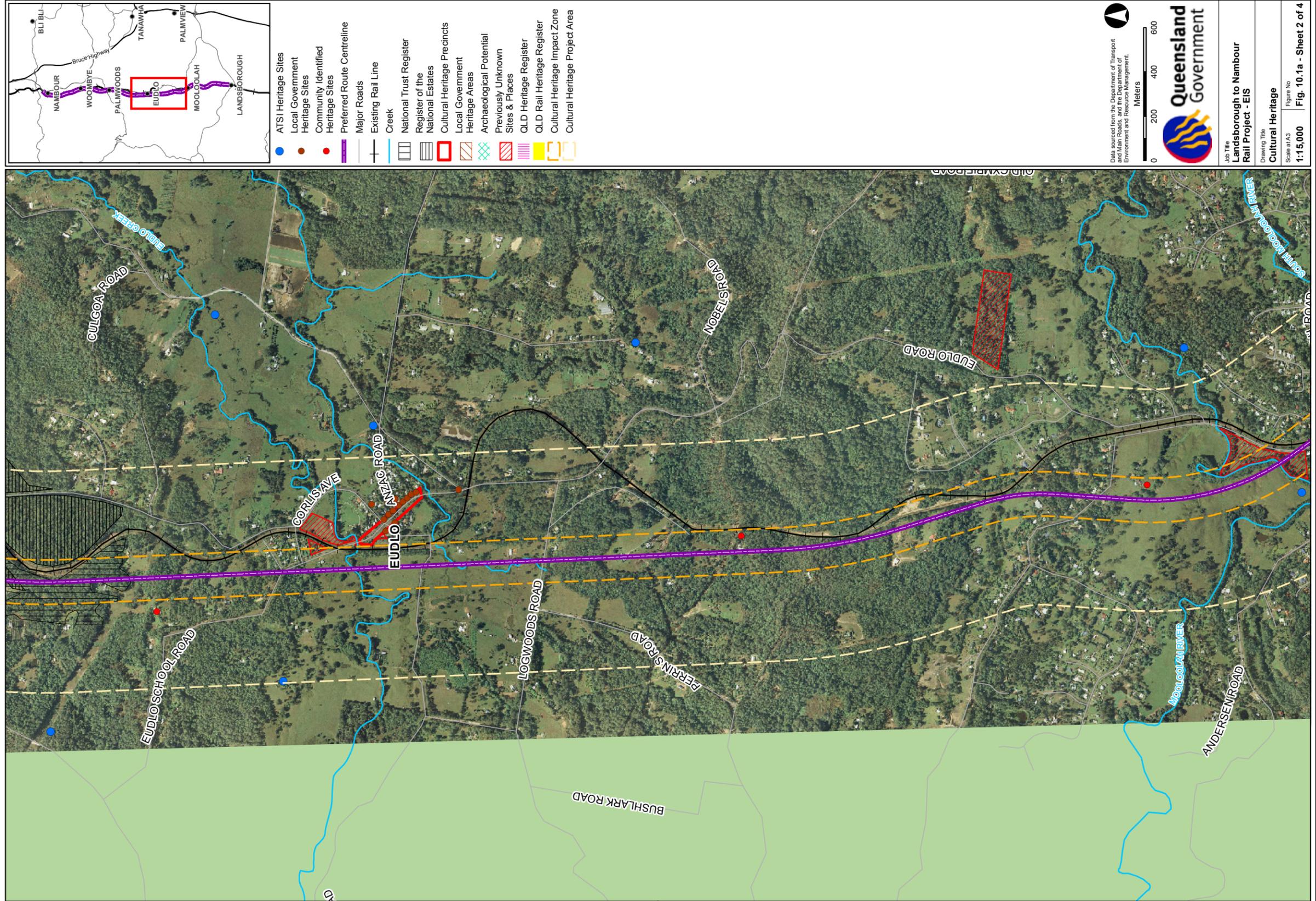
- .. discussion of the historical, archaeological and physical context of the project area
- .. consideration of what historic cultural heritage sites and places exist
- .. understanding of levels of significance associated with each of these sites and places
- .. assessment of the direct and indirect impact on any sites and places of known heritage significance
- .. assessment of the impact on the visual amenity of any sites and places or precincts of known heritage significance
- .. assessment of the impact on heritage precincts and towns in the project area
- .. assessment of the impact on archaeological resources.

Figure 10.1a: Cultural Heritage



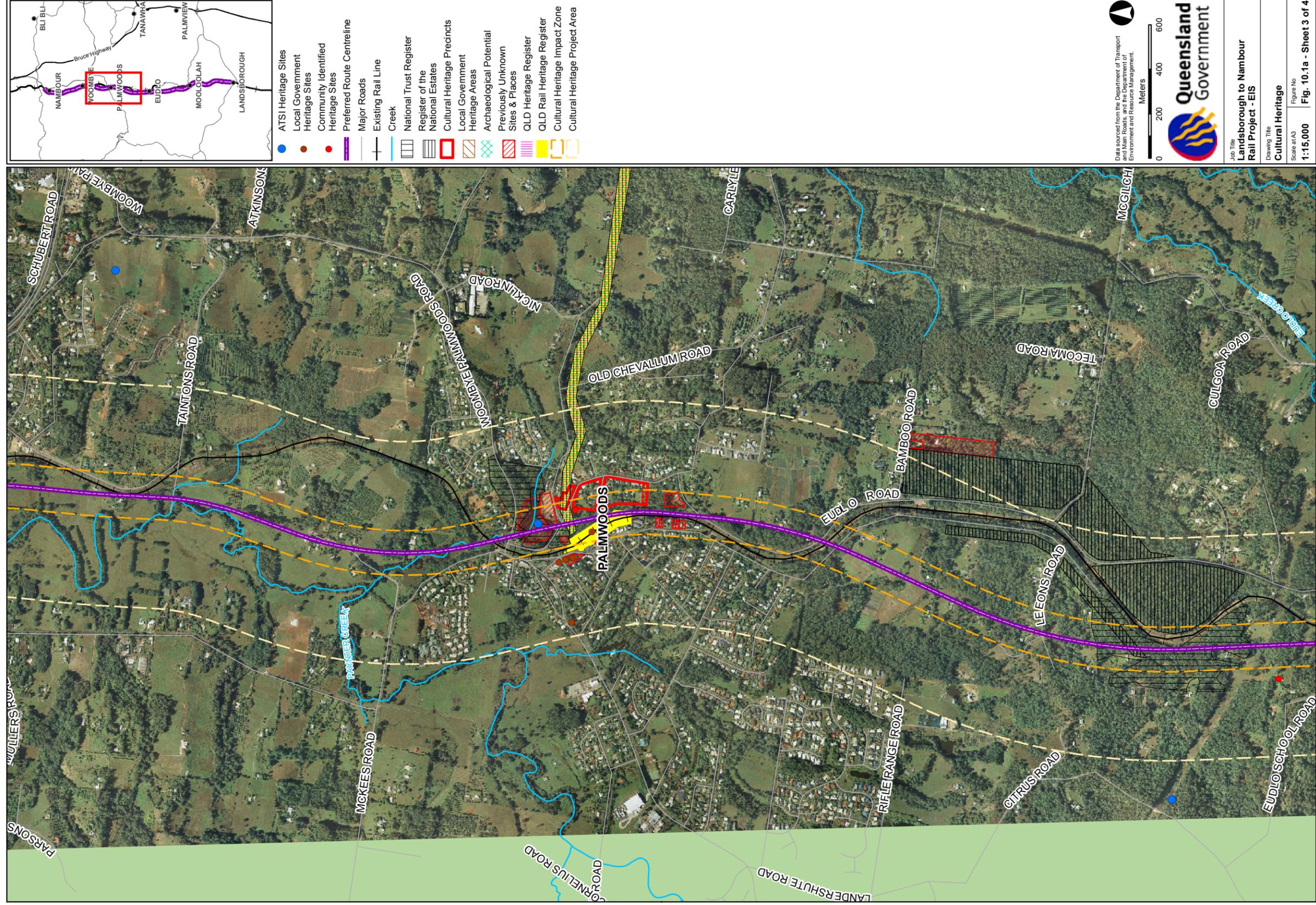
Whilst every care has been taken to ensure the accuracy of this data, the Department of Transport and Main Roads makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) and costs which might be incurred as a result of the plan being inaccurate or incomplete in any way and for any reason.

Figure 10.1a: Cultural Heritage



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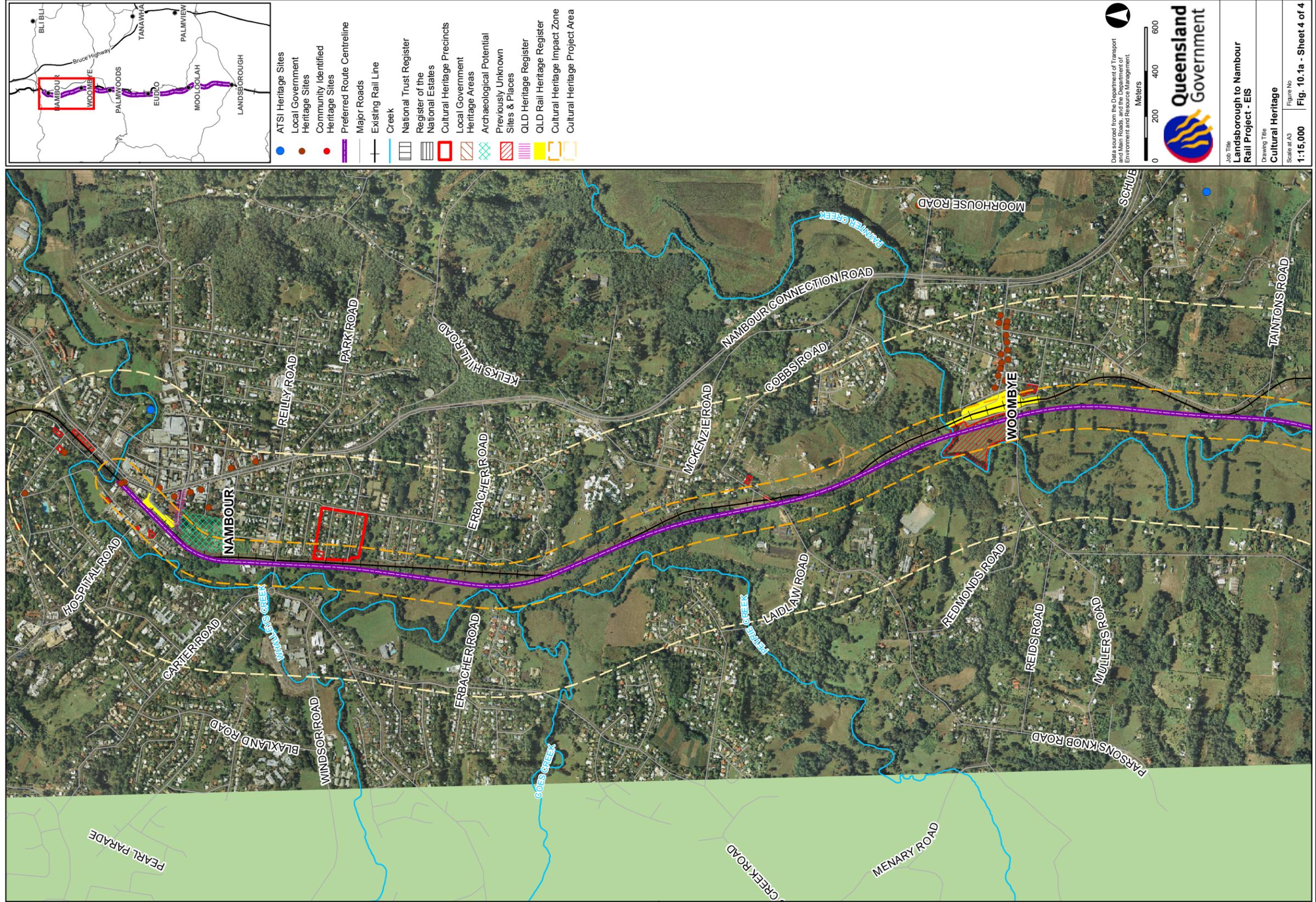
Figure 10.1a: Cultural Heritage



Data sourced from the Department of Transport and Main Roads, and the Department of Environment and Resource Management.

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Figure 10.1a: Cultural Heritage



Data sourced from the Department of Transport and Main Roads, and the Department of Environment and Resource Management.

0 200 400 600
Meters

Queensland Government

Job Title
Landsborough to Nambour Rail Project - EIS

Drawing Title
Cultural Heritage

Scale at A3
1:15,000

Figure No
Fig. 10.1a - Sheet 4 of 4

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

Aims

This chapter is summarised from a technical report on historic cultural heritage matters for the area associated with the project (ARCHAEO 2008). In response to the Terms of Reference provided by the proponent, broadly, the CHA outlines:

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

Relevant legislation and policy

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

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

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

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

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

Archaeological places

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

- .. Under section 60, places may be considered to be 'archaeological places' if not registered as a State heritage place and are considered to have 'potential to contain an archaeological artefact that is an important source of information about Queensland's history' (s. 60 (b)). Archaeological places can be entered onto the register if they meet those criteria.
- .. Section 89 requires a person to advise the Chief Executive Officer of the former Environmental Protection Agency now Department of Environment and Resource Management of an archaeological artefact that is an important source of information about an aspect of Queensland's history. This advice must be given as soon as practicable after the person discovers the item.

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

- .. 88 Definition for div. one
- .. in this division-interfere with includes damage, destroy, disturb, expose or move
- .. 89 Requirement to give notice about discovery of archaeological artefact
- 1) A person who discovers a thing the person knows or ought reasonably to know is an archaeological artefact that is an important source of information about an aspect of Queensland's history must give the chief executive a notice under this section.

Maximum penalty—1000 penalty units.

- 2) The notice must:
- Be given to the chief executive as soon as practicable after the person discovers the thing.
 - State where the thing was discovered.
 - Include a description or photographs of the thing.

90 Offence about interfering with discovery:

- This section applies to a thing for which a person has, under section 56, given the chief executive a notice.
- A person who knows that the notice has been given must not, without the chief executive's written consent or unless the person has a reasonable excuse, interfere with the thing until at least 20 business days after the giving of the notice.
Maximum penalty—1000 penalty units.

Local government legislation

Sunshine Coast Regional Council

Prior to council amalgamations in March 2008, the project area was situated within the boundaries of the Caloundra City Council and Maroochy Shire Council. The policies of these councils will continue to be administered through the Sunshine Coast Regional Council.

Caloundra City Council

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

Maroochy Shire Council

Cultural heritage sites and precincts within the jurisdiction of former Maroochy Shire Council are represented under the Maroochy Plan 2000, volume one, section seven, as well as a Heritage Conservation Code (MSC 2000). In addition to this legislation, the Maroochy Shire Council is currently undertaking a Heritage Validation Study (MSC 2008), a review of cultural heritage nominations made by the public in 1994. However, significance assessments of heritage sites have not been released and completion of the study is pending.

The Burra Charter

The Burra Charter (Marquis-Kyle and Walker 2003) guides cultural heritage management in Australia. First adopted in 1979 by Australia ICOMOS (International Council on Monuments and Sites), the Charter is an international best-practice guideline for heritage conservation. The charter defines conservation as 'the processes of looking after a place so as to retain its cultural significance' (Article 1.4). A place is considered significant if it

possesses aesthetic, historic, scientific or social value for past, present or future generations (Article 1.2).

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

- Aesthetic value includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with the place and its use.
- Historic value encompasses the history of aesthetics, science and society, and therefore to a large extent underlies all of the terms set out in this section.

A place may have historic value because it has influenced, or has been influenced by, an historic figure, event, phase or activity. It may also have historic value as the site of an important event. For any given place the significance will be greater where evidence of the association or event survives in situ, or where the settings are substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment:

- Scientific research value of a place will depend upon the importance of the data involved, on its rarity, quality or 'representativeness', and on the degree to which the place may contribute further substantial information.
- Social value embraces the qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group.
- Natural value is protected through the retention of remnant vegetation or areas of natural landscape that have not been subject to development. Of value for their ability to demonstrate the appearance of a pre settlement landscape or as a habitat for flora and faunal species.

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

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

10.2 Methodology

10.2.1 Aboriginal cultural heritage

Review of existing information

The review of existing information included:

- sites identified in reports by Ann Wallin and Associates and ARCHAEO/Converge

- “ sites identified on the Register of National Estate (RNE) within proximity to the project area
- “ sites identified by Aboriginal and Torres Straight Islander Cultural Heritage Register, provided by the Department of Environment and Resource Management Cultural Heritage Searches (details are provided in Table 10.3.2).

In addition to registered Indigenous sites of significance, community feedback has highlighted the following potential sites that will require further investigation. All potential sites will be investigated as part of the CHMP.

Indigenous consultation

The *Aboriginal Cultural Heritage Act 2003* (hereafter the ACH Act) provides protection of Aboriginal cultural heritage through a cultural heritage duty of care. Compliance with this duty of care can be achieved through a variety of methods, detailed in section 23(3) (a) of the ACH Act.

In the case of the project, ultimately compliance with the cultural heritage duty of care will be achieved through the development of a CHMP because the project is required to complete an EIS.

10.2.2 Historic cultural heritage

Introduction

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

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

Two areas were identified for the assessment:

- “ The cultural heritage project area, 500 m either side of proposed rail corridor centre line, was used to identify sites and precincts of cultural significance for the assessment of proximal impacts.
- “ The assessment of potential impacts was undertaken for sites identified within an impact zone, 100 m of either side of the rail corridor which allows for the assessment of direct and indirect impacts on sites within and adjacent to the proposed rail corridor.

Within the project area and impact zone, sites and precincts were identified and assessed for their cultural heritage significance. Also considered was the likelihood of a range of short and long term impacts resulting from the project.

Note: In contrast to the general project area defined by Arup, the cultural heritage project area defined below is specific to this chapter.

In summary, cultural heritage assessment was undertaken for the following assessment zones in Table 10.2.2a.

Table 10.2.2a: Definition of parameters for cultural heritage assessment

Assessment Zone	Parameters	Impact
Cultural heritage project area	500 m either side of proposed rail corridor centre line	Proximal Impacts
Cultural heritage impact zone	100 m either side of proposed rail corridor centre line	Direct and Indirect Impacts

Review of existing information

The following studies and reports in Table 10.2.2b are relevant to the cultural heritage project area and were regularly consulted throughout the course of work:

Table 10.2.2b: Previous studies and reports

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

Register searches

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

10.2.3 Field survey methodology

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

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

In addition to this visual search for previously unknown sites, feedback from the community was considered, with sites nominated by the public and former councils as requiring further investigation extending the search for potential cultural heritage values.

Subsequent to the field work undertaken for the earlier phases of the project, two field trips were undertaken for the environmental impact assessment on 6 and 14 October 2008. These field trips focussed specifically on heritage items, places and precincts which had previously been unassessed to determine:

- .. location and extent
- .. nature and description
- .. levels of cultural heritage significance.

10.2.4 Limitations

The general nature of an environmental impact assessment requires a certain level of assumptions in relation to the placement of infrastructure and the like. This survey was based on mapping that identified the proposed footprint of the railway duplication as well as several associated road options.

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

10.2.5 Assessment of impacts

The assessment of the heritage values has identified that the project has the potential to impact on a range of heritage sites, places and precincts. Sites identified as having heritage significance of at least a local level, located within the impact

zone (100 m either side of the current proposed rail corridor centre line) have been assessed for potential impacts from the project. The nature of these potential impacts will be discussed below. Those sites assessed in previous chapters but not considered to contain enough heritage value to satisfy entry onto local, State or national heritage registers will not be discussed from this point.

Significance of impact

The significance of impact can be of either a beneficial or an adverse nature. The criteria adopted for the assessment of project impacts is presented in Table 10.2.5a.

Table 10.2.5.a Significance criteria for impact assessment

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

Nature of impact

Impact can take the following forms:

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

Direct impacts were identified based on the proposed railway infrastructure footprint situated within the impact zone. Direct impact on a heritage item, place or precinct is posed by alteration, modification or even destruction of the fabric of the place and its curtilage. A direct impact of the project that must be considered is the removal of part or all of the fabric of a heritage site or place. In addition, the resumption of curtilage associated with the access and function of a heritage site or place is considered a direct impact.

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

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

Types of impact

The nature of the project and its delivery of infrastructure upgrade has the potential for both adverse and positive direct and indirect impacts on significant sites within the impact zone. This impact zone is defined as 100 m either side of the proposed railway alignment centreline. Types of impacts might include:

Contextual impact

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

Amenity

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

Usefulness / functional change

The alteration to the existing function or use of a heritage site can impact on how that site is perceived and valued by the community. Retention of the original nature of use of a heritage site accentuates the direct connection between the history of the item and its current associations and fabric. However,

proposed change of use is often necessary in the retention and maintenance of a heritage item by facilitating continued use, when original use is no longer economically viable nor contemporaneously relevant.

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

Aesthetic and visual impact

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

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

10.3 Description of existing indigenous cultural heritage values

10.3.1 Previous studies and reports

The following sites listed in Table 10.3.1 were identified in reports by Ann Wallin and Associates and ARCHAEO.

Table 10.3.1: Known sites and places of Indigenous significance within proximity to the project area

Name	Type	Location	Reference
Old Maleny Road Burial Cave	Burial Cave, burial removed	South of Ocean View Caravan Park, off Old Maleny Road	ARCHAEO (2003)
Mount Mellum	Significant place	Mount Mellum	ARCHAEO (2003)
-	Artefact Scatter	Located on dirt track 1.4 km south of Mooloolah, west of existing train line	Ann Wallin and Associates (1999)

10.3.2 Registered sites

Sites identified on the Register of National Estate (RNE) within proximity to the project area are listed in Table 10.3.2a.

Table 10.3.2a: Known sites and places of Indigenous significance identified on the RNE

Location	Located in Project Area	Located During Survey
Indigenous Place, Landsborough	Yes	Yes

Sites identified by Aboriginal and Torres Strait Islander Cultural Heritage Register, provided by the Department of Environment and Resource Management Cultural Heritage Searches are listed in Table 10.3.2b.

Table 10.3.2b: Known sites and places of indigenous significance within the project area identified by the Department of Environment and Resource Management

Site ID	Attribute	Site ID	Attribute
KB:D05	Isolated Find	KC:E71	Stone
KB:D06	Isolated Find	KC:872	Tree
KB:D96	Artefact	KC:E73	Artefact
KC:A13	Earthen	KC:F51	Artefact
KC:A27	Axe Grind	KC:F56	Artefact, isolated find
KC:A34	Artefact	KC:G69	Burial, burials removed
KC:E25	Artefact	KC:G76	Burial
KC:E27	Stone	KC:G86	Artefact
KC:E28	Artefact	KC:G88	Land Feature

10.3.3 Aboriginal Parties

The project area currently is within an area over which no registered or unregistered native title claims exist. However, in the past, two previously registered claims were over the area, and these are still currently relevant in giving direction on the Aboriginal Parties with whom consultation would be required.

The Jinibara People are the registered native title holders for lands situated to the west of the current railway alignment (shown in Figure 3.2f in Chapter 3). Until its recent re-registration, the eastern boundary of the Jinibara native title claim was the current NCL. To the east of this corridor, the previous registered Gubbi Gubbi No 2 native title claim existed until its discontinuation by the Federal Court in 2004. In accordance with sections 34 and 35 of the *Aboriginal Cultural Heritage Act*, those people who were applicants on the Jinibara and Gubbi Gubbi No 2 claims are currently the Aboriginal Parties for east and west of the NCL.

All relevant Aboriginal Parties for the project area will be identified and notified prior to the CHMP being undertaken and the CHMP will allow for other Parties to sign into the agreement following its completion.

It is vital that the appropriate Aboriginal Party for land within the project area be accurately identified and notified at the time of the development proposal, in order to facilitate consultation to provide effective recognition, protection and conservation of Aboriginal cultural heritage and compliance with the duty of care prescribed by the *Aboriginal Cultural Heritage Act 2003*.

Community feedback

In addition to registered Indigenous sites of significance, community feedback has highlighted the following potential sites (listed in Table 10.3.4) that will require further investigation. All potential sites will be investigated as part of the CHMP.

Table 10.3.4: Suggested sites and places of indigenous significance within proximity to the project area based on community feedback

Heritage Item	Address	Community or Council Nomination	Located in Project Area	Located During Survey
Possible burial site	Residence, 64 Cogdens Road, Eudlo	Public	CHMP to confirm	
Aboriginal Burial Site and remnant vegetation	Residence, 24 Leeons Road, Palmwoods	Public	CHMP to confirm	No
Area of some aboriginal significance - a cave with grinding groves which are of significance to local indigenous population.	Unknown - area around Eudlo tunnel	No	CHMP to confirm	No

10.4 Description of cultural heritage values : Contextual history

10.4.1 Introduction

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

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

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

10.4.2 Contextual history of Maroochy

Exploration

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

The first whites to venture in to the district were castaway convicts who had been on a timber getting expedition from Sydney to the Illawarra. They encountered a fierce storm and were blown hundreds of kilometres to the north to Moreton Island in Moreton Bay. Thinking they were still south of Sydney, they commenced trekking north. Surviving only through the assistance of Aborigines, two of them eventually reached the Noosa River. Returning south they came to Bribie Island and were eventually rescued by John Oxley in 1824 (Tainton, 1977:2).

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

The first industries: cattle and timber

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

While graziers were the first to move into the area with a view to permanent settlement, timber getters had been working on the coastal lands even before Gipps' proclamation had been rescinded. Men working for timber merchant Thomas Warry cut cedar, beech, bunya and mountain pine at a site eighteen miles from the mouth of the Maroochy River (Gregory, 1991:14). In 1862, Andrew Petrie's son, Tom started from the North Pine River and travelled to Maroochy to look for cedar timber, accompanied by a number of Aborigines whom he employed. Arriving first at the Mooloolah River they camped for the night and the next morning climbed Buderim Mountain, where Petrie saw forests of fine timber. The party next made its way to the Maroochy River and despite having trouble crossing the bar managed to journey several miles up the river coming to and naming Petrie's Creek. Petrie was the first white man to travel up the Maroochy River (Petrie, 1983:191-192). Petrie and his men cut over 200 red cedar trees from around Buderim Creek and Eudlo Creek.

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

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

James Low and William Grigor, who had both originally settled in the Moggill district, entered into a partnership with Pettigrew to convert a sailing ship into a craft suitable for the logging trade. This ship became the Gneering. Low and Grigor established a depot on the Mooloolah River east of the project area and transported timber from the Buderim timber getters to Brisbane. Later they shifted their business to the more productive Maroochy River, even though the notorious bar often held up their shipments (Gregory, 1991:17). By 1867, timber getting activities had extended to what is now Woombye, as well as to Paynter Creek and the Upper Maroochy River (Lightfoot, 1976:2). In 1868 Grigor and Low sold their interests in the Gneering to Pettigrew.

The growth of agriculture

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

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

During the 1860s, the Queensland government pursued policies aimed at encouraging closer settlement and the establishment of a stable, skilled and productive class of farmers (Gregory, 1991:18). In 1860 the *Crown Lands Alienation Act* was intended as a mechanism to regulate settlement and provide the government with revenue through the auction or lease of Crown land. In 1864 further legislation, the *Queensland Act*, applied to land within ten miles of the coast or a navigable river. The *Crown Lands Alienation Act of 1868* further opened up land in Queensland for closer settlement by making available blocks of land which could be freeholded after the selector fulfilled the terms of the lease (Gregory 1991:19; Alcorn, 2001:3). Under each

of these Acts William Pettigrew acquired large tracts of land on the Mooloolah and Maroochy Rivers, and timber getters and farmers from the south began to tentatively exploit the district's agricultural potential.

Despite the intentions of the Queensland government, agriculture in the Maroochy district got off to a slow start. A number of immigrants came to Queensland with the intention of growing sugar, cotton and coffee for the English market. In 1864, the Queensland government passed the *Sugar and Coffee Regulations Act*, in an attempt to stimulate this type of agriculture. Under the 1864 Act parcels of land could be rented for one shilling per acre per year, and land could be purchased for £1 per acre anytime during the three year lease (Gregory, 1991:19). However, this was not long enough to determine whether the land was suitable for these crops and this was a factor deterring prospective farmers from taking up land. The only person to show any interest in growing sugar in the district was William Clark who in 1869 applied to select before survey 200 acres of land on John Westaway's run and who eventually bought Westaway's buildings and other improvements (Alcorn, 2001:3). In 1867, Edmund Lander took advantage of the sugar and coffee regulations and established 320 acre block on the south bank of the Mooloolah River adjoining his homestead paddock at Maradan (Kesby and McPherson, 1994:89).

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

This road entered the Maroochy district just north of the Glasshouse Mountains and passed over Coochin Creek where by this time William Grigor had established Bankfoot House as a staging post for Cobb and Co. coaches. It continued on to Mellum Creek (Landsborough) where horses could be changed once more, then on to the Mooloolah River just below the Blackall Range where Edmund Lander had a horse depot. Here travellers could also find a hotel, a store and a butcher's shop. The road passed over the Mooloolah range over Eudlo Creek and on to Merriman's

Flats (near Palmwoods) where horses could be changed again. From there the road turned east along the ridges and then north to Cobb's Camp (later Woombye). It continued passed Paynter's Creek and up what became known as Furlong Hill, over the steep slopes of Currie's Knob, across Petrie's Creek (Nambour) to James Low's Maroochy Hotel at Yandina. Here the road divided into a wet weather road to the north and a dry weather road which crossed the North Arm of the Maroochy River and continued east of Mount Cooroy (Tainton, 1977:10-11).

Closer settlement

The gold excitement of the late 1860s and the flurry of activity it generated in the Maroochy district fell off for most of the 1870s. Most of the people who availed themselves of the 1868 land Act, such as Pettigrew and Low, had been involved in the region for some years, originally in timber and then branching out to grazing and other pursuits. The timber industry continued to do well and new land acts in the 1870s meant that by the mid-1880s most of the land along the middle and lower reaches of the Maroochy River and its branches had been taken up. Despite this fact, both agriculture and the population only slowly developed. The 1871 census showed that only 107 people lived and worked in the Maroochy area. Of these, only thirty-one were permanently settled on the land; the rest were timber getters (Gregory, 1991:22).

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

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

Elsewhere in the district settlers were selecting land and planting small patches of cane. William Clark cultivated a patch of land

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

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

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

The coming of rail

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

By the 1880s it became evident that a rail line from Brisbane to Gympie was warranted. There was strong commercial pressure for the railway and two routes were proposed. One was an extension of the Brisbane Valley line via Kilkivan and the other a direct route along the coast. Brisbane business interests

succeeded in having the latter option adopted (Kerr, 1998:84). Survey of the route between Caboolture and Gympie took six years and was conducted by a number of different surveyors. In October 1884 F.J. North made a trial survey of the section between Caboolture and Landsborough and from Landsborough to Yandina (just north of Nambour). In late 1885 E.H. MacArthur surveyed the Landsborough to Yandina section and Alfred Delisser also surveyed for the line (Brocklesby, 2002:1).

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

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

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

Farmers also tried other fruits. Falling sugar prices led some to try pineapples and mangoes (Gregory, 1991:51). Coffee plants could be grown between the banana trees and in fact had been grown in the Maroochy District since the first Europeans arrived. William Pettigrew and Joseph Dixon experimented with coffee growing as early as the 1870s. Approximately 300 pounds of coffee were harvested in Queensland in 1882 and sold for one shilling a pound (Gregory, 1991:52). Strawberries and citrus fruits, particularly oranges, were grown around Palmwoods and Woombye and oranges were sold on overseas markets. Pineapples eventually overtook citrus as the major fruit crop. The hills around Woombye were particularly suited to pineapples due to the well-drained soil. As pineapple plants could grow closely together, a farmer could make a good living on a twenty to thirty acre farm (Gregory, 1991:57).

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

The Maroochy Region to World War Two

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

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

The Maroochy district temporarily escaped some of the hardships of the Depression as post- World War One there was a short period of expansion in farming, particularly in dairying. More people were settled on the land through the soldier-settlement scheme and larger properties were subdivided, reflecting the government's faith in agriculture (Gregory, 1991:97). The dairy industry grew due to the benefits of increased mechanisation. The number of dairy farmers in the Maroochy district grew by 350 in 1924-25. The Depression nonetheless took its toll. Land that had been taken up in the boom years of the 1920s had been overvalued and hence many farmers faced high mortgage repayments. Banana growers also faced problems with disease. Pests such as beetle borer and thrip, and the disease 'bunchy top' were very serious (Gregory, 1991:97-101). Inevitably, some farmers succumbed to economic circumstances.

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

The Maroochy Region since World War Two

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

Tourism became a major economic driver of the region in the second half of the 20th century. From the early 1970s tourists and retirees increasingly flocked to the region, to both coastal and inland towns. A development boom along the coast at Caloundra, Mooloolaba, Maroochydore and resorts further north led to a rapid rise in population and coincided with a major expansion in the sugar industry (Gregory 1991:165). The strip between Caloundra and Mooloolaba, once an area of scrub and dune, became an expanse of housing and shopping centres. In the hinterland, tourist development sought to exploit the region's agricultural heritage. The Big Pineapple, the Big Cow, and the Superbee were popular tourist attraction in the 1970s and 1980s.

Throughout the 20th century changes occurred in the road and rail access to the Maroochy region. The northern railway line was electrified in 1988, which cut travel times by a significant amount. Despite the improvements in passenger rail services, however, most people preferred to drive. The Brisbane to Gympie road became the Bruce Highway in the 1930s. Up until the 1970s it was a single lane road and passed through all of the small towns such as Landsborough, Palmwoods and Woombye. Since then the highway has had several changes affecting its route, with the significant alterations including the Caboolture bypass and dual carriageway in the mid to late 1970s, and the Beerburum, Landsborough and Nambour/Yandina bypasses and dual carriageway in the 1980s (<http://www.mainroads.qld.gov.au>).

The towns

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

These settlements emerged principally due to the development of transport infrastructure between Brisbane and northern settlements such as Gympie. Road development, particularly for Cobb and Co coaches, first opened up the region to closer settlement. The advent of rail in 1891 further boosted the development of towns in the region, especially those examined in this study. The development of this infrastructure connected the towns and their produce (mainly timber, fruit and sugar cane) to the economically important southern markets. Tourism also came to have an impact in the second half of the 20th century.



Figure 10.4a: 1886 map showing surveyed selections between the Mooloolah and Maroochy Rivers. *The towns surveyed in this report (with the exception of Landsborough) did not exist as such at this time (DG2 1886 sheet three, Mapping Museum Brisbane).*

Landsborough

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

In 1877, Burgess bought more land south of Mellum Creek, where he built the two story Temperance Hotel, a store, a butcher shop and a cottage. The first school at Landsborough was opened in 1879 and a post office opened in 1881 (Riis, 2007:3). In 1880 Burgess sold his original land holding to James Campbell, who erected a hotel on the corner of the Gympie and Maleny roads in 1888. The town of Landsborough was surveyed in 1881. Campbell had the remainder of the property surveyed into town allotments. Thus by the 1880s the nucleus of a township had formed on the basis of the coach traffic between Brisbane and Gympie (Alcorn 1991:55).

Figure 10.4a shows surveyed selections between the Mooloolah and Maroochy Rivers around 1886.



Figure 10.4b: An early image of Cribb Street, the main street of Landsborough (no date: JOL Image no. 9509)

The establishment of a rail station at Landsborough was a significant development for the town (see Figure 10.4c). The rail from Brisbane to Landsborough was completed in 1889 and the first train used the new line to Landsborough in 1890. The coming of rail prompted the changing of the town's name from Mellum Creek to Landsborough. According to Isaac Burgess: 'the railway department was looking for a suitable name for the railway station...the station was changed from Mellum Creek to Landsborough, to perpetuate the name of an explorer who had done so much for the State' (Burgess 1959:5). Figures 10.4a and 10.4b show early development in Landsborough.



Figure 10.4c: Landsborough Rail Station, undated (JOL Image no. 77262)

10 Cultural Heritage

William Landsborough was the first European to traverse Australia from north to south and he eventually settled at Caloundra, where he died in 1886. The significance of the rail line to the town is reflected in the position and alignment of the main street of the town, Cribb Street, which runs adjacent to the rail line.

The rail line also secured the economic prosperity of the town, particularly following the cessation of Cobb and Co services between Brisbane and Gympie in 1881. In particular, the rail prompted the establishment of a sawmilling industry in the town. The mill received timber from the local area and the

hinterland, where it could be processed and transported using the new rail facilities. This prompted the establishment of a sawmill adjacent to the rail station (see Figure 10.4d). The road connection between Maleny, which was rich in timber, and Landsborough was particularly important in this regard. This road was upgraded in 1922 (Tutt 1979:215). Timber remained an important industry in the town for much of the 20th century (Kerr 1998:87-88). Other industries that became important for the town in the early 20th century included agriculture and dairying. Tourism became increasingly significant in the second half of the 20th century; the connection between Landsborough and Maleny continued to be important in this regard.



Figure 10.4d: Aerial view of Landsborough. The date of the photo is unknown, but it was probably taken in the 1950s (JOL Image no. 9524)

Landsborough also became a seat of shire government. In 1879, the Queensland government passed the Divisional Board Act and Landsborough became part of the Caboolture Division. This Division covered a huge area from North Pine River and Kedron Brook in the south, westward to include Kilcoy and north to the Conondale and Blackhall Ranges to include the headwaters of the Maroochy River. This large area was gradually broken up and

the Shire of Landsborough was formed in 1912 (Riss, 2007:3). Landsborough remained the centre of the Shire government until the formation of Caloundra Shire in 1968 (a development which reflected the increasing importance of coastal towns in the second half of the 20th century). Caloundra then became the centre of government for the Shire (Caloundra City Council).

Mooloolah

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

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

The advent of rail in 1891, however, enabled the establishment of a permanent town and commercial enterprises. Mooloolah was largely known for its sawmills and agriculture (fruit and dairy) and in 1892 it had a population of 157 (Mooloolah State School Centenary 1994:104). These industries continued to support the township throughout the 20th century.

Figure 10.4e shows the Mooloolah open level crossing in the 1930s.

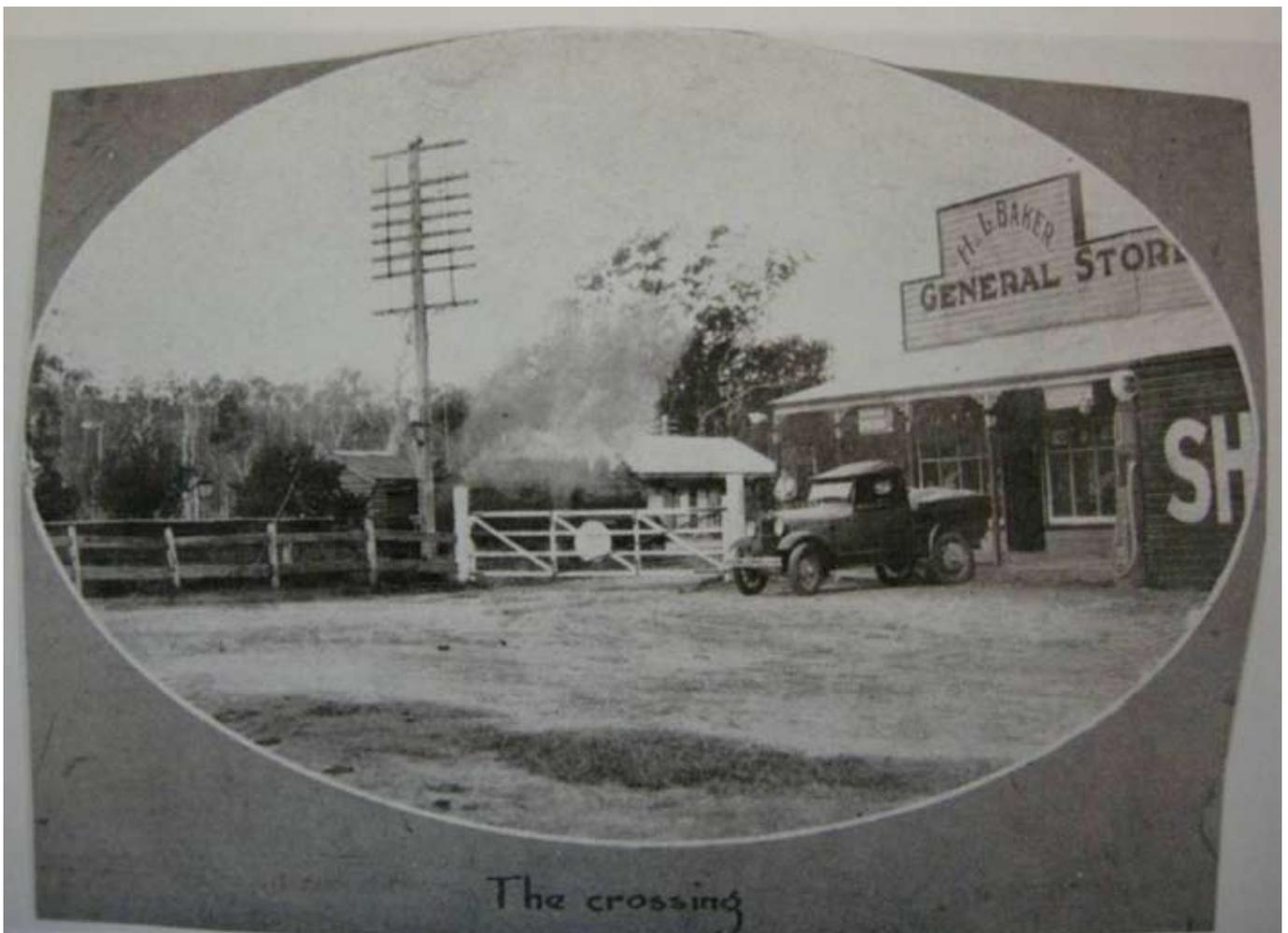


Figure 10.4e: Rail crossing at Mooloolah, 1932 (JOL Image no. 86400)

Eudlo

Eudlo, apparently derived from the indigenous term for 'eel', emerged as a town following the establishment of the rail line from Brisbane in 1891. Figures 10.4f and 10.4g show the early rail infrastructure in Eudlo. A local historian, at the time of Eudlo's 100th anniversary, claimed the area was originally settled in 1862 'by a bullocky' (Sunshine Coast Sunday 1992:8).



Figure 10.4f: View toward the Eudlo Rail Station, 1907 (JOL Image no. 48297)

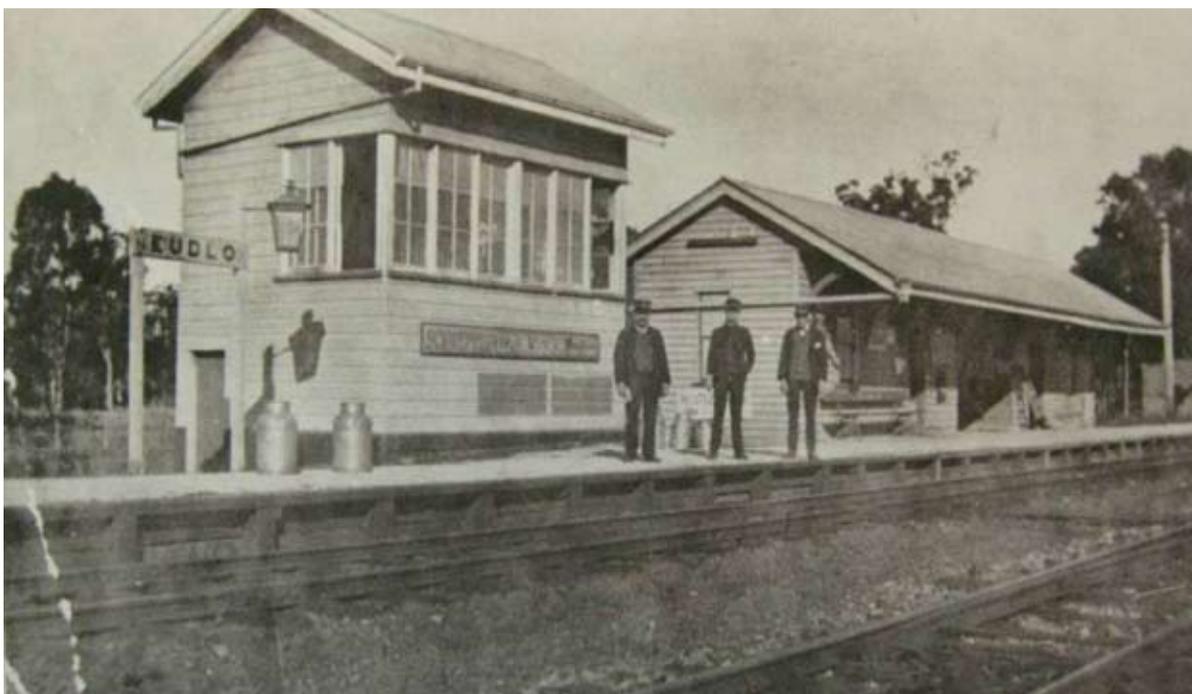


Figure 10.4g: Eudlo Rail Station, undated (JOL Image no. 187014)

Eudlo was, and remains, a small town. By 1902 there were only 18 names listed in the Queensland Post Office Directory (Tainton 1976:338). As with all the settlements surveyed in this report, the principal industries in Eudlo were timber and fruit growing. Timber, however, was the first major industry in the town. It is not known when the first sawmills began operating. However, a large sawmill was opened in 1911 on the north bank of Eudlo Creek, with a siding on the rail line as shown in **Figure 10.4h**. In 1913 it was purchased by Andrew, Fred and Norman Olsen and became known as Olsen and Co sawmill. The mill continued to operate until at least 1998 and in the latter half of the 20th century was the largest single employer in the town (Sunshine Coast Sunday 1992:8). A number of other, smaller, sawmills also operated in Eudlo throughout the 20th century (Kerr 1998:88).



Figure 10.4h: Olsen and Co. Sawmill, ca. 1914 (*JOL Image no. 151398*)

The other principal industry of Eudlo, fruit growing – pineapples, bananas and strawberries – also contributed to the growth of the town. As a result of the town's economic development, various amenities developed in the late nineteenth and early 20th century (Tainton 1976:338-9). The Eudlo State School was established in 1897. A community hall was constructed in 1918, a sports ground surveyed in 1920 and in 1921 an article in the Nambour Chronicle claimed the township was 'growing' (JOL Clippings File 'Eudlo'). This was also demonstrated by the establishment of a butcher, wheelwright and general store. **Figure 10.4i** shows Rosebed Street in the 1930s.

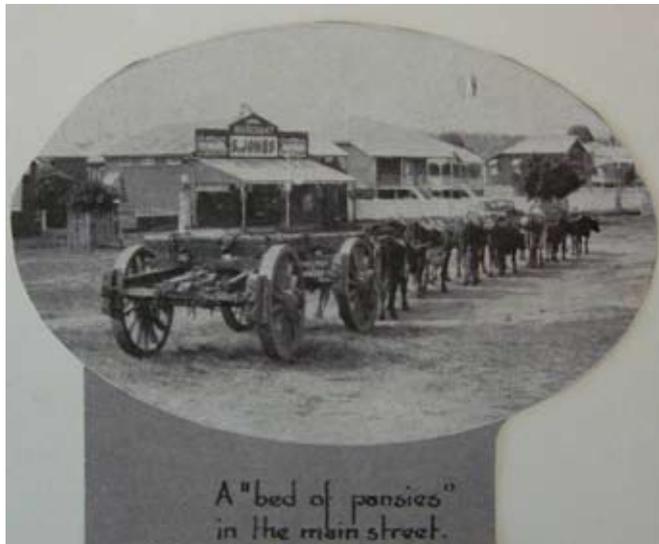


Figure 10.4i: Rosebed Street, Eudlo, 1932 (JOL Image no. 51686)

Palmwoods

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

Despite this early settlement, Palmwoods began as a government-planned town. During the late 1880s, when plans were developed for the north coast line, it was envisaged that particular 'nodes' would be created to facilitate the transport of timber and agricultural produce from the hinterland (particularly the township of Montville) to southern markets (Alcorn 1991:64). A siding had been proposed at 'Palmtree' and the siding was surveyed as a town in 1891 and renamed Palmwoods (Alcorn 1991:69). The town was now connected to the NCL, which helped ensure its economic development. Figure 10.4j and 10.4k show the railway elements within the town.



Figure 10.4j: Palmwoods Rail Station and Rail Yards, 1907 (JOL Image no. 48305)



Figure 10.4k: Palmwoods Rail Station, undated (JOL Image no. 125694)

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

Fruit growing, however, steadily grew in importance to the town and the surrounding district. Bananas and pineapples were particularly important. Figure 10.4l shows previous uses at Palmwoods station. In 1916, a tramway was constructed

between the agricultural settlement of Buderim and Palmwoods, to enable the transport of produce, mail and passengers from Buderim to Palmwoods and then to Brisbane and other important markets ('Palmwoods Centenary', JOL Clippings File 'Palmwoods'). This was because the road network in the region was still rudimentary in this period. The tramway also enabled the development of a nascent tourist industry. Daytrips became possible from Palmwoods, to Buderim and then by car to Buderim and the seaside resorts of Mooloolaba and Maroochydore ('Palmwoods Centenary', JOL Clippings File 'Palmwoods'). The tramway eventually closed, however, in 1935.



Figure 10.4l: Rail carts full of pineapples at Palmwoods Rail station, ready for transportation, ca. 1955 (JOL Image no.187086)

Because of the close proximity of Woombye, which was a more well-established town, amenities were slow to develop in Palmwoods (Alcorn 1991:69-70). Kolora Park and the associated lagoon were originally surveyed as a reserve and water from the lagoon was used for the steam trains when they were in service. A Memorial Hall was built in 1924, which became the focal point of community activities, a hospital was established in 1924 and a number of churches were also established in the 1920s (Kreb and Kreb 1972:n.p). This is shown in Figure 10.4m.



Figure 10.4m: Main Street, Palmwoods, 1917. Note the General Store in the foreground (JOL Image no. 59092)



Figure 10.4n: Palmwoods, 1931. Note the Produce Sheds by the rail line (JOL Image no. 160573)

The town of Palmwoods is still a part of an important agricultural region. Tourism also plays an important role in the local economy. Palmwoods was also the home of Sir Francis (Frank) Nicklin, who was Premier of Queensland from 1957 to 1968. Nicklin moved to Palmwoods in 1919 and grew pineapples there, before entering Queensland Parliament. A memorial clock dedicated to Nicklin, following his death in 1978, is located on Main Street.

Figure 10.4n shows a view of Palmwoods from the 1930s.

Woombye

Following the discovery of gold at Gympie in 1867, and the completion of the road between Brisbane and Gympie, Cobb and Co. coaches were carrying passengers, mail, goods and gold

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

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



Figure 10.4o: Woombye Rail Station, 1908 (JOL Image no. 4791)

Important town amenities continued to appear from this time onward. A blacksmith, wheelwright and a number of stores were established. The Woombye State School opened in 1894 and the School of Arts in 1898. The Criterion Hotel, which still operates today, was opened in 1900. The current sporting ground, adjacent to the rail line, was filled in and levelled in the 1910s as Woombye's second show grounds (the original was part of the School of Arts, which was located on the corner of Blackall Street and Hill Street). The first show was held at the ground in 1920. A pavilion and annex were constructed on the edge of the show ground, but these were destroyed by fire in the 1930s. Figure 10.4o shows Woombye station in the 1900s and Figure 10.4p shows an early image of the Criterion Hotel. Figure 10.4q shows the second showground.



Figure 10.4p: The Criterion Hotel, no date (JOL Image no. 188833)



Figure 10.4q: Second show ground – the Criterion Hotel can just be seen to the far left of the photo, 1920 (JOL Image no. 164387)

Fruit-growing industry was important to the town throughout the 20th century. In 1895, Thomas Davey grew the first pineapples commercially in Woombye. Other growers quickly followed him and by 1903, there were 120 acres of pineapples in the district (Tainton, 1977:6). From 1891 to 1915, Buderim farmers transported their agricultural produce to Woombye, for further shipment by rail to southern markets, although this stopped following the opening of the Palmwoods to Buderim tramway in 1916. Reflecting the importance of fruit to Woombye, following the first show of the Maroochy Pastoral, Agricultural, Horticultural and Industrial Society was held in Woombye on 3 June 1900 (<http://library.sunshinecoast.qld.gov.au>). Figure 10.4r shows the Memorial Park in the 1930s.

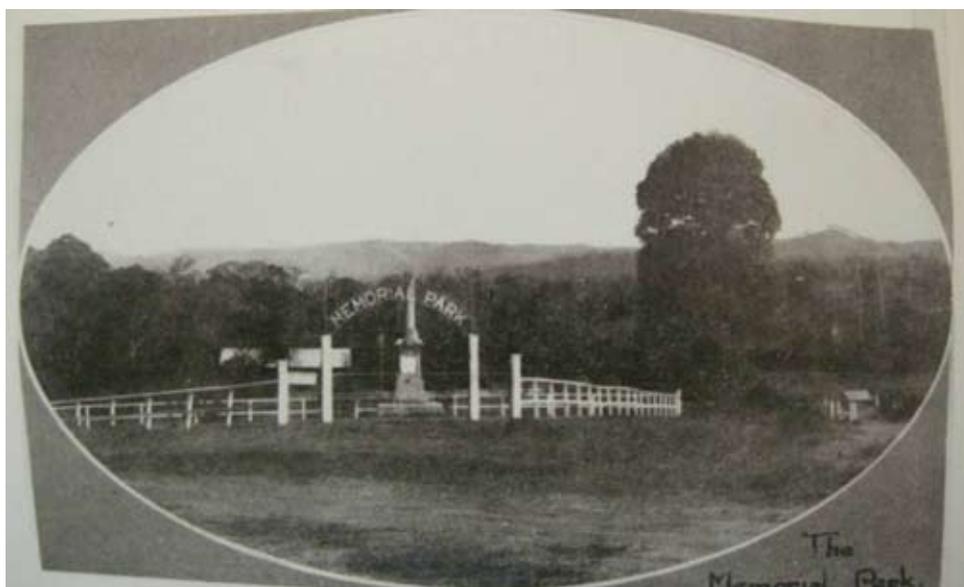


Figure 10.4r: Memorial Park, 1932, constructed as a memorial to the men of Woombye to enlisted and died during World War One. The memorial was later updated to include service personnel from World War Two (JOL Image no. 187390)

Timber was also an important industry for the town. In 1895, Thomas Bartholomew built a sawmill near the railway yards and it operated until 1965. Bartholomew's mill was important to the town's economy. The mill provided regular employment also sawn timber for the settlers to build their homes as the district developed. The mill had its own railway siding and large quantities of timber were sent to other centres (Tainton, 1977:18; Kerr, 1998:89). The mill is shown in Figure 10.4s.



Figure 10.4s: Thomas Bartholomew's Sawmill, ca. 1897. *Thomas Bartholomew is second from the left (JOL Image no. 78443)*

Nambour

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

Settlement of the Nambour district increased in the 1870s and 1880s. In March 1870, William Samwell selected 1625 acres in the area of Crescent Drive. In the same year a third selection was taken up on the south bank of Petrie's Creek, an

80 acre homestead selected by Henry Hooton. Thomas Howard and his family arrived in 1876 and built a temporary hut on Gympie Road, close to where the Nambour Railway Station now stands. In these early days the home was the venue for the Church of England Services. Soon after arriving Howard had the opportunity to acquire land for farming. He selected fifty acres of land east of what became Currie Street on the banks of Petrie's Creek. This land had been forfeited by Hooton, who struggled to clear the land and make it viable (Law, 2001:1). In 1878, William Perren selected 338 acres of land along Petrie's Creek. Daniel Currie in 1881 took up land on Lamington Terrace in the vicinity of the present Catholic Church. The remainder of the Petrie's Creek valley was selected by the early 1880s. Figure 10.4t shows a photograph of the Perren family.



Figure 10.4t: The Perren family, Nambour, ca. 1890 (JOL Image no. 61957)

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

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



Figure 10.4u: Rail Bridge crossing Petrie Creek, ca. 1918. Nambour Rail Station is located to the right of the image (JOL Image no. 45141)

The construction of the rail line through Nambour, the designation of the town as the seat of the Maroochy Divisional Board and increasing settlement contributed to further development of the town's facilities. After the railway opened, Carroll built a new hotel where the Commercial Hotel now stands and the town started to take shape. The hotel's name was later changed from Carroll's Petrie Creek Hotel to Currie's Nambour Hotel following its sale to the Currie family, an important family in the early history of the district (Anonymous, c1960:3). In the 10 year period from 1890, a number of institutions were established: St Joseph's Catholic Church, the Methodist Church, the Nambour State School, St John's Anglican Church, the Salvation Army Centre, the Police Station and Court House (Anonymous, c1960:3).

The single largest influence on the fortunes of Nambour was the construction of the Moreton Central Sugar Mill in 1895-96. In 1893 an Act designed to support the construction of sugar mills was passed and this prompted people in the North Coast region to apply for funding to construct a mill in the area. Land immediately west of Petrie's Creek at Nambour was identified as prime sugar cane land (and therefore ideal for the site of a mill) and farmers in the district promptly formed The Moreton Central Sugar Mill Company in 1894. Work on the mill began the next year and operations commenced in 1897. It drew an increasing number of mill and cane workers to Nambour and made it a centre of industry and business (Alcorn and Dunn, 1997:12, 30-33). Figure 10.4u shows the Petrie Creek rail bridge. Figure 10.4v and 10.4w show the mill and town surrounds.



Figure 10.4v: Photo showing the rail line and the Moreton Sugar Mill, which located to the right of the image, ca. 1930 (JOL Image no. 173421)



Figure 10.4w: Moreton Sugar Mill, ca. 1910 (JOL Image no. 57016)

Sugar became central to the identity and economy of Nambour in the 20th century. Sugar cane was grown throughout the region for processing at the mill and an extensive tram network, sections of which ran through principal streets of Nambour itself, snaked across the region. Nambour was known as the capital of the Sunshine Coast because of the significance of sugar production and the extent to which it drove the economy of the region. It was also a popular tourist destination for much of the 20th century (Nambour JOL clippings file). The mill closed in 2003.

10.5 Description of cultural heritage values : Registered sites

Each listing that is located within the impact zone will be discussed briefly on the following pages. Sites listed on more than one register will only be discussed once; following the table where the sites are first mentioned.

10.5.1 National registers

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

protected under the *Environmental Protection and Biodiversity Conservation Act 1999*.

There were no sites registered on the National Heritage List or Commonwealth Heritage List identified within the project area.

10.5.2 Queensland Heritage Register

The Queensland Heritage Register is maintained by the Cultural Heritage Branch of the Department of Environment and Resource Management, with the aim of protecting historic cultural heritage for future generations. All sites and places of historic (non-Indigenous) cultural heritage significance listed on the register are protected under the *Queensland Heritage Act 1992*. Table 10.5.2 lists these sites.

Table 10.5.2: Queensland heritage register listings in or immediately adjacent to the project area.

Location	Located in Impact Zone	Located in Project Area	Qld Heritage Register	Located During Field Survey	Photo
Dularcha Tunnel. 1.5 km south of Mooloolah Township.	No				
Former Landsborough Shire Council Chambers. 6 Maleny Street, Landsborough.	No				
Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants. Chevallum Road, Palmwoods to Telco Road, Buderim.					
Nambour Section of the Moreton Central Sugar Mill Cane Tramway, Mill Street, Currie Street and Howard Street, Nambour					

10.5.3 Local government registers

Historic heritage places of local significance recognised by the relevant Local Government Agencies are listed in Table 10.5.3.

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

Table 10.5.3: Caloundra City Council (Blake 2001) and Maroochy Shire Council (MSC 2008) nominated heritage sites in or immediately adjacent to the project area.

Heritage Item	Address/GPS Location	Located in Impact Zone	Located in Project Area	Other Registers	Located During Survey	Photo
Uniting Church	16 Maleny Street, Landsborough	No				
Former Landsborough Shire Chambers (Magistrates Court)	Caloundra Street, Landsborough	No				
Former Police Station	40 Maleny Street, Landsborough	No				
Landsborough School of Arts Memorial Hall	485 Old Landsborough Road, Landsborough	No				
Mellum Club Hotel	32 Cribb Street, Landsborough	No				
Former Mellum Hall or Dyer Hall	34 Cribb Street, Landsborough	No				
Leeding House	10 Maleny Street, Landsborough	No				
Dyer House	26 Maleny Street, Landsborough	No				
The Palms	Gympie Street North, Landsborough	No	No			
Former Shire Office	51 Landsborough Maleny Road, Landsborough	No				
Green Gables	45 Landsborough Maleny Road, Landsborough	No	No			
Landsborough Railway Station and Footbridge	Landsborough Station, Landsborough	No				
Landsborough Air Raid Shelter	Landsborough Station, Landsborough	No				
Peace Memorial Park	Maleny Street, Landsborough	No	No			
Former Landsborough Post Office (currently arts supplies)	Caloundra Street, Landsborough	No				
Former Jewellers Shop	Cnr Old Landsborough and Maleny Roads, Landsborough	No				
Former Butchers Shop	26 Cribb Street, Landsborough	No				
Former Bakery	28 Cribb Street, Landsborough	No				
Mooloolah Railway Shelter	Bray Road, Mooloolah					
Dularcha Railway Tunnel	Tunnel Ridge Road, Mooloolah	No		Queensland Heritage Register		
Early 20th century Timber House.	8 Corlis Avenue, Eudlo	No				
Early 20th century low set timber shop	2 Anzac Road, Eudlo	No				
Interwar high set timber house	6-8 Anzac Avenue	No				
State School	2 Highlands Street, Eudlo	No				
Low-set post war timber	3 Rosebed Street, Eudlo	No				

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Table 10.5.3: continued

Heritage Item	Address/GPS Location	Located in Impact Zone	Located in Project Area	Other Registers	Located During Survey	Photo
Early 20th century high-set timber house with modifications	7 Rosebed Street, Eudlo	No				
General Store	9-11 Rosebed Street, Eudlo	No				
Early 20th century high-set timber house	13 Rosebed Street, Eudlo	No				
Early 20th century high-set timber house	15 Rosebed Street, Eudlo	No				
Early 20th century high-set timber house	17 Rosebed Street, Eudlo	No				
Community Hall	19 Rosebed Street, Eudlo	No				
Early 20th century high-set timber house	21 Rosebed Street, Eudlo	No				
Row of shops	2, 4-6, 8 and 10 Main Street, Palmwoods	No				
General Store (currently IGA)	7-9 Main Street, Palmwoods					
Real Estate Office	36-38 Main Street, Palmwoods	No				
Palmwoods Railway Station and goods shed	Railway Street, Palmwoods	Yes				
Memorial Hall	Corner Margaret and Main Streets, Palmwoods	No				
Palmwoods Hotel	28-34 Main Street, Palmwoods	No				
Former Hospital	1 Fewtrell Street, Palmwoods	No				
Uniting Church	10-12 Church Street, Palmwoods	No				
Anglican Church	13 Hill Street, Palmwoods	No				
Late 19th century low-set timber house	30 Blackall Street, Woombye	No				
Late 19th century low-set timber house	28 Blackall Street, Woombye	No				
Interwar single storey masonry and timber shop	26 Blackall Street, Woombye	No				
Early 20th century single storey timber / stucco church	16 Blackall Street, Woombye	No				
Early 20th century high-set timber house	14 Blackall Street, Woombye	No				
Memorial Park with war memorial	Soldiers memorial, Blackall Street, Woombye	No				
Criterion Hotel	Corner Blackall and Barts Street, Woombye	No				
Early 20th century single storey timber Post Office	7 Blackall Street, Woombye	No				
Post war single storey fibro shop	9 Blackall Street, Woombye	No				
Post war single storey fibro garage	11 Blackall Street, Woombye	No				

Table 10.5.3: continued

Heritage Item	Address/GPS Location	Located in Impact Zone	Located in Project Area	Other Registers	Located During Survey	Photo
School of Arts Hall and timber hall	Corner Blackall Street and Hill Street, Woombye	No				
Memorial Drill Hall	Park Street, Woombye					
Former Masonic Lodge	8 Hill Street, Woombye	No				
Flowers and Gifts Shop	22 Blackall Street, Woombye	No				
House	21-23 Blackall Street, Woombye	No				
Club Hotel	78-84 Currie Street, Nambour	No				
Railway Bridge	Currie Street, Nambour					
Royal George Hotel	90-92 Currie Street, Nambour	No				
Salvation Army Hall, Church and Shop	163 Currie Street, Nambour	No				
Northern Warehouse (former cinema)	94-98 Currie Street, Nambour	No				
Residence	72 Netherton Street, Nambour	No			Not at indicated location	No
Residence	37 Blackall Terrace, Nambour	No				
Masonic Lodge	5-7 Blackall Terrace, Nambour	No				
Moreton Mill Weir	Petrie Creek	Unknown			No	No
Nambour Museum	18 Mitchell Street, Nambour	No				
Petrie Park	Price Street, Nambour	No				
Mill Manager's home and two others	14 Bury Street, Nambour			Queensland Heritage Register		

10.5.4 Historic heritage precincts on local government registers

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

Both the former Caloundra City Council (CCC) and former Maroochy Shire Council (MSC) have identified precincts within their jurisdiction (Table 10.5.4).

Table 10.5.4: Cultural heritage precincts within or immediately adjacent to the project area.

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

10.5.5 Former register of the National Estate (RNE)

An online search of the former Register of the National Estate was conducted to identify places and sites of cultural heritage significance. The Register of the National Estate is maintained by the Australian Heritage Council and is an inventory of Australia's natural and cultural heritage places that are worth conserving for the future. The Register of the National Estate (RNE) was frozen on 19 February 2007, which means that no new places can be added or removed, however the Register will continue as a non-statutory register until February 2012. Table 10.5.5 lists these sites.

Table 10.5.5: Sites nominated on the register of the National Estate and located within the project area.

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

10.5.6 Queensland Rail heritage register

QR Limited maintains an internal database of sites and places which are considered to contain heritage value. A review of the Queensland Rail Heritage Asset Register Records revealed several sites of significance within the project area, owned by QR Limited (Table 10.5.6).

Table 10.5.6: Queensland Rail Register

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

10.5.7 National Trust listings

Although the Queensland National Trust Register does not attribute any legislative protection, sites and places listed on the register can contribute to the discussion of heritage and can often include site and places which have been overlooked previously for entry onto local or State heritage registers. The sites listed in Table 10.5.7 were identified as relevant to the project area.

Table 10.5.7: National Trust Register listings in or immediately adjacent to the project area.

Heritage Place	Address	Located in Impact Zone (100m from centreline)	Located in Project Area (500m from centreline)	Other Registers	Located During Survey	Photo
Former Landsborough Post Office	Caloundra Street, Landsborough	No				
Former Jewellers Shop	Cnr Old Landsborough and Maleny Roads, Landsborough	No				
Former Butchers Shop	26 Cribb Street, Landsborough	No		Local Government Register		
Former Bakery	28 Cribb Street, Landsborough	No		Local Government Register		
Dularcha railway tunnel	Tunnel Ridge Road, Mooloolah	No		Queensland Heritage Register/ Local Government Register		
Mooloolah railway shelter	Bray Road, Mooloolah			RNE and Local Government Register		
19th century blazed Gum Tree Eucalyptus Tereticornis	Cnr Highlands Road and Rosebed Street, Eudlo	No	No			
Palmwoods Shops	Margaret Street, Palmwoods	No				
Group of Trees	Kolara Park Vicinity, Palmwoods GPS 56J 0495901 7052157					
Blackbutt Tree	Old Chevallum Road, Palmwoods GPS 56J 0496822 7047962	No				
Turpentine Tree	Old Chevallum Road, Palmwoods	No				
Group of Trees	Nicklin Road, Palmwoods GPS 56J 0496025 7048376 GPS 56J 0496342 7048233	No				
Blackbutt Tree	Uniting Church, Palmwoods GPS 56J 0496065 7048241	No				
Flooded Gum, Hill Street Palmwoods	Hill Street, Palmwoods GPS 56J 0495910 7048189	No				
Deciduous Fig	Jubilee Drive, Palmwoods				No	No
Group of trees	Palmwoods Footpath and Shelter area, Chevallum Road, Palmwoods					
Black She Oak	Stanley Street, Palmwoods GPS 56J 0495537 7047349	No				

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Table 10.5.7: continued

Heritage Place	Address	Located in Impact Zone (100m from centreline)	Located in Project Area (500m from centreline)	Other Registers	Located During Survey	Photo
Remnant Forest Group	Paskins Road, Palmwoods (near Eudlo Creek Nat Park) GPS 56J 0496129 7046461					
Federation Park Tree Group	Primrose Ct, Palmwoods	No	No			
Nicklin Road/ Chevallum Road Tree Precinct	Nicklin Road, Palmwoods GPS 56J 0496040 7048385					
Blackbutt Tree	Chevallum Road Palmwoods					
Maroochy Shire Former Nambour Post Office	Currie Street Nambour	No			No	No
Uniting Church Nambour (former Methodist Church)	37 Coronation Avenue, Nambour	No	No			
Former Nurses' Quarters - Nambour Hospital	Hospital Road Nambour	No		RNE	Not at location indicated	No

10.5.8 Sites under consideration for the Queensland Heritage register

In addition to these heritage listed sites, the Department of Environment and Resource Management has been undertaking a State wide survey of potential sites for recommendation for inclusion on the Queensland Heritage Register. Within or immediately adjacent to the project area, sites of potential State significance identified in the State wide survey are listed in Table 10.5.8.

Table 10.5.8: Sites under consideration by the Department of Environment and Resource Management State wide survey for nomination to the Queensland Heritage Register.

Heritage Place and Location	Located in Impact Zone	Located in Project Area	Other Registers	Located During Field Survey	Photo
Landsborough Air Raid Shelter Landsborough Station, Landsborough	No		QLD Rail Heritage Asset Register/ Local Government		
Old Bruce Highway Rest Areas Jowarra, Steve Irwin Way, Landsborough	No	No		No	No
Bankfoot House 1998 Old Gympie Road	No	No		No	No
Old Bruce Highway Road Rest Areas Nambour Connection Road. GPS 56J 0496824 7051797	No	No			
Big Pineapple Nambour Connection Road, Nambour	No	No			

10.6 Assessment of potential impacts

10.6.1 Aboriginal cultural heritage

The EIS process triggers the need for the development of a CHMP. The development of the CHMP requires formal notification of the Aboriginal Parties pursuant to section 91 of the *Aboriginal Cultural Heritage Act 2003* followed by endorsement of those Aboriginal Parties who respond to the notification. The development of a CHMP will provide protection and/or management of cultural heritage values for any objects or areas found during cultural heritage surveys and consultation with Elders nominated by Aboriginal Parties.

Most sites of Aboriginal cultural heritage significance identified within the project area are not located in the immediate vicinity of the project and are unlikely to be directly affected by the project. However, a burial site identified by the Aboriginal and Torres Straight Islander Cultural Heritage Register is located in Kolora Park in Palmwoods, in close proximity to the project. The railway would be on structure at this location. The construction of the piers and associated construction access tracks could potentially affect the burial site. Measures proposed in Chapter 22, *Environmental management plan* and the CHMP will

prevent and mitigate impacts on registered and unknown sites of Aboriginal significance, including the burial site in Kolora Park.

All undeveloped areas along the project could potentially contain sites of Aboriginal cultural significance. A survey of the project area will be undertaken as part of the CHMP.

Some of the properties required for the project could be affected by Native Title claims in the future. This is discussed in Chapter 3, *Land use and infrastructure*.

10.6.2 Historic cultural heritage

The following sections present the results of the field survey. Previously unknown sites, and places of archaeological potential were identified. Most registered sites, places and precincts were relocated.

Previously unknown sites

Previously unknown sites located within or immediately adjacent to the project area are listed in Table 10.6.2a.

Table 10.6.2a: Previously unknown sites in or immediately adjacent to the project area.

Heritage Site or Place	Address	Located by	Located in Impact Zone (100m from centreline)	Located in Project Area	Located During Field Survey
RSL Memorial	Corner of Cribb Street and Maleny Street, Landsborough	Field Survey	No		
Row of late 19th to early 20th century high-set houses	16A-20 Cribb Street, Landsborough	Field Survey	No		
CWA Park and Hall	Adjacent to railway lines, Old Landsborough Road, Landsborough	Caloundra City Council	No		
Early 20th century timber low-set house	8 Maleny Street, Landsborough	Field Survey	No		
Row of late 19th to early 20th century high-set houses	16, 20, 22 and 30 Caloundra Street, Landsborough	Caloundra City Council	No		
House	Adjacent to Magistrates Court, Caloundra Street, Landsborough	Caloundra City Council	No		
Boiler from Imbergers Mill	Vacant Lot beside Mellum Creek, Landsborough	Caloundra City Council	No	No	No
Pet Cemetery	Tunnel Ridge Road, Landsborough to Mooloolah GPS 56J 0497187 7038965	Field Survey	No		
Potential pioneer grave site (Landsborough)	In the vicinity of 710M332060 and 711CG6392 off Gympie Street Nth	Public			
Martin Rungert Park	Town centre, Bray Road, Mooloolah	Field Survey			
Village Green Park	Corner Bray Road and Paget Street, Mooloolah	Field Survey	No	No	

Table 10.6.2a: continued

Heritage Site or Place	Address	Located by	Located in Impact Zone (100m from centreline)	Located in Project Area	Located During Field Survey
Mooloolah (Marie Higgs) Conservation Park	Mooloolah Connection Road, Mooloolah GPS 56J 0497100 7039636	Public	No		
Mooloolah Public Hall (Built 1905)	Bray Road, Mooloolah	Caloundra City Council	No	No	
Mooloolah Masonic Hall	Paget Street, Mooloolah	Caloundra City Council	No	No	No
Residence	19 Paget Street, corner of Hatten, Mooloolah	Caloundra City Council	No		
King's Farm House	24 Paget Street, Mooloolah	Caloundra City Council	No		
Timber Beam Bridge	Paget Road, Mooloolah GPS 56J 0496440 7039193	Field Survey			
Concrete and stone culvert	Dularcha National Park, GPS 56J 0496388 7038781	Field Survey	No		
28 Paget Street	28 Paget Street, Mooloolah	Field Survey	No		
The Old E. S. and A. Bank	14 Railway Street and Hatten Street, Mooloolah (possibly corner Jones and Hatten Street)	Caloundra City Council	Not identified ¹	Not identified	No
Old Railway Bridge (Mooloolah River)	Neil Road, Eudlo-Mooloolah River GPS 56J 0496258 7040214	Caloundra City Council	No		
Mooloolah State School	Bray Road and King Road	Caloundra City Council	No		
Residence	10 Mooloolah Connection Road	Caloundra City Council	No		
Mooloolah Valley Community Centre	Bray Road, Mooloolah	Field Survey	No		
St Thomas Church	29 Bray Road, Mooloolah	Caloundra City Council	No		
Residence	43 Neill Road, Mooloolah	Public			
Former Dairy	87 Neill Road, Mooloolah	Public			
Private Residence	112 Eudlo Road, Mooloolah	Public	No		
Residence	30 Eudlo Road, Mooloolah	Field Survey	No		
Residence	1 Eudlo School Road, Eudlo	Field Survey			
Residence	2 Eudlo School Road	Public			
Residence	22 Eudlo School Road, Eudlo	Public			
Residence	69 Eudlo School Road, Eudlo	Public			
Eudlo Centenary Memorial Tree (1892-1992)	Central verge, Rosebed Street, Eudlo	Field Survey	No		
Former Church	20 Anzac Road, Eudlo	Field Survey	No		

¹ The location was the site of modern buildings and it is assumed that the bank building had been a casualty of previous development. The former bank was reportedly located at 14 Railway Street and Hatten Street. Hatten Street was investigated during the field survey and the former bank was not located, although recent development had taken place in the area, particularly on the corner of Hatten and Jones Street (Possibly incorrectly identified by the source as Railway Street, as it is located along the Railway).

Table 10.6.2a: continued

Heritage Site or Place	Address	Located by	Located in Impact Zone (100m from centreline)	Located in Project Area	Located During Field Survey
War Memorial	Central verge, Rosebed Street, Eudlo	Field Survey	No		
Skate Park with mature plantings	Rosebed Street, Eudlo	Field Survey	No		
Timber plank road bridge over railway line	1 Rosebed Street, Eudlo	Field Survey			
Timber framed bridge crossing Eudlo Creek	Rosebed Street, approach to Eudlo from south GPS 56J 0495963 7043530	Field Survey	No		
Eudlo Creek (Olsens) Timber Mill	Palmwoods Mooloolah Road, Eudlo GPS 56J 0495777 7044170	Field Survey			
1900's House	Residence, 22 Bamboo Road, Palmwoods	Public	No	No	No
Sir Francis Nicklin Memorial Clock, Outlook and 'Citizens Remembered' Tiling	Main Street, Palmwoods GPS 56J 0495959 7048237	Field Survey	No		
Palmwoods Post Office	Margaret Street, Palmwoods	Field Survey	No		
Palmwoods Kolora Park, freshwater lagoon, walking trail and mature plantings	Chevallum Road, Palmwoods	Public			
Railway Workers Cottages	37, 43-47 Main Street, Palmwoods	Public			
Workers Cottage	18 Main Street, Palmwoods	Field Survey	No		
Palmwoods CWA Hall	Main Street, Palmwoods	Field Survey			
Flooded Gum	Palmwoods Railway Station, Palmwoods GPS 56J 0496019 7048200	Field Survey			
Medical Centre / former shop	Corner of Briggs and Margaret Streets, Palmwoods	Field Survey			
Palmwoods Bowls Club	Chevallum Road, Palmwoods	Public			
Residence (1913 House)	8-10 Chevallum Road Palmwoods	Public			
Residence	4 Railway Street, Palmwoods	Public			
Residence	Palmwoods Mooloolah Road, Palmwoods GPS UTM 56J 496215 7047692	Public			
Early 20th Century House	48 Chevallum Road, Palmwoods	Public			
Residence	108 Paskins Road, Palmwoods	Public			
Produce Sheds	Main Street, Palmwoods	Field Survey			
Brady's Fruit and Veg Building	Road to Woombye GPS UTM 56J 0497327 7048908	Field Survey	No	No	
Woombye War Cemetery (1889)	Road to Woombye GPS UTM 56J 0498520 6964129	Field Survey	No	No	
CWA Park with mature plantings	Park Street, Woombye	Field Survey			
Scout Hall	West side of train tracks near station	Public			

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Table 10.6.2a: continued

Heritage Site or Place	Address	Located by	Located in Impact Zone (100m from centreline)	Located in Project Area	Located During Field Survey
Soccer fields (former Showgrounds)	West side of train tracks near station	Field Survey			
Church	Evangelical Lutheran Trinity Congregation, 29 Back Woombye Road, Woombye.	Public			
Late 19th century timber house	19 Nicklin Road, Palmwoods	Field Survey	No		
Timber road bridge	Blackall Range Road, Woombye GPS UTM 56J 0498481 6964135	Field Survey			
1920s House	Thompson Residence, 15 Blackall Terrace, Nambour	Public	No		
Historic Houses	Staines Residence and others, 42 Vernon Street, Nambour	Public			
Community Hall	20-24 Price Street, Nambour	Field Survey			
Early 20th century timber shop	Corner Price Street and Hospital Road, Nambour	Field Survey			
Asymmetrical Bungalow	43 Price Street, Nambour	Field Survey			
Former Station Master's House	47 Price Street, Nambour	Public			
Former Moreton Sugar Mill Engineer's Office	Nambour Historical Museum, Mitchell Street, Nambour	Field Survey	No		
Early 20th century low rise commercial	120 Currie Street, Nambour	Field Survey	No		
Chadwick Chambers and adjacent shop	Currie Street, Nambour, opposite Club Hotel	Field Survey	No		
Commercial character (currently Army Surplus and Bakehouse)	131 Currie Street, opposite 120 Currie Street.	Field Survey	No		
Memorial Park and Cenotaph	Corner of Blackall Terrace and Coronation Avenue	Field Survey	No		
Early 20th century timber house	4 Blackall Terrace	Field Survey	No		
Early 20th century timber house	17 Blackall Terrace	Field Survey	No		
Early 20th century timber house	33 Blackall Terrace	Field Survey	No		
Early 20th century timber house	37 Blackall Terrace	Field Survey	No		
Eudlo Tunnel	1.5 km south of Eudlo along existing rail line	Community			No
Pound Reserve/ Old Mellum Cemetery	Tytherleigh Avenue and Gympie Street North	Community			No

Precincts

Table 10.6.2b lists the precincts identified within or immediately adjacent to the project area during the field survey.

Table 10.6.2b: Cultural heritage precincts located during the field survey.

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

Archaeological potential

This report does not constitute an Archaeological Assessment and as such, is purely indicative. Without a systematic survey, it is impossible to say with authority where potential archaeological features may and may not exist. However, a review of the contextual information, including aerial photographs and visual assessment of the site has confirmed archaeological potential may exist in the following areas identified in Table 10.6.2c.

Table 10.6.2c: Potential Archaeological sites in or immediately adjacent to the project area.

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

Areas of potential impact

This assessment broadly discusses any impacts and potential impacts on historical heritage sites within the project area. Essentially, impact on heritage sites, places and precincts is potentially possible where:

- new rail and/or road infrastructure is introduced to the existing railway alignment
- new rail and/or road infrastructure is introduced to areas not previously designated for a railway alignment
- new railway stations make existing railway stations redundant
- the project impacts visually on heritage sites and places.

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

Table 10.6.2d outlines the nature of the potential impacts, and the significance of potential impacts for sites located within the impact zone.

Table 10.6.2d: Impact and potential impact as a result of the project.

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		
		Description of Impact	Nature and Type of Impact	Significance of Impact
Dularcha National Park. Part of North Coast Railway National Parks	State	The project follows the existing railway as closely as possible, causing edge effects on both the east and west of the corridor. Impact has been minimised previously through the route identification process. The project could impact directly on the archaeology associated with the former North Coast Railway Alignment.	Direct.	Moderate Adverse
Potential pioneer grave site (Landsborough)	Requires further assessment	The western edge of this property is impacted. The site itself may not be affected.	Direct	Requires further assessment
Mooloolah Station Pedestrian Rail Crossing Bridge and waiting shed. Bray Road, Mooloolah.	State	The project aligns through the existing railway station. Current design suggests that pedestrian rail bridge and waiting shed do not meet current standards nor meet with the future demands placed on the station. It is likely this fabric cannot be retained <i>in situ</i> .	Direct	Moderate Adverse
Martin Rungert Park. Town centre, Bray Road, Mooloolah	Local	The project will affect the eastern boundary of the park. The nature of the project design has the potential to impact on amenity of the park and restrict access.	Direct visual, amenity and contextual.	Low Adverse
Former Dairy. 87 Neill Road, Mooloolah	Local	The project would dissect the current curtilage, alienating much of the land from the residence. However, the preferred route alignment does not pose a direct impact for the residence and associated built features. Trees located along the river bank may be directly impacted.	Direct	Moderate Adverse
Timber Beam Bridge, Paget Street, Mooloolah	Local	This bridge is located to the west of the project, (the project aligns closely to the east of the bridge) though no direct impact is anticipated. Indirect contextual and amenity impacts posed by introduction of infrastructure. This could be a potential consideration for the planning of construction access.	Indirect amenity and contextual.	Low Adverse

Table 10.6.2d: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		
		Description of Impact	Nature and Type of Impact	Significance of Impact
Eudlo Tunnel, North Coast Railway Line, 1.5 km south of Eudlo.	Unassessed	The proposed corridor aligns to the west of the Eudlo Tunnel and poses no direct impact.	Indirect contextual	Low adverse
Rosebed Street Precinct, Eudlo	Local	The project is sited to the west of the precinct, on the other side of the existing railway, and poses no direct impacts. Indirect visual, contextual and amenity impacts may result from alterations to the location of the proposed railway station and the introduction of increased railway infrastructure, and passenger numbers.	Indirect visual, amenity and contextual.	Low Adverse Low Beneficial
Residence. 1 Eudlo School Road, Eudlo	Local	The project aligns adjacent to the property and has the potential for visual and contextual impact on the residence through the introduction of unsympathetic infrastructure.	Indirect visual and contextual.	Low Adverse
Residence. 69 Eudlo School Road, Eudlo	Local	The project dissects the current curtilage of the farm although no direct impact is currently anticipated for the built form on the property. Visual, contextual and amenity impacts are probable due to the introduction of infrastructure and loss of setting.	Direct	Low Adverse
Timber plank road bridge over Eudlo Creek. Rosebed Street Eudlo.	Local	The project is located to the north west of the bridge, with the existing railway line between. The project has the potential to affect the setting and demands on the bridge.	Indirect contextual and use.	Low Adverse
Eudlo Creek (Olsens) Timber Mill. Palmwoods Mooloolah Road, Eudlo GPS 56J 0495777 7044170	Local	The project is located to the west of the mill site, with the existing railway line between. The new rail infrastructure has the potential for limited contextual impact on the site and as well as potential for damage to surface and sub-surface (archaeological) elements during the construction process.	Indirect contextual and use.	Low Adverse
Palmwoods to Buderim Tramway Route. Chevallum Road, Palmwoods to Brecon Crescent, Buderim. GPS 56J 0496085 7048207	State	The project dissects the western terminus of the tramway where surface and archaeological potential was noted. The project poses a direct impact on remnant fabric and the archaeological record.	Direct	Moderate Adverse
Eudlo Creek National Park, Palmwoods. Part of North Coast Railway National Parks.	State	Partial direct impact. Impacts previously minimised through route selection as much as possible.	Direct	Moderate Adverse
Main Street Precinct, Palmwoods	Local	The project aligns to the east of the Main Street Precinct posing no direct impact. Potential exists for indirect impacts including visual, amenity, use and contextual impacts from the introduction or infrastructure and modifications to the existing urban landscape. Opportunities exist for redevelopment/reuse of rail lands.	Indirect visual, amenity, contextual and use.	Low Adverse Low Beneficial

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Table 10.6.2d: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		
		Description of Impact	Nature and Type of Impact	Significance of Impact
Chevallum Road Residential Precinct, 7-60 Chevallum Road, Palmwoods	Local	The project aligns with the western boundary of several properties along Chevallum Road, bringing the existing railway alignment closer to them, an encroachment of infrastructure that has the potential for visual and contextual impacts. It also impacts directly on two properties as shown in Drawing C019.	Direct Indirect visual and contextual.	Low Adverse
General Store (currently IGA). 7-9 Main Street, Palmwoods	Local	The project poses no direct impact on the store although the introduction of rail and station infrastructure has the potential for visual and contextual impact on the site. Potential increase in business viability and associated development pressures.	Indirect visual, use and contextual.	Low Adverse Low Beneficial
Palmwoods Railway Station and Goods Shed, Railway Street, Palmwoods	State	Located in area of surplus rail corridor that has been identified for possible re-development. The project affects the existing station complex and realigns rail, alienating existing buildings from their original context and use and having a visual and amenity impact. As well as loss of curtilage, there is potential for direct impact on existing station buildings. The existing station does not meet current standards nor the requirements for the expected increase in demand.	Direct	Moderate Adverse
Group of Trees, Kolora Park ²	Local	The project bridges over Kolora Park and duck ponds at approx height of 11m. Potential for loss of mature trees.	Direct	Low Adverse
Group of Trees, Palmwoods Footpath and Shelter area, Chevallum Road, Palmwoods	Local	Project bridges over this area and the adjoining Kolora Park and duck ponds at approx height of 11m. Potential for loss of mature trees.	Direct	Low Adverse
Remnant Forrest Group, Paskins Road, Palmwoods (near Eudlo Creek Nat Park)	Local	Project aligns through forest group resulting in loss of remnant vegetation.	Direct	Low Adverse
Blackbutt Tree, Chevallum Road Palmwoods	Local	The project bridges over Kolora Park and duck ponds at approx height of 11m. Potential for loss of mature trees.	Direct	Low Adverse
Palmwoods Kolora Park, freshwater lagoon, walking trail and mature plantings. Chevallum Road, Palmwoods	Local	The project crosses the park and beyond direct impacts has the potential for loss of open space, interpretive elements relating to the history of the town and use as a recreational reserve, as well as visual and contextual impacts from the major infrastructure introduction. Project bridges over Kolora Park and duck ponds at approx height of 11m. Potential for loss of mature trees.	Direct.	Moderate Adverse
Railway Workers Cottages. 37, 43-47 Main Street, Palmwoods	Local	The project aligns along the eastern property boundaries and poses no direct impact to curtilage. Increase in proximal railway infrastructure along existing line has the potential for visual and contextual impacts.	Indirect visual and contextual.	Low Adverse
Palmwoods CWA Hall. Main Street, Palmwoods	Local	The project aligns to the east of the hall site. The introduction of rail and station infrastructure has the potential to impact on the setting of the hall and increase the development potential of the site.	Indirect visual and contextual.	Low Adverse

² The two groups of trees in Palmwoods, described in the table as per the National Trust list, are two separate groups of trees either side of Chevallum Road.

Table 10.6.2d: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		
		Description of Impact	Nature and Type of Impact	Significance of Impact
Flooded Gum. Palmwoods Railway Station, Palmwoods GPS 56J 0496019 7048200	Local	The project does not directly impact the tree at this stage although it is located within close proximity of the alignment. Potential visual and contextual impact due to introduction of infrastructure.	Indirect visual and contextual.	Low Adverse
Medical Centre / former shop. Corner of Briggs and Margaret Streets, Palmwoods	Local	The project aligns to the east of the shop and has the potential to impact on the setting through the introduction of major infrastructure.	Indirect contextual.	Low Adverse
Palmwoods Bowls Club. Chevallum Road, Palmwoods	Local	The project bridges the western extent of the bowls club car park. The club house and lawns would not be directly impacted and the club would remain in use.	Direct	Low Adverse
Residence, 8-10 Chevallum Road Palmwoods	Local	The project results in the resumption of much of the land associated with the residence considerably altering the visual, contextual and amenity of the property, although the house is not directly impacted.	Direct	Low – Moderate Adverse
Residence. 4 Railway Street, Palmwoods	Unassessed	The project results in the resumption of some of the land at rear, altering the visual, contextual and amenity of the property. The house is not directly impacted. (Landowner has indicated archaeological potential exists due to former use as a pub).	Direct	Low Adverse
Residence. Palmwoods Mooloolah Road, Palmwoods GPS 56J 496215 7047692	Local	The project aligns to the western boundary of the property, bringing the existing railway alignment closer, an encroachment of infrastructure that has the potential for visual and contextual impacts.	Indirect visual and contextual.	Low Adverse
Early 20th Century House. 48 Chevallum Road, Palmwoods	Local	The project aligns to the western boundary of the property, bringing the existing railway alignment closer, an encroachment of infrastructure that has the potential for visual and contextual impacts.	Indirect visual and contextual.	Low Adverse
Produce Sheds. Main Street, Palmwoods	Local	Located in an area of surplus rail corridor that has been identified for possible re-use. No direct impact/loss from new railway. The project affects existing station complex and realigns rail, alienating existing buildings from their original context and use and having a visual and amenity impact.	Indirect visual, contextual and use.	Low Adverse
CWA Park with mature plantings. Park Street, Woombye	Local	The project is aligns to the west of the park, with the existing railway between. The proposed Back Woombye Road overpass has the potential to impact directly on the park through resumption and indirectly (visual and contextual) through the introduction of rail infrastructure.	Direct. Indirect visual and contextual.	Low Adverse
Scout Hall, Woombye	Local	The project aligns directly through the site resulting in complete loss of curtilage and built form.	Direct.	Moderate Adverse

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Table 10.6.2d: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		
		Description of Impact	Nature and Type of Impact	Significance of Impact
Soccer fields (former Showgrounds). West side of train tracks near station	Local	The project aligns directly through the site resuming much of the curtilage and built form, restricting access and limiting use of the site for its current recreational purpose.	Direct.	Moderate Adverse
Timber and Metal Road Bridge. Blackall Range Road, Woombye GPS 56J 0498481 6964135	Local	The project aligns directly through the bridge location and the current proposal involves replacing the bridge.	Direct.	Moderate Adverse
Woombye Station, Woombye	Local	The project realigns rail to the west of the site, alienating existing buildings from their original context and use and having a visual and amenity impact. The existing station does not meet current standards nor the requirements for the expected increase in demand. Located within the curtilage of the station, is the former Woombye Mill site (not currently within the direct impact zone) for consideration.	Indirect use, visual, amenity and contextual.	Moderate Adverse
Memorial Drill Hall. Park Street, Woombye.	State	The project is aligns to the west of the hall, with the existing railway between. The proposed Back Woombye Road overpass has the potential to impact indirectly (visual and contextual) through the introduction of infrastructure.	Indirect visual and contextual.	Low Adverse
Blackall Street Precinct, Woombye	Local	The project aligns to the west of the precinct posing no direct impact. The introduction of new rail and station infrastructure has the potential for visual, contextual and amenity impacts on the precinct. The increase in available transport has the potential to promote commercial viability within the precinct.	Indirect	Low Adverse Low Beneficial
Nambour Section of the Moreton Central Sugar Mill Cane Tramway, Mill Street, Currie Street and Howard Street, Nambour	State	The project aligns to the west of the site, potentially increasing the rail infrastructure though not impacting on the curtilage of the site. The introduction of increased transport infrastructure and associated development pressures has the potential to impact on the context of the site.	Indirect contextual.	Low Adverse
Moreton Central Sugar Mill Worker's Housing (former). 17 and 19 Mill Street, and 14 and 16 Bury Street, Nambour.	State	The project aligns to the west of the houses, potentially increasing the rail infrastructure though not impacting on the land associated with the site. The introduction of increased transport infrastructure and associated development pressures has the potential to impact visually and contextually and on the future use of the site	Indirect visual, contextual and use.	Low Adverse

Table 10.6.2d: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		
		Description of Impact	Nature and Type of Impact	Significance of Impact
Mill Street Precinct, Nambour	State	The project aligns to the west of the precinct, potentially increasing the rail infrastructure though not impacting on land associated with the site. The introduction of increased transport infrastructure and associated development pressures has the potential to impact on the setting and use of this archaeological site. However this area has been identified for future redevelopment (not as part of this project).	Indirect use and contextual.	Low Adverse
Vernon Street and Washington Street Residential Precinct, Nambour	Local	The project aligns to the west of the precinct, potentially increasing the rail infrastructure though not directly impacting. The introduction of increased transport infrastructure has the potential to impact the setting.	Indirect contextual.	Low Adverse
Railway Bridge. Currie Street, Nambour	State	The project terminates to the south west of the bridge and poses no direct impact. The introduction of proximal rail and station infrastructure has the potential to impact on the context and use of the bridge.	Indirect use and contextual.	Low Adverse
Historic Houses. Staines Residence and others, 42 Vernon Street, Nambour	Local	The project aligns to the west of the precinct, potentially increasing the rail infrastructure though not directly impacting. The introduction of increased transport infrastructure has the potential to impact the setting.	Indirect contextual.	Low Adverse
Community Hall. 20-24 Price Street, Nambour	Local	The project terminates to the south of the hall and poses no direct impact.	Indirect contextual.	Negligible
Early 20th century timber shop. Corner Price Street and Hospital Road, Nambour	Local	The project aligns along the eastern boundary of the property and does not pose a direct impact. The introduction of proximal rail and station infrastructure has the potential to alter the context of the site and impact visually.	Indirect visual and contextual.	Low Adverse
Asymmetrical Bungalow. 43 Price Street, Nambour	Local	The project aligns along the eastern boundary of the property and does not pose a direct impact. The introduction of proximal rail and station infrastructure has the potential to alter the context of the site and impact visually.	Indirect visual and contextual.	Low Adverse

10.7 Mitigation and residual impacts

10.7.1 Aboriginal cultural heritage

As part of the CHMP process, mitigation and management measures will be included in an agreement between the parties. This agreement would be legally binding on the parties, and ultimately registered by the Chief Executive of the Department of Environment and Resource Management. This process is underway.

The concepts detailed in Table 22.3.13 of Chapter 22, **Environmental management plans** provide the basis on which the CHMP will be developed. In particular, during any preliminary work and ground investigations, the following management measures are representative of what may be considered, depending on results of the cultural heritage survey and consultation with the Aboriginal Parties:

- “ A representative from the Aboriginal Party shall be present during excavation of the top 1 m of trial pits, boreholes or other significant ground disturbance.
- “ If at anytime it is necessary to excavate, relocate, remove or harm a cultural heritage find, the activity should be ceased immediately. Advice from the appropriate Aboriginal Party should be sought and agreement as how to best manage the situation should be reached.
- “ Persons carrying out the activity to take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage.

10.7.2 Historic cultural heritage

Recommendations

The project was designed to avoid any impact on cultural heritage. However, where impact is inevitable, the following general recommendations are made to manage impacts on cultural heritage values of heritage sites, places and precincts:

General recommendation one: specialist assessment

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

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

In the case where proximal impact is expected to a site of national or State significance, including those listed on the Queensland Heritage Register, then a site specific Conservation Management Plan will need to be prepared for each individual site prior to the impact occurring which considers the protection of heritage values for the potentially impacted heritage site. Depending on the nature of impact, this process may require approvals under the provisions of the *Queensland Heritage Act 1992*, in direct consultation with the Cultural Heritage Branch of the Department of Environment and Resource Management.

This includes:

- “ Dularcha National Park and Eudlo Creek National Park
- “ Mooloolah Station Pedestrian Rail Crossing Bridge and Waiting Shed
- “ Palmwoods to Buderim Tram Route
- “ Palmwoods Railway Station and Good Sheds (through decommissioning works).

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

General recommendation two: archaeologist on call for the project

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

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

General recommendation three: unexpected finds

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

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

The stop work procedure is provided in **Table 10.7.2a**.

Table 10.7.2a: Stop work procedure.

STOP WORK	Immediately
ESTABLISH	A buffer zone of 20 m around the site
CONTACT	A qualified archaeologist as soon as possible
NOTIFY	The archaeologist shall notify: the site manager; and Department of Environment and Resource Management
ASSESS	The archaeologist shall assess the significance of the resource and recommend a course of action:- Protect and avoid Investigate, record and remove Excavate, record and preserve
RECOMMENCE	Work once the Department of Environment and Resource Management has approved the course of action

General recommendation four: work sites

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

General recommendation five: buffer zones

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

General recommendation six: alterations to current route alignment

Should the project change over time, a revision of this cultural heritage assessment would be required.

Residual impact

The assessment of residual effects constitutes: a re-assessment of the project including proposed mitigation and the significance of those impacts in line with significance criteria approach (refer to Section 10.2.5). These effects are called residual effects as they remain after all mitigation is in place.

Site specific recommendations

Table 10.7.2b lists specific recommendations are made to manage impacts on cultural heritage values of heritage sites, places and precincts.

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Table 10.7.2b: Specific mitigation measures for heritage sites, places and precincts.

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		Mitigation Measures	Residual Impacts
		Nature and Type of Impact	Significance of Impact		
Dularcha National Park. Part of North Coast Railway National Parks	State	Direct.	Moderate Adverse	If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the Department of Environment and Resource Management. This strategy might include archaeological monitoring and recording of the site during any earthworks.	Low Adverse
Mooloolah Station Pedestrian Rail Crossing Bridge and waiting shed. Bray Road, Mooloolah.	State	Direct	Moderate Adverse	If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the Department of Environment and Resource Management. This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance. Additionally, suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and Council.	Low-Moderate Adverse
Martin Rungert Park. Town centre, Bray Road, Mooloolah	Local	Direct visual, amenity and contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to facilitate continued access and public amenity. Where acceptable, this advice should be adopted by the project.	Low Adverse
Former Dairy. 87 Neill Road, Mooloolah	Local	Direct	Moderate Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts, including access and visual cohesion between the residence and the pastoral landscape where possible. Where acceptable, this advice should be adopted by the project.	Low-Moderate adverse
Timber Beam Bridge, Paget Street, Mooloolah	Local	Indirect amenity and contextual.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. The bridge should not be utilised by heavy vehicles during the construction process.	Negligible
Eudlo Tunnel, North Coast Railway Line, 1.5 km south of Eudlo.	Unassessed	Indirect contextual	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. The bridge should not be utilised by heavy vehicles during the construction process.	Low adverse
Rosebed Street Precinct, Eudlo	Local	Indirect visual, amenity and contextual.	Low Adverse Low Beneficial	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible Low Beneficial
Residence. 1 Eudlo School Road, Eudlo	Local	Indirect visual and contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.	Low Adverse

Table 10.7.2b: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		Mitigation Measures	Residual Impacts
		Nature and Type of Impact	Significance of Impact		
Residence. 69 Eudlo School Road, Eudlo	Local	Direct	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.	Low Adverse
Timber plank road bridge over Eudlo Creek. Rosebed Street Eudlo.	Local	Indirect contextual and use.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Eudlo Creek (Olsens) Timber Mill. Palmwoods Mooloolah Road, Eudlo GPS 56J 0495777 7044170	Local	Indirect contextual and use.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. Avoid ground disturbance on site during proximal construction activities as these may affect the potential archaeological record.	Negligible
Palmwoods to Buderim Tramway Route. Chevallum Road, Palmwoods to Brecon Crescent, Buderim. GPS 56J 0496085 7048207	State	Direct	Moderate Adverse	If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the Department of Environment and Resource Management. This strategy might include archaeological monitoring and recording of the site during any earthworks.	Low Adverse
Eudlo Creek National Park, Palmwoods. Part of North Coast Railway National Parks.	State	Direct	Moderate Adverse	If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the Department of Environment and Resource Management.	Low-Moderate Adverse
Main Street Precinct, Palmwoods	Local	Indirect visual, amenity, contextual and use.	Low Adverse Low Beneficial	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. The project orientates the railway away from Main Street, presenting opportunities for redevelopment / reuse of adjacent rail lands which should be managed through future land use planning and urban design.	Negligible Low Beneficial

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Table 10.7.2b: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		Mitigation Measures	Residual Impacts
		Nature and Type of Impact	Significance of Impact		
Chevallum Road Residential Precinct, 7-60 Chevallum Road, Palmwoods	Local	Direct Indirect visual and contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible Low Adverse
General Store (currently IGA). 7-9 Main Street, Palmwoods	Local	Indirect visual, use and contextual.	Low Adverse Low Beneficial	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Palmwoods Railway Station and Goods Shed, Railway Street, Palmwoods	State	Direct	Moderate Adverse	If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available design options for the project to best mitigate impacts on its cultural heritage significance and includes liaison with and approval of relevant stakeholders, including the Department of Environment and resource Management. This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance.	Low-Moderate Adverse
Group of Trees, Kolora Park Vicinity	Local	Direct	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.	Negligible-Low Adverse
Group of Trees, Palmwoods Footpath and Shelter area, Chevallum Road, Palmwoods	Local	Direct	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.	Negligible-Low Adverse

Table 10.7.2b: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		Mitigation Measures	Residual Impacts
		Nature and Type of Impact	Significance of Impact		
Remnant Forrest Group, Paskins Road, Palmwoods (near Eudlo Creek Nat Park)	Local	Direct	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible-Low Adverse
Blackbutt Tree, Chevallum Road Palmwoods	Local	Direct	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.	Negligible-Low Adverse
Palmwoods Kolora Park, freshwater lagoon, walking trail and mature plantings. Chevallum Road, Palmwoods	Local	Direct.	Moderate Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.	Low-Moderate Adverse
Railway Workers Cottages. 37, 43-47 Main Street, Palmwoods	Local	Indirect visual and contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Palmwoods CWA Hall. Main Street, Palmwoods	Local	Indirect visual and contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Flooded Gum. Palmwoods Railway Station, Palmwoods GPS 56J 0496019 7048200	Local	Indirect visual and contextual.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.	Negligible-Low Adverse

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Table 10.7.2b: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		Mitigation Measures	Residual Impacts
		Nature and Type of Impact	Significance of Impact		
Medical Centre / former shop. Corner of Briggs and Margaret Streets, Palmwoods	Local	Indirect contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible-Low Adverse
Palmwoods Bowls Club. Chevallum Road, Palmwoods	Local	Direct	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. A secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Residence, 8-10 Chevallum Road Palmwoods	Local	Direct	Low-Moderate Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. A secure buffer zone of 100 m should be enforced around the affected elements of the site.	Low Adverse
Residence. 4 Railway Street, Palmwoods	Unassessed	Direct	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. Further research required prior to construction to determine archaeological potential. A secure buffer zone of 100 m should be enforced around the affected elements of the site, depending on the outcomes of the abovementioned advice.	Negligible-Low Adverse
Residence. Palmwoods Mooloolah Road, Palmwoods GPS 56J 496215 7047692	Local	Indirect visual and contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Early 20th Century House. 48 Chevallum Road, Palmwoods	Local	Indirect visual and contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible

Table 10.7.2b: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		Mitigation Measures	Residual Impacts
		Nature and Type of Impact	Significance of Impact		
Produce Sheds. Main Street, Palmwoods	Local	Indirect visual, contextual and use.	Low Adverse	<p>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance. Where acceptable, this advice should be adopted by the project.</p> <p>If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.</p> <p>The project orientates the railway away from Main Street, presenting opportunities for redevelopment / reuse of adjacent rail lands which should be managed through future land use planning and urban design.</p>	Negligible-Low Adverse
CWA Park with mature plantings. Park Street, Woombye	Local	Direct. Indirect visual and contextual.	Low Adverse	<p>Brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.</p> <p>If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.</p>	Low Adverse
Scout Hall, Woombye	Local	Direct.	Moderate Adverse	<p>Where this is not possible, direct impacts should ensure suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording lodged with relevant libraries and council.</p> <p>Potential for relocation of the buildings should consider its former use and significance where possible.</p>	Moderate Adverse
Soccer fields. West side of train tracks near station	Local	Direct.	Moderate Adverse	<p>Where this is not possible, direct impacts should ensure suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and council.</p> <p>Potential for relocation of the buildings should consider its former use and significance where possible.</p>	Moderate Adverse
Timber and Metal Road Bridge. Blackall Range Road, Woombye GPS 56J 0498481 6964135	Local	Direct.	Moderate Adverse	<p>Project design should consider leaving elements of the bridge in-situ as a record to its existence, such as abutments and other interpretive elements.</p> <p>Suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and council.</p>	Low-Moderate Adverse

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Table 10.7.2b: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		Mitigation Measures	Residual Impacts
		Nature and Type of Impact	Significance of Impact		
Woombye Station, Woombye	Local	Indirect use, visual, amenity and contextual.	Moderate Adverse	Heritage advice should be prepared for the project which considers available options to reduce related impacts and considers re-use of buildings. Where acceptable, this advice should be adopted by the project. This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Low-Moderate Adverse
Memorial Drill Hall. Park Street, Woombye.	State	Indirect visual and contextual.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Blackall Street Precinct, Woombye	Local	Indirect	Low Adverse Low Beneficial	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. The project orientates the railway away from Blackall Street, presenting opportunities for redevelopment / reuse of adjacent rail lands which should be managed through future land use planning and urban design.	Negligible-Low Beneficial
Nambour Section of the Moreton Central Sugar Mill Cane Tramway, Mill Street, Currie Street and Howard Street, Nambour	State	Indirect contextual.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Moreton Central Sugar Mill Worker's Housing (former). 17 and 19 Mill Street, and 14 and 16 Bury Street, Nambour.	State	Indirect visual, contextual and use.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Mill Street Precinct, Nambour	State	Indirect use and contextual.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. Avoid ground disturbance on the site during proximal construction works, in order to protect the potential archaeological record and surface features.	Negligible-Low Adverse
Vernon Street and Washington Street Residential Precinct, Nambour	Local	Indirect contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts and considers re-use of buildings. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible-Low Adverse

Table 10.7.2b: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Impact Assessment		Mitigation Measures	Residual Impacts
		Nature and Type of Impact	Significance of Impact		
Railway Bridge. Currie Street, Nambour	State	Indirect use and contextual.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the site.	Negligible
Historic Houses. Staines Residence and others, 42 Vernon Street, Nambour	Local	Indirect contextual.	Low Adverse	Brief heritage advice should be prepared for the project which considers available options to reduce related impacts and considers re-use of buildings. Where acceptable, this advice should be adopted by the project. If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible-Low Adverse
Community Hall. 20-24 Price Street, Nambour	Local	Indirect contextual.	Negligible	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.	Negligible
Early 20th century timber shop. Corner Price Street and Hospital Road, Nambour	Local	Indirect visual and contextual.	Low Adverse	If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site. Project design should consider views to and from the site and avoid detrimental impacts on the context of recognised heritage items.	Negligible-Low Adverse
Asymmetrical Bungalow. 43 Price Street, Nambour	Local	Indirect visual and contextual.	Low Adverse	Where this is not possible, direct impacts should ensure suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and council. Potential for relocation of the buildings should consider its former use and significance where possible.	Negligible-Low Adverse

10.8 Summary and conclusions

The project area currently is within an area over which no registered or unregistered native title claims exist. However, previously registered native title claims once existed over the project area, and this guides the selection of the Aboriginal Parties. Sites of Aboriginal significance are known to exist in the project area. Because the project requires an EIS, section 87 of the ACH Act states that the development of a CHMP is the process required through which management of Aboriginal cultural heritage would occur. A CHMP will be developed for the project prior to the ground investigations and construction works being undertaken.

This Historic Cultural Heritage Assessment for the proposed Landsborough to Nambour Rail project has assessed the impact of the project on historical cultural heritage values located within the designated impact zone.

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

Archaeological sites subject to a direct impact from the project should be further assessed and investigated, with a CHMP in place prior to commencement of construction. Archaeological sites identified as being of State significance in this report should be reported to the Department of Environment and Resource Management, in accordance with the *Queensland Heritage Act 1992*.

The residual impacts summarised in Table 10.8 are likely to be the most significant impacts of the project on cultural heritage.

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Table 10.8: Summary of residual impacts

Heritage Site, Place or Precinct	Cultural Heritage Significance	Mitigation Measures	Residual Impacts
Mooloolah Station Pedestrian Rail Crossing Bridge and waiting shed. Bray Road, Mooloolah. Palmwoods Station and Goods Shed, Railway Street, Palmwoods	State	<p>If impact is likely, a project specific Conservation Management Plan should be prepared, giving consideration to suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance.</p> <p>Additionally, suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and council.</p>	Low-Moderate Adverse
Former Dairy. 87 Neill Road, Mooloolah	Local	<p>If impact is likely, a brief heritage advice should be prepared for the project which considers available options to reduce related impacts, including access and visual cohesion between the residence and the pastoral landscape where possible.</p>	Low-Moderate adverse
Eudlo Creek National Park, Palmwoods. Part of North Coast Railway National Parks.	State	<p>If impact is likely, it is suggested that a project specific Conservation Management Plan should be prepared.</p>	Low-Moderate Adverse
Palmwoods Kolora Park, freshwater lagoon, walking trail and mature plantings. Chevallum Road, Palmwoods	Local	<p>If impact is likely, a brief heritage advice should be prepared for the project which considers available options to reduce related impacts. Where acceptable, this advice should be adopted by the project.</p> <p>If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.</p> <p>Project design, including proposed elevated railway and associated piers should be sympathetic to the cultural heritage values of the site and avoid significant elements of the fabric, including mature trees.</p>	Low-Moderate Adverse
Scout Hall, Woombye	Local	<p>Where avoidance is not possible, direct impacts should ensure suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording lodged with relevant libraries and council.</p> <p>Potential for relocation of the buildings should consider its former use and significance where possible.</p>	Moderate Adverse

Table 10.8: continued

Heritage Site, Place or Precinct	Cultural Heritage Significance	Mitigation Measures	Residual Impacts
Soccer fields. West side of train tracks near station	Local	<p>Where avoidance is not possible, direct impacts should ensure suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and council.</p> <p>Potential for relocation of the buildings should consider its former use and significance where possible.</p>	Moderate Adverse
Timber and Metal Road Bridge. Blackall Range Road, Woombye GPS 56J 0498481 6964135	Local	<p>Where avoidance is not possible, project design should consider leaving elements of the bridge in-situ as a record to its existence, such as abutments and other interpretive elements.</p> <p>Suitable archival recording of the site is conducted prior to impacts taking place and prepared by suitably qualified personnel. A copy of archival recording should be lodged with relevant libraries and council.</p>	Low-Moderate Adverse
Woombye Station, Woombye	Local	<p>Where avoidance is not possible, heritage advice should be prepared for the project which considers available options to reduce related impacts and considers re-use of buildings. Where acceptable, this advice should be adopted by the project. This strategy should also consider suitable design, re-use and interpretation options for the heritage elements, which are consistent with their cultural heritage significance.</p> <p>If construction activities are expected within the general area, a secure buffer zone of 100 m should be enforced around the affected elements of the site.</p>	Low-Moderate Adverse