

# B12 AIRPORT AND SURROUNDS NON-INDIGENOUS CULTURAL HERITAGE



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## APPENDICES (SEE SEPARATE APPENDICES DISK)

B12:A: Incidental finds procedure

## 12.1 INTRODUCTION

This chapter's purpose is to describe the significance of items or places of Non-Indigenous Cultural Heritage (NICH) value that are likely to be affected by the Sunshine Coast Airport Expansion Project (the Project) (refer **Figure 12.1a**). This includes an assessment of their values at a local, regional, state and national level, so as to provide recommendations and management strategies for assessed sites of NICH significance.

### 12.1.1 NICH Terms of Reference

The purpose of this NICH assessment is to meet the Project's Terms of Reference (TOR) for the Environmental Impact Statement (EIS). The TOR specified for NICH (2012: 46 – 47) within the Project area are as follows:

#### Description of existing NICH values:

Include a cultural heritage study/survey that describes NICH sites and places, and their values. Any such study should be conducted by an appropriately qualified cultural heritage practitioner and should include the following:

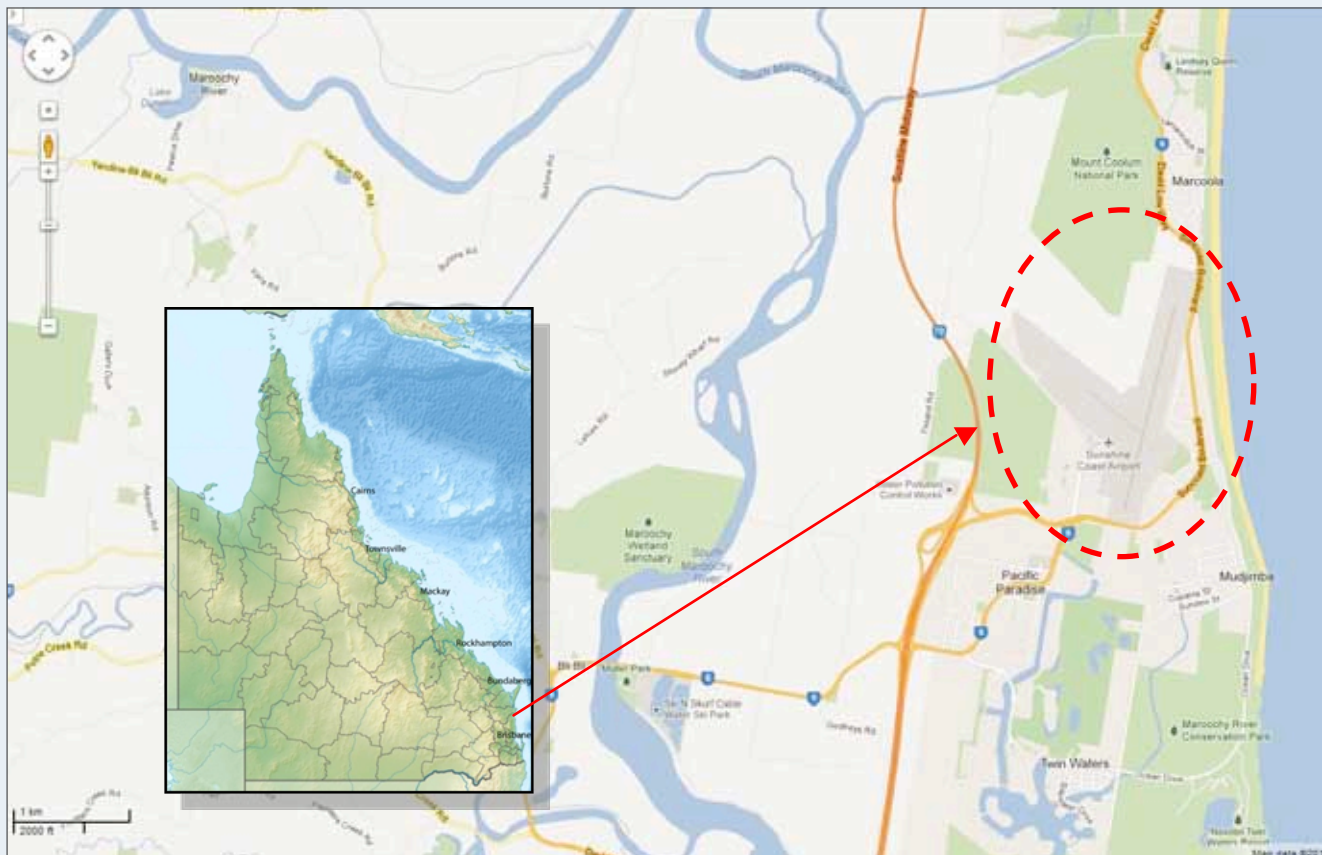
- Review of:
  - The Australian Heritage Places Inventory
  - The Queensland Heritage Register and other information regarding places of potential NICH significance
  - Any local government heritage register
  - Any existing literature relating to the heritage of the affected areas
- Liaison with relevant community groups/organisations (e.g. local historical societies) concerning places of NICH significance located or identified
- Locations of culturally and historically significant sites, shown on maps, which could potentially be impacted by the Project
- A constraints analysis of the proposed development area to identify and record NICH places.

#### Potential impacts and mitigation measures:

Provide an assessment of any likely effects on sites of NICH values, including but not limited to the following:

- Description of the significance of artefacts, items or places of conservation or NICH value likely to be affected by the Project and their values at a local, regional, state and national level
- Recommended means of mitigating any negative impacts on NICH values and enhancing any positive impacts
- Strategies to manage places of historic heritage significance, taking account also of community interests and concerns.

Figure 12.1a: Location of Project area (Google Maps 2012, modified).



As a minimum, investigation, consultation, impact assessment, management and protection strategies should satisfy statutory responsibilities and duties of care, including those under the *Environment Protection Biodiversity Conservation Act 1999* (EPBC Act) and *Queensland Heritage Act 1992*.

### 12.1.2 Methodology

The following methodology was employed in order to meet the Project's TOR for NICH, as well as following best practice and legislative framework.

#### 12.1.2.1 Desktop assessment

A desktop assessment was undertaken to determine the existence, extent and probable levels of significance of any places likely to be located within the Project area. This assessment comprised searches of statutory and non-statutory registers and databases, and a review of existing published and unpublished reports, surveys and assessments of the Project area and its immediate surroundings (refer to **Section 12.2**). The results of this desktop assessment were used to develop a targeted field survey of the Project area, and informed the assessment provided in this chapter.

#### 12.1.2.2 Consultation

Consultation with relevant stakeholders was conducted as part of the research for the NICH assessment. Refer to **Section 12.2.4**.

#### 12.1.2.3 Field survey

The identification of the potential NICH within the Project area was based on historical research, an analysis of historical plans, aerial photographs, review of heritage listings and consultation. This enabled an initial assessment of the Project area known to be of historical interest.

The survey methodology adopted for this assessment incorporated a vehicular survey across the Project area targeting sites identified by the desktop review and consultation. It is estimated that approximately 50 per cent of the Project area was surveyed for the assessment, which is considered appropriate for an assessment of this nature.

Areas of interest were photographed using a Digital Single Lens Reflex (DSLR) camera (Canon EOS 450D) with 12.1 effective mega-pixels. Upon completion of the report, these photographs were stored on disk (CD) in the Converge Brisbane office. Unless otherwise stated, all photographs in this chapter should be referenced as Converge 2012 (refer to **Section 12.2.5** and **Figure 12.2ac**).

#### 12.1.2.4 Field assessment sampling strategy

Archaeological survey strategies usually involve transects across the Project area chosen at random (probabilistic) to avoid possible bias in the results; transects within areas (purposive) known to be historically significant; or those designated areas specifically earmarked for development. For this particular survey, a combination of probabilistic and purposive sampling strategies was employed.

Archaeological assessments are informed by Ground Integrity (GI) and Ground Surface Visibility (GSV).

GI measures the level of disturbance experienced by an area of land. This disturbance will affect the quality and nature of any archaeological material which may be identified, as well as informing the likelihood of finding archaeological material at all.

Assessments GSV provide an indication of how much of the ground surface can actually be seen. GSV is most commonly inhibited by vegetation but other inhibitors may include gravel and bitumen.

Levels of GI and GSV are determined using a percentage scale in that 0 per cent represents zero visibility and 100 per cent represents maximum visibility (bare ground). Therefore: Zero – 0 per cent; Poor – 1-25 per cent; Moderate – 26-50 per cent; Fair – 51-75 per cent; Good – 76-85 per cent; Excellent – 86-100 per cent. The better the visibility, the more potential there is for locating historical/archaeological material.

**Section 12.2.5**, Field Survey Results, presents an overview of the main land use zones encountered within the Project area with an assessment of GI and GSV for each site.

NICH areas were recorded with reference to site title, location, condition and relevant comments, including type of site. Descriptions of sites and places were general, with a view to providing direction for their future management (refer to **Tables 12.2h** and **12.2i**).

#### 12.1.2.5 Significance criteria

Determining the significance of a heritage place, item or site requires research to enable an understanding of its value or level of importance. Assessments of heritage significance for this assessment were based on an understanding of the place's history together with the physical analysis (field survey) and an appreciation of the comparative level of rarity or representative that the site possesses. In Queensland, heritage practitioners rely on two key documents to undertake significance assessments: *The Burra Charter of Australia International Council on Monuments and Sites* (Australia ICOMOS) and *the Queensland Heritage Act 1992* (QH Act).

The QH Act outlines the following criteria for assessing cultural significance of heritage places. Under Section 35 (1) of the QH Act, a place may be entered into the register if it satisfies one or more of the following criteria:

- a) *If the place is important in demonstrating the evolution or pattern of Queensland's history;*
- b) *If the place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage;*
- c) *If the place has potential to yield information that will contribute to an understanding of Queensland's history;*
- d) *If the place is important in demonstrating the principal characteristics of a particular class of cultural places;*
- e) *If the place is important because of its aesthetic significance;*
- f) *If the place is important in demonstrating a high degree of creative or technical achievement at a particular period;*
- g) *If the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;*
- h) *If the place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.*

The criteria used for assessing places of local heritage significance under the *Maroochy Plan 2000* (V.1/S.7.3 (2)) mirrors the criteria developed under the QH Act, except that a site's significance relates to the shire or locality rather than the state. Once a site has been assessed using the listed QHA criteria, the thresholds used in **Table 12.1a** are applied to determine the level (i.e. local, state or national) at which the place or element is considered significant.

**Section 12.3** presents the results of the significance assessment of the Project area. The results from the significance assessment informed the impact assessment (refer to **Section 12.4**) recommendations and management strategies for management of identified and potential NICH in the Project area (refer to **Section 12.5**).

Table 12.1a: Hierarchy of significance

Definition	Threshold
Element of <b>outstanding/ exceptional</b> significance or heritage value - embodies national or state heritage significance in its own right and makes an irreplaceable contribution the significance/heritage value of the place as a whole.	Likely to fulfil national heritage entry criteria.
Element of <b>high</b> significance or heritage value - embodies state heritage significance in its own right and makes an irreplaceable contribution to the significance/heritage value of the place as a whole.	Likely to fulfil state heritage entry criteria.
Element of <b>moderate</b> significance or heritage value - embodies state or local heritage values in its own right and makes an irreplaceable contribution to values of the place as a whole.	Likely to fulfil state and/ or local heritage entry criteria
Element of <b>some</b> significance or heritage value - embodies local heritage values in its own right and makes a significant contribution to the significance/heritage value of the place as a whole.	Likely to fulfil local heritage entry criteria.
Element is <b>neutral</b> , with little or no heritage value.	Unlikely to fulfil local heritage entry criteria. May contribute to other elements of heritage value.
<b>Intrusive</b> element which detracts, or has the potential to detract, from the significance of the place.	Does not have heritage value. Does not contribute to other elements of heritage value.

### 12.1.3 Assumptions and limitations

#### 12.1.3.1 Constraints to the survey

##### Landform Disturbance

The Sunshine Coast Airport is largely surrounded by swampy wallum heath and former agricultural lands. The entire Project area has been subject to varying levels of disturbance, from vegetation clearing, agricultural activities and medium-scale landform modification resulting from road and airport construction, including previous levelling and draining (of the swamp) activities since European settlement.

#### 12.1.4 Policy context and legislative framework

Knowledge of cultural heritage legislation is essential when assessing sites, places or items of cultural heritage significance. The Project area is affected by a number of statutory controls which must be considered prior to site development. Searches of relevant statutory registers associated with national, state and local legislation were undertaken as part of this study. Places included on these registers possess an established level of significance. It is important to note, however, that the absence of a place on these registers does not mean it has no heritage significance. Not all places of heritage significance in Australia have been identified and/or listed as yet, particularly places of archaeological significance. Moreover, values can change and evolve, and places may take on new or different heritage significance according to these values, or the passage of time.

#### 12.1.4.1 Statutory framework

##### World Heritage List

An on-line search of the World Heritage List (WHL) was conducted to identify places and international sites of cultural heritage significance located within the Project area. The WHL is compiled by United Nations Educational, Scientific and Cultural Organisation (UNESCO) and is an inventory of places considered to have Outstanding Universal Value (OUV).

##### National Legislation

The EPBC Act is the key national heritage legislation and is administered by the Commonwealth Department of Environment (DoE). The EPBC Act provides a number of statutory controls for heritage places. Places of national heritage value and those owned or managed by the Commonwealth are located on the National Heritage List (NHL) and Commonwealth Heritage List (CHL) respectively. In addition, the following national legislation is relevant to heritage:

- *The Protection of Moveable Cultural Heritage Act, 1986* regulates the export of Australia's significant cultural heritage objects. The Act does not restrict normal and legitimate trade in cultural property and does not affect an individual's right to own or sell within Australia; and
- *The Australian Heritage Council Act, 2003* provides for the establishment of the Australian Heritage Council, which is the principal advisory group to the Australian Government on heritage matters. This Act also provided for registration of places considered of national significance on the (former) Register of the National Estate (RNE) or the Australian Heritage Places Inventory (AHPI).

The Australian Heritage Council manages the (former) RNE. This register was frozen in 2007, meaning no new items could be added to it. It remained a statutory register until February 2012 – it is now a non-statutory archive of heritage places. Sites and places entered on the NHL, the CHL and the (former) RNE are located on the AHPI.

### State Legislation

Places of state heritage significance in Queensland are managed under the *Queensland Heritage Act 1992* (QH Act). The Act provides for the establishment of the Queensland Heritage Council (QHC) and the Queensland Heritage Register (QHR), which lists places of cultural heritage significance to Queensland, and regulates development of registered places. Under the provisions of the QH Act, any development of a place listed on the QHR must be carried out in accordance with the QH Act. A place may also be entered in the register if it satisfies one or more of the assessment criteria under Section 35 (1) of the QH Act (see **Section 12.1.2.5**). The QH Act also applies to potential archaeological places:

- Under Section 60, a place may be considered to be an 'archaeological place' if not registered as a State heritage place and demonstrates '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 QHR if they meet those criteria.
- Section 89 requires a person to advise the Chief Executive of the Department of Environment and Heritage Protection (DEHP) 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.
- Section 90 stipulates that it is an offence to interfere with an archaeological artefact once notice has been given of the artefact to the Chief Executive.

### Local Legislation

Local heritage places are managed under local planning schemes and the *Sustainable Planning Act 2009*. The Project area falls within the boundaries of Sunshine Coast Council (SCC), which reflects a recent de-amalgamation of Councils and incorporates the former Maroochy Shire and Caloundra City Council's. A new planning scheme, the Sunshine Coast Planning Scheme 2014 and the planning scheme policies (the planning scheme) were gazetted on 2 May 2014 and commenced on 21 May 2014. The Sunshine Coast Planning Scheme 2014 replaces the Caloundra City Plan 2004 and Maroochy Plan 2000 planning schemes with one plan for the region.

Under the new planning scheme the Project area will be managed under the provisions of the new Scheme and associated policies for Local Heritage Place managed under the Integrated Development Assessment System (IDAS).

### **12.1.4.2 Non-statutory framework**

There are other sources for heritage places or historic sites that are not listed on statutory registers. Places identified during these searches contribute to a better understanding of the Project area and often identify places that require further investigation under the QH Act.

#### Queensland National Trust Register

The Queensland National Trust (QNT) is a membership-based community organisation that promotes natural, Indigenous and cultural heritage places and items of Queensland. The focus of the Trust's activities is heritage and environmental education. Through its properties, advocacy and research, the Trust encourages the community to understand and care for our significant places, wildlife, and stories. The Trust maintains the Queensland National Trust Register (QNTR) which was consulted for this report. The QNTR contains individual buildings, precincts, natural environment places and culturally significant artefacts. While these listings do not attract any legal protection for a place, nor do they put the owner of a listed place under any legal obligation, they do have moral and advocacy value (QNT 2004).

#### Interactive Resource Tenure Map

The Queensland Department of Mining and Safety maintain the Interactive Resource Tenure Map (IRTM). The IRTM enables the user to search and display mining tenure and exploration information. In particular, it is possible to search and display historic mining leases. The information is generally limited to the last 100 years and therefore excludes mining activity in the nineteenth century. However, it provides some ability to determine the location of historic mining leases and potential historic mines that may be located in the Project area.

### **12.1.4.3 Guidelines and charters for heritage practice**

This section provides details of the relevant guidelines and charters that are applicable to heritage practice in Australia. These key documents include the Burra Charter, the Australian Historic Themes Framework and the Queensland Heritage Council Guidelines, and are often used to assist practitioners in determining the heritage value of a place.

#### The Burra Charter

The Burra Charter of Australia ICOMOS is the leading guideline for heritage practitioners and provides guidance for the conservation and management of significant places. It defines cultural significance as "aesthetic, historic, scientific or social value for past, present and future generations" and goes on to state "cultural significance is embodied in the *place* itself, its *fabric, setting, use, associations, meanings, records, related places and related objects*" (Australia ICOMOS 1997). It outlines a specific methodology/ process for assessing sites.

### Australian Historic Themes Framework

The Australian Historic Themes Framework was endorsed in 2000 by the Commonwealth, state and territory agencies. It provides a valuable research tool, which can be used at the national, state or local level to assist in the identification, assessment, interpretation and management of heritage places. The framework was initiated and developed by the Australian Heritage Commission with the assistance of the state and territory historic heritage agencies, consultants and heritage practitioners. It is used in the heritage assessment of places, and is essential to understand the comparative context of places of historical significance around Australia (DSEWPaC 2012).

### Queensland Heritage Council Guidelines

The Queensland Heritage Council provides guidelines to assist in assessing which level of cultural heritage significance is applicable to a site. These guidelines provide the following definitions:

*A place is of local cultural heritage significance if its heritage values are of a purely localised nature and do not contribute significantly to our understanding of the wider pattern and evolution of Queensland's history and heritage...*

*A place is of state cultural heritage significance if its heritage values contribute to our understanding of the wider pattern and evolution of Queensland's history and heritage. This includes places that contribute significantly to our understanding of the regional pattern and development of Queensland (2006:5).*

### Archaeological Research Potential

The heritage significance of archaeological relics within the Project area was considered according to their potential ability to contribute to our understanding of the culture and history of the nation, state and local area, and the site itself. On the whole, more intact deposits and archaeological resources that can be used to address important research questions, or which can reveal information about little known aspects of history, will have the highest heritage significance. This is a matter that has been considered in an influential paper by Bickford and Sullivan (1984). They note that archaeological significance has long been accepted elsewhere in the world as being linked directly to scientific research value:

*A site or resource is said to be scientifically significant when its further study may be expected to help answer questions. That is scientific significance is defined as research potential.*

This is a concept that has been extended by Bickford and Sullivan in the context of Australian archaeology and refined to the following three questions which can be used as a guide for assessing the significance of an archaeological site or resource within a relative framework:

- 1) *Can the site contribute knowledge which no other resource can?*
- 2) *Can the site contribute knowledge which no other site can?*
- 3) *Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?*

## 12.2 EXISTING CONDITIONS

This section details the existing conditions of the Project area, including a contextual historical background and results from the physical site assessment. This assists the understanding of the Project area's historical phases and includes an analysis of its environmental context and physical condition. The results from this assessment inform the discussion in **Section 12.3**.

### 12.2.1 Results of heritage searches

**Table 12.2a** presents the results of a series of NICH register and database searches conducted for the Project area.

### 12.2.2 Previous reports

Previous studies undertaken in the Maroochy region by ARCHAEO Cultural Heritage Services Pty Ltd have particular relevance to the current study. Where relevant, the results of former studies are incorporated into the current study. The following cultural heritage reports (**Table 12.2b**) were reviewed as part of the assessment.

### 12.2.3 Historical background

This historical background is not intended to provide a complete historical survey of the Project area. Although detailed information for the area has been used where available, for the current Project it has been necessary to contextualise the history of Marcoola within the wider region of Maroochy.

#### 12.2.3.1 Identified Australian historic themes

The following themes (**Table 12.2c**) have been identified as being of particular relevance to the Maroochy region (refer to **Section 12.1.4.3**, Australian Historic Themes Framework).

#### 12.2.3.2 Cattlemen and timber getters

With the exception of marginal agriculture, including sugarcane farming and the construction of drainage ditches (for early farming, and later to construct the airport), the Project area's locality of Marcoola seems to have remained largely undeveloped until the mid-twentieth century, when the airport was constructed.

Table 12.2a: Database and register search results

Heritage register or database	Search results												
World Heritage List	No sites on the WHL were identified in the Project area.												
National Heritage List	No sites on the NHL were identified in the Project area.												
Commonwealth Heritage List	No sites on the CHL were identified in the Project area.												
Register of the National Estate	No sites on the (former) RNE were identified in the Project area.												
Queensland Heritage Register	No sites on the QHR were identified in the Project area, however, the following QHR sites were found in the vicinity of the Project area and contribute to an understanding of the area's historic values:												
	<table border="1"> <thead> <tr> <th>Site Name</th> <th>QHR ID</th> <th>Approximate Distance</th> </tr> </thead> <tbody> <tr> <td>Tramway Lift Bridge</td> <td>602527</td> <td>4.5 km from Project area</td> </tr> <tr> <td>Dunethin Rock</td> <td>602695</td> <td>6 km from Project area</td> </tr> <tr> <td>Cotton Tree Caravan Park</td> <td>602707</td> <td>4 km from Project area</td> </tr> </tbody> </table>	Site Name	QHR ID	Approximate Distance	Tramway Lift Bridge	602527	4.5 km from Project area	Dunethin Rock	602695	6 km from Project area	Cotton Tree Caravan Park	602707	4 km from Project area
Site Name	QHR ID	Approximate Distance											
Tramway Lift Bridge	602527	4.5 km from Project area											
Dunethin Rock	602695	6 km from Project area											
Cotton Tree Caravan Park	602707	4 km from Project area											
Local Heritage Register	No local heritage sites were identified in the Project area.												
Queensland National Trust Register	No sites on the QNTR were identified in the Project area.												
Interactive Resources Tenure Map	No sites on the IRTM were identified in the Project area.												

The County of Stanley (Brisbane region) was classed as a settled district in 1847. At this time, many parcels of land within the county boundary were sold or leased in sections of square miles (640 acres). However, in the County of Canning (Sunshine Coast/ Caboolture region), land continued to be applied for in runs. Land within three miles (4.82 km) of the coast, north of Pumicestone Passage (including the Project area) continued to remain Crown Property. In the region surrounding the Project area, Zacharias and Daniel Skyring leased three large runs, Whidka Whidka, Yandina and Canaldo, the latter two with frontages on the Maroochy River in 1853 (Figure 12.2a). Dunethin Rock, a prominent monolith located 6 km from the Project area, marked the shared boundaries of Yandina and Canaldo runs (Nambour Chronicle, 1978:6).

In the following years, two cattle runs were taken up south of the Maroochy River. Edmund Lander established a property known as Moolooloo Plains in 1860, covering the area around the northern Mooloolah banks and Sippy and Mountain Creeks. Later known as Meridan Plains, it was taken up by John Westaway in 1862. In the early 1860s, the Westaway family constructed a slab hut and yards in Bli Bli and drove cattle up from Eagle Farm (Gregory 1991:14).

By 1862, Thomas Petrie had begun timber felling in the Buderim and Eudlo Creek areas to the south of the Maroochy River (Petrie 1904:191). Petrie estimated that a viable timber industry could be sustained in the Maroochy River watershed. Timber felling continued across the broader Maroochy district with cedar being in high demand, particularly for cabinet making.

Figure 12.2a: Maroochy cattle runs in 1862 (Heap 1868)

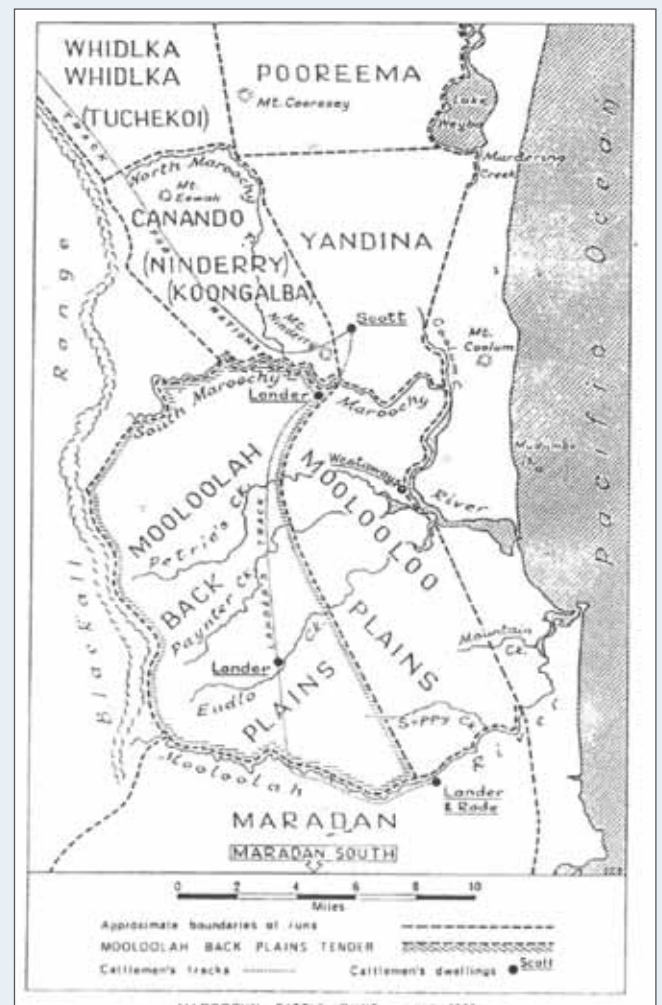




Table 12.2b: Analysis of previous reports

Report	Relevance to current study
<p><i>Cultural Heritage Assessment of the Proposed Maroochy Road Upgrade Between the Bruce Highway and Jones Road, Maroochy, Sunshine Coast</i></p> <p>Unpublished report by Ann Wallin and Associates (Converge) in 1996 for Main Roads.</p>	<p>The study provided an historical account of timber getting, the first cattlemen and early settlement in the Maroochy region. Based on the non-Indigenous history of the area, including sugar farming and other agricultural practices (historically similar to the current Project area), predictions about the archaeological record were detailed in the study. This indicated that in 1996, the study area was likely to contain evidence of early cane farming, such as drainage ditches and possible tramway infrastructure.</p>
<p><i>Cultural Heritage Assessment of the Proposed Optus Mobile Communication Site at Sunshine Airport</i></p> <p>Unpublished report by Ann Wallin and Associates (Converge) in 1998 for Optus.</p>	<p>This study examined the cultural heritage issues associated with a proposed Optus mobile phone transmission site, located at Airport Drive, Sunshine Coast Airport, Maroochy.</p> <p>As this 1998 study was undertaken at the Sunshine Coast Airport, it was of particular relevance to the current Project. An historical account of the study area was included followed by a predictive archaeological assessment; however, this assessment was focused on Indigenous cultural heritage.</p> <p>Although the study did not provide an assessment for NICH, it noted that the Project area had been 'extensively modified by the building of the airport and there is evidence that the study area was used as a dump for gravels during construction of either the present structures or during the forming of the access road. As a result, the ground integrity is highly disturbed' (Wallin 1998:13). The conclusion being, that for the mobile phone tower site, no historic archaeological material was defined at the ground surface that would require further analysis.</p>
<p><i>Caloundra to Maroochy Pipeline Cultural Heritage Report</i></p> <p>Unpublished report by Ann Wallin and Associates (Converge) in 1998 for the Caloundra to Maroochy Water Board.</p>	<p>The purpose of this study was to detail recorded cultural heritage issues with regards to a proposed water pipeline corridor between Landershute and the Mooloolah River.</p> <p>The 1998 study mainly focused on Indigenous cultural heritage in areas south of the current Project area, however, a regional overview of the history of Maroochy was included, and was utilised to inform the current historic analysis of the Project area.</p>
<p><i>Due Diligence Report associated with the proposed duplication of the Sunshine Motorway, Maroochy Road to Pacific Paradise, South East Queensland</i></p> <p>Unpublished report by ARCHAEO (Converge) in 2004 for Main Roads.</p>	<p>This study conducted a review of cultural heritage issues associated with a proposed road corridor at Pacific Paradise, Mudjimba. It also examined cumulative impacts of nearby developments including the airport expansion.</p> <p>Again, a regional historical overview was provided and utilised for the current assessment. Searches of historical heritage registers and the contextual history provided for the 2004 assessment indicated that there was a low potential for historical archaeological sites to be extant in the study area.</p>
<p>No known sites or places of NICH for the Project area have been identified in the above listed previous studies.</p>	

Table 12.2c: Australian historic themes relevant to the Project area

Primary theme	Secondary theme	Tertiary theme (if any)
2. Peopling Places	2.4. Migrating	2.4.2. Migrating to seek opportunity
3. Developing Local, Regional and National Economies	3.5. Developing primary production	3.5.3. Developing agricultural industries
	3.8. Moving goods and people	3.8.9. Moving goods and people by air
	3.23. Catering for tourists	-
8. Developing Australia's Cultural Life	8.2. Going to the beach	-
	8.3. Going on holiday	-

John Low bought bullocks from the Westaways in 1863 to haul out cedar logs felled by Tom Petrie and his Aboriginal crew along Petrie's Creek. In later years, the Westaways held a number of properties in the Maroochy area. Their main homestead was erected at Bli Bli where Petrie's Creek enters the Maroochy River. In addition to Moolooloo Plains, Edmund Lander also took up the nearby run of Moolooloo Back Plains (Tutt 1995:112). Lander occupied a number of different properties throughout the district during the 1860s and 1870s, and established a Cobb and Co. depot near Mooloolah in 1868.

A number of attempts were made to graze stock on these properties, most of which failed due to the unsuitable environment. The homesteads and their out-stations became important local landmarks, particularly after 1867 and the commencement of the Gympie gold rush. The track connecting these isolated outposts became the main thoroughfare between Brisbane and Gympie.

### 12.2.3.3 Agricultural and urban development

Many local properties were largely resumed and divided for closer settlement under new land legislation in the late 1860s. Some of the more promising blocks were selected as agricultural properties. More commonly however, after the failure of cattle grazing and the abandonment of many of the leasehold properties, much of the Maroochy area returned to wallum heath vegetation. Only the alluvial flats around the Mooloolah River were regarded as agriculturally valuable in the 1860s. To ascertain the fruit growing potential of the soil, William Pettigrew, a prominent local timber-getter, planted orange, peach, date palm and guava trees, and some grape cuttings at his timber depot in 1867. Boggy conditions were improved by the digging of drainage ditches, however, regular flooding of the Mooloolah River soon proved that long-term agrarian pursuits such as fruit growing were not viable. **Figure 12.2b** illustrates the main roads, settled districts, rail and powerlines within the Country of Canning in 1871.

In the early 1880s, timber prices in Queensland slumped and timber resources at Buderim and along the Mooloolah River were low (Alcorn 1994). Timber on the Maroochy River, however, was still readily available. Demand for timber rose again in the mid-1880s and numerous migrant workers moved to the area to take advantage of the available work. The softwood timbers along the Maroochy River were soon depleted by the heavy demand and, in conjunction with the economic depression that hit Australia in the late-1890s, the timber industry collapsed, leading to the closure of many sawmills along the Maroochy River. Attempts to revive the industry failed in the early 1900s. Timber cutting continued in areas that had not been cleared for sugar cane production until a disastrous bush fire in 1902 wiped out much of the huge eucalypt forest west of Bli Bli.

Many areas within the district remained largely vacant and fallow, despite surveys in 1893, 1902 and 1909. Although the railway line through Landsborough and Nambour was opened in January 1891, farming prospects did not improve.

This was due in part to the difficult environment, but also to a combination of the financial depression of the 1890s, and adverse climatic conditions. Ultimately, sugar cane was confirmed to be the most suitable crop. The local sugar mill closed in 2003 but cane is still an important agricultural product in the region, with sections bordering the northern part of the Project area still farmed today.

**Figure 12.2c** illustrates the Maroochy region in 1892. This map highlights the sparse development in the vicinity of the Project area at the turn of the 20th century.

The commencement of sugar production at the Moreton Central Mill in 1897 signalled the beginning of an agricultural transformation from which the rural communities of Yandina and Nambour emerged as commercial centres. Buderim was denied expansion because of its inaccessibility. The construction of a private tramway from Buderim to Palmwoods, completed in 1916, was hailed as the end of isolation. The rail line secured the economic prosperity of the area, particularly following the cessation of Cobb and Co. services between Brisbane and Gympie in 1881. The tram line had been extended to Coolum by October 1923 (Tutt 1995:221).

### 12.2.3.4 Maroochy emerges as a holiday haven

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 already 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 holidaymakers 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 had deteriorated badly. The road between Nambour and Maroochydore was almost as bad (Gregory 1991:84-90).

A complicated combination of taking a train to Palmwoods, a tram from there to Buderim and then car would get holiday makers to Alexandra Headlands, to the newly 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 holidaymakers from Brisbane as well as locals. The passenger trams were coordinated with the train from Brisbane, which people caught to as far as Nambour. During the 1922-23 Christmas/New Year period, 1,000 people enjoyed their holiday at Coolum (Gregory 1991:91).

The Sunshine Coast (then called the North Coast) continued to remain relatively isolated until the 1930s, when the construction of sealed roads and the use of motorised transport opened up the area (Alcorn 1991). The advent of a major road system (the Bruce Highway was officially opened on 22nd May 1941) boosted tourism and urban growth substantially. Later road building included the David Low Highway in the 1950s and 1960s, which provided a coastal connection between small beachside towns of Maroochydore and Coolum.

# B12 AIRPORT AND SURROUNDS

## NON-INDIGENOUS CULTURAL HERITAGE

Figure 12.2b: The County of Canning in 1871, showing settled districts, major towns, roads and rail (QSA Item ID 629848). The general locality of the airport is denoted with a red dot.



Figure 12.2c: Surveyed selections in the Maroochy and Noosa region in 1892 (map sourced from Caboolture Historical Society 1974: 56-57). The approximate location of the airport is denoted with a red dot.



On 27th February 1953, the Nambour Chronicle reported the opening of the new beaches of Marcoola and Mudjimba. Following an inspection of the proposed bridge site over the Maroochy River, three sections of a six mile stretch of coastline had been approved for development by Council, though only two beaches had been given official names at the time. Marcoola was a derivative of Maroochydore and Coolum, signifying that the new beach was located between these two urban centres. Mudjimba, on the other hand, was named after an Aboriginal term, meaning 'old woman' (Nambour Chronicle 27th February, 1953). This seemed the obvious choice given the island off Mudjimba's shore was colloquially known as Old Woman Island. Refer to **Figure 12.2d** and **Figure 12.2e** for images of Sunshine Coast holiday destinations.

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, tourism development sought to exploit the region's agricultural heritage, as such the Big Pineapple, the Big Cow, and the Superbee became popular tourist attractions 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, most people preferred to drive.

The construction of the Sunshine Motorway in the 1980s and early 1990s coincided with huge growth in local populations. Tourism became a major economic driver of the region in the second half of the 20th century.

**Figure 12.2d (left): Cotton Tree and Maroochy River in 1950, Marcoola (north of the river) can be seen as remaining largely undeveloped at this time (SCC Picture Library)**



### **12.2.3.5 The Sunshine Coast Airport: an overview**

This section provides an overview of significant events in the airport's development. For a detailed account, refer to *'Celebrating 50 Years, Sunshine Coast Airport 1961 – 2011'* prepared by Dr. Rob Edwards for the SCC for the 50th anniversary of the airport in 2011. Edwards researched extensively and interviewed a number of people involved in the airport's inception and/or development, including Jan Suosaari (the late David Low's daughter).

Interviewees provided individual recollections of the area prior to, and leading up to the construction of the airport, through to its more recent achievements such as the development of the Master Plan in 2006.

#### **Development of the Aerodrome and the Maroochy Aero Club**

After years of uncertainty, the airport's location was decided upon in 1958. The Queensland Government set aside 300 acres of Crown Land at Marcoola, and the area was surveyed for the imminent development. Works soon began for a new aerodrome and the first flight landed on 14th August 1959 (Edwards 2011: 16). The opening of the aerodrome was attended by thousands of people as it was held on the same day as the opening for the David Low Bridge at Bli Bli, on 15th August 1959 (SCC 2009:2).

In order to ensure the ongoing use of the aerodrome, a call for expressions of interest for the development of an aero club was advertised in the local papers. A meeting was held on site and 60 people attended, showing the large amount of interest in aviation at the time. Geoff Raph, a founding member of the Maroochy Aero Club said the club was very popular from the beginning (Edwards 2011: 20).

The region around the aerodrome was mostly wallum country, swampy and heavily wooded with paperbark trees. Draining the swamp was essential for the airport Project. While this process enabled the work to be continued for the airport, it had considerable impacts on the environment.

**Figure 12.2e (right): Marcoola Beach in 1965 (SCC Picture Library).**



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According to Martin Schultz, who was an assistant surveyor on the airport Project, there was a massive lagoon in the area, and when they drained the swamp, thousands of fish came out of it (Schultz, cited in Edwards 2011: 21-22). However, with the swamp drained and the recently constructed runways refurbished, the Maroochy Airport was ready for its official opening.

### The Maroochy Airport, 'the first step to a bright future for the region'

On the 12th August 1961, two years after the opening of the aerodrome, The Honourable David Low, formally opened the new Maroochy Airport. It was seen as a white elephant at the time and was believed to be 'David Low's big mistake' (Edwards 2011:15). David Low, however, saw the development of the airport as the 'first step to a bright future for the region' (Edwards 2011:19).

When the airport opened, the only infrastructure on site was, one north-south runway (unsealed), one east-west runway (unsealed) and one very small and basic terminal. The first hangar was built in 1962, and in 1965 a flight school held by Sunland Aviation School began at the site using a signal box from the Nambour Railway Station as their office. The Aero Club occupied the top floor of the signal box (Maroochy Aero Club 1999:7). **Figure 12.2f** to **Figure 12.2g** are early images relating to this time. **Figure 12.h** and **Figure 12.2i** relate to the opening of the airport.

Twenty years after the official opening of the airport, the Maroochy Aero Club had restored a Tiger Moth VH-RTB and required a hangar for its permanent home. Former Club President, Peter Haythorpe details the hangar's historical development in a publication prepared for the Club's 40th anniversary (Maroochy Aero Club 1999:14-17).

The hangar was purchased by the Club from a Government auction, it was an ex-Army demountable canvas hangar. Council approved the installation of the canvas hangar, with the condition that it was to be metal clad within two years. By November 1982, owing to the work of about a dozen club members, the canvas hangar was up although the roof leaked like a sieve, so the next project was to clad the roof. About a year later, the roof was clad and the original canvas was left under the iron. Refer to **Figures 12.2j**, **12.2k** and **12.2l**.

Over time, the walls were also clad in iron and the front and rear canvas sliding doors were replaced with second hand glass shop fronts, and steel frames that were especially fabricated for the purpose. In order to ensure their facilities were suitable enough to host the 1985 Australian Light Aircraft Championships and the first Sunshine State Air Race in 1986, the Maroochy Aero Club designed and constructed the 'Club Rooms'. On the 9th August 1986 as part of the Sunshine State Air Race, the Club Rooms were officially opened by Sir Joh Bjelke-Petersen, Queensland's Premier at the time (Maroochy Aero Club 1999: 14 – 17) (refer to **Figure 12.2m**).

In May 1987, the airport changed its name and started being marketed as the Sunshine Coast Airport (Edwards 2011:30). Similarly, the Maroochy Aero Club also changed its name to the Sunshine Coast Aero Club. The Sunshine Coast Airport has grown considerably since those early days, and is now recognised with being the 'driving force behind the development of the Sunshine Coast as a major tourism destination' (Edwards 2011:63).

A timeline is provided to summarise historical and recent events of significance to the Sunshine Coast Airport (**Table 12.2d**).

*Figures 12.2f and 12.2g: Invitation to the opening ceremony; and, Opening of the Mudjimba Beach section of the Scenic Coast Highway (images sourced from SCC Picture Library).*



Figures 12.2h and 12.i: and the opening ceremony of Maroochy Airport, 12th August 1961 (images sourced from SCC Picture Library).



Figures 12.2j, 12.2k and 12.2l (from left): Hangar erection, Paul Groombridge assists with the hangar erection (all images courtesy of the Sunshine Coast Aero Club).



Figure 12.2m: Sir Bjjelke-Petersen opens the Club Rooms (Image courtesy of Sunshine Coast Aero Club).



### 12.2.4 Results of consultation

While the desktop assessment (including heritage database/register searches and historical research) did not identify any places of known NICH within the Project area, in order to satisfy the Project's TOR, consultation was undertaken to ascertain the likelihood of unknown places of NICH significance being extant in the Project area. **Table 12.2e** presents the results of consultation undertaken for the current NICH assessment.

### 12.2.5 Field survey results

Using the results of the historical research (above), heritage searches and from previous knowledge of the Project area, it was determined that a comprehensive field assessment was not required. Instead, a brief assessment was undertaken during the inception meeting and initial site visit on 19th June 2012. This section sets out the results of the brief field assessment for the Project area.

**Table 12.2d: Timeline of the Sunshine Coast Airport (Adapted from Edwards 2011).**

Date	Event
11/12/1954	Airport site proposed by Near North Coast and Mary Valley Council Progress Associations
1958	The airport site is surveyed
29/05/1959	Maroochy Aero Club founded
14/08/1959	First flight lands at the newly constructed aerodrome
15/08/1959	Aerodrome opened; and Bridge across Maroochy River at Bli Bli opened, enabling better access to the site
12/08/1961	Maroochy Airport opened
1962	First hangar built at the airport
1965	First flying school, Sunland Aviation School, begins at the site. Maroochy Council relocates a signal box to the airport, the Aero Club occupies the top floor.
1983	Construction for an air traffic control tower begins
10/04/1984	First passenger jet lands at the airport
May 1987	The Maroochy Airport changes its name to the Sunshine Coast Airport
1989	Airport terminal upgraded to include a VIP lounge
18/08/1989	Major airline strikes, ending nine months later and severely affecting the regions tourism
23/12/1992	Neil Weatherson appointed as General Manager to the airport
1994	Direct flights to New Zealand are trialled from the airport
1995	Aeromil Pacific moves to airport, establishing it as a major Greenfield site with potential for the aviation industry.
1997	Current terminal building constructed, costing approximately \$11 million
2001	Singapore Flying College establishes a flight training centre at the airport
2002	Virgin Blue starts flights at the airport
2002	Qantas begins direct flights into Melbourne, increasing traffic to and from the Sunshine Coast
2004	Jetstar replaces Qantas flights to the airport
2006	Peter Pallot replaces Weatherson as General Manager
2007	Tiger Airways begins flights into the airport
16/12/2008	New airport entrance road opened
2010	Airport terminal redevelopment project begins

**Table 12.2e: Results of consultation**

Stakeholder	Consultation Outcomes
<p>Sunshine Coast Aero Club:</p> <ul style="list-style-type: none"> <li>• Ivan Tyson (Club President);</li> <li>• Graeme Brooker (Club Member)</li> </ul>	<p>Consultation was undertaken with the Sunshine Coast Aero Club to determine the potential heritage significance of the Club and its aviation infrastructure at the SCA. Club President, Ivan Tyson was contacted initially (26/7/2012 and 03/08/2012) via telephone discussions and emails. Tyson subsequently sent an email to all Aero Club members (06/08/2012) to seek interest and participation in the study.</p> <p>One member, Graeme Brooker, then contacted Converge (08/08/2012) to offer research material. Brooker provided early photos (c.1980s and 1990s) as well as a commemorative brochure about the development of the Aero Club, prepared for its 40th anniversary in 1999.</p> <p>The photos and information provided by Brooker were used to inform the current assessment about the Aero Club and its infrastructure (see <b>Section 12.2.5.3</b>).</p>
<p>Sunshine Coast Heritage Library</p> <ul style="list-style-type: none"> <li>• Julianne Neil (Cultural Heritage Curator)</li> </ul>	<p>Julanne Neil from the Sunshine Coast Heritage Library was contacted about the study. As a great deal of research material had previously been provided by the library for the Sunshine Coast Airport's 50th anniversary publication, this resource was utilised for the current assessment to avoid unnecessary duplication of material.</p> <p>No additional sites or places of interest were identified through this consultation.</p>

The methodology used for the field assessment is set out in **Section 12.1.2.3**. It is possible that elements of historic/heritage interest may have been obscured in areas of forest or the like, and not located at this time.

Archaeologically, the potential for significant finds to exist depends on the likelihood for significant material to be present, combined with an assessment of the GI and GSV. Refer to **Section 12.1.2.4** for methodology relating to GI and GSV.

The Project's expansion area generally comprised areas of open pastures/ cleared land, wallum heathland, sugar cane fields, roads and tracks and water courses, as described as in **Table 12.2f**.

#### 12.2.5.1 Survey findings

A total of two (2) sites of interest have been identified in the Project area. A summary of the field survey results is presented in **Table 12.2g** and discussed in the following subsections. Full details of each site are provided in the Site Inventory (**Tables 12.2h – 12.2i**). The cultural heritage value of each identified site is provided in **Section 12.3**.

#### 12.2.5.2 Analysis of survey results

With the exception of marginal agriculture, including sugarcane farming and the digging of drainage ditches in the swampy environment, the Project area had remained relatively undeveloped until the construction of the airport in the 1950s and 1960s. As a result, minimal NICH was observed in the Project area. Two sites of interest were identified during the field survey for the Project, the locations of these sites are identified on **Figure 12.2ac**.



Part of the Project area is covered by the existing airport's infrastructure, runways and grass fields. The runways are still in the original position of the 1950s runways. Surrounding the airport is the Coolool National Park, remnant cane farms and rural properties within the expansion area. While much of the infrastructure at the airport is recent, located within the airport, one site of interest was identified – the Sunshine Coast Aero Club.

The Sunshine Coast Aero Club (AEP01) has been operating at the Sunshine Coast Airport since its beginning, and the club's infrastructure is thought to be some of the oldest at the airport today. This infrastructure includes a hangar with the club rooms attached to its side. The building is set upon a concrete base, with a concrete parking lot and driveway at the entrance. Built at the airport in the early 1980s, the hangar was constructed from an ex-Army demountable hangar which was originally clad with canvas. The walls and roof have since been clad with iron, however, the roof canvas is still extant; it lines the ceiling of the hangar and is visible from inside the building.

The manufacturer and era of the hangar's original construction is currently unknown, similarly its history prior to becoming the Aero Club's hangar is also unknown – apart from the fact that it was used by the military. The club rooms attached to the hangar are constructed of besser block, steel and other materials salvaged by the group over the years such as second hand, glass shop fronts. The ad-hoc nature of the building (including the club rooms), which was built by the club to suit its needs, makes it unique. Further research of the hangar itself may prove it to be rare, thereby increasing the site's overall significance value as established for this assessment (refer to **Section 12.3** for the significance discussion).



Table 12.2f: Main types of land use across the Project area

Land zone	Current usage	Description of integrity and visibility (GI & GSV)	Indicative Images of the Project area
Airside/ Airport	Currently operational airport and associated infrastructure	Integrity: Highly disturbed (GI Poor – <25%) Visibility: Primarily grass and pavement (GSV Poor - <25%)	
Internal Tracks and Roads	Vehicular traffic in the area around the airport	Integrity: Highly disturbed (GI Poor - <25%) Visibility: Excellent (86-100%)	
Water Courses and Swamps	Drainage channels and swampland	Integrity: Highly disturbed (GI Poor - <25%) Visibility: Poor (<25%) to Excellent (86-100%), depending on water and vegetation cover	
Pastures and cleared land	Agricultural	Integrity: Highly disturbed (GI Poor – <25%) Visibility: Primarily grass and other vegetation (GSV Poor - <25%)	
Wallum Heathlands	Vegetation buffer, / adjoining National Park	Integrity: Highly disturbed (GI Poor - <25%) Visibility: Poor (<25%) to Excellent (86-100%), depending on water and vegetation cover	
Sugarcane Fields (remnant)	Isolated sections of the Project area contain remnant sugarcane fields.	Integrity: Highly disturbed (GI Poor – <25%) Visibility: Primarily grass and other vegetation (GSV Poor - <25%)	

**Table 12.2g: Summary of identified NICH sites within the Project area**

Site No.	Name	Location	Description
AEP01	The Aero Club	16 Friendship Avenue, Sunshine Coast Airport, Marcoola	1980s besser block and steel hangar/ building
AEP02	Finland Road	Finland Road, Marcoola	Rural road, remnant farms and heath land

Finland Road (AEP02) is naturally very swampy. Through research and observations of the area, it is understood that drainage ditches or canals were dug to drain the wetlands in order to establish farming, and then on a much larger scale, to prepare the area for the airport’s construction. If located, early ditches/canals (predating the airport) may contribute to an understanding of this practice in the area.

The houses and sheds located along Finland Road in the Project area are relatively recent. In addition, one former house site (with its infrastructure removed after 2008) was noted through the assessment. This former house site contained overgrown gardens with fruit trees and ornamental plants as well as pine trees. Piles of rubble are located at the site, including bricks and general rubbish. In addition to houses and sheds, a powerline alignment is also located along Finland Road; however, it too appears to be recent in origin.

These findings are summarised in the following Site Inventory (**Tables 12.2h** and **12.2i**).

### 12.2.5.3 Site inventory

**Tables 12.2h** and **12.2i** provide information about the two sites that have been identified as being of interest for the NICH assessment. Significance assessments are provided in **Section 12.3**.

### 12.2.6 Further potential within the Project area

Apart from basic agricultural pursuits, the first significant development on this land was the Sunshine Coast Airport. Prior to the land’s development, the area had formerly been swamp land, and the likelihood for any non-Indigenous archaeological material outside those areas discussed above to remain is very low. A very small likelihood exists for incidental finds, but most of those are unlikely to pre-date the 1960s and thus would probably have very low cultural heritage significance.

As **Figure 12.2d** of the Cotton Tree and Maroochy Rivers in 1950 shows, the area of the airport and adjacent land as far as the Maroochy River mouth was undeveloped at that time. Therefore the archaeological potential of the whole Project area and surrounding areas for NICH is extremely low.

Table 12.2h: Summary table of NICH sites within the Project area (AEP01)

Site Inventory for AEP01: The Sunshine Coast Aero Club	
<b>Type</b>	Hangar and Club Rooms
<b>Location</b>	16 Friendship Avenue, Mudjimba
<b>Description</b>	<p>The hangar was constructed from an ex-Army demountable canvas hangar, since clad with iron (original canvas still lines the ceiling). The hangar is based on a concrete foundation and was erected in its current position in 1982 (see <b>Section 12.2.3.5</b> for details and photos of the hangar's erection). The former canvas sliding doors were replaced with second hand glass shop fronts, and steel frames that were purpose made.</p> <p>The club rooms (attached to the side of the hangar) are made of besser block and other salvaged materials left over from the hangar construction. The club rooms were completed by 1986. Various improvements have occurred in the years since.</p> <p>Facilities within the club rooms include toilets, offices, a bar and lounge room for the use of members.</p>
<b>Condition</b>	Detailed inspections of the building were not undertaken as part of the NICH assessment, however, from general observations, inside and out, the buildings (hangar and club rooms) appear to be in sound condition.

**Images**



Figure 12.2n: Sunshine Coast Aero Club – airside view



Figure 12.2o: Inside the hangar, showing the green roof canvas still in place (Sunshine Coast Aero Club 2012)



Figure 12.2p: Sunshine Coast Aero Club - hangar and club rooms



Figure 12.2q: Close-up of the Aero Club logo

Figure 12.2n to 12.2q show early images of the Aero Club.

Table 12.2i: Summary table of NICH sites within the Project area (AEP02)





Site Inventory for AEP02: Finland Road	
<b>Type</b>	Rural, dirt road
<b>Location</b>	Finland Road, Mudjimba
<b>Description</b>	<p>Within the Project area is approximately 2 km of Finland Road (approx 6 km in total) - which is mainly a dirt road, surrounded by remnant cane fields, grassed and treed areas, swamps and wallum heath. A small portion of bitumen road is located in the beginning of the Project area, at the bridge over the Sunshine Motorway (<b>Figure 12.2w</b>). Only two homes and some large rural sheds remain in the Project area. All of these appear relatively modern and were not assessed as having any heritage value. A former house site (with infrastructure removed since 2008) was also identified in the Project area, this site includes gardens still extant (fruit trees and ornamental trees and shrubs) and rubble from the removal of buildings such as bricks and general rubbish (<b>Figures 12.2t</b> and <b>12.2u</b>). As with the other homes, these remains were of modern origin and not considered as having heritage value.</p> <p>The entire extent of Finland Road was not examined due to the swampy nature of the road at the northern extent – satellite observations via Google Earth were utilised in this case. It is believed that this naturally swampy area was originally drained (to an extent for early farming, however, considerable changes were made to the surrounding environment for the construction of the airport in the mid 1950s.) Finland road extends beyond the Project area – located just outside the Project area is a memorial on Finland Road (see <b>Figures 12.2z</b> to <b>12.2ab</b>) which was erected for Finnish immigrants who settled in the area to farm sugarcane in c.1896. While the memorial itself is outside the Project area, it has been included in this analysis for contextual background.</p>
<b>Condition</b>	Not applicable for this site.
<b>Images</b>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><i>Figure 12.2r: Finland Road, view to Mt Coolum</i></p> </div> <div style="text-align: center;">  <p><i>Figure 12.2s: Finland Road, taken near a former driveway of a removed home</i></p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  <p><i>Figure 12.2t: Former house site, gardens still in place</i></p> </div> <div style="text-align: center;">  <p><i>Figure 12.2u: Pile of bricks from removed house/ infrastructure</i></p> </div> </div>

Table 12.2i: Summary table of NICH sites within the Project area (AEP02)

### Site Inventory for AEP02: Finland Road

#### Images



Figure 12.2v: Dirt section with powerline alignment



Figure 12.2w: Bitumen section of road – Bridge over the Sunshine Motorway



Figure 12.2x: Swampy section of the road



Figure 12.2y: Long grass aside the road



Figure 12.2z: The Finnish Memorial on Finland Road



Figures 12.2aa and 12.2ab: Playground and gazebo at the memorial park

## 12.3 SIGNIFICANCE ASSESSMENT

The methodology adopted to assess significance of the NICH of the Project area and individual sites within the Project area is set out in **Section 12.1.2.5**. The section assesses the NICH values and significance of the Project area at a number of levels in order to establish a baseline for the Project to manage those values. The first step in the assessment process is to assess the heritage values of the site as a whole (**Table 12.3a**) and then individual sites are assessed, with an analysis of archaeological potential for each (**Table 12.3b**).

### 12.3.1 Significance assessment for the Project area

This section sets out an assessment of the heritage significance of the site in accordance with the standard criteria identified in the Queensland *Heritage Act 1992* and Queensland Heritage Council Guidelines (refer to **Section 12.1.4.3**). The level of significance is determined using **Table 12.3a**.

### 12.3.2 Significance assessment for individual sites

Cultural heritage significance relates to people's perspective of place and sense of value within the context of history, environment, aesthetics and social organisation. Within the SCA Project area, two potential sites of interest were assessed for their inherent heritage value. These sites have been attributed an individual cultural heritage significance rating (refer to **Table 12.3b**). These sites were assessed

against the significance assessment criteria outlined in **Section 12.1.2.5** taking into account the contextual historical information available for the Project area, results of register searches and previous heritage studies.

No individual sites were assessed within the Project area as having state heritage value, AEP01 was found to have local heritage value. AEP02 did not meet the threshold for local or state heritage significance in its own right. The archaeological potential for each site is noted.

### 12.3.3 Summary of significance assessment

This assessment demonstrates that the Project area is significant at a local level for meeting at least two of the eight criteria as developed under the QHA and mirrored in the Sunshine Coast Planning Scheme 2014 (Refer to **Section 12.1.2.5** for the criteria relevant to the significance assessment). These are (a) historic value and (g) social value. To summarise, the Project area and the individual sites identified by this assessment are considered significant for the following reasons:

- For its contribution to success of the Sunshine Coast as a major tourism destination in Queensland, the Sunshine Coast Airport (the Project area) is significant for its role in the evolution of the region's history since the 1950s
- For its special association with the Sunshine Coast Aero Club and the local aviation community in general, the Project area (the Sunshine Coast Airport) is significant for its strong social values.

Figure 12.2ac: Identified NICH within the Project area (Google Earth 2012).



# B12 AIRPORT AND SURROUNDS

## NON-INDIGENOUS CULTURAL HERITAGE

Table 12.3a: Significance assessment for the Project area

QHA Criteria	Significance	Justification
<b>Criterion (a)</b> <i>Historical</i>	Local	<p>The Project area is representative of the development and ongoing use as an airport since the 1950s.</p> <p>Recognised as the driving force behind the development of the Sunshine Coast, the Project area (the Sunshine Coast Airport) is significant at a local level for contributing to the evolution of the Sunshine Coast as a major tourism destination.</p>
<b>Criterion (b)</b> <i>Rarity</i>	N/A	<p>The manufacturer and era of the Aero Club hangar's original construction is currently unknown – apart from the fact that it was formerly used by the military. Extant original hangar fabric includes the steel frame and canvas roof (now under cladding). The club rooms attached to the hangar are constructed of besser block, steel and other materials salvaged by the group over the years such as second hand, glass shop fronts. The ad-hoc nature of the building makes it unique.</p> <p>Whilst beyond the scope of this study, further research of the hangar may prove it to be rare, thereby increasing the site's overall significance.</p>
<b>Criterion (c)</b> <i>Scientific</i>	N/A	There are no special associations for the Project area that have been identified within the meaning of this category.
<b>Criterion (d)</b> <i>Representative</i>	N/A	There are no special associations for the Project area that have been identified within the meaning of this category.
<b>Criterion (e)</b> <i>Aesthetic</i>	N/A	There are no special associations for the Project area that have been identified within the meaning of this category.
<b>Criterion (f)</b> <i>Creative / Technical Achievement</i>	N/A	<p>Located on swampy Wallum country, the construction of the airport required the excavation of extensive drainage canals from the airport site to Mount Coolum. While not a new approach to building on such lands, the draining of the swamp was essential for the airport Project and proved a difficult task that would ultimately transform the surrounding landscape.</p> <p>The clearing and draining of the area is recognised as critical to the development of the airport, however, evidence that a unique or particularly distinctive methodology was employed could not be located.</p>
<b>Criterion (g)</b> <i>Social</i>	Local	<p>After responding to Council's expression of interest for the site, the Maroochy Aero Club (now Sunshine Coast Aero Club) was formed in 1959 to secure a use for the new aerodrome. Popular from the beginning, the aero club retains a strong presence at the airport.</p> <p>Using a demountable canvas and steel framed army hangar, purchased at a government auction, the club's hangar was constructed at the airport site in 1982 by a dozen club members and volunteers. The club rooms were added to the hangar in the following years, and were constructed with volunteer labour and second hand shop fronts. On the 9th August 1986 as part of the Sunshine State Air Race, the Club Rooms were officially opened by Sir Joh Bjjelke-Petersen, Premier of Queensland at the time.</p> <p>The Sunshine Coast Airport (the Project area) is significant at a local level for its special association with the Sunshine Coast Aero Club.</p>
<b>Criterion (h)</b> <i>Associative</i>	N/A	There are no special associations for the Project area that have been identified within the meaning of this category.

Table 12.3b: Significance assessment for individual sites

Site No.	Name	Significance	Archaeological Potential
AEP01	The Aero Club	Local	Low
AEP02	Finland Road	None	Low

## 12.4 IMPACT ASSESSMENT

### 12.4.1 Types of potential impacts

Potential impact on identified and potential NICH by the Project (refer **Figure 12.4a**) will generally be in the nature of removal of the ground surface and sub-surface disturbance, vegetation clearance related to the development of airport infrastructure, and the consequent removal of the elements which form the NICH of the area. This report has considered the impact on identified and potential heritage values of all development activities relating to the development and operation of the airport expansion.

### 12.4.2 Project impact on identified NICH

The following impact criterion has been tailored for the current assessment using framework specifically developed by the EIS Project team (**Table 12.4a**). The results of the assessment are shown in **Table 12.4b**.

The criteria with regards to duration of impacts, likelihood of impacts and the risk matrix used in the risk evaluation are prescribed by the EIS Project team and not repeated here.

### 12.4.3 Project impact on potential NICH

It is concluded that there is low potential for further historic places/items to exist within the Project area. If extant within the Project area, potential NICH sites are likely to relate to early settlement and agricultural activities such as blazed (survey) trees, dumps and remnant boundary fence lines. Recommendations and mitigation measures to manage Project impact on unexpected finds are provided in the **Section 12.5.5.4**.

## 12.5 MANAGEMENT MEASURES

This assessment has identified three NICH sites within the Project area, of which, only one is likely to be impacted by the Project's development. Furthermore it should be noted that potential sites of NICH significance may be extant within the Project area – these could be subsurface (i.e. archaeological sites) or other currently unidentified sites. This section provides site specific recommendations in relation to identified and potential NICH sites, as well as general mitigation recommendations to manage potential impacts on unknown/unexpected NICH sites extant within the Project area.

Assuming the management measures below are suitably implemented, this assessment concludes that the nature and level of impact on NICH by the Project is manageable.

### 12.5.1 Application of a NICH management across the Project area

The NICH management recommendations should be implemented and incorporated into the Project's Environmental Management Plan (EMP), see Chapter E3 to mitigate Project impacts on both identified NICH sites and unidentified NICH material/sites found during the development of the Project.

This should be applied across the entire Project area and should provide information and processes to enable identification and protection of NICH sites, both known and unknown. The policies and procedures for management of NICH sites or archaeological material uncovered during the Project, as outlined in **Appendix B12:A** (Incidental Finds Procedure), should be implemented.

**Figure 12.4a: Development layout for the Project. The general location and extent of Finland Road (AEP02) within the Project area is shown in red.**





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Table 12.4a: Impact criteria for NICH

Consequence	Description
Very High	The impact is considered critical to the decision-making process. Impacts tend to be permanent or irreversible or otherwise long term. Very high sensitivity of cultural heritage receptors to impact (e.g. national heritage significance – loss or removal of significant historic place/item, with the potential to adversely impact on heritage status under the EPBC Act).
High	The impact is considered likely to be important to decision-making process. Impacts tend to be permanent or irreversible or otherwise long to medium term. High to moderate sensitivity of cultural heritage receptors to impact (e.g. state heritage significance – partial loss of significant heritage place/item under the QHA).
Moderate	The effects of the impact are relevant to decision-making including the development of mitigation measures. Impacts range from long term to short term in duration and are significant at the local scale. Moderate sensitivity of cultural heritage receptors to impact (e.g. removal or significant reduction of the site's local heritage values under the <i>Sunshine Coast Planning Scheme 2014</i> ).
Minor	Impacts are recognisable/detectable but acceptable. Impacts tend to be short term or temporary and/or occur at local scale (e.g. a minor reduction in the extent of site's local heritage values under the <i>Sunshine Coast Planning Scheme 2014</i> ).
Negligible	Minimal change to the existing situation (e.g. short term changes to an historic place that does not meet the threshold for local heritage under the <i>Sunshine Coast Planning Scheme 2014</i> ).

Table 12.4b: Project impact on identified NICH within the Project area

Initial Impact Assessment			Residual Impact Assessment						
Site	Significance of Site	Impact Description	Significance of Impact	Likelihood of Impact	Risk Rating	Proposed Mitigation	Significance of Impact	Likelihood of Impact	Risk Rating
AEP01 The Aero Club	Local	The design does not impact on the Aero Club.	Negligible	None	Negligible	• Not required	Negligible	None	Low
AEP02 Finland Road	None	2 km of the 6 km road is within the Project area. Most of the road within the Project area will be removed as part of the site clearing for the Project. Whilst this is acceptable from a heritage perspective, providing a 'stop work procedure' for incidental finds is in place for throughout the development phases. This requirement has been included within the Project EMP.	Negligible	Likely	Negligible	• Not required	Negligible	Likely	Negligible

Additionally, it is recommended that diligence be practiced during works conducted within the Project area, particularly during any clearing or construction phases associated with initial preparation of the area. To facilitate this diligence, it is recommended that a NICH Induction Booklet be developed once all approvals for the Project are in place but prior to ground disturbing activities, which can be incorporated into the General Site Induction. The NICH Induction Booklet should be prepared by a qualified heritage specialist and include the following:

- Specific instructions for crews regarding their obligations to look for and avoid impacting on NICH material until it has been properly assessed
- Presentation of familiarisation material for work crews so that they are aware of what constitutes a NICH find
- Provision of educational material to personnel informing them what archaeological material may look like, and provide clear instructions on what to do should any such material be found
- A process for the collection, transport and storage of any NICH items.

### 12.5.2 Recording of impacted sites

Recording, compliant with the draft EPA Guidelines for Archival Recording (including photography, site plans and related drawings where relevant), should be undertaken for significant NICH sites directly impacted by the development. Depending on the nature of the site (i.e. level of significance), either brief or detailed recording may be required prior to development in the area.

### 12.5.3 Archaeologist 'on-call'

Whilst the potential is low due to the nature of the airport's construction, historic archaeological material may exist across the Project area. It is recommended that a historical archaeologist be appointed 'on call' during construction phases of the Project, so that a call-out can be made should unexpected archaeological material be located.

### 12.5.4 Unexpected finds

The assessment has found that the Project area has a low potential to contain unidentified NICH. Accordingly, the EMP developed for the Project should include a procedure for managing unexpected cultural heritage material or sites that may be encountered. This should include:

- All work at the location of the potential NICH material/site must cease and reasonable efforts to secure the site should be made – a buffer zone of 20 metres around the find is suitable
- Work can continue at a distance of 20 meters from a find area. Note that the material or site should not be removed or disturbed any further (barriers or temporary fences may be erected as a buffer around the find if required)
- The Site Manager should be notified. They will then notify the Archaeologist appointed 'on call' to the Project

- The Archaeologist will provide management recommendations to the Site Manager and will liaise with the DEHP to ensure that the archaeological provisions of the *Queensland Heritage Act 1992* are followed.

A 'Procedure for Incidental Finds' is attached to **Appendix B12:A**.

## 12.6 REFERENCES

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