

## Appendix F Beerburrum Station Master's House Heritage Assessment

**Historical Heritage Assessment  
Beerburrum Station Masters House  
Church street Beerburrum**

Sunshine Coast Council

Prepared for SMEC Australia and Building Queensland

Prepared by Niche Environment and Heritage | 22 November 2019



## Document control

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## Executive summary

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Niche Environment and Heritage Pty Ltd was commissioned by SMEC Australia Pty Ltd on behalf of the Department of Transport and Main Roads, to prepare a historical heritage assessment of Beerburrum Station Master's House for the proposed Beerburrum to Nambour Rail Upgrade Project, in southeast Queensland. The proposed works include a car park extension where the former Beerburrum Station Master's residence is located. The project area includes a 39 km long section of the existing North Coast Rail Line, proposed areas for rail corridor realignment, station upgrades and proposals for associated road works (including grade separation options) between Beerburrum and Nambour train stations. This report identifies the heritage significance of the Beerburrum Station Master's house.

The assessment was limited by lack of access to the building in order to understand its level of intactness. The degree of original or early fabric has a major impact on a place's capacity to reflect its heritage values, and the Station Master's house may have a higher level of significance than that ascribed here if it can be demonstrated to be mostly original both internally and externally.

This assessment has found that Beerburrum Station Master's house has local and regional heritage significance. The Beerburrum Station Complex railway was built in c1919-20 as a deviation of the main North Coast railway line to support the settlement. It is significant as it was built in response to local economic growth driven by the short-lived soldier settlement scheme at Beerburrum and the requirement of the station to service that population and industry. Reflecting the optimism felt for Beerburrum at the time, the station was provided with a station building, rather than just a siding, and a residence for a 5<sup>th</sup> station master. However, by the mid-1920s many farms were failing and traffic on the railway was in steep decline, and by the 1930s the Soldier Settlement was largely deserted. The station and residence continued to serve the local district until finally closed in 1986.

The Station Master's house is also rare as one of the few known surviving examples of station masters' residences on the North Coast railway and is an example of a standard 2<sup>nd</sup> class station master's house built during the early parts of the 20<sup>th</sup> century.

Recommendations of this assessment are as follows:

- It is recommended that future upgrades of the North Coast Railway avoid as a preference any direct impacts to the Beerburrum Station Master's house.
- If impacts are to occur, a heritage impact assessment is to be completed. This must include updates to this assessment and include further comparative analysis and an internal inspection to enhance the current understanding of significance and understanding of impacts.
- If impacts cannot be avoided, archival recording (e.g. photographic) must be undertaken to document the structure prior to impacts occurring. A brief is to be prepared for the archival recording. This brief is to be prepared in accordance with the Department of Environment and Science's archival recording guidelines.

## Glossary and list of abbreviations

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Term or abbreviation	Definition
DES	Department of Environment and Science
Niche	Niche Environment and Heritage Pty Ltd
SCC	Sunshine Coast Council
QHR	Queensland Heritage Register
QHA	<i>Queensland Heritage Act 1992</i>
RNE	<i>Register of the National Estate</i>

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## 1. Introduction

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### 1.1 Project background and aims

Niche Environment and Heritage (Niche) was commissioned by SMEC Australia Pty Ltd to prepare a historical heritage assessment (HHA) for the former Beerburrum Station Master's House, Beerburrum (Lot 528 of CG6252) (the Project). This assessment includes a desktop view and visual inspection to ascertain its potential heritage values.

### 1.2 Project location

The former Beerburrum Station Master's House is located at 3 Church street, Beerburrum, QLD (Lot 528 of CG6252) and within the Sunshine Coast local government area. Beerburrum is located along the North Coast railway line, approximately 57 km north of Brisbane CBD (Figure 1).

### 1.3 Objectives

- The objective of this HHA is to provide an updated assessment on the cultural heritage significance of the former Beerburrum Station Master's House. The HHA therefore addresses:
- An assessment of the significance of the place and its elements;
- An assessment of the relative significance of the structures and other elements with the complex;
- A thematic analysis using the Queensland Thematic Framework and
- Management recommendations.

### 1.4 Methodology

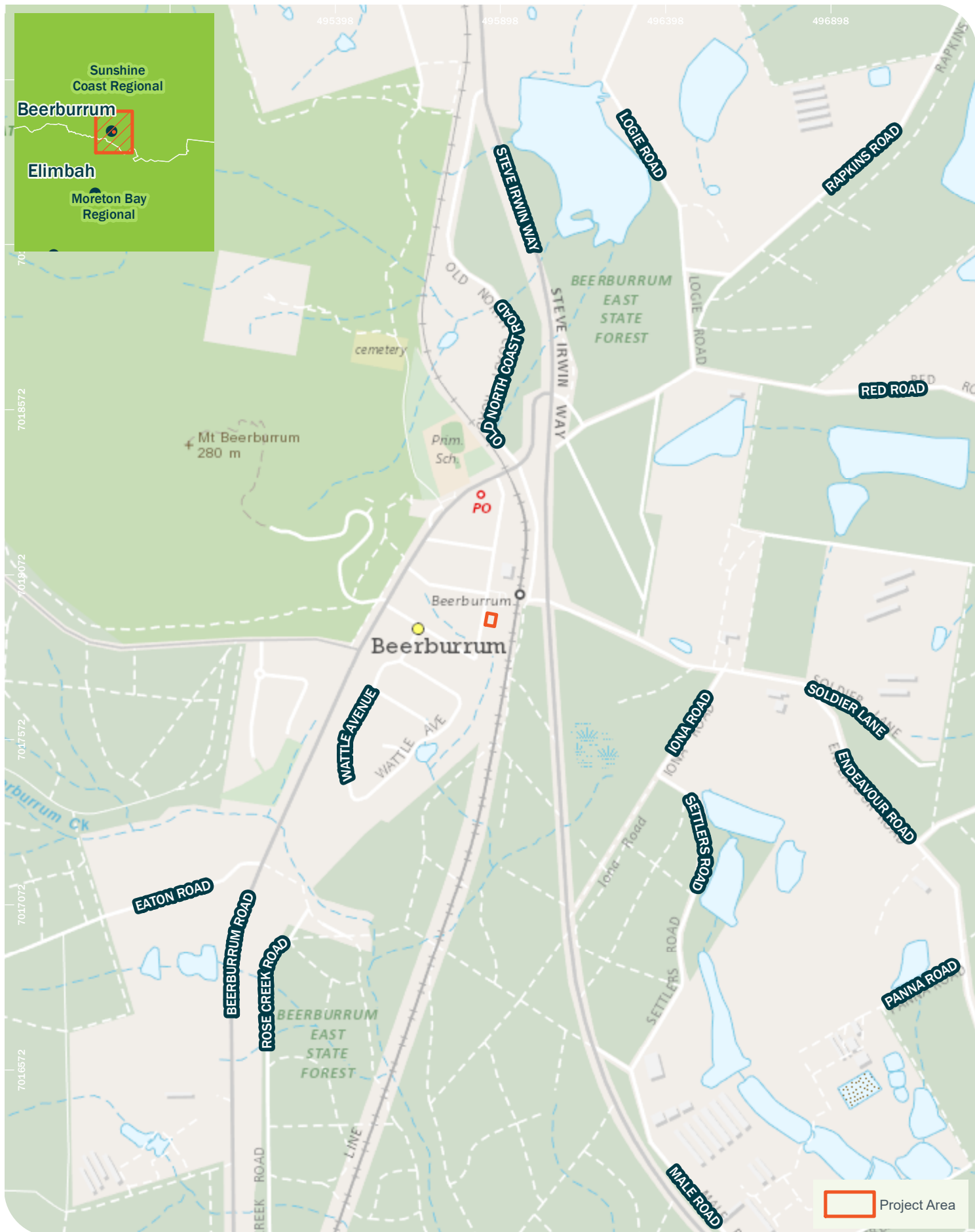
This HHA has been prepared with reference to the current Department of Environment and Science (DES) methodological framework for assessing cultural heritage significance in Queensland. A site inspection was undertaken on 11 June 2019 and all structures were externally inspected from the street. The HHA has been further informed by the principles for heritage conservation set out in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter) and the Guidelines to the Burra Charter. The thematic analysis was informed by the Queensland Thematic Framework and the Australian National Thematic Framework.

### 1.5 Limitations

The assessment was limited by lack of access to the building in order to understand its level of intactness. As a private residence and following clarification with the Department of Transport and Main Roads, internal access was not possible for this assessment. It is noted that the degree of original or early fabric has a major impact on a place's capacity to reflect its heritage values, and the Station Master's house may have a higher level of significance than that ascribed here if it can be demonstrated to be mostly original both internally and externally.

### 1.6 Authorship and acknowledgements

This report has been prepared by Jessica Cuskelly and Kevin Rains (Heritage Consultant, Niche) and reviewed by Cameron Harvey for quality assurance (Regional Manager, Niche). Further, this report has been reviewed by Nirvana Searle from SMEC Australia.



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## 2. Contextual history

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### 2.1 Development of Beerburrum

By 1840 settlers selected large parcels of land near Caboolture, Woodford and the Glasshouse Mountains (Hopkins 1984:11). In 1867 the gold rush began near Gympie drawing more people north of Brisbane. In 1897, the Beerburrum area was included in the Caboolture Divisional Board. This board stretched from Kedron to Yandina.

In November 1888, notice was given for the construction of an extension of the North Coast Railway from Caboolture to Yandina. The line between Caboolture to Landsborough, which included a siding at Beerburrum (recognised as a 'gate' only), Beerwah and Landsborough, opened on the 1 February 1890.

The original railway line can be seen on the 1913 Parish Map and the 1973 map (Figure 3). The original railway station was built near the mountain base. In 1895, a quarry reserve was mapped out, west of the line, and may have been used for the railway line (Hopkins 1984).

The Commonwealth Government noted in 1901 that the land around Beerburrum was not of productive use, so in August of 1901, the Prime Minister, Edmund Barton wrote to the Premier of Queensland requesting the land at Beerburrum be used as a Military reserve, however no agreement was reached (Hopkins 1984).

As public traffic increased, Beerburrum opened as a staffed station in December 1910 and a station master was appointed. A 'Station' was erected in 1900 with a waiting shed visible in c. 1916 photos. The station complex consisted of a station building, a passing loop, telegraph instrument and a loading bank. Plate 1 shows how sharply curved the main line was.

In 1904, town allotments were surveyed at Beerburrum (Powell 1998:120). A 1913 Parish Map shows three (3) subdivisions: II and III were reserved east of the railway station and I further south; however this arrangement was discarded in 1916 when the Soldier Settlement Scheme was surveyed (Hopkins 1984).

In 1919, one person was appointed to fill the position of station-master, goods and freight clerk, porter and postmaster (The Daily Mail 2 Oct 1919).

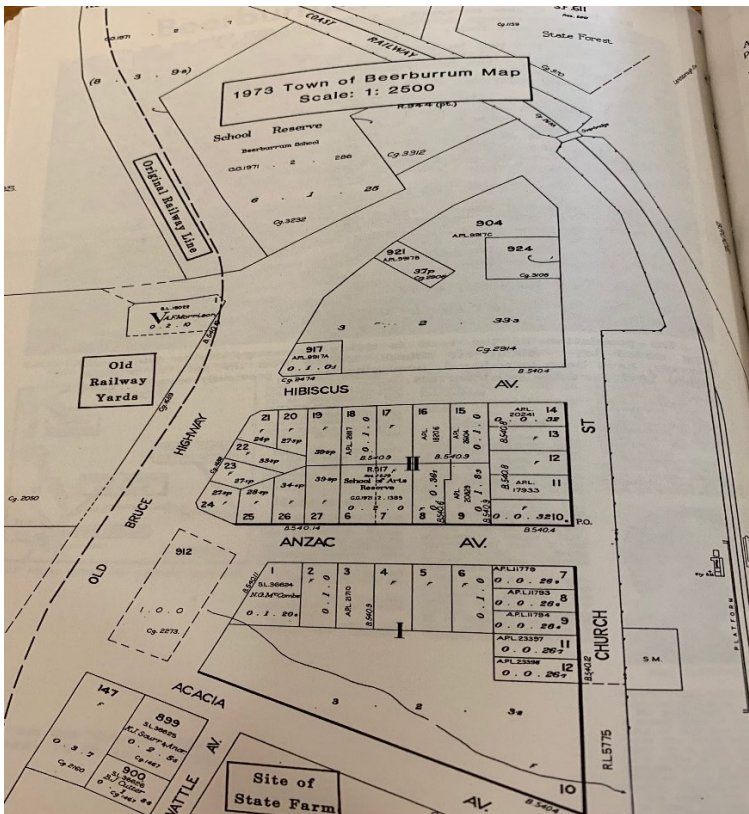


Figure 3: 1973 Town of Beerburrrum Map showing original railway line (Source Hopkins 1984).



Plate 1: Looking towards the railway station, Beerburrrum, 1916 (Source: State Library of QLD, JOL201184).

### 2.1.1 Beerburrum and the Soldier Settlement Scheme

During WW1 and in the years immediately following, Australia adopted a policy of helping returned soldiers take up farming. ‘Soldier Settlement Schemes’ were intended to compensate returned servicemen by assisting them toward a sound future for themselves and their families, whilst implementing closer agricultural settlement of regional Australia. The first and largest of Queensland’s Soldier Settlements comprised nearly 21 000 ha centred around the Beerburrum railway siding on the North Coast Line (QLD state archives 2016). The scheme provided an enormous boost to the area where only a gatekeeper was in attendance at the railway siding. The Under Secretary for Lands, Gordon Graham drew attention to the large area of land centred on the Beerburrum Railway siding, which was under Government control and not being utilised (Hopkins 19). The land was re-transferred to the State Government. Beerburrum’s rail transport facilities sealed the scheme’s suitability.



**Plate 2: Township of Beerburrum c.1921.**

In 1916, the Australian Government secured land near the township of Beerburrum to develop the Beerburrum Soldier Settlement. The settlement site was chosen as it had an established rail service and the surrounding area was deemed suitable for the cultivation of pineapples and citrus. 11, 600 acres were divided into 320 portions for the returned soldiers. A year later, a report noted: “twenty-eight returned soldiers have been allotted an area of 760 acres 11 houses have been erected...ringbarking has been completed on a further 100 acres...several wells have been sunk...a general store has been erected, while the area for township purposes has been reserved” (Kerr 1990 in Powell 1998).

Farm plots of 20 to 40 acres were allocated to returned soldiers with a view to giving repatriated soldiers an opportunity to start a small farm and populate the area. By 1918, sheep farming at Beerburrum began to fail due to dingoes attacking the sheep and so soldiers turned to crops such as pineapples.

The Beerburrum district developed into a town of more than 1000 residents with the government erecting a primary school, a hospital, stores and a training farm. The training farm (established 1916) was established supplying 23,000 orange and mandarin trees as well as pineapples. The growing of pineapples had some success and the fruit was transported by train to the pineapple cannery at Bulimba, Brisbane.

Nationally, many Soldier Settlements ultimately failed due to a host of factors, including poor planning which situated the settlements in low-grade farming land and established blocks that were too small to be economically viable. Many returned soldiers were undercapitalised and carried psychological and physical injuries which hampered their ability to make a success of farming. By 1922, the Beerburrum settlement was beset by some of these issues and was in decline. One of the key problems was the over-capitalization

of the pineapple cannery which was Queensland Government owned. Other factors included poor quality of soil, undersized fruit due to lack of fertilizer, and development of new markets elsewhere (SCRC 2019).



**Plate 3: Soldier's farm, Beerburum, 1918 (Source: QLD State Archives ID 2624).**

By the early 1920s, around 5 years after the initial settlement, there were approximately 400 soldier settlers and their families. The town prospered briefly but the settlement scheme was a failure. The town declined and a number of buildings were moved elsewhere.



**Plate 4: Pineapples for shipping, Beerburrum, January 1920 (Source: Queensland State Archives ID 2650).**

Other economic ventures helped sustain the area but not to the same level as before. In 1932, the Tobacco Settlement Scheme was introduced as an attempt to create work for unemployed farmers on failed pineapple farms at Beerburrum. By 1933, the state government began trials of forestry plantations in the Beerburrum area (Sunshine Coast Council 2015:40)



**Plate 5: Anzac Avenue, Beerburrum, c 1920 (Source: Sunshine Coast Libraries).**

It was during the 1930s that plantation forestry began in earnest as well as greater understanding of forest management. During the depression the department benefited from the availability of surplus labour as it had from returned servicemen previously. By 1935 the Beerburrum forest camp was constructed to act as

the base for operations for large-scale plantings for a new forest area including exotic conifers, slash, loblolly and Caribbean pine (Sunshine Coast Council 2015).

### 2.1.2 Beerburrum railway complex

Rail traffic in both passengers and freight increased dramatically during the early twentieth century. By 1919 a mail arm was installed at the station and full signalling and loop facilities were provided in February 1921, so longer trains could be crossed on the single track line. To cater for the upsurge of freight in pineapples being sent, a 12 tonne cart weighbridge was provided in the station yard. This was removed in 1928 when the settlement declined. During the 1920s a siding was installed to serve the Queensland Main Roads Commission, however was removed in 1929 (its use was not clear).

A new railway station was constructed 1919-1920 to replace the existing station building which was considered poorly located. The Daily Mail reported in July 1920 that:

*“The Commissioner for Railways (Mr. Davidson), accompanied by Mr. L. A. Bernays, maintenance engineer, this week paid a visit to the Beerburrum soldier settlement to look into various matters connected with the proposed deviation of the main line at Beerburrum, and the construction and lay out of a new station about, a quarter of a mile nearer to the east than the existing site of Beerburrum railway station. The Commissioner was met at Beerburrum by some members of the Progress Association, with whom he discussed the proposal, and after discussion they expressed themselves as quite satisfied.*

*The present site of Beerburrum railway station has proved difficult to work, and it has been found that there is no room for expansion; hence the need for removal. The work of constructing the deviation is now in progress.”*

A Beerburrum settler explains to the Daily Standard June 1920 the:

*“Deviation of the railway line is now nearing completion, and it will have the effect of compelling 300 odd of the settlers to cross the line to get to the stores and public buildings. There is plenty of land on the eastern side of the deviation and had the buildings been placed there in the place, thousands of miles travelling would have been saved since the inception of Beerburrum...It is also understood that the platform to the new station is being put on the western side of the line again, meaning that 100 to 1 of the settlers crossing the line to get to the public buildings.”*



**Plate 6: Beerburum Station and signal cabin c. 1920 (Source: Adoptadigger 2019).**

An interlocking signal cabin, weighbridge and goods shed siding were erected in 1921 along with the appointment of 5<sup>th</sup> class station master G. Williams (JKD research notes). During 1923 the loop siding at Beerburum on the western side was extended.

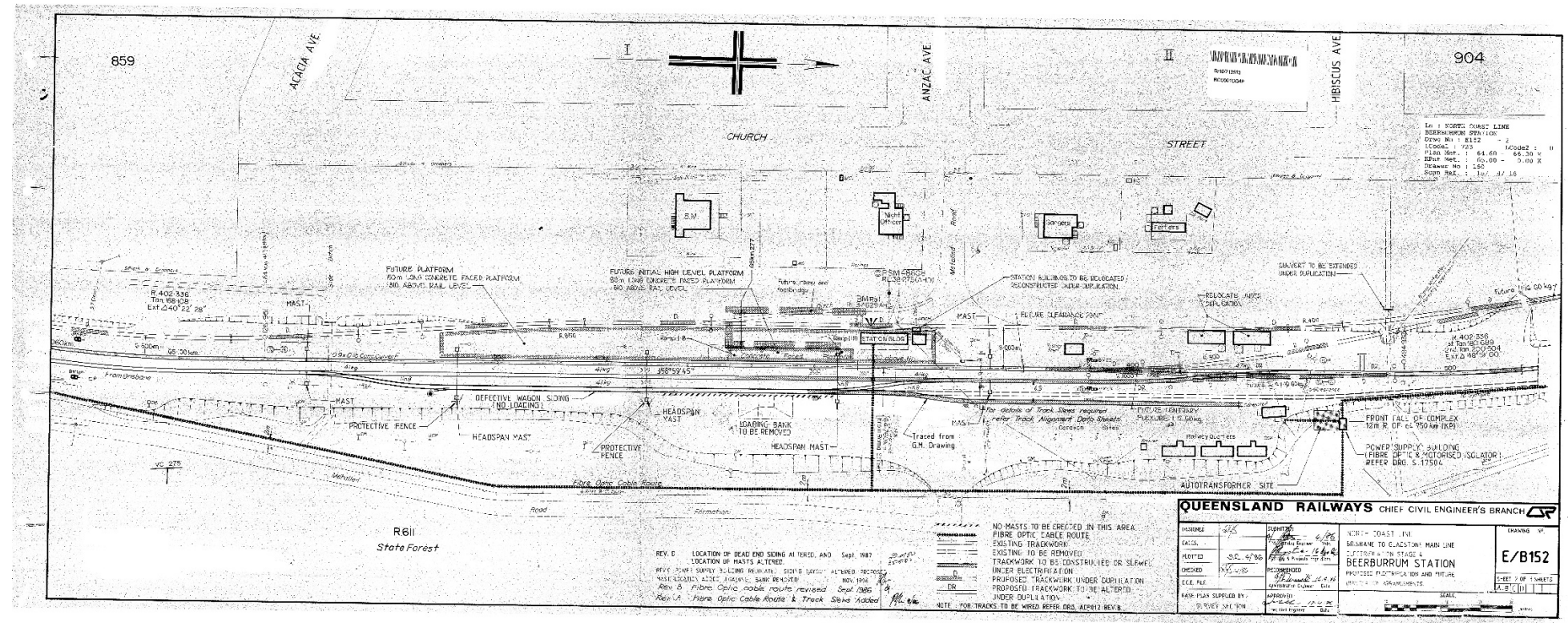


**Plate 7: Beerburrum Railway Station and Signal Cabin August 1994, prior to demolition (Source: Ward 1997).**

The station building was a standard B4 design 12' x 44', with shallow gable, ventilated gable ends and roof extended to form a platform shade carried on ladder frame brackets with curved solid timber spandrels. The Station Master's house was constructed during the same period when the line was duplicated.

Use of the railway station declined significantly from the 1930s, and closure was periodically discussed over the ensuing decades until 1985-86 when it was no longer viable to retain staff at the station (QSA Item ID 617403). Despite a petition from local residents calling for the retention of the station, it was closed. The Station Master (Fifth Class) at Beerburrum, Mr. R. William, was given six months' notice and his position abolished, and the railway station became unstaffed after 23 April 1987. Additionally, notice was made that Mooloolah and Cooran Stations were to be closed. By this time the Beerburrum complex consisted of the station building and signal cabin, goods shed, loading bank, Station Master's house, night officer's quarters, ganger's quarters, fettler's quarters and 7 additional quarters (Figure 4).

The closure of Beerburrum as a staffed station was justified by diverting business to the Glasshouse Mountains and the construction of the Caloundra bypass Road near which was under construction in 1985. The station building and signal cabin were demolished in 1994 – 1995. Station upgrades in 2009 removed the other original station buildings and platforms as part of Caboolture to Beerburrum track duplication works.



**Figure 4: Beerburrum Station Plan showing Station Master's residence in red outline (c. 1986).**

### 3. Site description

The former Station Master's residence is the last surviving element of the Beerburrum Railway complex. The residence is located at 3 Church Street, Beerburrum and is the only property located on the eastern side of Church Street.

A physical inspection of the residence was undertaken on the 4<sup>th</sup> October 2019 by Jessica Cuskelly (Heritage Consultant, Niche). The internal condition and integrity of the property could not be assessed. The house is in private ownership and following discussion with Department of Transport and Main Roads, access was not possible for this assessment.

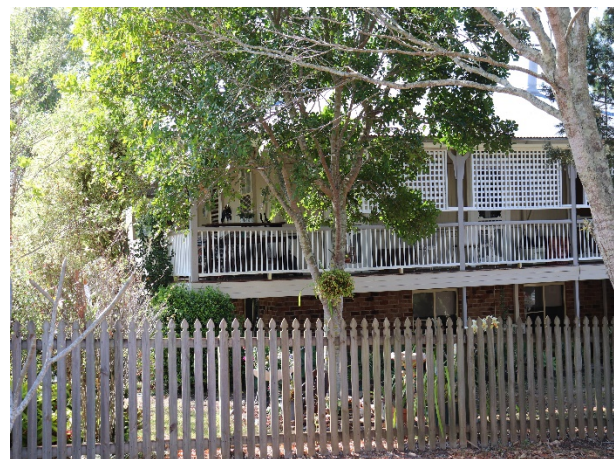
#### 3.1 Former SM's

The original house is elevated, however since 1994 the undercroft has been built in with brick and converted into living space (Plate 8 – Plate 11). The original galvanised iron corrugated iron roof has been replaced by Colorbond sheeting. As indicated by other examples of this building type, it likely possessed a roof ventilator which is now absent. The front and side verandahs appear to retain the original dowel balustrade and verandah posts with decorative Arts and Crafts-style wood brackets. The verandah has wooden lattice screens for privacy, and circulation through the house is assisted by French doors which open into the verandah. At the rear of the building the original stove recess has been replaced by a bay window. The grounds are heavily vegetated.

The residence is located within the original section designated as part of the station complex. Immediately outside are some old mango and fig trees which may be early plantings associated with the station. The residence is nearby to the Anzac Avenue and the former Bakery and School of Arts (Plate 12 -Plate 15), which together form a small precinct of structures dating from the Soldier Settlement period.



**Plate 8: Front entrance of former station master's residence facing north west.**



**Plate 9: View of side verandah opposite Church street facing west.**



**Plate 10: Modern shed and built in lower storey.**



**Plate 11: Location of former Night Officer's building.  
Evidence of the gardens trees (facing east).**



**Plate 12: View from Anzac Avenue facing former SM's residence.**



**Plate 13: Anzac Avenue facing north -west.**



**Plate 14: Beerburrum Bakery (Old) BBM2.**



**Plate 15: Beerburrum School of Arts (BBM5).**

## 4. Significance assessment

### 4.1 Assessing significance

The *Burra Charter* defines cultural heritage significance as aesthetic, historic, scientific, social or spiritual value for past, present or future generations. While in accordance with these general categories of significance, the *Queensland Heritage Act 1992* (QHA) adopts expanded and more clearly defined criteria which have been used as a guide to assessing significance in this Heritage Assessment.

### 4.2 Previous significance assessment

A Queensland railway heritage places study (Part 2) was conducted by Ward (1997) verifying the condition of places identified by Stage One of the Queensland Railway Places Study (Kerr 1993). The study noted numerous Station Master's houses that have since been demolished/removed. Ward (1997:63) noted the Beerburum Station Masters house being of sound condition with high integrity. The significance assessment was defined as being under QHA Criterion a.

**Table 1: Significance assessment summary of Beerburum Railway complex, Ward 1997.**

QHA criterion	Significance
<b>Criterion a - The place is important in demonstrating the evolution or pattern of (local) history.</b>	The Beerburum railway complex is important as a c. First World War complex with a B series station building having standard enrichment comparing with Jandowae, and contemporary station master's house.

### 4.3 Comparative analysis

To date, there has been no contextual study or type study on Station Master's houses throughout Queensland, or at the national level, and therefore information on places similar to that at Beerburum is difficult to find. The houses enabled the appointed Station Master to live locally or in some cases metres away from the railway station they managed and were developed in conjunction with the expansion and demand of the railway. However, there were multiple standards for residence design which varied between regions including Kurandra. Even less information is available on the current condition or construction period of what still survives today. Many residences of similar design and constructed during the same period have largely been removed since Ward's (1997) study including those at Cheepie, Glenmorgan and Glass House Mountains.


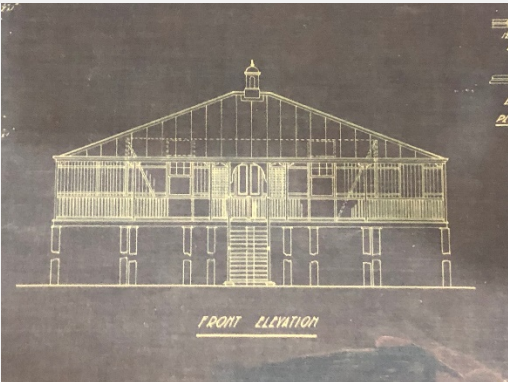
Station Master's houses along the North Coast line (between Caboolture to Landsborough) were not common, with the former Glass House Mountains Station Master's house (now demolished/removed) being the only directly comparative house of this type / design along the line.

Sufficient information has been gathered to identify the Beerburum Station Master's house as a Second-Class design, with comparative elements to residences built at Tara and Dalby. Additionally, a desktop review of other Second-Class Station Master's houses more broadly, has identified a selection of similar places for comparative review (Table 2). This list is not exhaustive, however, it provides a basis for comparative analysis and includes:

- Glass House Mountains: Railway Complex (c. 1890) (Sunshine Coast Planning Scheme Place ID GHM4).
- Dalby Railway Complex – Station master's house built c. 1909.

- Cecil Plains Railway Complex. Station master's house.
- Glenmorgan Railway Complex. Date not specified.
- Tara Railway Complex. Station master's house c. 1911.
- Jandowae Railway Complex. Station master's house after 1916.

**Table 2: Comparative analysis of places similar to Beerburum Station Master's house.**

Place	Listing	History / Significance
<b>Places of heritage significance</b>		
Tara railway complex	 <p>(Source: google maps 2008)</p> 	<p>The line from Kumbarilla to Tara (Glenmorgan branch) was opened 1911 along with the construction of a B4 standard design, goods shed (SG7), engine shed (SE31), 2<sup>nd</sup> class Station Master's house, water supply and cream shed. The Station Master's house is a standard elevated 2<sup>nd</sup> class house with pyramidal roof and temple front ventilator, peripheral verandah and standard verandah post enrichment. Kerr (1993) notes the building has been 'removed since the survey', however aials suggest the station masters house is still present.</p>

## Places listed on local planning schemes

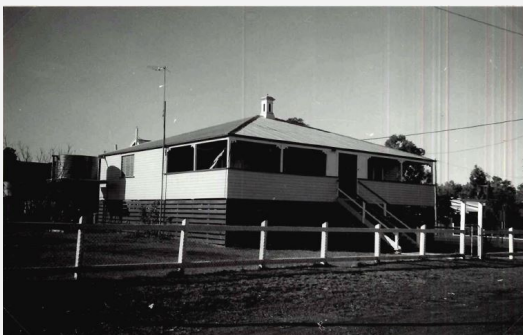
Glass house mountains  
Railway Station –  
(Sunshine Coast  
Council GHM4)



Glass House railway station opened 1890 soon after the completion of the Caboolture to Landsborough section of the North Coast Line. The Station was known as Coonowrin until 1914 when the name was changed to Glass House Mountains.

The station building is significant as an example of a late 19<sup>th</sup> century small timber station distinguished by a mono-plane roof with platform shelter with station masters house of presumed similar date and status (criterion d). The Station Master's (c. 1920) has since been demolished (1995).

Dalby railway  
complex  
(Western Downs  
regional council)



(Source: Ward 1997)

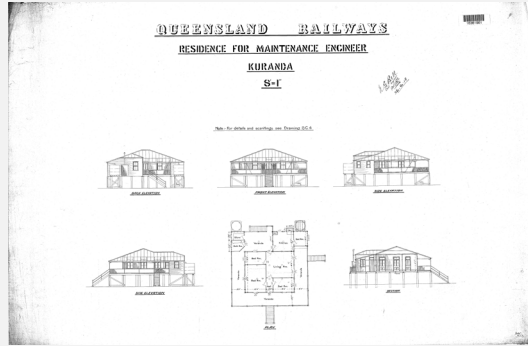
Dalby was the terminus of the Western Railway (Glenmorgan branch) from its opening 1868. It became an important junction with the opening of branch lines to Bell (1906), Tara (1911) and Jandowae (1921). The **Station Master's** was **built in 1909**. The Station Master's house is an elevated building with peripheral verandah, pyramidal roof and surmounting metal 'temple form' ventilator. Verandah post enrichment is characteristic of the period. The survival of the SM's house with 'temple form' ventilator and intact features is uncommon (criterion b). The Station Master's house is still present and largely unchanged since 1994.

Jandowae  
railway complex

Nil

The station building was built 1916 as a standard B4 design. The Station Master's house is a standard 2<sup>nd</sup> class similar to Dalby and Tara (Glenmorgan branch). The Jandowae branch line terminus complex is highly representative of a pre-First World War site of its type (criterion d), retaining all of the principal elements in a substantially intact state. The complete branch line terminus of the period compared with Millmerran Yaraka and Ravenshoe and is considered rare as a site (criterion b).

## Kuranda



The Kuranda Station Master's (c. 1915) residence is of similar design to Beerburrum.

## 4.4 Assessment of Heritage Significance

Based on the results of the contextual history, review of previous assessments, site inspection and preliminary comparative analysis for this heritage assessment, the Beerburrum Station Master's house meets local and regional thresholds for significance (See Table 3 below).

**Table 3: Significance criterion assessment summary.**

Criteria	Assessment	Significance thresholds
<p>Criterion A: <i>The place is important in demonstrating the evolution or pattern of Queensland's history.</i></p>	<p>The Beerburrum Station Master's house is important as an outcome of the need for improved railway infrastructure in the local area to support economic growth in the local area, including the agricultural sector that briefly flourished due to the Beerburrum Soldier Settlement scheme.</p> <p>The house also has regional importance due to its historical associations with the development by Queensland Railways of the North Coast line in the early 20<sup>th</sup> century.</p>	<p>Local Regional</p>
<p>Criterion B: <i>The place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage.</i></p>	<p>Preliminary comparative analysis with other surviving Station Master residences (including a limited number of 2<sup>nd</sup> class Station Master's residences documented) indicates that the Beerburrum Station Master's house, while always an uncommon type on the North Coast Railway, is now a rare surviving example of a Station Master's residence along that line.</p> <p>The Beerburrum Station Master's house is the last surviving element of the early 20<sup>th</sup> century Beerburrum Railway Complex, which developed in response to strong local economic growth in the Beerburrum region between c1900 and 1920.</p>	<p>Local (Additional and detailed comparative studies are needed to determine if rarity beyond the local level)</p>
<p>Criterion C: <i>The place has potential to yield information that will contribute to an understanding of Queensland's history.</i></p>	<p>The Beerburrum Station Master's house has potential to contribute knowledge that will assist in understanding of the design and use of other Station Master's residences across the Queensland Rail network. The residence has potential to yield such information as it appears largely intact (though externally and possibly internally modified) and internal spaces may still retain significant elements of the original detail and design.</p>	<p>Local Regional</p>
<p>Criterion D: <i>The place is important in demonstrating the principal characteristics of a particular class of cultural places.</i></p>	<p>The Beerburrum Station Master's house is an example of a standard 2<sup>nd</sup> class station master's house of the 1910s-20s period</p>	<p>Local</p>
<p>Criterion E: <i>The place is important because of its aesthetic significance.</i></p>	<p>The Beerburrum Station Master's house has expressive attributes, including the Arts and Crafts influence, though the house has been modified (externally and possibly internally) over the years.</p>	<p>Local</p>

Criteria	Assessment	Significance thresholds
<p>Criterion F:</p> <p><i>The place is important in demonstrating a high degree of creative or technical achievement at a particular period.</i></p>	Does not satisfy this criterion	N/A
<p>Criterion G:</p> <p><i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.</i></p>	Does not satisfy this criterion	N/A
<p>Criterion H:</p> <p><i>The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.</i></p>	Does not satisfy this criterion	N/A

## 4.5 Schedule of significant elements

The Statement of Significance sets out in broad terms the nature and level of the significance of the place. Implicit in this statement is the notion that cultural significance is embodied in the physical fabric of the place. Different elements, however, vary in their relative significance. The criteria for assigning levels of significance is defined in Table 4 below.

**Table 4: Level of significances.**

<p><b><u>Exceptional</u> significance:</b></p> <p>Elements considered essential to the understanding, appreciation or cultural value of the place.</p>	<p>No fabric could be determined in this assessment at this level of significance. Internal inspection may identify such elements.</p>
<p><b><u>Considerable</u> significance:</b></p> <p>Elements considered important to the understanding, appreciation or cultural value of the place.</p>	<p>The front and side verandahs appear to retain the original dowel balustrade and verandah posts with decorative Arts and Crafts-style wood brackets.</p>
<p><b><u>Some</u> significance:</b></p> <p>Elements considered useful, but not essential, to the understanding, appreciation or cultural value of the place.</p>	<p>Immediately outside are some old mango and fig trees which may also be early plantings associated with the station complex.</p>
<p><b><u>No</u> significance:</b></p>	<p>Although the Colorbond sheeting, conforms with the original style of the roof, it has no significance or contribution to the former Station Master's house.</p>

Elements do not contribute to the understanding, appreciation or cultural value of the place.	
<b><u>Intrusive</u> elements:</b>	The undercroft has been built in with brick and converted into living space and is intrusive to the original fabric.

## 4.6 Summary

The front and side verandahs appear to retain the original dowel balustrade and verandah posts with decorative Arts and Crafts-style wood brackets, and the verandah has not been modified. However the undercroft has been built in and is intrusive fabric to the original building. The internal condition and significance could not be assessed for this report.

## 4.7 Queensland Thematic Framework

The Queensland Thematic Framework is a tool to identify, assess and interpret historic values of a place by focusing on key historical processes instead of chronology (Figure 10). Through the Framework, key human activities which have shaped the environment can be identified. Relevant Queensland themes associated with the former Station Master's residence include those themes specifically about the management of water resources for urban populations and the creation and development of public agencies to oversee those water resources. These are presented in Table 22 below.

<p>1. Peopling places</p> <ul style="list-style-type: none"> <li>1.1 the first inhabitants</li> <li>1.2 migration from outside and within</li> <li>1.3 encounters between Indigenous and non-Indigenous peoples</li> <li>1.4 family and marking the phases of life</li> </ul>	<p>5. Moving goods, people and information</p> <ul style="list-style-type: none"> <li>5.1 utilising human movement</li> <li>5.2 using draught animals</li> <li>5.3 using rail</li> <li>5.4 using shipping</li> <li>5.5 using motor vehicles</li> <li>5.6 using air transport</li> <li>5.7 telecommunications</li> <li>5.8 postal services</li> </ul>
<p>2. Exploiting, utilising and transforming the land</p> <ul style="list-style-type: none"> <li>2.1 exploring, surveying and mapping the land</li> <li>2.2 exploiting natural resources</li> <li>2.3 pastoral activities</li> <li>2.4 agricultural activities</li> <li>2.5 managing water</li> <li>2.6 managing flora and fauna</li> <li>2.7 experimenting, developing technologies and innovation</li> <li>2.8 protecting and conserving the environment</li> <li>2.9 valuing and appreciating the environment and landscapes</li> </ul>	<p>6. Building settlements, towns, cities and dwellings</p> <ul style="list-style-type: none"> <li>6.1 establishing settlements</li> <li>6.2 planning and forming settlements</li> <li>6.3 developing urban services and amenities</li> <li>6.4 dwellings</li> </ul>
<p>3. Developing secondary and tertiary industries</p> <ul style="list-style-type: none"> <li>3.1 feeding Queenslanders</li> <li>3.2 developing manufacturing capacities</li> <li>3.3 developing engineering and construction industries</li> <li>3.4 developing economic links outside Queensland</li> <li>3.5 struggling with remoteness, hardship and failure</li> <li>3.6 inventing devices</li> <li>3.7 financing</li> <li>3.8 marketing, retailing and service industries</li> <li>3.9 informing Queenslanders</li> <li>3.10 entertaining for profit</li> <li>3.11 lodging people</li> <li>3.12 catering for tourists</li> <li>3.13 adorning Queenslanders</li> </ul>	<p>7. Maintaining order</p> <ul style="list-style-type: none"> <li>7.1 policing and maintaining law and order</li> <li>7.2 government and public administration</li> <li>7.3 customs and quarantine services</li> <li>7.4 local government</li> <li>7.5 withstanding physical threats to order</li> <li>7.6 defending the country</li> </ul>
<p>4. Working</p> <ul style="list-style-type: none"> <li>4.1 organising workers and workplaces</li> <li>4.2 caring for workers' dependent children</li> <li>4.3 working in offices</li> <li>4.4 unpaid labour</li> <li>4.5 trying to make crime pay</li> <li>4.6 surviving as Indigenous people in a white-dominated economy</li> <li>4.7 working as exploited/indentured labour</li> </ul>	<p>8. Creating social and cultural institutions</p> <ul style="list-style-type: none"> <li>8.1 worshipping and religious institutions</li> <li>8.2 cultural activities</li> <li>8.3 organisations and societies</li> <li>8.4 festivals</li> <li>8.5 sport and recreation</li> <li>8.6 commemorating significant events</li> </ul>
	<p>9. Educating Queenslanders</p> <ul style="list-style-type: none"> <li>9.1 primary schooling</li> <li>9.2 secondary schooling</li> <li>9.3 educating adults</li> <li>9.4 tertiary education</li> </ul>
	<p>10. Providing health and welfare services</p> <ul style="list-style-type: none"> <li>10.1 health services</li> <li>10.2 caring for the homeless and destitute</li> <li>10.3 caring for women and children</li> </ul>

Figure 5: Queensland Thematic Framework.

Table 5: Relevant Queensland themes.

Theme	Sub-theme	Place example
2. Exploiting, utilising and transforming the land.	2.4 Agricultural activities	The establishment of the nearby Beerburrum Soldiers Settlement Scheme and its associated agricultural production led to an increased pressure on the then existing railway infrastructure and duplication of the line and expansion of the station complex.

Theme	Sub-theme	Place example
5. Moving goods, people and information	5.3 Using Rail	The Station Master's house was part of a station complex established by Queensland Railways in response to the rapid (though brief) growth in the local economy and population following establishment of the soldier settlement at Beerburrum.
6. Building settlements, towns, cities and dwellings.	6.2 Planning and forming settlements	Former Beerburrum Station Master's residence is one of the few structures left in the area demonstrating the establishment (and failure) of the Beerburrum Soldier Settlement.

## 5. Summary and Recommendations

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### 5.1 Summary

This assessment has found that Beerburum Station Master's house has local and regional heritage significance. The Beerburum Station Complex railway was built in c1919-20 as a deviation of the main North Coast railway line to support the settlement. It is significant as it was built in response to local economic growth driven by the short-lived soldier settlement scheme at Beerburum and the requirement of the station to service that population and industry. Reflecting the optimism felt for Beerburum at the time, the station was provided with a station building, rather than just a siding, and a residence for a 5<sup>th</sup> station master. However, by the mid-1920s many farms were failing and traffic on the railway was in steep decline, and by the 1930s the Soldier Settlement was largely deserted. The station and residence continued to serve the local district until finally closed in 1986.

The Station Master's house is also rare as one of the few known surviving examples of station masters' residences on the North Coast railway and is an example of a standard 2<sup>nd</sup> class station master's residence built in the early 20<sup>th</sup> century.

### 5.2 Recommendations

- It is recommended that future upgrades of the North Coast Railway avoid as a preference any direct impacts to the Beerburum Station Master's house.
- If impacts are to occur, a heritage impact assessment is to be completed. This must include updates to this assessment and include further comparative analysis and an internal inspection to enhance the current understanding of significance and understanding of impacts.
- If impacts cannot be avoided, archival recording (e.g. photographic) must be undertaken to document the structure prior to impacts occurring. A brief is to be prepared for the archival recording. This brief is to be prepared in accordance with the Department of Environment and Science's archival recording guidelines.

## References

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Primary Sources:

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Terrestrial  
Freshwater  
Marine and coastal  
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### Heritage management

Aboriginal heritage  
Historical heritage  
Conservation management  
Community consultation  
Archaeological, built and landscape values

### Environmental management and approvals

Impact assessments  
Development and activity approvals  
Rehabilitation  
Stakeholder consultation and facilitation  
Project management

### Environmental offsetting

Offset strategy and assessment (NSW, QLD, Commonwealth)  
Accredited BAM assessors (NSW)  
Biodiversity Stewardship Site Agreements (NSW)  
Offset site establishment and management