

## Appendix E Historic Heritage Impact Assessment



## **Beerburrum to Nambour Rail Upgrade Project Historical Heritage Assessment**

Sunshine Coast Council Local Government Area

Prepared for Client: SMEC Australia and Building Queensland

Prepared by Niche Environment and Heritage | 21 November 2019





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## Executive summary

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Niche Environment and Heritage Pty Ltd (Niche) was commissioned by SMEC Australia Pty Ltd (SMEC), on behalf of Building Queensland, to prepare a Historical Heritage Assessment (HAA) for the proposed Beerburrum to Nambour Rail Upgrade Project (B2N), in southeast Queensland (the Project). The Project area included 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. The Project is located solely within the Sunshine Coast Council area.

The HAA was required to inform the completion of a Business Case proposed under the Queensland Government's Project Assessment Framework. The results of the HAA will be used to inform future design works through the identification of potential impacts to places of historical cultural heritage significance within the Project area.

The HAA included a desktop review of known historical heritage issues and identification of potential constraints, a visual inspection of known and potential places within the Project area (to identify specific fabric and significant values), a preliminary significance and impact assessment, and recommendations for mitigation of identified impacts.

Several places of historical cultural heritage significance were identified within the Project area. Included were places of local, Queensland Rail, and State heritage significance. Impacts include both direct and indirect. This HAA therefore recommends that:

- For all places identified as being significant and potentially impacted by Project works, additional and detailed historical research and significance assessment (using the criteria in the *Queensland Heritage Act 1992*) is undertaken to confirm the preliminary significance assessment made in this report and further inform specific recommendations made for mitigation at each place.
- Where impacts have been identified to significant heritage places, consideration be given to other acceptable design and construction options to avoid or minimise impacts, wherever possible.
- Consultation with Sunshine Coast Council is recommended where impacts have been identified to heritage places listed in the local planning scheme.
- Consultation with relevant community stakeholders is recommended for all heritage places that will be impacted.
- Where existing station upgrades are going to impact on the cultural heritage significance of the Landsborough, Palmwoods and Woombye Stations, it is recommended that upgrades retain the local character of station complexes by avoiding or minimising impacts and also through sympathetic design choices.
- Where removal of significant fabric is unavoidable, archival recording of that fabric should be completed prior to its removal.
- A discoveries procedure for the entire Project area should be developed and implemented for the Project works to ensure compliance with archaeological requirements of the *Queensland Heritage Act 1992*.



## Glossary and list of abbreviations

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

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## 1. Introduction

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### 1.1 Project background and aims

Niche Environment and Heritage Pty Ltd (Niche) was commissioned by SMEC Australia Pty Ltd (SMEC), on behalf of Building Queensland to prepare a Historical Heritage Assessment (HAA) for the proposed Beerburum to Nambour Rail Upgrade Project area (B2N), in southeast Queensland (the Project).

### 1.2 Project initiative

The Project includes the 39 km long Beerburum to Nambour section of the North Coast Rail Line (Figure 1). The existing alignment caters for rail traffic with various complex operating characteristics and stopping patterns, including commuter services, high speed tilt trains, long distance passenger services, containerised freight services, heavy haulage single commodity trains and cattle trains. The existing alignment consists of a single bi-directional line, though passing loops have been provided at train stations.

The Project is being progressed under the Queensland Government's Project Assessment Framework (PAF). The Preliminary Evaluation of the Project recommended the Project to proceed to the Business Case Development with a preferred solution. The solution will include the following works:

### 1.3 Project location

The Project is located in the Sunshine Coast Hinterland, shown in Figure 1. It will involve the following:

- Duplication of the North Coast Line between Beerburum and Glass House Mountains Station, utilising a predominantly new corridor.
- Duplication of the North Coast Line between Glass House Maintains Station and Landsborough, utilising predominantly the existing corridor.
- Elimination of the level crossing at Barrs Road and Caloundra Street.
- Road realignments including realignment of sections of the Steve Irwin Way.
- Expansion of the park and ride facilities at Beerburum, Landsborough, Palmwoods and Nambour Stations.
- Extension of passing loops north of Landsborough Station, south of Eudlo and south of Woombye Stations.
- Station upgrades at Mooloolah, Eudlo, Palmwoods and Woombye Station.

The rail components of the Project will be accommodated within the gazetted 'future railway land' from Beerburum to Landsborough. Between Landsborough and Nambour, Project elements (car parking, passing loops and station upgrades), will be located within the existing North Coast Line corridor and station areas, leaving the protected Landsborough to Nambour Future Passenger Transport Corridor available for implementation at a time when costs and benefits of its development can be justified. Road realignments proposed between Beerburum and Landsborough extend beyond the protected corridor. These include realignments at Beerburum Street / Red Road / Steve Irwin Way, and also Berteaus Road / Caves Road (near the Matthew Flinders Rest Area and State Forest Nursery). The Steve Irwin Way is also proposed to be realigned to the east between the Matthew Flinders Rest Area and Moffats Road. Additional car parking capacity has also been considered at Beerburum, Woombye and Nambour Stations.

The Project will require new or extended crossings of waterways including Tibrogargan, Coonowrin, Coochin, Blue Gum, Mellum and Addlington Creeks. Further detail of Project elements is provided in Table 1.



**Table 1. Project Elements.**

Location	Project Elements
Beerburrum Station	<ul style="list-style-type: none"> <li>• Concept planning for car parking upgrade.</li> </ul>
Beerburrum to Glass House Mountains Station	<ul style="list-style-type: none"> <li>• Duplication within the protected corridor.</li> <li>• Road realignments at Beerburrum Street / Red Road / Steve Irwin Way, Berteaus Road / Caves Road and the Steve Irwin Way between the Matthew Flinders Rest Area and Moffats Road.</li> <li>• Bridges / structures at Tibrogargan Creek</li> <li>• Grade separation at Barrs Road, with a new option crossing Coonowrin Creek, approximately on the western side of the railway.</li> <li>• Reconstruction of the Burgess Street road over rail bridge immediately south of its current location.</li> </ul>
Glass House Mountains to Landsborough	<ul style="list-style-type: none"> <li>• Duplication following the existing rail corridor, within the protected corridor, reducing the footprint of the original land requirements identified.</li> </ul>
Landsborough Grade separation	<ul style="list-style-type: none"> <li>• Several grade separation options have been considered. The preferred option crosses to the south of the existing level crossing, crossing old Landsborough Road and connecting into Stephens Street.</li> </ul>
Landsborough Park and Ride	<ul style="list-style-type: none"> <li>• Extension of Landsborough Station car parking on eastern side of station.</li> </ul>
Landsborough Passing Loop	<ul style="list-style-type: none"> <li>• Extension of the duplicated track (passing loop), from Gympie Street North, entirely within the existing rail corridor. A new / extended crossing of Addlington Creek will be required. Passing loop works end at a point between the two sections of Dularcha National Park (no intrusion into the National Park).</li> </ul>
Mooloolah Station	<ul style="list-style-type: none"> <li>• Upgrading the single platform to dual platform, including lifts and overbridge.</li> <li>• The existing timber overbridge is assumed to remain <i>in situ</i>.</li> </ul>
Eudlo Bridge replacement and Passing Loop	<ul style="list-style-type: none"> <li>• Extension of the passing loop south of Eudlo Station, and replacement / duplication of the Highland Road / Acrobat Creek rail bridge.</li> </ul>
Eudlo Station	<ul style="list-style-type: none"> <li>• Upgrading the single platform to dual platform, including lifts and overbridge.</li> <li>• Some impacts to Federation Walk, possible as a result of station works.</li> </ul>
Palmwoods	<ul style="list-style-type: none"> <li>• Minor track works south of the station.</li> </ul>
Palmwoods Station	<ul style="list-style-type: none"> <li>• Upgrading the single platform to dual platform, including lifts and overbridge.</li> </ul>
Woombye Passing Loop	<ul style="list-style-type: none"> <li>• Extension of the passing loop south of the station, to integrate with the new Woombye stabling yard.</li> </ul>
Woombye Station	<ul style="list-style-type: none"> <li>• Upgrading the single platform to an island platform, including lifts and overbridge.</li> </ul>
Back Woombye Road	<ul style="list-style-type: none"> <li>• Closure of eastern section of Back Woombye Road, and extension of Barts Street to connect at road underpass (height restricted bridge remains).</li> </ul>
Nambour	<ul style="list-style-type: none"> <li>• Concept planning for car parking upgrade, east and west side of Nambour Station.</li> </ul>

## **1.4 Scope**

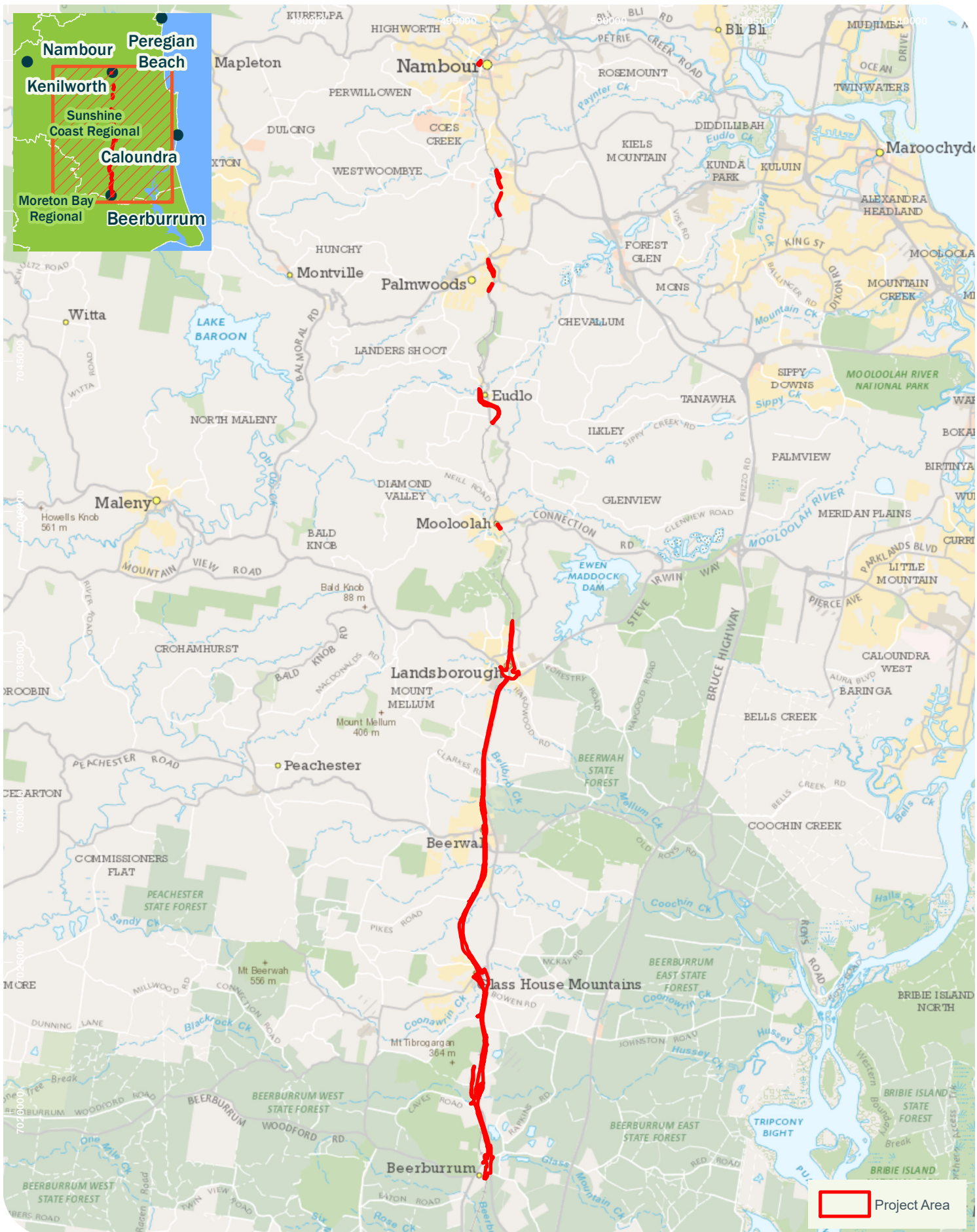
The methodology of this HAA was to:

- Review the existing REF technical assessments for adequacy.
- Conduct relevant registers, databases and inventories for known historical heritage constraints within and adjacent to the B2N Project area.
- Update the Niche (2016) HAA document.
- Identify likely impacts to places of historical heritage significance within the B2N Project area.

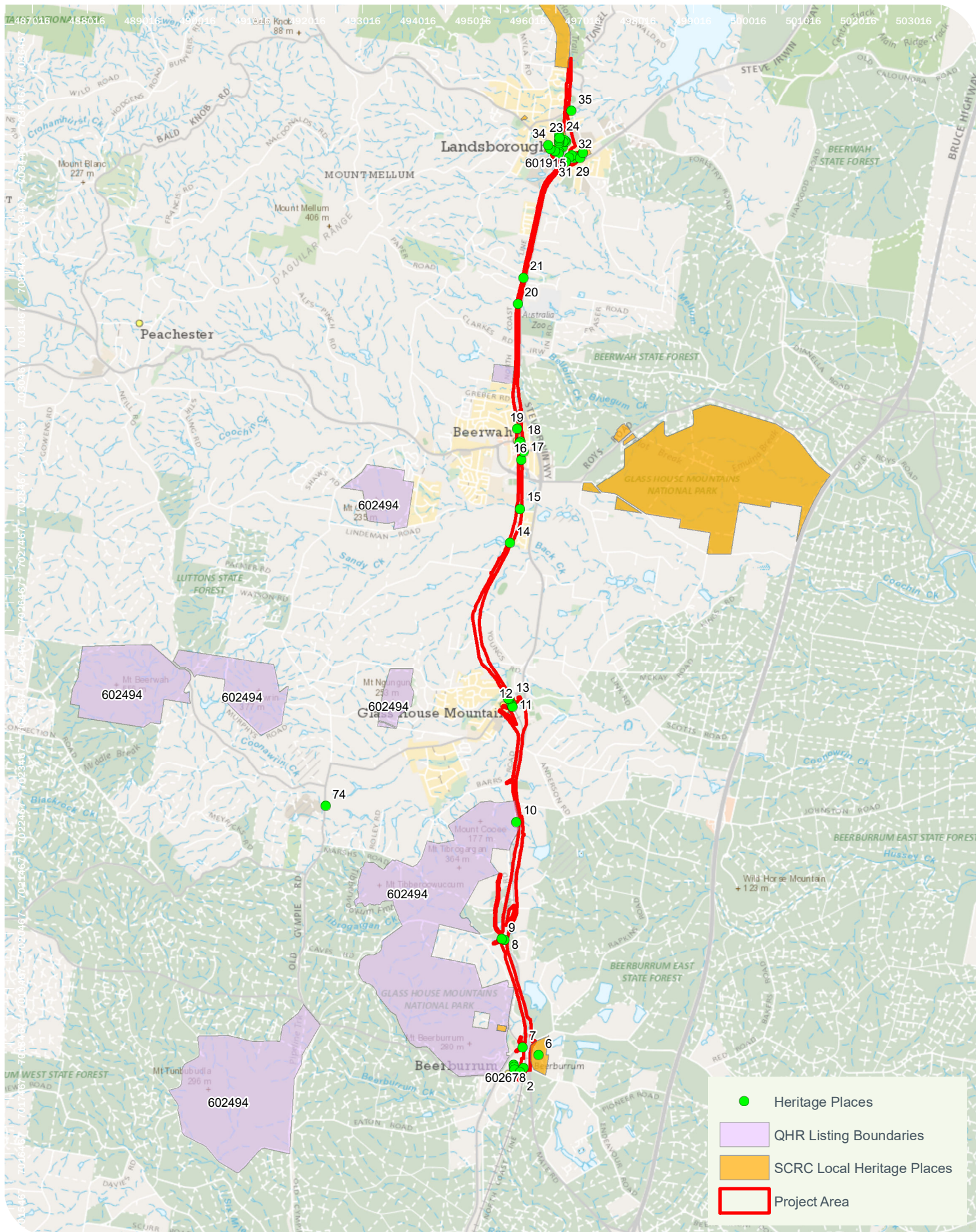
## **1.5 Authorship and acknowledgements**

This report was prepared by Jessica Cuskelly (Heritage Consultant, Niche) and was reviewed internally by Cameron Harvey (Regional Manager, Niche) for quality and consistency.

Further, this report has also been reviewed by Nirvana Searle (SMEC).







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## 2. Regulatory and assessment framework

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### 2.1 Commonwealth legislation

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) is the Commonwealth's central piece of environmental legislation. One of its core objectives is to enhance the protection and management of important cultural places. A National Heritage List (NHL) and Commonwealth Heritage List (CHL) are established under the EPBC.

The NHL identifies places of cultural significance to the nation of Australia. The CHL identifies natural, Aboriginal and historic heritage places owned and controlled by the Commonwealth (i.e. on Commonwealth land or in Commonwealth waters).

The Commonwealth also maintains the Register of the National Estate (RNE). The RNE was established under the *Australian Heritage Commission Act 1975* (AHC Act). The AHC Act has been repealed and the RNE is now kept as a non-statutory archive of over 13,000 places around Australia that have been identified as having heritage value. It is important to note that following the repeal of the AHC Act there are no statutory management or development constraints associated with a listing on the RNE unless that listed place is owned by a Commonwealth agency.

### 2.2 State legislation

The *Queensland Heritage Act 1992* (QHA) provides for the conservation of Queensland's cultural heritage for the benefit of the community and future generations. Administered by the Department of Environment and Science (DES), the QHA sets out a framework for identifying and protecting heritage places by establishing the Queensland Heritage Council (QHC), the Queensland Heritage Register (QHR), local heritage registers, regulating development, and enabling the management of heritage places through heritage agreements.

The QHR is a record of places of cultural heritage significance to the people of Queensland. Places may now be entered in the QHR under two categories - State Heritage Place (SHP) or Protected Area (PA). SHP's are the most common category. The QHA defines cultural heritage significance as follows:

*Cultural heritage significance of a place or feature of a place, means its aesthetic, architectural, historical, scientific, social, or other significance, to the present generation or past or future generations.*

To be considered for entry in the QHR, a place must satisfy one or more of eight cultural heritage criteria specified in Section 35 of the QHA. The QHR criteria are:

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

- h) The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.

## 2.3 Queensland Rail heritage asset register

Queensland Rail maintained its own register of assets with heritage significance. These are assessed against criteria set out in Queensland Rail's Heritage Asset Framework, and places are listed on the register that are deemed to be of significance to Queensland Rail.

## 2.4 Local heritage registers and planning schemes

The QHA enables local governments the option to establish a local heritage register, or to use a planning scheme to identify and manage local heritage places, or use a combination of both a register and planning scheme. The Sunshine Coast Council considers Local Heritage Places within the *Sunshine Coast Planning Scheme 2014*. The scheme has a specific Code related to Local Heritage Places.

## 2.5 Approvals pathways

There are multiple approval pathways for impacting works on heritage places in Queensland. The approval requirement is dependent on the nature of the work and the impacts on significance (Table 2).

**Table 2. Approval pathways in Queensland**

Pathway	Description	Approving authority		
		State Heritage Places	QR Heritage Register Places	Local Heritage Places
General Exemption	Works covered by this general exemption pathway require no application. The general exemption covers a range of works of a minor nature or for maintenance purposes. Types of works are detailed in the statutory guidelines published by DES.	No application required	No application required	No application required
Exemption Certificate	Works of a minor nature (e.g. simple projects or those with demonstrated no or minor detrimental impacts) that are not covered by the general exemption can still occur following receipt of an exemption certificate. Supporting documentation may be included with application, including a Consultant's Report or Heritage Impact Statement.	DES	QR	LGA (where applicable)



Pathway	Description	Approving authority		
		State Heritage Places	QR Heritage Register Places	Local Heritage Places
Development Application	For works that meet the definition of “development” under the <i>Sustainable Planning Act 2009</i> ; for any works with detrimental impacts to the cultural heritage significance of the place; Development Application to be made under the Integrated Development Application System (IDAS). Supporting documentation must be supplied, including a Heritage Impact Statement.	DES	QR	LGA
Development by the State	If the Proponent is considered the State, and if works that meet the definition of “development” under the <i>Sustainable Planning Act 2009</i> , and if works would cause detrimental impacts, a Development by the State application must be made. Application is made by the Chief Executive of the Department or Agency proposing the development. Applications for Development by the State of State Heritage -listed places are considered by the QHC who make a recommendation to the relevant Minister. Supporting documentation must be supplied, including a Heritage Impact Statement.	QHC	QHR via QR processes	Exempt from any application under State development provisions as determined by the <i>Sustainable Planning Regulation 2009</i>

### 2.5.1 Discussion

As this Project is being undertaken by the State, and depending on the nature of impacts, the relevant approval pathways may be either:

- Exemption Certificate, issuable by the DES for any works with no or minimal detrimental impacts.
- Development by the State application, for works that have been identified as having a detrimental impact on heritage significance.
- It should be noted that although amendments to the QHA (September 2015) have expanded the mechanisms through which local governments can manage and protect local heritage places, the State is not required to apply to the Local Government Authority for approvals.

Development by the State within local heritage places may be exempt from any applications that would ordinarily be triggered under the Sunshine Coast Council’s planning scheme.



## 2.6 Conservation policies

### 2.6.1.1 The Burra Charter

The Burra Charter provides guidance for the conservation and management of cultural heritage places. It establishes a standard for heritage practice in Australia. It identifies a suite of conservation principles, processes and practices to assist heritage professionals, owners and custodians in making decisions about managing heritage places.

Conservation is defined to include “retention or reintroduction of a use, retention of associations and meanings, maintenance, preservation, restoration, reconstruction, adaptation and interpretation” Australia ICOMOS 2013:6).

The fundamental principles of the Burra Charter are that places of cultural heritage significance should be conserved. In doing this a cautious approach is recommended, with decisions based on an understanding of values, fabric and setting, the consideration of location and use of the place, and also with the involvement of people with important associations or responsibilities. These principles are extended through a range of conservation processes and policies to provide further guidance.

The proposed project may require change to the fabric and setting of local and State heritage-listed places.

When change is being considered, a range of options should be explored to identify the option which best minimises any reduction to its cultural significance (Australia ICOMOS 2000:6). The Burra Charter identifies the following key issues to consider when contemplating change:

- Change may be necessary to retain cultural significance, but it is undesirable where it reduces cultural significance. The amount of change to a place should be guided by the cultural significance of the place and its appropriate interpretation (Article 15.1).
- Change which reduces cultural significance should be reversible, and be reversed when circumstances permit (Article 15.2).
- Demolition of significant fabric is generally not acceptable. However, in some cases minor demolition may be appropriate as part of conservation. Removed significant fabric should be reinstated when circumstances permit (Article 15.3).
- Decisions on change should take into account all aspects of significance – fabric, use, association, and meaning - without a particular bias or emphasis on one aspect over any other (Article 15.4).

These policies are used in the following sections to understand impacts and to develop appropriate recommendations for mitigation and management.

### 3. Methods

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#### 3.1 Desktop assessment

Commonwealth, State and Local heritage registers were searched online to identify any known and potential historical heritage places located within 100 m of the Project area. Databases and inventories searched included:

- The Australian Heritage Database (AHD) – which includes places entered in the statutory World Heritage List (WHL), National Heritage List (NHL) and Commonwealth Heritage List (CHL), and the non-statutory archive the Register of the National Estate (RNE).
- The Queensland Heritage Register (QHR) – which lists all places entered for their State heritage significance under the QHA.

A context history for the Project area was also prepared. It was required to identify the important events and historical heritage places associated with the development of the region. Brief histories for each known and potential historical heritage place were prepared to inform the significance assessment. Contextual history research included accessing the following sources, as needed:

- State Library of Queensland collections (SLQ).
- Queensland State Archives (QSA).
- National Library of Australia Trove service – for relevant photos, newspaper articles, maps and plans.
- Sunshine Coast Council – including review of the schedule of local heritage places.
- Any published and unpublished histories considered to be of relevance to the area.
- Available secondary sources on Queensland Rail history and heritage, including John Kerr's research database (JKD research notes).

#### 3.2 Preliminary significance assessment

Preliminary significance assessments were prepared to identify those places that may have cultural heritage significance, as defined under the QHA. A full assessment of cultural heritage significance and consideration of each place against the QHR criteria was out of scope for this assessment. Places were therefore identified to have no (nil) significance, or potential to threshold at the local, QR and State levels only.

#### 3.3 Impact assessment

Impact assessments were not covered in detail as it was out of scope for this HAA. Impacts are primarily the consequence of the proposed development or change of use.

- **Direct impacts** result in the physical loss of part or all of place, and/or changes to its setting. Changes to setting may also include effects some distance from the development. Change may be temporary or permanent, reversible or irreversible depending on the extent to which the cause of the impact can be removed.
- **Indirect impacts** are secondary consequences of the development and can result in physical loss or changes to a place or its setting beyond the actual development footprint. This may include vibration caused by use of heavy vehicles, blasting or other construction techniques.

## 4. Desktop assessment

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### 4.1 Context history

#### 4.1.1 Early exploration

The region was first observed by James Cook during his exploration of the eastern coast in 1770. The mountains today known as the Glasshouse Mountains were named by Cook due to their resemblance to the furnace cones of glass factories in his native Yorkshire.

The first explorer to visit the region was Matthew Flinders. In 1799, the sloop *Norfolk* arrived in Glass House Bay (now Moreton Bay). His explorations included an inland trek to the Glass House Mountains (Steele 1972:18). In 1823, three shipwrecked ticket-of-leave convicts, John Finnegan, Thomas Pamphlet and Richard Parsons lived with Aborigines in the area. They had been sailing from Sydney with a cargo of timber bound for Illawarra, but were blown well off course and eventually shipwrecked in Moreton Bay. The three men travelled to the Sunshine Coast area before being rescued by John Oxley in 1823/1824. During their time they also crossed Pumicestone Channel in a canoe and crossed the Mooloolah River at low tide at Point Cartwright and walked up the Maroochy River for two days (Gregory 1991:11).

Matthew Flinders later conducted a survey of the Glasshouse Mountains, including from the summit of Mount Beerburrum.

Moreton Bay was opened up for free settlement in 1842, however a proclamation by Governor George Gibbs prevented occupation of the Sunshine Coast area in an effort to protect the plentiful Bunya Trees for Indigenous use (Heap 1966:3). As areas to the north of Moreton Bay were opened to free settlers, much timber was needed for building materials for the development of Moreton Bay and the new settlements.

### 4.2 Regional towns and settlements

#### 4.2.1 Beerburrum

Beerburrum was established in 1890, following the opening of a railway siding along the North Coast Rail Line. In 1900, a station was erected. By 1904, allotments had been surveyed, though none had been built on. It grew following the establishment of the solider settlement in 1916 (see below) (CGQ 2015).

#### 4.2.2 Glasshouse Mountains

A village developed at the Glasshouse Mountains adjacent to the railway line to service the timber industry. By 1910, a school had opened and the village grew. It was also influenced by the growing solider settlement south near Beerburrum. The population of the village declined sharply following failure of the settlement scheme, though continued to service the emerging pineapple industry (CGQ 2015).

#### 4.2.3 Beerwah

Named after nearby Mount Beerwah, this small town was established on Coochin Creek. Primary industries included servicing the timber getting industries supported by the coming of the railway in 1890. It was also influenced by the growing solider settlements in the region and continued to be a timber and farming hub until the 1980s. Residential development grew at this time and the proximity of Australia Zoo continues to make Beerwah a service centre of the region (CGQ 2015).

#### 4.2.4 Landsborough

Originally called Mellum Creek, the area was selected in 1871 for cattle grazing, but soon became a stopping point for coaches travelling to the Gympie Goldfields. Renamed in 1890 after explorer William Landsborough, a train station was established. The town serviced agricultural industries such as dairying

and timber getting. It became the administrative centre of the Landsborough Council established in 1912 (CGQ 2015).

#### 4.2.5 Mooloolah

Located on the Mooloolah River, the area was originally taken up as a grazing run in 1860 and timber getting occurred in the surrounding region. The Cobb and Co. coach route stopped at Mooloolah from the late 1860s. The town also became a railway stop on the North Coast Line. Growth was limited until the later 20<sup>th</sup> century (CGQ 2015).

#### 4.2.6 Eudlo

The town of Eudlo was part of land selected by James Steele for agricultural purposes in 1887. In 1891, the section of the North Coast Line opened at Eudlo. This helped bring in settlers and facilitated the transport of passengers, timber, fruit and produce. A sawmill was built at Eudlo (Olsen Sawmill destroyed by fire in 2013) and large quantities of timber from the Blackall Range, and surrounding forests, were either treated at the mill or railed to other centres (SCC 2009). The timber industry was the means of livelihood for the early settlers. Eudlo State School was opened in 1897.

#### 4.2.7 Palmwoods

Located at the foot of the Blackall Range, Palmwoods was originally called Merriman's Flat, though changed its name to Palmwoods with the opening of the railway. The area contained tall palm trees which were suitable for special uses like guttering. The area included farm selections from the 1870s, then agriculture based on fruit crops (strawberries and citrus) developing from the 1880s, which were facilitated by the railway. Bananas became a major local crop from early 20<sup>th</sup> century and by the 1930s the area was one of Queensland's largest banana producing regions (CGQ 2015).

#### 4.2.8 Woombye

The town of Woombye was surveyed in 1890 and soon after the railway opened here in 1891. A sawmill was established in 1895 near the railway yards by Thomas Bartholomew. That same year the first pineapples were grown in the area by Thomas Davey. By 1903, there was 120 acres of pineapple in the area. Until 1914, Woombye was the main rail centre used by Buderim producers to ship their produce to market; until the opening of the Buderim tramway (Woombye Community & Business Association 2016).

#### 4.2.9 Nambour

Until 1890, Nambour was known as Petrie Creek. The area was part of a farm established by William Samwell in 1870s and called 'Nambour'. The town became a focal point for the regions mixed agricultural industries – sugar, bananas, timber getting and processing, corn and fruit. Nambour became the administrative centre of the new Maroochy local government in 1890 and the railway opened in 1891. The establishment of the Moreton Central Sugar Mill in 1897 and associated tramways, reinforced the important role Nambour has in the development of the region. Commercial growth was strong in the early 20<sup>th</sup> century, with industry (cannery, sawmills), chamber of commerce and new hospital all in place by the end of the 1920s. Following World War Two, much economic activity moved to the coastal areas, though Nambour's proximity to the coastal regions meant it continued to grow. The sugar mill closed in 2003 and marked the beginning of a gradual decline in population (CGQ 2015).

### 4.3 Local industries

The Sunshine Coast region has a long history of timber resource extraction in the area. When Queensland became a separate colony in 1859 and the *Unoccupied Crown Land Act 1860* was passed, the restrictions put in place by Gibbs were effectively removed. Forests were logged heavily. Cedar, Beech and Pine were



the most common timber resources in the region and timber was an important economic industry central to the development of the region. Grazing had also commenced in the 1850s.

William Pettigrew acquired land at the mouth of the Mooloolah River and established a timber depot. A steamer was operated to bring transport timbers from the depot to his sawmill in Brisbane (Gregory 1991:7). William Grigor and James Low established a store to service the timber getters at the timber depot. Pettigrew established his sawmill at the mouth of the Maroochy River in 1891 (Gregory 1991:7). Pettigrew's timber node was used by timber getters in the district. From the early 1860s, extensive logging of red cedar and white beech of Buderim Mountain began. The region accommodated a large number of timber mills - the highest concentration in Queensland and also the greatest volume of timber extracted. From the late 19<sup>th</sup> century, a fall in timber prices led to the demise of timber mills across the region.

Sugar was another early industry in the region. The first sugar mill on the Sunshine Coast was set up and operational in 1870 on Joseph C. Dixon's land, named "Friends Farm" near the Mooloolah River. The mill was established by a small group of Quakers. The sugar mill was flooded out, due to its close proximity to the Mooloolah River floodplains, in approximately 1870 (Wilson 2015:1). Dixon relocated to Buderim Mountain and established the Buderim Sugar Mill.

Many of the first selections were taken up purely for their timber resources, and early agriculturalists made an income from timber while clearing the land. A combination of factors including dense scrublands and low cattle prices resulted in many early leases being forfeited.

During the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, other agricultural industries developed. Dairy farming was predominant, though cropping and grazing also occurred. Timber and dairying were prominent in the hinterland regions well into the 20<sup>th</sup> century.

Following World War One, repatriated soldiers were offered farm plots in the region. The Beerburum Solider Settlement was established in 1916, with plots of 20-40 acres on offer. Over 24,000 ha were subdivided into more than 550 farm lots – the largest of Queensland's soldier-settler schemes (CGQ 2015). A range of farming was attempted, including agriculture and sheep farming. All failed due to poor soils and lack of agricultural experience amongst the settlers. During the depression years of the 1930s, a tobacco farming scheme was initiated in the same area to ease unemployment, and it too failed. During the 1930s, the state government turned to forestry as a possible industry for the region. Plantations were established by 1933 and continue today.

## 4.4 Transportation

### 4.4.1 Roads

Prior to the construction of good roads, the river systems were the main mode of transport for people and goods in the region. People, timber supplies and mail came to Pettigrew's timber node at the mouth of the Mooloolah River by ship and from there travelled along the river systems to their destinations. Logs were floated to the timber node, and a rafting ground was located on the Mooloolah River at Ballinger's property. The mail and most supplies were distributed to the rural settlement at "Buderum Mountain" (Alcorn 1991:39).

The first road in the region was established to enable access to the Gympie goldfields. In 1867, Tom Petrie and Hiram Barnes marked the route of the original Brisbane-Gympie Road. Places where creeks and rivers could be crossed, where horses were changed and where food or shelters were available became the sites of future towns such as Caboolture, Glasshouse Mountains, Beerwah, Landsborough and Yandina. Formerly known as The Great North Coast Road, the Bruce Highway initially followed the route of the Brisbane-

Gympie Road, which had fallen into poor condition following the arrival of the North Coast Railway Line in 1891 (Kerr 1998). Motoring emerged in the early 1900s in Queensland and motorists began drawing attention to the inadequate condition of roads between Brisbane and the North Coast in the mid-1910s. In 1918, the Noosa Shire Council called upon the (then) Automobile Club of Queensland (ACQ) to assist in opening a 'great northern road' (Longhurst 2006:68). With car ownership restricted to an affluent minority, the cause was not supported by local councils for funding, as their priority was to serve the interests of the predominantly rural constituency (O'Keefe 2009:60), and state funding focused on the railways.

But by September 1934, the road had been built and the *Great North Coast Road Committee* voted unanimously to rename the road the "Bruce Highway" in honour of the Minister's role in facilitating the project. The road officially opened on 1 December 1934 with a picnic on the road reserve near the Glasshouse Mountains (O'Keefe 2006:67). In the 1937 Annual Report of Main Roads, it was noted the 'remarkable' progress of North Coast resorts that had occurred since the construction of the road (Main Roads Commission 1937:10). By 1942, the Bruce Highway between Rothwell and Eumundi was fully sealed (O'Keefe 2006:67).

#### 4.4.2 Railways

Following separation from New South Wales, the economic development of Queensland was hampered by a poor transport network. The earliest endeavours toward constructing a railway in Queensland were made by the Moreton Bay Tramway Company in 1861, who intended to construct a tramway, with horses hauling vehicles on timber rails between Ipswich and Toowoomba. The company failed to raise sufficient capital, and by the end of 1862 was insolvent and the project did not proceed (Kerr 1993:1-1).

The Queensland Government then took responsibility for building the colony's first railway. The first Railway Bill, to construct and borrow funds for this purpose was passed by the Government on 3 September 1863. That same year, engineer Abraham Fitzgibbon also proposed the adoption of 3 foot 6 inch (1067 mm) narrow gauge railway in Queensland, rather than broad or standard gauges used across the rest of Australia. The ascent of the Main Range between Ipswich and Toowoomba was the principal engineering and expense obstacle at this time, and the adoption of the narrow gauge allowed for tighter rail curves, cheaper construction costs and a lower capital outlay. The line between Ipswich and Toowoomba was to become the first use of a narrow gauge for a main line anywhere in the world (Kerr 1993:1-2).

Railways developed in isolation, often in reaction to region growth, due to the mining industry developing inland and the need to economically transport resources to coastal ports. There were discoveries of significant copper deposits west of Rockhampton in the 1860s and a railway was built to service this in September 1867. Right up to the 1920s there existed a near continuous program of railway construction across Queensland. However, changing priorities (e.g. to road construction), during this period led to a slowing of rail expansion activities.

The North Coast Line is today a continuous stretch of track between Brisbane and Cairns. It was not built as a continuous project, but was the result of a number of railway expansion projects that connected earlier isolated sections of line. The section of relevance for this Project includes expansion north from Brisbane and also south from Maryborough.

The discovery of gold at Gympie in late 1867 resulted in a call for a rail link between Gympie and the port of Maryborough. There was a reluctance from government to invest without further economic growth, so the Maryborough - Gympie line did not open until August 1881. The line north from Brisbane was also being planned and built at this time. The first section was built from Nundah to Petrie, opening on 1 March 1888, and then extended to Caboolture by June of that same year (Kerr 1993:3-25).

The section of line historically known as the “North Coast Line” is the link between Caboolture and Gympie. It was opened progressively from south to north, with the final connection at Gympie opening in July 1891. Completion of this connection meant there was now a continuous rail link between Brisbane and Bundaberg. Sections north from Bundaberg were soon planned through to Rockhampton. Approval for construction was given in late 1900 and completed in December 1903. In 1910, *The North Coast Railways Act* was passed to ensure extension of the North Coast Line all the way north to Cairns. The official opening of the completed North Coast Line took place in December 1924.

**Table 3. North Coast Line – selected chronology.**

Year	Event
1888	North Coast line section between Nundah and Petrie opened 1 March and later extended to Caboolture.
1889	Construction also began south from Gympie opening to Cooran on 10 June 1889.
1890	Construction north from Caboolture to Landsborough opens 1 February 1890. Following stations within B2N Project area established: <ul style="list-style-type: none"> <li>• Beerburrum.</li> <li>• Glasshouse Mountains.</li> <li>• Landsborough.</li> </ul>
1891	Construction north from Landsborough to Yandina opens 1 January 1891. Following stations within B2N Project area are established: <ul style="list-style-type: none"> <li>• Mooloolah.</li> <li>• Eudlo.</li> <li>• Palmwoods.</li> <li>• Woombye.</li> <li>• Nambour.</li> </ul>
c.1916	North Coast Line duplication completed to (at least) Cooroy.
1986	Line electrification to Caboolture completed.
1988	Line electrification to Caboolture - Nambour completed.
1989	Line electrification to Nambour to Gympie North completed.

## 4.5 Database and registers

Searches of heritage databases and registers for known cultural heritage objects or places within or in proximity to the Project area was undertaken. The results from are tabulated in Table 4.

**Table 4. Results of database and register searches.**

Source	Result
Australian Heritage Database (NHL, CHL, RNE)	<ul style="list-style-type: none"> <li>• Pedestrian Rail Crossing Bridge and Waiting Shed, Bray Rd, Mooloolah (RNE ID: 100697 - Heritage).</li> <li>• Palmwoods to Buderim Tramway Route, Brecon Crescent, Buderim (RNE ID: 102155 - Heritage).</li> <li>• North Coast Railway National Parks (RNE ID: 8710 - Natural).</li> <li>• Nurses Quarters (former) Nambour Hospital, Hospital Rd, Nambour (RNE ID:17511 – Heritage).</li> <li>• Eudlo Forest and Timber Mill, Hutchinsons Rd, Ilkley (RNE: ID 18792).</li> <li>• Maroochy Shire Hall (Former), Nambour (RNE: 17512).</li> <li>• Glass House Mountains National Landscape (RNE ID 8708) (NHL ID 105815).</li> <li>• Glass House Mountains National Landscape and Beerburrum Forest Reserve 1 (QHR 602494).</li> <li>• Glasshouse Mountains Area (RNE ID 100412).</li> <li>• Glasshouse Mountains National Parks (1978 boundaries) (RNE 8708)</li> </ul>
QHR	<ul style="list-style-type: none"> <li>• Anzac Avenue Memorial Trees, Anzac Avenue, Beerburrum (QHR ID 602678).</li> <li>• Moreton Central Sugar Mill Worker's Housing (former), Nambour (QHR ID: 602648).</li> <li>• Nambour Section of the Moreton Central Sugar Mill Cane Tramway, Nambour (QHR ID: 602522).</li> <li>• Dularcha Railway Tunnel, Mooloolah (QHR ID: 601522).</li> <li>• Public Air Raid Shelter, Landsborough Railway Station (QHR ID 602709).</li> <li>• Landsborough Shire Council Chambers (Former) (QHR ID 601915).</li> <li>• Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants (QHR ID 601711).</li> <li>• Bankfoot House, Glass House Mountains (QHR ID 602702).</li> <li>• North Coast Roadside Rest Area – Paynter's Creek Rest Area (QHR ID 602698).</li> </ul>
Local planning scheme / register	<ul style="list-style-type: none"> <li>• Beerburrum School of Arts Hall (BBM5).</li> <li>• Beerburrum Bakery (Old) (BBM2).</li> <li>• Beerburrum Cemetery (BBM3).</li> <li>• Anzac Avenue Memorial Trees (BBM1) (State and Local).</li> <li>• Beerburrum Scientific Area no. 1 (BWH1).</li> <li>• Beerburrum Forestry Station Barracks (BBM4).</li> <li>• Beerwah Forest Station and Arboretum former (BWH2).</li> <li>• Beerwah Hotel (BWH3).</li> <li>• Beerwah Railway Station (BWH4).</li> <li>• Site of Coochin Homestead, Beerwah (BWH5).</li> <li>• North Coast Roadside Rest Area – Paynter's Creek Rest Area (GLV1) (QHR).</li> <li>• Dularcha Railway Tunnel (MLH2).</li> <li>• Eudlo Methodist Church (former) (EUD1).</li> <li>• Eudlo Public Hall (EUD2).</li> <li>• Eudlo State School (EUD3).</li> <li>• Bankfoot House (GHM1) (QHR).</li> <li>• Flinders Monument (GHM2).</li> <li>• Glass House Mountains Railway Station (GHM4).</li> <li>• Grigor Graves, Glass House Mountains (GHM5).</li> <li>• Dyer House, Landsborough (LBH1).</li> <li>• Landsborough Bakery (Former) (LBH2).</li> </ul>



Source	Result
	<ul style="list-style-type: none"> <li>• Landsborough Butcher Shop (Old) (LBH3).</li> <li>• Landsborough Court House (LBH4).</li> <li>• Landsborough Jewellers Shop (Former) (LBH5).</li> <li>• Landsborough Leeding House (LBH6).</li> <li>• Landsborough Mellum Club Hotel (LBH7).</li> <li>• Landsborough Peace Memorial Park (LBH8).</li> <li>• Landsborough Police Station (Former) (LBH9).</li> <li>• Landsborough Post Office (Former) (LBH10).</li> <li>• Landsborough Public Air Raid Shelter and Railway Station (LBH11) (QHR).</li> <li>• Landsborough School of Arts Memorial Hall (LBH12).</li> <li>• Landsborough Shire Council Chambers (Former) (LBH13) (QHR).</li> <li>• Landsborough Shire Office (Former) (LBH14).</li> <li>• Landsborough The Palms (LBH15).</li> <li>• Landsborough Uniting Church (LBH16).</li> <li>• Ewen Maddock House Site, Mooloolah (MLH3).</li> <li>• Mooloolah Railway Shelter (MLH4).</li> <li>• A Lions Park, Nambour (NMB1).</li> <li>• No. 89 Blackall Terrace, Nambour (NMB2).</li> <li>• Chadwick's Chambers, Nambour (NMB4).</li> <li>• Club Hotel, Nambour (NMB5).</li> <li>• Drill Hall, Nambour (NMB6).</li> <li>• Moreton Central Sugar Mill Worker's Housing (former) (NMB7) (QHR).</li> <li>• Moreton Mill Weir, Nambour (NMB8).</li> <li>• Nambour High School (NMB9).</li> <li>• Nambour Masonic Temple (NMB10).</li> <li>• Nambour Museum (NMB11).</li> <li>• Nambour Section of the Moreton Central Sugar Mill Cane Tramway (NMB12) (QHR).</li> <li>• Nambour St John the Baptist Church of England (NMB13).</li> <li>• Nambour St Joseph's Roman Catholic Complex (NMB14).</li> <li>• Nambour Uniting Church and Manse (NMB15).</li> <li>• Nurse Bade's Maternity Hospital (former) (NMB22).</li> <li>• Old Nambour Cemetery (NMB16).</li> <li>• Petrie Creek Railway Bridge, Nambour (NMB17).</li> <li>• Salvation Army Citadel, Nambour (NMB18).</li> <li>• Vogue Theatre (former), Nambour (NMB20).</li> <li>• Whalley's Residence, Nambour (NMB21).</li> <li>• Palmwoods Anglican Church (PMD2).</li> <li>• Palmwoods ES&amp;A Bank and Residence (Former) (PMD3).</li> <li>• Palmwoods General Store (PMD1).</li> <li>• Palmwoods Hotel (PMD4).</li> <li>• Palmwoods Memorial Hall (PMD5).</li> <li>• Palmwoods Railway Station and Goods Sheds (PMD6).</li> <li>• Palmwoods Uniting Church (PMD7).</li> <li>• Row of Shops, Palmwoods (PMD8).</li> <li>• No. 45 Blackall Street, Woombye (WMB1).</li> <li>• Criterion Hotel, Woombye (WMB2).</li> <li>• No. 80 Schubert Road, Woombye (WMB5).</li> <li>• St Margaret's Anglican Church, Woombye (WMB6).</li> <li>• Woombye Memorial Park (WMB3).</li> <li>• Woombye-Palmwoods Cemetery (WMB8).</li> <li>• Waverley-Palmwoods Masonic Lodge (WMB9).</li> </ul>

Source	Result
	<ul style="list-style-type: none"> <li>• Woombye Post Office (former) (WMB10).</li> <li>• Woombye School of Arts (WMB11).</li> <li>• Woombye Wesleyan Church (former) (WMB12).</li> <li>• Palmwoods to Buderim Tram Route (archaeological potential) (BDM14).</li> <li>• Eudlo neighbourhood character area (CHR1).</li> <li>• Landsborough Cribb Street neighbourhood character area (CHR5).</li> <li>• Landsborough eastern residential neighbourhood character area (CHR7).</li> <li>• Nambour Magnolia Street neighbourhood character area (CHR8).</li> <li>• Nambour Netherton Street neighbourhood character area (CHR9).</li> <li>• Palmwoods neighbourhood character area (CHR10).</li> <li>• Woombye neighbourhood character area (CHR11).</li> </ul>

## 4.6 Previous studies

### 4.6.1 Queensland Rail Heritage Management Survey

Queensland Rail has previously commissioned a number of heritage inventories and surveys for the rail network, including seminal studies by Kerr (1993) and Ward and Milner (1997). In 2002, Buchanan Architects was commissioned to undertake a state-wide heritage management survey of assets across the Queensland Rail network. Buchanan's study built on the earlier studies and identified a number of assets within B2N project area. These included:

- Beerwah Station - passenger station building and footbridge.
- Glass House Mountain Station - passenger station building
- Landsborough Station - passenger station building and footbridge.
- Landsborough Air Raid Shelter - unpainted concrete shelter.
- Landsborough Crane - 3-ton crane no maker's plate.
- Palmwoods Station - passenger station building.
- Woombye Station - passenger station building.
- Tuckers Creek Bridge - steel and wrought iron plate and lattice-girder construction.
- Nambour Station - 1960s brick passenger building and cantilevered platform awning.

### 4.6.2 Caboolture to Maroochydore Corridor Study

In 1998, Arup (1998) prepared the Stage 2 corridor assessment report for the Caboolture – Maroochydore Corridor Study project. The study investigated a potential integrated land use transport corridor strategy and looked into existing and future linkages to Nambour and adjoining areas of the Sunshine Coast. A cultural heritage study was undertaken though no detailed fieldwork was included. No historical heritage constraints that were relevant to the current B2N Project area were identified.

### 4.6.3 Caboolture to Landsborough Study

Arup (2007) engaged Archaeo Cultural Heritage Services to prepare a cultural heritage assessment for the Caboolture to Landsborough Rail Study. This study investigated potential for upgrades to the rail corridor over three stages and included investigations on online (within existing corridor) and other options. The investigations noted that between Beerburrum to Landsborough, impacts to the locally heritage listed Flinders Monument would be required. Relocation of the monument was a consideration. The potential significance of the monument to the local community meant that further community consultation and involvement with the community and historical group representatives was also included in the study recommendations. The Trackstar Alliance (2007) report, which looked at Phase 2 of the proposed

Caboolture to Landsborough section, further recommended consultation occur with the then Caloundra City Council and other relevant parties with a view to relocate the monument.

The replacement and/or alteration of several existing train stations along the North Coast Line was also proposed by the study. It was recommended that station design requirements should consider the heritage value of the existing stations. Where retention was considered impractical, further consultation with the community was also recommended. Further, community and tourism impacts associated with the loss of the Matthew Flinders Rest Area were identified and additional consultation was recommended to be “ongoing with affected landowners, council and heritage groups to determine mitigation and/ or compensation details” (Arup 2007:133).

#### **4.6.4 Landsborough to Nambour Rail Project EIS**

As part of the Landsborough to Nambour Rail Project EIS in 2009, an assessment of historical cultural heritage values was undertaken by Converge (2008). This assessment included desktop review of relevant previous heritage studies in the region back to 1999, community consultation on places known or of importance to the area, and field surveys over 2 days with a focus on any places within 100 m and 500 m of the proposed rail alignment, impact assessment and mitigation recommendations (note: the alignment for the Landsborough to Nambour Rail Project differs from that proposed for the B2N Project). The results of the project illustrated that the existing rail corridor and the immediate surrounding areas feature a range of historical heritage places of local, State and potentially national heritage value. Of particular concern were impacts to places deemed to be of State and national value including several on existing registers and lists. Places within or immediately adjacent to the current B2N study area that were identified in addition to previous assessments included:

- Mooloolah Station Pedestrian Rail Crossing Bridge and Waiting Shed.
- Palmwoods to Buderim Tram Route (archaeological potential).
- Potential pioneer grave site (Landsborough).
- Old Railway Bridge (Mooloolah River) – Neill and Knox Road.
- Timber railway bridge, 1 Rosebed Street, Eudlo.
- Timber framed bridge crossing Eudlo Creek southern approach to Eudlo.
- Sir Francis Nicklin Memorial Clock, Outlook and ‘Citizens Remembered’ Tiling, Main Street, Palmwoods.
- Former Woombye Timber Mill, Woombye Train Station.
- Flooded Gum Tree, Palmwoods Station.

#### **4.6.5 Beerburrum to Nambour Rail Project Environmental Approvals Summary**

SMEC (2014) prepared a desktop background of likely constraints to the B2N project, including noting likely heritage issues within the proposed alignment. Places within or immediately adjacent to the current B2N study area that were identified in addition to previous assessments included:

- Glass House Mountains National Landscape.
- Beerburrum Forestry Station Barracks.
- Eudlo Railway Station.
- Mooloolah Railway Station.
- Palmwoods Locomotive Remains.
- Flinders Monument.

#### 4.6.6 Review of historical aerial photographs

An analysis of targeted sections of the Project area was conducted using historical aerial photography. This analysis can be helpful in identifying early infrastructure within a project area and to validate certain values attributed to heritage places (e.g. construction dates, earliness, and intactness of structures).

Based on the results of the desktop analysis above, photographs were selected for Glass House, Beerwah, Landsborough, Mooloolah and Palm

woods. Recent imagery for the entire alignment was also reviewed to identify potential rail infrastructure (e.g. bridges, tunnels), not otherwise noted in Queensland Rail or other heritage studies.

The review of historical (1956 onwards) aerial imagery identified several potential heritage places not otherwise noted. These include rail and road bridges and tunnels along the length of the corridor. The former Station Masters' Residence at Beerburrum was also notable on 1956 aerial photos of the area.

Potential historical heritage places identified during this review are included in the summary of results list in the following summary section.

#### 4.6.7 Summary of results

The desktop review of the B2N Project area, including databases, registers, the SCC planning scheme and the results of previous studies has identified **123 places of potential historical cultural heritage**, either within or immediately adjacent to the B2N Project area (Figure 4 and Figure 6). Information on these, including current heritage listing status, is provided in Table 5.



**Table 5. Potential historical heritage places within proximity to the B2N Project area and their current listing status identified in Niche (2016).**

ID	Place	Location / description	Source				In B2N Project area?
			SCC Planning Scheme	QHR	RNE	Other	
Beerburrum – Glasshouse Mountains							
1	Beerburrum Station	Beerburrum Village	-	-	-	SMEC 2014	Yes
2	Former Station Masters House, Beerburrum	Church St, Beerburrum, west of station and south of current station car park; 528/CG6252	-	-	-	Aerial photos	Yes
3	Beerburrum School of Arts Hall (BBM5)	7 Anzac Avenue, Beerburrum	✓	-	-	-	No
4	Beerburrum Bakery (Old) (BBM2)	6 Anzac Avenue, Beerburrum	✓	-	-	-	No
5	Anzac Avenue Memorial Trees (BBM1) (State)	Anzac Avenue, Beerburrum	✓	✓	-	-	No
6	Beerburrum Forestry Station Barracks	Possibly impacted by road realignment requirements for Project; Red Road approx. 300 m east of Steve Irwin Way, Beerburrum; 611 FTY1687 (Port)	✓	-	-	-	Yes
7	Road bridge over line, Beerburrum Rd (north Beerburrum)	Beerburrum Road immediately to the north of the station area	-	-	-	Aerial photos	Yes
9	Flinders Monument, Glasshouse Mountains (GHM2)	Located <500 m north of Tibrogargan Drive, on the west of Steve Irwin Way. Includes monument, plaque and rest area. Now relocated to GHM information centre.	✓	-	-	-	Yes
9	Tibrogargan Creek Rail Bridge, Glasshouse Mountains	Crossing Tibrogargan Creek and Evans Road, Glasshouse Mountains. Located immediately north-west of the Flinders Monument Roadside Rest Area.	-	-	-	-	Yes
10	Glass House Mountains National Landscape (RNE ID 8708) (NHR ID 105815)	The current rail corridor passes east of the boundary of this QHR / NHL listed area.	✓	✓	✓	NHL	No
11	Rail bridge over Coonowrin Creek, Glasshouse Mountains	Multiple span concrete bridge which crosses the creek. Concrete piers, headstocks and girders.	-	-	-	Aerial photos	Yes
12	Road bridge over Burgess Street, south Glasshouse Mountains	Burgess St, Glasshouse Mountains; immediately south of the Glasshouse Mountains.	-	-	-	Aerial photos	Yes
Glass House Mountains - Beerwah							

ID	Place	Location / description	Source				In B2N Project area?
			SCC Planning Scheme	QHR	RNE	Other	
13	Glasshouse Mountains Station (GHM4)	Passenger station building and footbridge.	✓	-	-	-	Yes
14	Small rail bridge over creek, south Beerwah	Located close to Mahogany Court or Reimann Avenue, Beerwah.	-	-	-	Aerial photos	Yes
15	Rail bridge over creek, south Beerwah	At end of Kellos Road off Steve Irwin Way.	-	-	-	Aerial photos	Yes
16	Mawhinney's Fig Tree	Fig tree located near the Beerwah town centre, outside Beerwah Garage, Beerwah-Glasshouse Mountain Road, Beerwah.	-	-	-	DEHP LHIS database	Yes
17	Beerwah Hotel (BWH3)	53 Beerwah Parade, Beerwah, Lot 21 of SP115614.	✓	-	-	-	No
<b>Beerwah - Landsborough</b>							
18	Beerwah Railway Station (BWH4)	Passenger station building and footbridge. Simpson Street, Beerwah; Lot 115 of SP179110.	✓	-	-	-	Yes
19	Mill Park (Pettigrew's Sawmill Site)	Simpson Street, Beerwah (north and west of station); Bounded on east by railway line, west by road, south by Cochin Creek Co-operative building and north by row of trees.	-	-	-	DEHP LHIS database	No
20	Small rail bridge (1), north of Beerwah	Alongside Old Landsborough Road near Pinelands Drive.	-	-	-	Aerial photos	Yes
21	Small rail bridge (2), north of Beerwah	Immediately south of Thompson Road intersection with Old Landsborough Road.	-	-	-	Aerial photos	Yes
<b>Landsborough - Mooloolah</b>							
22	Landsborough Railway Station	Passenger station building and footbridge.	✓	✓ (air raid shelter only)	-	-	Yes
23	Landsborough Bakery (Former) (LBH2)	28 Cribb Street, Landsborough; Lot 1 of RP3388, Lot 2 of RP59974.	✓	-	-	-	No
24	Landsborough Butcher Shop (Old) (LBH3)	26 Cribb Street, Landsborough.	✓	-	-	-	No
25	Landsborough Mellum Club Hotel (LBH7)	32 Cribb Street, Landsborough; Lot 6 of RP858465.	✓	-	-	-	No

ID	Place	Location / description	Source				In B2N Project area?
			SCC Planning Scheme	QHR	RNE	Other	
26	Landsborough Jewellers Shop (Former) (LBH5)	489 Old Landsborough Road (Lot 12 of L2588).	✓	-	-	-	Yes
27	Landsborough School of Arts Memorial Hall (LBH12)	485 Old Landsborough Road (Lot1 of RP3389, Lot 2 of L2588).	✓	-	-	-	Yes
28	Landsborough Cribb Street Neighbourhood Character Area (CHR5)	Cribb Street, Landsborough.	✓	-	-	-	No
29	Landsborough Eastern Residential Neighbourhood Character Area (CHR7)	Beerwah St, Caloundra St, Landsborough.	✓	-	-	-	Yes
30	Landsborough Shire Council Chambers (Former) (LBH13) (QHR ID: 601915)	4-6 Maleny Street, Landsborough (Lot 3 of RP76609, Lot 1 of RP76609).	✓	✓	-	-	Yes
31	Landsborough Court House (LBH4)	12 Caloundra Street, Landsborough (Lot 4 of CG4024).	✓	-	-	-	Yes
32	Landsborough Post Office (Former) (LBH10)	8 Caloundra St Landsborough (Lot 7 of RP145460).	✓	-	-	-	Yes
33	Landsborough Leeding House (LBH6)	10 Maleny Street Landsborough (Lot 3 of RP145504).	✓	-	-	-	No
34	Landsborough Uniting Church (LBH16)	16 Maleny Street, Landsborough.	✓	-	-	-	No
35	Old Mellum Cemetery / potential pioneer grave site	Pound Reserve, off Gympie Street North (near intersections with Tunnel Ridge Road and north of Landsborough Village; a memorial stone with brass plaque and is understood to be the burial site of local pioneers including 'Lawrence Graves' and 'Elizabeth Orrell', located in the vicinity of (Lot 710 of M332060 and Lot 711 of CG6392).	-	-	-	Converge 2009	Yes
36	Dularcha Railway Tunnel (MLH2) (QHR ID: 601522) North Coast Railway National Parks (RNE ID 8710)	West of the rail corridor.	✓	✓	✓	-	No
37	Rail bridge (1) over creek, south Mooloolah	Near Paget Street which is west of the rail corridor but south of Mooloolah Station.	-	-	-	Aerial photos	No
38	Rail bridge (2) over creek, south Mooloolah	Near Paget Street which is west of the rail corridor but south of Mooloolah Station.	-	-	-	Aerial photos	No
<b>Mooloolah - Eudlo</b>							

ID	Place	Location / description	Source				In B2N Project area?
			SCC Planning Scheme	QHR	RNE	Other	
39	Mooloolah Railway Shelter (MLH4)	Station off Brays Road, Mooloolah Village. (Lot 3 of CP827039- Part).	✓	-	-	SMEC 2014	Yes
40	Pedestrian Rail Crossing Bridge and Waiting Shed, Bray Rd, Mooloolah (RNE ID: 100697 - Heritage).	Listed on the RNE; includes timber footbridge at the level crossing and a timber waiting shelter on the Mooloolah Station platform immediately north of the station.	-	-	✓	-	Yes
41	Railway Bridge (Mooloolah River northern branch)	Rail bridge located north of Mooloolah Village and just before Neill and Knox Road intersection – maybe visible from Neill Road.	-	-	-	Aerial photos	No
42	Rail Bridge Piers (Mooloolah River northern branch)	Adjacent to rail bridge 41.	-	-	-	Aerial photos	No
43	Road bridge over Mooloolah River, northern branch	Small timber road bridge that crosses the northern branch of the Mooloolah River.	-	-	-	Aerial photos	No
44	Road bridge over line, Palmwoods - Mooloolah Road	Unknown bridge over rail line along Palmwoods to Mooloolah Road.	-	-	-	Aerial photos	No
45	Road bridge over line, Mooloolah Road	South of intersection with Logwoods Road.	-	-	-	Aerial photos	No
46	Nth tunnel portal, The Pinch Lane, South Eudlo); South tunnel portal, The Pinch Lane, South Eudlo	Under The Pinch Lane; unlikely visible from Road.	-	-	-	Aerial photos	No
47	Rosebed Street road bridge, Eudlo	A timber road bridge crossing Eudlo Creek.	-	-	-	Converge 2009	No
48	Rail bridge over Highland Road, Eudlo	Immediately south of Eudlo Station, at Highlands Road which runs just south of station and under line.	-	-	-	Aerial photos	Yes
<b>Eudlo - Palmwoods</b>							
49	Eudlo Railway Station	Unknown, Eudlo Village.	-	-	-	-	Yes
50	Eudlo State School (EUD3)	2 Highlands Road, Eudlo (Lot 417 of CG4702).	✓	-	-	-	No
51	Eudlo Public Hall (EUD2)	19 Rosebed Street, Eudlo (Lot 2 of RP173221).	✓	-	-	-	No



ID	Place	Location / description	Source				In B2N Project area?
			SCC Planning Scheme	QHR	RNE	Other	
52	Eudlo Neighbourhood Character Area (CHR1)	Eudlo	✓	-	-	-	No
<b>Palmwoods - Woombye</b>							
53	Palmwoods Railway Station and Goods Sheds (PMD6)	Passenger station building and goods shed. Main Street, Palmwoods (Lot 171 of SP102276 - Part).	✓	-	-	-	Yes
54	Palmwoods Timber Sheds	Unknown, possibly goods sheds, located close to station along Main Street.	-	-	-	Aerial photos	Yes
55	Sir Francis Nicklin Memorial Clock, Outlook and 'Citizens Remembered' Tiling	Main Street, Palmwoods; Memorial clock dedicated to former Premier Nicklin in 1978.	-	-	-	-	No
56	Flooded Gum Tree, Palmwoods Station	Mature gum tree with local aesthetic and natural values, possibly of local significance. Within station listing boundary.	-	-	-	Visual inspection Niche 2019	Yes
57	Kolora Park, Palmwoods	East of station, a freshwater lagoon, walking trail and mature plantings noted previously by the community and historically used by QR to water rail and tram locomotives at Palmwoods.	-	-	-	-	No
58	Palmwoods to Buderim Tram Foundation and Formwork Remnants (BDM14) (RNE ID 102155) (QHR 601711) (archaeological potential)	Formation only, immediately east of Palmwoods Station, crossing then running parallel to Nicklin Road, then crossing Old Chevallum Road, Palmwoods. 4A Telco Road, Buderim.	✓	✓	✓	-	Yes
59	Row of Shops (PMD8)	2, 4-6, 8 & 10 Main Street.	✓	-	-	-	No
60	Palmwoods General Store (PMD1)	7-9 Main Street, Palmwoods; Palmwoods (Lot 1 of SP170766).	✓	-	-	-	No
61	Palmwoods Memorial Hall (PMD5)	1 Main Street, Palmwoods (Lot 1 of RP107111).	✓	-	-	-	No
62	Palmwoods Hotel (PMD4)	28-32 Main Street, Palmwoods (Lot 1 of SP170745).	✓	-	-	-	No
63	Palmwoods ES&A Bank and Residence (Former) (PMD3)	36-38 Main Street, Palmwoods.	✓	-	-	-	No
64	Road bridge over Woombye – Palmwoods Road, Palmwoods	Steel girder and concrete pier rail bridge over the road.	✓	-	-	-	No

ID	Place	Location / description	Source				In B2N Project area?
			SCC Planning Scheme	QHR	RNE	Other	
Woombye - Nambour							
65	Woombye Station	Passenger station building located at Woombye Station.	-	-	-	-	Yes
66	Former Woombye Timber Mill, Woombye Train Station	Archaeological potential within the station grounds.	-	-	-	-	Yes
67	Unknown structure, Woombye park lands	Former QR Goods Shed located in park adjoining rail corridor.	-	-	-	Aerial photos	No
68	Criterion Hotel (WMB2)	Corner Blackall Street and Bart Street, Woombye (Lot 5 of SP156931).	✓	-	-	-	No
69	Woombye Memorial Park (WMB3)	Corner Blackall Street and Keil Street, Woombye (Lot 387 of CG1225).	✓	-	-	-	No
70	Woombye Post Office (former) (WMB10)	5-7 Blackall Street, Woombye (Lot 3 & 4 of RP65629).	✓	-	-	-	No
71	Woombye Neighbourhood Character Area (CHR11)	Woombye.	✓	-	-	-	No

#### 4.7 Newly identified places of potential historical heritage within proximity to the B2N Project area.

ID	Place	Location / description	Source				In B2N project area?
			SCC Planning Scheme	QHR	RNE	Other	
Beerburrum – Glasshouse Mountains							
72	Beerburrum Cemetery (BBM3)	Via Beerburrum Road, approx 480 m NW of Beerburrum Primary School (Lot 204 of CG1244 - Part).	✓	-	-	-	No
73	Beerburrum Scientific Area no. 1 (BWH1)	Beerburrum State Forest, Roys Road and Mawsons Road, Beerwah (Lot 561 of AP6215).	✓	-	-	-	No
74	Grigor Graves, Glass House Mountains (GHM5)	Road reserve adjacent to 1970 Old Gympie Road, Glass House Mountains near Coonowrin Creek.	✓	-	-	-	No
75	Glasshouse Mountains National Landscape and Beerburrum Forest Reserve 1 (QHR 602494)	Glasshouse Mountains, Old Gympie Road, Elimbah.	-	✓	-	-	No
76	Glasshouse Mountains Area (RNE ID 100412)	About 1,885ha, Old Gympie Road and Glass House Mountains Road, Beerburrum, comprising the following eight areas known as the Glass House Mountains National Parks (1996 boundary): Beerwah National Park (245 ha); Coonowrin National Park (113 ha); Tibrogargan National Park (291 ha); Ngungun National Park (49 ha); Mount Coochin area (95 ha); Mount Miketeebumulgrai area (17 ha); The Saddleback Environmental Park Reserve (71 ha); Blue Gum Creek Environment Park (11 ha); Wild Horse Mountain State Forest Park No. 24 (60 ha); Forestry Reserves Beerburrum Fire Tower area (480 ha); Tibberoowuccum area (50 ha); and Tunbubudla (The Twins) area (402 ha).	-	-	✓	-	No
77	Glasshouse Mountains National Parks (1978 boundaries) (RNE 8708)	About 700 ha, Glasshouse Mountains Road, 2 km west of Glasshouse Mountains township and 3 km north-north-west of Beerburrum, comprising the following four areas: Tibrogargan (291 ha), Ngungun (49 ha), Coonowrin (113 ha), and Beerwah (245 ha) National Parks (1978 boundaries).	-	-	✓	-	No

ID	Place	Location / description	Source				In B2N project area?
			SCC Planning Scheme	QHR	RNE	Other	
78	Bankfoot House, Glasshouse Mountains (GHM1) (QHR ID 602702)	1998 Old Gympie Road, Glasshouse Mountains (Lot 1 of RP105818).	✓	-	✓	-	No
79	Beerwah Forest Station and Arboretum former (BWH2)	Roys Road, Beerwah approximately 1 km east of Mawsons Road intersection (Lot 561 of FTY1655 - Part).	✓	-	-	-	No
	<b><u>Landsborough - Mooloolah</u></b>						
80	Site of Coochin Homestead (BWH5)	Mature trees identify former homestead location. 2719 Old Gympie Road, Beerwah (Lot 2 of RP157080).	✓	-	-	-	No
81	Dyer House, Landsborough (LBH1)	26 Maleny Street, Landsborough.	✓	-	-	-	No
82	Landsborough Peace Memorial Park (LBH8)	Landsborough-Maleny Road, Landsborough (Lot 2 of CG4144).	✓	-	-	-	No
83	Landsborough Police Station (Former) (LBH9)	40 Maleny Street, Landsborough (Lot 1 of L25822).	✓	-	-	-	No
84	Landsborough Shire Office (Former) (LBH14)	51 Landsborough-Maleny Road, Landsborough; 16/SP175827 (Part).	✓	-	-	-	No
85	Landsborough The Palms (LBH15)	5 Gympie Street North, Landsborough (Lot 7 & 8 of RP8412, Lot 9 of SP121131).	✓	-	-	-	No
86	North Coast Roadside Rest Area – Paynter’s Creek Rest Area (GLV1)(QHR ID 602698)	Steve Irwin Way, adjacent to the Rustic Cabin, 300 m west of Bruce Hwy intersection with Caloundra Road.	✓	✓	-		No
	<b><u>Mooloolah - Eudlo</u></b>						
87	Ewen Maddock House Site (MLH3)	Maddock Park, Mooloolah Connection Road, Mooloolah (Lot 106 of C311616).	✓	-	-	-	No
88	Eudlo Forest and Timber Mill, Hutchinsons Rd, Ilkley (RNE: ID 18792)	About 106 ha, Hutchinsons Road, Missing Link Road and Tolson Road, Ilkley, 3 km east-south-east of Eudlo and 3 km north-east of Mooloolah.	-	✓	-	-	No
89	Eudlo Methodist Church (former) (EUD1)	20-22 Anzac Road, Eudlo (Lot 9 & 10 of RP28184).	✓	-	-	-	No
	<b><u>Palmwoods – Woombye</u></b>						
90	Palmwoods Anglican Church (PMD2)	9-13 Hill Street, Palmwoods (Lot 205 of SP105646).	✓	-	-	-	No
91	Palmwoods Uniting Church (PMD7)	10-12 Church Street, Palmwoods (Lot 1 of RP45853, Lot 14 of RP45853).	✓	-	-	-	No



ID	Place	Location / description	Source				In B2N project area?
			SCC Planning Scheme	QHR	RNE	Other	
	<b><u>Woombye - Nambour</u></b>						
92	No. 45 Blackall Street, Woombye (WMB1)	45 Blackall Street, Woombye (Lot 316 of W4181).	✓	-	-	-	No
93	No. 80 Schubert Road	80 Schubert Road, Woombye (Lot 1 of RP151434).	✓	-	-	-	No
94	St Margaret's Anglican Church, Woombye (WMB6)	16 Blackall Street, Woombye (Lot 104 of W4181).	✓	-	-	-	No
95	Woombye-Palmwoods Cemetery (WMB8)	154-172 Woombye-Palmwoods Road, Woombye (Lot 746 of C8193).	✓	-	-	-	No
96	Waverley-Palmwoods Masonic Lodge (WMB9)	8 Hill Street, Woombye (Lot 1 of RP64786).	✓	-	-	-	No
97	Woombye School of Arts (WMB11)	1-3 Hill Street, Woombye (Lot 1 of CG838777).	✓	-	-	-	No
98	Woombye Wesleyan Church (former) (WMB12)	34 Wilson Avenue, Woombye (Lot 4 of RP110226).	✓	-	-	-	No
99	Palmwoods neighbourhood character area (CHR10)	Palmwoods.	✓	-	-	-	No
100	A Lions Park (NMB1)	Corner Lamington Terrace & Park Road, Nambour; Road Reserve adjacent (Lot 11 of RP28112).	✓	-	-	-	No
101	No. 89 Blackall Terrace (NMB2)	89 Blackall Terrace, Nambour (Lot 4 of RP102262).	✓	-	-	-	No
102	Chadwick's Chambers	89-97 Currie Street, Nambour (Lot 2 of RP84156).	✓	-	-	-	No
103	Club Hotel (NMB5)	78-84 Currie Street, Nambour (Lot 2 of RP26511).	✓	-	-	-	No
104	Drill Hall (NMB6)	20-22 Price Street, Nambour (Lot 9 of RP26586, Lot 20 of RP26586, Lot 3 of RP104604).	✓	-	-	-	No
105	Moreton Central Sugar Mill Worker's Housing (former) (NMB7) (State)	5 & 7 Mill Street, and 14 & 16 Bury Street, Nambour (Lot 11, 12, 24 & 25/RP26509 and part of Mill Street road reserve north of lots 11 & 12).	✓	-	-	-	No
106	Moreton Mill Weir (NMB8)	In Petrie Creek approximately 420 m downstream from Arundell Avenue Bridge, Nambour; Petrie Creek and partly in Lots 5 of RP907803 and 2 of RP898333.	✓	-	-	-	No
107	Nambour High School (NMB9)	7 Carroll Street, Nambour (Lot 729 of CG3675).	✓	-	-	-	No
108	Nambour Masonic Temple (NMB10)	9-11 Blackall Terrace, Nambour (Lot 2 of RP119656).	✓	-	-	-	No
109	Nambour Museum (NMB11)	18 Mitchell Street, Nambour (Lot 640 of N7892).	✓	-	-	-	No

ID	Place	Location / description	Source				In B2N project area?
			SCC Planning Scheme	QHR	RNE	Other	
110	Nambour Section of the Moreton Central Sugar Mill Cane Tramway (NMB12) (State)	Mill Street, Currie Street & Howard Street, Nambour within road reserve.	✓	-	-	-	No
111	Nambour St John the Baptist Church of England (NMB13)	176 Currie Street, Nambour (Lot 1, 17, 18, & 19 of RP26521, 2 of RP98591, 6 of RP26519, 2 of RP26520).	✓	-	-	-	No
112	Nambour St Joseph's Roman Catholic Complex (NMB14)	173-179 Currie Street, Nambour (Lot 1 & 2 of RP66783, 1 of RP28102, 1 of RP28109, 1 of RP28110, 695 of CG4978).	✓	-	-	-	No
113	Nambour Uniting Church and Manse (NMB15)	37-39 Coronation Avenue, Nambour (Lot 5 of RP806977 - Part).	✓	-	-	-	No
114	Nurse Bade's Maternity Hospital (former) (NMB22)	3 Petrie Creek Road, Nambour (Lot 2 of RP114729).	✓	-	-	-	No
115	Old Nambour Cemetery (NMB16)	926 Nambour Connection Road, Nambour (Lot 679 of C8221)	✓	-	-	-	No
116	Petrie Creek Railway Bridge, Nambour (NMB17)	Coronation Avenue, near the intersection with Price Street, Nambour (Lot 216 of SP102280 - Part).	✓	-	-	-	No
117	Salvation Army Citadel, Nambour (NMB18)	165-167 Currie Street, Nambour (Lot 1 of RP178886).	✓	-	-	-	No
118	Vogue Theatre (former) (NMB20)	94-98 Currie Street, Nambour (Lot 7 of RP43338).	✓	-	-	-	No
119	Whalley's Residence (NMB21)	37 Blackall Terrace, Nambour (Lot 2 of RP94123).	✓	-	-	-	No
120	Nambour Magnolia Street neighbourhood character area (CHR8)	Nambour.	✓	-	-	-	No
121	Nambour Netherton Street neighbourhood character area (CHR9)	Nambour.	✓	-	-	-	No
122	Maroochy Shire Hall (Former), Nambour (RNE: 17512)	60-64 Currie St, Nambour.	-	-	✓	-	No
123	Nurses Quarters (former) Nambour Hospital, Hospital Rd, Nambour (RNE ID:17511 – Heritage).	Hospital Road, Nambour, comprising 1941-1942 building.	-	✓	-	-	No

## 5. Visual inspections and significance

A visual inspection of the Project area was undertaken by Cameron Harvey (Niche) on 8 July 2016. Only those places identified as being within the Project were prioritised for an inspection.

The inspection noted basic condition information and photographs were taken to inform significance and impact assessments. No building interiors were inspected as part of this assessment. Detailed site cards for each place visited, including the results of historical research and significance assessments, are provided as [Annex 1](#) of this report.

A brief summary of findings is provided in Table 6 below.

**Table 6. Results of visual inspection of potential heritage places within the Project area.**

ID	Place / location	Brief description	Preliminary significance
1	Beerburrrum Station	Modern train station complex including recently constructed platforms, station building and footbridge.	Nil
2	Former Station Masters House, Beerburrrum	Located on Church St, Beerburrrum and immediately south and west of the Beerburrrum Station car park. Located on Lot 528/CG6252. The building is a timber house on stumps with truncated hipped roof line and U-shaped partially enclosed verandas on north, east and west aspects. The house style is consistent construction during the late colonial or Federation periods (pre-1920s) though this is not confirmed. The style and location indicate that this was possibly the station master or other railway workers residence.	Local QR
7	Road bridge over line, Beerburrrum Rd (north Beerburrrum)	Beerburrrum Road over the rail corridor north of Beerburrrum Station. The bridge is a single road timber construction with 2 timber piers supporting steel girders and upper bridge decking. Piers include 6 timber piles with timber diagonal bracing. Bridge has concrete approach abutments.	Nil
8	Flinders Monument, Glasshouse Mountains	Located north of Tibrogargan Drive on the southern side of Tibrogargan Creek and to the west of Steve Irwin Way. The place includes a rest area with circular dirt vehicle access, toilet facilities and 4 concrete bench and seat picnic tables. The monument is located close to the eastern edge of the rest area beside the dirt circular loop. It has a c.1 m tall mortared stone based cairn with an angled plinth on which a brass plaque has been mounted.	Local
9	Tibrogargan Creek Rail Bridge, Glasshouse Mountains	Crossing Tibrogargan Creek and Evans Road, Glass House Mountains. Located immediately north-west of the Flinders Monument Roadside Rest Area. The bridge is a steel girder and concrete pier design with 3 spans.	Nil
11	Rail bridge over Coonowrin Creek, Glasshouse Mountains	Multiple span concrete bridge which crosses the creek. Concrete piers, headstocks and girders.	Nil
12	Rail bridge over Burgess Street, Glasshouse Mountains	Single road bridge crossing the rail corridor. Construction is of concrete piers, headstock and steel girder supporting road decking and upper structures.	Nil
13	Glasshouse Mountains Station	Passenger station building and footbridge.	Local QR

ID	Place / location	Brief description	Preliminary significance
			Possible State (station building only)
14	Small rail bridge over creek, south Beerwah	Bridge not visible from outside the rail corridor.	Unknown
15	Rail bridge over Kellos Creek, south Beerwah	A multi-span concrete bridge crossing Kellos Creek, south of Beerwah Station. The bridge is concreted of concrete piers and girders.	Nil
16	Mawhinney's Fig Tree, Beerwah	Large mature strangler fig tree ( <i>Ficus watkinsiana</i> ). A bronze plaque, noting the tree was planted by James Mawhinney in 1907, has been erected on the northern side of the tree on a rock plinth.	Local
18	Beerwah Station	Station comprises section of duplicated track, two elevated platforms, passenger station building on the up platform, and footbridge.	Nil
19	Mill Park (former sawmill site)	Narrow strip of open space park land including children's playgrounds and public toilet block.	Local
20	Small rail bridge (1), north of Beerwah	Single span steel girder railway bridge spanning small creek. Abutments are concrete. Timber piles of earlier rail bridge are visible within the current creek channel.	Nil
21	Small rail bridge (2), north of Beerwah	Single span concrete girder railway bridge spanning small creek. Abutments are concrete.	Nil
22	Landsborough Station (incl. air raid shelter, crane, fork line, signal cabin, station building)	Landsborough station is comprised of a duplicated section of track, two raised station platforms, a passenger station building and signal cabin, air raid shelter, crane and fork line.	Local QR - Station building and signal cabin, crane, fork line, air raid shelter State – air raid shelter
29 (incl. 31 and 32)	Landsborough East Residential Neighbourhood Character Area, including: <ul style="list-style-type: none"> <li>Landsborough Court House (LBH4).</li> <li>Landsborough Post Office (Former) (LBH10).</li> </ul>	A collection of buildings comprising a character area focused on Beerwah St, Caloundra St, Landsborough.	Local
30	Landsborough Shire Council Chambers (Former) (LBH1)	A modest, timber building, has a discreet, civic presence on Maleny Street, Landsborough. The building is a low-set, hip-roofed, rectangular, timber structure with open front verandah. A narrow, skillion roofed extension has been erected to the west and a large Museum courtyard and building has been constructed to the east.	Local State
35	Old Mellum Cemetery / potential pioneer grave site	No visible cemetery or grave markers are present. The location is marked by a memorial stone with a brass plaque erected "in memory of Early Settlers in the Landsborough District Buried on this site".	Local
37	Rail bridge (1) over creek, south Mooloolah	Unknown, not visible from outside the rail corridor.	Unknown
38	Rail bridge (2) over creek, south Mooloolah	Unknown, not visible from outside the rail corridor.	Unknown
39	Mooloolah Station	Station comprises of duplicated track, single raised platform (incl. temporary platform extensions north and south c1996), single waiting shed.	Local QR



ID	Place / location	Brief description	Preliminary significance
40	Mooloolah Pedestrian Footbridge	QR Standard "two road" timber pedestrian footbridge with stairs descending to landings to the south. Bridge has been elevated by 1-2 m for electrification works.	Local QR
41	Railway Bridge (Mooloolah River northern branch)	Concrete multi-span rail bridge traversing Mooloolah River northern branch and Knox and Neill Road intersection.	Nil
42	Rail Bridge Piers (Mooloolah River northern branch)	Two concrete piers located on opposing sides of the Mooloolah River northern branch. Remnants of earlier rail bridge spans; these being piers that supported the steel girder span over the river.	Local QR
43	Road bridge over Mooloolah River, northern branch	Small timber road bridge that crosses the northern branch of the Mooloolah River.	Local
44	Road bridge over line, Palmwoods - Mooloolah Road	Concrete decked bridge with steel lattice truss span over the railway line. Bridge has concrete abutments and steel safety rails. Possible mid-20 <sup>th</sup> century.	Nil
45	Road bridge over line, Rosebed Street	Single land road bridge over the railway line. Bridge is supported by two timber piers, with timber piles and diagonal bracing. Possible early 20 <sup>th</sup> century.	Local
47	Rosebed Street road bridge, Eudlo	A timber road bridge crossing Eudlo Creek. Bridge is constructed on timber piers and piles. Rounded timber girders are visible. Timber hand rails on both sides.	Local
48	Rail bridge over Highland Rd, Eudlo	Multi-span steel and concrete girder bridge over Highland Road and the adjacent floodplain to the south	Nil
49	Eudlo Station	Raised platform and modern steel shelters.	Nil
53 & 58	Palmwoods Station, including former tramway elements	Palmwoods station is comprised of a single raised platform with a passenger station building, goods shed located opposite, siding and loading banks.	Local QR
54	Palmwoods Timber Sheds	Three sheds located along Main Street and adjoining the rail corridor. All are timber framed and chamferboard clad structures with corrugated iron roofing.	Local QR
56	Flooded Gum Tree, Palmwoods Station	Tree could not be relocated.	Nil
65	Woombye Station	Comprises of a section of duplicated track, a single raised platform, passenger station building, and separate timber lavatory building. The complex also includes potential for archaeological evidence of the former Woombye Timber Mill, located opposite the station.	Local QR
66	Former Woombye Timber Mill, Woombye Train Station	Archaeological potential within the station grounds.	Local

## 6. Impact assessment and mitigation recommendations

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### 6.1 Impact assessment and recommendations

This section draws upon the results of the desktop and field assessments presented above to address the potential impacts to heritage places identified within the Project area.

### 6.2 Grade separation

SMEC Australia has prepared grade separation proposal for substantial road realignments and upgrade works at Landsborough (Figure 4). This option is considered the preferred option for the purpose of the B2N Project business case. It is acknowledged that this may be refined in future Project stages.

#### 6.2.1 Landsborough

The proposed grade separation at Landsborough will require substantial alterations to the existing road infrastructure to the east and west of the existing rail corridor. In particular, upgrades to Beerwah, Caloundra, Mooloolah and Maleny Streets will have direct and indirect impacts on several known heritage places, including:

- ID # 22 Landsborough Railway Station including Landsborough Public Air Raid Shelter (LBH11) (QHR 602709).
- ID # 26 Landsborough Jewellers shop (former) (LBH5)
- ID # 27 School of Arts Memorial Hall (LBH12)
- ID #29 Landsborough East Residential Neighbourhood Character Area (CHR7).
- ID # 30 Landsborough Shire Council Chambers (Former) (LBH1) (QHR 601915).
- ID # 31 Landsborough Court House (LBH4).
- ID # 32 Landsborough Post Office (Former) (LBH10).
- ID # 33 Landsborough Leeding House (LBH6).

The Landsborough Eastern Residential character area is recognised in the SCC planning scheme for its local cultural heritage significance and contribution to the Landsborough townscape. Values relate to the character of the area created by groups of houses, principally along the southern side of Caloundra Street. The houses in this area are characteristic of 'timber and tin' Queenslander houses in the early 20th century. Within this character area are two additional local heritage places - the Landsborough Court House, which is a locally significant Federation period (1890s-1910s) bungalow cottage and the Landsborough Post Office (Former), also a Federation period bungalow structure.

Also, within the proposed impact area is the former Landsborough Shire Council Chambers (QHR #602709), which is recognised on the SCC planning scheme for its local heritage significance, and also as a State heritage place and is entered in the QHR for its historical, social and aesthetic values.

The proposed grade separation works will have a substantial visual and direct physical impact on the values of the neighbourhood character area. This would include acquisition of the rear portion of the Court House property and removal of character houses on Lot 1/SP201520 (20 Beerwah Street, Landsborough) and Lot 21/L2589 (14 Caloundra Street, Landsborough). The works would also require acquisition of a portion of land situated within Lot 3/RP76609 (4 Maleny Street, Landsborough) which includes the SCC and QHR listed former Landsborough Shire Council Chambers.

As the grade separation works are located adjacent to or in proximity to other locally listed heritage places, indirect impacts to the values of these places may also occur, although the extent of such impacts cannot be determined at this early design stage (Table 7).

**Table 7: Heritage Items with indirect impacts.**

ID	Place	Significance	Impact assessment	Approvals required	Mitigation
29 (incl. 31 and 32)	Landsborough East Residential Neighbourhood Character Area, including: <ul style="list-style-type: none"> <li>Landsborough Court House (LBH4).</li> <li>Landsborough Post Office (Former) (LBH10).</li> </ul>	<ul style="list-style-type: none"> <li>Local</li> </ul>	<p>Character Area:</p> <ul style="list-style-type: none"> <li>Court House - the works footprint will require partial acquisition of Lot 4/CG4024 (5 Beerwah Street, Landsborough).</li> <li>Removal of character house on Lot 1/SP201520 (20 Beerwah Street, Landsborough).</li> </ul> <p>Removal of character house on Lot 21/L2589 (14 Caloundra Street, Landsborough).</p>	SCC (consultation only)	<ul style="list-style-type: none"> <li>As an SCC local heritage place, consultation with SCC on options for road design at this location.</li> <li>If character houses are removed, archival recording of each house should be completed prior to removal.</li> </ul>
30	Landsborough Shire Council Chambers (Former) (LBH1)	<ul style="list-style-type: none"> <li>Local</li> <li>State</li> </ul>	The proposed works footprint will require acquisition of a portion of land situated within Lot 3/RP76609 (4 Maleny Street, Landsborough).	Development by the State Application (QHA)	<ul style="list-style-type: none"> <li>As an SCC local heritage place, consult with SCC.</li> <li>No direct physical impacts.</li> </ul>
33	Leeding House (LBH6)	<ul style="list-style-type: none"> <li>Local</li> </ul>	LBH6 boundary is within the proposed works, but will not be directly impacted.	SCC (consultation only)	<ul style="list-style-type: none"> <li>As an SCC local heritage place, consult with SCC.</li> <li>If character houses are removed, archival recording of each house should be completed prior to removal.</li> </ul>
26	Landsborough Jewellers Shop (Former) (LBH5)	<ul style="list-style-type: none"> <li>Local</li> </ul>	LBH5 is within the proposed works, but will not be directly impacted.	SCC (consultation only)	<ul style="list-style-type: none"> <li>As an SCC local heritage place, consult with SCC.</li> <li>If character houses are removed, archival recording of each house should be completed prior to removal.</li> </ul>
27	Landsborough School of Arts Memorial Hall (LBH12)	<ul style="list-style-type: none"> <li>Local</li> </ul>	LBH12 is within the proposed works, but will not be directly impacted.	SCC (consultation only)	<ul style="list-style-type: none"> <li>As an SCC local heritage place, consult with SCC.</li> <li>If character houses are removed, archival recording of each house should be completed prior to removal.</li> </ul>





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### 6.3 Station upgrades and car parking

Several stations have been identified for major upgrade works as part of the Project. Major alterations are planned at Palmwoods and Woombye, while the provision of additional car parking is proposed for Landsborough and Beerburrum.

#### 6.3.1 Beerburrum

Upgrades to Beerburrum Station would include provision of new car parking facilities to the east of the current station. The preferred car parking layout was not available at the time of report preparation. However, car parking is proposed for the area extending north from the existing parking area to opposite Hibiscus Avenue, and also south to Acacia Avenue. This extension south to Acacia Avenue may include the resumption of the property on which the former Station Masters 'Residence is located.

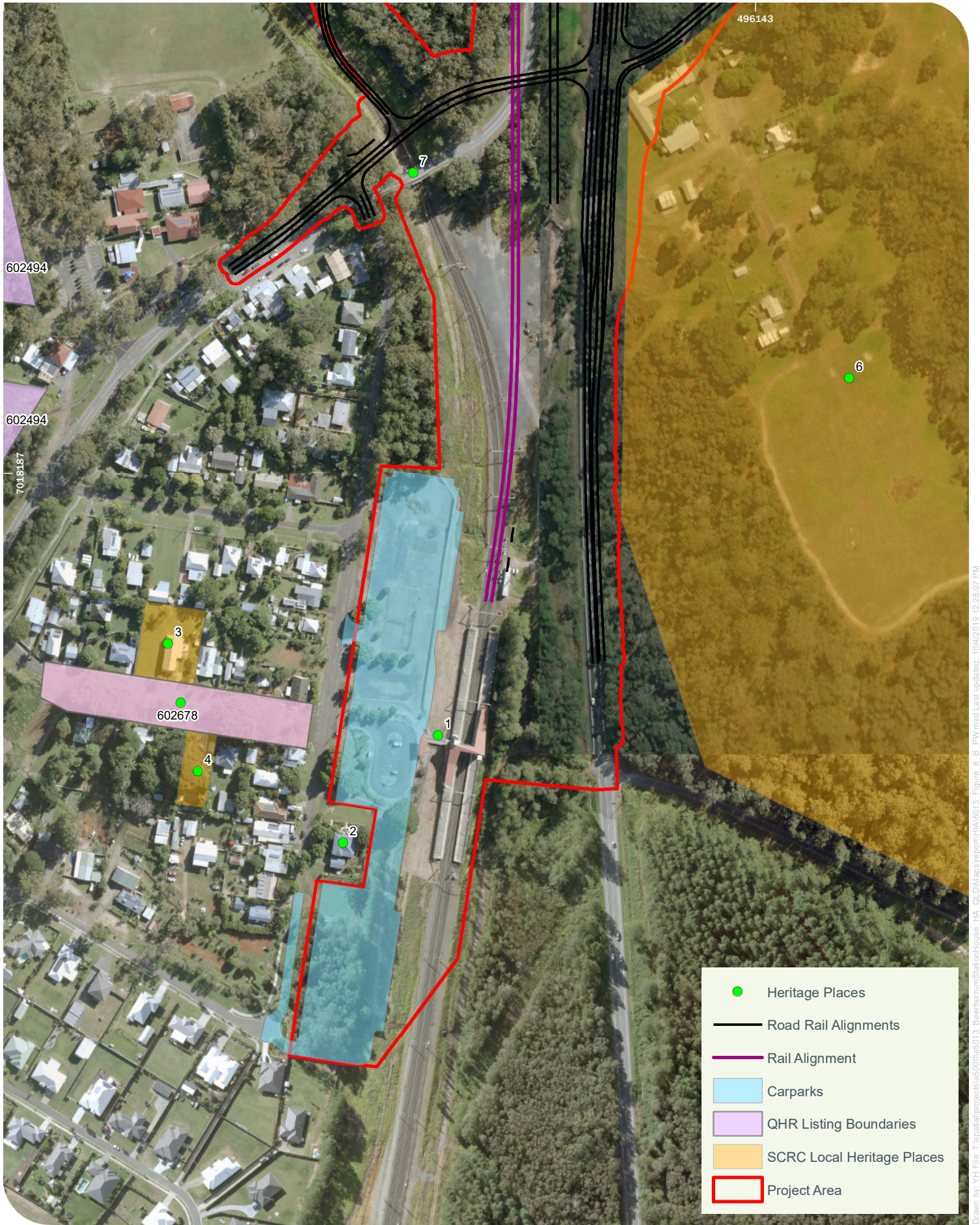
While the current Beerburrum Station complex does not have cultural heritage significance, the former Station Master's Residence, which is located to the east of the station, is considered a place of local and QR heritage significance. The building would threshold as a place of historical significance, being early 20<sup>th</sup> century and potentially a now rare surviving examples of railway workers accommodation and housing along the North Coast Line.

Direct impacts may include removal of the former Station Masters 'Residence. This would result in the complete loss of significant fabric and the removal of the last remaining structure associated with the 20<sup>th</sup> century use of the Beerburrum railway station complex. A design solution that avoids these direct impacts is recommended (Table 8).

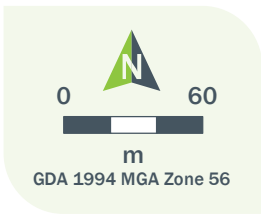
**Table 8: Heritage Items with direct impacts.**

ID	Place	Significance	Impact assessment	Approvals required	Mitigation
2	Former Station Masters 'Residence, Beerburrum	<ul style="list-style-type: none"><li>Local</li><li>QR</li></ul>	<ul style="list-style-type: none"><li>This residence is located within the area identified for possible car park expansion for Beerburrum Station.</li><li>The residence may need to be removed.</li></ul>	Nil – the residence is not listed on any registers or in the SCC planning scheme.	<ul style="list-style-type: none"><li>Revise design to avoid resumption of this property.</li><li>If removal is required, archival recording is to be undertaken prior to be completed prior to removal.</li></ul>





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### Beerburrum - proposed works at station

#### Beerburrum to Nambour Rail Upgrade Project: Historical Heritage Assessment

Niche PM: Josephine Woods  
Niche Proj. #: 5013  
Client: SMEC Australia and Building Queensland

**Figure 5**

Imagery: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Figure 6. Beerburrum Station – proposed works.



### 6.3.2 Landsborough

It is anticipated that upgrades within the Landsborough Station complex will involve substantial reconfiguration of the areas east of the existing rail corridor, the closure of the current level crossing from Caloundra Street, and resumption of part of Railway Street for car parking facilities (See Figure 7).

The Landsborough Station complex has local, QR and State heritage significance. It is also recognised on the SCC planning scheme for its local heritage significance. The existing station building and signal cabin, crane, fork line, and air raid shelter are recognised by QR and entered in the QR heritage register. The air raid shelter is also listed individually on the QHR as a place of State heritage significance for its historical and architectural significance and rarity.

No alterations are proposed for the main station building and signal cabin on the western platform. Works would be constrained to the eastern platform and the adjacent QR lands. The proposed arrangement will include retention of the fork line which is still in use and as the only surviving turn around for steam locomotives on the North Coast Line, is required to be retained by QR for operational reasons. The crane will also be retained.

Based on the preliminary arrangements provided, direct impacts to significant complex elements, including the air raid shelter, crane, fork line, signal cabin and station building will be minor or avoided completely. This could be further minimised through further consideration of optimisation of the car parking layouts proposed and also through examination of options for the existing car parking arrangements on the western side of the Station complex.

The potential impacts of the proposed works is therefore considered minor, although car parking arrangement needs to be sympathetic to the known values of the Station complex, in particular, to the continued use of the fork line and design solutions around the crane (Table 9).

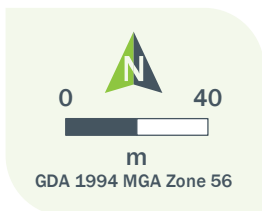
**Table 9: Heritage Items with direct impacts.**

ID	Place	Significance	Impact assessment	Approvals required	Mitigation
22	Landsborough Station (incl. air raid shelter, crane, fork line, signal cabin, station building)	<ul style="list-style-type: none"><li>• Local</li><li>• QR</li><li>• State (air raid shelter only)</li></ul>	The works footprint will include construction of car parking facilities east of the Station infrastructure but within the Station complex.	SCC (consultation only) QR heritage approvals	<ul style="list-style-type: none"><li>• Where stations upgrades are going to impact existing station structures, ensure design seeks to retain the local character of station precincts as a priority.</li><li>• As an SCC local heritage place, consultation with SCC on options.</li><li>• As a QR heritage place, consultation on car parking options and design.</li><li>• If works are proposed to the west of the Station in proximity to the air raid shelter, additional approvals and consultation with DEHP will be required.</li></ul>





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**Proposed car parking arrangements at Landsborough Station**  
**Beerburum to Nambour Rail Upgrade Project: Historical Heritage Assessment**

Niche PM: JW  
 Niche Proj. #: 5013  
 Client: SMEC Australia and Building Queensland

**Figure 7**

Imagery: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

### 6.3.3 Palmwoods

Proposed works at Palmwoods Station are anticipated to include minor track works south of the Station complex and substantial station upgrades including a revised car park reconfiguration. A design for these works was not available at the time of report preparation. However, it is expected that work may include:

- Upgrade from a single platform to a dual platform configuration.
- Installation of a pedestrian overbridge and lifts.
- Removal of the existing car park adjacent to the Station building to another location within the Station complex, possibly on the western side of the complex in the currently disused space between the line and Main Street.

Palmwoods Station (Station building and goods shed), is recognised on the SCC planning scheme as a place of local heritage significance. The current Station building and the goods shed (both built c.1890) are of cultural heritage significance for their historical association with the development of early transportation networks and as good representative examples of a rural railway station buildings from the 19<sup>th</sup> century. The Station complex may also retain archaeological elements of the former Buderim to Palmwoods Tramway. Any such remnants are likely to be of local, QR heritage significance, or even possibly State significance.

Retention of the significance elements of the station complex, and design of new elements that minimise impacts to the character of the station complex, are essential.

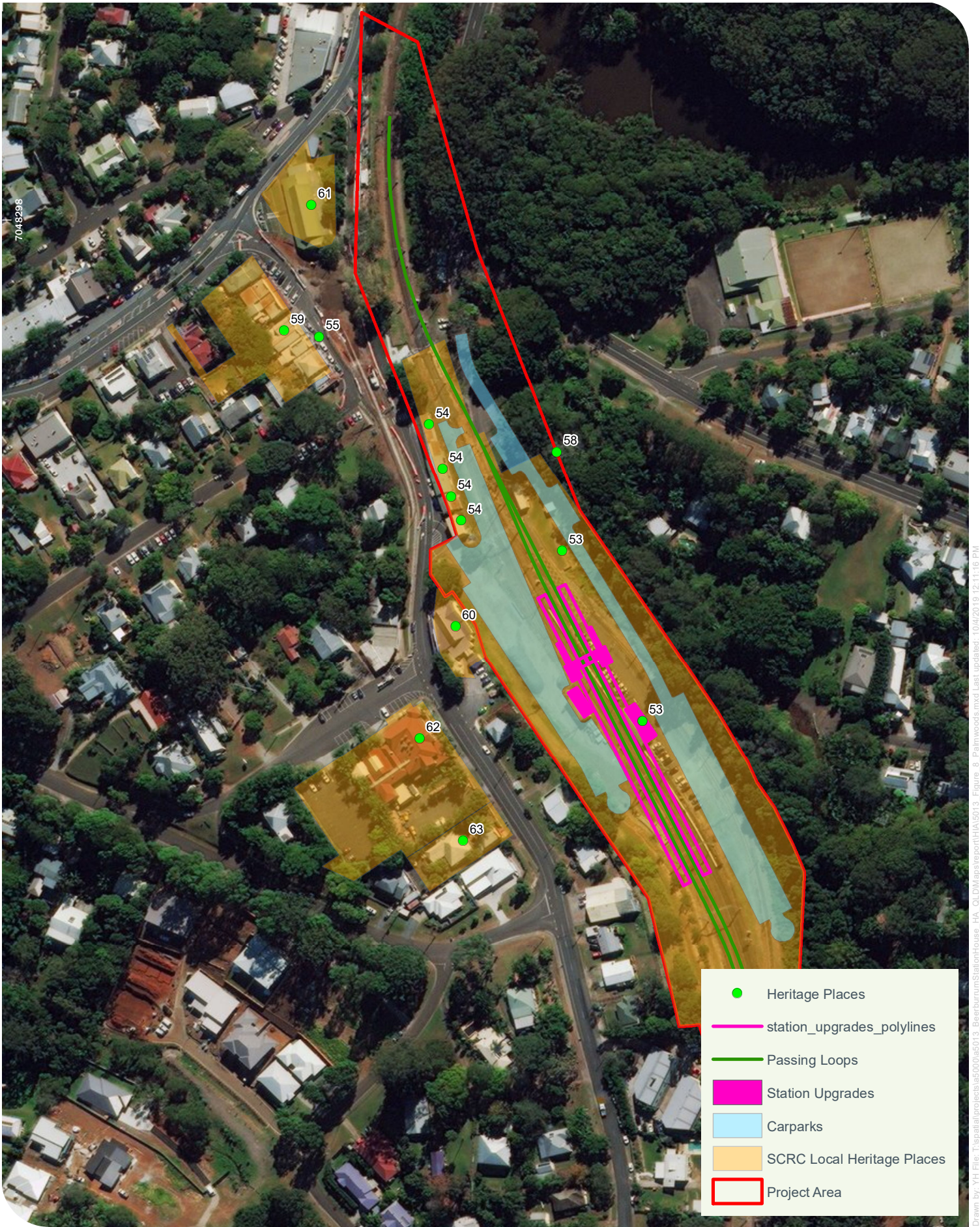
Use of a dual platform solution may result in minor impacts to significance. Design however will need to consider the location of a new dual platform to avoid direct impacts to the goods shed.

Construction of a new overhead bridge within the Palmwoods Station complex has potential to cause substantial impacts to the character of the Station complex (Table 10). Design needs to consider the most acceptable location to construct an overhead bridge to ensure a minimal visual impact on the character of the Station complex.

**Table 10: Heritage Items with direct impacts.**

ID	Place	Significance	Impact assessment	Approvals required	Mitigation
53 & 58	Palmwoods Station, including platform and former tramway elements	<ul style="list-style-type: none"><li>• Local</li><li>• QR</li></ul>	Minor	SCC (consultation only) QR heritage approvals	<ul style="list-style-type: none"><li>• Where stations upgrades are going to impact existing station structures, ensure design seeks to retain the local character of station precincts as a priority.</li><li>• Design solutions that avoid or minimise impacts to the existing station building and goods shed.</li><li>• The existing platform is considered to be of local significance due to its past association with the rail and tram operations. It is preferred if the design includes provision to retain the platform and delineate it from any new additions or extensions.</li><li>• Impacts to the former tramway elements are to be avoided.</li><li>• Procedures for managing the discovery of archaeological features of the former tramway should be implemented during ground disturbance works.</li></ul>





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### 6.3.4 Woombye

A substantial upgrade of Woombye Station is planned. The preliminary designs were available for this HAA. Works will include:

- Construction of a new wide island platform immediately south of the existing Station platform.
- Installation of a new temporary side platform west of the existing Station.
- Construction of a new turnout to the east of the Station.
- Closing off of Blackall Street.
- Construction of a new pedestrian overhead bridge, which will require removal of Station lavatory building.
- Future car parking west of existing station along Back Woombye Road.

The proposed upgraded Station layout is shown in Figure 9.

Woombye Station complex is recognised by QR as a place of heritage significance and through its entry in the QR Heritage Register. The Station complex has historical heritage significance as an example of a station building that pre-dates 1900 and due to its association with the construction of the North Coast Line. Such structures are now considered rare across the QR network.

It is assumed that the proposed creation of a new island platform, with the new platform to be constructed south of the current platform, will require the removal of the existing platform, Station building and separate lavatory. The proposed works would also substantially diminish the existing character and setting of the Station complex. Future car parks and temporary side platform construction along Back Woombye Road would occur within the area potentially containing archaeological evidence associated with the former Woombye Timber Mill. Direct impacts would therefore include some loss of significant Station elements and alter the aesthetic characteristics of the complex (Table 11).

Indirect impacts may occur to the other heritage places in the centre of Woombye, including to the nearby Woombye Neighbourhood Character Area.

**Table 11: Heritage Items with indirect and direct impacts.**

ID	Place	Significance	Impact assessment	Approvals required	Mitigation
65	Woombye Station	Local QR	Installation of island platform and new Station infrastructure may result in loss of significant fabric.	SCC (consultation only) QR heritage approvals	<ul style="list-style-type: none"><li>• Where stations upgrades are going to impact existing station structures, ensure design seeks to retain the local character of station precincts as a priority.</li><li>• As a QR heritage place, consultation on station layout options and designs is required.</li></ul>
66	Former Woombye Timber Mill, Woombye Train Station	Local	Proposed car parking option along Back Woombye Road may impact on archaeological remains of the mill.	Nil	<ul style="list-style-type: none"><li>• Further investigations into the archaeological potential of this area.</li><li>• Pre-impact testing to determine extent of potential (if any).</li><li>• Implementation of a discoveries procedure to ensure compliance with archaeological requirements of the QHA.</li></ul>







## 6.4 Other impacts

The following additional places will be directly impacted the Project works. See also Figure 10 and Figure 11.

The Beerburrum Forest Station Barracks are recognised on the SCC planning scheme as a place of local heritage significance. It has historical significance as evidence of the expansion of the pine plantations in the Beerburrum and SE Queensland region. The barracks are also of local significance as surviving examples of accommodation for forestry workers in the post-war period. Direct impacts to the Beerburrum Forest Station Barracks listing are proposed, though impacts are limited to construction impacts caused by upgrades to Steve Irwin Way. This includes the potential loss of some of the later Station Barracks buildings (construction mid-1960s) that are located in the northwest corner of the Barracks property close to Steve Irwin Way. Design solutions for these works should focus on avoiding impacts altogether, or minimising the likelihood of structures needing to be removed from the Beerburrum Forest Station Barracks site.

The Flinders Monument is a recognised local heritage place and is included in the SCC planning scheme. The proposed upgrades to Steve Irwin Way at the Matthew Flinders Rest Area will include substantial direct impacts to the monument, which based on the proposed works design, will require relocation. The monument has social significance and is being maintained as is evidenced by the installation of a new plaque in recent years. Any proposed impacts to the monument, including relocation options will require consultation with relevant community stakeholders (Table 12).

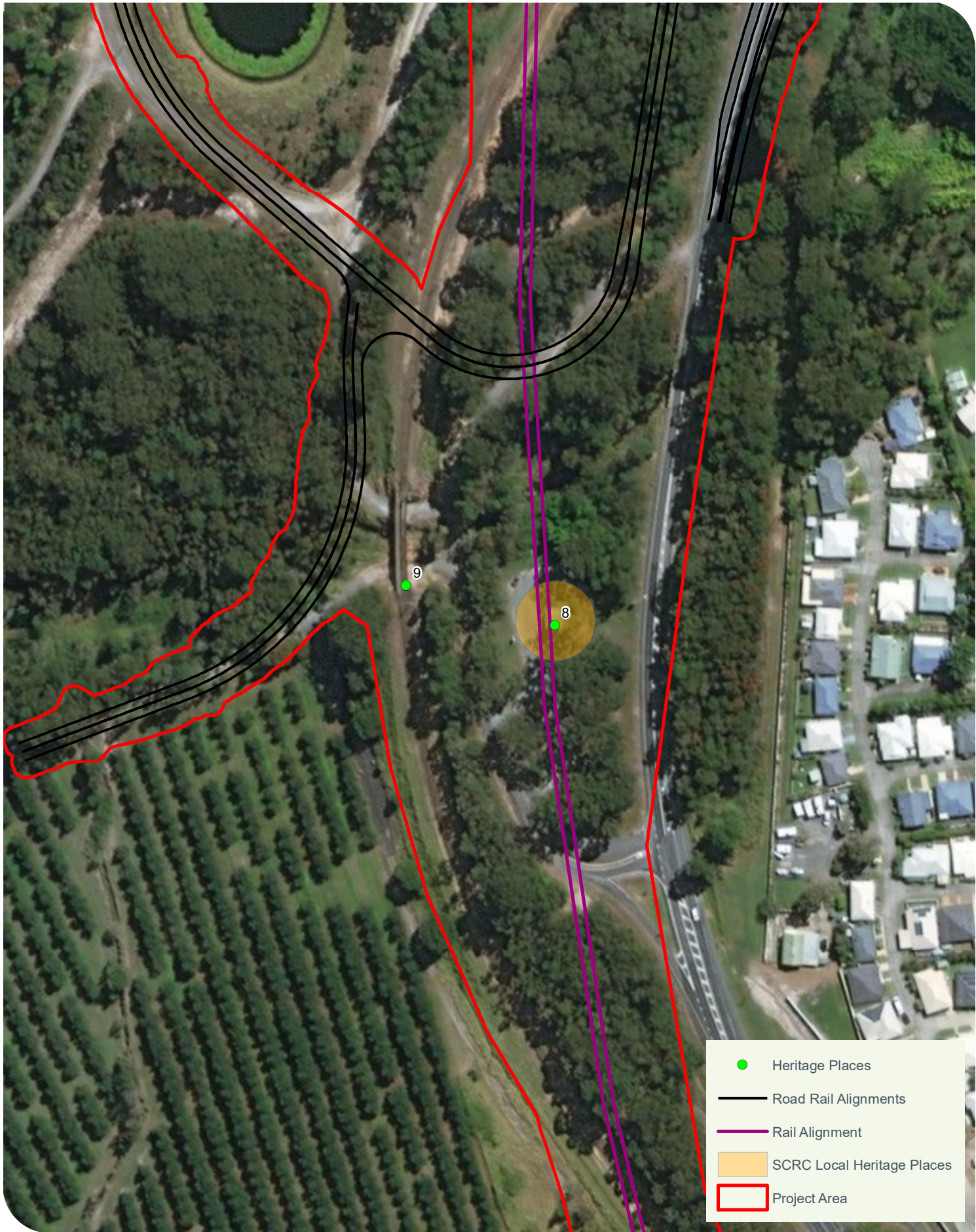
**Table 12: Heritage Items with direct impacts.**

ID	Place	Significance	Impact assessment	Approvals required	Mitigation
6	Beerburrum Forestry Station Barracks	Local	The proposed works along Steve Irwin Way will result in the partial loss of a portion of the Beerburrum Forest Station Barracks site.	SCC (consultation only)	<ul style="list-style-type: none"><li>As an SCC local heritage place, consultation with SCC on options.</li><li>Revise road design to avoid impacts if possible.</li></ul>
8	Flinders Monument, Glasshouse Mountains	Local	The monument and road side rest area will be removed due to proposed alignment changes to rail corridor, including bridging works over Tibrogargan Creek.	SCC (consultation only)	<ul style="list-style-type: none"><li>As an SCC local heritage place, consultation with SCC on options for relocation.</li><li>Consultation with relevant local stakeholder groups regarding relocation.</li></ul>



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## 7. Recommendations

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### 7.1 Mitigating direct impacts

Several places of cultural heritage significance were identified within the Project area. This HAA recommends that:

- For all places identified as being significant and potentially impacted by Project works, additional and detailed historical research and significance assessment (using the criteria in the *Queensland Heritage Act 1992*) is undertaken to confirm the preliminary significance assessment made in this report and further inform specific recommendations made for mitigation at each place.
- Where impacts have been identified to significant heritage places, consideration be given to other acceptable design and construction options to avoid or minimise impacts wherever possible.
- Consultation with SCC is recommended where impacts have been identified to heritage places listed in the SCC planning scheme.
- Consultation with relevant community stakeholders is recommended for all heritage places that will be impacted.
- Specific SCC and community stakeholder consultation concerning the possible relocation of the Flinders Monument, Glasshouse Mountains, undertaken.
- Where existing stations upgrades are going to impact on the cultural heritage significance of the Landsborough, Palmwoods and Woombye Stations, it is recommended that upgrades retain the local character of station complexes by avoiding or minimising impacts and also through sympathetic design choices.
- Where removal of significant fabric is unavoidable, archival recording of that fabric is completed prior to its removal.

### 7.2 Mitigating inadvertent and indirect impacts

- A discoveries procedure for the entire Project area is implemented for the Project works to ensure compliance with archaeological requirements of the *Queensland Heritage Act 1992*.



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## Annex 1 – Site cards



1. Beerburrum Station		
Location	Off Church Street, Beerburrum	
Description	Modern train station complex including recently constructed platforms, station building and footbridge.	
Brief history / historical notes	<ul style="list-style-type: none"> <li>• Beerburrum was established in 1890 recognised as a 'gate' only.</li> <li>• 'Station' erected 1900; waiting shed visible in c.1916 photos.</li> <li>• Opened as a staffed station in December 1910.</li> <li>• Solider settlement established in area in 1916.</li> <li>• 'New' station building erected c.1920.</li> <li>• Interlocking signal cabin, weighbridge, goods shed siding erected 1921 (JKD research notes).</li> <li>• Station master G. Williams appointed (5<sup>th</sup> class) 1921.</li> <li>• Station upgrades c.2009 removed original station buildings and platforms as part of Caboolture to Beerburrum track duplication works.</li> </ul>	
Significance	Nil	
Condition	N/a	No original fabric remains
Integrity	N/a	No original fabric remains
Photos		

Plate 1. View west showing modern station infrastructure.




## 2. Former Station Masters Residence, Beerburum


Location	Located on Church St, Beerburum and immediately south and west of the Beerburum Station car park. Located on Lot 528/CG6252.	
Description	<p>The building is a timber house on stumps with truncated hipped roof line and U-shaped partially enclosed verandas on north, east and west aspects. The house style is consistent construction during Federation periods (pre-1920s) though this is not confirmed.</p> <p>The style and location of this house suggests that this was possibly the station master or other railway workers residence.</p>	
Brief history / historical notes	<ul style="list-style-type: none"><li>• Beerburum was established in 1890 recognised as a ‘gate’ only.</li><li>• ‘Station’ erected 1900; waiting shed visible in c.1916 photos.</li><li>• Opened as a staffed station in December 1910.</li><li>• Solider settlement established in area in 1916.</li><li>• ‘New’ station building erected c.1920.</li><li>• Interlocking signal cabin, weighbridge, goods shed siding erected 1921.</li><li>• Station master G. Williams appointed (5<sup>th</sup> class) 1921 (JKD research notes).</li><li>• Most likely constructed c.1920 or moved onto the lot from elsewhere.</li><li>• Visible in 1956 aerials photos of Beerburum.</li></ul>	
Significance	Local or QR (if confirmed Station Masters ‘Residence) – the former Station Master’s Residence would threshold at the local or QR threshold as a place of historical significance being early and potentially rare surviving evidence of railway workers accommodation and housing along the North Coast Line.	
Condition	<b>Good</b>	Due to recent renovations or restorations.
Integrity	<b>Moderate</b>	Due to past renovations, restumping, extensions and alterations which have likely altered original fabric.
Photos		
Plate 2. View looking south to possible former Station Master’s Residence.		

6. Beerburrum Forestry Station Barracks		
Location	Red Road approx. 300 m east of Steve Irwin Way, Beerburrum.	
Description	Barracks were not able to be inspected, but barrack and office buildings visible in aerial photos.	
Brief history / historical notes	<ul style="list-style-type: none"> <li>• The Beerburrum Forest Station was established in 1947 as part of the expansion of the pine plantations in surrounding state forest areas.</li> <li>• Station initially included an office, barracks and sheds (SCC 2009: 32).</li> <li>• By 1957/8, there were 14 married quarters and 15 prefabricated huts built at Beer, and a new office and cottage (Powell 1998: 118).</li> <li>• Earliest barracks constructed were made of canvas, later barracks constructed of timber to a standard design used by the Forestry Department during the 1950s and 1960s.</li> <li>• 1965/6 - New forestry residence at Beerburrum under construction (use of slash pine and scribbly gum) (Powell 1998: 110).</li> <li>• Nursery at Beerburrum was replaced by new site at Mt. Tibrogargan (Powell 1998: 119).</li> <li>• Station serviced pine plantations between 1950 and 1980.</li> <li>• New mechanised nursery established at Beerburrum (Powell 1998: 121).</li> </ul>	
Significance	Local - The Beerburrum Forest Station Barracks have historical significance as evidence of the expansion of the pine plantations in the Beerburrum and SE Qld region. The barracks are also of local significance as surviving examples of accommodation for forestry workers in the post-war period.	
Condition	<b>Unknown</b>	Barracks was not accessible for the visual inspection.
Integrity	<b>Unknown</b>	Barracks was not accessible for the visual inspection.
Photos	N/a	

## 7. Road bridge over line, Beerburum Rd (north Beerburum)

Location	Beerburum Road immediately to the north of the station area.	
Description	Beerburum Road over the rail corridor north of Beerburum Station. The bridge is a single road timber construction with 2 timber piers supporting steel girders and upper bridge decking. Piers include 6 timber piles with timber diagonal bracing. Bridge has concrete approach abutments.	
Brief history / historical notes	<ul style="list-style-type: none"> <li>Construction date is unclear though presumably early 20<sup>th</sup> century following development of the Beerburum Road.</li> <li>Overhead bridge at this location is noted in newspapers from 1935 (Nambour Chronicle 22 Feb 1935:8).</li> </ul>	
Significance	Nil – little of the original timber structure survives and the bridge is therefore unlikely to threshold as a place of cultural heritage significance.	
Condition	<b>Fair</b>	Timber piers look original or early.
Integrity	<b>Low</b>	Due to obvious replacement of original timber girders/corbels and upper decking works and railings.
Photos	 <p>Plate 3. View south towards road bridge over railway line north of Beerburum.</p>	

## 8. Flinders Monument, Glasshouse Mountains

Location	Located north of Tibrogargan Drive on the southern side of Tibrogargan Creek and to the west of Steve Irwin Way, Glasshouse Mountains.	
Description	The place includes a rest area with circular dirt vehicle access, toilet facilities and 4 concrete bench and seat picnic tables. The monument is located close to the eastern edge of the rest area beside the dirt circular loop. It has a c.1 m tall mortared stone based cairn with an angled plinth on which a brass plague has been mounted. The plaque appears to have been recently added based on condition and recent mortar.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• Cairns was a joint Main Roads and Royal Historical Society of Queensland project.</li><li>• Erected 27 July 1963.</li><li>• The original plaque mounted was the Bruce Highway dedication plaque from 15 December 1934.</li><li>• SCC notes that the plaque was removed to the Glasshouse Mountains Visitor Centre.</li><li>• Cairn was located beneath the rest area sign.</li><li>• Main Roads cleared and prepared the site for the memorial; it was later developed as Rest Area to provide “amenity for road travellers at a place of great historical interest to Queensland.”</li><li>• Flinders Park Roadside Rest Area noted in Commissioner of Main Roads Guide 1980 (Queensland Roads, Vol.2 No.4 1963).</li></ul>	
Significance	<p>Local – the monument is already recognised as a place of local heritage significance in the SCC planning scheme. It’s significance statement is as follows:</p> <p>“When exploring the Moreton Bay region on board the Norfolk in 1899, Matthew Flinders undertook a short overland journey to the Glass House Mountains. This monument was erected to commemorate his visit. It was erected jointly by the Royal Historical Society of Queensland and the Department of Main Roads.</p> <p>The Flinders Monument is significant for its association with the commemoration of the visit to the Glass House region by Matthew Flinders in 1899.”</p>	
Condition	<b>Fair</b>	The monument base has been restored; rest area has not been upgraded for some time.
Integrity	<b>Fair</b>	The original Main Roads dedication plaque has been removed (to the Glass House Mountains Information Centre) and replaced with a modern plaque.
Photos		
Plate 4. Matthew Flinders monument and road side rest area, Glass House Mountains.		



## 9. Tibrogargan Creek Rail Bridge, Glasshouse Mountains



Location	Crossing Tibrogargan Creek and Evans Road, Glasshouse Mountains. Located immediately north-west of the Flinders Monument roadside rest area (41 miles 32 chains or 67.310 kilometre North Coast Line.	
Description	<p>The bridge is a steel girder and concrete pier design with 3 spans. The most northern span crosses the Evans Road, the others span the creek line. According to Milner (n.d.):</p> <ul style="list-style-type: none"> <li>• 1 x 4 x 30 foot (9.1 m) rolled steel joists, decking, concrete abutment, common concrete pier.</li> <li>• 1x3 x 50 foot (13.7 m) broad flanged beams, decking, and common concrete piers.</li> <li>• 1 x 4 x 30 foot (9.1 m) rolled steel joists, decking, common concrete pier, and concrete abutment.</li> </ul>	
Brief history / historical notes	<p>C1960s construction and similar to other steel and concrete bridges provided over Beerburum Creek and Paynters Creek.</p> <p>Milner (n.d.) notes that the bridge features “broad flange beams” and dates after 1960.</p>	
Significance	Nil – the bridge is a late 20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	<b>Fair</b>	Bridge has been maintained.
Integrity	<b>Moderate</b>	Some additions to western side of bridge for steel decking.
Photos	 <p>The photograph shows a view west over the Tibrogargan Creek rail bridge. The bridge is a steel girder design with concrete piers. It spans a creek and is surrounded by lush green trees. A 'LOW CLEARANCE' sign is visible on the bridge structure, indicating a height of 3.7m. The bridge is in good condition and appears to be well-maintained.</p>	


Plate 5. View west over Tibrogargan Creek rail bridge.



## 11. Rail Bridge over Coonowrin Creek, Glasshouse Mountains

Location	Rail bridge over creek / plain, immediately south of Glasshouse Mountains Station crossing Coonowrin Creek.	
Description	Multiple span concrete bridge which crosses the creek. Concrete piers, headstocks and girders.	
Brief history / historical notes	Pre-stressed Concrete (PSC) spans consistent with other known bridges of this design built on the North Coast Line during the 1990s (e.g. at nearby Alligator Creek) to allow for 20 tonne axle loading.	
Significance	Nil - the bridge is a late 20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	<b>Good</b>	No damage evident.
Integrity	<b>High</b>	Appears to be unchanged.
Photos	 <p>Plate 6. PSC span bridge over Coonowrin Creek, Glasshouse Mountains.</p>	

## 12. Rail Bridge over Burgess Street, Glasshouse Mountains

Location	Burgess Street, Glasshouse Mountains.	
Description	Single road bridge crossing the rail corridor. Construction is of concrete piers, headstock and steel girder supporting road decking and upper structures.	
Brief history / historical notes	Unknown, probably late 20 <sup>th</sup> century (1960s onwards) based on concrete construction.	
Significance	Nil - the bridge is a late 20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	Fair	Is maintained.
Integrity	High	Has had some minimal upgrades for safety barriers.
Photos		
Plate 7. View south towards Burgess Street road bridge, Glasshouse Mountains.		

### 13. Glasshouse Mountains Station

Location	Off Reed Street, Glasshouse Mountains Village.	
Description	<p>The station includes a section of duplicated track with two raised platforms (up and down), passenger station building, and footbridge.</p> <p>The passenger station building is located on the up platform which includes a station office, two bay waiting shed area, male and female lavatory and small store room on the southern end. Construction is timber framed elevated on stumps (steel), with skillion roof pitching away from the platform, chamferboard cladding, corrugated galvanised steel sheet roof cladding. The platform awning is braced with straight timber brackets. The design is consistent with standard station designs from the late century.</p>	
Brief history / historical notes	<ul style="list-style-type: none"> <li>• This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li> <li>• Originally called "Coonowrin", the station was one of the original stopping points on the Line.</li> <li>• Signals installed 1891-92 suggestion it comprised at least a siding and was probably attended.</li> <li>• Described as a gate and siding in 1897.</li> <li>• Renamed to Glass Mountains in 1891 then to Glasshouse Mountains in 1914.</li> <li>• In 1914 opened as a "station" with signalling and interlocking (presumably also a signal cabin). Crossing (passing) looped provided same year.</li> <li>• A loading bank was in place but no known goods shed erected. Scales added by 1925. The loading bank leased to United Fruit grower's Cooperative Ltd until 1971.</li> <li>• Crossing loop extended on the northern side of the station in 1966.</li> <li>• Station yards rearranged and improved 1968-9.</li> <li>• Electrification completed c.1988.</li> <li>• New platforms and lifts installed on overhead bridge 1998.</li> </ul>	
Significance	<p>Local, QR, passenger station building possible State significance.</p> <p>The Glass House Mountains Station is already recognised on the SCC planning scheme as a place of local heritage significance, and the station is also recognised by QR as a place of significance to QR.</p> <p>The SCC notes its significance as follows:</p> <p>"Glass House railway station was opened in February 1890 soon after the completion of the Caboolture-Landsborough section of the North Coast Line. The station was known as Coonowrin until 1914 when the name was changed to Glass House Mountains.</p> <p>The station building was a standard 19th century plan distinguished by a mono-plane roof sloping away from the platform. Additions were undertaken and the building now comprises office, waiting shed, store and toilets.</p> <p>The Glass House Mountains station is significant as an example of a late 19th century small timber station distinguished by a mono-plane roof with platform shelter."</p> <p>The station building is of possible State heritage significance as a rare and early surviving example of a station building (a standard design) built along the North Coast Line.</p>	
Condition	<b>Good</b>	The passenger station building has been upgraded and maintained; footbridge is less than 20 years old.
Integrity	<b>Fair</b>	Passenger station building shows evidence of alterations over time, including to platform awning (removed of curved braces with straight timber) and upgrades for office and lavatories.






**Plate 8. Passenger station building, Glass House Mountains (c.1890).**




**Plate 9. Overhead bridge, Glasshouse Mountains (built 1998).**



### 15. Rail bridge over Kellos Creek, south Beerwah

Location	Kellos Road, west side of Steve Irwin Way, Beerwah.	
Description	A multi-span concrete bridge crossing Kellos Creek, south of Beerwah Station. The bridge is concreted of concrete piers and girders.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• Multiple span concrete bridge which crosses the creek.</li><li>• Pre-stressed Concrete (PSC) spans consistent with other known bridges of this design built on the North Coast Line during the 1990s.</li></ul>	
Significance	Nil - the bridge is a late 20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	<b>Good</b>	Bridge is maintained.
Integrity	<b>High</b>	Bridge is late 20 <sup>th</sup> century.
Photos		
Plate 10. Modern concrete bridge over Kello Creek, south of Beerwah.		

## 16. Mawhinney's Fig Tree, Beerwah

Location	On the eastern margin of the Project area on Beerwah Parade, south of Beerwah township. The tree is located within the median strip grass verge opposite No.67 Beerwah Parade.	
Description	Large mature strangler fig tree ( <i>Ficus watkinsiana</i> ). A bronze plaque, noting the tree was planted by James Mawhinney in 1907, has been erected on the northern side of the tree on a rock plinth.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• Beerwah was named after the nearby mountain of the same name.</li><li>• Settlement of the area commenced in the 1880s along Coochin Creek with a school (1888).</li><li>• The opening of the railway in 1890 shifted focus of settlement to the location of Beerwah Township today. A sawmill opened (Mill Park 1901), and the Beerwah Hotel (1914), and church (1916-17).</li><li>• James Mawhinney, pioneer of the Maleny region, built his house at Beerwah south of the station and evolving township. Tree apparently planted by Mawhinney in 1907.</li><li>• Solider settlement farms established post WW1 increased farmers and selectors in the area.</li><li>• Coochin Creek Fruit Grower’s Association formed in the 1930s (Queensland Places, 2016).</li></ul>	
Significance	Local – The tree is a place of local heritage significance, being planted by and associated with James Mawhinney, a prominent settler in the region. The tree also makes an important aesthetic contribution to the Beerwah area.	
Condition	Good	Tree appears to be in good health.
Integrity	N/a	
Photos		
Plate 11. Mawhinney’s fig tree, Beerwah.		


18. Beerwah Station		
Location	Between Simpson Street and Beerwah Parade, Beerwah.	
Description	<p>Station comprises section of duplicated track, two elevated platforms, passenger station building on the up platform, and footbridge.</p> <p>Passenger station building is a rectangular structure with gable roof and modern platform awning. Date of construction could not be determined as access was not possible, however, the station building appears to be modern or highly reconfigured upgrade of the original station building.</p> <p>Footbridge is also modern of steel construction with two masonry lifts onto both platforms.</p>	
Brief history / historical notes	<ul style="list-style-type: none"> <li>• This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li> <li>• In 1897 it was described as a gate with siding, horse and carriage loading bank and timber loading stage (JKD research notes).</li> <li>• In 1912 a station master was appointed to Beerwah.</li> <li>• Sidings were strengthened in 1914.</li> <li>• Staff station opened in 1915 including temporary signalling; signalling and interlocking completed 1915 and the signal cabin was an extension to the existing station office (southern end).</li> <li>• 1925 – Comprised of station, siding, telegraph, phone, scales, cattle yards, loading bank, timber stage, shelter, goods shed.</li> <li>• Coochin Creek Fruit Grower's granted siding lease in 1949.</li> <li>• Brown &amp; Broads granted siding lease in 1950, 1963.</li> <li>• Timber stage removed by 1950.</li> <li>• Crossing loops extended 1953, again 1965.</li> <li>• New platforms and overhead bridge erected 1998.</li> </ul>	
Significance	<p>Nil – Beerwah Station is recognised in the SCC planning scheme to be a place of local cultural heritage significance. However, recent upgrades and changes to the station complex have removed the remaining significant fabric, particularly substantial alterations to the station building. The statement of significance in the SCC planning scheme is as follows:</p> <p>"The section of the North Coast line between Caboolture and Landsborough was opened on 1 February 1890. Beerwah railway station was opened shortly afterwards. The station building is a standard 19th century design with three stages of additions. The core comprises the waiting shelter and office. A signal cabin was added to the south end and ladies waiting room and toilet to the north end.</p> <p>This station is significant as an example of a standard 19th century station which was distinguished by the roof line sloping away from the platform. It is similar to the station at Glass House but the Beerwah station is more complete, retaining the signal cabin structure."</p>	
Condition	<b>Good</b>	Station building and bridge are maintained and have been recently (<10 years) renovated and upgraded.
Integrity	<b>Low</b>	Station building and bridge are modern and original station fabric, as described in the SCC planning scheme entry, has been lost.




**Plate 12. Beerwah passenger station building.**




### 19. Mill Park (former sawmill site)

Location	Simpson Street, Beerwah, north of Beerwah Station and adjoining the rail corridor.	
Description	Narrow strip of open space park land including children’s playgrounds and public toilet block.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• A sawmill was established in Beerwah (1901) by local settler John Simpson.</li><li>• Operated until the 1970s.</li><li>• Previous heritage assessments for rail upgrades have indicated the park may have some archaeological potential for evidence of the early mill operations (e.g. Converge 2009).</li></ul>	
Significance	Local – if archaeological evidence of the mill survives, such evidence would have scientific significance for its ability to inform the history of the local area and the operations of an early and influential industry in Beerwah.	
Condition	<b>Unknown</b>	There are no visible traces of the former mill site or its operations. Evidence of substantial landscaping works across the park area suggests the condition of any archaeological deposits may be compromised.
Integrity	<b>Unknown</b>	The continuing use of the site as mill and conversion into park land indicates an at best moderate degree of integrity for any archaeological deposits that may be present.
Photos		
Plate 13. Mill Park, the location of the early sawmill in Beerwah.		

## 20. Small rail bridge (1), north of Beerwah

Location	Located east of the Old Landsborough Road, south of Pinelands Drive.	
Description	Single span steel girder railway bridge spanning small creek. Abutments are concrete. Timber piles of earlier rail bridge are visible within the current creek channel.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li><li>• Use of concrete abutments and steel girder spans suggest mid-late 20<sup>th</sup> century construction date, replacing original timber bridge.</li></ul>	
Significance	Nil - the bridge is a late 20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	<b>Fair</b>	Bridge is maintained
Integrity	<b>High</b>	Bridge is mid-late 20 <sup>th</sup> century construction.
Photos		
Plate 14. Small steel rail bridge between Beerwah and Landsborough.		

## 21. Small rail bridge (2), north of Beerwah

Location	Located east of the Old Landsborough Road, opposite intersection with Thompson Road.	
Description	Single span concrete girder railway bridge spanning small creek. Abutments are concrete.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li><li>• Use of concrete girders suggests late 20<sup>th</sup> century construction date, replacing original timber bridge.</li></ul>	
Significance	Nil - the bridge is a late 20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	<b>Fair</b>	Bridge is maintained.
Integrity	<b>High</b>	Bridge is late 20 <sup>th</sup> century construction.
Photos		
Plate 15. Small concrete rail bridge between Beerwah and Landsborough.		



22. Landsborough Station (including air raid shelter, crane, fork line, signal cabin, station building)	
Location	Off Cribb Street, Landsborough.
Description	<p>Landsborough station is comprised of a duplicated section of track, two raised station platforms, a passenger station building and signal cabin, air raid shelter, crane and fork line.</p> <p>Passenger station building – is a timber framed and lowset timber structure with timber cladding. It has a gable roof with skillion platform awning supported by curved timber brackets. Roofing is corrugated galvanised iron. It houses the station office, waiting shed, office and toilets/store room.</p> <p>The former signal cabin is a small timber framed structure to the northern end of the station building. It has a gable roof line which has at some time been integrated with the roof of the passenger station building. It has sash windows on the platform and northern elevations and loading door on northern elevation.</p> <p>The air raid shelter is located south of the station buildings at the southern end of the platform. It is a simple, box-shaped building constructed entirely from reinforced concrete. It is rectangular and symmetrical in plan and measures approximately 12.8 x 3.7 m and is oriented north-south along the platform.</p> <p>The crane is located on the eastern side of the station complex behind the platform. It is a 3-ton crane with no markers plate.</p> <p>The station retains rail and track for the fork line (turning triangle) on the eastern side of the station. It is the only fork line on the North Coast Line to enable the turnaround of locomotives.</p> <p>The overhead footbridge and lifts are consistent with designs of other such bridges on the North Coast Line erected in the late 1990s, being steel and masonry construction with lifts onto both platforms.</p>
Brief history / historical notes	<ul style="list-style-type: none"> <li>• This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li> <li>• It was a terminus for approx. 1 year as construction of the line progressed.</li> <li>• By 1897 it had standard and timber loading banks as well as a passenger station building and goods shed. Livestock trucking yards were added in 1916.</li> <li>• Station building designed by prominent QR architect Henrick Hansen to include an office, ladies room and closets, shelter shed, bar, dining room and kitchen.</li> <li>• Being midway between Brisbane and Gympie it was a refreshment stop from the 1890s (hence the bar and dining and kitchen areas built on the southern end of the station building – since removed c.1971).</li> <li>• Office was extended in 1906.</li> <li>• Fork line (for turning locomotives) in place by at least 1913.</li> <li>• Post office added in 1914; crane and scales installed by 1916.</li> <li>• Signal cabin was erected c.1917 on the northern end of the station building, following completion of signalling and interlocking.</li> <li>• A public air raid shelter was erected by Queensland Rail in 1942, positioned south of the station, probably due to the increase in war time traffic through the town and new Government regulations regarding public safety.</li> <li>• Goods shed removed c.1997.</li> <li>• Overhead footbridge and lifts were erected in the late 1990s.</li> <li>• Post office removed (no date).</li> <li>• Mechanisms in the signal cabin have also been removed (no date).</li> </ul>
Significance	<p>Local, QR - Station building and signal cabin, crane, fork line, air raid shelter</p> <p>State – air raid shelter.</p>



	<p>The station complex, including the air raid shelter, are already recognised on the SCC planning scheme as a place of local and State cultural heritage significance. The SCC statement of heritage significance is as follows:</p> <p>“The Caboolture-Landsborough section of the North Coast line was opened on 1 February 1890. A standard plan station building was erected. Additions were undertaken shortly afterwards and by 1893 the building comprised an office, waiting room, bar, dining room, kitchen, ladies room and closets. The office was extended in 1906 and a post office added in 1914.</p> <p>During World War II, a concrete air raid shelter was constructed on the southern end of the platform.</p> <p>The shelter is of reinforced concrete and the original purpose is still very evident. Most shelters attached to railway stations were demolished after the war or converted to other uses. The Landsborough shelter is one of only three surviving examples in Queensland on a railway station.”</p> <p>The Landsborough Air Raid Shelter is already entered in QHR for its State cultural heritage significance (QHR602709). It is significant for:</p> <ul style="list-style-type: none"> <li>• Criterion (a) - important as a surviving component of the Air Raid Precautions that were implemented as part of the defence of Queensland during World War II. Designed to afford protection for civilian and military travellers at Landsborough railway station in the event of a Japanese air raid, the shelter is important in demonstrating the impact of World War II on Queensland.</li> <li>• Criterion (b) - The place is a rare surviving example of a public air raid shelter built by Queensland Railways during World War II. It is one of only two railway station shelters surviving on the North Coast railway line, the other being located at Maryborough. Only four such shelters survive in Queensland, the only Australian state to build air raid shelters at railway stations.</li> <li>• Criterion (d) - The shelter is a good example of a public air raid shelter designed by Queensland Railways during World War II to provide protection for the travelling public during air raids. Characteristic of air raid shelters constructed in Queensland, it is sited to accommodate a floating population concentration, is rectangular in plan, has reinforced concrete blast walls and roof, two entrances to the same side and dog-legged air vents to the long sides.</li> </ul>	
Condition	<b>Fair - Good</b>	The station building and cabin are in use and maintained in good condition. The crane, fork line and air raid shelter are in poor-fair condition due to disuse.
Integrity	<b>High</b>	The station retains representative elements of a rural station complex.



**Plate 16. Landsborough Station building and signal cabin (left).**



**Plate 17. Landsborough Station overhead bridge (1998).**



**Plate 18. Landsborough Station air raid shelter.**



**Plate 19. Landsborough Station 3-ton crane.**





**Plate 20. Landsborough Station fork line.**



## 29. Landsborough East Residential Neighbourhood Character Area (incl. 31 and 32)

Location	Caloundra Street and Beerwah Streets, east of railway line, Landsborough.	
Description	<p>A collection of buildings comprising a character area. Structures include the SCC listed:</p> <ul style="list-style-type: none"> <li>• Landsborough Court House (LBH4) – a Federation period (1890s-1910s) bungalow cottage with numerous extensions and decorative gable over central stairway onto front verandah. At the rear is a small timber structure on stumps with steep pitched gable roof – presumably the early lock up.</li> <li>• Landsborough Post Office (Former) (LBH10) – Federation period bungalow structure on concrete sumps with small gable structure adjoined on the western side.</li> </ul> <p>Other elements include early Queenslander-style housing stock along Caloundra Street and a small timber roadside stall.</p>	
Brief history / historical notes	<ul style="list-style-type: none"> <li>• Originally called Mellum Creek, the area was selected in 1871 for cattle grazing but soon became a stopping point for coaches travelling to the Gympie Goldfields.</li> <li>• Renamed in 1890 after explorer William Landsborough, a train station was established.</li> <li>• The town serviced agricultural industries such as dairying and timber getting. It became the administrative centre of the Landsborough Council established in 1912 (CGQ 2015).</li> </ul>	
Significance	<p>Local – this area is recognised in the SCC planning scheme for its local cultural heritage significance and contribution to the Landsborough townscape. Its statement of significance notes:</p> <p>“The Landsborough Eastern Residential character area comprises a group of houses principally along the southern side of Caloundra Street. These houses are characteristic of Queensland houses in the early 20th century featuring timber frame and cladding (most commonly weather boards), corrugated galvanised iron roofs with hipped roof form on earlier buildings and gable roof form, on later buildings. Each building is set on medium to high set timber stumps and located on allotments of 24 perches or more.”</p>	
Condition	<b>Fair</b>	Some structures like the former court house and most of the residences are occupied and in use. The former post office is partially occupied.
Integrity	<b>Moderate</b>	The character area is interspersed with a mixture of late 19 <sup>th</sup> century but mostly early 20 <sup>th</sup> century housing stock. Some later 20 <sup>th</sup> century intrusive houses have been constructed.




**Plate 21. Former court house (and lock up), Landsborough.**




**Plate 22. Former post office, Landsborough.**

30. Landsborough Shire Council Chambers (Former) (LBH1)	
Location	4-6 Maleny St Landsborough.
Description	A modest, timber building, has a discreet, civic presence on Maleny Street, Landsborough. The building is a low-set, hip-roofed, rectangular, timber structure with open front verandah. A narrow, skillion roofed extension has been erected to the west and a large Museum courtyard and building has been constructed to the east.
Brief history / historical notes	<ul style="list-style-type: none"> <li>Originally called Mellum Creek, the area was selected in 1871 for cattle grazing but soon became a stopping point for coaches travelling to the Gympie Goldfields.</li> <li>Renamed in 1890 after explorer William Landsborough, a train station was established.</li> <li>The town serviced agricultural industries such as dairying and timber getting. It became the administrative centre of the Landsborough Council established in 1912 (CGQ 2015).</li> <li>Chambers constructed in 1924.</li> <li>The former Landsborough Shire Council Chambers, designed by architect Walter Carey Voller and constructed by AE Round, accommodated a council chamber, 2 offices, a counter with office space and a walk-in strong room.</li> <li>The former Landsborough Shire Council Chambers closed in 1974.</li> <li>In 1975 the Landsborough Historical Society secured a lease over the building and in 1975 the building was opened as the Landsborough Shire Historical Museum (QHR 601915).</li> </ul>
Significance	<p>Local, State</p> <p>The former shire chambers are recognised on the SCC planning scheme as a place of local and State heritage significance. The statement of significance is as follows:</p> <p>“The Landsborough Shire Council was formed in 1912 when parts of Caboolture Shire were subdivided for the new local authority. The Landsborough Shire Council Offices were erected in 1924. A Council residence and one room office was erected in 1913. The first purpose built chambers were opened in 1924.</p> <p>The building was designed by Brisbane architect WC Voller and constructed by AE Round. It comprised a council chamber, two offices and strong room. The building ceased to operate as council offices when the administration function was relocated to Caloundra in 1974. The building now forms part of the Landsborough Historical Museum.</p> <p>The former Landsborough Shire Council Chambers are significant for associations with local government in the district and evidence of the former central role of Landsborough in the Shire and its role in demonstrating the history of the former Landsborough Shire.”</p> <p>The building is also entered in the QHR as a place of State cultural heritage significance (QHR601915) as it meets the following criteria:</p> <ul style="list-style-type: none"> <li>Criterion (a) - Opened in 1924, the former Landsborough Shire Council Chambers, a modest, low-set, single-storey timber building on Maleny Street, Landsborough, was the first purpose-built council chambers for the Landsborough Shire Council. Although the building has been altered and has received a major extension, the original form is evident.</li> <li>Criterion (d) - The place is important for its association with the work of architect Walter Carey Voller.</li> <li>Criterion (e) - Residential in scale, the building contributes a dignified civic presence to the streetscape.</li> <li>Criterion (g) - Sustaining a local government presence from 1924 to 1974, the former Landsborough Shire Council Chambers is important for its association with the Landsborough Shire Council and the local community and illustrates the development of local government in the region.</li> </ul>



	<ul style="list-style-type: none"> <li>• Criterion (h) – under review.</li> </ul>	
Condition	<b>Fair</b>	The building is maintained and in use.
Integrity	<b>Moderate</b>	Alterations were made in the 1950s to enclose the verandah; additions in the 1980s, including the museum extensions, saw partial restoration of original features and opening up of verandahs.
Photos	 <p><b>Plate 23. Former Landsborough Shire Council Chambers.</b></p>	

### 35. Old Mellum Cemetery / potential pioneer grave site

Location	Located in the Council Pound Reserve off Gympie North Street, north of Landsborough.	
Description	<p>No visible cemetery or grave markers are present. The location is marked by a memorial stone with a brass plaque erected "in memory of Early Settlers in the Landsborough District Buried on this site". It is marked that buried here was:</p> <ul style="list-style-type: none"> <li>• Louisa Brown (3 June 1883).</li> <li>• Walter Wm Percival (28 Feb 1885).</li> <li>• Lawrence Graves (1 April 1885).</li> <li>• Elizabeth Orrell (30 Dec 1885).</li> </ul>	
Brief history / historical notes	<ul style="list-style-type: none"> <li>• Originally called Mellum Creek, the area was selected in 1871 for cattle grazing but soon became a stopping point for coaches travelling to the Gympie Goldfields.</li> <li>• Renamed in 1890 after explorer William Landsborough, a train station was established.</li> <li>• Two 'cemeteries' were reportedly established – this being known as the Old Mellum Creek Burial Ground, though it was never gazetted.</li> <li>• It is unknown if other people were buried at this location.</li> </ul>	
Significance	Local – the former cemetery has historical and social significance for the local area as one of two early pioneer cemeteries in the Landsborough area.	
Condition	<b>N/a</b>	No visible evidence of the cemetery survives.
Integrity	<b>Poor</b>	The reuse of the area and present of underground services, including pumping station, suggest a high degree of disturbance and likely poor integrity of any interments that may survive.
Photos	 <p>The photograph shows a grassy area enclosed by a wooden fence. In the background, there are several tall trees and a small structure, possibly a shed or a bus stop. The ground is covered with dry grass and some low-lying vegetation.</p>	

**Plate 24. Old Mellum Cemetery in current Council stock pound.**



**Plate 25. Old Mellum Cemetery memorial stone and plaque.**



### 39. Mooloolah Station

Location	Off Mooloolah Road, Mooloolah Valley.	
Description	<p>Station comprises of duplicated track, single raised platform (incl. temporary platform extensions north and south c.1996), single waiting shed.</p> <p>The waiting shed is a small rectangular timber framed and clad structure with a gable roof, which extends over the platform to form a shelter/shade. The roof is braced on the platform side by curved timber brackets. A single window is located on the northern elevation (covered by a decorative tin hood). On the eastern elevation is an elongated rectangular window with fixed timber louvers. Roofing is corrugated iron sheeting. The interior includes two waiting shelter bays. The southern bay is wider than the northern bay. The original bench seat is in situ, with a later addition in the northern bay. Based on the details evident, the northern bay was likely once enclosed possibly for a small office or store room. It is a typical design associated with stations buildings and waiting shelters from the late 19<sup>th</sup> century.</p>	
Brief history / historical notes	<ul style="list-style-type: none"> <li>• The Cobb and Co. coach route stopped at Mooloolah from the late 1860s.</li> <li>• This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li> <li>• The town also became a railway stop on the North Coast Line; many bought land in the area in anticipation of the line being built (JKD research notes).</li> <li>• By 1897 it was only a gate with siding, scaled loading bank and timber loading stage.</li> <li>• From 1912 it was worked as station.</li> <li>• Signalling and interlocking completed by 1915.</li> <li>• 1916 – Including station, siding, telegraph, scales, cattle yards, loading bank and timber loading stage.</li> <li>• 1931 – Deviation (i.e. passing or crossing loop) opens; extended 1967; again 1976 and 1978 northern end.</li> <li>• 1935 – Goods shed and shelter added.</li> <li>• 1950 – 1 ton scales had been added.</li> <li>• 1972 – Cattle, pig, sheep trucking yards removed.</li> <li>• 1977- Goods shed removed.</li> <li>• 1980s saw the station master removed (1985) and electrification take place (1987).</li> <li>• 1994 calls for possible removal of station and moving it elsewhere.</li> </ul>	
Significance	<p>Local, QR</p> <p>The waiting shelter at Mooloolah Station is recognised on the SCC planning scheme as a place of local cultural heritage significance. The statement of significance is as follows:</p> <p>“The Mooloolah Railway Shelter is significant as evidence of the role of the railway in the development of the Mooloolah township. The Mooloolah Railway Shelter is also significant as an example of a plain timber shelter.</p> <p>Although the railway passed through the Mooloolah district in 1891 with the extension of the line from Landsborough to Eumundi, a railway station was not established at Mooloolah until 1912.”</p> <p>The shelter is also noted as an Indicative Place on the non-statutory RNE (ID 100697) as a place of historical and social significance. The shelter does not however threshold at the national level.</p>	
Condition	<b>Fair</b>	The shelter is not well maintained but is still in use; some evidence of timber or wood rot; has been restumped onto steel stumps.
Integrity	<b>Moderate</b>	Alterations to internal spaces to create two waiting shed bays.




**Plate 26. Waiting shelter, Mooloolah Station.**




**Plate 27. Waiting shelter, Mooloolah Station.**


#### 40. Mooloolah Pedestrian Footbridge

Location	Located north of the station on the level crossing with Mooloolah Road.	
Description	QR Standard “two road” timber pedestrian footbridge with stairs descending to landings to the south. Bridge has been elevated by 1-2 m for electrification works.	
Brief history / historical notes	<ul style="list-style-type: none"> <li>This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li> <li>The town also became a railway stop on the North Coast Line; many bought land in the area in anticipation of the line being built (JKD research notes).</li> <li>QR introduced standard timber footbridge designs c.1920.</li> <li>The footbridge is not visible in the earliest available historical aerial photo of Mooloolah Valley from 1958 indicating installation after this date.</li> </ul>	
Significance	<p>Local, QR</p> <p>The footbridge has aesthetic significance and makes a substantial contribution to the Mooloolah Village townscape. Due to community concerns about the bridge, it may also have social significance. The footbridge is therefore a place of local heritage significance.</p> <p>The footbridge is also noted as an Indicative Place on the non-statutory RNE (ID 100697) as a place of historical and social significance. The footbridge does not threshold at the national level.</p>	
Condition	<b>Fair</b>	As a later construction, the bridge is in good condition and appears well maintained.
Integrity	<b>Moderate</b>	Most timber pedestrian footbridges have undergone substantial modification due to regular maintenance practices. It has also been raised for electrification (1980s) which has added an additional landing to staircases on both sides of the track.
Photos	 <p>Plate 28. Timber pedestrian footbridge, Mooloolah Road.</p>	



#### 41. Railway Bridge (Mooloolah River northern branch)

Location	Off Neil Road, north of Mooloolah Village.	
Description	Concrete multi-span rail bridge traversing Mooloolah River northern branch and Knox and Neill Road intersection.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li><li>• This bridge was constructed during 1965-66, replacing the earlier mainly timber bridge.</li></ul>	
Significance	Nil - the bridge is a late 20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	<b>Good</b>	Bridge is in used and maintained.
Integrity	<b>High</b>	Appears little altered since construction.
Photos		
Plate 29. Concrete multi-span bridge over Mooloolah River northern branch.		


42. Rail Bridge Piers (Mooloolah River northern branch)		
Location	Off Neil Road, north of Mooloolah Village, located parallel to and east of the current rail bridge.	
Description	Two concrete piers located on opposing sides of the Mooloolah River northern branch. Remnants of earlier rail bridge spans; these being piers that supported the steel girder span over the river.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• This section of the North Coast Line was built by T. Jesser &amp; Co. who were awarded the contract in late 1888.</li><li>• The construction date for the early bridge over this river is unknown, presumably c.1890.</li><li>• Kerr (1993) notes the bridge measured 4 x 2 x 44 foot (13.4 m) and had broad flanged beams, decking, concrete abutments, common concrete piers; built c.1888-91.</li><li>• Records (including historical photos) indicate that the approach spans for this bridge were timber piers, girders and corbels.</li><li>• Bridge was removed in 1965/6 following completion of parallel concrete bridge spans.</li></ul>	
Significance	Local, QR The concrete piers are of local cultural heritage significance. They have historical significance, being associated with the original North Coast Line construction and are rare surviving infrastructure from this period.	
Condition	Fair	The concrete piers are in fair condition but have been unused since the 1960s.
Integrity	Low	Only the piers of this early bridge remain.
Photos		
Plate 30. Former rail bridge concrete piers, Mooloolah River northern branch.		




**Plate 31. Construction of new bridge in 1965; noted concrete piers and timber piers of earlier bridge behind (Source: JOL collections).**




#### 43. Road bridge over Mooloolah River, northern branch

Location	Along Neill Road, just south of the intersection with Knox Road.	
Description	Small timber road bridge that crosses the northern branch of the Mooloolah River. The bridge is submersible girder bridge (i.e. low enough to allow flood waters and debris to be swept over the bridge decking). It has a single lane only. It is made of timber piers, piles and bracing, timber corbels and timber girders supporting a timber decking. Timber piers, corbels and outer girders are rounded timber, Unusually the timber decking has been laid diagonal to (rather than perpendicular to) the timber girder spans.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• Most early timber bridges in Queensland used log girders made of hardwood for durability, strength and the ease of sourcing timber from areas local to the bridging site.</li><li>• Spiking planks – sacrificial outer timber girders to which bridge decking planks were secured.</li><li>• Early timber bridges used squared timber girders and corbels, while later bridges used rounded logs.</li><li>• Submersible girder bridges were developed by the Main Roads Department post-1889.</li></ul>	
Significance	Local – this bridge has historical significance as an example of an early local timber road bridge in the region.	
Condition	<b>Fair</b>	Bridge remains in used and evidence of recent maintenance is visible.
Integrity	<b>Moderate</b>	Evidence of timber replacement means limited original timbers would be present particularly in the piers. Decking and girders may be original.
Photos		
Plate 32. Timber road bridge adjacent to North Coast Line on Neill Road, north of Mooloolah Village.		

#### 44. Road bridge over line, Palmwoods - Mooloolah Road


Location	On Palmwoods to Mooloolah Road, just south of intersection with Logwoods Road.	
Description	Concrete decked bridge with steel lattice truss span over the railway line. Bridge has concrete abutments and steel safety rails.	
Brief history / historical notes	Unknown – concrete and steel truss span design suggests early to mid-20 <sup>th</sup> century construction.	
Significance	Nil - the bridge is a mid-20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	<b>Fair</b>	Bridge is in use and maintained.
Integrity	<b>High</b>	Appears to have been little modified.
Photos	 <p><b>Plate 33. Concrete and steel lattice truss bridge over line along the Palmwoods – Mooloolah Road.</b></p>	

#### 45. Road bridge over line, Rosebed Street

Location	Between Eudlo and Mooloolah. On Rosebed Street just south of the intersection with McGilchrist Road, Eudlo.	
Description	Single land road bridge over the railway line. Bridge is supported by two timber piers, with timber piles and diagonal bracing. Pier headstocks are double braced capped by rounded timber corbels supporting rounded timber outer girders. Decking is timber plan now covered with bitumen surfacing. Timber handrails on both sides of the bridge.	
Brief history / historical notes	Unknown – timber construction, including use of a single lane, suggests the bridge may have been built from the late 19 <sup>th</sup> century, though early 20 <sup>th</sup> century is most likely to coincide with development of nearby Eudlo.	
Significance	Local – the bridge has local cultural heritage significance. It has historical significance being a surviving example of a local timber road bridge built over the North Coast Line.	
Condition	<b>Fair</b>	The bridge is in use and being maintained.
Integrity	<b>Moderate</b>	Timber replacement and repairs are evidence in the structure.
Photos		
Plate 34. Road bridge over line near Eudlo (Rosebud Street).		





#### 47. Rosebed Street road bridge, Eudlo

Location	Rosebed Street, Eudlo (northern end).	
Description	A timber road bridge crossing Eudlo Creek. Bridge is constructed on timber piers and piles. Rounded timber girders are visible. Timber hand rails on both sides.	
Brief history / historical notes	Unknown – possibly early 20 <sup>th</sup> century.	
Significance	Local – the bridge is a place of local heritage significance. It has historical heritage significance as an example of an early 20 <sup>th</sup> century local timber road bridge.	
Condition	<b>Fair</b>	The bridge is in use and being maintained.
Integrity	<b>Moderate</b>	Timber replacement and repairs are evidence in the structure.
Photos		

**Plate 35. Timber road bridge, Eudlo Creek (northern end of Rosebed Street, Eudlo).**

#### 48. Rail bridge over Highland Rd, Eudlo


Location	Highland Road and Acrobat Creek, Eudlo.	
Description	Multi-span steel and concrete girder bridge over Highland Road and the adjacent floodplain (Acrobat Creek) to the south. There are 6 bridge spans visible, the girder span over the road being steel and those to the south are concrete. All spans are supported by concrete piers and abutments.	
Brief history / historical notes	Unknown, but assumed mid-20 <sup>th</sup> construction based on similar steel and concrete bridges provided over the North Coast Line.	
Significance	Nil - the bridge is a mid-20 <sup>th</sup> century construction and there is no evidence to indicate it has cultural heritage significance.	
Condition	<b>Fair</b>	The bridge is in use and being maintained.
Integrity	<b>High</b>	Appears to have had little change or alteration since construction.
Photos		
Plate 36. Steel and concrete bridge over Highlands Road, Eudlo.		

49. Eudlo Station		
Location	Eudlo Village.	
Description	Station comprises a raised single platform with temporary extensions to the north and south, two small 20 <sup>th</sup> century steel platform shelters.	
Brief history / historical notes	<ul style="list-style-type: none"><li>• The North Coast Line opened as far as Landsborough in February 1890 and was extended through Nambour, reaching Yandina in early 1891.</li><li>• Timber loading commenced by 1890.</li><li>• Contract for shelter shed and goods shed let in 1891.</li><li>• Worked as a gate only in 1897, including siding loading bank and timber stage.</li><li>• Opened as a staff station in 1914 with completion of signalling and interlocking.</li><li>• Cream shed by 1935.</li><li>• Crossing loop extended 1942, 1972.</li><li>• Station buildings removed in 1984 and replaced by shed.</li></ul>	
Significance	Nil – the original station buildings have been removed and only the raised platform remains.	
Condition	Poor	Station in use but low maintenance evident on shelter.
Integrity	Low	Original station buildings have been removed.
Photos		
Plate 37. Steel shelter on platform, Eudlo Station.		



### 53. Palmwoods Station (incl. 58)

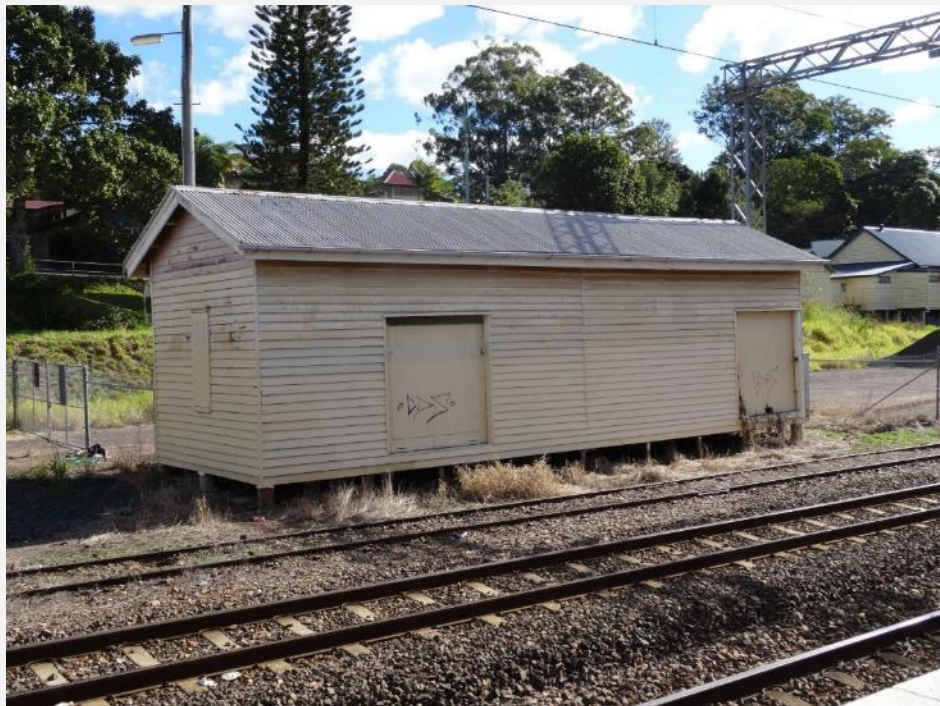
Location	Off Chevallum Road, Palmwoods.
Description	<p>Palmwoods station is comprised of a single raised platform with a passenger station building, goods shed located opposite, siding and loading banks.</p> <p>The station building is a rectangular timber framed and clad building. It includes two toilets (one probably converted a store room), single central waiting shelter bay (with fixed timber louver window) and bench seating, office with ticket window facing the platform. The structure has a gable roof with platform roof extending over the platform area for shade. The roof on the platform side is braced using curved timber brackets.</p> <p>The good shed is a rectangular timber framed and clad structure with gable roof line. The building is supported by steel and concrete stumps. The rail line and yard elevations both have large (sliding) timber doors. No loading platform or dock was visible.</p> <p>While not visible during the inspections for this assessment (due to extensive weed growth and grasses), the PLHS (2016) has previously documented the remnants of the former tramway formations adjacent to the current station.</p> <p>Research by the PLHS in 2000 also identified the location of the remains of the former Shay Locomotive that was used on the tramway. These are noted as being south of the current station complex, east of the current rail line and buried adjacent to Palmwoods Creek.</p> <p>Also within the station complex is a siding to the west of the station car park and loading banks with concrete abutments to the north of the car park.</p>
Brief history / historical notes	<ul style="list-style-type: none"> <li>• The North Coast Line opened as far as Landsborough in February 1890 and was extended through Nambour, reaching Yandina in early 1891.</li> <li>• 1897 – Described as a gate, siding, with scales, loading bank and timber loading stage.</li> <li>• Used as the terminus of the Buderim-Palmwoods narrow-gauge tramway from 1915 to 1935.</li> <li>• Opened as station in 1915 with completion of signalling and interlocking.</li> <li>• Platform extended south in 1917.</li> <li>• Dead end siding added in 1924 (possibly that now east of the station building), signals lifted in 1992; goods shed loops noted at the Eudlo end.</li> <li>• Timber siding removed by 1924.</li> <li>• Deviation (passing loop?) added in 1930; crossing loop extended 1965.</li> <li>• By 1935 the station has an additional shelter and cream shed added.</li> <li>• A siding at Palmwoods is still known as the Buderim loop (possibly that now east of the station building).</li> </ul>
Significance	<p>Local, QR</p> <p>The Palmwoods Station (station building and goods shed) is recognised on the SCC planning scheme as a place of local heritage significance. The statement of significance is as follows:</p> <p>“The Palmwoods railway station and goods sheds are significant for their historical association with the development of early transportation networks and as a good representative example of a rural railway station complex from the 19<sup>th</sup> century.</p> <p>The government made selection more attractive with the opening of the North Coast Railway (Caboolture to Yandina) in 1891. In 1889, tenders were called for the construction of station buildings – a third class shelter shed and a goods shed – which were completed by February, 1891. Produce from the surrounding district and Buderim was received and transhipped to markets.”</p> <p>Any remnants of the former Buderim to Palmwoods Tramway would be of local, QR and possibly State heritage significance. Portions of the tramway are QHR listed,</p>

	<p>though these survive well outside the B2N project area. The significance of any tramway infrastructure at or adjacent to Palmwoods station would be associated with the following statement of significance provided in the SCC planning scheme:</p> <p>“The tramway, through the transport and communication facilities it provided, played a central role in the development of the region, and as such is important in demonstrating the pattern of Queensland's history. The tramway was a specific response to the economic and social pressures encountered by Australian settlers at a particular phase of the twentieth century. The influence of World War I and the following economic depression on the establishment, operation and closure of the tramway is also of historical significance. The tramway was funded by the local council, and remained under the control of the Maroochy Shire Council for the entire period of its operation.</p> <p>The tramway demonstrates an uncommon aspect of Queensland's cultural heritage as a track with a gauge of two feet, six inches, and being of private construction.</p> <p>The environment through which the tramway track moves is of considerable aesthetic appeal, particularly in the steeper hilly section, lending the place aesthetic significance. The appeal of the environment is complemented by the technological grandeur of the construction modifications to the landscape, especially as they were achieved in a horse-powered era. There remains a pleasing unity in the track remnants.</p> <p>The place has a special association with the local communities serviced by the tramway for social and cultural reasons. The tramway, as the transportation hub for the region, facilitated community participation in sporting and cultural events, and provided a connection to Nambour and Brisbane.”</p>	
Condition	<b>Fair - Good</b>	<p>The passenger station building is in good condition, in use and is being maintained.</p> <p>The goods shed is in fair condition and is not in use.</p> <p>The siding is in infrequent use and former loading banks are not in use.</p>
Integrity	<b>Low - Moderate</b>	While the passenger station building has undergone limited external alterations, the goods shed has deteriorate and may have been moved within the station complex.
Photos		

**Plate 38. Palmwoods Station building.**



**Plate 39. Palmwoods Station building view of single bay waiting shelter.**



**Plate 40. Palmwoods Station goods shed.**






Plate 41. Palmwoods Station earth and concrete loading banks north of the station and siding.



Plate 42. PLHS recorded location of the remains of the former Shay locomotive (red circle) within QR owned lands (Source: xx).

#### 54. Palmwoods Timber Sheds (P.M.B. Sheds)

Location	Main Street, Palmwoods.	
Description	Three sheds located along Main Street and adjoining the rail corridor. All are timber framed and chamferboard clad structures with corrugated iron roofing. The sheds are all gable roofed with extended awnings on the east elevations facing the railway line. The eastern elevations include large freight doors opening onto a timber platform.	
Brief history / historical notes	The land on which the sheds are located was leased by the Railways Department to the Palmwoods, Montville and Buderim Amalgamated Fruitgrower's Association Limited (P.M.B.). Funding was raised to build a produce storage shed and office with tenders released in 1919. The buildings were opened on 29 May 1920 and occupied by Crosby's Rural Supplies. They were later gifted by the Crosby family and buildings are still in use today (PLHS 2016).	
Significance	Possible Local, QR The timber sheds are likely to be places of local heritage significance as surviving examples of ancillary railway infrastructure. Additional historical research into the origins and uses of these sheds would need to be undertaken to confirm this assessment.	
Condition	<b>Poor – Fair</b>	All structures are in poor to fair condition. The northern most structure is occupied and used as a recycled furniture business. Others appear disused.
Integrity	<b>Moderate</b>	Structures appear to have been modified for evolving uses.
Photos	 <p>Plate 43. P.M.B Sheds c 1930 on the right of photo (Source: PLHS 2016 after <i>Take a Walk Around Palmwoods</i>).</p>	





**Plate 44. Timber sheds on Main Street, Palmwoods.**



**Plate 45. Timber sheds on Main Street, Palmwoods viewed from across the railway line.**



## 65. Woombye Station (incl. 66)

Location	Off Blackall and Keil Streets, Woombye.	
Description	<p>Woombye Station comprises of a section of duplicated track, a single raised platform, passenger station building, and separate timber lavatory building. The complex also includes potential for archaeological evidence of the former Woombye Timber Mill, located opposite the station.</p> <p>The passenger station building is a rectangular timber framed and clad building. It includes an office, possible store room, and single bay waiting shelter at the northern end of the building. The structure has a gable roof with platform roof extending over the platform area for shade. The roof on the platform side is braced using curved timber brackets. The building has been recently renovated and painted.</p> <p>The separate lavatory is located behind the station building and adjacent to the car park. It is a small timber structure with male and female lavatories on southern and northern elevations.</p> <p>There is no visible trace of the former timber mill and the area is partially covered by bitumen and has been most recently used as a car park. Rail tracks are still evident across part of this area indicating the location of the former dead end siding.</p>	
Brief history / historical notes	<ul style="list-style-type: none"> <li>• The North Coast Line opened as far as Landsborough in February 1890 and was extended through Nambour, reaching Yandina in early 1891.</li> <li>• Was worked as a station from 1891.</li> <li>• By 1897 it included the station, a siding, telegraph, scales, loading bank and timber loading stage.</li> <li>• Timber was being transported from Woombye via rail from the adjacent timber mill from at least 1904.</li> <li>• Fruit trade growing by 1906 saw the local fruitgrower's association request a porter be appointed at Woombye.</li> <li>• Dead end sidings strengthened in 1914 and signalling and interlocking completed.</li> <li>• Crane added in 1916; upgraded to 3-ton in 1963.</li> <li>• Timber stage removed 1925.</li> <li>• Crossing loop extended in 1933, 1965; shelter added 1935; ACF &amp; Shirley Fertilisers granted lease on dead end siding, deleted 1978.</li> <li>• Cream shed constructed 1938.</li> </ul>	
Significance	<p>Local, QR</p> <p>The Woombye Station is already recognised on the QR heritage register. The passenger station complex has historical heritage significance as an example of a station building pre-dating 1900 and its association with the construction of the North Coast Line. Such structures are now considered rare.</p>	
Condition	<b>Good</b>	The station building is in use and has been recently renovated. The separate lavatory is no longer in use but is well maintained and painted.
Integrity	<b>Moderate</b>	Evidence that the station building has been modified over time. The reuse of the former mill area as a siding suggests a low integrity for any archaeological remains that may survive associated with the milling operations.



**Plate 46. Woombye Station passenger building.**



**Plate 47. Woombye separate lavatory.**



**Plate 48. Former mill location, opposite Woombye Station.**