

Explanatory Memorandum

Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage

Adoption Version

August 2020



1. Short title

The amendment instrument to which this explanatory memorandum relates is the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage*.

2. Type of local planning instrument

The amendment to the *Sunshine Coast Planning Scheme 2014* constitutes a 'major amendment' in accordance with Schedule 1 of the *Minister's Guidelines and Rules* (July 2017) (MGR) made under the *Planning Act 2016*.

The Planning Scheme Policy (PSP) amendment constitutes an 'amendment' to a planning scheme policy in accordance with Schedule 1 of the MGR.

3. Entity making the Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22

The entity making the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage* is the Sunshine Coast Regional Council.

4. Land affected by the Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22

The *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage* generally applies to the planning scheme area and specifically to land identified in the Heritage and character areas overlay mapping (included in Schedule 2 of the planning scheme).

In the case of local and State heritage places and sites within character areas, the land identified is also described in **Appendix A**.

5. Purpose of the Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22

The purpose of the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage* is to comprehensively revise planning scheme provisions relating to cultural heritage. This includes amendments to:

- the Strategic framework, to clarify the intent of the strategic provisions relating to local heritage places and character areas;
- the tables of assessment in section 5.10 'Categories of development and categories of assessment – overlays' to introduce an assessment trigger for land in proximity to a local heritage place, to make refinements to the range of building work that triggers assessment, to exempt material changes of use within an existing building in character areas from assessment, as well as clarifying the range of works (including demolition, relocation or removal works) that trigger different levels of assessment under the Heritage and character area overlay code;
- the local planning provisions in Part 7, to make specific changes related to individual places (including to the Lighthouse View Protection Area in the Caloundra local plan and the removal of the 'Other Place of local character significance' local plan element present in Eumundi and Glass House Mountains), as well as other changes to facilitate the implementation of revisions to identified local heritage places and character areas;

- the Heritage and character areas overlay code (Part 8, s8.2.9), to include amendments that improve the practical workability of the code, as well as providing consistent coverage of development in proximity to a local heritage place;
- Schedule 1 Definitions, to introduce revised definitions for 'character area' (replacing the term 'neighbourhood character area'), 'character building', 'exempt vegetation clearing' and a new definition - 'land in proximity to a local heritage place', to give effect to revisions to the Heritage and character areas overlay code;
- the Heritage and character areas overlay code mapping in Schedule 2, to incorporate revised mapping of local heritage places and character areas, as well as the introduction of mapping to indicate character buildings and land in proximity to a local heritage place;
- SC6.10 Planning scheme policy for the heritage and character areas code, to incorporate revised and expanded place information reflecting the recommended revisions to local heritage places and character areas; and
- address other consequential operational matters.

6. Reasons for the Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22

Council has prepared the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage* for the following reasons:

- to respond to public submissions received during the notification of the draft Sunshine Coast Planning Scheme that related to heritage conservation;
- to remove references to local heritage places that are no longer extant;
- to establish a consistent rationale and approach to heritage protection within the *Sunshine Coast Planning Scheme 2014* (the planning scheme). The current listing of places identified in the planning scheme is based on a range of historic studies undertaken in relation to the former Caloundra City and Maroochy Shire areas;
- further to the above, the key heritage studies informing the previous planning scheme were generally over eight years old and therefore the timeframe for their revision had become apparent. The amendment reflects a current best practice approach to heritage protection, which generally has a greater allowance for the inclusion of local heritage places reflecting the post-World War II period and exemplar contemporary local architecture;
- in addition, the character areas identified in the planning scheme have been reviewed, reflecting the need to ensure that these elements remain appropriate and also to take account of character areas not currently identified in the planning scheme;
- the Table of Assessment for the Heritage and character areas overlay and the Heritage and character areas overlay code required changes to help ensure a more consistent basis for heritage protection in the planning scheme; and
- SC6.10 Planning scheme policy for the heritage and character areas overlay code required amendment to incorporate revised and expanded place information reflecting the revisions to local heritage places and character areas.

7. Details of the Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22

The details of the amendment to the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage* are as follows:

Part 3. Strategic framework – s3.8.4.1 (Cultural heritage and character specific outcomes)

The Strategic framework has been updated to provide greater recognition of Council's intent to protect and conserve local heritage in accordance with the Australia ICOMOS Burra Charter. As well as this, s3.8.4.1(c) has been amended to be more definitive about Council's intent to see development maintain and enhance the historical character of building clusters or streetscapes.

Part 5. Table of assessment - Heritage and character areas overlay – s5.10

The Table of assessment has been updated to provide for a more comprehensive and consistent treatment of local heritage places and character areas. Changes include:

- addition of clarifications to the 'Category of development and Category of assessment' column that ensure that material changes of use or building work involving partial demolition, relocation or removal of elements that contribute to the significance of a local heritage place are assessable against the Heritage and character areas overlay code. This ensures that any work that may affect the significance of a local heritage place is nominated as being assessable development;
- introduction of specific levels of assessment for proposed development located on 'land in proximity to a local heritage place', whereby material changes of use, reconfiguring a lot, and selected operational works (involving filling or excavation over 50m³, placement of an advertising device) on 'land in proximity to a local heritage place' is nominated as code assessable development;
- refinements to the requirements for external building work relating to character buildings, including the addition of requirements relating to changes to the pitch or layout of a roof or the building materials used for the roof;
- clarification that the significance of a local heritage place is detailed in SC6.10 Planning scheme policy for the heritage and character areas overlay code; and
- clarification that the planning scheme depicts State heritage places for information purposes only.

Part 7. Local Plans

Changes to the local plan codes are as follows:

- updated references to individual local heritage places, including the insertion of references and requirements relating to new local heritage places in the planning scheme;
- updated references to character areas, including the insertion and removal of local plan requirements to correspond with the character areas;
- removal of the existing element of 'Other place of local character significance' from the local plan elements figures contained within the Eumundi local plan code and Glass House Mountains local plan code;

- addition of several properties to the 'Lighthouse View Protection Area' element of the Caloundra Local Plan Elements Map (Figure 7.2.6A), in recognition of the potential impact that the development of these properties may have on the views obtained to and from the Caloundra Lighthouses, as well as amendment of acceptable outcome AO3.2 in the Caloundra local plan code to state that the views of coastal waters obtained from the viewing platforms of the Caloundra Lighthouses are not to be interrupted; and
- revision of all local plan elements figures to reflect revisions to the mapping of local heritage places and character areas (as a consequential change).

Part 8. Heritage and character areas overlay code – s8.2.9

The Heritage and character areas overlay code has been redrafted as follows:

- changes to the Purpose and overall outcomes of the code to:
 - make explicit the intent of heritage protection to contribute towards an enhanced community connection (including for future generations) with historical places, values and traditions;
 - ensure consistent and comprehensive referencing of terms and the removal of potential ambiguities in the outcome statements;
 - remove the note providing qualifications on Council's consideration of matters relating to the 'no prudent and feasible alternative' test for the proposed demolition or relocation of a local heritage place;
- extension of the performance outcomes to provide greater clarity in relation to the specific elements of development proposals that are relevant to consider in the assessment of a material change of use or building work, including the design of fences and driveways;
- clarification that the significance of a local heritage place is detailed in SC6.10 Planning scheme policy for heritage and character areas overlay code;
- clarification of acceptable outcomes relating to the preparation of a conservation management plan, consistent with the approach of SC6.10 Planning scheme policy for heritage and character areas overlay code;
- clarification of references to the Australia ICOMOS Burra Charter;
- revision of the requirements relating to excavation activities to align with the Example Code: Cultural Heritage in the State Planning Policy - state interest guidance material, including the removal of existing acceptable outcome AO7.2 relating to sites adjoining a heritage place;
- changes to facilitate the assessment of advertising devices proposed on land in proximity to a local heritage place;
- changes to clarify that the identified character of a character area (contained in SC6.10 Planning scheme policy for heritage and character areas overlay code) is a relevant matter in the assessment of development proposed within a character area;
- changes to facilitate the assessment of building work relating to character buildings involving fences and driveways;
- changes to broaden requirements regarding respect for local architectural style from applying only to new buildings to applying to all new development in character areas;

- changes to facilitate the specific assessment of building work to enclose the under storey area of a character building;
- changing the location of requirements relating to ancillary structures and advertising devices to a more logical location in the code; and
- clarifying requirements relating to development proposed in relation to character buildings.

Schedule 1 - Definitions

The following changes have been included in the amendment:

- introduction of administrative definitions for the following terms:
 - 'land in proximity to a local heritage place' - see below for commentary;
 - 'character area' - the definition clarifies the existing situation in the planning scheme of character areas being as identified on a Heritage and character areas overlay map (noting that this definition replaces the current term 'neighbourhood character area');
- clarification of the definition of 'exempt vegetation clearing'; and
- changes to the definition of 'character building', to correspond with changes to the Heritage and character areas overlay code mapping in Schedule 2 to specifically identify character buildings. The definition refers to sites identified in the mapping contained in Schedule 2. This change is intended to remove the existing uncertainty within the definition, which does not refer to any specific identification of sites.

Schedule 2 - Mapping - Heritage and character areas overlay mapping

The Heritage and character areas overlay mapping has been revised as follows:

- removal of the existing overlay mapping;
- insertion of revised overlay mapping (refer to **Appendix A** for detailed maps depicting the overlay mapping);
- changes to identify character buildings within character areas;
- changes to introduce a new overlay element - 'land in proximity to a local heritage place' (refer to comments under 'General themes' below); and
- changes to the mapping legend to promote the visual prominence of heritage and character area elements when viewed alongside other planning scheme mapping elements.

Schedule 6 - Planning Scheme Policies - SC6.10 Planning scheme policy for heritage and character areas overlay

The following changes have been included in the amendment:

- removal of all pre-existing significance statements for local heritage places and character areas;
- revision of the advice for character area outcomes, clarifying the nature of the character areas identified in the planning scheme;

- insertion of an editor's note clarifying the heritage conservation framework as it relates to Aboriginal cultural heritage;
- insertion of revised statements of significance for the local heritage places and character areas recommended for retention with details on State heritage places provided for information only (refer to Amendment Instrument and **Appendix B** for details);
- introduction of a number of new local heritage places (refer to Amendment Instrument and **Appendix B** for details);
- removal of a number of pre-existing local heritage places (refer to **Appendix C** for details);
- introduction of two new character areas - Maleny Maple Street and Moffat Beach, with all other character areas being retained, including with modifications to these areas, both to the spatial extent of these areas and in the identification of character buildings (refer to Amendment Instrument and **Appendix A** and **Appendix D** for details);
- removal of a number of character buildings located within character areas that have been retained (refer to **Appendix E** for details); and
- a revised place boundary for a significant number of pre-existing local heritage places (refer to **Appendix A**, **Appendix B** and **Appendix C** for details).

General themes

Land in proximity to a local heritage place

A new overlay element - 'land in proximity to a local heritage place' – has been included to ensure that the potential impacts of a proposed development proximate to a local heritage place are considered in the development assessment process. Some forms of development on land subject to this element are intended to be code assessable.

The mapping of this element is intended to ensure transparency in the application of the Heritage and character areas overlay code to land in proximity to a local heritage place.

These arrangements will replace the existing situation where lot reconfiguration is the only form of development that is triggered for assessment on land that is adjacent to a heritage place.

It is noted that with reference to State heritage places, under the *Queensland Heritage Act 1992*, all proposed material changes of use on land that share a common boundary with a State heritage place may be triggered for assessment subject to specific proximity and other requirements.

Refer to **Appendix A** and the Amendment Instrument for further details.

8. Compliance with the Planning Act 2016

In accordance with the Minister's Alignment Amendment Rules, the *Sunshine Coast Planning Scheme 2014* was amended for alignment with the *Planning Act 2016* on 3 July 2017. The *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage* does not materially affect this alignment.

The *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage* has been prepared in accordance with:-

- Section 20 (Amending planning schemes under Minister's rules) of the *Planning Act 2016*;
- Section 22 (Making or amending planning scheme policies) of the *Planning Act 2016*; and
- Minister's Guidelines and Rules (July 2017) made under the *Planning Act 2016*.

In accordance with Chapter 2, Part 4, section 17.2 of the *Minister's Guidelines and Rules*, the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage*:-

- advances the purpose of the Act in that it facilitates the conservation and enhancement of places that have special architectural, cultural, historic and spiritual significance;
- is consistent with section 16(1) of the Act in that it:-
 - continues to identify strategic outcomes for heritage conservation within the Sunshine Coast local government area;
 - continues the inclusion of measures that facilitate the achievement of the strategic outcomes in the planning scheme for heritage conservation, including the identification of assessable development, the provision of an assessment code, overlay mapping and a planning scheme policy as implementation mechanisms;
 - has been prepared with reference to other matters dealt with by the planning scheme, including specific references to the State-level dimension of heritage protection;
- is consistent with the regulated requirements prescribed in the Planning Regulation, in that it accords with the Sunshine Coast Planning Scheme 2014 (Alignment Amendment) No. 9 and does not purport to change any relevant definition or zone purpose statement;
- is well drafted and clearly articulated; and
- accords with the result of any relevant study or report.

9. Compliance with State planning instruments

At the time of the gazettal of the *Sunshine Coast Planning Scheme 2014* in May 2014, the Minister identified that the *South East Queensland Regional Plan 2009-2031* and the *State Planning Policy* were appropriately reflected in the planning scheme.

A review of the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage* has confirmed that the amendment complies with the relevant aspects of the State planning instruments. In accordance with Schedule 3 (Required Material) of the *Minister's Guidelines and Rules*, particular aspects of the amendment that have been identified as potentially relevant to State planning instruments are detailed in **Table 9.1** below.

Table 9.1 Compliance with State planning instruments

Summary of amendment	State Interest	Summary of Compliance
Changes to planning scheme overlay (to incorporate a	Cultural Heritage	The amendment has identified and documented local heritage places and

Summary of amendment	State Interest	Summary of Compliance
revised range of local heritage places and character areas)		character areas in accordance with industry best practice and to the standard that would be necessary for the creation of a local heritage register under the <i>Queensland Heritage Act 1992</i> .
Changes to the heritage and character areas overlay code assessment provisions	Cultural Heritage	The code has been prepared to comply with the requirements of the <i>Queensland Heritage Regulation 2015</i> (specifically to provide coverage of the matters contained within the Code for IDAS located in Schedule 2) and the <i>State Planning Policy – State Interest Guideline Cultural Heritage (April 2016)</i> (specifically the matters covered in the Model heritage overlay code provisions). Elements from the July 2017 State Planning Policy Example Code: Cultural Heritage have also been included.

10. Consultation with government agencies

During the preparation of the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 – Historic Cultural Heritage*, Council officers met with representatives from the Department of Treasury Planning Group – Regional Services SEQ (North) to discuss the content of the amendment and likely state interests.

In accordance with the *Planning Act 2016* and the Minister's Guidelines and Rules (July 2017), Council sent a copy of the amendment to the Planning Minister on 18 July 2018, advising of Council's decision to make the amendment and to seek approval to proceed to public consultation.

On 14 June 2019, Council received advice from the Planning Minister that it may proceed to publicly consult on the amendment, subject to conditions. The amendment package was updated in accordance with the Minister's conditions prior to being released for public consultation.

11. Public consultation and communications strategy

In accordance with the Minister's Guidelines and Rules, Council must undertake public consultation when making a major amendment, once the State interest review step is complete. In this regard, by letter dated 14 June 2019, Council received advice from the Planning Minister that Council may proceed to publicly consult on the amendment, subject to conditions.

In accordance with the *Minister's Guidelines and Rules*, the amendment was subject to public consultation from **19 August to 16 September 2019** (inclusive).

For a planning scheme policy amendment, a State interest review is not required and Council may proceed to public consultation once the amendment is prepared; however, as the planning scheme policy amendment directly relates to the planning scheme amendment, the planning scheme policy amendment was notified concurrently with the associated amendment to the planning scheme.

In accordance with Council's communications strategy for the amendment, the following communication and consultation activities occurred during the public consultation period:

- formal public consultation on the amendment for 21 business days; (exceeding the minimum requirement of 20 business days);

- consultation with relevant State agencies (refer **Section 10**);
- a notice published in the Sunshine Coast Daily on 17 August 2019;
- a dedicated webpage on Council's 'Have Your Say' website, including a copy of the public notice, amendment documentation, information sheets, an on-line submission form and a link to interactive mapping showing the spatial elements of the amendment;
- written notice to affected land owners (all owners of properties subject to the addition and/or removal of an overlay element on the Heritage and character areas overlay mapping), stating the purpose and general effect of the amendment in advance of formal public consultation, including the opportunity to contact Council for further information;
- specific consultation with the Sunshine Coast Heritage Reference Group (SCHR) during the public consultation period as well as additional specific consultation with the general public, industry, business and community groups, including:
 - Kenilworth Showgrounds Association;
 - Maleny Commerce;
 - Moffat Beach community (general public meeting);
 - Organisation of Sunshine Coast Association of Residents (OSCAR Inc);
 - Sunshine Coast Environment Council (SCEC);
 - The Urban Development Institute of Australia (UDIA) – Sunshine Coast Branch;
 - Yandina and District Community Association (YADCA); and
 - Yandina Chamber of Commerce.
- release of an industry newsflash, with targeted material prepared for planning and building certification professionals as well as SCHR and cultural heritage stakeholder groups from across the Sunshine Coast;
- inclusion of material on the section of Council's website relating to heritage conservation;
- a copy of the amendment documentation made available at Council's administration buildings in Nambour, Caloundra and Maroochydore in addition to all Council libraries; and
- responding to various phone, email and counter enquiries.

The Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) Communications Engagement Toolkit for Planning was considered in the preparation of this communications strategy.

12. Consideration of public submissions

In accordance with the Minister's Guidelines and Rules, following public consultation, Council must consider every properly made submission about the amendment and may consider other submissions.

As a result of public consultation on the amendment, Council received a total of 386 submissions. 62 submissions indicated either support or provisional support for the amendment, 319 submissions indicated either objection or partial objection to the amendment, while 5 submissions offered factual information (neither supporting nor objecting to the amendment).

In accordance with the Ministers Guidelines and Rules, a Consultation Report has been prepared (refer to **Appendix F – Consultation Report**) which provides a summary of the matters raised in submissions and how these matters have been dealt with by Council. A copy of the Consultation Report has been provided to each person who made a submission and is also available to view or download on Council's website.

Following consideration of submissions and other matters during the post-consultation review, at the Special Meeting held on 20 February 2020, Council decided to proceed with the planning scheme amendment and planning scheme policy amendment, with the following changes:

Local heritage places

- Removal of identification of the following sites as proposed local heritage places:
 - Agnes Shipwreck;
 - Lake Weyba House;
 - Sunshine Castle, Bli Bli;
 - Perwillowen House; and
 - Surfair International Hotel;
- Removal of the identification of No. 80 Schubert Road, Woombye (an existing local heritage place that was proposed for retention in the public consultation version of the amendment);
- Changes to the information contained in the amendment in relation to the following existing and proposed local heritage places to respond to issues raised in submissions and/or further research:
 - 11 North Street, Yandina;
 - Belbury House, Montville;
 - Diddillibah Community Hall;
 - Elaman Creek Recreation Reserve;
 - Fairview Cattle Management Area;
 - Gneering Shipwreck;
 - Kenilworth Cheese Factory;
 - Kenilworth Masonic Hall;
 - Kenilworth Police Station;
 - Kenilworth Sawmill (including boundary change);
 - Kenilworth Showgrounds and Kenilworth Public Hall;
 - The Landsborough Tree (including boundary change);
 - 'Lot 71', Bli Bli;
 - Maleny Hotel;
 - Maroochydore Scouts' and Guides' Site (previously referred to as Maroochydore Scout Den);
 - Montville Primary School and Former Residence;
 - Nambour Showgrounds;
 - Nothling's Homestead (formerly Nothling's Homestead, Witta);
 - Original Bli Bli School Grounds;
 - Sims Brothers Garage (formerly Sims Garage);
 - The Landsborough Monument;
 - Woolston Wood;
 - Yandina Hotel; and
 - Yandina School of Arts;
- Re-instatement of the following local heritage places (that were proposed for removal in the public consultation version of the amendment):
 - Blazed Tree Boundary Marker, Pacific Paradise;
 - Block A Yandina State School;

- Eudlo State School; and
- Mapleton State School.

Character areas and character buildings

- Removal of properties located on the southern side of Grigor Street from the Moffat Beach character area (as proposed);
- Removal of the identification of character buildings within the Moffat Beach character area as proposed (within the overlay mapping only);
- Changes to the Moffat Beach character area statement of significance to provide clarification in relation to key characteristics of the Moffat Beach character area and terminology used in the statement;
- Removal of the identification of properties on Farrell Street, Yandina, as being within the Yandina character area (as proposed, and consequently removal of proposed character buildings where relevant), with the exception of properties in the general area at the junction of Stevens Street and Farrell Street;
- Removal of the identification of the following proposed character buildings:
 - 5 Hill Street, Palmwoods;
 - 39 Blackall Street, Woombye; and
 - 56 Maple Street, Maleny (Watson's Garage);
- Revisions to the identification of the character building element at 9 Blackall Street, Woombye.

Other provisions

- Removal of the proposed land in proximity to a local heritage place overlay element from:
 - 45 Lindsay Road, Buderim; and
 - 1691 Maleny-Kenilworth Road, Conondale;
- Revisions to the proposed land in proximity to a local heritage place overlay element relating to 1 and 4 Worthington Lane, Golden Beach;
- Changes to the Table of Assessment for the Heritage and character areas overlay code (Table 5.10.1), to exclude assessment of building work where such works are maintenance works that do not affect the external appearance or integrity of elements that contribute to the significance of a local heritage place;
- Changes to PO1 and PO2 of Table 8.2.9.3.2 (for character areas) in the Heritage and character areas overlay code to ensure that lot size is included as a character element and streetscape characteristic in the assessment provisions;
- Changes to performance outcome PO5 in Table 8.2.9.3.2 (for character areas in the Heritage and character areas overlay code) to move PO5(a) – which requires that the enclosure of a character building understorey be recessed behind the front façade of the upper storey by not less than one metre, from the Performance Outcomes to the Acceptable Outcomes;
- Adding a place history for Mooloolaba to SC6.10 Planning scheme policy for the Heritage and character areas overlay code;
- Consequential amendments to other parts of the planning scheme to give effect to the above changes; and
- Drafting refinements and editorial changes that were identified during the post-consultation review of the planning scheme amendment to improve the currency, factual correctness, efficiency and operation of the amendment.

These changes were not considered to make the amendment significantly different to the public consultation version of the amendment.

13. Final State Review

In accordance with Council's resolution (SM20/1), the amendment, with changes, was forwarded to the Planning Minister on 23 March 2020, for approval for Council to adopt.

On 25 May 2020, Council received advice from the Planning Minister that Council may proceed to adopt the amendment, with no conditions.

14. Thematic history supporting information document

A 'Thematic History of the Sunshine Coast' (Converge, August 2019) has been prepared as a supporting information document for the amendment (refer to **Appendix G**). No changes have been made to this document following public consultation.

15. Aboriginal cultural heritage

The statements of significance contained within the changes to SC6.10 Planning scheme policy for the heritage and character areas overlay have been prepared based on the regime for the management of heritage places established by the *Planning Act 2016* in conjunction with the *Queensland Heritage Act 1992*, which is oriented toward the preservation of heritage fabric in the era following contact between Europeans and the Kabi Kabi First Nation and Jinibara People.

The *Aboriginal Cultural Heritage Act 2003* is established in Queensland legislation to provide for separate laws and processes for Aboriginal cultural heritage. This Act provides for more culturally appropriate means to conserve this heritage than that available through the *Planning Act 2016* or *Queensland Heritage Act 1992* at the time the amendment was prepared.

A duty of care exists for all persons under the *Aboriginal Cultural Heritage Act 2003* to take all reasonable and practical measures to ensure their activities do not harm Aboriginal cultural heritage. Further guidance in relation to these matters can be obtained by contacting the relevant State Government department.

The Jinibara Traditional Inputs for the Sunshine Coast Heritage Study (2017), prepared by the Jinibara People in conjunction with Australian Heritage Specialists Pty Ltd, was released in parallel with the 'Thematic History of the Sunshine Coast' document referenced above (refer to **Appendix H**). No changes have been made to this document following public consultation. It is anticipated that an equivalent document will be published separately by the Kabi Kabi First Nation at a later date.

16. Appendices

Appendix No.	Document
A	Mapping of changes to heritage and character areas overlay of the <i>Sunshine Coast Planning Scheme 2014</i>
B	Local heritage places to be added or retained (including with modifications) in the <i>Sunshine Coast Planning Scheme 2014</i>
C	Existing local heritage places removed from the <i>Sunshine Coast Planning Scheme 2014</i>
D	Character Areas - summary
E	Existing character buildings removed from the <i>Sunshine Coast Planning Scheme 2014</i> , where within an character area that has been retained
F	Consultation report – Proposed Historic Cultural Heritage Planning Scheme Amendment

Appendix No.	Document
G	Thematic History of the Sunshine Coast (Converge, August 2019)
H	Jinibara Traditional Inputs for the Sunshine Coast Heritage Study (2017) by the Jinibara People in conjunction with Australian Heritage Specialists Pty Ltd



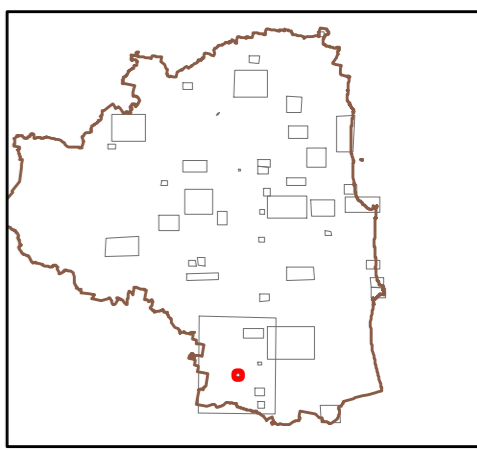
Map title

Bankfoot House - Grigor Graves
Beerburrum North-Flinders Monument
Beerburrum
Beerwah
Belli Park Area
Bli Bli Area
Bribie Island
Buderim
Caloundra Lighthouse View Protection Area (local plan code changes)
Caloundra
Campbellville Roys Road Area
Conondale Elaman Creek Area
Cooloolabin
Cowie Bank Site
Diddillibah
Eudlo
Eumundi
Eumundi North Arm Area
Flaxton Area
Forest Glen-Chevallum Area
Gheerulla Kenilworth Homestead
Glass House Mountains National Park
Glass House Mountains
Golden Beach
Kenilworth
Landsborough
Maleny (Mountain View Homestead Mary Cairncross)
Maleny Community Precinct
Maleny
Mapleton Area
Maroochy River Area
Maroochydore
Moffat Beach-Dicky Beach
Montville Area
Mooloolaba Area
Mooloolah East
Mooloolah Dularcha National Park
Mt Coolum-Marcoola Area
Nambour North
Nambour South
Obi Obi
Palmwoods
Peachester Crohamhurst Area
Sippy Downs
Twin Waters Area
Witta Area
Woombye Area
Wurtulla (Kathleen McArthur Conservation Park)
Yandina Area
Yandina Creek





- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area













Scale: 1:2,000
 0 10 20 30 40 50 m

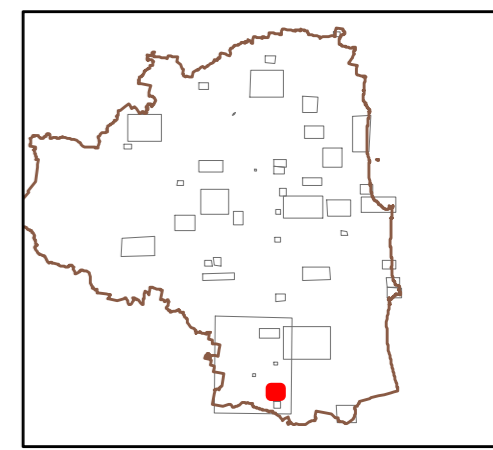
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:4,530
 0 25 50 75 100 125 m


 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

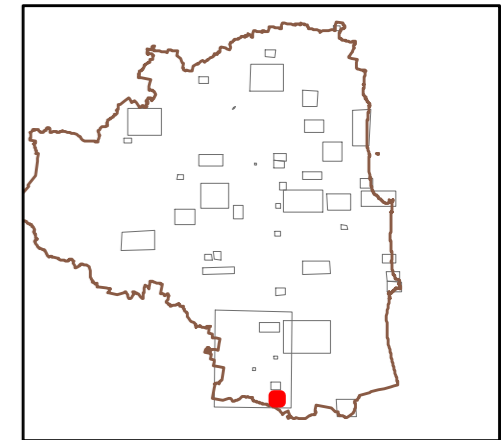
Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)

Legend

- Local heritage place - Shipwreck site
- State heritage place (for information purposes only)
- Local heritage place (existing place for retention)
- New local heritage place
- Pre-existing local heritage place removed from planning scheme
- Land in proximity to a local heritage place
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area



Scale: 1:3,880

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

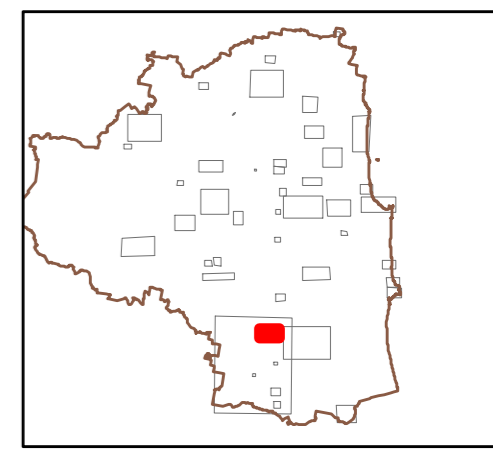
© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)

Date: Tuesday, 4 August 2020 Created by: PQ001





- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:9,500











Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

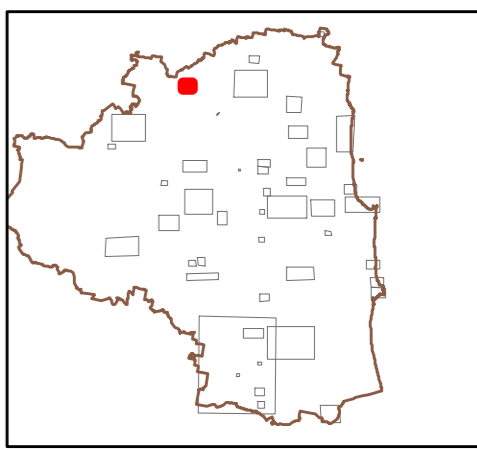
Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:4,580
 0 25 50 75 100 125 m

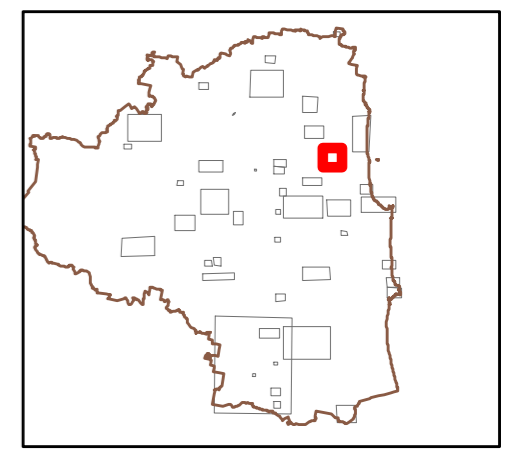
 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

- Local heritage place - Shipwreck site
- State heritage place (for information purposes only)
- Local heritage place (existing place for retention)
- New local heritage place
- Pre-existing local heritage place removed from planning scheme
- Land in proximity to a local heritage place
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area

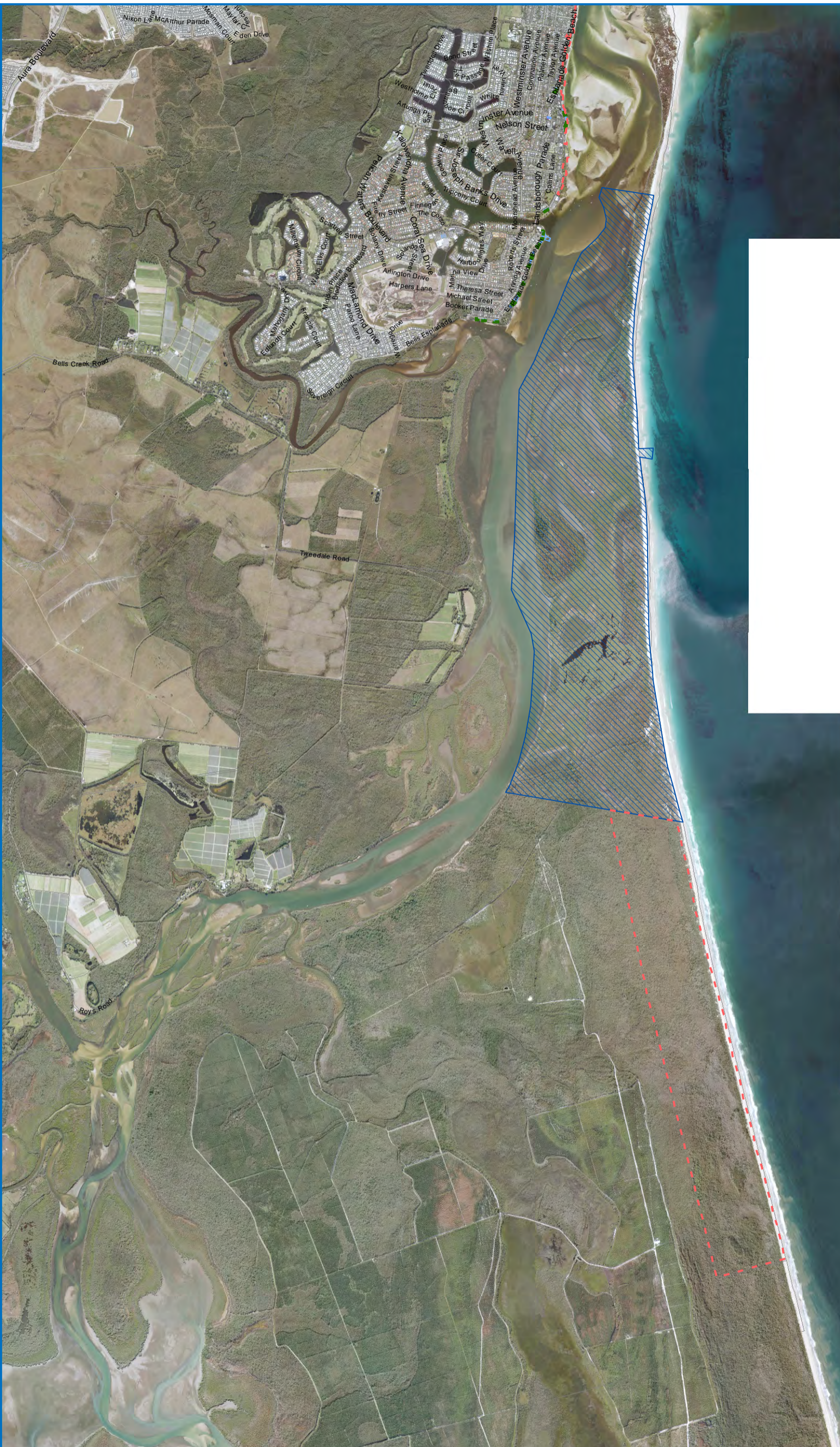


Scale: 1:11,070

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

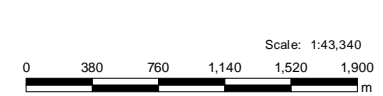
While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area

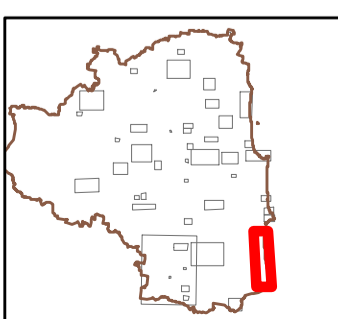
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area

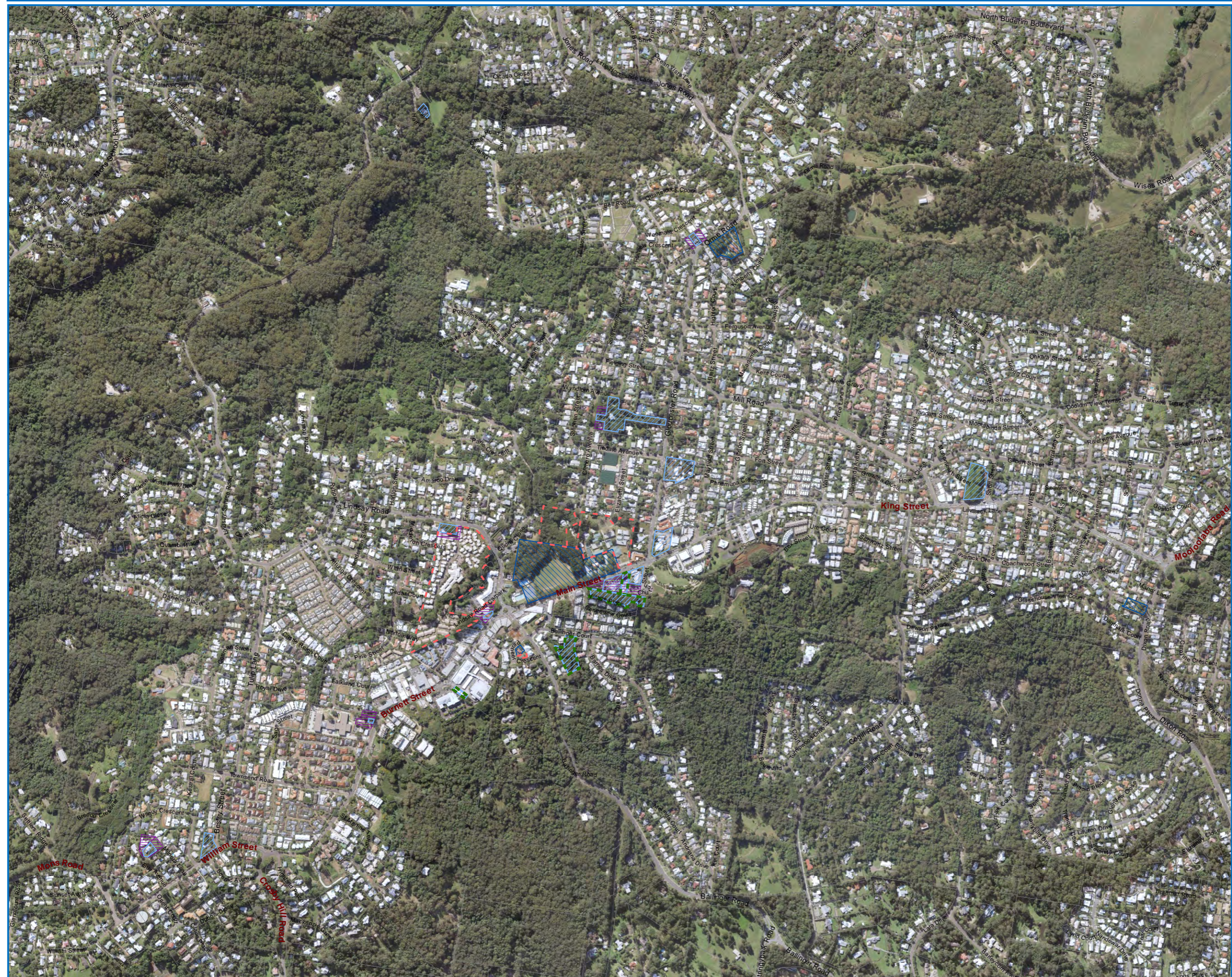
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272













Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

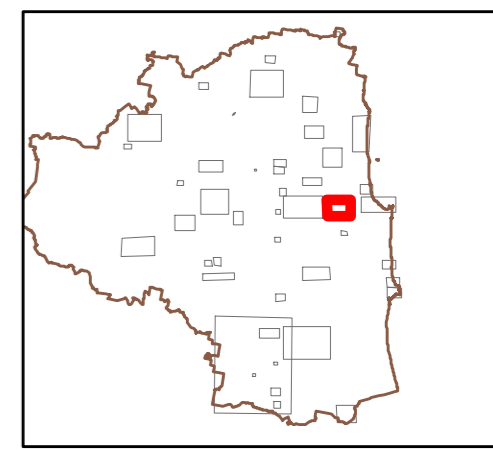
© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)
 Date: Monday, 3 August 2020 Created by: PQ001





Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:11,340
 0 50 100 150 200 250 300 m


 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272




Disclaimer

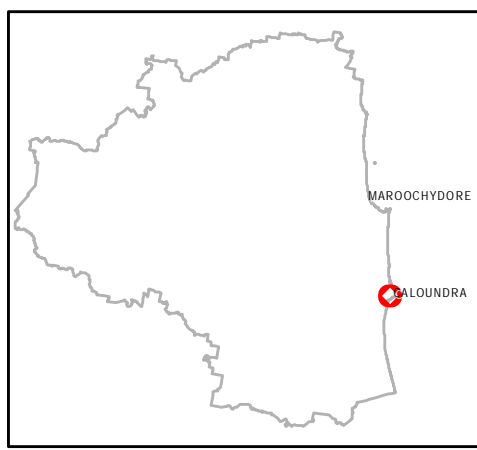
While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)

Caloundra Local Plan Code:Lighthouse View Protection Area – mapping changes



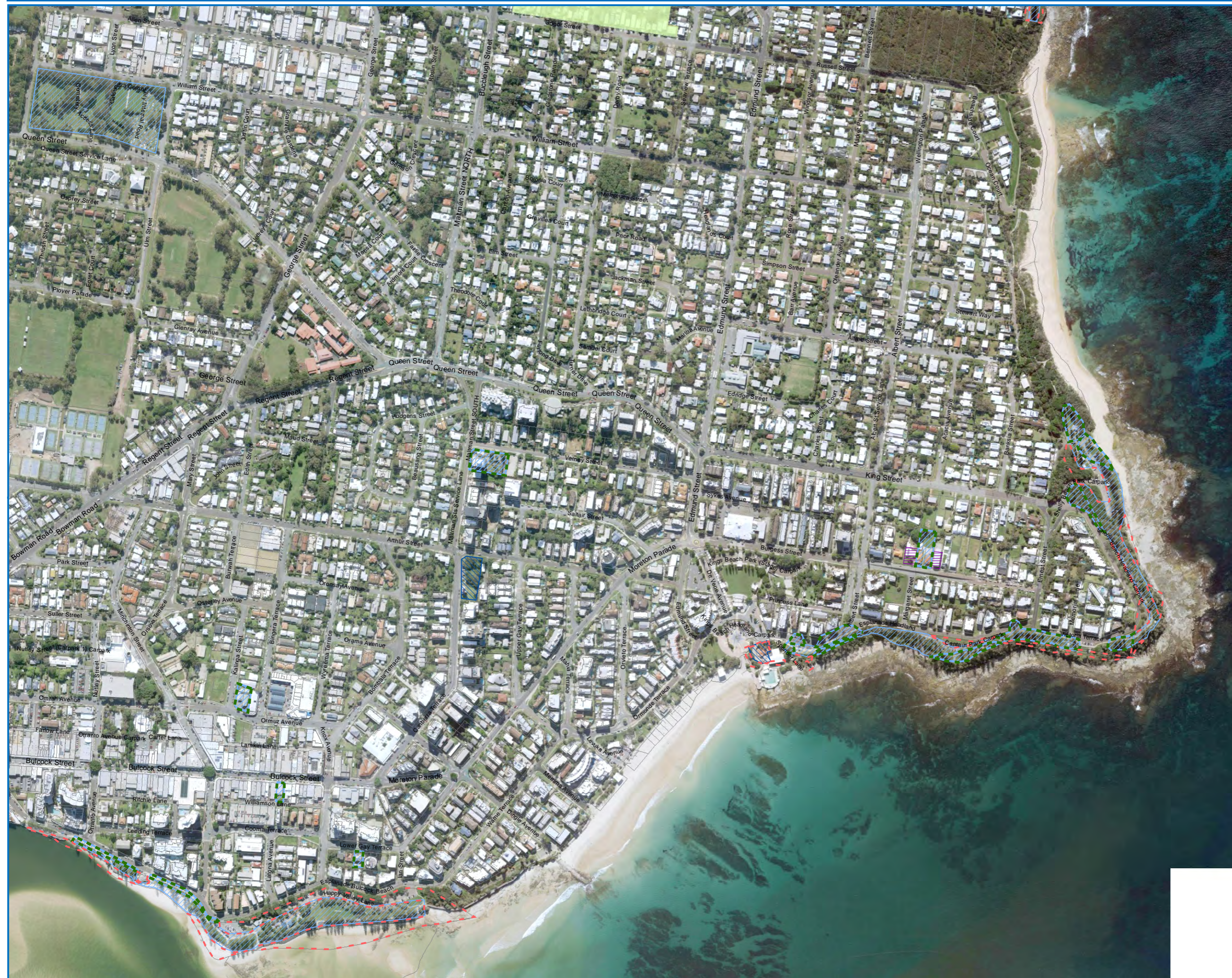
- Legend**
-  State heritage place (for information purposes only)
 -  Existing Caloundra Lighthouse View Protection Area
 -  Caloundra Lighthouse View Protection Area extension



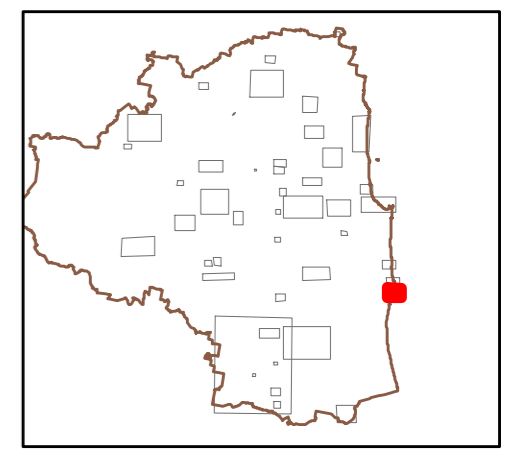
Scale: 1:1,500
 0 8 16 24 32 40 m


 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:6,800

0 30 60 90 120 150

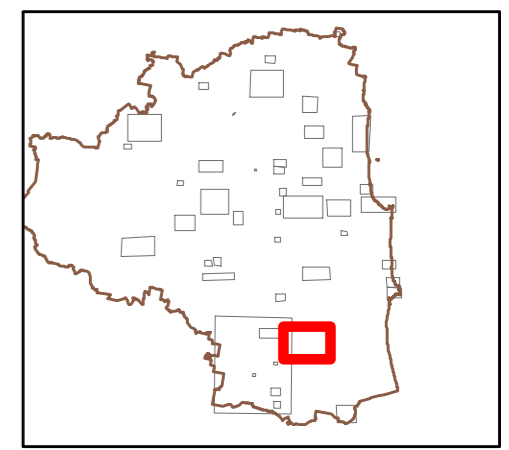
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area

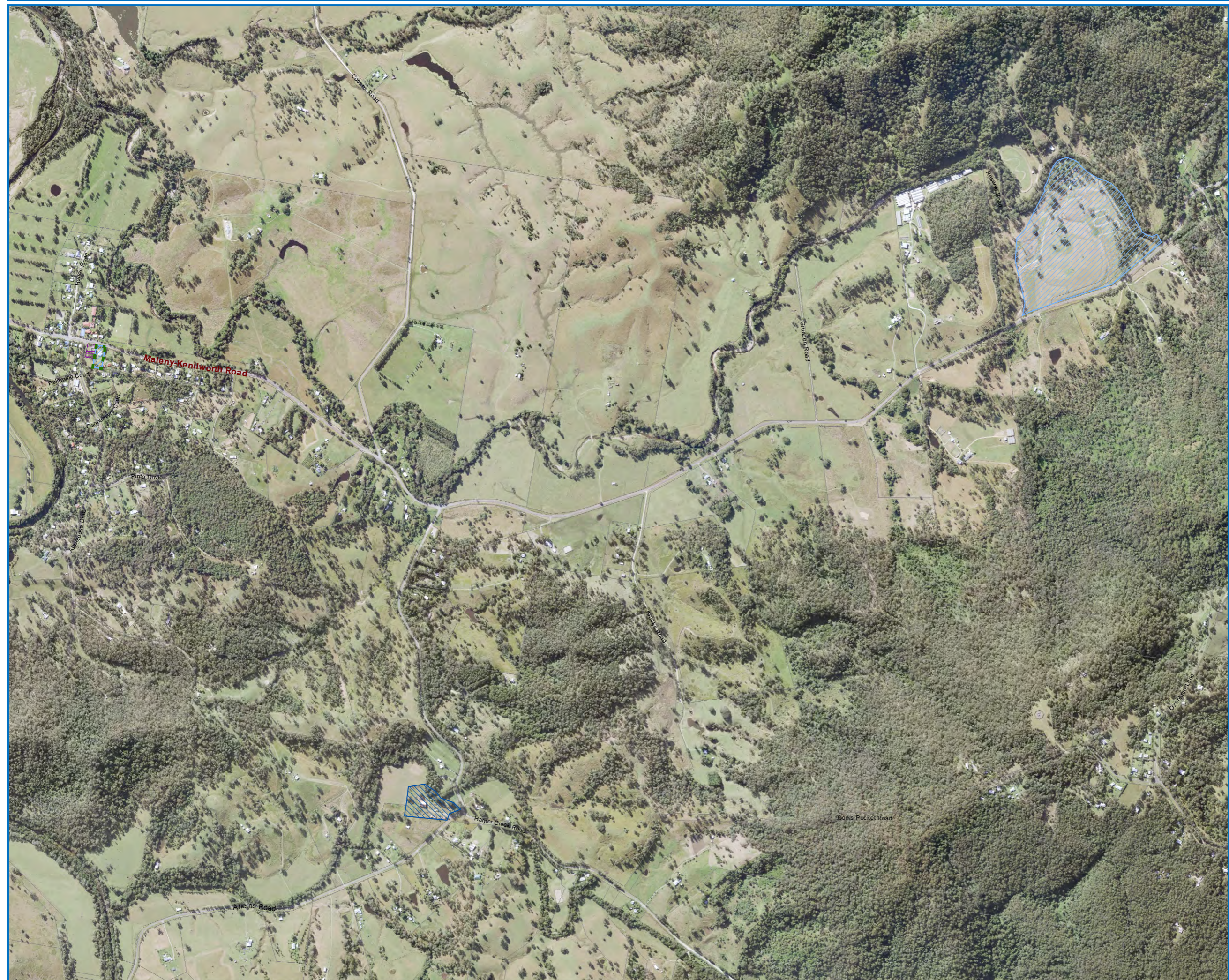


Scale: 1:22,130
 0 125 250 375 500 625 m











Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

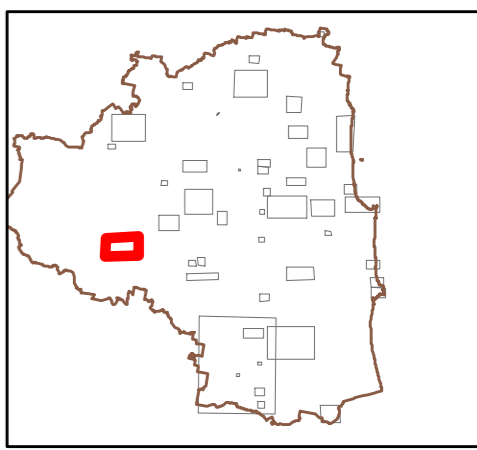
Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area













Scale: 1:15,870
 0 80 160 240 320 400 m

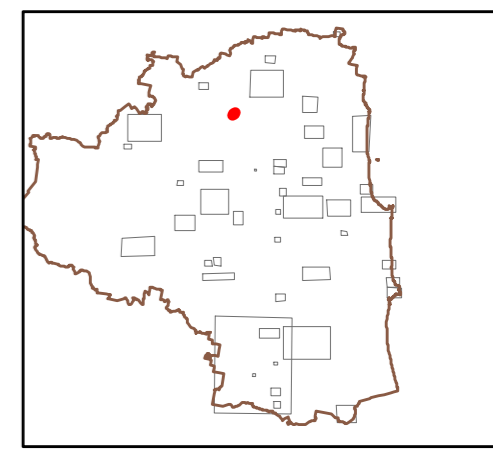
 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area













Scale: 1:1,770
 0 10 20 30 40 50

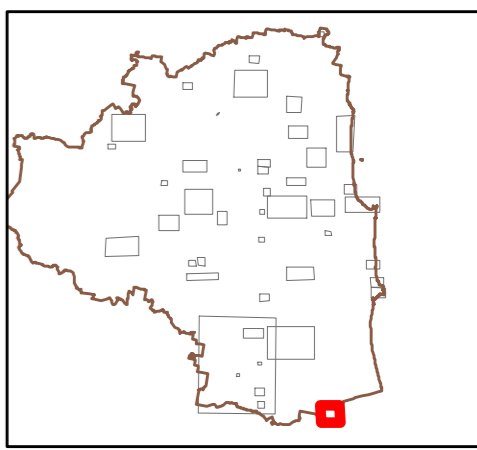
 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



- Legend**
-  Local heritage place - Shipwreck site
 -  State heritage place (for information purposes only)
 -  Local heritage place (existing place for retention)
 -  New local heritage place
 -  Pre-existing local heritage place removed from planning scheme
 -  Land in proximity to a local heritage place
 -  Character building
 -  Existing character area to be retained
 -  New character area or character area extension
 -  Property removed from pre-existing character area













Scale: 1:10,440
 0 50 100 150 200 250 m

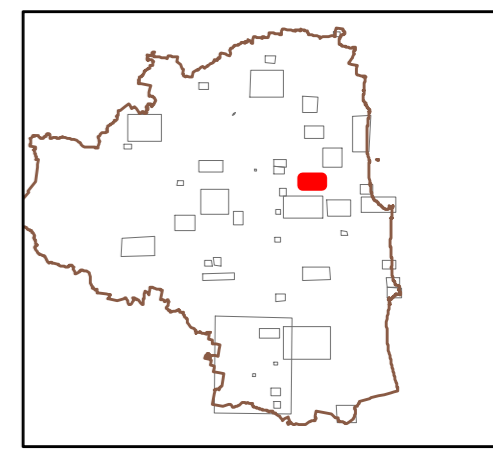
 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:8,920
 0 50 100 150 200 250

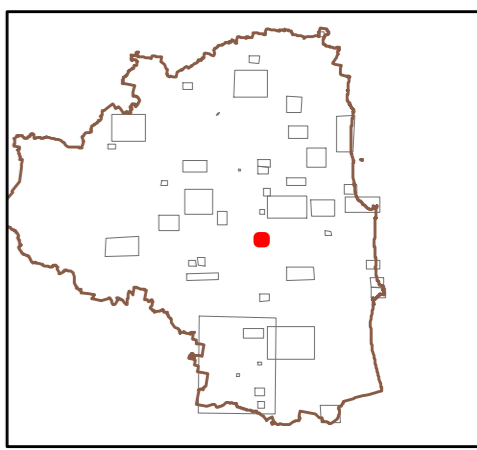
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:2,560











Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

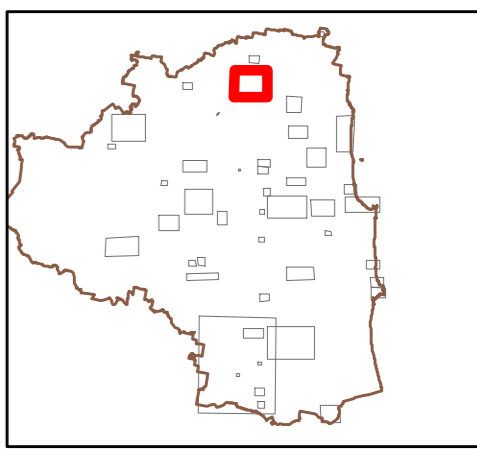
Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:15,800
 0 80 160 240 320 400 m

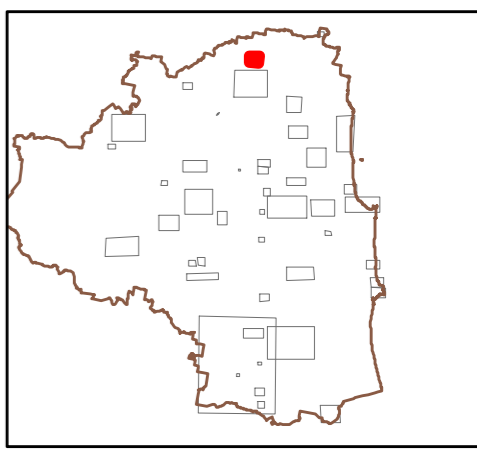
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

- Local heritage place - Shipwreck site
- State heritage place (for information purposes only)
- Local heritage place (existing place for retention)
- New local heritage place
- Pre-existing local heritage place removed from planning scheme
- Land in proximity to a local heritage place
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area



Scale: 1:4,870

0 25 50 75 100 125 m











Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

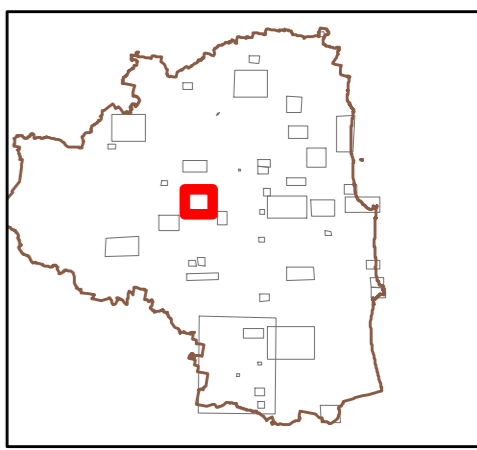
Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area













Scale: 1:14,310
 0 80 160 240 320 400 m

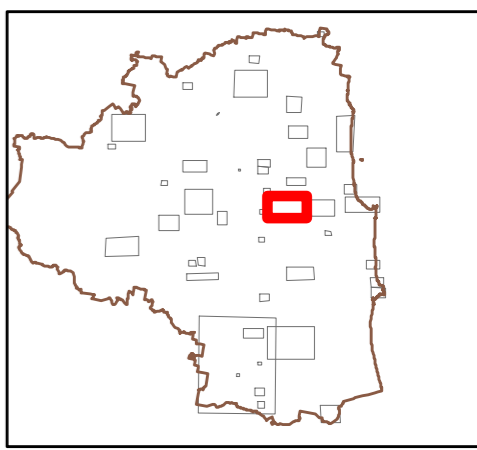

 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.




Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:18,460













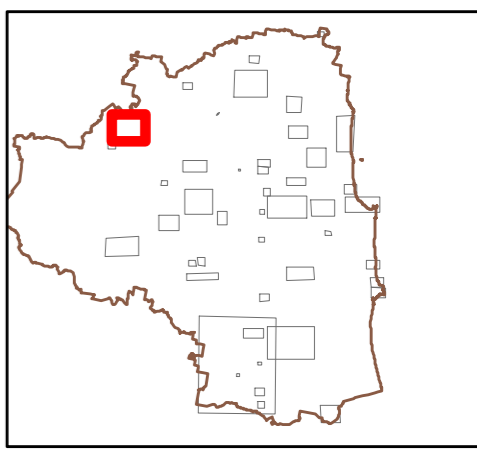
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:15,640
 0 80 160 240 320 400 m

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

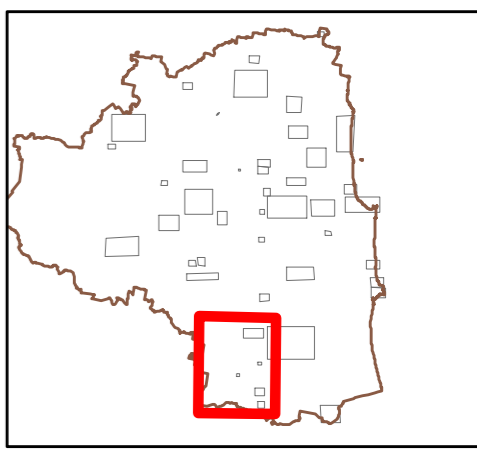
Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



Legend

- Local heritage place - Shipwreck site
- State heritage place (for information purposes only)
- Local heritage place (existing place for retention)
- New local heritage place
- Pre-existing local heritage place removed from planning scheme
- Land in proximity to a local heritage place
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area













Scale: 1:57,680
 0 300 600 900 1200 1500 m

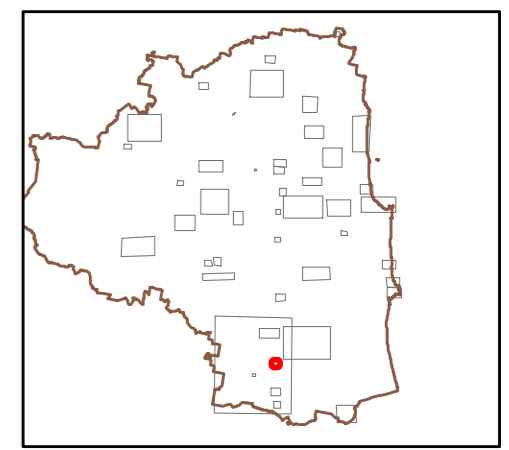
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:2,120
 0 10 20 30 40 50 m


 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area

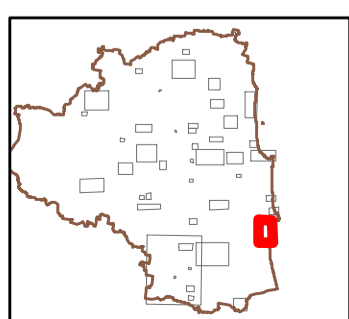
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Scale: 1:14,230

0 125 250 375 500 625 m

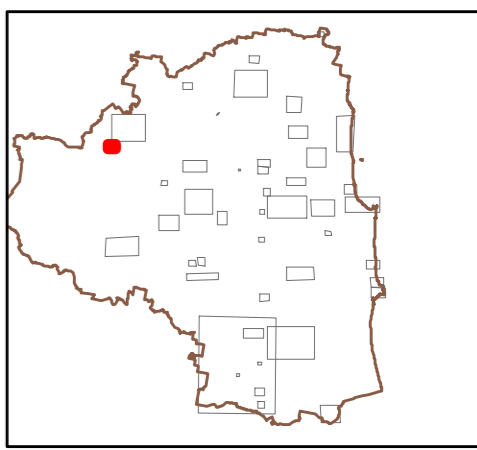
Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)
 Date: Monday, 3 August 2020
 Created by: PQ001





- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:3,480

0 10 20 30 40 50 m

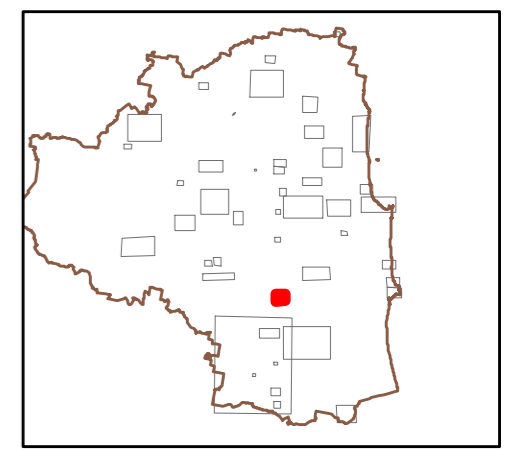
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:4,880
 0 25 50 75 100 125

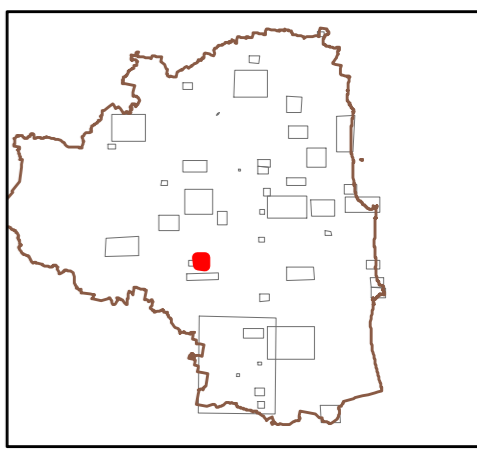
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:4,910
 0 25 50 75 100 125 m

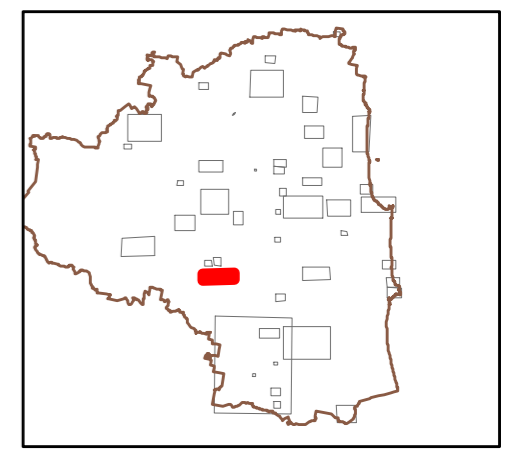
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

SCC Heritage Overlay changes - Maleny (Mountain View Homestead /Mary Cairncross)



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:15,180
 0 80 160 240 320 400 m

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

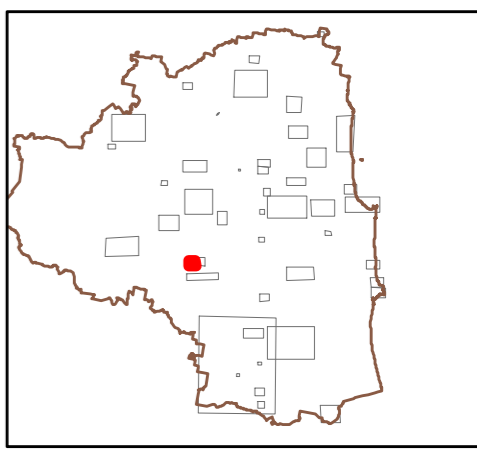
Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:3,480
 0 10 20 30 40 50 m

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

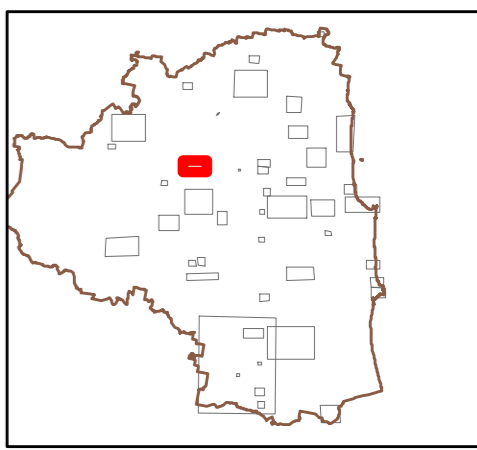
Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

- Local heritage place - Shipwreck site
- State heritage place (for information purposes only)
- Local heritage place (existing place for retention)
- New local heritage place
- Pre-existing local heritage place removed from planning scheme
- Land in proximity to a local heritage place
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area



Scale: 1:11,210

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

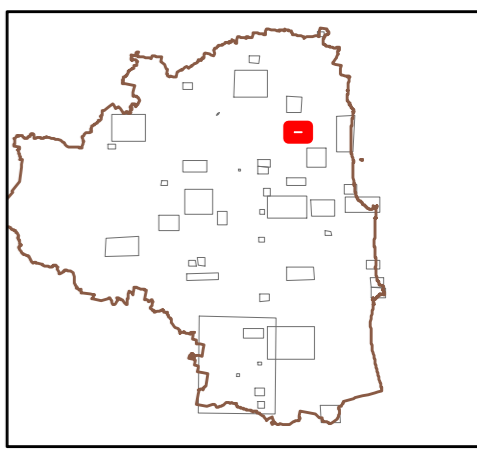
Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

- Local heritage place - Shipwreck site
- State heritage place (for information purposes only)
- Local heritage place (existing place for retention)
- New local heritage place
- Pre-existing local heritage place removed from planning scheme
- Land in proximity to a local heritage place
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area



Scale: 1:9,090

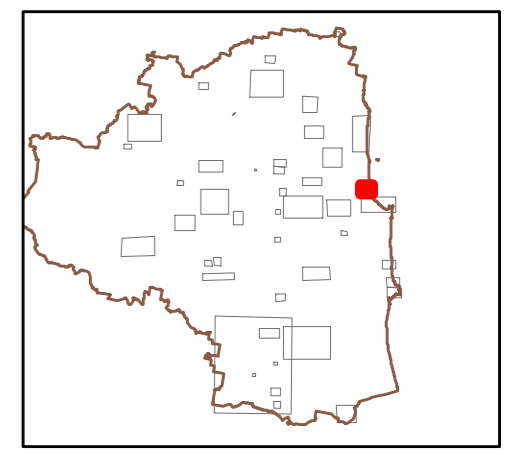
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



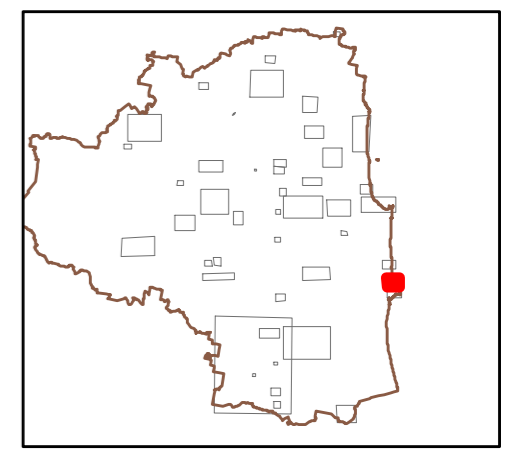
Scale: 1:5,810
 0 30 60 90 120 150
 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

SCC Heritage Overlay changes - Moffat Beach/Dicky Beach



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area













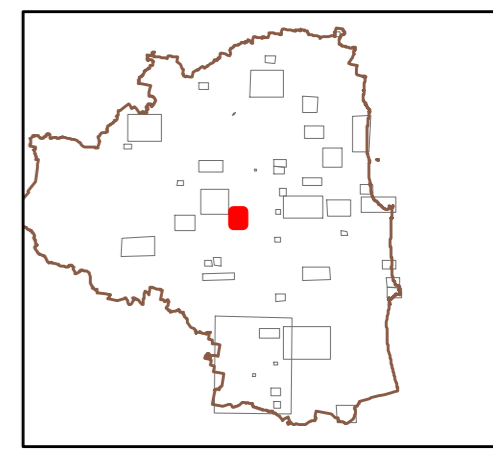
Scale: 1:6,350
 0 30 60 120 150
 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area

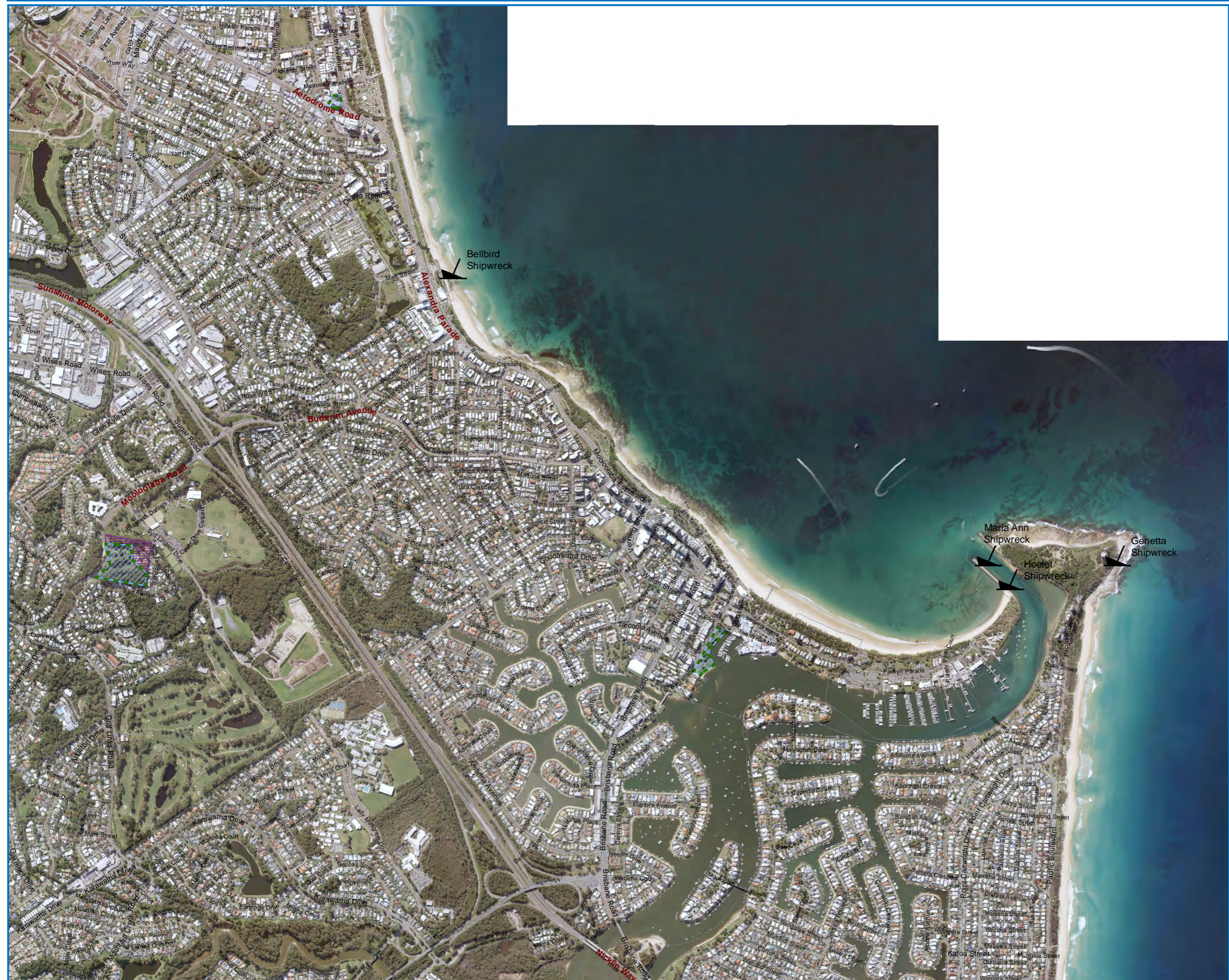


Scale: 1:7,840
 0 40 80 120 160 200 m












 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

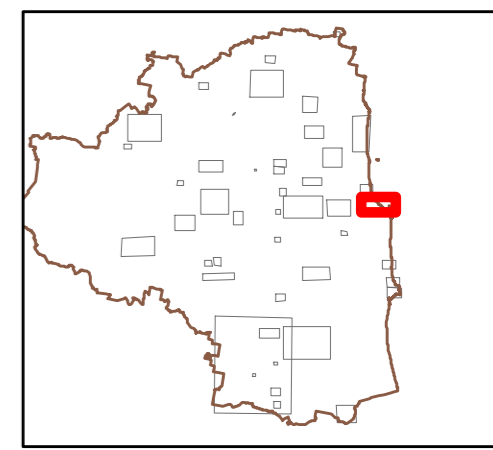
Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:16,460

0 90 180 270 360 450 m

North Arrow

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



Legend

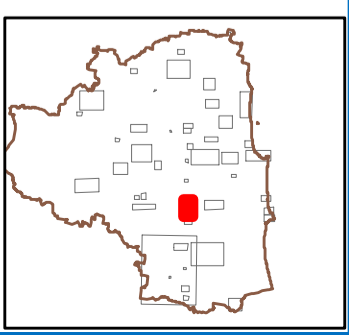
- Local heritage place - Shipwreck site
- State heritage place (for information purposes only)
- Local heritage place (existing place for retention)
- New local heritage place
- Pre-existing local heritage place removed from planning scheme
- Land in proximity to a local heritage place
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272











Scale: 1:12,940

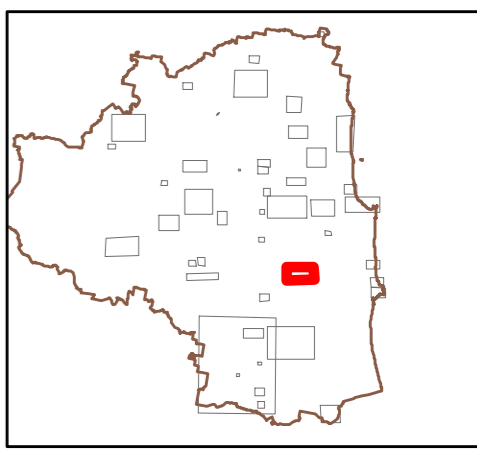
Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)
 Date: Monday, 3 August 2020
 Created by: PQ001





- Legend**
-  Local heritage place - Shipwreck site
 -  State heritage place (for information purposes only)
 -  Local heritage place (existing place for retention)
 -  New local heritage place
 -  Pre-existing local heritage place removed from planning scheme
 -  Land in proximity to a local heritage place
 -  Character building
 -  Existing character area to be retained
 -  New character area or character area extension
 -  Property removed from pre-existing character area



Scale: 1:12,940
 0 70 140 210 280 350 m


 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

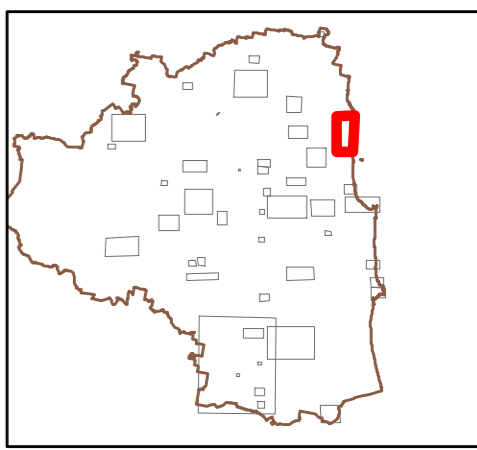
While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)

Date: Tuesday, 4 August 2020 Created by: PQ001



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:21,720

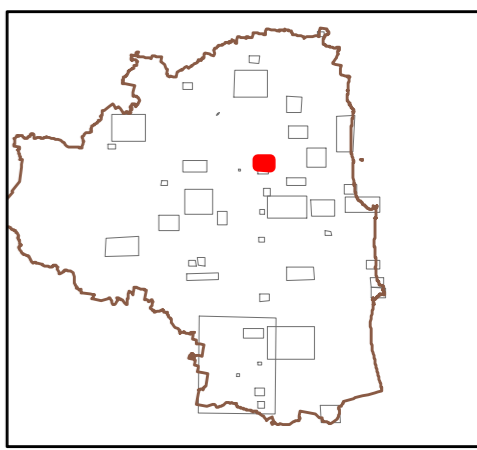
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:6,270

0 30 60 120 150

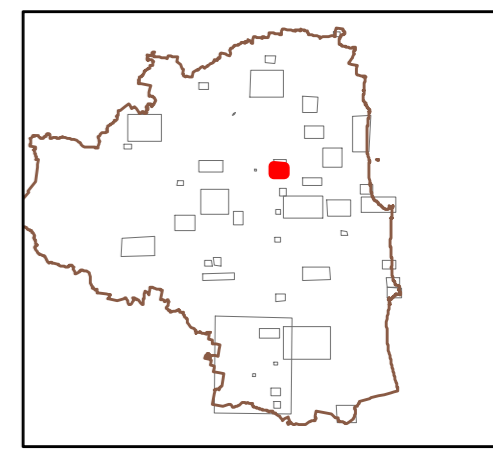
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer

While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:5,260
 0 25 50 75 100 125
 m











Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

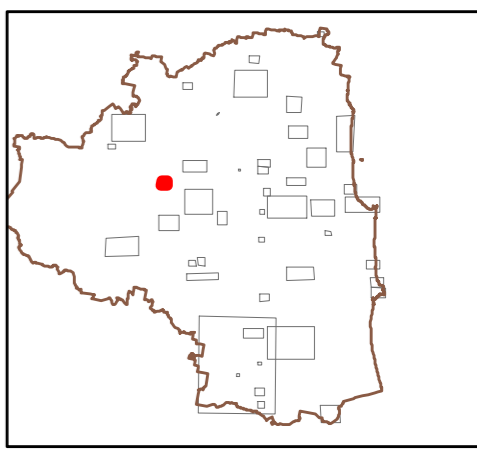
Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area













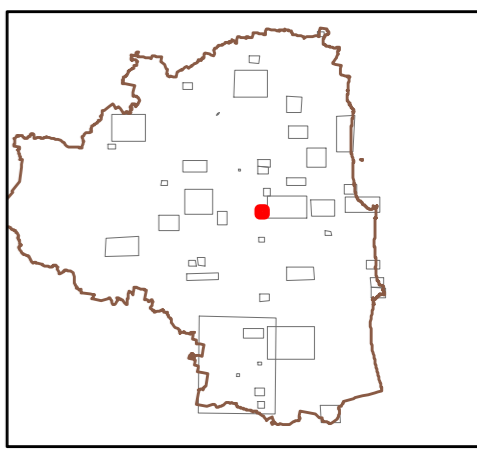
Scale: 1:3,130
 0 10 20 30 40 50
 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



Legend

-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



Scale: 1:2,890
 0 10 20 30 40 50

 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

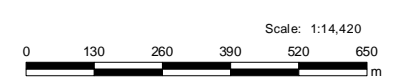
© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area

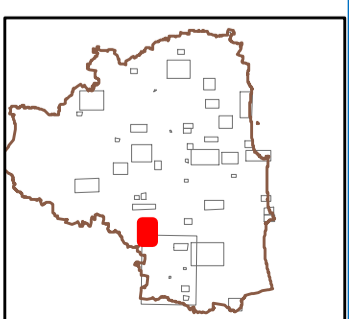
- Character building
- Existing character area to be retained
- New character area or character area extension
- Property removed from pre-existing character area

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272



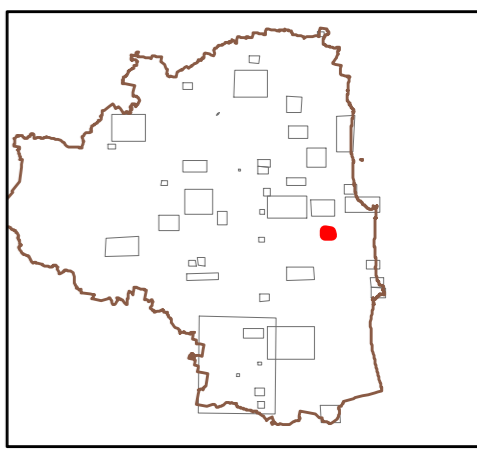
Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)
 Date: Monday, 3 August 2020
 Created by: PQ001





- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:2,950
 0 10 20 30 40 50

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area

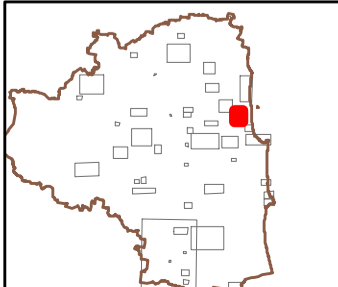
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Scale: 1:9,040

0 80 160 240 320 400 m











Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

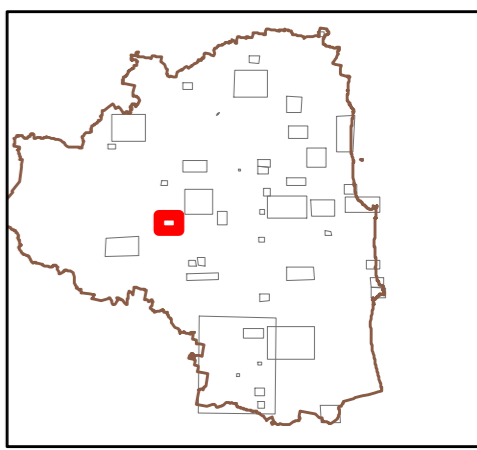
© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)
 Date: Monday, 3 August 2020
 Created by: PQ001





Legend

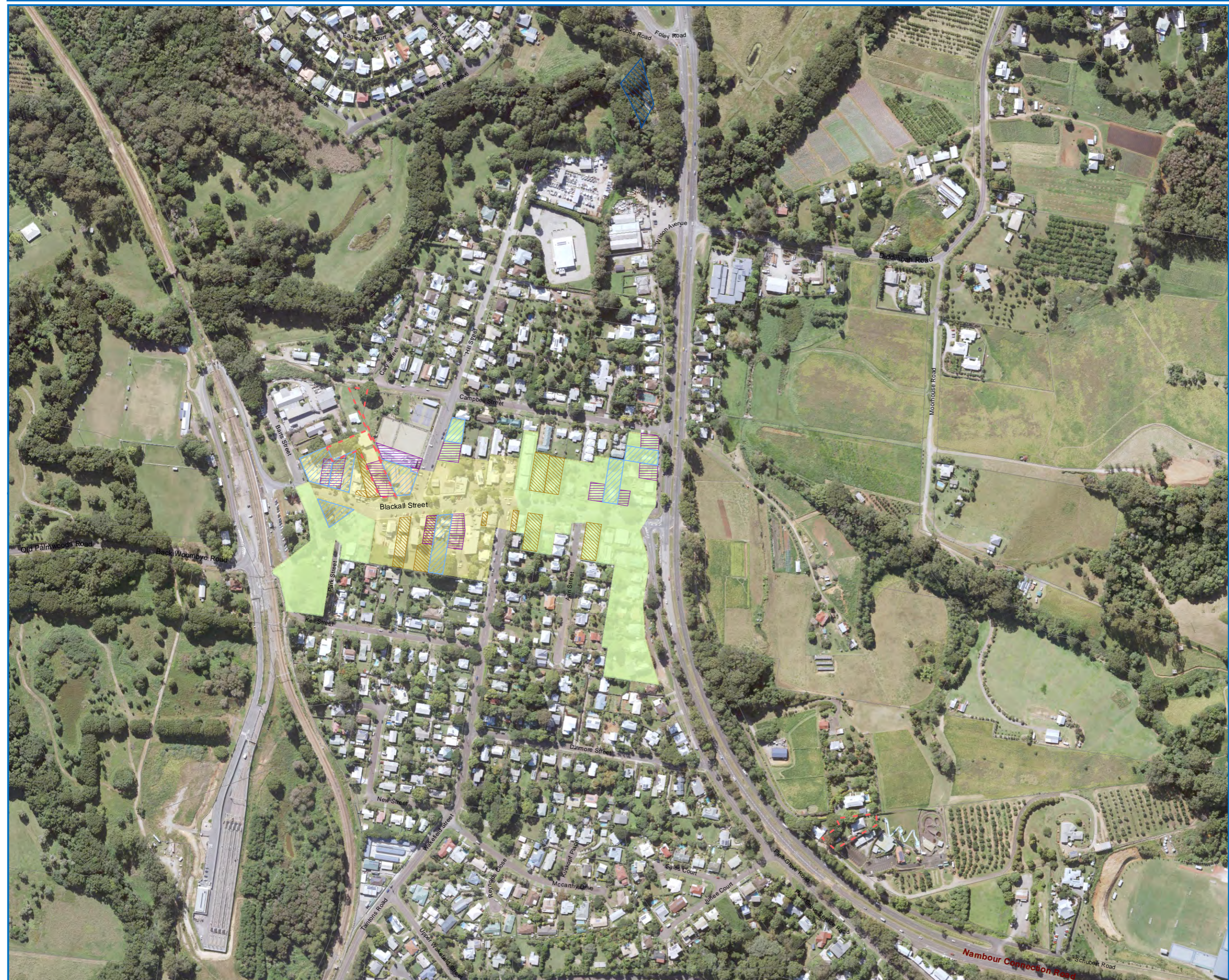
-  Local heritage place - Shipwreck site
-  State heritage place (for information purposes only)
-  Local heritage place (existing place for retention)
-  New local heritage place
-  Pre-existing local heritage place removed from planning scheme
-  Land in proximity to a local heritage place
-  Character building
-  Existing character area to be retained
-  New character area or character area extension
-  Property removed from pre-existing character area



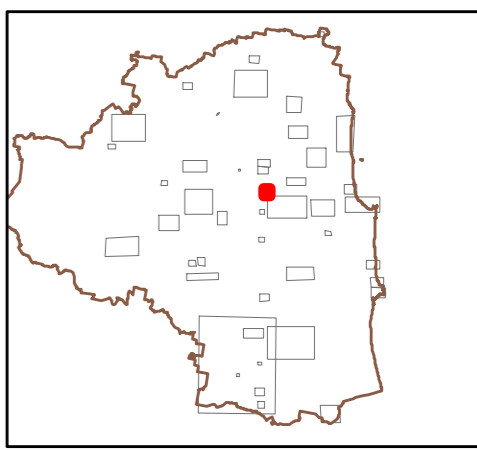
Scale: 1:9,530
 0 50 100 150 200 250

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:4,800
 0 25 50 75 100 125

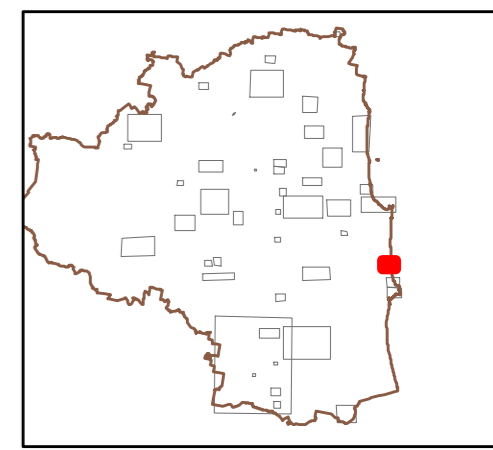
Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

SCC Heritage Overlay changes - Wurtulla (Kathleen McArthur Conservation Park)



- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area



Scale: 1:6,550
 0 30 60 90 120 150 m

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

Path: W:\Common\Geo\Projects Secure\140153_Planning_Scheme_Amendments\Round6A\Heritage\Query\PostConsultationChangesLandscape_20200204.mxd



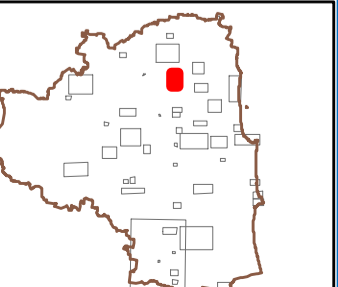
- Legend**
- Local heritage place - Shipwreck site
 - State heritage place (for information purposes only)
 - Local heritage place (existing place for retention)
 - New local heritage place
 - Pre-existing local heritage place removed from planning scheme
 - Land in proximity to a local heritage place
 - Character building
 - Existing character area to be retained
 - New character area or character area extension
 - Property removed from pre-existing character area

Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272











Scale: 1:10,150
 0 90 180 270 360 450 m

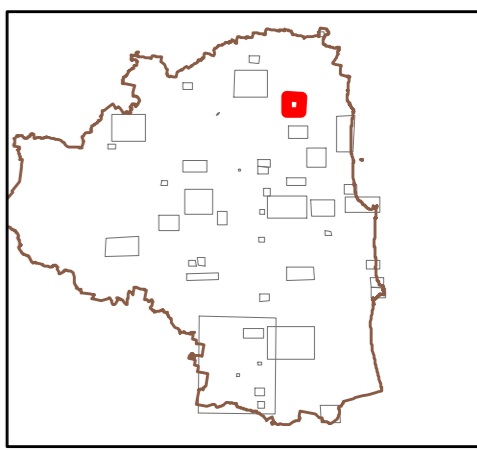
Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

© Crown & Council Copyright Reserved 2020.
 Geocentric Datum of Australia 2020 (GDA2020)
 Date: Monday, 3 August 2020
 Created by: PQ001





- Legend**
-  Local heritage place - Shipwreck site
 -  State heritage place (for information purposes only)
 -  Local heritage place (existing place for retention)
 -  New local heritage place
 -  Pre-existing local heritage place removed from planning scheme
 -  Land in proximity to a local heritage place
 -  Character building
 -  Existing character area to be retained
 -  New character area or character area extension
 -  Property removed from pre-existing character area

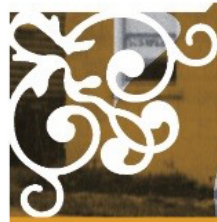


Scale: 1:9,350
 0 50 100 150 200 250 m

 Sunshine Coast Council
 Locked Bag 72
 Sunshine Coast Mail Centre Qld 4560
 [e] mapping@sunshinecoast.qld.gov.au
 [w] www.maps.sunshinecoast.qld.gov.au
 [p] 07 5475 7272

Disclaimer
 While every care is taken to ensure the accuracy of this product, neither the Sunshine Coast Council nor the State of Queensland makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason.

Appendix B Local heritage places added or retained (including with modifications)



Local heritage places for addition or retention (including with modifications) and State heritage places

New local heritage places are identified in **bold text with a green highlight**.

State heritage places are listed for information purposes only.

Heritage Place	Locality	General Address (refer to amendment for details)	Status
Beerburrum Bakery (former)	Beerburrum	6 Anzac Ave BEERBURRUM	Existing local heritage place, retained
Beerburrum Cemetery	Beerburrum	Beerburrum Rd BEERBURRUM	Existing local heritage place, retained
Beerburrum Forestry Station Barracks	Beerburrum	Red Rd BEERBURRUM	Existing local heritage place, retained
Beerburrum School of Arts Hall	Beerburrum	7 Anzac Ave BEERBURRUM, Anzac Ave BEERBURRUM	Existing local heritage place, retained
Cowie Bank Site	Beerburrum	Pumicestone Channel BEERBURRUM	Existing local heritage place, retained, with an expansion of local heritage place boundary to north to include original homestead site and esplanade containing remnant maritime structures
Anzac Avenue Memorial Trees	Beerburrum	Anzac Av BEERBURRUM	State heritage place
Flinders Monument	Beerburrum	Matthew Flinders Park, Steve Irwin Way, GLASS HOUSE MOUNTAINS	Existing local heritage place, retained
Beerburrum Scientific Area No.1	Beerwah	Beerburrum Rd BEERBURRUM	Existing local heritage place, retained
Beerwah Forest Station and Arboretum (former)	Beerwah	175 Roys Rd BEERWAH, Roys Rd BEERWAH	Existing local heritage place, retained
Beerwah Hotel	Beerwah	53 Beerwah Pde BEERWAH	Existing local heritage place, retained
Beerwah Butcher's Shop (former)	Beerwah	46 Simpson St BEERWAH	New local heritage place
Beerwah School of Arts (former)	Beerwah	62 Simpson St BEERWAH	New local heritage place
Glass House Mountains National Park and Beerburrum Forest Reserve 1	Beerwah / Glass House Mountains / Beerburrum	Beerburrum State Forest, Roys Road and Mawsons Road, BEERWAH	State heritage place
Belli Community Hall	Belli Park	1170 Eumundi-Kenilworth Rd BELLI PARK	Existing local heritage place, retained
Bli Bli Presbyterian Church (former)	Bli Bli	89 Willis Rd BLI BLI	Existing local heritage place, retained
Bli Bli Public Hall	Bli Bli	87 Willis Rd BLI BLI	Existing local heritage place, retained
Godfrey's House (former)	Bli Bli	28 Godfreys Ave BLI BLI	Existing local heritage place, retained
Original Bli Bli School Grounds	Bli Bli	98 Willis Rd BLI BLI	Existing local heritage place, retained, with a reduction of the local heritage place boundary to exclude existing residential development
Bli Bli Tramway Cutting	Bli Bli	1-3 Haas St BLI BLI, 2 Haas St BLI BLI, 2 Kennedy Rd BLI BLI, 27 Waigani St BLI BLI, 3 Haas St BLI BLI	New local heritage place
Maroochy Wetlands Sanctuary	Bli Bli	44-102 Sports Rd, BLI BLI	New local heritage place
Muller Park	Bli Bli	319-323 David Low Way BLI BLI	New local heritage place
Lot 71	Bli Bli	David Low Way, BLI BLI (north-west bank of Maroochy River, BLI BLI)	New local heritage place
Bribie Island World War 2 Fortifications	Bribie Island North	BRIBIE ISLAND NORTH	State heritage place, with existing additional local heritage place boundary removed and minor correction to depiction of existing State heritage place boundary
Starlight Community Hall	Bridges	399 Browns Creek Rd BRIDGES	Existing local heritage place, retained
Buderim Cemetery	Buderim	390 Mooloolaba Rd BUDERIM	New local heritage place

Heritage Place	Locality	General Address (refer to amendment for details)	Status
Buderim Post Office (former)	Buderim	50 Burnett St BUDERIM	Existing local heritage place, retained
Buderim Uniting Church Hall	Buderim	2-10 Gloucester Rd BUDERIM	Existing local heritage place, retained
Buderim War Memorial Community Hall and Library	Buderim	1 Main St BUDERIM, 5 Main St BUDERIM	Existing local heritage place, retained with an expansion of the local heritage place boundary to include the modern craft cottage building
Clitheroe House	Buderim	5 Clithero Ave BUDERIM	Existing local heritage place, retained
Harry Board's House	Buderim	Lindsay Rd BUDERIM	Existing local heritage place, retained
Milne House	Buderim	3 Orme Rd BUDERIM	Existing local heritage place, retained
St Mark's Church of England and Hall	Buderim	7 Main St BUDERIM	Existing local heritage place, retained
Vandy's Garage (former)	Buderim	114 Burnett St BUDERIM	Existing local heritage place, retained
William Guy's House	Buderim	12 Guy Ave BUDERIM	Existing local heritage place, retained
Wirreanda Park	Buderim	97 King St BUDERIM	Existing local heritage place, retained
Herbert Lindsay's House	Buderim	35 Lindsay Rd BUDERIM	Existing local heritage place, retained with a reduced local heritage place boundary to exclude the retirement village
Buderim Mountain State School	Buderim	8 Main St BUDERIM	State heritage place
Second Buderim Ginger Factory Shed (former)	Buderim	81 Burnett St BUDERIM	New local heritage place
South Sea Islander stone wall and dwellings site	Buderim	8A Ballinger Ct BUDERIM	New local heritage place
Buderim House	Buderim	6-14 Orme Rd BUDERIM	State heritage place
Canambie Homestead	Buderim	12-14 Dixon Rd BUDERIM	State heritage place
Pioneer Cottage	Buderim	5 Ballinger Cres BUDERIM	State heritage place, with separate pre-existing local heritage place boundary removed
Trafalgar House	Buderim	18 William St BUDERIM	Existing local heritage place, retained
Bill Mitchell's House	Buderim	28-32 Gloucester Rd BUDERIM	Existing local heritage place, retained
Comino's Building	Caloundra	26 Bulcock St CALOUNDRA	New local heritage place
San Jose Flats	Caloundra	65 Lower Gay Tce CALOUNDRA	New local heritage place
St Giles Presbyterian Church and Hall	Caloundra	19 Kalinga St CALOUNDRA	New local heritage place
Tripcony Hibiscus Caravan Park	Caloundra	44 Maloja Ave CALOUNDRA	State heritage place
Norfolk Pines Along Esplanade	Coastline from Dicky Beach to Golden Beach	Esplanade between DICKY BEACH and GOLDEN BEACH	Existing local heritage place, retained, with local heritage place boundary changes (additions and removals) to correspond to heritage significant vegetation
Elaman Creek Recreational Reserve	Conondale	1156 Maleny-Kenilworth Rd ELAMAN CREEK	Existing local heritage place, retained
Conondale Hall	Conondale	1695 Maleny-Kenilworth Rd CONONDALE	New local heritage place
Conondale Timbers Sawmill	Conondale	144 Aherns Rd CONONDALE	State heritage place
Campbellville Settlement and Cemetery	Coochin Creek	Roys Rd COOCHIN CREEK	Existing local heritage place, retained with extension of the local heritage place boundary to include two smaller adjacent land parcels of heritage significance
Cooloolabin Hall	Cooloolabin	787 Cooloolabin Rd COOLOOLABIN	Existing local heritage place, retained
Peachester Cemetery	Crohamhurst	Cemetery Rd CROHAMHURST	Existing local heritage place, retained
Crohamhurst Observatory (former)	Crohamhurst	131 Crohamhurst Rd CROHAMHURST	State heritage place
Nothling's Homestead	Curramore	223 Curramore Rd CURRAMORE	Existing local heritage place, retained
SS Dicky Shipwreck	Dicky Beach	On the Foreshore between Bell and Coochin Streets, DICKY BEACH	Existing local heritage place, retained, with minor extension to local heritage place boundary
Ngungun House	Dicky Beach	9 Ngungun St DICKY BEACH	New local heritage place
Diddillibah Cemetery	Diddillibah	662 Diddillibah Rd DIDDILLIBAH	Existing local heritage place, retained
Diddillibah Community Hall	Diddillibah	658 Diddillibah Rd DIDDILLIBAH	New local heritage place
Ferndale Homestead (former)	Diddillibah	12 Mango Vale Ct DIDDILLIBAH	New local heritage place

Heritage Place	Locality	General Address (refer to amendment for details)	Status
Eudlo Methodist Church (former)	Eudlo	20-22 Anzac Rd EUDLO	Existing local heritage place, retained
Eudlo Public Hall	Eudlo	19 Rosebed St EUDLO	Existing local heritage place, retained
Eudlo State School	Eudlo	2 Highlands Rd EUDLO	Existing local heritage place, retained
Eumundi Methodist Church (former)	Eumundi	73 Memorial Dr EUMUNDI	Existing local heritage place, retained
Eumundi Post Office	Eumundi	71 Memorial Dr EUMUNDI	Existing local heritage place, retained
Eumundi Presbyterian Church	Eumundi	123 Memorial Dr EUMUNDI	Existing local heritage place, retained
Eumundi QCWA Rest Rooms	Eumundi	78 Memorial Dr EUMUNDI	Existing local heritage place, retained
Imperial Hotel	Eumundi	1 Etheridge St EUMUNDI	Existing local heritage place, retained
Joe's Waterhole	Eumundi	85 Memorial Dr EUMUNDI	Existing local heritage place, retained
Old Bank of NSW	Eumundi	77 Memorial Dr EUMUNDI	Existing local heritage place, retained, with a reduction of the local heritage place boundary to exclude existing modern buildings on site
Sunny Brae	Eumundi	1 Black Stump Rd EUMUNDI	Existing local heritage place, retained
Dick Caplick Park	Eumundi	2 Napier Rd EUMUNDI, 8-16 Napier Rd EUMUNDI	New local heritage place
Eumundi Cemetery	Eumundi	632 Bunya Rd EUMUNDI	New local heritage place
The Old Bakery	Eumundi	101-103 Memorial Dr EUMUNDI	New local heritage place
Eumundi School of Arts	Eumundi	63 Memorial Dr EUMUNDI	State heritage place
Eumundi War Memorial	Eumundi	20-56 Napier Rd EUMUNDI	State heritage place
St George's Anglican Church	Eumundi	14 Ward St EUMUNDI, 15 Cook St EUMUNDI	State heritage place
Gridley's Bed and Breakfast	Eumundi	1 Sale St EUMUNDI	Existing local heritage place, retained
Chermside Homestead	Flaxton	11 Flaxton Mill Rd FLAXTON	Existing local heritage place, retained
Dixon Family Graves	Flaxton	Flaxton Mill Rd FLAXTON	Existing local heritage place, retained
Kondalilla Falls National Park	Flaxton / Montville	Kondalilla Falls Rd FLAXTON	Existing local heritage place, retained
Gheerulla Hall	Gheerulla	2184 Eumundi-Kenilworth Rd GHEERULLA	Existing local heritage place, retained
Kenilworth (Gheerulla) Cemetery	Gheerulla	36-44 Moy Pocket Rd GHEERULLA	Existing local heritage place, retained
St Matthew's Anglican Church (former)	Gheerulla	2210 Eumundi-Kenilworth Rd GHEERULLA	Existing local heritage place, retained
Glass House Mountains Railway Station	Glass House Mountains	Railway Pde GLASS HOUSE MOUNTAINS	Existing local heritage place, retained, reduced to remove Mitre 10 store
Grigor Graves	Glass House Mountains	Road reserve adjacent to 1970 Old Gympie Rd GLASS HOUSE MOUNTAINS	Existing local heritage place, retained
Glass House Mountains Community Hall	Glass House Mountains	8 Coonowrin Rd GLASS HOUSE MOUNTAINS	New local heritage place
Bankfoot House	Glass House Mountains	1998 Old Gympie Rd GLASS HOUSE MOUNTAINS, 2004 Old Gympie Rd GLASS HOUSE MOUNTAINS	State heritage place
Mooloolah Cemetery	Glenview	Steve Irwin Way GLENVIEW	Existing local heritage place, retained
North Coast Roadside Rest Area - Jowarra Roadside Rest Area	Glenview	399 Nambour Connection Rd WOOMBYE	State heritage place
Gneering Shipwreck	Goat Island, Maroochy River, Maroochydore		New local heritage place
William Landsborough Memorial Park	Golden Beach	52 Landsborough Pde GOLDEN BEACH	Existing local heritage place, retained
Military Jetty and Shelter Shed	Golden Beach	Esplanade GOLDEN BEACH	Existing local heritage place, retained, with a local heritage place boundary extension to include shelter shed
The Landsborough Tree	Golden Beach	1 and 4 Worthington Lane GOLDEN BEACH, Esplanade GOLDEN BEACH	Existing local heritage place, retained, with a local heritage place boundary change to focus on the heritage significant tree
Razorback Lookout Park	Hunchy	5-13 Razorback Rd HUNCHY	Existing local heritage place, retained
Kenilworth Cheese Factory	Kenilworth	45 Charles St KENILWORTH	Existing local heritage place, retained

Heritage Place	Locality	General Address (refer to amendment for details)	Status
Kenilworth Homestead	Kenilworth	2760 Eumundi-Kenilworth Rd KENILWORTH	State heritage place, with separate pre-existing local heritage place boundary removed
Kenilworth Hotel	Kenilworth	18 Elizabeth St KENILWORTH	Existing local heritage place, retained
Kenilworth Masonic Hall	Kenilworth	7 Mary St KENILWORTH	Existing local heritage place, retained
Kenilworth Police Station	Kenilworth	2 Mary St KENILWORTH	Existing local heritage place, retained
Kenilworth Sawmill (former)	Kenilworth	Charles St KENILWORTH, 3736-3738 Maleny-Kenilworth Rd KENILWORTH	Existing local heritage place, retained with an expansion of the local heritage place boundary towards the Mary River
Sims Brothers Garage	Kenilworth	Elizabeth St KENILWORTH	Existing local heritage place, retained
St John Bosco Roman Catholic Church	Kenilworth	21 Anne St KENILWORTH	Existing local heritage place, retained
Kenilworth Showgrounds and Kenilworth Public Hall	Kenilworth	3722-3726 Maleny-Kenilworth Rd KENILWORTH, 3724 Maleny-Kenilworth Rd KENILWORTH, 3726 Maleny-Kenilworth Rd KENILWORTH	New local heritage place
No 19-19a Burgess Street	Kings Beach	19 Burgess St KINGS BEACH, 19A Burgess St KINGS BEACH	New local heritage place
Westaway Towers	Kings Beach	40 Verney St KINGS BEACH	New local heritage place
Caloundra Lighthouses	Kings Beach	3 Canberra Tce KINGS BEACH, 6 Arthur St KINGS BEACH	State heritage place
Kings Beach Bathing Pavilion	Kings Beach	Kings Beach KINGS BEACH	State heritage place, with separate pre-existing local heritage place boundary removed
Dularcha Railway Tunnel	Landsborough	Tunnel Ridge Rd LANDSBOROUGH	State heritage place, with separate pre-existing local heritage place boundary removed
Dyer House	Landsborough	26 Maleny St LANDSBOROUGH	Existing local heritage place, retained
Ewen Maddock House Site & Park	Landsborough	177 Connection Rd LANDSBOROUGH	Existing local heritage place, retained, with an extension to the local heritage place boundary
Landsborough Bakery (former)	Landsborough	28 Cribb St LANDSBOROUGH	Existing local heritage place, retained
Landsborough Court House	Landsborough	12 Caloundra St LANDSBOROUGH	Existing local heritage place, retained
Landsborough Leeding House	Landsborough	10 Maleny St LANDSBOROUGH	Existing local heritage place, retained
Landsborough Mellum Club Hotel	Landsborough	32 Cribb St LANDSBOROUGH	Existing local heritage place, retained
Landsborough Peace Memorial Park	Landsborough	Maleny St LANDSBOROUGH	Existing local heritage place, retained
Landsborough Police Station (former)	Landsborough	40 Maleny St LANDSBOROUGH	Existing local heritage place, retained
Landsborough School of Arts Memorial Hall	Landsborough	485 Old Landsborough Rd LANDSBOROUGH	Existing local heritage place, retained
Landsborough Shire Office (former)	Landsborough	51 Maleny St LANDSBOROUGH	Existing local heritage place, retained
Landsborough Uniting Church	Landsborough	16 Maleny St LANDSBOROUGH	Existing local heritage place, retained
Landsborough The Palms	Landsborough	5 Gympie St North LANDSBOROUGH	Existing local heritage place, retained
Beech Cemetery	Landsborough	Beech Rd LANDSBOROUGH	New local heritage place
Landsborough English Scottish and Australian Bank (former)	Landsborough	38 Cribb St LANDSBOROUGH	New local heritage place
Mellum Creek Cemetery	Landsborough	Gympie St North LANDSBOROUGH	New local heritage place
Landsborough Shire Council Chambers (former)	Landsborough	4 Maleny St LANDSBOROUGH	State heritage place, with separate pre-existing local heritage place boundary removed
Public Air Raid Shelter, Landsborough Railway Station	Landsborough	1 Caloundra St LANDSBOROUGH	State heritage place
Maleny Butcher's Shop	Maleny	11 Maple St MALENY	Existing local heritage place, retained
Maleny Anglican Church of St George (former)	Maleny	15 Bunya St MALENY	Existing local heritage place, retained
Maleny Baptist Church and Hall (former)	Maleny	76 Maple St MALENY	Existing local heritage place, retained
Maleny Lodge Guest House	Maleny	58 Maple St MALENY	Existing local heritage place, retained
Maleny Masonic Hall (former)	Maleny	2 Beech St MALENY	Existing local heritage place, retained

Heritage Place	Locality	General Address (refer to amendment for details)	Status
Maleny Presbyterian Church	Maleny	12 Cedar St MALENY	Existing local heritage place, retained
Maleny Soldiers' Memorial Hall	Maleny	1 Bunya St MALENY	Existing local heritage place, retained
Mary Cairncross Scenic Reserve	Maleny	148 Mountain View Rd MALENY	Existing local heritage place, retained
Woolston Wood	Maleny	Glasshouse Pde MALENY	Existing local heritage place, retained
Dunlop and Hankinson Graves	Maleny	Bunya St MALENY	Existing local heritage place, retained, with revisions to name
Maleny Hotel	Maleny	6 Bunya St MALENY	New local heritage place
Third Maleny Butter Factory	Maleny	25 Coral St MALENY, 27 Coral St MALENY	New local heritage place
Maleny Mountain View Homestead	Maleny	534 Mountain View Rd MALENY	Existing local heritage place, retained
Yarunga	Maleny	10 Cedar St MALENY	Existing local heritage place, retained
Maleny Bakery (former)	Maleny	30 Maple St MALENY	Existing local heritage place, retained
Harry Johnson's House (former)	Mapleton	13 Flaxton Dr MAPLETON	Existing local heritage place, retained
Mapleton Cemetery	Mapleton	181 Delicia Rd MAPLETON	Existing local heritage place, retained
Mapleton Falls National Park and Ex-Flying Fox Giant Box Tree	Mapleton	78 Mapleton Falls Rd MAPLETON	Existing local heritage place, retained
Mapleton Forestry Office (former)	Mapleton	52 Delicia Rd MAPLETON	Existing local heritage place, retained
Mapleton Hall, Sportsground and Memorial Trees	Mapleton	31 Obi Obi Rd MAPLETON	Existing local heritage place, retained
Mapleton Tavern	Mapleton	2 Flaxton Dr MAPLETON	Existing local heritage place, retained
Mapleton Bakery (former)	Mapleton	9 Obi Obi Rd MAPLETON	Existing local heritage place, retained
Mapleton Monument and RSL Park	Mapleton	8 Flaxton Dr MAPLETON	Existing local heritage place, retained with a reduction to the local heritage place boundary to exclude the Mapleton Community Centre
Mapleton State School	Mapleton	24 Flaxton Dr MAPLETON	Existing local heritage place, retained
Remnants of Mapleton Tramway	Mapleton	10 Delicia Rd MAPLETON, 10 Shay Lane MAPLETON, 11 Tamarin Dr MAPLETON, 12 Shay Lane MAPLETON, 17 Obi Obi Rd MAPLETON, 24 Flaxton Dr MAPLETON, 26 Warruga St MAPLETON, 40 Lantana Lane MAPLETON, 5 Tamarin Dr MAPLETON, 59 Post Office Rd MAPLETON, 61 Post Office Rd MAPLETON, 68 Post Office Rd MAPLETON, 7 Delicia Rd MAPLETON, 7 Tamarin Dr MAPLETON, 70 Post Office Rd MAPLETON, 72 Post Office Rd MAPLETON, 8 Shay Lane MAPLETON, 828 Nambour Mapleton Rd MAPLETON, 894-914 Nambour Mapleton Rd MAPLETON, 9 Tamarin Dr MAPLETON	Existing local heritage place, retained, with a local heritage place boundary to replace the pre-existing local heritage place 'Historical tramway' mapped line feature
St Isidore's	Mapleton	42 Post Office Rd MAPLETON	State heritage place
Dick Ashtons House and Wharf	Maroochy River	20-24 Apps Rd MAROOCHY RIVER	Existing local heritage place, retained with an expansion to the local heritage place boundary to include the historic wharf site
Tramway Lift Bridge over Maroochy River	Maroochy River	Near 68 and 70 River Store Road, MAROOCHY RIVER	State heritage place, with separate pre-existing local heritage place boundary removed
Dunethin Rock	Maroochy River	24 Lake Dunethin Rd MAROOCHY RIVER	State heritage place, with separate pre-existing local heritage place boundary removed
Maroochydoore Methodist Church and Hall (former)	Maroochydoore	22-26 Beach Rd MAROOCHYDORE	Existing local heritage place, retained
Maroochydoore Scouts' and Guides' site	Maroochydoore	12-14 Beach Rd MAROOCHYDORE	Existing local heritage place, retained with expansion of the local heritage place boundary to include the Guides' site

Heritage Place	Locality	General Address (refer to amendment for details)	Status
Maroochy River Boathouse Jetties	Maroochydore	Bradman Avenue, Maroochydore (near Sunshine Motorway Bridge)	New local heritage place
Maroochy Sands	Maroochydore	110 Sixth Ave MAROOCHYDORE	New local heritage place
Cotton Tree Caravan Park	Maroochydore	2-36 Cotton Tree Pde MAROOCHYDORE	State heritage place
Caloundra Cemetery	Moffat Beach	Queen St MOFFAT BEACH	Existing local heritage place, retained
Moffat Beach Queen Of The Colonies Monument	Moffat Beach	Queen Of Colonies Pde MOFFAT BEACH	Existing local heritage place, retained
No 8 Campbell Street	Moffat Beach	8 Campbell St MOFFAT BEACH	New local heritage place
Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants	Mons	4A Telco Rd MONS	State heritage place
Belbury House	Montville	7-17 Western Ave MONTVILLE	Existing local heritage place, retained
Lachlan Guesthouse (former)	Montville	134 Main St MONTVILLE	Existing local heritage place, retained
Montville Primary School and Former Residence	Montville	149-157 Main St MONTVILLE	Existing local heritage place, retained
Montville Uniting Church	Montville	152 Main St MONTVILLE	Existing local heritage place, retained
St Mary's Anglican Church	Montville	135 Main St MONTVILLE	Existing local heritage place, retained
The Lookout	Montville	142 Main St MONTVILLE	Existing local heritage place, retained
Remington's Shute	Montville	111-145 Balmoral Rd MONTVILLE	New local heritage place
Montville Memorial Precinct	Montville	137-143 Main St MONTVILLE, Memorial Cl MONTVILLE	State heritage place
T. H. Brown Park	Montville	Main St MONTVILLE	Existing local heritage place, retained
Charles Clarke Park	Mooloolaba	13-47 River Esp MOOLOOLABA	New local heritage place
Mooloolah Railway Shelter	Mooloolah	Bray Rd MOOLOOLAH VALLEY	Existing local heritage place, retained
Mooloolah Public Hall	Mooloolah	42 Bray Rd MOOLOOLAH VALLEY	New local heritage place
St Thomas Anglican Church	Mooloolah	31 Bray Rd MOOLOOLAH VALLEY	New local heritage place
Mount Coolum National Park	Mount Coolum	1042-1308 David Low Way MARCOOLA	New local heritage place
Chadwick Chambers	Nambour	89-97 Currie St NAMBOUR	Existing local heritage place, retained
Club Hotel Nambour	Nambour	78-84 Currie St NAMBOUR	Existing local heritage place, retained
Drill Hall (former)	Nambour	20-22 Price St NAMBOUR	Existing local heritage place, retained
Moreton Central Sugar Mill Weir	Nambour	35 Doolan St NAMBOUR, 60 Arundell Ave NAMBOUR	Existing local heritage place, retained
Nambour High School	Nambour	7 Carroll St NAMBOUR	Existing local heritage place, retained
Nambour Masonic Temple	Nambour	9-11 Blackall Tce NAMBOUR	Existing local heritage place, retained
Old Nambour Cemetery	Nambour	926 Nambour Connection Rd NAMBOUR	Existing local heritage place, retained
Petrie Creek Railway Bridge	Nambour	Currie St NAMBOUR	Existing local heritage place, retained
Nambour St Joseph's Roman Catholic Complex	Nambour	173-179 Currie St NAMBOUR	Existing local heritage place, retained
Vogue Theatre (former)	Nambour	94-98 Currie St NAMBOUR	Existing local heritage place, retained
Whalley's Residence	Nambour	37 Blackall Tce NAMBOUR	Existing local heritage place, retained
Nambour Uniting Church	Nambour	37-39 Coronation Ave NAMBOUR	Existing local heritage place, retained
Nambour St John the Baptist Church of England	Nambour	176 Currie St NAMBOUR	Existing local heritage place, retained, but with a reduction of the local heritage place boundary to exclude parts of the site that do not have heritage significance
Nambour Showgrounds	Nambour	Coronation Ave NAMBOUR	New local heritage place, Main pavilion building is identified for demolition as per the <i>Nambour Showgrounds Master Plan 2013-2023</i>
Nambour War Memorial	Nambour	Coronation Ave NAMBOUR	New local heritage place
Whalley's Building	Nambour	65-71 Currie St NAMBOUR	New local heritage place
Moreton Central Sugar Mill Worker's Housing (former)	Nambour	14 Bury St NAMBOUR, 5-7 Mill St NAMBOUR	State heritage place

Heritage Place	Locality	General Address (refer to amendment for details)	Status
Nambour section of the Moreton Central Sugar Mill Cane Tramway	Nambour	Mill Street and Howard Street NAMBOUR	State heritage place
Nurse Bade's Maternity Hospital (former)	Nambour	3 Petrie Creek Rd NAMBOUR	Existing local heritage place, retained
Nu Lu Park	Nambour	Cnr Lamington Tce and Park Rd NAMBOUR	Existing local heritage place, retained but with different name (currently referred to in the <i>Sunshine Coast Planning Scheme 2014</i> as 'A Lions Park')
Chambers Crossing Bridge and George Best Park	Ninderry / Yandina	Ninderry Road, YANDINA	New local heritage place
North Arm Hall	North Arm	52 North Arm Rd NORTH ARM	Existing local heritage place, retained
North Arm State School	North Arm	130 North Arm-Yandina Ck Rd NORTH ARM	Existing local heritage place, retained
Porter's Wood	North Maleny	2-76 Obi Lane NORTH MALENY	Existing local heritage place, retained, with a reduction of the local heritage place boundary to focus on the area of heritage significant vegetation
Fairview Cattle Management Area	North Maleny	15 Porters Lane NORTH MALENY	New local heritage place
Fairview	North Maleny	15 Porters Lane NORTH MALENY	State heritage place
Obi Obi and Kidaman Creek District Community Hall	Obi Obi	856 Obi Obi Rd OBI OBI	New local heritage place
Bellbird Shipwreck	Offshore - Alexandra Headland		New local heritage place
Blazed Tree Boundary Marker	Pacific Paradise	Godfreys Rd PACIFIC PARADISE	Existing local heritage place, retained
Settlers' Park	Pacific Paradise	581-593 David Low Way PACIFIC PARADISE, Ocean Dr PACIFIC PARADISE	Existing local heritage place, retained
Palmwoods Anglican Church and Manse	Palmwoods	9-13 Hill St PALMWOODS	Existing local heritage place, retained
Palmwoods ES&A Bank and Residence (former)	Palmwoods	36-38 Main St PALMWOODS	Existing local heritage place, retained
Palmwoods General Store	Palmwoods	7-9 Main St PALMWOODS	Existing local heritage place, retained
Palmwoods Hotel	Palmwoods	28-34 Main St PALMWOODS	Existing local heritage place, retained
Palmwoods Memorial Hall	Palmwoods	1 Main St PALMWOODS	Existing local heritage place, retained
Palmwoods Uniting Church	Palmwoods	10-12 Church St PALMWOODS	Existing local heritage place, retained
Woombye-Palmwoods Cemetery	Palmwoods	154-172 Woombye-Palmwoods Rd PALMWOODS	Existing local heritage place, retained
Palmwoods Railway Complex	Palmwoods	3 Hill St PALMWOODS, Main St PALMWOODS	Existing local heritage place, retained with an expansion of the local heritage place boundary to include the Station Master's and Night Officer's House
Row of Shops	Palmwoods	2-10 Little Main St PALMWOODS	Existing local heritage place, retained, with a change to the local heritage place boundary to correspond to the new position of the Memorial Clock
Hoolet Shipwreck	Parrearra Channel, Point Cartwright		New local heritage place
Maria Ann Shipwreck	Parrearra Channel, Point Cartwright		New local heritage place
Peach Trees Settlement Site	Peachester	Peachester Rd PEACHESTER	Existing local heritage place, retained
Peachester Hall	Peachester	Peachester Rd PEACHESTER	Existing local heritage place, retained
Peachester Uniting Church	Peachester	956 Peachester Rd PEACHESTER	Existing local heritage place, retained
Peachester Public Dip	Peachester	Peachester Rd PEACHESTER	State heritage place
Genetta Shipwreck	Point Cartwright		New local heritage place
University of the Sunshine Coast Library Building	Sippy Downs	90 Sippy Downs Dr SIPPY DOWNS	New local heritage place
Parsons Bank Park	Twin Waters	Parsons Bank Dr TWIN WATERS	Existing local heritage place, retained

Heritage Place	Locality	General Address (refer to amendment for details)	Status
Good Shepherd Lutheran Church	Witta	295 Witta Rd WITTA	Existing local heritage place, retained
Witta Cemetery	Witta	360 Witta Rd WITTA	Existing local heritage place, retained
Witta School, former	Witta	316 Witta Rd WITTA	Existing local heritage place, retained
Bergann's Farm House	Witta	89 Berganns Rd WITTA	Existing local heritage place, retained
Criterion Hotel	Woombye	Blackall St WOOMBYE	Existing local heritage place, retained, with a reduction of local heritage place boundary to focus on heritage significant hotel building area (removing northern and eastern parts of the site that do not contain heritage significant fabric)
No. 45 Blackall Street	Woombye	45 Blackall St WOOMBYE	Existing local heritage place, retained
St Margaret's Anglican Church	Woombye	16 Blackall St WOOMBYE	Existing local heritage place, retained
Waverley-Palmwoods Masonic Lodge	Woombye	8 Hill St WOOMBYE	Existing local heritage place, retained
Woombye Memorial Park	Woombye	Blackall St WOOMBYE	Existing local heritage place, retained
Woombye Post Office (former)	Woombye	5-7 Blackall St WOOMBYE	Existing local heritage place, retained
Woombye Wesleyan Church (former)	Woombye	34 Wilson Ave WOOMBYE	Existing local heritage place, retained
Woombye School of Arts	Woombye	1-3 Hill St WOOMBYE	Existing local heritage place, retained, but with a reduction of the local heritage place boundary to remove parts of the site that do not have heritage significance (northern access handle of property)
North Coast Roadside Rest Area - Paynters Creek Rest Area	Woombye	399 Nambour Connection Rd WOOMBYE	State heritage place
The Big Pineapple	Woombye	76 Nambour Connection Rd WOOMBYE	State heritage place, with separate pre-existing local heritage place boundary removed
The Currimundi Lake (Kathleen McArthur) Conservation Park	Wurtulla	Bareki St WURTULLA	New local heritage place
Block A Yandina State School	Yandina	48 School Rd YANDINA	Existing local heritage place, retained
Bowder's House	Yandina	44 Fleming St YANDINA	Existing local heritage place, retained
Carinya	Yandina	82 Farrell St YANDINA	Existing local heritage place, retained
Old Railway Bridge	Yandina	Bruce Hwy YANDINA, Conn St YANDINA, Ferntree Creek Rd KULANGOOR	Existing local heritage place, retained
Railway Gatehouse (former)	Yandina	44 School Rd YANDINA	Existing local heritage place, retained
Yandina Historic House	Yandina	3-11 Pioneer Rd YANDINA	Existing local heritage place, retained
Yandina All Saints Church of England	Yandina	3 Farrell St YANDINA	Existing local heritage place, retained
Yandina Cemetery	Yandina	33 Cordwell Rd YANDINA	Existing local heritage place, retained
Yandina Hotel	Yandina	1 Stevens St YANDINA	Existing local heritage place, retained
Yandina Masonic Temple	Yandina	39 Farrell St YANDINA	Existing local heritage place, retained
Yandina Post Office (former)	Yandina	11 Stevens St YANDINA	Existing local heritage place, retained
Yandina Railway Complex	Yandina	School Rd YANDINA	Existing local heritage place, retained
Yandina Returned Soldiers Hall	Yandina	24 North St YANDINA	Existing local heritage place, retained
Yandina School Of Arts	Yandina	9-11 Farrell St YANDINA	Existing local heritage place, retained
Yandina Uniting Church (former)	Yandina	19 Farrell St YANDINA	Existing local heritage place, retained
Yandina War Memorial	Yandina	Railway St YANDINA	Existing local heritage place, retained
Christina Low Park	Yandina	1538 Nambour North Connection Road YANDINA	New local heritage place
Maroochy Co-Op Store (former)	Yandina	2-2A Stevens St YANDINA	New local heritage place
Koongalba	Yandina	12 Wharf St YANDINA	State heritage place
No. 11 North Street, Yandina	Yandina	11 North St YANDINA	Existing local heritage place, retained
Yandina Station Homestead	Yandina Creek	684 North Arm-Yandina Ck Rd YANDINA CREEK	Existing local heritage place, retained
Kirkdale Shipwreck	Yaroomba Beach, Yaroomba		New local heritage place C250:F273



Local heritage places removed or partially removed from the planning scheme (and correction of existing anomalies)

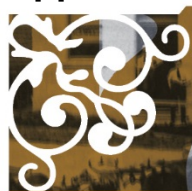
Summary Table - August 2020

Place	Locality	Address	Comments
Beerwah Railway Station	Beerwah	Simpson St BEERWAH	No significant existing structures. Historic station buildings have been removed.
Site of Coochin Homestead	Beerwah	2719 Old Gympie Rd BEERWAH	No significant existing structures.
Bli Bli State School	Bli Bli	33 School Rd BLI BLI	No longer deemed to be of heritage significance on account of modifications and site context.
Original Bli Bli School Grounds	Bli Bli	98 Willis Rd BLI BLI, 52-54 School Rd BLI BLI	Partial removal. Pre-existing local heritage place boundary is reduced to remove the western section of the site which has been developed for residential purposes.
Bribie Island World War 2 Fortifications	Bribie Island	BRIBIE ISLAND NORTH	Pre-existing local heritage place boundary is removed. Existing State heritage place boundary is to remain.
Charles Blackman's House	Buderim	38-40 Clithero Ave BUDERIM	No longer deemed to be of heritage significance on account of the peripheral links of the site and the Sunshine Coast region to the prominence of Australian artist Charles Blackman.
Herbert Lindsay's House (balance)	Buderim	35 Lindsay Rd BUDERIM	Partial removal. The pre-existing local heritage place boundary is reduced to exclude the existing modern retirement village.
Pioneer Cottage, Buderim	Buderim	7 Ballinger Cres BUDERIM	Pre-existing local heritage place boundary is removed. Existing State heritage place boundary (which relates to the Pioneer Cottage building) is to remain.
Buderim Mountain State School	Buderim	8 Main St BUDERIM	Part of the Buderim Mountain State School site was declared as a State heritage place on 3 May 2019. The pre-existing local heritage place boundary around the whole of the school site is removed. The existing State heritage place boundary (which relates to specific parts of the school) is to remain.
Norfolk Pines Along Esplanade	Caloundra	Multiple sites on Esplanade in Dicky Beach, Moffat Beach, Shelly Beach, Kings Beach, Caloundra and Golden Beach.	Partial removal. Alterations have been made to the pre-existing local heritage place boundaries to co-incide with heritage significant vegetation. New areas are added to the local heritage place.
Inigo Jones Farm Site	Crohamhurst	Crohamhurst Rd CROHAMHURST	No significant existing structures.
Queen Alexandra Lodge (former)	Eumundi	107 Memorial Dr EUMUNDI	No longer deemed to be of heritage significance on account of modifications and site context. The former local heritage place building is integrated into Eumundi Memorial Drive character area as a character building.
Old Bank of NSW	Eumundi	77 Memorial Dr EUMUNDI	Partial removal. Pre-existing local heritage place boundary is reduced to exclude the modern buildings on site.
Clitheroe (Bressan)	Flaxton	344 Flaxton Dr FLAXTON	No longer deemed to be of heritage significance on account of modifications and site context.
Glass House Mountains Railway Station	Glass House Mountains	Railway Pde GLASS HOUSE MOUNTAINS	Partial removal. Pre-existing local heritage place boundary is reduced to remove the existing Mitre 10 store building.
The Landsborough Tree	Golden Beach	1 Worthington Lane GOLDEN BEACH	Partial removal. Pre-existing local heritage place boundary is amended to focus on the tree.
Kenilworth QCWA	Kenilworth	24 Elizabeth St KENILWORTH	No longer deemed to be of heritage significance on account of modifications and site context. The site is included in the Kenilworth character area extension as a character building.



Place	Locality	Address	Comments
Kenilworth Homestead	Kenilworth	2760 Eumundi-Kenilworth Rd KENILWORTH	Pre-existing local heritage place boundary is removed. Existing State heritage place boundary is to remain.
Kenilworth Post Office	Kenilworth	16 Elizabeth St KENILWORTH	Correction to existing Heritage and character areas overlay map. This site was incorrectly identified as a local heritage place. (The site is within an existing character area, is identified as a character building and has been retained as a character building under the amendment).
Kings Beach Bathing Pavilion	Kings Beach	Kings Beach KINGS BEACH	Removal of the pre-existing local heritage place boundary. The existing State heritage place boundary (which aligns with the pavilion) is to remain.
Landsborough Butcher Shop (former) (Buck's Bakery)	Landsborough	26 Cribb St LANDSBOROUGH	No longer deemed to be of heritage significance on account of modifications and site context. The site is integrated into the Landsborough Cribb Street Character Area as a character building.
Landsborough Shire Council Chambers (former)	Landsborough	6 Maleny St LANDSBOROUGH	Removal of pre-existing local heritage place modern museum building component, with State heritage listed section remaining.
Landsborough Jewellers' Shop (former)	Landsborough	489 Old Landsborough Rd LANDSBOROUGH	No longer deemed to be of heritage significance on account of modifications and site context. The site is integrated into the Landsborough Cribb Street Character Area as a character building.
Landsborough Post Office (former)	Landsborough	8 Caloundra St LANDSBOROUGH	No longer deemed to be of heritage significance on account of building origin as a removal building, modifications and site context. The site remains within the Landsborough East Character Area.
Landsborough Railway Station	Landsborough	Cribb St LANDSBOROUGH, 1 Caloundra St LANDSBOROUGH	Station building is integrated into the Landsborough Cribb Street Character Area as a character building. The State-listed Public Air Raid Shelter heritage place remains.
Landsborough character Areas	Landsborough	Multiple sites in Caloundra Street, Beerwah Street, Railway Street, Cribb Street and Mill St LANDSBOROUGH	Correction to existing Heritage and character areas overlay map. In the previous planning scheme, sites within the Landsborough character areas in Cribb Street and the Eastern Residential Area on Caloundra Street were incorrectly identified as local heritage places. (Under the amendment, the character area element in Cribb Street is retained and expanded. The character area element in Landsborough East is retained but reduced in size.)
Dularcha Railway Tunnel	Landsborough	Tunnel Ridge Rd LANDSBOROUGH	Pre-existing local heritage place boundary is removed. Existing State heritage place boundary is to remain.
Porter's Wood	Maleny	2-76 Obi Lane NORTH MALENY	Partial removal. Removal of the pre-existing local heritage place boundary from parts of the site that are not within the heritage significant forested area.
Mapleton RSL Park	Mapleton	8 Flaxton Dr MAPLETON	Partial removal. Pre-existing local heritage place boundary is reduced to exclude the Mapleton Community Centre.
Dunethin Rock	Maroochy River	30 Lake Dunethin Rd MAROOCHY RIVER	The pre-existing local heritage place boundary is removed. Existing State heritage place boundary is to remain.
Tramway Lift Bridge over Maroochy River	Maroochy River	68-70 River Store Rd MAROOCHY RIVER	Pre-existing local heritage place boundary is removed. Existing State heritage place boundary is to remain.
Nonmus' Hall	Maroochydore	1-5 Ocean St MAROOCHYDORE	Hall building demolished as approved in planning approval MCU16/0209 and subsequently authorised by building approval. Repair or renovation of the building was determined to be unfeasible. No prudent and feasible alternative to the demolition of the place was identified.
Maroochydore St Peter's Anglican Church	Maroochydore	1-5 Church St MAROOCHYDORE	No longer deemed to be of heritage significance on account of modifications and their context relative to other similar buildings within the Sunshine Coast region.
89 Blackall Terrace	Nambour	89 Blackall Terrace NAMBOUR	Building is no longer supported as a local heritage place.
Nambour Museum	Nambour	18 Mitchell St NAMBOUR	No longer deemed to be of heritage significance on account of modifications and site context.

Place	Locality	Address	Comments
Salvation Army Citadel	Nambour	163 Currie St NAMBOUR	No significant existing structures. Historic citadel buildings have been removed.
Nambour St John the Baptist Church of England	Nambour	176 Currie St NAMBOUR, 6-10 Daniel St NAMBOUR	Partial removal. Pre-existing local heritage place boundary is reduced to exclude the western section of the site which does not contain elements of heritage significance.
No. 80 Schubert Road, Woombye	Woombye	80 Schubert Rd WOOMBYE	No longer deemed to be of heritage significance on account of modifications.
Woombye School of Arts	Woombye	1-3 Hill St WOOMBYE	Partial removal. Pre-existing local heritage place boundary is reduced to remove the northern access handle of the property which does not contain elements of heritage significance.
Criterion Hotel	Woombye	Blackall St WOOMBYE	Partial removal. Pre-existing local heritage place boundary is reduced to remove the northern and eastern parts of the site which do not contain elements of heritage significance.
Big Pineapple	Woombye	76 Nambour Connection Rd WOOMBYE	Pre-existing local heritage place boundary is removed. Existing State heritage place boundary is to remain.
Sam Kelly's House	Yandina	86-88 Farrell St YANDINA	No significant existing structures. Historic residence building has been removed.



Character Areas - summary

Existing character areas retained (including with modifications)

- Landsborough Cribb Street
- Landsborough Eastern Residential
- Eudlo
- Palmwoods
- Woombye
- Eumundi Cook Street
- Eumundi Memorial Drive
- Kenilworth
- Nambour Magnolia Street
- Nambour Lower Blackall Terrace
- Yandina
- Nambour Netherton Street

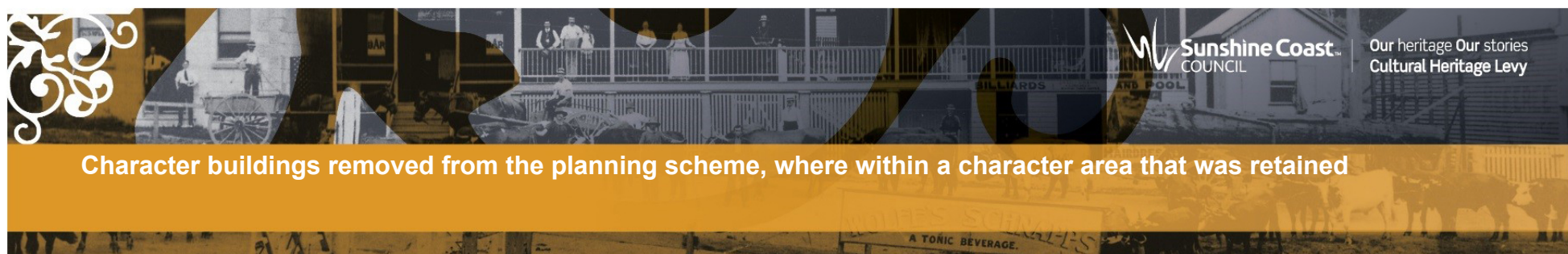
New character areas added

- Moffat Beach
- Maleny Maple Street

Have your say before 4.30PM on Monday 16 September 2019
<https://haveyoursay.sunshinecoast.qld.gov.au/historic-cultural-heritage>

Image Credit: Picture Sunshine Coast, Sunshine Coast Council.





Character buildings removed from the planning scheme, where within a character area that was retained

Locality	Lot and RP description	Address	Change to character building status in amendment	Comment
PALMWOODS	202P4451	18 Churchill St PALMWOODS	De-list	Not deemed to be a character building
EUMUNDI	1SP103951	101-103 Memorial Dr EUMUNDI	De-list	New local heritage place (Old Bakery)
KENILWORTH	9RP13877	4 Elizabeth St KENILWORTH	Partially de-list	Character building on site identified more specifically
KENILWORTH	7RP13877	6 Elizabeth St KENILWORTH	Partially de-list	Character building on site identified more specifically
KENILWORTH	6SP141180	8 Elizabeth St KENILWORTH	Partially de-list	Character building on site identified more specifically
NAMBOUR	2RP47563	5-7 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	2RP42042	2 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	1RP42635	64 Netherton St NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	2RP42635	66 Netherton St NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	3SP182145	68 Netherton St NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	26RP26587, 27RP26587	54/56 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	28RP26587, 29RP26587	58 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	30RP26587, 1RP56189	62 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	16RP26567	63 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	15RP26567	65 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	32RP26587, 2RP56189	66 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	14RP26567	67 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	36RP26587	74 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	10RP26567	75 Blackall TCE NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	9RP26567	77 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	8RP26567	79 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	7RP26567	81 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	1RP104419	97 Blackall Tce NAMBOUR	De-list	Not deemed to be a character building
NAMBOUR	1RP114194	46 – 50 Hospital Rd NAMBOUR	De-list	Not deemed to be a character building
YANDINA	1RP51718	16 Farrell St YANDINA	Partially de-list	Separates recent building from character, allowing character building to be identified more specifically
YANDINA	2RP175853	2A Stevens St YANDINA	De-list	New local heritage place (Maroochy Co-Op Store)
YANDINA	4RP167389	2 Stevens St YANDINA	De-list	New local heritage place (Maroochy Co-Op Store)



Consultation Report Proposed Historic Cultural Heritage Planning Scheme Amendment

March 2020



© Sunshine Coast Regional Council 2009-current.
Sunshine Coast Council™ is a registered trademark
of Sunshine Coast Regional Council.

www.sunshinecoast.qld.gov.au

mail@sunshinecoast.qld.gov.au

T 07 5475 7272 F 07 5475 7277

Locked Bag 72 Sunshine Coast Mail Centre Qld 4560

Acknowledgements

Council wishes to thank all contributors and stakeholders
involved in the development of this document.

Disclaimer

Information contained in this document is based on
available information at the time of writing. All figures
and diagrams are indicative only and should be referred
to as such. While the Sunshine Coast Regional Council
has exercised reasonable care in preparing this
document it does not warrant or represent that it is
accurate or complete. Council or its officers accept no
responsibility for any loss occasioned to any person
acting or refraining from acting in reliance upon any
material contained in this document.

Contents

1. Overview of submissions	5
1.1. Introduction	5
1.2. Overview of proposed planning scheme amendment.....	5
1.3. Overview of public consultation undertaken	5
1.4. Consideration of key issues.....	6
1.5. Summary	6
2. Local heritage places and land in proximity to a local heritage place – key issues and responses	7
2.1. Overview of proposed amendment – local heritage places and land in proximity to a local heritage place	8
2.2. Local heritage places - Maroochy North Shore and Coolum Beach area	8
2.3. ‘Lot 71’, Bli Bli	8
2.4. Maroochy Wetlands Sanctuary, Bli Bli.....	8
2.5. Muller Park, Bli Bli.....	9
2.6. Sunshine Castle, Bli Bli.....	9
2.7. Herbert Lindsay’s House, Buderim	11
2.8. Trafalgar House, Buderim.....	11
2.9. William Guy’s House, Buderim	11
2.10. Conondale Hall, Conondale.....	12
2.11. Nothing’s Homestead, Curramore	12
2.12. Diddillibah Community Hall, Diddillibah	13
2.13. Ferndale Homestead, Diddillibah.....	13
2.14. Eudlo Methodist Church (former), Eudlo	14
2.15. Eudlo Public Hall, Eudlo	14
2.16. Eudlo State School, Eudlo	14
2.17. Gheerulla Community Hall, Gheerulla	14
2.18. The Landsborough Tree, Golden Beach	15
2.19. Kenilworth Sawmill (former), Kenilworth	15
2.20. Kenilworth Showgrounds and Kenilworth Public Hall, Kenilworth	16
2.21. Sims Brothers Garage, Kenilworth	16
2.22. Landsborough Butcher’s Shop (former), Landsborough.....	17
2.23. Landsborough Court House, Landsborough.....	17
2.24. Maleny Hotel, Maleny	17
2.25. Third Maleny Butter Factory (former), Maleny	18
2.26. Mapleton State School, Mapleton.....	18
2.27. Remnants of Mapleton Tramway, Mapleton	19
2.28. St. Isidore’s, Mapleton	19

2.29.	Surfair International Hotel, Marcoola	19
2.30.	Maroochy River Boathouse Jetties, Maroochydore	20
2.31.	Maroochydore Scout Den (and Maroochydore Guides' Hut), Maroochydore	20
2.32.	Tramway Lift Bridge over Maroochy River, Maroochy River	21
2.33.	8 Campbell Street, Moffat Beach	21
2.34.	Belbury House, Montville	22
2.35.	Mount Coolum National Park, Mount Coolum	22
2.36.	Nambour Showgrounds, Nambour	22
2.37.	Salvation Army Citadel, Nambour	23
2.38.	Whalley's Chambers, Nambour	23
2.39.	Fairview Cattle Management Area, North Maleny	24
2.40.	Porter's Wood, North Maleny	24
2.41.	Blazed Tree Boundary Marker, Pacific Paradise	25
2.42.	Settlers' Park, Pacific Paradise	25
2.43.	Perwillowen House, Perwillowen	26
2.44.	Shipwreck sites	26
2.45.	University of the Sunshine Coast Library, Sippy Downs	27
2.46.	Lake Weyba House, Weyba Downs	27
2.47.	45 Blackall Terrance, Woombye	28
2.48.	No. 80 Schubert Road, Woombye	28
2.49.	11 North Street, Yandina	28
2.50.	Block A Yandina State School, Yandina	29
2.51.	Old Railway Bridge, Yandina	29
2.52.	Yandina proposed local heritage places, Yandina	30
2.53.	Yandina Historic House, Yandina	30
2.54.	Yandina Hotel, Yandina	30
2.55.	Yandina Masonic Temple, Yandina	31
2.56.	Railway Gatehouse (former), Yandina	31
2.57.	Yandina School of Arts, Yandina	32
2.58.	Yandina Uniting Church (former), Yandina	33
2.59.	Nomination of new local heritage places	33
3.	Character areas and character buildings – key issues and responses	35
3.1.	Overview of proposed amendment character areas	35
3.2.	Character areas – general issues	35
3.3.	Eudlo Rosebed Street Character Area	38
3.4.	Kenilworth Character Area	38
3.5.	Landsborough Cribb Street Character Area	39

3.6.	Landsborough East Character Area	39
3.7.	Maleny Maple Street Character Area	40
3.8.	Moffat Beach Character Area	41
3.9.	Nambour Lower Blackall Terrace Character Area	48
3.10.	Nambour Magnolia Street Character Area	49
3.11.	Nambour Netherton Street Character Area	49
3.12.	Palmwoods Character Area	49
3.13.	Woombye Blackall Street Character Area	50
3.14.	Yandina Character Area	52
4.	Other matters	54
4.1.	Caloundra Lighthouse View Protection Area	54
4.2.	Heritage and character areas overlay code provisions.....	54
4.3.	Consultation process	56
4.4.	Other issues.....	56
4.5.	Submissions providing information	59
4.6.	Editorial changes	59

1. Overview of submissions

Total no. of submissions received: 386

No. of submissions in partial or complete support: 62

No. of submissions in partial or complete objection: 319

No. of information only submissions: 5

Overall key issues raised in support of the proposed amendment:

- It is important to maintain and preserve heritage sites for future generations.
- The development of provisions to address protection of significant architectural built form is long overdue.

Overall key issues raised in objection to the proposed amendment:

- Private property should not be identified as a heritage place without owners consent.
- Heritage and character designations lower property values and owners should be compensated.
- The proposed amendment is not in the interest of the community and enforces undue constraints on Sunshine Coast properties.
- The amendment will restrict, complicate and prevent future planning and development.
- The proposed amendment is not needed.
- There is no consistency to criteria for building and properties in the present and future.
- There is less willingness from investors to buy in historic and character areas due to the restrictions, extra costs and difficulties.

1.1. Introduction

Public consultation on the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) – Historic Cultural Heritage and Planning Scheme Policy (Amendment)* was undertaken from 19 August to 16 September 2019.

A total of 386 individual submissions were received by Council. Council has considered the matters raised by all submissions, irrespective of date received.

Review of the submissions identified:

- 62 submissions were identified either offering provisional or full support for the proposed amendment;
- 319 submissions either partially or completely objecting to the proposed amendment;
- 5 submissions that offered factual information and/or corrections to the amendment without expressing either support or objection.

This consultation report addresses the key issues raised in submissions and outlines Council's intentions in relation to the proposed amendment following consideration of submissions.

1.2. Overview of proposed planning scheme amendment

The proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) – Historic Cultural Heritage and Planning Scheme Policy (Amendment)*, seeks to implement the recommendations of recently completed investigations relating to local heritage and character. The proposed amendment identifies new or modified local heritage places, character areas, character buildings and local plan elements, whilst de-listing some existing local heritage places. The proposed amendment also includes revised assessment provisions in the Heritage and character areas overlay code and other operational amendments to improve the clarity and efficiency of the planning scheme with respect to matters relating to heritage and character area protection.

1.3. Overview of public consultation undertaken

As part of the public consultation program for the proposed amendment, Council undertook the following community engagement activities:

- a public notice was published in the *Sunshine Coast Daily* on Saturday 17 August 2019;
- written notices (letters and emails) were sent prior to the public consultation period to affected landowners (including an information sheet with an overview of the proposed amendment);
- industry newswatches were released on the commencement of public notification;
- a copy of the public notice, amendment documentation and information sheets were made available at all Council offices and Council libraries;
- a dedicated web page was published on Council's 'Have Your Say' website, including a copy of the public notice, amendment documentation, information sheets, interactive mapping and an online submission form;

- briefings were provided to key stakeholder groups including:
 - Kenilworth Showgrounds Association
 - Maleny Commerce
 - Moffat Beach community (general public meeting)
 - Organisation of Sunshine Coast Association of Residents (OSCAR Inc)
 - Sunshine Coast Environment Council (SCEC)
 - The Urban Development Institute of Australia (UDIA) – Sunshine Coast Branch
 - Yandina and District Community Association (YADCA)
 - Yandina Chamber of Commerce
- meetings with landowners and individuals upon request; and
- responding to various phone, email and counter enquiries (including more than 200 phone/counter enquiries).

operational effect of the proposed amendment while still maintaining the purpose and effect of the proposed amendment.

1.4. Consideration of key issues

This report details the key issues raised in submissions and Council's response to these issues, by site or operational aspect.

Where dot points appear under a topic heading in the report, these points represent issues raised in one or more submissions.

1.5. Summary

Whilst the submissions raise a number of concerns, it is considered that the responses provided in this Consultation Report adequately address those concerns.

Where appropriate, changes to the public consultation version of the proposed amendment have been recommended following consideration of submissions. These changes seek to respond to matters raised in submissions and clarify and improve the operational effect of the proposed amendment.

NOTE: Recommended changes to the public consultation version of the proposed amendment are summarised in the following sections of this report. Such recommendations are identified in bold text and are only included where a change or action is recommended in relation to the proposed amendment. If there is no recommendation corresponding to an issue raised, then no change or action is recommended in relation to that issue.

In addition to responding to issues raised in submissions, separate drafting changes have also been identified to simplify and improve the

2. Local heritage places and land in proximity to a local heritage place – key issues and responses

Total no. of submissions received: 268

No. of submissions in partial or complete support: 43

No. of submissions in partial or complete objection: 221

No. of information only submissions: 4

Key issues raised in support of or to inform the proposed amendment:

- The identification of the following historic sites as local heritage places:
 - 11 North Street, Yandina
 - Diddillibah Community Hall
 - Eudlo Public Hall
 - Fairview Cattle Management Area, North Maleny
 - Ferndale Homestead, Diddillibah
 - Gheerulla Community Hall
 - Gneering Shipwreck, Goat Island Maroochy River
 - Kirkdale Shipwreck, Yaroomba
 - 'Lot 71', Bli Bli
 - Maroochy River Boathouse Jetties
 - Mount Cooloom National Park
 - Muller Park, Bli Bli
 - Old Railway Bridge, Yandina
 - Settlers' Park, Pacific Paradise
 - Sims Brothers Garage, Nambour
 - St. Isidore's, Mapleton (State heritage place)
 - Trafalgar House, Buderim
 - Yandina Masonic Temple
 - Yandina proposed local heritage places, Yandina (various properties)
 - Yandina School of Arts
- The proposed removal of the following local heritage places:
 - Landsborough Butcher's Shop (former)
 - Tramway Lift Bridge over Maroochy River (in part – local heritage place component of State heritage place)
 - Salvation Army Citadel, Nambour

Key issues raised in objection to the proposed amendment:

- The identification of the following historic sites as local heritage places and/or related land in proximity to a local heritage place overlay elements:
 - 45 Blackall Street, Woombye
 - 8 Campbell Street, Moffat Beach
 - Agnes Shipwreck, Maroochy River mouth
 - Belbury House, Montville (in part)
 - Conondale Hall, Conondale
 - Eudlo Methodist Church
 - Herbert Lindsey House, Buderim
 - Kenilworth Sawmill (in part)
 - Kenilworth Showgrounds and Kenilworth Public Hall
 - Lake Weyba House, Weyba Downs
 - Landsborough Court House
 - Maleny Hotel
 - Maroochydoore Scout Den (and Maroochydoore Guides' Hut) (in part)
 - Nambour Showgrounds
 - Nothling's Homestead, Curramore
 - No. 80 Schubert Road, Woombye
 - Perwillowen House, Perwillowen
 - Porter's Wood, North Maleny
 - Remnants of Mapleton Tramway
 - Sunshine Castle, Bli Bli
 - Surfair International Hotel
 - The Landsborough Tree, Golden Beach
 - Third Maleny Butter Factory
 - University of the Sunshine Coast Library, Sippy Downs
 - Whalley's Chambers, Nambour
 - William Guy's House, Buderim
 - Yandina Historic House, Yandina
 - Yandina Hotel (part)
 - Yandina Railway Gatehouse (former)
 - Yandina Uniting Church (former)
- The proposed removal of the following local heritage places:
 - Eudlo State School
 - Mapleton State School
 - Blazed Tree Boundary Marker, Pacific Paradise
 - Block A Yandina State School

2.1. Overview of proposed amendment – local heritage places and land in proximity to a local heritage place

A local heritage place is a place identified by Council to have cultural heritage significance, based on the framework set out by the *Queensland Heritage Act 1992* and *Planning Act 2016*.

A comprehensive assessment of historic places across the Sunshine Coast Council local government area has been conducted using the local heritage significance criteria.

Based on this assessment, the proposed amendment identifies new or modified local heritage places, as well as the removal of some existing local heritage places from the planning scheme.

The following sub-sections of this report detail the key issues raised in submissions relating to local heritage places and land in proximity to local heritage places and Council's responses to these issues.

2.2. Local heritage places - Maroochy North Shore and Coolum Beach area

2.2.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Lack of local heritage places in Maroochy North Shore and Coolum Beach area

- The area of Maroochy North Shore to Coolum Beach area seems poorly represented in the proposed local heritage place list. It is disappointing that there are no local heritage listings for Coolum Beach. Council should work with locals to identify worthy sites in Coolum Beach and surrounding areas.

Response

The investigations undertaken to support the proposed amendment included the Maroochy North Shore area and Coolum Beach. With the exception of the Kirkdale shipwreck site and Mount Coolum, no sites in Coolum Beach and surrounding areas were deemed to meet the threshold for local heritage significance.

There is a need to remain vigilant for opportunities to identify local heritage places in Maroochy North Shore, Coolum Beach and surrounding areas.

2.3. 'Lot 71', Bli Bli

2.3.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 2

Support and recommendations in relation to the proposed local heritage place

- The proposal to identify 'Lot 71' at Bli Bli (also known as 'The Old Place') as a local heritage place is supported.
- The submissions recommend consultation activities in relation to the management of the site.
- Concern is expressed that there has not been adequate consultation in relation to the site previously.
- The site is recommended for identification as a State heritage place.
- An extension of the boardwalk to this site is not supported.
- A cultural heritage study of the site is recommended.

Response

The comments of support provided in submissions are noted.

It is intended that Council activities in relation to the site will be inclusive of proactive engagement with stakeholders.

2.4. Maroochy Wetlands Sanctuary, Bli Bli

2.4.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support and recommendations in relation to the proposed local heritage place

- The proposal to identify Maroochy Wetlands Sanctuary as a proposed local heritage place is supported. The proposal will add an additional layer of protection to the site against future adverse development, as at present there is little such protection.

Response

The Maroochy Wetlands Sanctuary is a proposed local heritage place that has significance to the history of the Sunshine Coast.

It is noted that the Maroochy Wetlands Sanctuary site is currently included within the Environmental Management and Conservation Zone under the *Sunshine Coast Planning Scheme 2014*. Part of the purpose of this zone is to ensure that areas with natural environmental values are protected for their importance in contributing to ecological sustainability and are appropriately managed to the general exclusion of most forms of development. The proposed inclusion of the Maroochy Wetlands Sanctuary as a proposed local heritage place is complementary to this intent.

2.5. Muller Park, Bli Bli

2.5.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 3

No. of submissions providing information only: 1

Support and recommendations in relation to proposed local heritage place

- The identification of Muller Park as a proposed local heritage place is supported.
- There should be no further built infrastructure on the site.
- A revised cultural heritage management plan for Muller Park is required if the amendment proceeds as intended.
- The site is one of the most important sites for Kabi Kabi people north of the Maroochy River and could provide the public with an important historic link and a centre for Kabi Kabi Traditional Owners to explain their heritage. There is significant interest in this kind of use for the benefit of school students and tourists.
- Introduction of an interpretive use for Kabi Kabi heritage on the site could augment Council's application for a UNESCO Biosphere Reserve.

Concerns and recommendations in relation to proposed local heritage place

- Concerns are raised about the identification of Muller Park as a proposed local heritage place – although its significance is essentially recognised it is important that this proposal does not impact on the ongoing use of the park.
- The park has a strong connection to European history in the area.

- The current activities in the park are of value to the community.

Response

Muller Park is a proposed local heritage place of significance to the history of the Sunshine Coast. It is also of cultural heritage significance to Aboriginal people (Kabi Kabi First Nation).

It is considered that the proposed amendment advances the recognition of the site as having cultural heritage significance.

There is a need for the site to be managed on an ongoing basis in a way that is respectful of both European and Aboriginal cultural heritage, as well as of the contemporary use values of the site as a public park.

2.6. Sunshine Castle, Bli Bli

2.6.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for the proposed local heritage place

- The Sunshine Castle has been listed for sale for a few years now along with the adjoining houses either side. It would be most undesirable to see this whole road frontage sold to a developer and see the castle pulled down.
- The castle is iconic to Bli Bli and the Sunshine Coast needs to retain these iconic buildings.

Response

Support for the proposed amendment is noted. However, for the reasons identified in the section below, the Sunshine Castle is not recommended for ongoing inclusion in the proposed amendment as a local heritage place.

2.6.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 163

No. of submissions supportive in principle, with specific objection(s): 1

Objections in relation to the proposed local heritage place

- The costs associated with the heritage listing of the structure that would be imposed on the private owners are excessive. The building, owing to the nature of its construction, is in irreversible decline. Required works would change the appearance of the structure,

leaving the appearance of Besser blocks with areas filled by a grey concrete mass.

- The ongoing maintenance requirements that would effectively come from identification as a local heritage place would lead to the financial ruin of the current business. The Castle would then dilapidate and return to a liability for Bli Bli and the region.
- The heritage listing is counterproductive to the intent to preserve the site.
- The Castle is part of the history of the area and a significant support to local businesses - to lose it (through the impacts of local heritage place listing) would be a historical loss to Bli Bli and the Sunshine Coast, with major detrimental impacts on tourism.
- Sunshine Castle does not meet the criteria for being a local heritage place.
 - Criteria A is contested on the basis that the story of the site is seen to be related to the resilience of maintaining an unviable tourism business
 - Criteria B is contested on the basis that the site contains a deteriorating structure
 - Criteria E is contested on the basis that the building is out of character with Sunshine Coast architecture.
- The site is not appropriate as a heritage place due to:
 - the buildings age
 - the construction materials
 - the lack of relevance to local history
 - its current operation as a function centre and tourism business.
- Council should identify the Sunshine Castle as an "Iconic Building" which will allow the owners to update and maintain the property.
- Greater community value could be gained from redevelopment of the site.

Response

The purpose of proposing to identify the Sunshine Castle as a local heritage place was to acknowledge its significance in the history of the Sunshine Coast and to help ensure its protection from inappropriate development. It is disputed that greater community value could be gained from the redevelopment of the site where this would entail the loss of the Sunshine Castle.

From a historical/technical perspective, the Sunshine Castle would merit protection as a local heritage place. It is a unique attraction for the Sunshine Coast that marks a key point in the evolution of the Sunshine Coast tourism industry. It is a community icon and prominent landmark. For these reasons, it meets the threshold for

significance against a number of heritage significance criteria (as per the Statement of Significance in the public consultation version of the proposed amendment).

It is noted that the Sunshine Castle is already afforded protection under the current Bli Bli local plan within the *Sunshine Coast Planning Scheme 2014*, specifically within the following sections:

- *Overall outcome (h) – Development protects the Sunshine Castle as a significant landmark building and tourist attraction; and*
- *Performance Outcome PO10 – Development in the Tourism zone recognises the Sunshine Castle as a significant landmark site and tourist attraction.*

Further to this, the site is also included within the Tourism zone of the planning scheme, which is oriented towards the protection and ongoing viability of man-made tourist attractions.

Arguments relating to the age of the castle (which is almost 50 years), construction materials or the land uses on the site are not foremost considerations when determining heritage significance. It is acknowledged, however, that these are important practical considerations.

The concerns in relation to the costs associated with the heritage listing of the Sunshine Castle structure are acknowledged.

It is understood that the Sunshine Castle was constructed utilising methods that possibly do not meet current standards and that this may represent a risk for the viability of the castle structures in the long term.

It is also understood from further research that 'concrete cancer' is present in the structures on site and that the ongoing costs of building remediation and restoration would be excessive in the context of its current use.

Given the nature of these ongoing costs, it appears likely that the site would not pass the 'no prudent and feasible alternative' test for the retention of a local heritage place (an established test in Queensland planning and heritage protection law that is already incorporated into the planning scheme) on economic feasibility grounds. While engineering methods are available to preserve the buildings, the initial and ongoing costs of building maintenance are very likely to be excessive with reference to the financial capacity of a business that uses the castle structure.

Recommendation:

Not proceed with the proposed identification of the Sunshine Castle at Bli Bli as a local heritage place in the proposed amendment.

2.7. Herbert Lindsay's House, Buderim

2.7.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objection in relation to the proposed Land in proximity to a local heritage place overlay element

- The submitter objects to the identification of 45 Lindsay Road, Buderim in the Land in proximity to a local heritage place overlay element.
- The submitter understands the purpose of the proposal but states that there is already a buffer between this property and the Herbert Lindsay's House existing local heritage place. The submitter states that by including the property within the proposal it will be subject to restrictions that will inevitably impact any future renovations to the property. The submitter believes the Protected Housing Area in the planning scheme contains enough restrictions for potential development.

Response

The submitter's comments are acknowledged. In the context of buffering already provided within the local heritage place boundary, as well as the planning provisions applying to the site in question (Low Density Residential Zone, Protected Housing Area), the effective need for the Land in proximity to a local heritage place overlay element on the site is greatly diminished.

Recommendation:

- **Remove the identification of the Land in proximity to a local heritage place overlay element from 45 Lindsay Road, Buderim, in the proposed amendment.**

2.8. Trafalgar House, Buderim

2.8.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for the retention of existing local heritage place overlay element

- Trafalgar House is a rare property that has received third party recognition as an important heritage site.

- Trafalgar House could have a key role in the promotion of heritage on the Sunshine Coast and in South East Queensland.

Response

Support for the proposed amendment is noted.

2.9. William Guy's House, Buderim

2.9.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objections in relation to the land in proximity to a local heritage place overlay element

- The submitter objects to the proposal to include 10 Guy Avenue, Buderim in the Land in proximity to a local heritage place overlay element on account of adjacency to William Guy's House existing local heritage place (12 Guy Avenue, Buderim).
- Only the rear of the William Guy's House building itself (a much later rear addition) is visible to the public from the street.
- Arguably, the distinctive character of William Guy's House is confined to the building itself and the remnant garden of the land parcel on which it stands.
- The encroachment of double storey housing in the surrounding area has profoundly changed the physical setting of William Guy's House.
- Recent development adjacent to William Guy's House on 14 Guy Avenue, Buderim makes the inclusion of this lot within the Land in proximity to a local heritage place overlay element meaningless. Development on 10 Guy Avenue should not be subject to any further requirements than those which 14 Guy Avenue was subject to, from an equity perspective and to avoid any retrospective application of the code.
- In relation to the assessment provisions within the proposed Heritage and character areas overlay code applying to Land in proximity to a local heritage place, the standard contained within PO7 of the code (requiring development to not adversely affect the context, setting and appearance of a local heritage place) is not particularly helpful in informing the design of a building. It seems highly subjective.

Response

The Land in proximity to a local heritage place has been identified in relation to William Guy's House, Buderim (existing local heritage place) on all neighbouring properties. This is to help ensure that future neighbouring development does not negatively impact the context or setting of this local heritage place.

Owing to the close proximity of neighbouring land parcels to the heritage significant building fabric on this site, this element is seen to be necessary.

It is acknowledged that recent development has occurred in vicinity of William Guy's House. This by itself would not justify the removal of the proposed element, which applies to future development that may take place on identified land parcels.

It is noted that the planning scheme is generally not applied retrospectively under normal circumstances. The planning scheme is generally applied on a forward-looking basis, with changes made to provisions over time to respond to current and future needs.

2.10. Conondale Hall, Conondale

2.10.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 3

Objections in relation to the proposed local heritage place and the land in proximity to a local heritage place overlay element

- The identification of 1697 Maleny-Kenilworth Road, Conondale as Land in proximity to a local heritage place is opposed. The submitter believes that this will impact resale values and suggests that Council should pay 'market value' for the value lost on the property due to the restrictions. The submitter notes the Local centre zoning of the site and believes the site's commercial development potential will be restricted.
- The partial inclusion of 1691 Maleny-Kenilworth Road within the proposed Land in proximity to a local heritage place overlay element is opposed as it will decrease the value of the property.
- No support or funding has been contributed to the Conondale Hall for its maintenance, raising questions over the financing of maintenance.
- A submitter objects to the identification of Conondale Hall as a local heritage place.

Response

Based on further review of the issues contained within the submissions, it has been determined that the Land in proximity to a local heritage place overlay element applying to 1691 Maleny-Kenilworth Road is not required, due to the position and orientation of the Conondale Hall building in relation to this land parcel, as well as the other existing planning scheme provisions applying to this land parcel (Rural residential zone).

However, in relation to 1697 Maleny-Kenilworth Road (on the corner of Maleny-Kenilworth Road and Appaloosa Drive), for reasons of its different land use zoning (Local centre zone) and the orientation of the Conondale Hall building in relation to this land parcel, there remains a need to identify this element on this site to help ensure that the development of the site does not negatively impact on the context and setting of the Conondale Hall site.

It is not envisaged that the presence of the Land in proximity to a local heritage place overlay element will have a significant effect on development potential of this site.

In relation to the Conondale Hall site, it is agreed that the Hall, like many other local heritage place-listed halls, will require ongoing maintenance to ensure its viability. This in itself does not preclude its identification as a local heritage place.

To help conserve heritage values, Council is investigating the introduction of financial incentives for private owners of local heritage places (refer to section 4. 'Other Matters' of this report).

Recommendation:

- **Remove the identification of the Land in proximity to a local heritage place overlay element on 1691 Maleny-Kenilworth Road, Conondale, in the proposed amendment.**

2.11. Nothing's Homestead, Curramore

2.11.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Support for retention of existing local heritage place, but objection to the inclusion of some building elements identified in the Statement of Significance

- While Nothing's Homestead is supported for ongoing retention as a local heritage place, the removal of a number of structures from the

proposed local heritage place Statement of Significance for Nothling's Homestead is recommended. This includes the following structures:

- The cattle yards, which are not original
- The milking bails, which may be close to original but are dilapidated
- The southern shed ('chook shed'), which is also suffering from dilapidation
- The washhouse, which is not deemed to be original - it is stated to be mostly asbestos sheeting and a tin roof
- It is also noted that the 'post and slab' timber fences are not original to the property. Some fencing was installed in the 1980's.

Response

Support for the ongoing identification of Nothling's Homestead is noted.

It is acknowledged that the site remains in use as a working farm and has consequent operational requirements.

The milking bails, southern shed ('chook shed') and former washhouse are seen to be structures that may have a considerable history on the site and therefore have heritage significance. However, it is also acknowledged that these structures appear to be dilapidated with very limited future viability, likely requiring dismantling/demolition in the medium term. There is a need to investigate operational arrangements that would provide a means for the short term management of these structures with provision for their eventual demolition (accompanied by proper documentation).

Recommendation:

- **Investigate operational arrangements for the Nothling's Homestead local heritage place which can establish protocols for the management of the milking bails, southern shed ('chook shed') and former washhouse buildings.**
- **Amend the proposed Statement of Significance for Nothling's Homestead to recognise the physical status of the milking bails, southern shed ('chook shed') and former washhouse structures.**
- **Change the name of Nothling's Homestead, Witta, within the proposed amendment to 'Nothling's Homestead'.**

2.12. Diddillibah Community Hall, Diddillibah

2.12.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 2

Support in relation to the proposed local heritage place

- The proposal to identify Diddillibah Community Hall as a local heritage place is supported.
- This place offers insight into the life of the original European settlers of the Sunshine Coast.

Response

Support for the proposed amendment is noted.

2.13. Ferndale Homestead, Diddillibah

2.13.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 2

Support and recommendations in relation to the proposed local heritage place

- The proposal to identify Ferndale Homestead as a local heritage place is supported.
- The structures offer insight into the life of the original European settlers of the Sunshine Coast.
- Because of its age, the house is falling into a poor state and needs a lot of repairs – there is great difficulty in seeing the point of heritage listing in this context.
- Detailed commentary is provided in relation to the history of the building and its maintenance requirements. It would be desirable to preserve the building to ensure this piece of local history survives for another generation.

Response

Support for the proposed amendment is noted.

To help conserve heritage values, Council is investigating incentives that may be provided to private owners of local heritage places (refer to section 4. 'Other Matters' of this report).

2.14. Eudlo Methodist Church (former), Eudlo

2.14.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objections to existing local heritage place

- The Eudlo Methodist Church (former) existing local heritage place is not supported as a local heritage place. It is claimed that the church was only relocated to the site for a wedding in the mid-20th century. On this basis, it is seen that the only claim to significance for this place is that it was once the only church in Eudlo. It is now a private home.

Response

The Eudlo Methodist Church is understood to be the only church that has existed within the township. On the grounds of being the first (and only) church in the township, as well as reflecting the development of the Methodist community in Eudlo, which has existed since the 1930s, it is deemed to be significant. It is also reflective of the 'Carpenter Gothic' church style which is important to the region. The circumstances of its establishment in the town are seen to be secondary to its overriding purpose during its operational history. It is also understood that the church was built on the site and was not relocated.

2.15. Eudlo Public Hall, Eudlo

2.15.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for the retention of the existing local heritage place

- The Eudlo Public Hall existing local heritage place is supported.

Response

Support for the proposed amendment is noted.

2.16. Eudlo State School, Eudlo

2.16.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objections to proposed removal of existing local heritage place from the planning scheme

- The removal of the Eudlo State School listing is objected to, based on the role of the school in local history, including as a formation point for soldiers in the First and Second World Wars.
- It is suggested that the old schoolhouse could be relocated back onto the school grounds.

Response

The Eudlo State School, an existing local heritage place proposed for removal from the planning scheme in the proposed amendment, has been reassessed in response to this submission. The focus of the assessment was the 1925 school building, now used for administrative purposes. It is also understood that the site was used as a formation point for soldiers in the First and Second World Wars.

This assessment found that although modifications to the heritage significant fabric have taken place, including to the 1925 building, the site remains of local heritage significance.

Recommendation:

- **Retain the Eudlo State School as a local heritage place in the proposed amendment.**
- **Prepare and include a Statement of Significance for Eudlo State School to support its retention as a local heritage place.**

2.17. Gheerulla Community Hall, Gheerulla

2.17.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for existing local heritage place

- The identification of Gheerulla Community Hall as a local heritage place is supported as one of a number of 'Small Halls'.

Response

Support for the proposed amendment is noted.

2.18. The Landsborough Tree, Golden Beach

2.18.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 3

Objections in relation to the proposed local heritage place and corresponding land in proximity to a local heritage place overlay element

- The submitter objects to the identification of the Landsborough Tree existing local heritage place. The submitter argues that the tree cannot be proven to be planted by Landsborough or his wife. The submitter states that the tree creates substantial damage to surrounding buildings, roads, pathways, powerlines and vehicles trying to gain access to the street.
- The submitter objects to the proposed Local heritage place boundary on the Landsborough Tree at 1 Worthington Lane, Golden Beach and the introduction of the Land in proximity to a local heritage place over 5 Worthington Lane, Golden Beach.
- The submitter requests that a number of safety issues associated with the tree be assessed as a matter of urgency.
- The submitters also request that the extent of the local heritage place be reassessed because they believe part of the canopy used to inform the boundary is from a different tree.
- A submitter has provided a photo that they believe may indicate that the tree is much younger than what is stated in the proposed amendment.
- The submitter is concerned that the introduction of the Land in proximity to a local heritage place overlay may change their development rights, lowering property values and thereby warranting compensation.

Response

Further analysis of The Landsborough Tree, Golden Beach (an existing local heritage place proposed for retention), has confirmed that the subject fig tree could plausibly date back to the time of William Landsborough and is likely to be at least 100 years old. It is noted that the tree has endured severe impacts, being affected by the coastal environment, pruning associated with overhead powerlines, as well as the construction of the nearby road and adjacent development.

Further to this, the site is a memorial to the explorer William Landsborough, with the existing plaque having local heritage place significance.

Accordingly, The Landsborough Tree, Golden Beach, is worthy of ongoing protection as a local heritage place.

In relation to the corresponding local heritage place boundary and Land in proximity to a local heritage place overlay elements, based on further analysis, it is proposed that the place boundary be reduced slightly on both 1 and 4 Worthington Lane, Golden Beach, with consequent reductions in the Land in proximity to a heritage place overlay, to more accurately reflect the location of the tree canopy.

Issues related to the operational management of the tree have been forwarded to the relevant section of Council for further consideration.

Recommendation:

Revise the local heritage place boundary for The Landsborough Tree local heritage place to more accurately reflect the extent of the tree canopy, with consequent changes to the land in proximity to a local heritage place overlay element.

2.19. Kenilworth Sawmill (former), Kenilworth

2.19.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Support for retention of existing local heritage place, but objection to the inclusion of some elements identified in the Statement of Significance

The submitter makes the following key points:

- The small site office building has been altered from its original state because it was white ant infested. It is not believed that it has been altered outside heritage criteria.
- The submitter is more than happy for this building to be identified as a local heritage place, but this does not extend to the grounds generally.
- There is no recollection of the original local heritage place listing of the site taking place.
- The site is subject to flooding and is also included within the Sport and recreation zone of the *Sunshine Coast Planning Scheme 2014*, which has a limiting effect.

Response

The Kenilworth Sawmill (former) site is of significance to the history of the Sunshine Coast region. The sawmill operated from 1926 to 1991 and represents a key aspect of the region's heritage. While most of the sawmill infrastructure has been removed, there are important remnants of the sawmill operation remaining, being the sawmill office and residence. It is not envisaged that the ongoing identification of the site as a local heritage place would impede the range of uses that are envisaged for the site under the planning scheme. In practice, most of the site has archaeological importance only, which would call for monitoring for archaeological remnants when earthworks are undertaken.

Based on further analysis, the boundary for the site can be reduced in relation to its proximity to Mary River and the adjacent creek to the south to better reflect the historic boundaries of the sawmill use.

Recommendation:

- **Reduce the curtilage of the Kenilworth Sawmill local heritage place in relation to the Mary River, and the adjacent creek to the south, to better reflect the historic boundaries of the sawmill use.**

2.20. Kenilworth Showgrounds and Kenilworth Public Hall, Kenilworth

2.20.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objection to the inclusion of the proposed local heritage place

- The proposed local heritage place overlay element will limit the future opportunities for the Showgrounds in the growth of Kenilworth.
- The potential to yield additional information about the region's history (in reference to heritage significance criterion C) was altered in the 1950's with the addition of wings on each side of the hall and a dining area.
- At present there are no incentives offered by council to help overcome the restrictions that will be put in place. The showgrounds is managed by volunteers and depends entirely on money generated from camping, donations and grants.
- Community groups have expressed interest in building facilities on the site. As the entire grounds are flood bound the only areas that Council will allow buildings on are not in

keeping in Character or Heritage style listing. Furthermore, the community groups do not generate funds other than grants for these buildings to be constructed, so the Heritage listing would severely impact the viability of these projects getting off the ground.

- Planning provisions within the Kenilworth local plan code would be sufficient to achieve a positive site outcome, without the burden of identifying the site as a local heritage place.
- The site is subject to flooding and is also included within the Sport and recreation zone of the *Sunshine Coast Planning Scheme 2014*, which has a limiting effect.

Response

The Kenilworth Showgrounds and Kenilworth Public Hall are significant to the history of Kenilworth and the Sunshine Coast region generally. While it is acknowledged that the hall building has been moved from its initial location and modifications have taken place, given the role of the site in the historic development of the community, measures to protect the key historic fabric of the site are seen to be appropriate.

Identification of the site as a local heritage place necessitates the consideration of additional matters in the assessment of proposed development. However, in the case of the Kenilworth Showgrounds and Kenilworth Public Hall, it is not envisaged that it would materially impede the ongoing use of the site for community-based uses that are consistent with its history and general scale.

Recommendation:

Amend the proposed Statement of Significance for the Kenilworth Showgrounds and Kenilworth Public Hall proposed local heritage place to clarify that the hall building and war memorial are the only structures of specific heritage significance.

2.21. Sims Brothers Garage, Kenilworth

2.21.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Need to change name of existing local heritage place

- The submitter recommends that Sims Garage existing local heritage place be renamed to be Sims Brothers Garage. Further historical information in relation to the place is supplied.

Response

The recommended name change for this local heritage place is acknowledged.

Recommendation:

Change the name of Sims Garage existing local heritage place to ‘Sims Brothers Garage’ in the proposed amendment.

2.22. Landsborough Butcher’s Shop (former), Landsborough

2.22.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Support for proposed amendment in relation to existing local heritage place

- Landsborough Butcher’s Shop (former) (Buck’s Bakery) should not be a local heritage place, due to renovations taking away from the character of the building.
- It is noted that the submitter appears to be under the impression that the Landsborough Butcher’s Shop (former) (Buck’s Bakery) is being proposed as a local heritage place.

Response

The essential point made by the submission is acknowledged. To clarify, the Landsborough Butcher Shop (former) (Buck’s Bakery) is identified for removal from the planning scheme as a local heritage place in the proposed amendment. However, the site is proposed to be identified as a character building within the Landsborough Cribb Street character area, which would still afford a level of protection for the built fabric of the site.

2.23. Landsborough Court House, Landsborough

2.23.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objections to existing local heritage place

- The submitter specifically objects to the current Landsborough Police Station building being identified as a local heritage place. The submitter believes Council should consult more with local people to gain their knowledge.

Response

The Landsborough Court House (an existing local heritage place) is significant to the history of the Sunshine Coast. The current police station building is included within the same land parcel and local heritage place boundary but is not regarded as having local heritage significance.

2.24. Maleny Hotel, Maleny

2.24.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Opposition to proposed local heritage place

- The proposal will impact the viability of the business through increased costs with future works on site and therefore decreased responsiveness to competition and commercial trends.
- The proposal will result in increasing difficulty of operation owing to need for upkeep and repairs of an aging structure (reflected by Council’s formation of a discussion group of ‘timber and tin’ hotel owners to lobby for cheaper insurance).
- There is uncertainty over the definition of elements that contribute to the significance of the Maleny Hotel. Further clarification is sought in relation to the scope of heritage significance at the rear of the property.
- The proposed character area nomination is not opposed.
- It is more appropriate to nominate the Maleny Hotel as a character building rather than as a local heritage place, as this would still provide the protection Council is seeking but would reduce the extent of works that trigger assessment (with reference to Criterion E - aesthetic importance), as well as removing implications for adjoining properties.

Response

The Maleny Hotel is significant to the history of the Sunshine Coast region, being established in 1907 and becoming an enduring feature of the town. Modifications which have occurred to the building over time have not materially affected its overall significance. While it is acknowledged that identification as a local heritage place will result in additional assessment requirements relating to the building, such provisions are seen to be appropriate in view of the heritage significance of the place.

It is noted that there have been several building extensions added to the hotel building and in the

northern part of the hotel grounds over time. These existing extensions and other structures are not deemed to be of heritage significance.

The support for the identification of the Maleny Maple Street character area is noted.

Recommendation:

- **Amend the proposed Statement of Significance for Maleny Hotel to clarify that existing building extensions to the hotel and other buildings located in the northern part of the site are not of heritage significance.**

2.25. Third Maleny Butter Factory (former), Maleny

2.25.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 2

Opposition to proposed local heritage place

- The submitters object to the identification of the Third Maleny Butter Factory as a Local heritage place.
- Almost nothing of the original structure and purpose of the building interior remains.
- The exterior facade is present but has received several structural and cosmetic changes over the years.
- Changes to regulations governing the building with respect to use and purpose will detrimentally affect the business use of the site.
- The building does not tell a story to the community nor epitomise the Sunshine Coast lifestyle.
- The building's form and usage has varied such that it no longer represents the original state. The building's association with the dairy industry is limited and the building materials and construction techniques lack significance.
- The proposed heritage listing encroaches on the neighbouring property at 25 Coral Street.
- There are questions over the vested interests of the local heritage group in providing information to council that increases the number of heritage buildings (and consequently funding) in their area.
- Nothing has changed since the site was last proposed (and later dismissed) as a Local heritage place.

Response

The Third Maleny Butter Factory (former) is of significance to the local community and dairy industry, having operated as a butter factory from 1940 to 1981. While there have been some modifications to the building, it remains readily recognisable with key building features remaining intact. Based on the building form and usage, it is not anticipated that heritage listing could impose an unreasonable imposition on building operations for business uses.

Nomination of local heritage places is determined by Council based on advice from Council officers working in conjunction with an independent consultant. Further to this, it is noted that funding allocations from Council's Heritage Levy are determined on a project basis and are not based on the number of local heritage places present within a locality.

2.26. Mapleton State School, Mapleton

2.26.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objections to proposed removal of existing local heritage place from the planning scheme

- The submitter opposes the proposed de-listing of the Mapleton State School as a local heritage place. It is claimed that this is disappointing and unnecessary and that as a minimum there should be recognition of the original grounds and structures. It is further recommended that the Mapleton Observatory on site be added to this listing. The natural elements of the site (including Baxter Street running through the site) are argued to make it an important enduring historical feature.

Response

The Mapleton State School, an existing local heritage place proposed for removal from the planning scheme in the proposed amendment, has been reassessed in response to the submission. The focus of this assessment was the 1908 school building (Block A), the 1923 building to the north and the 1929 shed building. This assessment found that although modifications to the heritage significant fabric have taken place, including to the 1923 building, that the site remains one of local heritage significance.

It is noted that the observatory building is a recent development (2002) and is not regarded as being part of the heritage significant built fabric on site.

However, it does reflect the strong community association with the site.

Recommendation:

- **Retain Mapleton State School as a local heritage place in the proposed amendment.**
- **Prepare and include a Statement of Significance for Mapleton State School to support its retention as a local heritage place.**

2.27. Remnants of Mapleton Tramway, Mapleton

2.27.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objections to existing local heritage place

- The subject site contains no physical remnants of the Mapleton Tramway.
- An approved access point and associated car parking area are proposed to be established along the western area of the site (refer to planning approval MCU08/0072 - extended by Court decision and now subject to OPW19/0498 – an operational works approval).
- There is no logical reasoning for retaining the Local heritage place overlay element on the subject site.

Response

The Remnants of Mapleton Tramway existing local heritage place is significant to the history of Mapleton and the Sunshine Coast more generally, providing key evidence of earlier transportation methods used in the early- to mid-20th century. As this existing local heritage place has a significant archaeological aspect and the existence of subterranean remnants is possible, it is important that due diligence is exercised. To this end, the operational works approval OPW19/0498 contains conditions relating to the development approved on site relating to the preservation of any tramway remnants located during construction, as well as requirements for historic interpretive works relating to the Mapleton Tramway.

2.28. St. Isidore's, Mapleton

2.28.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Recommendation of State heritage place as a prospective local heritage place

- While it is acknowledged that St. Isidore's, Mapleton is an existing State heritage place, it should also be considered for acknowledgement as a local heritage place.

Response

Within the proposed amendment, for clarity, it is intended that there be no overlap between State heritage places and local heritage places. It is considered that identification of St. Isidore's as a State heritage place provides the appropriate level of protection for this place.

It is noted that State heritage places are identified within the planning scheme for information purposes only.

2.29. Surfair International Hotel, Marcoola

2.29.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for proposed Local heritage place

- The proposed amendment to identify the Surfair building as a local heritage place is supported.

Response

Support for the proposed amendment is noted.

2.29.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 4

Objection to proposed Local heritage place

- The submitter objects to the identification of the Surfair building as a proposed local heritage place.
- The Surfair building has had a number of renovations since its original development, including the addition of balustrades, changes to building finishes, removal of signage, addition of rooftop fixtures and privacy screening.

- The proposed heritage listing covers four community title schemes and will have an effect on all of them as the schemes are managed in an interlinked way.
- There is a mounting range of maintenance concerns, including significant roof repairs, ongoing capital renewal costs and compliance costs.
- The maintenance burden required for building upkeep results in high body corporate fees.
- It is agreed that Surfair is a notable building in the Sunshine Coast's history, but for most of its life it has been neglected.
- The proposed heritage listing creates concerns on any level given the known difficulties and expense in maintaining the building currently.
- The heritage listing will obstruct the ability to carry out necessary repairs.
- There are concerns about the unknown implications of local heritage place listing for building maintenance.
- The Surfair building is something of an eyesore and provides no positive visual amenity to the Sunshine Coast in comparison with any other high rise building.
- The listing may not be consistent with the purposes of the *Queensland Heritage Act 1992* and may be subject to administrative law challenge.
- The listing has no benefits to owners and removes property rights without compensation.
- The listing will impact the value of the property.

Response

The concerns relating to maintenance of the Surfair Central Tower building are understood to be considerable. However, it is unlikely that identification of the building as a local heritage place would significantly change the maintenance obligations that would occur as part of the current operation of the building. Further to this, it is unlikely that identification of the building as a local heritage place will have practical implications for the engineered life of the building.

Notwithstanding the above, Council at the Special Meeting held on 20 February 2020, resolved that Surfair International Hotel would not proceed to be nominated as a proposed local heritage place in the proposed amendment.

This decision does not preclude the identification of the Surfair International Hotel as a proposed local heritage place in the future. Council anticipates that it will further consider inclusion of Surfair International Hotel as a potential local

heritage place as part of a future amendment to the planning scheme.

Issues relating to the process of heritage listing and the rights of affected owners are addressed in section 4. 'Other Matters' in this report.

2.30. Maroochy River Boathouse Jetties, Maroochydore

2.30.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support and recommendations in relation to the proposed local heritage place

- The proposal to identify Maroochy River Boathouse Jetties as a local heritage place is supported.
- The structures have high social significance in the Sunshine Coast region.
- The structures are quite old and have been neglected in relation to maintenance and upkeep, with recent vandalism threatening the future of the structures.
- There is interest in repairing the structures so that they may be enjoyed by future generations.
- There is a need to collaborate with Council and other stakeholders to ensure the repair/preservation of the structures to provide an authentically iconic place to enjoy and connect with in future.

Response

Support for the proposed amendment is noted.

To help conserve heritage values, Council is investigating the introduction of financial incentives for private owners of local heritage places (refer to section 4. 'Other Matters' of this report).

2.31. Maroochydore Scout Den (and Maroochydore Guides' Hut), Maroochydore

2.31.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

No. of submissions supportive in principle, with specific objection(s): 1

Support for proposed extension of existing local heritage place, but objection to the inclusion of the Maroochydore Guides' Hut

building as identified in the Statement of Significance

- It is recommended that the Maroochyore Guides' Hut be approved for removal (and by implication not identified in the Statement of Significance) prior to the proposed extension of the Maroochyore Scout Den local heritage place taking effect.
- The Maroochyore Guides' Hut has been identified as being unfit for use.
- Due to damage to the asbestos external sheeting, roof leaks causing damage to the asbestos ceiling, non-compliant ramp and missing ant caps, the cost of repair to the building would be extensive.
- It is proposed that the Maroochyore Guides' Hut be demolished. Supporting asbestos and building reports have been supplied in support of the proposal.

It was also requested by another submission that the Maroochyore Girl Guides' Hut not be included within the amendment.

Response

The Maroochyore Scout Den and Hut site is of local heritage significance and is recognised as an existing local heritage place (intended for retention in the proposed amendment).

The Maroochyore Guides' Hut has recently been legally demolished.

It is also noted that the proposed Statement of Significance should refer to heritage significance criterion G, relating to the historic association of the Scouting and Guides' movement to the site.

It is further noted that the local heritage place name does not reference the Guides' use of the site, nor does the Statement of Significance correctly refer to the Guides' historic use of the site.

Recommendation:

- **Amend the proposed Statement of Significance for the Maroochyore Scout Den and Hut to:**
 - **recognise the recent demolition of the Maroochyore Guides' Hut building;**
 - **correctly refer to heritage significance criterion G, relating to the historic association of the Scouting and Guides' movement with the site; and**
 - **correctly refer to the site's buildings and the Guides' historic use of the site.**
- **Change the name of the local heritage place to 'Maroochyore Scouts' and Guides' site'.**

2.32. Tramway Lift Bridge over Maroochy River, Maroochy River

2.32.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for removal of local heritage place overlay element (part of a State heritage place)

- The amendment to remove the existing local heritage place overlay elements that relate to this State heritage place is supported.

Response

Support for the amendment is noted.

The rationale for this proposal is to avoid duplication between local heritage places and State heritage places. State heritage places are identified in the *Sunshine Coast Planning Scheme 2014* for information purposes only.

2.33. 8 Campbell Street, Moffat Beach

2.33.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 3

Land in proximity to local heritage place

- Objection to the identification of properties next to the proposed new local heritage place at 8 Campbell Street as Land in proximity to a local heritage place.
- This proposal may impact on the value of the properties.
- It is not fair to impact properties that already fit into the Moffat Beach area's character.
- Development has been undertaken on one of the adjacent land parcels recently and does not require this type of control.

Response

8 Campbell Street, Moffat Beach is a proposed local heritage place with significance to the history of Moffat Beach and the Sunshine Coast.

In terms of the identification of the 'Land in proximity to a local heritage place', this element recognises the potential that development on adjacent sites could have on the setting and context of a local heritage place. In the case of the sites neighbouring 8 Campbell Street, it is intended that future development proposals on these sites

would be assessed for their impact on the local heritage place.

For clarification, the identification of the Land in proximity to a local heritage place overlay element is not intended to reflect the existing forms of development on these sites, rather the potential for future development on these sites to impact on the context and setting of the corresponding local heritage place. The approach taken for 8 Campbell Street is consistent with the approach taken for many other local heritage places identified in the proposed amendment.

2.34. Belbury House, Montville

2.34.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Specific objections to existing local heritage place

- The inclusion of 9 Western Avenue, Montville (being the principal site of the Belbury House building) is supported.
- However, the inclusion of 7 and 17 Western Avenue, Montville (being the land parcels adjacent to Belbury House) is not supported as they have no significant heritage value. The ancillary structures on these sites have no historical or heritage significance. The water tank presents a danger due to the integrity of its supporting structure.

Response

Belbury House is significant to the history of the Sunshine Coast region, reflecting the early development and evolution of Montville. The curtilage of the property has reduced over time as the Montville settlement developed. An important aspect of the site's context is the setting of the Belbury House building and workers' cottage within landscaped gardens including various mature plantings. This intact landscaped garden setting for the site traverses the three land parcels which comprise the existing local heritage place – 7, 9 and 17 Western Avenue, Montville and are a historic part of the larger original land holding. Accordingly, it is appropriate that these parcels remain within the local heritage place boundary as identified.

The key supporting structures on the site, being the southern shed building, water tank and tank stand reflect the history of the site as a rural property. These structures are appropriately located within the local heritage place boundary. It is noted that while concerns relating to the

structural integrity of buildings on local heritage places are the responsibility of the owner, there are existing provisions within the *Sunshine Coast Planning Scheme 2014* that allow for the removal of structures where there is no prudent and feasible alternative to their retention.

The shed in the north-eastern corner of the site is not deemed to be of heritage significance and it is intended that the Statement of Significance be amended to clarify this.

Recommendation:

- **Amend the proposed Statement of Significance for Belbury House, Montville, to clarify that the shed located in the north-eastern corner of the site is not of heritage significance.**

2.35. Mount Coolum National Park, Mount Coolum

2.35.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for the proposed local heritage place

- The proposed identification of Mount Coolum National Park as a local heritage place is supported.

Response

Support for the proposed amendment is noted.

2.36. Nambour Showgrounds, Nambour

2.36.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

No. of submissions supportive in principle, with specific objection(s): 1

In-principle support, with specific objections relating to the inclusion of the proposed local heritage place

- The submission provides a detailed review of the proposed Statement of Significance for the Nambour Showgrounds with the following key comments:
 - The historic significance of the Nambour Showgrounds within its locality and the wider region is acknowledged.
 - The historic significance of the former School House building is acknowledged,

but the building should not be heritage listed, because it has been relocated.

- The Scout Hall building is only the top section of the Scout Hall and not the full original building. Further to this, this building has had an extension and veranda installed.
- The historic cultural heritage significance of the former caretaker's house is questioned and suggested for removal from the Statement of Significance. It is understood that this building was constructed sometime in the 1960's and transferred to the showgrounds in the 1980's.
- It is important to know that if the showgrounds becomes a local heritage place that there will be no consequent implications for the attraction of events.
- It is important that the local heritage place listing does not impede future landscape embellishments, including the removal of vegetation that presents a human health risk.

Response

The proposed identification of the Nambour Showgrounds as a local heritage place is not expected to have any implications for the attraction of events to the facility.

In relation to proposed building work on the site, it is not envisaged that the identification of the Nambour Showgrounds will create a significant imposition to works that are carried out as a normal part of showground operations. Nor is it envisaged that identification as a local heritage place could significantly impact on-site vegetation management regimes, in particular in cases where there is a public health risk.

The heritage significance of the Nambour Showgrounds is largely based on the ongoing use of the site as a showgrounds facility since 1909, as well as earlier uses of the site. It is acknowledged that over the course of the site's history, a range of structures have been introduced on the site. Not all structures on the site are of heritage significance. It is accepted that most of the structures identified in the submissions are not of core heritage significance to the Nambour Showgrounds site. However, the former school building on site is a structure that is key to the heritage significance of the site and to Nambour more generally.

Recommendation:

- **Amend the proposed Statement of Significance for the Nambour Showgrounds to clarify that the former school building is the only structure of specific heritage significance.**

2.37. Salvation Army Citadel, Nambour

2.37.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for removal of existing local heritage place

- The removal of the local heritage place overlay element is warranted as there are no significant existing heritage structures on the site.

Response

Support for the proposed amendment is noted.

The rationale for this relates to the previous physical removal of the Salvation Army Citadel building.

2.38. Whalley's Chambers, Nambour

2.38.1. Consideration of key issues in submissions with concerns in relation to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Concerns in relation to the proposed local heritage place

- The proposal to identify Whalley's Chambers raises concerns in relation to the commercial viability of the building.
- It would be desirable for Council to facilitate a workable solution for the site.

Response

The proposed identification of Whalley's Chambers as a local heritage place seeks to preserve the heritage significant building fabric of the site. While this does have the effect of imposing development requirements that do not apply to neighbouring sites, in the context of Nambour, it is considered that the identification of Whalley's Chambers as a local heritage place would not have a negative effect on the commercial viability of the building in the short to medium term.

To help conserve heritage values, Council is investigating the introduction of financial incentives for private owners of local heritage places (refer to section 4. 'Other Matters' of this report).

2.39. Fairview Cattle Management Area, North Maleny

2.39.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 4

Support and recommendations in relation to proposed changes to the existing local heritage place

- The proposed local heritage place overlay element for the Fairview Cattle Management Area is supported. Historical information is provided in submissions that supports the proposed listing.
- A change in the local heritage place boundary is recommended to include the site of 'Mosman', a farm residential building that was formerly located nearby and a nearby fig tree visible in aerial photography from the 1940's.
- Inclusion of this site within the Fairview State heritage place is not supported.
- There is evidence of deterioration of the site despite a number of reports recommending its protection.
- Funding from the heritage levy should be allocated to the Fairview Cattle Management Area as a matter of urgency.
- There are concerns with the maintenance and security of the Fairview Cattle Management Area site.
- It is pointed out that the Calf Shed building is no longer present.

Response

Support for the proposed amendment is noted.

It is not possible to expand the local heritage place boundary for this site to include the former 'Mosman' cottage site and fig tree as part of this current amendment process. Expansion of the local heritage place boundary may be contemplated in future amendment processes. However, it is also noted that these features are understood to be peripheral in importance when compared with the existing structures on-site, and are already recognised through existing interpretive signage.

The comments made in relation to building maintenance concerns and the Calf Shed building are noted.

Recommendation:

- **Amend the Statement of Significance for the Fairview Cattle Management Area local**

heritage place to remove reference to the Calf Shed building.

2.40. Porter's Wood, North Maleny

2.40.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 2

No. of submissions supportive in principle, with specific objection(s): 3

Objections to proposed changes to the existing local heritage place

- Objection to the inclusion of the grassed area to the east of Porter's Wood being included in the local heritage place boundary on the basis that this site is not of historic cultural heritage significance. Council has already resumed land for a roundabout on this site – to further limit its development potential is excessive.
- It is understood that new development adjacent to Porter's Wood would need to be sympathetic to the values of this place, but inclusion within the local heritage place boundary is excessive.
- The plant nursery on the western side of Porter's Wood is not sympathetic to the heritage values of Porter's Wood.
- Porter's Wood is not original scrub land, rather it is regrowth forest.

Response

Porter's Wood is an existing local heritage place that is proposed for retention under the proposed planning scheme amendment.

It is noted that in the proposed amendment, the local heritage place boundary for this site is proposed to be reduced to only include the forested area and the cleared area in the vicinity of the corner of Obi Lane and Porters Lane. It is a common practice to include land within the immediate vicinity of heritage significant fabric within a local heritage place boundary. The corner site is of particular importance to the public visibility and interpretation of Porter's Wood. The inclusion of this land with the Local heritage place boundary does not represent a prohibition on development, rather it would require development proposals on this land to demonstrate that they do not impact negatively on the setting and context of Porter's Wood.

Aerial imagery taken in 1958 (available through the State Government QImagery online aerial photo archive) confirms that Porter's Wood existed in a mature state at that time, similar to the nearby Mary Cairncross Scenic Reserve and Woolston

Wood. Further to this, the vegetation is identified as remnant vegetation by the Department of Environment and Science. It is therefore reasonable to assume that Porter's Wood is original remnant vegetation and not regrowth forest.

2.41. Blazed Tree Boundary Marker, Pacific Paradise

2.41.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objection to the proposed removal of existing local heritage place

- The submitter is opposed to the proposed removal of the Blazed Tree Boundary Marker existing local heritage place from the planning scheme.
- It is noted that although the scar is healing over, the tree is an old/older growth eucalyptus species which was present before most remaining Kabi Kabi residents were removed from the area around 1910-15.
- It is noted that historically Kabi Kabi people worked for early settlers. The tree is considered to signify this context and to constitute heritage fabric regardless of whether the survey blaze is overgrown.

Response

The comments made by the submitter are acknowledged. The context for the Blazed Tree Boundary Marker has changed and is proposed to see further change. While the blaze marker on the tree has healed over, the marker is an important remnant of the early settlement of the area, interactions between Kabi Kabi people and early settlers, and also as a link to a pre-existing vegetation community on the site.

Recommendation:

- **Retain the Blazed Tree Boundary Marker, Pacific Paradise, as a local heritage place.**
- **Prepare and include a Statement of Significance for the Blazed Tree Boundary Marker, Pacific Paradise, to support its retention as a local heritage place.**

2.42. Settlers' Park, Pacific Paradise

2.42.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 2

Objection to existing local heritage place boundary – that it is not sufficient

- The existing local heritage place overlay element for Settlers' Park is supported.
- Concerns are raised to the existing boundary for Settlers' Park – that this boundary may see the values of the heritage place compromised and may present a threat to the heritage significant mango trees. It is argued that this could lead to de-listing of the site as a local heritage place.
- It is suggested that the park boundaries should be expanded to the south and west, to allow for population growth and to accommodate more users.
- The interpretive signage in the park is valuable from a historical and public information perspective and should not be removed or replaced.
- Concerns are raised in relation to the development application on site, which is argued to potentially result in the destruction of the heritage significant mango trees and divide the park into two halves.
- Information on the historic significance of the site is provided in the submissions, which includes both Aboriginal and European cultural heritage significance values.

Response

The local heritage place boundary for the Settlers' Park local heritage place site has been revised in a recent planning scheme amendment to better correspond with the principal heritage fabric of the site (identified as the mango trees). It is intended that the trees be protected into the future through the *Sunshine Coast Planning Scheme 2014* (which also identifies the need to protect the trees in the Maroochy North Shore Local Plan).

2.43. Perwillowen House, Perwillowen

2.43.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 5

Objection to proposed local heritage place

The proposal of Perwillowen House as a local heritage place is objected to on the following grounds:

- There are other well-known, publicly accessible and recognised examples of works by the same architect, which are award winning buildings and are more suited to heritage listing.
- Perwillowen House has no public access or public purpose.
- The place has been critically evaluated previously and has been determined to not have aesthetic significance.
- There has been no architectural analysis of the site. Analysis based on secondary sources is not a fair or reasonable basis for heritage listing.
- There is no precedent for the heritage listing of a modern architect designed home against the expressed wishes of the client/owner for who the design was created and built.
- Heritage listing would invalidate important design features which make the place a success, including its privacy. Heritage listing would subject the locality to increased scrutiny.

Response

It is accepted that the proposed heritage listing of this site could have a negative effect in practice on the inherent design and use characteristics of this place as outlined in the issues raised above.

This is particularly the case with respect to the design features of the house that relate to site privacy, which make buildings of this kind distinct from other local heritage places which are normally readily visible from the public realm.

On this basis, it is not intended to include Perwillowen House as a local heritage place in the final version of the proposed amendment.

However, it is noted from a historical/technical perspective that the place does meet the threshold for local heritage significance for the reasons set out in the proposed Statement of Significance. Identification of a local heritage place under the local heritage significance criteria is not dependent on building age or accessibility to the public. It is

more directly linked to the heritage significance that a place represents.

Recommendation:

- **Not proceed with the proposed identification of Perwillowen House as a local heritage place in the proposed amendment.**

2.44. Shipwreck sites

The following historic shipwreck sites were discussed in submissions received:

- Agnes (Maroochy River mouth)
- Kirkdale (Yaroomba Beach)
- Gneering (Goat Island, Maroochy River)

2.44.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 5

Support and recommendations in relation to the proposed shipwreck site local heritage places

- The proposed listing of the Kirkdale shipwreck is supported, provided that this does not impact on existing community facilities and use of Birrahl Park.
- The proposed listing of the Kirkdale is supported in the context of broader support for heritage conservation in this area of the Sunshine Coast.
- Historic information is provided in relation to the Agnes shipwreck. It is claimed that the Agnes wreck is not present, rather that the vessel was salvaged and was relaunched as the Wawoon (meaning Scrub Turkey), which subsequently operated between Bundaberg and Gladstone.
- Historic information is provided in relation to the Gneering shipwreck.

Response

It is not envisaged that the inclusion of the Kirkdale wreck site will have implications for existing uses of Birrahl Park.

The information provided in relation to the Agnes and Gneering shipwrecks is accepted.

Recommendation:

- **Not proceed with the proposed identification of the Agnes shipwreck as a local heritage place in the proposed amendment.**
- **Revise the historical context section within the proposed Statement of Significance for the Gneering shipwreck site to include**

historical information provided in the submission.

2.45. University of the Sunshine Coast Library, Sippy Downs

2.45.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objection to proposed local heritage place

- The submitter objects to the identification of the University of the Sunshine Coast Library as a local heritage place.
- The University of the Sunshine Coast is growing faster in student numbers than any other university in Queensland. The site makes a significant contribution to the local economy.
- The site has a Ministerial designation and at present no development approvals are required from Council. There is concern that the local heritage place may impact on future changes to the Ministerial designation, with additional controls adding unnecessary requirements on the University that may impact unfavourably on its future growth.
- There is a Master Plan in place for the site and the University has a vested interest in making sure that the environment of the site is maintained and enhanced in the future.
- The University will continue to ensure that future buildings will have many of the same qualities as the Library where appropriate - there is concern that the identification of the Library may set a precedent for the listing of other buildings on site, which would be undesirable.

Response

The Ministerial designation that is in effect over the University of the Sunshine Coast site prevails over the provisions of the *Sunshine Coast Planning Scheme 2014* at present. It is acknowledged that at a future point the Ministerial designation may need to be modified and that if this Ministerial designation were to include references to heritage protection that this would introduce an additional legal consideration in the management of the site.

However, the University of the Sunshine Coast Library is considered to be significant to the history of the Sunshine Coast for the reasons outlined in the proposed Statement of Significance. The presence of a heritage protection over this building is not considered to create an unreasonable imposition to the future development of the University.

2.46. Lake Weyba House, Weyba Downs

2.46.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objection to proposed local heritage place

The proposal of Lake Weyba House as a local heritage place is objected to on the following grounds:

- There are other well-known, publicly accessible and recognised examples of works by the same architect, which are award winning buildings and are more suited to heritage listing.
- Lake Weyba House has no public access or purpose.
- The ephemeral components of the site infer that it is unsuited to heritage listing as a long term proposition.
- There is no aesthetic significance for the place from the perspective of the general public.
- 'Queenslander' heritage buildings and those which have a place in a defined point in history have heritage significance – this property does not have this significance.
- There has been no architectural analysis of the site. Analysis based on secondary sources is not a fair or reasonable basis for heritage listing.
- There is no precedent for the heritage listing of a modern architect designed home against the expressed wishes of the client/owner for who the design was created and built.
- Heritage listing would invalidate important design features which make the place a success, including its privacy.
- The place is already generously shared with the architectural community and is volunteered for public events. The property is also extensively documented via articles, photographs and print publication.

Response

It is accepted that the proposed heritage listing of this site could have a negative effect in practice on the inherent design and use characteristics of this place as outlined in the issues raised above.

This is particularly the case with respect to the design features of the house that relate to site privacy, which make buildings of this kind distinct from other local heritage places which are normally readily visible from the public realm.

On this basis, it is not intended to propose inclusion of Lake Weyba House as a local heritage place in the final version of the proposed amendment.

However, it is noted from a historical/technical perspective that the place does meet the threshold for local heritage significance for the reasons set out in the proposed Statement of Significance. Identification of a local heritage place under the local heritage significance criteria is not dependent on building age or accessibility to the public. It is more directly linked to the heritage significance that a place represents.

Recommendation:

- **Not proceed with the proposed identification of Lake Weyba House as a local heritage place in the proposed amendment.**

2.47. 45 Blackall Street, Woombye

2.47.1. Consideration of key issues in submissions in objection to the proposed amendment

No. of submissions in objection: 1

Objection to Land in proximity to a Local heritage place overlay element

- The submitter is concerned with the southern half of 43 Blackall Street, Woombye being identified as Land in proximity to a local heritage place with reference to 45 Blackall Street. The assessment provisions relating to this element are claimed to be vague and open-ended.

Response

The Land in proximity to a local heritage place overlay element has been created to help ensure that new development near a local heritage place does not impact negatively on the context, setting and appearance of the local heritage place.

As each local heritage place has a unique context, setting and appearance, the code provisions must necessarily be interpreted through the Statement of Significance for the relevant local heritage place under consideration (found in SC6.10 Planning Scheme Policy for the Heritage and character areas overlay code).

Given the zoning and building height limits in the area (Medium density residential zone with a maximum building height limit of 8.5m), and the context of 45 Blackall Street (a traditional residential building) as a local heritage place, the Land in proximity to a local heritage place overlay element over part of 43 Blackall Street and

surrounding sites is seen to be warranted to prevent adjacent development from impacting negatively on this existing local heritage place.

2.48. No. 80 Schubert Road, Woombye

2.48.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objections to existing local heritage place

- There is very little left of the original structure of the building and therefore very little to restore.
- Extensive modifications have been made to the building.
- It was not known that the site has been identified as a local heritage place since 2014.

Response

Further research has been undertaken in relation to No. 80 Schubert Road, Woombye (an existing local heritage place). This research, which included inspection of the site, has found that significant modifications have taken place to the building, such that it would not warrant ongoing inclusion as a local heritage place.

Recommendation:

- **Remove No. 80 Schubert Road, Woombye, from the proposed amendment as an existing local heritage place proposed for retention.**

2.49. 11 North Street, Yandina

2.49.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support and recommendations in relation to the existing local heritage place

- The existing local heritage place 11 North Street, Yandina is supported.
- The Statement of Significance for 11 North Street, Yandina lacks cohesion.
- The submission provides significant historic information in relation to the local heritage place.
- Insufficient consultation with the owner of the property in terms of notifying them of the local heritage place listing.

Land in proximity to local heritage place – 11 North Street, Yandina

- It is too late for the Land in proximity to a local heritage place overlay element in relation to 11 North Street, Yandina, on account of existing and approved development adjacent to this site.

Response

Support for the proposed amendment is noted.

Further information provided in the submission in relation to the early history of the property is of relevance.

In terms of the identification of the land in proximity to a local heritage place, this element is proposed in recognition of the potential that development on adjacent sites could have an adverse impact on the setting and context of a local heritage place. In the case of the sites neighbouring 11 North Street, Yandina, it is considered appropriate that future development proposals on these sites should be assessed for their impact.

Recommendation:

- **Revise the historical context section within the proposed Statement of Significance for 11 North Street, Yandina, to include historical information provided in the submission.**

2.50. Block A Yandina State School, Yandina

2.50.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for proposed removal of existing local heritage place from the planning scheme

The submitter supports the proposed de-listing of Block A Yandina State School as a local heritage place. It is claimed that the original building has changed to accommodate modern uses. A different classification could be used for this building which is historically and culturally important to Yandina.

Response

Support for the proposed de-listing is noted.

However, for the reasons identified in the section below, Block A Yandina State School is proposed to be retained as a local heritage place.

Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 2

Objections to proposed removal of existing local heritage place from the planning scheme

- The proposed de-listing of Block A Yandina State School as a local heritage place is opposed. It is claimed that the original building and grounds are intact and that there has been no site modification.

Response

Block A Yandina State School, an existing local heritage place proposed for removal from the planning scheme in the proposed amendment, has been reassessed. It is concluded that although successive rounds of modifications and an on-site rotation have taken place in relation to the Block A Building (built 1902), the site remains one of local heritage significance.

Recommendation:

- **Retain Block A Yandina State School, Yandina as a local heritage place in the proposed amendment.**
- **Prepare and include a Statement of Significance for Block A Yandina State School to support its retention as a local heritage place.**

2.51. Old Railway Bridge, Yandina

2.51.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for existing local heritage place

- It is appropriate that the Old Railway Bridge, Yandina (an existing local heritage place) is identified, although it is noted that it may require conservation work to prevent its deterioration and loss. Restoration of the old bridge for use as part of the town's footpath and bicycle network is an element of the Yandina Revitalisation Master Plan of 2009, an update of the Maroochy Shire Council's Yandina Town Centre Master Plan of 2002 that informs the current Council streetscaping works program.

Response

The comments in relation to the site are noted and have been referred to the relevant section within Council who are responsible for the structure.

2.52. Yandina proposed local heritage places, Yandina

2.52.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 2

Support for identification of proposed local heritage places

- The following proposed local heritage places in the Yandina area, identified in the proposed amendment, are supported:
 - Maroochy Co-Op Store (former)
 - Christina Low Park
 - Chambers Crossing Bridge and George Best Park.

Response

Support for the proposed amendment is noted.

2.53. Yandina Historic House, Yandina

2.53.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 2

Objection in relation to the Land in proximity to a local heritage place overlay element

The submitter objects to the inclusion of the Buderim Ginger Factory at Yandina (50 Pioneer Road, Yandina) within the proposed Land in proximity to a local heritage place overlay element. The submitter contends that:

- The part of the site affected by the overlay is underdeveloped and retains very substantial further development opportunities.
- The heritage values associated with Yandina Historic House are already protected under the existing heritage provisions of the planning scheme.
- The new Land in proximity to a local heritage place overlay element over the site will limit the redevelopment potential of the land as the overlay element is likely to be interpreted as a development setback line (and a de facto development exclusion area) within the site.

Response

The Land in proximity elements corresponding to Yandina Historic House (an existing local heritage place) located on the Buderim Ginger Factory site (50 Pioneer Road, Yandina) has been reviewed.

Owing to the close proximity of the Yandina Historic House building to the Buderim Ginger Factory site, the lack of physical buffering between the building and the site, the land uses and building height that are permissible on the Buderim Ginger Factory site (Medium Impact Industry Zone, 15m building height), there is a need to retain the proposed Land in proximity to a local heritage place overlay element on the Buderim Ginger Factory site to help ensure that any development on this part of the site does not negatively affect the context, setting and appearance of the Yandina Historic House local heritage place.

It is not intended that the Land in proximity to a local heritage place overlay element operates as a development setback line or de facto development exclusion area within the site, just as this is not the intention for the proposed element more generally across the region.

Objections in relation to corresponding land in proximity to a local heritage place overlay element – that it should have a greater extent

- Land at the Buderim Ginger Factory at Yandina (50 Pioneer Road, Yandina) is located within the proposed Land in proximity to a local heritage place overlay element. It seems incongruous that the neighbouring industrial use (16-20 School Road, Yandina) to the west of Tea Tree Park was not also included in this element.

Response

The Land in proximity to a local heritage place overlay element has been created to help ensure that new development near a local heritage place does not impact negatively on the context, setting and appearance of the local heritage place.

In the case of 16-20 School Road, Yandina, the development of this site is seen to be too distant from the Yandina Historic House site to have an impact, in comparison with the Buderim Ginger Factory site.

2.54. Yandina Hotel, Yandina

2.54.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Opposition to existing local heritage place

- The submitter claims that the Yandina Hotel (an existing local heritage place) is no longer a true local heritage place on the grounds of having undergone significant refurbishment and alteration since its original transportation in 1891.

- The entirety of the Hotel site should not be identified as a local heritage place as the Hotel site occupies only a small portion of the site, with the remainder of the site occupied by modern buildings which do not represent heritage at all.
- It is incorrect to say that the current facade is early or original as there is very little completely original cosmetic building structure to be seen.
- There may be some need to protect the facade of the Hotel from further alteration, but there is no basis for the whole of the site to be included in the overlay.

Response

The Yandina Hotel is significant to the history of the Sunshine Coast region, being established in 1888-89 and moved to its present site in 1892. The hotel has become an enduring feature of the town. The proposed Statement of Significance for the Yandina Hotel identifies the original hotel building and the early extension as the key heritage significant built fabric. Modifications which have occurred to the hotel buildings over time have not affected their overall significance. While it is acknowledged that identification as a local heritage place results in additional requirements relating to the buildings, such provisions are seen to be appropriate in view of the heritage significance of the place.

Recommendation:

- **Amend the Statement of Significance for the Yandina Hotel to further clarify that the hotel building and early extension are the only buildings of specific heritage significance.**

Opposition to proposed Land in proximity to a local heritage place overlay element

- It is unclear how development on 3 Conn Street (neighbouring site identified in the Land in proximity to a heritage place overlay element) could impact on the heritage character of the hotel, given the location of the facade fronting Stevens Street.

Response

Under the planning scheme, 3 Conn Street is included within the Local centre zone and has a maximum building height of 12 metres. The significant development potential afforded to this site indicates that there is a possibility that development of this site could negatively impact on the context, setting and appearance of the Yandina Hotel, if not properly managed. Accordingly, it is seen to be appropriate that the Land in proximity to a local heritage place overlay element is identified on this site.

2.55. Yandina Masonic Temple, Yandina

2.55.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support for existing local heritage place

- The identification of Yandina Masonic Temple as a local heritage place is supported.

Response

Support for the proposed amendment is noted.

2.55.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Objection to existing local heritage place

The identification of Yandina Masonic Temple as a local heritage place should be reconsidered on the basis that this building has changed to cater for modern use. A different classification could be used for this building which is historically and culturally important to Yandina.

Response

As with all existing local heritage places, the cultural heritage significance of Yandina Masonic Temple has been reconsidered as part of the preparation of the proposed amendment. While it is clear that the building has changed to accommodate modern use, it is still considered to meet the threshold for local heritage significance despite these changes. It is not expected that a local heritage place will be composed entirely of original building material nor that they would adhere absolutely to the original building design. Many local heritage places have demonstrated some evolution during the period of their operation.

2.56. Railway Gatehouse (former), Yandina

2.56.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 2

No. of submissions supportive in principle, with specific objection(s): 1

Objections to existing local heritage place and proposed land in proximity to a local heritage place overlay element

- The property has already undergone substantial alterations and renovations to the original cottage and therefore does not meet the criteria for heritage listing.
- The heritage listing will create additional costs for the management for the property and affect resale values.
- The identification of land in proximity to the heritage place is not warranted due to the size of the land parcel (996m²) which provides for substantial protection from any possible edge effects.
- A better representation of an original railway gatehouse is already located in Tea Tree Park, Yandina (recently re-located from Wharf Road, Yandina).

Response

As with all existing local heritage places, the status of the Railway Gatehouse (former) as a local heritage place has been reconsidered as part of the preparation of the proposed amendment.

The Railway Gatehouse (former) is significant to the history of the Sunshine Coast region, being constructed in 1889 and being the only gatehouse still located in its original position. Renovations to the site have resulted in changes but these changes have not affected the original recognisable form of the building and have not affected its overall significance. While it is acknowledged that identification as a local heritage place will result in additional requirements relating to the building, such provisions are seen to be appropriate in view of the heritage significance of the place.

In relation to the proposed Land in proximity to a local heritage place overlay element that affects parcels adjacent to the Railway Gatehouse (former), it is considered that this element is warranted due to the potential for development to occur adjacent to the Railway Gatehouse (former) site that may have a negative impact on the context and setting of this local heritage place. This is particularly so in the case of the adjacent industrial site at 50 Pioneer Road, Yandina (Buderim Ginger Factory; 1Y16424), where the identified maximum building height is 15 metres in the Height of buildings and structures overlay code mapping. The Yandina local plan code already identifies the vegetation in the north-western corner of the site as 'character vegetation' and also identifies the preservation of a landscape buffer around the site. The proposed addition of the land in proximity of a local heritage place overlay element in the north-western corner of this site complements the intent of these existing provisions as well as helping to ensure that the Railway Gatehouse (former) site is adequately protected

from negative impacts of any adjacent future development.

2.57. Yandina School of Arts, Yandina

2.57.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Support and recommendations in relation to the existing local heritage place

- The identification of Yandina School of Arts as an existing local heritage place is supported.
- Detailed historical information is provided in relation to the site, including the modifications that have occurred.
- The building requires considerable ongoing maintenance and operational upgrades.
- Further information is required in relation to possible grant support and the prospect of preparing a conservation management plan.

Response

Support for the retention of the Yandina School of Arts as an existing local heritage place is noted.

The heritage significance of the Yandina School of Arts remains intact despite modifications that have occurred.

To help conserve heritage values, Council is investigating the introduction of financial incentives for private owners of local heritage places (refer to section 4. 'Other Matters' of this report).

Recommendation:

- **Amend the historical context section within the proposed Statement of Significance for the Yandina School of Arts to include historical information provided in the submission.**

2.57.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Objection in relation to the existing local heritage place

The identification of the Yandina School of Arts as a local heritage place should be reconsidered on the basis that this building has changed to cater for modern use. A different classification could be used for this building which is historically and culturally important to Yandina.

Response

The heritage significance of the Yandina School of Arts remains intact despite modifications that have occurred.

2.58. Yandina Uniting Church (former), Yandina

2.58.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

No. of submissions supportive in principle, with specific objection(s): 1

Objections to existing local heritage place

- There are key matters that prejudice against the viability of the site as a local heritage place.
- The building has changed to accommodate modern uses. A different classification could be used for this building which is historically and culturally important to Yandina.
- There is a need to drain the swamp on adjoining land which was previously free draining. This historic issue is alleged to have been created by Council works conducted in the 1980's. The submitter claims that the sitting water under the building is due to Council raising the water table and creating a health hazard that did not exist before.
- There is a need to fill the site, specifically under the old church, to bring it up and above current ground level to stop water pooling under the building.
- There is a need to raise the church and re-stump it to make it structurally sound.
- There are safety concerns in relation to the adjacent Council reserve (21 Farrell Street).
- The preparation of a full report and cost analysis by a Council engineer has been requested.

In addition to the above points, it is queried as to the degree to which Council is able to fund renovations on the site to make the heritage building structurally sound.

Response

As with all existing local heritage places, the cultural heritage significance of Yandina Uniting Church (former) has been reconsidered as part of the preparation of the proposed amendment.

Modifications which have occurred to the buildings on site over time have not affected its overall significance. While it is acknowledged that

identification as a local heritage place will result in additional requirements relating to the building, such provisions are seen to be appropriate in view of the heritage significance of the place.

Council is investigating financial incentives for private owners of local heritage places (refer section 4. 'Other Matters').

Concerns in relation to on-site drainage and safety issues relating to the adjacent reserve do not directly relate to the proposed amendment and have been forwarded to the relevant section of Council.

Land in proximity to a local heritage place

- The identification of land in proximity to a local heritage place at 17 Farrell Street, Yandina (Yandina Feed Barn) is opposed on the grounds that restrictions on land use based on heritage and character can impede the use of the site for business.
- Council has not provided sufficient detail in relation to the land in proximity to a local heritage place overlay element.

Response

The Land in proximity to a local heritage place overlay element has been identified on the subject site to the south of the Yandina Baptist Church (former) local heritage place, due to concerns that future development on the subject site could negatively affect the context, setting and appearance of the Yandina Baptist Church (former).

The subject site is located within the Local centre zone and has a building height limit of 12 metres in the *Sunshine Coast Planning Scheme 2014*. Development of this site, if undertaken without due regard to the Yandina Baptist Church (former) local heritage place, could impact negatively on the heritage values of this place.

2.59. Nomination of new local heritage places

No. of submissions: 14

A number of prospective local heritage places have been nominated in submissions received. This includes queries relating to the non-inclusion of sites within the proposed listings.

Response

Council is not able to include nominated heritage places into the proposed amendment package. The proposal of a local heritage place is subject to procedural requirements, which includes investigations, the development of a proposed amendment and a public consultation process.

However, all nominated prospective heritage places have been noted for future investigation. The timing of such future investigations has not been determined. Pending the outcomes of these investigations, it is possible that these places may be proposed by Council as local heritage places in future.

Recommendation:

- **Note all prospective local heritage places nominated in submissions for future investigation.**

3. Character areas and character buildings – key issues and responses

Total no. of submissions received: 108

No. of submissions in partial or complete support: 25

No. of submissions in partial or complete objection: 82

No. of information only submissions: 1

Key issues raised in support of the proposed amendment:

- The identification of the following character areas, character area boundary changes or character building elements:
 - The Yandina Character Area and proposed extensions
 - The extension of the Woombye Blackall Street Character Area
- The identification of one character building in the Palmwoods Character Area.
- The desirability of nominating a number of additional character buildings within Palmwoods.

Key issues raised in objection to the proposed amendment:

- The identification of the following character areas, character area boundary changes or character building elements:
 - Eudlo Rosebed Street Character Area
 - Kenilworth Character Area
 - Landsborough Cribb Street Character Area
 - Landsborough East Character Area
 - Maleny Maple Street Character Area
 - Moffat Beach Character Area
 - Nambour Lower Blackall Terrace Character Area
 - Nambour Magnolia Street Character Area
 - Nambour Netherton Street Character Area
 - Palmwoods Character Area
 - Woombye Blackall Street Character Area
 - Yandina Character Area

3.1. Overview of proposed amendment character areas

A character area is an area in which the historical origins and relationships between the various elements create a sense of place and demonstrate important aspects of the history of the locality in which the area is situated.

Such character areas are currently identified in the planning scheme to protect these areas from inappropriate development.

Under the proposed amendment, some existing character areas are proposed to be expanded or contracted in their spatial extent. Two new character areas are proposed at Maple Street, Maleny and Moffat Beach.

Within each of the character areas, a number of buildings have been identified as a 'character building'.

The following sub-sections of this report detail the key issues raised in submissions in relation to character areas and character buildings and Council's response to these issues.

3.2. Character areas – general issues

3.2.1. Consideration of key issues in submissions supporting the proposed amendment

Concerns raised in support of character areas

- Character areas are supported (both support for individual character areas and generalised support was received).
- The planning scheme will not be capable of protecting a character area from State infrastructure.
- Character Areas are generally supported but restrictions on development are not.

Response

State agencies operate under different requirements that exclude the need to adhere to the standards contained within local government planning schemes. However, in processes related to State infrastructure development, it is customary for State agencies to give full consideration to the requirements contained within local government planning schemes and to accommodate these in the design of infrastructure to the maximum degree practicable.

In relation to development requirements that apply to character areas, these are seen to be necessary to give effect to a character area in the planning

scheme. In order to provide meaningful protection for built character, there is a need for corresponding planning controls. Generally character area elements by themselves do not constitute a significant imposition on development potential.

Character building elements entail a higher level of planning control to provide the necessary protection for the character buildings that exemplify the character of an area. These buildings provide a key point of reference for new development.

Nominated character area extensions and character buildings

A number of character area extensions and character buildings were nominated in submissions across the character areas.

Response

New character area and character building overlay elements are not able to be incorporated into the proposed amendment at this stage of the process.

The proposal of a character area or character building overlay element is subject to procedural requirements, which includes investigations, the development of a proposed amendment and a public consultation process.

However, all nominated prospective character area extensions and character buildings have been noted for future investigation. The timing of such future investigations has not been determined. Pending the outcomes of these investigations, it is possible that these nominations may be included in a proposed amendment by Council in the future.

Recommendation:

- **Note the suggested character area extensions and character buildings nominated in submissions for future investigation.**

3.2.2. Consideration of key issues in submissions objecting to the proposed amendment

Concerns in relation to poor building condition

- A range of comments were received in relation to the condition of character buildings, including the following:
 - The proposed character building is in poor condition and does not contribute positively to the street.
 - The proposed character building presents a safety hazard.
 - It is not feasible to maintain a character building due to its poor condition.

Response

It is recognised that some character buildings, by their nature, will require attention to their overall viability over time. The planning scheme already makes provision for the legal demolition of existing character buildings where it can be demonstrated that they are not capable of structural repair, or where there are overriding health, safety or economic considerations. These provisions are intended to continue under the proposed amendment.

Concerns in relation to alterations and authenticity

- A number of submissions objected to the identification of properties as character buildings on the basis that they have no historic or heritage values, with comments such as:
 - The proposed character building was previously located elsewhere.
 - The proposed character building has been extensively renovated, is not original and has no historic or heritage value.

Response

Character buildings are considered to be important contributors to the character of an area for a number of reasons including historical, architectural or streetscape character values.

A character building may have been altered in form or location but, nonetheless, possesses characteristics in the current building form that are important to the character of the area and are consequently worthy of protection.

Concerns in relation to financial implications

- Comments received in relation to financial implications of character area/building identification include the following:
 - Increasing cost of insurance due to the age of the building and increasing land values is becoming financially problematic.
 - Character building and character area identification will impact the resale value of properties.
 - There is uncertainty about the impact on rates, insurance costs and land tax.
 - Council should contribute to funding for repairs and maintenance.

Response

It is acknowledged that older buildings can be more expensive to insure. However, these higher costs are understood to be primarily associated with the building materials involved and the costs

associated with repairs. These costs exist for the life of a building irrespective of whether a place is identified as a local heritage place or as part of a character area.

Character areas by themselves are unlikely to have an impact on rates or land tax. It is possible that the identification of a character area may have a positive impact on land values if properties within such areas become sought after for the greater certainty of amenity that a character area can provide.

Council is investigating financial incentives for private owners of local heritage places (refer section 4. 'Other Matters').

Concerns in relation to property rights

- Comments received that related to this theme included the following:
 - Character building identification impinges on the rights of property owners and is unjust.
 - Council should purchase properties if they wish to have full control.

Response

The identification of character areas within planning schemes is a common practice in Queensland, alongside the identification of other planning scheme requirements like zoning, maximum building heights and the protection of valuable environmental features. The role of character areas is vital in helping to protect the unique built identity of key areas in the region from the effects of inappropriate development.

Further clarification of heritage, character and property rights is included in section 4. 'Other Matters' in this report.

Concerns in relation to operational and application requirements

- Comments received in relation to this aspect included the following:
 - Objections to the identification of the character areas and character buildings generally.
 - There are already measures in the Planning Scheme to protect the general feel and design of development and the additional overlays are an unnecessary hurdle.
 - There are no clear guidelines for what a property owner can and cannot do.
 - Character areas will deter property maintenance.

- The property owner does not wish to pay to apply to Council to make changes to the building's appearance.
- Additional processes should not be required for demolition.

Response

Character areas provide for a more detailed and comprehensive application of design requirements where this is necessary to avoid development that may compromise the identified character and general amenity of an area.

While it is acknowledged that local plan provisions within the planning scheme can provide for design requirements, these are usually more general in nature and do not apply to all new buildings.

The planning scheme, through the Heritage and character areas overlay code and associated planning scheme policy, provides clear guidance on what owners may or may not do within a character area. In addition to this, as part of the public consultation for the proposed amendment, Council has published Information Sheets relating to character areas generally, as well as specific information sheets for the proposed Maleny Maple Street and Moffat Beach character areas (available online at:

<https://haveyoursay.sunshinecoast.qld.gov.au/historic-cultural-heritage>

There are already 12 existing character areas identified within the planning scheme. Experience to date does not suggest that the character area elements have become a deterrent to property maintenance. Rather, character areas tend to have a higher level of general amenity, reflecting their more unified historically-based character and possibly a higher degree of local pride in the appearance of the area.

For many proposed developments, location within a character area will not be the sole cause for a planning application to be required. However, where an element in the Heritage and character areas overlay code of the planning scheme is the sole cause for an application to be required, it is Council's existing policy that such applications may be made to Council without any application fee.

Concerns in relation to consultation

- Council should consult with character area property owners on an individual basis.
- Council has ignored requests for individual inspection.

Response

For this planning scheme amendment, Council has conducted public consultation in accordance with statutory requirements and general best practice

(refer to section 1.3 in relation to consultation activities undertaken).

It is not Council's practice, nor is it within Council's resources to undertake detailed consultation activities with individual affected owners prior to public consultation of a proposed planning scheme amendment. Owners affected by a change to the Heritage and character areas overlay were provided with written notice shortly before the commencement of public consultation. During and following the public consultation period, Council staff met with directly affected parties to discuss the proposed amendment on a property-specific basis.

3.3. Eudlo Rosebed Street Character Area

3.3.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support, subject to changes: 1

Support for the proposed existing character area

- The existing character area is supported. Further specific details and recommendations are provided in support of the character area.

Response

Support for the proposed amendment is noted.

3.3.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Objection to the identification of an existing character building

- The General Store at 9-11 Rosebed Street, Eudlo should not be identified as a character building.
- Significant investment has been made in the property at 9-11 Rosebed Street and its identification as a character building results in a loss of development rights.

Response

The current *Sunshine Coast Planning Scheme 2014* identifies 9-11 Rosebed Street (General Store) as a character building within the Eudlo Rosebed Street Character Area. In Eudlo, the General Store plays an important role in reinforcing the rural character and amenity of the town centre.

The proposed amendment seeks to more clearly identify character buildings through a mapped element on the Heritage and Character Areas Overlay.

Only relatively minor changes are proposed to the planning scheme provisions relating to character buildings. These provisions are considered appropriate to protect the historical, architectural or streetscape character values that character buildings contribute to character areas.

3.4. Kenilworth Character Area

3.4.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Comments in objection to the character area

- There is a concern that more populated areas of the Sunshine Coast have minimal heritage listings compared to places like Kenilworth which have more than 95% of the main street either identified or proposed to be identified as a local heritage place and/or a character area.
- All of the main commercial area and balance of private homes on Elizabeth Street, Kenilworth are identified as local heritage places or within character areas to some degree.

Response

Heritage and character areas are identified across the Sunshine Coast, reflecting the presence of earlier surviving built fabric in the areas that were settled earlier.

The presence of heritage and character is generally a key contributor to the amenity and identity of the places where it exists. In many hinterland towns, the presence of heritage when combined with a setting of rural and natural landscapes offers a key attraction and point of difference from other places on the Sunshine Coast which derive their amenity and identity from the presence of beaches, waterways and coastal landscapes.

Kenilworth has a high proportion of heritage and character protection which responds to the strong presence of these features within the town. In this sense, Kenilworth is comparable to Eumundi and Eudlo, with similar characteristics observable in the larger towns of Landsborough, Palmwoods and Yandina.

3.5. Landsborough Cribb Street Character Area

3.5.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 2

Comments in objection to the identification of a character building

- The character building identified at 489 Old Landsborough Road, Landsborough is unjustified due to the asbestos building materials present in the structure.

Response

The current planning scheme identifies a local heritage place (Landsborough Jeweller's Shop (former)) at 489 Old Landsborough Road, Landsborough. The proposed amendment seeks to remove the site as a local heritage place and instead proposes to identify the building as a character building within the proposed extension of the Landsborough Cribb Street Character Area.

Further assessment of this building has shown that the components which are of character significance are capable of being maintained for ongoing use.

Comments in objection to the identification of a character building

- The character building identified at 24 Cribb Street is not supported as it is just a 'Queenslander'.
- Five of the old 'Queenslander' houses in the Landsborough Cribb Street Character Area are mostly in need of repair.

Response

Under the proposed amendment, 16A, 18, 20, 22 and 24 Cribb Street are proposed to be identified as character buildings within the existing Landsborough Cribb Street Character Area.

The properties identified contribute to the significance of the character area. These houses are characteristic of Queensland houses in the early 20th century. While some buildings may require repairs, it is not seen that this would preclude their identification as character buildings.

3.6. Landsborough East Character Area

3.6.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Comments in objection to the identification of the character area and character buildings

- The cultural heritage of Landsborough as a town is dependent on buildings that have been moved there.
- The character building elements at 14 and 16 Caloundra Street, Landsborough are not justified as they were relocated to their present location in the 1970's.
- The buildings are also said to be structurally unsafe.

Response

At present, character buildings are not specifically identified within the existing Landsborough Eastern Residential character area in the Planning Scheme. The proposed amendment seeks to reduce the extent of the existing character area and identify 4 buildings as character buildings including at 14 Caloundra Street and part of 16 Caloundra Street.

Character buildings may be considered as important contributors to the character of an area for a number of reasons including the presence of historical, architectural or streetscape character values.

A character building may have been altered in form or location but, nonetheless, possesses characteristics in the current building form that are important to the character of the area and is consequently worthy of protection.

The planning scheme already makes provision for the legal demolition of existing character buildings where it can be demonstrated that they are not capable of structural repair, or where there are overriding health, safety or economic considerations. These provisions are intended to continue under the proposed amendment.

3.7. Maleny Maple Street Character Area

3.7.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

No. of submissions in support, subject to changes: 2

Support for Maleny Maple Street character area generally

- The Maleny Maple Street character is something that is highly valued by the local community, as well as visitors to the region. This is also recognised by some local businesses who actively promote the character and heritage values of Maleny.
- Consideration should be given to expanding the proposed character area, to ensure that all future commercial development retains a similar character to that of Maple Street.

It is noted that there were no submissions of support for individual character buildings.

Response

The comments in favour of the proposed amendment are noted.

3.7.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 10

No. of submissions supportive in principle, with specific objection(s): 1

Objections to Maleny Maple Street character area generally

- Objections to the proposal for the Maleny Maple Street character area were generally based on the following grounds:
 - Many of the buildings included in the character area are recent structures and have no heritage or character value.
 - The proposed character area includes buildings that have no historic merit or that are contradictory or distracting from the Maple Street streetscape.
 - There is nothing unique or of regional vernacular architecture that creates a sense of space, place or community.
 - Maple Street has a random collection of buildings built during different periods and

they generally lack high quality street appeal.

- The current planning scheme provisions within the Maleny Local Plan provide sufficient and effective criteria to ensure future development is sympathetic to the Maple Street character and the inclusion of an additional overlay would simply provide for additional and unnecessary regulation.

Response

Maple Street is a substantial main street that reflects the strong historic growth and development of Maleny and surrounding region, being first settled by Europeans in the 1870s.

Whilst there are a number of later commercial buildings constructed in Maple Street, predominantly at the eastern and western extremities, there are still a significant number of buildings that have been identified that generally exemplify the identified character of the area.

The commercial premises in Maple Street in particular have become a key part of Maleny's identity. For this reason, there is a need to ensure that the built character of Maple Street is effectively managed so as to maintain and enhance the historic cultural heritage of the street.

Maleny Maple Street character buildings

- Submissions were received objecting to the inclusion of the following as proposed character buildings:
 - 5 Maple Street
 - 9 Maple Street
 - 16 Maple Street
 - 47 Maple Street
 - 49 Maple Street
 - 56 Maple Street
- The submitters in general objected to the proposal for inclusion of the aforementioned character buildings in the proposed Maleny Maple Street character area on the following grounds:
 - There is not anything unique or of a regional vernacular that warrants inclusion as a character building.
 - The building has undergone extensive recent renovations.
 - Limited significant heritage values of the buildings remain.
 - Listing greatly limits future development opportunities (alteration or removal).
 - No evidence of a detailed heritage investigation of the architectural elements

of the buildings and their heritage significance has been provided.

- The listing is an unreasonable and unfounded imposition.
- There is no justification for designating the existing buildings, nor the balance area of the site.
- There are structural uncertainties in the existing buildings.
- The cost of keeping the buildings safe structurally is going to be cost prohibitive and restrict or perhaps prevent future development of this site.

Response

Within the proposed Maleny Maple Street character area, a significant number of character buildings have been identified that generally exemplify the identified character within the area.

The street includes a mix of buildings dating from the early 1900s and the immediate post-World War II period. Notably, there are a number of traditional ‘timber and tin’ single-storey shops, a common building type in the region in the first half of the twentieth century.

Whilst these character buildings include a variety of building types exhibiting different architectural styles and some historical modifications, they remain as general exemplar buildings, useful in providing inspiration for the design of future buildings and building modifications in the area, even for buildings that have a different intended purpose.

Further review has determined that the viability of 56 Maple Street (Watson’s Garage) as a character building is effectively compromised on account of the construction materials and methods utilised in this building, as well as other reported structural uncertainties.

Recommendation:

- **Not proceed with the proposed identification of 56 Maple Street (Watson’s Garage), Maleny, as a character building in the proposed amendment.**
- **Maintain reference to 56 Maple Street (Watson’s Garage), Maleny, as a building that contributes to character within the proposed Statement of Significance for the Maleny Maple Street character area.**

3.8. Moffat Beach Character Area

3.8.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 6

No. of submissions in support, subject to changes: 2

Support for the proposed character area

A number of comments were received in support of the proposed Moffat Beach character area, including the following:

- The proposed amendment will mean that the character of Moffat Beach is retained and enhanced. It also means that small blocks will not be covered in inappropriate large houses that do not suit the character.
- There appears to be an understanding that the old beach house appearance of Moffat Beach is what makes it special.
- Character areas deliver certainty for buyers - that Council won’t be allowing some concrete monstrosity to be built next door.
- The guidelines for the character area deal with external appearances. It is not really clear how they hinder designers and architects in achieving contemporary living and commercial spaces.
- Character buildings may need to be handled on a case-by-case basis as owners will need flexibility to replace deteriorating materials, renovate and demolish in some cases. Character buildings should be identified on a voluntary basis with owners.
- The submitter had no issues living with character requirements in a character building in Brisbane.

Response

Support for the proposed amendment is noted.

Buildings pre-dating the identified character

- If a house is even older than the identified character, then the design attributes should be able to be kept in new development.

Response

The identified character of the proposed Moffat Beach character area relates to post-war beach houses. This is the built character that has contributed most to the distinctive identity of Moffat Beach. While it possible to propose other building designs, it is the intent of the proposed

amendment that the identified character be represented in new development.

Research process and Statement of Significance

- While there is general support for the amendment, there is a need for further research into the Statement of Significance – which is seen as highly prescriptive and lacking in rigour. There are no criteria against which an assessment of significance is made. Detailed recommendations are submitted for the improvement of the Statement of Significance.

Response

The proposed Statement of Significance for the Moffat Beach character area, like other such statements for character areas, is intended to provide the necessary information to enable the more detailed assessment of incoming planning applications. It operates in conjunction with the Heritage and character areas overlay code, which contains planning provisions that assist in determining the compatibility of a proposed development with the identified character. It is considered that the statements of significance are 'fit for purpose' in enabling the assessment of planning applications, as well as providing general information about the character of an area.

Nevertheless, some revisions to the proposed Statement of Significance for the Moffat Beach Character Area are considered appropriate, taking into account the matters raised by the submitter.

Recommendation:

- **Amend the proposed Statement of Significance for the Moffat Beach character area to clarify the area's key characteristics and how terminology is used within the statement.**

3.8.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 34

No. of submissions supportive in principle, with specific objection(s): 8

Objections to the proposed character area generally

Comments received included the following:

- There is support for the general intent of the proposal, but not for many specific aspects.
- There has been some recent inappropriate development in the Moffat Beach area.

- The principle of retaining the charm and lifestyle of Moffat Beach is supported. A degree of control is warranted but not to the extent proposed.
- The submitter supports the 8.5 metre height limit and would like future development to be low impact with a light foot print. Renovations or demolition works should be encouraged but not regulated.
- The character of the area is already protected through existing planning scheme provisions preventing units and townhouse development. Existing local plan provisions can be expanded and elaborated on instead of a character area being introduced.
- Objection to proposed changes in Caloundra Local Plan Code, including PO29 – specifying contemporary coastal built form for Local Centre outside of Moffat Beach but traditional local character where in Moffat Beach.
- The character area occurs informally – incorporating it into the planning scheme is unnecessary. The proposal is unnecessarily limiting for owners and the area generally.
- Council should trust residents to look after their own patch – the area is unique because of the beautiful beach and the beautiful weather, not because of the houses.

Response

Moffat Beach is currently included within the Caloundra Local Plan area of the planning scheme. While it is acknowledged that local plan provisions within the planning scheme can provide for local design requirements, these are usually more general in nature and do not apply to all new buildings.

There is a need for specific protection of the character of Moffat Beach against future inappropriate development that may occur. In order to provide meaningful protection for the built character of Moffat Beach, there is a need for corresponding planning controls.

Character areas provide for a more detailed and comprehensive application of design requirements to avoid development that may compromise the identified character and general amenity of an area.

Generally, character area overlay elements by and of themselves do not constitute a significant imposition on development potential.

Objection to proposed character area – threat to attractiveness of Moffat Beach

- The submitter believes that the proposal will result in a loss of local charm and attraction of

the Moffat Beach area and this would impact negatively on local businesses.

Response

There are already 12 existing character areas identified within the planning scheme in other locations on the Sunshine Coast. Experience to date does not suggest that the character area elements have become a deterrent to property maintenance. Rather, character areas tend to have a higher level of general amenity, reflecting their more unified historically-based character and possibly a higher degree of local pride in the appearance of the area.

Objections to proposed character buildings

- The character area is supported, but there is strong disagreement with character buildings being nominated.
- Supports the protection of character in Moffat Beach but not at the expense of the 12 home owners.
- There is a need to re-examine the identification of character buildings, which will be severely affected by the proposal.
- Character buildings are not feasible – they are too expensive to maintain, not fit-for-purpose or built to a modern standard.
- Many of the homes designated as character buildings have changed from their original form, so the point of nominating them is not clear.
- The proposed character buildings are not representative or attractive.
- Many character buildings provide little aesthetic appeal to the area's housing landscape.
- The nature of building practices from the character period may be inherently problematic, including problems associated with quality, orientation and scale for permanent living. The buildings used poor quality materials and cheap construction. These homes should not be mandated for retention in the interest of maintaining a satisfactory standard of living. It is unreasonable to make property owners conform to this style because times have changed.
- Beach houses were never intended to be long-standing structures and were designed as holiday houses, not permanent residences. The design was driven by post-war desperation and was not of architectural quality.
- There are concerns about asbestos in the proposed character buildings and human

health. Removal of old beach houses should be considered as a health requirement, rather than insisting that residents retain them.

- Preserving the Moffat Beach feel should be encouraged but it is important to know that the majority of old beach houses were designed as holiday retreats not for living. Additionally, the building materials were all asbestos - roof and walls. These houses are hot as hell in summer and freezing in winter.
- Necessary repairs to a character building would become impact assessable, involving additional time, cost and risk – renovations and redevelopment are also significantly more difficult.
- During an impact assessable application, demolitions will be opposed by the same minority that drove the amendment, potentially leaving property owners with valuable land and a building that cannot be upgraded.
- The additional costs and time delays associated with planning applications in the character area are objectionable. There are concerns over whether consideration has been given to the cyclone-proof and sustainability standards of these (character) buildings. There are also concerns over whether the cost of meeting Australian Standards within the guidelines has been considered.
- There is a difference between the Brisbane market for Colonial and Queenslander buildings with high building standards and significant character value – no similar demand has been seen for Moffat Beach beach houses.

Response

Within the proposed Moffat Beach character area, 12 character buildings were nominated as part of the proposed amendment as generally exemplifying the identified built character for the area.

The nomination of character buildings occurs across all character areas. Character buildings are subject to a higher level of planning control in order to provide the necessary protection for the character buildings. These buildings provide a key point of reference for a character area generally as well as for the design of incoming development.

In the case of the character buildings nominated for Moffat Beach, it is acknowledged that there are important differences between the 12 character buildings nominated and character buildings found in other character areas across the region. While character buildings in other areas are typically based on 'timber and tin' or masonry construction, the 12 character buildings identified for Moffat

Beach are more lightweight structures based on the use of fibro and other inexpensive materials.

Further to this, it has been reinforced by submissions received that the character buildings nominated for Moffat Beach generally reflect a different construction tendency – one that was based on the inexpensive (and often improvised) construction of holiday houses for non-permanent occupation. This would contrast with most character buildings located in other character areas, which were generally constructed for the purpose of permanent long-term occupation.

Submissions have also reinforced that the designs of the nominated character buildings are less climatically sensitive and functional in a modern context than residential buildings from earlier and later eras. When considering that the use of these buildings has generally changed from non-permanent to permanent occupation, this is a notable practical consideration.

On account of the above factors and the evidence obtained during public consultation and subsequent analysis, the proposed character buildings identified for Moffat Beach would appear to have limited long-term practical viability as a class of buildings.

On this basis, the nomination of the proposed 12 character buildings for Moffat Beach is not practically feasible.

Nonetheless, the 12 character buildings identified for the proposed character area do provide a highly valuable point of reference for local character and therefore they should continue to be referenced in the Statement of Significance for the Moffat Beach character area as examples of buildings that contribute to character.

The management of asbestos remains the responsibility of building owners and is governed outside of the planning system. Owners with concerns about the safety of asbestos within their buildings are encouraged to visit www.asbestos.qld.gov.au to obtain further information and guidance.

Recommendation:

- **Not proceed with the proposed identification of the 12 character buildings within the Moffat Beach character area.**
- **Maintain reference to these 12 buildings as buildings that contribute to character within the proposed Statement of Significance for the Moffat Beach character area.**

Objections to identified character for the character area

- It is unclear why other areas have not been included e.g. Golden Beach. Many other suburbs on the Sunshine Coast demonstrate similar aspects of culture and history.
- It is unfair to focus on Moffat Beach when development is permitted to interrupt the coastal landscape of significance elsewhere.
- Character buildings and the character area were arbitrarily selected – it is unclear why one style of building is being selected when many houses depict the evolution of the area.
- It is unclear how 7% of the properties can be considered to be representative of the character of the area.
- There is a lack of rigour in the research undertaken – assessment based on a drive-by and not a more thorough assessment.
- The character area may discontinue the area's evolution, resulting in a homogeneous development outcome.
- Council is out of touch with the character of the area and the assessment criteria are too narrow.
- It is unlikely that project home builders will have designs that match the Moffat Beach character. An architect will be required, which will add to costs.
- The proposal limits the exploration of other unique forms of architecture that can still fit the character and lifestyle belonging to Moffat Beach.
- The proposal restricts individual choice beyond usual building parameters, limiting creativity and design in the area.
- The character area will enforce an illogical, unrealistic and outdated idea of 1960's character – there needs to be more leniency in the approval process.
- The balance of the character area is too fragmented to be considered a character area.
- Character protections have come too late, as there is already significant development. The proposed amendment penalises those who have not already developed their properties. Many of the older homes have already been removed to make way for more modern homes that better suit the climate. Subdivision and dual occupancy has occurred.
- Buildings either side of 19-19A Roderick Street have not been identified as character buildings (i.e. 1940's buildings).

It is also noted that the boundaries of the character identification were criticised by proponents of the

character area, who made comments such as the following:

- The character building list for the Moffat Beach proposed character area is not rigorous. More work is recommended with the local architectural community.

Response

Moffat Beach has a unique character on the Sunshine Coast. It most strongly reflects a broader post-war coastal development trend focused on the development of beach houses. Other parts of the Sunshine Coast saw a similar beach house development trend. However, the subsequent redevelopment of these areas has caused major changes to their building fabric and land use, and consequently a change in their character.

It is not intended that the character area will block creativity or exclude project home builders. Contemporary buildings already within the area reflect elements of the identified character. It is not expected that new buildings replicate the original character buildings, rather that new development is complementary to the identified character.

In relation to the identification of character buildings, these were identified through on-ground investigations. Buildings that generally exemplify the identified character of the proposed character area were nominated. This identified character is targeted in nature and does not include all older Moffat Beach houses.

It is noted that it is no longer intended to identify character buildings within the Moffat Beach character area.

Objections to the spatial extent of the proposed character area

- There is no basis for the extent of the boundaries of the proposed area – why is the first row along Buccleugh Street excluded and one allotment in Seaview Terrace included?
- 13 Buccleugh Street and the playground at the beachfront are notable exclusions from the character area.
- Clarification is sought on the basis for the boundaries of the proposed character area, noting particularly the exclusion of Seaview Terrace.
- It is unclear why Raintrees Resort has not been included in the proposed overlay.
- The Local centre-zoned land should not be included in the proposed character area. It is unclear how commercial property can be integrated in the character area.

It is also noted that the boundaries of the character area were criticised by proponents of the character area, who made comments such as the following:

- The boundary of the character area could be extended to include the remainder of Kingsford Smith Parade, Bryce Street, Roderick Street, Nothling Street, Grigor Street and Buccleugh Street (from the bridge to Grigor Street).
- The Moffat Beach proposed character area should be extended to include the eastern side of Seaview Terrace and to the west over Buccleugh Street to include post-war beach houses.

Response

The boundary of the character area has been structured to avoid street faces or major sites where the identified character is poorly represented, does not exist or is likely to be threatened. This includes:

- Both sides of Buccleugh Street, where the presence of this major road and non-residential forms of development compromise the achievement of the desired character and form a natural boundary for the character area. For these reasons, 13 Buccleugh Street is not considered to warrant inclusion in the proposed character area.
- Seaview Terrace, which although containing several buildings that pre-date the identified character, also contains a large number of buildings that do not reflect the identified character.
- Raintrees Resort, being a site with a distinctively different built form and pattern of ownership.

The playground area within Moffat Beach forms part of the modern centre area facing onto Seaview Terrace. Although it is certainly a part of the modern Moffat Beach, it is spatially detached from the historically-based character area.

The Local centre-zoned land on the northern side of Roderick Street is seen to be a valid inclusion within the character area. While the character area has an orientation towards residential development, this is not intended to exclude commercial and mixed use development that is permissible in the Local centre zone. It is intended that new buildings in this area demonstrate designs that are complementary to the desired character for the area.

Objections to the inclusion of the southern side of Grigor Street within the character area

- The southern side of Grigor Street should not be included within the Moffat Beach character

area. This side of the street was never for holiday houses, rather it was for permanent residential homes. These homes were built on larger allotments (not being from the M.J. Moffat residential subdivision) with detached dwellings that demonstrated different materials, more expansive gardens, larger dwelling sizes and more substantial frontages. This results in a different streetscape on the southern side of Grigor Street.

Response

The points made in the submissions are acknowledged. The southern side of Grigor Street effectively demonstrates a different history and physical built form that is quite distinctive from the narrow lot layout and building forms seen in the M.J. Moffat subdivision.

Recommendation:

- **Remove the Grigor Street road reserve and land on the southern side of Grigor Street from the proposed Moffat Beach character area.**
- **Make consequential changes to the Statement of Significance for the Moffat Beach character area to reflect the recommendation above.**

Objections based on owner's rights

- Owners should have the ultimate say in how their properties are developed, this right should not be taken away.
- Owners' rights are being taken away for a questionable purpose.
- Council should let progress take its course.
- The character area provisions are at risk of being ignored by property owners, who will just freely renovate their properties. New development may significantly depart from character by the inclusion of modern features.
- Where is the evidence of a similar proposal in another area of Australia?

Response

Similar to other planning provisions relating to development, such as zoning and building heights, Council has the ability to identify private properties within character areas in order to protect these properties from inappropriate development. These actions are carried out under responsibilities established by the *Planning Act 2016*.

The proposed amendment has been prepared to update Council's existing identification of local heritage places and character areas. It has been prepared in a manner that is consistent with the practices of other local governments in Queensland and elsewhere.

As part of the process, Council has sought to modernise its local heritage places and character areas by allowing for the inclusion of more recent developments. This reflects a trend being seen in heritage protection more broadly. The built character present at Moffat Beach reflects a significant part of Sunshine Coast history and culture and is seen to warrant protection through the planning scheme.

Objection to character area based on difficulty in practical application

- The implementation of the provisions will be problematic and inconsistently applied due to the mixed character of the area and the 'strict but ambiguous' code.

Response

For new development, it will be necessary to ensure that design proposals are complementary to the identified character. The proposed character requirements offer a necessary degree of flexibility to allow for creative interpretations of the local character.

Objections to proposed character area – property values

The introduction of the character area could cause a reduction in property values and other adverse financial consequences, in particular character buildings. Buyers may be averse to character considerations.

- The commercial development potential of some properties will be impacted.
- There will be a detrimental impact on new modern homes in a neighbourhood with declining older homes.

Response

It is acknowledged that the introduction of a character area will result in additional planning requirements for new development. However, within the Moffat Beach context, it is not envisaged that the introduction of a character area by itself will result in a reduction in property values. In the long term, operating in conjunction with other planning scheme provisions (e.g. Low Density Residential Zone, Protected Housing Area, Caloundra Local Plan – Precinct LPP-2) it is possible that the presence of a character area will give greater certainty to buyers on account of the controls applying to building character.

It is noted that the identification of character buildings is no longer recommended in Moffat Beach (see above).

Objections to proposed character area – future proposals

- If adopted, the character area could be expanded in the future and character buildings are a precursor to full heritage listing.

Response

It is noted that character buildings are no longer proposed to be included in the proposed Moffat Beach character area (see above).

Like any part of the Sunshine Coast local government area, it is possible that sites within the Moffat Beach character area may be nominated as a local heritage place in future planning scheme amendments. Such nominations would be based on the methodologies employed at the time and would be subject to further investigation public consultation.

Objection to proposed character area – roofline elements

- Skillion roof lines are a character feature in the area, but a 3 degree roof pitch should be acceptable.
- A variety of roof styles would be in order and not just the skillion roof.

Response

It is considered that the skillion roof form is a key defining feature of the built character of Moffat Beach. Within the characteristics set out in the proposed Statement of Significance, there is allowance for considerable variation, including through the use of multiple roof skillions.

Roof pitch is an important characteristic of this component of the identified character. A 3 degree roof pitch (except where used for a garage structure) would be out of keeping with this identified character for the area. Greater roof pitches were required in the original Moffat Beach beach houses to ensure proper roof drainage and avoidance of the infiltration of water into the structure, with the building technology to achieve 3 degree roof pitches not existing at the time of the area's post-war development.

The proposed Statement of Significance specifies a 7 to 15 degree roof pitch.

Recommendation:

- **Amend the proposed Statement of Significance for the Moffat Beach character area to indicate that a 3 degree roof pitch may be acceptable in the construction of detached garage structures.**

Objections to character area - fencing elements

- Inclusion of fences in the description of character does not correspond to modern privacy and safety concerns, as well as traffic on Roderick Street. It is suggested that the front fence proposal be limited to the back streets (excluding Roderick Street).
- Objection to the inclusion of fencing and scale requirements. Fencing regulation should be limited to the street face.

Response

An element of the historic Moffat Beach character is the relative absence of boundary fencing. While the influence of modern development has changed this, it is still able to be partially interpreted from the openness of the streetscape on Nothling Street. It is accepted that Roderick Street has a different context to the remainder of the character area in this sense.

Recommendation:

- **Amend the proposed Statement of Significance for the Moffat Beach Character Area in relation to property fencing, to allow for the inclusion of conventional side and rear fences, and front fences for properties located on Roderick Street.**

Consultation processes

- The consultation process has not been sufficient. There should be more community involvement.
- Is there evidence that the stakeholders support the proposal?
- There was a lack of community support shown for the proposal at the 16 September meeting.

Response

The purpose of the public consultation undertaken by Council in relation to the proposed amendment was to understand community views in relation to the proposals. Issues have been identified through consideration of community submissions and other feedback, which have facilitated further analysis and revisions to the original proposal.

Refer to section 4.3 in relation to community consultation processes.

3.9. Nambour Lower Blackall Terrace Character Area

3.9.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 3

Comments in objection to the identification of a character area and character building

- The existing Nambour Lower Blackall Terrace Character Area should be removed particularly in relation to 5-7 Blackall Terrace and neighbouring properties.
- Council's restrictions have stopped the property owner from improving the (fibro/asbestos) façade of their house.
- The character restrictions in the Nambour Lower Blackall Terrace Character Area are outdated and unjustified.

Response

The dwelling at 5-7 Blackall Terrace is currently identified as a character building in the Nambour Lower Blackall Terrace Character Area. The proposed amendment seeks to remove the character building designation but retain the property in the Character Area.

The presence of the character building overlay element can make some proposed Building work assessable against the Heritage and Character Areas Overlay Code. However, inclusion of land in a character area overlay element by and of itself does not.

Consequently, if the amendment is adopted and the character building designation at 5-7 Blackall Terrace is removed, the property owner may make improvements to the building (where defined as Building Work and not a Material Change of Use) without requiring assessment against the Heritage and Character Areas Overlay Code.

Comments in objection to the identification of a character building

- The Nambour Lower Blackall Terrace Character Area should not be extended to include 26 Blackall Terrace, Nambour.
- Significant modification has occurred in the neighbourhood such that it bears little resemblance to the original character.
- The added control is unnecessary.
- The designation will impact on property resale values.
- The character building designation at 41 Blackall Terrace, Nambour should be removed

on the basis that the house has been renovated to keep in character with the neighbourhood but has very little original materials or features.

Response

The proposed amendment seeks to extend the Nambour Lower Blackall Terrace Character Area to include a number of properties including 26 Blackall Terrace and 41 Blackall Terrace, Nambour. A character building designation is also proposed on 41 Blackall Terrace.

The issues of alterations and authenticity, application requirements and financial impacts are addressed in section 3.2 'Character areas generally' of this report.

The proposed Statement of Significance for the Nambour Lower Blackall Terrace Character Area recognises that although some of these houses have been altered over time, their basic form and presence in the street make a key contribution to the identified character.

Comments in objection to the identification of an existing character building

- The character building designation at 20 Blackall Terrace, Nambour should be removed on the basis that significant building alteration has occurred. There should not be additional application processes for demolition.

Response

The dwelling at 20 Blackall Terrace is currently identified as a character building in the Nambour Lower Blackall Terrace Character Area. The proposed amendment seeks to retain the property in the Character Area as a character building, although modifications have occurred to this building.

Character buildings may be considered as important contributors to the character of an area for a number of reasons including the presence of historical, architectural or streetscape character values.

A character building may have been altered in form or location but, nonetheless, possesses characteristics in the current building form that are important to the character of the area and is consequently worthy of protection.

3.10. Nambour Magnolia Street Character Area

3.10.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 1

Comments in objection to the identification of a character area and character building

- Both Mary Street and Elizabeth Street in the Nambour Magnolia Street Character Area have been compromised by newer dwellings.
- It is not appropriate to identify the building at 10 Elizabeth Street, Nambour as a character building on the basis that it has been significantly altered and no longer represents the original house.
- Identification as a character building will lower the resale value of the property.
- The proposed amendment impinges on the rights of rate-paying property owners and is unjust.
- Applications to Council should not be needed for changes to the appearance of the house.

Response

While Mary Street and Elizabeth Street in Nambour have seen more recent development, they still remain substantially intact from a built character perspective, consistent with the remainder of the character area.

The current planning scheme identifies the Nambour Magnolia Street Character Area but does not identify any specific character buildings.

The proposed amendment specifically identifies a number of character buildings, including 10 Elizabeth Street, Nambour within the Nambour Magnolia Street Character Area.

While it is acknowledged that 10 Elizabeth Street has been altered from its original form, it nonetheless demonstrates many of the elements that are characteristic of the Nambour Magnolia Street Character Area.

The issues of financial implications, property rights and application requirements are addressed in section 3.2 'Character areas generally' of this report.

3.11. Nambour Netherton Street Character Area

3.11.1. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 1

Comments in objection to the identification of an existing character building

- The character building designation at 52 Blackall Terrace, Nambour will affect plans to preserve and reorientate the house.

Response

The dwelling at 52 Blackall Terrace, Nambour is identified as a character building in the Nambour Netherton Street Character Area in the current planning scheme. The proposed amendment seeks to retain this character building designation.

Under both the existing and proposed provisions, the relocation or demolition of a character building would require an Impact assessable application to Council to ensure that the existing identified character and streetscape is maintained.

This treatment is considered appropriate given the important contribution of the character building to the character of the area.

The matter of maintenance costs is addressed in section 4. 'Other Matters' of this report.

3.12. Palmwoods Character Area

3.12.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 5

Comments in support of a character area and character buildings

- The character building designations at 1 Jane Street, and 11 Main Street (CWA Building), Palmwoods are supported.
- Buildings that thrive in Palmwoods are those which have been restored. The ES&A Bank and staff residence, the Station Master's house and the Old Bakery (which has a development approval on the site) have this potential.

Response

Support for the proposed character building designation at 1 Jane Street is noted.

The proposed amendment includes a significant extension of the existing Palmwoods Character Area including the addition of new properties along Margaret Street, Hill Street, Church Street, Jane Street and Main Street.

3.12.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions supportive in principle, with specific objection(s): 3

Comments in objection to the identification of character buildings

- While the Palmwoods Character Area is generally supported, 5 and 7 Hill Street, Palmwoods should not be identified because the houses are not unique and do not have historical value.

Response

Further research has been undertaken in relation to these proposed character buildings at 5 and 7 Hill Street. On the basis of this research, it is acknowledged that the residential building at 5 Hill Street has undergone significant previous modifications that would preclude it from inclusion in the character area as a character building. However, the residential building at 7 Hill Street demonstrates character values and therefore warrants ongoing inclusion as a character building in the proposed amendment.

Recommendation:

- **Not proceed with the proposed identification of 5 Hill Street as a character building in the proposed extension to the Palmwoods character area within the proposed amendment.**

Objection to proposed character area extension

- Development limitations should not be placed on 1 Fewtrell Street, Palmwoods because the building has undergone numerous alterations.

Response

1 Fewtrell Street, Palmwoods is proposed to be included within the existing Palmwoods character area (but not as a character building).

These assessment requirements are considered appropriate to ensure that this kind of development retains the existing character of the area. It is not anticipated that a character area overlay element in and of itself would significantly affect the development potential available on site.

3.13. Woombye Blackall Street Character Area

3.13.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 1

Comments in support of the character area

- The extension of the Woombye Blackall Street character area is supported and could be extended further to include Wakefield Street as far south as Dinmore Street, noting that this is another entry point to Woombye.
- There has been development growth in Woombye in recent years and it is not clear whether Council has a plan to manage the effects of this growth, particularly in relation to parking.
- The submitter believes that a similar amount of funding should be allocated to Woombye as that which was allocated to Palmwoods for the recent landscaping project.

Response

Support for the proposed extension of the Woombye Character Area is noted.

The extension to the existing character area as identified in the proposed amendment is intended to enable a more comprehensive coverage of the historic town centre of Woombye, covering the eastern entrance to the town centre from Nambour Connection Road (Old Bruce Highway and the original location of Cobb's Camp or Woombye) and the western entrance from Woombye Railway Station.

Residential areas to the south of the township in the area of Dinmore Street are not seen to make the same contribution to character as those areas located within the proposed character area.

Transport infrastructure needs are outside of the scope of the proposed amendment. However, Council has a suite of strategies to address the transport infrastructure needs of the Sunshine Coast including Woombye within the Sunshine Coast Integrated Transport Strategy.

The development of streetscaping and landscaping projects is also outside of the scope of the proposed amendment. Comments in relation to the funding of landscaping in Woombye have been forwarded to the relevant section of Council for further consideration.

3.13.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 2

No. of submissions supportive in principle, with specific objection(s): 1

Comments in objection to the identification of a character building

The character building designation at 39 Blackall Street, Woombye should be removed on the basis that:

- The property is zoned Medium density residential and is appropriately located for higher density development.
- While the property has degraded stained glass windows, it also has a number of serious building issues and is nearing the end of its habitable life.

Response

The proposed amendment includes an extension of the existing Woombye Character Area to include additional properties along Blackall Street and Pinegrove Road, Woombye. The proposed amendment also includes identification of 39 Blackall Street as a character building.

The issue of poor building condition is addressed in section 3.2. 'Character areas generally' of this report.

It is considered that retention of the existing building on 39 Blackall Street may be achievable in conjunction with the realisation of medium density residential development on this site. It is noted that character areas already occur within the Medium density residential zone in other towns (e.g. Nambour Magnolia Street Character Area) and that medium density residential development and character preservation can occur in tandem if well designed and carefully managed.

However, the viability of 39 Blackall Street as a character building is effectively compromised on account of the construction materials and methods utilised in this building, as well as other reported structural issues.

Recommendation:

- **Not proceed with the proposed identification of 39 Blackall Street, Woombye, as a character building in the proposed amendment.**
- **Maintain reference to 39 Blackall Street, Woombye, as a building that contributes to character within the Statement of**

Significance for the Woombye Blackall Street character area.

Comments in objection to the identification of character buildings

- A number of buildings in the proposed extension of the Woombye Blackall Street Character Area are not worthy of protection and have no cultural value.
- The character building elements proposed at 14 and 30 Blackall Street, Woombye will diminish the value of these properties, resulting in a severe financial imposition.

Response

Character buildings may be considered as important contributors to the character of an area for a number of reasons including the presence of historical, architectural or streetscape character values.

A character building may have been altered in form or location but, nonetheless, possesses characteristics in the current building form that are important to the character of the area and consequently worthy of protection. This is the case for 14 Blackall Street, Woombye (which is currently identified as a character building in the planning scheme), as well as 30 Blackall Street (proposed for inclusion in the character area and as a character building).

Spatial identification of a character building element

There is a need to reconsider the identification of the character building overlay element on 9 Blackall Street, Woombye as this covers the entire lot, however the character building occupies only a small portion of the lot.

Response

The point made in the submission is acknowledged. The character building on 9 Blackall Street, Woombye occupies a relatively small portion of the lot. The character building element on this site could be revised to better reflect the location of the character building whilst excluding other modern building elements on the site.

Recommendation:

- **Amend the identification of the character building overlay element on 9 Blackall Street, Woombye, to reflect the location of the character building on the site and to exclude the modern buildings on the site.**

Comments in objection to a character area

- Council has neglected the area in terms of maintenance and infrastructure it is therefore surprising that Council now believes this area to be worthy of preservation.

Response

These concerns regarding maintenance and infrastructure do not relate directly to the proposed amendment and have been forwarded to the relevant area of Council for attention.

It is noted that the Woombye Blackall Street Character Area already exists within the planning scheme. It is proposed to be extended within the proposed amendment.

3.14. Yandina Character Area

3.14.1. Consideration of key issues in submissions supporting the proposed amendment

No. of submissions in support: 3

Support for character area and character building

- The extension of the Yandina Character Area is supported.
- Recognition of the heritage and character values on Stevens Street is supported.
- The character building at 13 Stevens Street, Yandina is supported but funding assistance for repairs and maintenance is requested.

Response

Support for the proposed amendment is noted.

Refer to the response provided in the section below, in which a reduction of the proposed character area extension is recommended.

The matter of heritage incentives and maintenance is addressed in section 4. 'Other Matters' of this report.

3.14.2. Consideration of key issues in submissions objecting to the proposed amendment

No. of submissions in objection: 8

No. of submissions supportive in principle, with specific objection(s): 7

Comments in objection to the character area as proposed

- Most buildings within the Yandina character area are not of historic significance.

- The proposed character area will limit the potential development that could retain and enhance the character of the area.
- The southern end of Farrell Street is comprised mainly of new buildings.
- The heritage look of Yandina needs to be preserved but the proposed expansion of the character area is opposed.
- Council has not provided sufficient detail in relation to the proposed character area.
- Yandina should not be limited by reliance on its past.
- The proposals do not make sense in the context of the development that is present.
- The character area and the recent streetscaping negatively impact existing long term small businesses that rely on traffic, close parking, truck and large vehicle parking.
- Development in Yandina needs to respond to the residential growth in the area.
- The character area will restrict businesses being able to deliver a rapidly growing community what it needs – the proposed amendment represents a decision that contributes to the stagnation of small towns.
- The business community of Yandina is divided in opinion in relation to the proposed amendment, although the importance of local heritage as an attractor is acknowledged.
- Identification of sites as a character buildings will deter commercial investment in similar buildings in the area.
- The identification of 20 Farrell Street as a character building (and its inclusion within the proposed character area extension) is not supported.
- The identification of 8 Farrell Street as a character building (and its inclusion within the proposed character area extension) is not supported on the basis that the building has been significantly altered and does not meet the description of a character building. The building is in poor condition and does not contribute positively to the street.

Response

It is noted that a number of submissions supported the recognition of heritage and character values on Stevens Street but objected to the extension of the existing character area to include properties located on Farrell Street.

The intent of the proposed extension to the existing Yandina character area was to ensure that development in this broader extended area would

be compatible with key character elements in Yandina.

The submission comments regarding the need for commercial redevelopment opportunities associated with residential growth in Yandina are acknowledged in part.

In relation to the junction of Stevens Street and Farrell Street, it is considered that this is an important extension of the existing character area, vital to the achievement of character protection in Yandina. This area, comprised of retail and community development, as well as undeveloped land on the north-west corner of Stevens and Farrell Streets, is recommended to remain as a proposed character area.

Other parts of the proposed character area on Farrell Street (including the character building sites of 8 Farrell Street and 20 Farrell Street), are not intended for ongoing identification as a character area in the proposed amendment.

It is noted that the existing Yandina Local Plan includes detailed provisions intended to protect and reinforce the character and identity of Yandina (most notably, the inclusion of Farrell Street in the Primary Streetscape Treatment Area).

It is considered that the existing provisions in the planning scheme provide for development opportunities whilst appropriately addressing character and streetscape issues on much of Farrell Street.

Recommendation:

- **Not proceed with the proposed Yandina Character Area element and associated character building elements for the following properties in Yandina:**
 - **3, 4, 6, 8, 10, 12, 17, 18 (part), 18A, 19, and 20 Farrell Street**
 - **1 Fleming Street**
 - **2 Old Gympie Road**
- **Make consequential changes to the proposed Statement of Significance for the Yandina character area to give effect to the removal of the properties listed above.**

4. Other matters

Key issues raised in support of the proposed amendment:

- There is a need for the proposed amendment.
- Council should implement heritage incentives and essential maintenance requirements.

Key issues raised in objection to the proposed amendment:

- Objections to specific elements of the assessment provisions in the Heritage and character areas overlay code.
- Deficiencies in the public consultation process.
- The proposed amendment is not in the interest of the community and enforces undue constraints on Sunshine Coast properties.
- The amendment will restrict, complicate and prevent future planning and development.

4.1. Caloundra Lighthouse View Protection Area

4.1.1. Consideration of key issues in submissions supporting the proposed amendment

Exclusion of 4 Arthur Street, Kings Beach from the Lighthouse View Protection Area

- It seems odd that 4 Arthur Street is not included in the Lighthouse View Protection Area.

Response

The Lighthouse View Protection Area was first identified in the (former) Caloundra City Plan 2004. Within this planning scheme, Lot 24 on RP42595 (at 4 Arthur Street, Kings Beach) was included in the Protection Area.

At the time of drafting the Sunshine Coast Planning Scheme 2014, the Lighthouse View Protection Area was generally translated from the Caloundra City Plan 2004 however, 4 Arthur Street was not included.

The proposed amendment seeks to include a small number of additional properties within the Lighthouse View Protection Area but does not propose to reinstate the inclusion of 4 Arthur Street.

The purpose of the Lighthouse View Protection Area is to ensure that development does not interrupt significant views from, and towards, the Caloundra Lighthouse.

Because the Caloundra Lighthouse is identified as a State Heritage Place, a proposal for a Material Change of Use development at the Caloundra Lighthouse site or on adjacent properties (including 4 Arthur Street) would be assessable development in accordance Schedule 10 of the *Planning Regulation 2017*. Given that this assessment process would seek to protect the values associated with the Caloundra Lighthouse, including view lines, it is considered unnecessary to also include land adjacent to the Caloundra Lighthouse in the Lighthouse View Protection Area.

4.2. Heritage and character areas overlay code provisions

4.2.1. Consideration of key issues in submissions supporting the proposed amendment

Support for proposed assessment provisions

- The changes to the Heritage and character areas overlay code are commended.
- There is a need to consider the assessment provisions in view of the more significant heritage-related development applications that have occurred.

Response

The points made in the submissions are acknowledged. The heritage and character area assessment provisions have been reviewed based on operational experience as part of the investigations leading to the proposed amendment.

Further changes to the assessment provisions are identified in the section below.

4.2.2. Consideration of key issues in submissions objecting to the proposed amendment

Objection to proposed assessment provisions – signage and materials

- Existing buildings should not be subject to signage limitations.
- Heritage provisions should support newer material products in the market place (e.g. the ability to substitute a composite chamfer board for solid timber).

Response

The existing *Sunshine Coast Planning Scheme 2014* requires that new advertising devices proposed on a local heritage place or in a character area are subject to assessment by Council against the Heritage and character areas

overlay code. This assessment is considered appropriate given the significant impact the siting and design of an advertising device can have on important historic, cultural and aesthetic values of these places.

In relation to the use of building materials, the assessment provisions contained within the proposed amendment specify the use of materials that are compatible with the conservation of a local heritage place or character building. This does not exclude the use of modern materials. The focus is on ensuring that the use of modern materials contribute to a high quality conservation outcome.

Objection to proposed assessment provisions – character buildings outside of character areas and relocated local heritage places

- The amendment does not contain a mechanism for preserving character buildings outside of a character area - the mechanism for adding these seems to rely on future amendments.
- Some local heritage buildings have been relocated. The original locations of these buildings should be marked as significant sites and reasons given for their relocation.

Response

It is acknowledged that the proposed amendment does not identify character buildings outside of character areas. At this point in time, no basis has been identified for such a protection.

In relation to the original location of local heritage buildings being identified as significant, it is seen that non-legal or interpretive mechanisms can achieve this outcome. The original sites of local heritage buildings would be very unlikely to meet the threshold for local heritage place significance in the planning scheme on account of the lack of physical built fabric on the site.

Objection to proposed assessment provisions – architect review

- The provisions of the Heritage and Character Areas Overlay Code do not appear to have been adequately tested by an architect.
- The code provisions should also include 'lot size' which has been overlooked as an important consideration of the character of housing/built form.
- Code provisions are too prescriptive and do not allow for alternative design outcomes. The provisions does not consider that structural support for timber buildings needs to occur at the outer edge and recessing walls back 1m may not be practical/achievable.

Response

The provisions of the planning scheme codes are largely based on model codes produced by the State government for planning schemes. As part of the proposed amendment, refinements have been made to the Heritage and Character Area Overlay Code provided based on a broader review, including operational experience with the code. As each local heritage place or character site is unique, the standards in the code are necessarily general in nature.

The recommendation in relation to including 'lot size' as a relevant matter is acknowledged, as it is already a relevant matter in PO2 of Table 8.2.9.3.1 (for local heritage places).

The comment relating to the enclosure of an under storey area of a character building, is an established requirement that is implemented elsewhere in Queensland. It is seen to be appropriate for character buildings in the Sunshine Coast context. However, in order to avoid prescriptiveness and to allow for alternative design solutions, it is possible to incorporate this provision as an acceptable outcome.

Recommendation:

- **Revise PO1 and PO2 in Table 8.2.9.3.2 of the Heritage and character areas overlay code to ensure that lot size is included as a character element and streetscape characteristic in the assessment provisions for character areas.**
- **Revise PO5 in Table 8.2.9.3.2 (for character areas in the Heritage and character areas overlay code) to move PO5(a) from the Performance Outcomes to the Acceptable Outcomes column of the table, as an Acceptable Outcome that partially fulfils the purpose of PO5.**
- **Move the revised PO5 to the code sub-section 'Modifications to Character Buildings' for clarity.**

Objection to proposed assessment provisions – general implementation

- There is insufficient clarity in relation to how the amendment will be implemented in practice as the guidelines and criteria are quite vague.
- There are concerns relating to the restriction of growth and development, cost of compliance and potential openness for interpretation.

Response

Heritage and character protection is invariably a matter that requires a site specific focus. Detailed information has been set out in the proposed

amendment in relation to proposed local heritage places and character areas. This forms the key information that, when used in conjunction with the Heritage and character areas overlay code, provides the basis for the assessment of planning applications. There is a need for the planning provisions to have some scope for interpretation, to facilitate optimal planning outcomes. It is considered that there is a suitable balance between detail and scope for interpretation in the proposed amendment.

Further review of the proposed amendment has identified the need to define the scope of assessable building work more specifically, to exclude maintenance works that do not affect the external visual appearance or integrity of the elements that contribute to the significance of a local heritage place from assessment. This change will reduce the regulatory requirements applying to local heritage places, by avoiding the need to make applications for works that are not likely to have significant consequences for a local heritage place.

Recommendation:

Amend Table 5.10.1 (for Heritage and Character Areas Overlay Code - local heritage places) in relation to Building work not associated with a material change of use, to exclude maintenance works that do not affect the external appearance or integrity of the elements that contribute to the significance of a local heritage place from assessment.

4.3. Consultation process

4.3.1. Consideration of key issues in submissions objecting to the consultation process

Objections to public consultation process

- There were a number of concerns raised with the public consultation process, including the following points:
 - There was a general lack of consultation and communication.
 - The consultation period was too short for the community to consider the information provided and make a meaningful contribution.
 - A time extension was required to provide submissions.
 - Engagement was not started early in the plan making process.
 - Further consultation is needed to ensure best outcomes for designated sites.

Response

The proposed planning scheme amendment was subject to public consultation from Monday 19 August to Monday 16 September 2019 (i.e. 21 business days) in accordance with the *Planning Act 2016*. Section 1 of this Report provides an overview of the public consultation process undertaken, which exceeded the requirements specified in the *Planning Act 2016*.

The concerns and suggestions raised in relation to public consultation are noted and will be considered for future planning scheme amendments.

4.4. Other issues

4.4.1. Consideration of other issues in submissions supporting the proposed amendment

General comments in support of the proposed amendment

A range of general comments in support of the proposed amendment were made, including the following points:

- It is important to maintain and preserve heritage sites for future generations.
- The development of provisions to address protection of significant architectural built form is long overdue - this process is very welcome.
- The proposed amendment is supported in total.
- Clarification is sought on whether heritage listing is optional for property owners and the legal head of power to identify local heritage places and character areas.
- There is a need to consider whether local heritage places may be removed from the planning scheme due to their evolution to accommodate modern uses and subsequently be added to another listing.
- A separate study of natural history is needed.
- Council should negotiate with relevant teacher associations to incorporate local history in the school curriculum.

Response

Support for the proposed amendment is noted.

There is a legal head of power for the proposed amendment. Council is required to identify and protect local heritage places under Queensland legislation, either via a local heritage register document or its planning scheme (*Queensland Heritage Act 1992 and Planning Act 2016*). The identification of local heritage places and character

areas is an established practice within Queensland planning schemes.

In relation to creating another listing for local heritage places that have been removed due to their evolution to accommodate modern uses, this has not been contemplated for the planning scheme. There are a large number of buildings that have a non-statutory 'historic' significance. However, it is seen that there is no need for these buildings to receive legal recognition in the planning scheme.

The suggestion of a study of natural history for the region has been noted and forwarded to the relevant section of Council for consideration.

In relation to the suggestion that Council should make contact with local teacher associations to integrate local heritage into the curriculum, this does not relate directly to the proposed amendment. This suggestion has been forwarded to the relevant section of Council for consideration.

Incentives and essential maintenance

Comments received included the following:

- Council should implement a policy of essential maintenance orders to avoid demolition by neglect. Council should become a prescribed local authority under the *Queensland Heritage Act 1992* for these purposes.
- Listing of a property should be considered as a mutual obligation - Council should provide support through maintenance grants.
- Council should invest more into changes to Yandina buildings to make them have a more historical and 'Queenslander' appearance. Next year, Yandina will be 150 years old, presenting an opportunity to showcase cultural heritage.
- In Palmwoods, it is likely that many aging buildings established c. 1900 will deteriorate unless provisions are put in place to require mandatory repair work. At the present time, developers can wait for buildings to rot and then apply to demolish and develop within the planning scheme codes. Essential maintenance orders should be introduced by Council.
- The budget for heritage incentives needs to be significantly expanded to support private owners.
- Support should be given to owners of heritage listed buildings in the form of process assistance, rates rebates, parking requirement relaxations and similar mechanisms.
- There should be an annual audit of 25% of the heritage listed buildings to discuss needs and challenges. Council should also do more in terms of heritage compliance activities.

Response

Council staff are investigating potential financial and other incentives as well as enforcement mechanisms for local heritage places. Public consultation on the proposed amendment has informed these investigations. It is intended that options for potential incentive and enforcement options be presented for Council's consideration in due course.

Such measures would complement Council's existing development incentives for heritage protection, which include the waiver of application fees where a planning application is required due to heritage or character provisions, and the availability of financial support for the preparation of technical reporting (both available where a heritage or character building is not proposed to be demolished).

4.4.2. Consideration of key issues in submissions objecting to the proposed amendment

Objections to research undertaken in association with the proposed amendment

- The consultant team appears to lack knowledge of architecture and recent architectural history of the Sunshine Coast, placing a question mark over the study.
- It is obvious that inappropriate research has been conducted without reference to local historians who could so easily have supplied historically correct information with back up references.

Response

An industry-leading standard of research was undertaken as part of the investigations leading to the proposed amendment. The methodology for the investigations included early consultation to obtain information from key historical groups in the community and other sources. It is conceded that with investigations being undertaken on a regional-level scale, it is possible that nuances of local history in a proposed amendment of this kind may require refinement. This need for refinement was also a key purpose of the public consultation of the proposed amendment and the invitation of public submissions.

Objections to the proposed amendment generally

- Private property should not be identified as a heritage place without owners consent.
- Heritage designations lower property values and owners should be compensated.
- Any privately owned post-1900 building should not be subject to demolition or removal control.

- Buildings must be at least 100 years old to be considered of heritage value.
- The proposed amendment is not in the interest of the community and enforces undue constraints on Sunshine Coast properties.
- The amendment will restrict, complicate and prevent future planning and development.
- There are concerns that the proposed changes may impose excessive requirements on development applications and thereby unnecessarily delay development.
- Real estate investment will migrate to other regions like the Gold Coast.
- The amendment must seek to ensure that the ability to deliver residential communities as required by the South East Queensland Regional Plan is not negatively impacted.
- There are concerns that the 'Land in proximity to a local heritage place' element is more extensive than the equivalent for State heritage, that it may limit the ability to achieve dwelling supply targets within existing urban areas and that it may create uncertainty in the design and delivery of residential development. It is requested that Council refrain from incorporating this provision, in favour of a more limited overlay and changes to the existing assessment benchmarks as relevant to local context.
- The proposed amendment is not needed.
- Heritage has been "blanketed" over entire towns.
- There is no consistency to criteria for building and properties in the present and future.
- There is less flexibility in the use of a building and property identified in the overlay - which is opposed to the flexibility that small businesses need. The restrictions limit what small business can do, which paves the way for the "big boys" to move in.
- There is a greater cost in maintaining a character building and in planning application processes, which is another hit for small business.
- Council should consider the capacity of private owners to meet heritage maintenance requirements.
- There is less willingness from investors to buy in historic and character areas due to the restrictions, extra costs and difficulties.
- There is no certainty that the regulations will not tighten further over the years, nor is there certainty over the actions of individual compliance officers - there appears to be inconsistency between officers.

A small number of submissions were received which made objections to the proposed amendment. These submissions may have been made in relation to a specific aspect of the amendment or a specific property but did not explicitly state so.

Response

Heritage is a key part of the amenity of the Sunshine Coast, helping to define and distinguish local communities as well as honouring the contributions made by previous generations of the Sunshine Coast community.

Council is required to identify and protect local heritage places under Queensland legislation, either via a local heritage register or its planning scheme (*Queensland Heritage Act 1992 and Planning Act 2016*).

The proposed amendment has been prepared to update Council's existing identification of local heritage places and character areas. It has been prepared in a manner that is consistent with the practices of other local governments in Queensland and elsewhere. It is customary for local governments to update their heritage and character area provisions from time to time in order to ensure that these elements are up to date. In the case of the Sunshine Coast, the proposed amendment is also necessary to ensure a single and consistent basis for the identification of heritage and character areas, with current and previous heritage protections based largely on separate investigations undertaken prior to the amalgamation of the Sunshine Coast Council.

Similar to other planning provisions relating to development, such as zoning and building heights, Council has the ability to identify private properties as local heritage places and character areas in order to protect these properties from inappropriate development. Active use, re-use and development that is sensitive to the values of these areas is encouraged.

The identification of heritage significance does not necessarily correspond with the age of a place. Although many local heritage places are relatively old compared to most Sunshine Coast development, the identification of significance for the history of the Sunshine Coast against the significance criteria is the key motivation for nomination of a local heritage place.

In this regard, as part of the proposed amendment, Council has sought to modernise its local heritage places and character areas by allowing for the inclusion of more recent developments. This reflects a trend being seen in heritage protection more broadly.

Heritage and character areas have an uneven distribution across the Sunshine Coast, reflecting

the history of the Sunshine Coast and the presence of earlier surviving built fabric in the areas that were settled earlier.

Some older towns, particularly in the railway towns and hinterland, have a relatively high proportion of heritage and character areas. Eumundi, Eudlo and Kenilworth are examples of smaller towns of this kind, with similar characteristics observable in the larger towns of Landsborough, Maleny, Palmwoods, Woombye and Yandina.

The presence of heritage and character is generally a key contributor to the amenity and identity of the places where it exists. In many hinterland towns, the presence of heritage when combined with a setting of rural and natural landscapes offers a key attraction and point of difference from other places on the Sunshine Coast which derive their amenity and identity from the presence of beaches, waterways and coastal landscapes.

It is acknowledged that the presence of local heritage and character elements can result in an operational constraint both in residential and commercial areas. It is not intended that heritage and character provisions stifle development in an area, rather it is intended that they help to protect some of the most defining symbols of an area's identity and character.

Council is investigating financial incentives for private owners of local heritage places (refer to section 4.4.1 'Incentives and essential maintenance' above), to complement existing development incentives.

A key focus of the Heritage and character areas overlay code is providing for active re-use of local heritage places where this would not negatively impact on the values of the local heritage place or the amenity of the area.

Properties identified by the Heritage and character areas overlay mapping in the proposed amendment make up a very small percentage of the total number of properties on the Sunshine Coast (estimated to be less than 1% of all properties). There is no risk that the conservation of heritage and character values as identified in the proposed amendment could have a material effect on the local real estate market, nor affect Council's ability to meet its dwelling targets under the 'ShapingSEQ' South East Queensland Regional Plan 2017.

4.5. Submissions providing information

A number of submissions have been received that recommended corrections or refinements to the factual and/or historical information presented

within the proposed amendment and the accompanying Thematic History of the Sunshine Coast document.

Some submission content also related to Aboriginal cultural heritage specifically, including alleged damage that has occurred to Aboriginal cultural heritage sites.

Response

Corrections of factual and historical information are able to be incorporated within the proposed amendment and the accompanying Thematic History of the Sunshine Coast document.

It is noted that Aboriginal cultural heritage is not specifically managed in the planning scheme or via the proposed amendment. Rather, it is managed through the *Aboriginal Cultural Heritage Act 2003*, administered by the State Government.

References are provided to Aboriginal cultural heritage in the historic context sections of some statements of significance where deemed appropriate. Council is in the process of implementing short and long-term responses to reported cases of damage to Aboriginal cultural heritage sites.

Recommendation:

- **Where appropriate, incorporate corrections to factual and/or historical information in the proposed amendment, based on information provided via submissions and/or further research and review.**

4.6. Editorial changes

A small number of editorial changes and drafting refinements have been identified during the post-consultation review of the proposed planning scheme amendment.

It is therefore recommended that these changes be made to improve the clarity, efficiency and operation of the proposed amendment.

Recommendation:

- **Undertake drafting refinements and editorial changes that have been identified during the post-consultation review of the proposed amendment to improve the clarity, efficiency and operation of the proposed amendment.**



www.sunshinecoast.qld.gov.au

mail@sunshinecoast.qld.gov.au

T 07 5475 7272 **F** 07 5475 7277

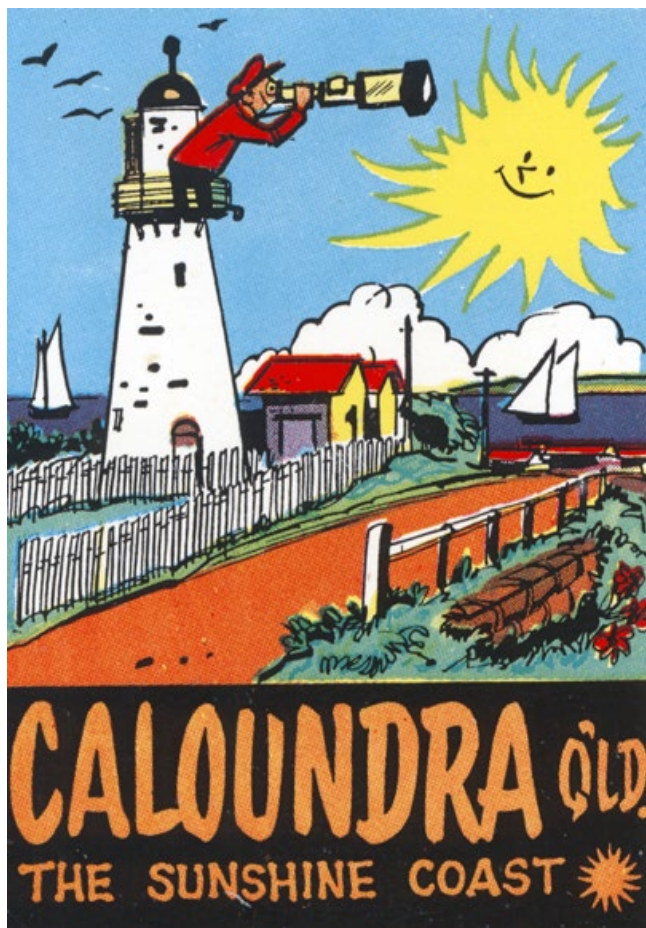
Locked Bag 72 Sunshine Coast Mail Centre Qld 4560

Thematic History of the Sunshine Coast

Sunshine Coast Heritage Study

Sunshine Coast Council

August 2019



Converge Heritage + Community

Contact details are:

Simon Gall

Converge Heritage + Community

ABN:71 366 535 889

GPO Box 1700, Brisbane, 4001

Tel: (07) 3211 9522

Email: sgall@convergehc.com.au

Copyright © 2018

Document Verification

Project	Sunshine Coast Heritage Study
Project Number	16031C
Document Title	Thematic History of the Sunshine Coast FINAL_14-02-2018
File Location	Share Point
Client	Sunshine Coast Council

Version history

Revision	Date	Nature of revision	Prepared by	Authorised by
0	15/02/2016	Draft report	BR, CB	CB
1	14/02/2018	Final report	CB	-
2				

Contents

- 1 Introduction 7**
- 1.1 Project Background 7
- 1.2 Purpose of this report 7
- 1.3 Methodology..... 8
- 1.4 Sources 9
- 1.5 Aboriginal cultural heritage and scope of document 9
- 1.6 Authorship..... 9
- 1.7 Acknowledgements..... 9
- 2 Thematic History of the Sunshine Coast..... 10**
- 2.1 Peopling places 10
- 2.2 Exploiting, utilising and transforming the land 11
- 2.3 Developing secondary and tertiary industries 35
- 2.4 Working..... 60
- 2.5 Moving goods, people and information..... 61
- 2.6 Building settlements, towns, cities and dwellings 66
- 2.7 Maintaining order 104
- 2.8 Creating social and cultural institutions..... 111
- 2.9 Educating Queenslanders 113
- 2.10 Providing health and welfare services..... 114
- 3 Bibliography116**



List of Figures

Figure 1: Children playing in the grounds of Witta State School, 1929 (Sunshine Coast Library).	11
Figure 2: Maleny Sawmill 1894 (John Oxley Library).	15
Figure 3: Saw pit in Maleny area c1910 (Sunshine Coast Library).	16
Figure 4: Beerwah pine seedlings, 1932 (John Oxley Library).....	19
Figure 5: Beerwah plantations, 1932 (John Oxley Library).	20
Figure 6: Buderim Mountain showing Fielding's orange, banana and coffee plantation 1907.....	23
Figure 7: Coffee plantation at Buderim c1930 (Queensland State Archives).	24
Figure 8: Petty Sessions Districts in the North Coast Region (undated, Queensland State Archives)..	25
Figure 9: Packing pineapples in grower's shed, 1905 (Sunshine Coast Library).	27
Figure 10: Banana plantation near Buderim, 1920 (Sunshine Coast Library).	27
Figure 11: Orange grove in the Blackall Ranges, no date.....	28
Figure 12: Harvesting strawberries at Mapleton, no date (Sunshine Coast Library).	28
Figure 13: Buderim Mountain Sugar Company Mill workers (Sunshine Coast Library).	32
Figure 14: G Burrows carting sugarcane at Yandina c1928 (Sunshine Coast Library).....	33
Figure 15: Entrance to Kondalilla Falls National Park, 1964 (Sunshine Coast Library).....	34
Figure 16: A Dairy at Palmwoods, c1905 (John Oxley Library).....	37
Figure 17: Dixon's dairy c1897 (Queensland State Archives).....	37
Figure 18: Kraft Foods factory in Kenilworth (Sunshine Coast Library).	40
Figure 19: Maleny Butter Factories, 1940s (John Oxley Library).	41
Figure 20: Boy possibly working butter at Maleny cooperative dairy company, no date	41
Figure 21: 1871 Road map of the North Coast (QSA). To view larger image see Appendix 3.	42
Figure 22: William Grigor's Bankfoot House, a typical coach stop c1868 (Sunshine Coast Library)....	46
Figure 23: Robert Bulcock's house 'The Homestead' c1882 (Sunshine Coast Library).	46
Figure 24: Passenger ferry SS Koopa at the jetty at Bribie Island 1912 (John Oxley Library).	47
Figure 25: Ocean View Hotel Mapleton c1920 (Sunshine Coast Library).	47
Figure 26: Tourist map of near North Coast, 1917 (Queensland Government Intelligence and Tourist Bureau). To view larger image see Appendix 3.....	48
Figure 27: Tourist map of near North Coast, 1927 (Queensland Government Intelligence and Tourist Bureau). To view larger image see Appendix 3.....	48
Figure 28: Buderim tram terminus showing Brisbane day trippers c1920 (Sunshine Coast Library). ..	50
Figure 29: Passengers on the Mapleton Tramway 1912 (Sunshine Coast Library).....	50
Figure 30: Road at Alexandra Headlands, 1920s (Sunshine Coast Library).....	52
Figure 31: Bulcock Beach Estate Caloundra 1917 (QSA)	53
Figure 32: Sunshine Coast road map pre 1939 (QSA Amoco Map). To view larger image see Appendix 3.....	54

Figure 33: View from Lows Lookout north to Peregrin and Sunshine Beach, c1960 (Centre for the Government of Queensland).....	55
Figure 34: Surfing at Alexandra Headlands, c1958 (Centre for the Government of Queensland).	56
Figure 35: Boolarong Drive-In Espresso on the Esplanade at Alexandra Headlands, c1958 (Centre for the Government of Queensland).	57
Figure 36: Mooloolaba foreshore, 1968 (Picture Sunshine Coast).	57
Figure 37: Mooloolaba Esplanade c1945 (Sunshine Coast Library).	59
Figure 38: View from the Caloundra lighthouse 1952 (John Oxley Library).	59
Figure 39: Big Pineapple at Woombye, 1985 (Sunshine Coast Library).	60
Figure 40: South Sea Islander group at Buderim cemetery 1902 (Sunshine Coast Library).	61
Figure 41: David Low Bridge under construction at Bli Bli, January 1958 (Sunshine Coast Library)....	63
Figure 42: David Low Way, procession of cars at the opening of the Coolum to Peregrin Beach section, 13 May 1961 (Sunshine Coast Library).....	63
Figure 43: Main Street of Beerwah c1916 (Sunshine Coast Library).....	68
Figure 44: Beerwah Hotel c1920 (Sunshine Coast Library).	68
Figure 45: Eudlo Railway Station c1925 (Sunshine Coast Library).	69
Figure 46: Railway fettlers' camp at Eudlo 1914 (John Oxley Library)	69
Figure 47: Memorial Drive in c.1912 (Sunshine Coast Library).	70
Figure 48: Eumundi Railway Station, c.1920 (Sunshine Coast Library).	71
Figure 49: Mount Crookneck, Coonowrin, Glass House Mountains c1947 (Sunshine Coast Library)...	72
Figure 50: Mount Beerwah and pineapple farm c1925 (Sunshine Coast Library).	72
Figure 51: Landsborough Station, 1908 (Sunshine Coast Library).	73
Figure 52: Landsborough Shire Council Chambers, c.1924 (Sunshine Coast Library).	74
Figure 53: Mooloolah Hotel, c.1922 (Sunshine Coast Library).	75
Figure 54: Mooloolah Plains Provisional School, 1891 (Sunshine Coast Library).....	76
Figure 55: Moreton Central Sugar Mill, 1925 (Sunshine Coast Library).	77
Figure 56: Currie Street looking north, ca 1960 (Sunshine Coast Library).	77
Figure 57: Palmwoods District first price fruit display at the 1931 Brisbane Show (Queensland Agricultural Journal).	78
Figure 58: Palmwoods Station no date (Palmwoods.net.au).....	79
Figure 59: First fruit train to Sydney at Woombye 1919 (Sunshine Coast Library).....	80
Figure 60: Big Pineapple, c1972 (Centre for the Government of Queensland).	81
Figure 61: Maroochy River at Yandina, 1930 (Sunshine Coast Library).	82
Figure 62: Yandina Drill Hall, c.1940 (Sunshine Coast Library).....	83
Figure 63: Paddle steamer up the Maroochy River, 1890 (Sunshine Coast Library).....	84
Figure 64: Buderim Tram, 1920 (Sunshine Coast Council Library).....	85
Figure 65: Wreck of SS Dicky, c.1900 (Sunshine Coast Council Library).....	87

Figure 66: Caloundra Lighthouse, 1930 (Sunshine Coast Council Library).....	87
Figure 67: Kings Beach Bathing Pavilion, 1937 (Sunshine Coast Council Library).....	88
Figure 68: Caloundra's bus depot in Bulcock Street, c1950 (Sunshine Coast Library).....	88
Figure 69: Holiday home on the Esplanade at Kings Beach, c1955 (Sunshine Coast Library).....	89
Figure 70: Bulcock Street, Caloundra, c1962 (Sunshine Coast Library).	89
Figure 71: Coolum Beach, 1950 (Sunshine Coast Council Library).....	90
Figure 72: Coolum Beach and coastline from Low's Lookout, 1962 (Sunshine Coast Library).	90
Figure 73: Club Hotel at Maroochydore in 1916 (Sunshine Coast Council Library).	92
Figure 74: View along beach Parade towards the Maroochydore Surf Lifesaving Club House on Alexandra Parade, 1967 (Sunshine Coast Library).	92
Figure 75: Aerial view over Maroochydore looking southwest from Maroochydore Beach, 1971 (Sunshine Coast Library).....	93
Figure 76: Crowds on the Mooloolah River bank and public jetty opposite River Esplanade, Mooloolaba, December 1934 (Sunshine Coast Library).	94
Figure 77: Alexandra Headlands, c1964 (Centre for the Government of Queensland).....	94
Figure 78: Headlands Hotel, corner Buderim Avenue and Alexandra Parade, Mooloolaba, c 1965 (Sunshine Coast Library).....	95
Figure 79: Conondale Butter Factory, 1926 (Sunshine Coast Council Library).	96
Figure 80: Joseph Dixon's residence 'Chermside' at Flaxton, c.1915 (Sunshine Coast Council Library).	97
Figure 81: Mary River on Kenilworth Homestead Station, 1907 (Sunshine Coast Council Library).....	98
Figure 82: Kraft Cheese Factory at Kenilworth, 1954 (Sunshine Coast Council Library).....	98
Figure 83: Store on Maple Street, c.1908 (Sunshine Coast Council Library).....	99
Figure 84: Mapleton Tramway cutting at beginning of climb up the range, c.1940 (Sunshine Coast Council Library).....	101
Figure 85: Alfred Smith's shop and residence on the main road of Montville, c.1925 (Sunshine Coast Council Library).....	102
Figure 86: Bullock teams at Grigor's Sawmill, Peachester, c.1905 (Sunshine Coast Council Library).	103
Figure 87: Looking from Witta towards Conondale c1931 (Queensland State Archives).....	104
Figure 88: 'Buena Vista' observation post, Caloundra c1944 (Sunshine Coast Council Library).....	108
Figure 89: World War II RAN signal tower at Wickham Point, Caloundra, c1970 (Sunshine Coast Library).	109
Figure 90: ANZAC Day service at Yandina War Memorial 1940s (Sunshine Coast Council Library)....	110
Figure 91: Alexandra Headland Surf Life Saving Club members, 1930s (Sunshine Coast Library).....	112
Figure 92: Alexandra Headland Surf Life Saving Club Boat Crew in the surf, c1970 (Sunshine Coast Library).	112
Figure 93: Caloundra Primary School, 1945 (Sunshine Coast Library).	114
Figure 94: Grade 2 Mapleton State School pupils, 1920s (Sunshine Coast Library).	114
Figure 95: Maroochydore Sub-Centre of the QATB, c1937 (Sunshine Coast Library).....	116

1 Introduction

1.1 Project Background

The Sunshine Coast Council (hereafter Council) requires a comprehensive historic cultural heritage study for the Sunshine Coast Regional Council area (hereafter Council area). The study has been identified as a priority in the Sunshine Coast Heritage Plan 2015 – 2020. The primary purpose of the project is to prepare a revised and updated recommended local heritage register that complies with the *Queensland Heritage Act 1992*.

1.2 Purpose of this report

The purpose of this report is to provide a concise thematic history of the Council area to aid in the selection and assessment of potential local heritage places and areas. The history is based on the Queensland Thematic History, a framework recommended by the Department of Environment and Heritage Protection cultural heritage branch. It is not intended to be comprehensive. By its nature, detailed histories of places, settlements, people and events are generally not feasible. More detailed work will be undertaken during the preparation of individual place cards during the assessment phase of the study.

A thematic history differs from a chronological narrative approach. The latter type of history presents a story that has a clear beginning and end (even if these points are arbitrarily chosen). This is the most satisfying history to read because it is the kind of structure people are used to. However, this type of history is not effective when undertaking a heritage study. A thematic history enables the historian to explore the history of a theme from the past through to the present, or the point in time when the theme ceased to be relevant. It makes it easier to understand the importance of a particular theme in the Council area's history and therefore select potential local heritage places that reflect the theme. In a chronological narrative, the historian needs to write about everything happening at a particular time and this will invariably involve a lot of different events and processes that may not be related. This makes it difficult to appreciate the overall importance of particular themes and the events and processes that comprise it.

Every history, no matter how it is prepared, benefits from a 'thesis' - the argument that establishes the importance of the history and how its parts cohere to form a whole. For the Sunshine Coast, the thesis is perfectly expressed in the name given to the region (including Noosa). Prior to the 1950s, the region was known as the 'Near North Coast', while what we now refer to as the Gold Coast was the 'South Coast'. The Near North Coast was originally comprised of cattle stations, timber mills and fruit and sugar farms, serviced by the North Coast Railway. The principal towns were located along the railway, which neatly intersected the hinterland and the coast - towns such as Landsborough and Nambour. Important cultural and economic processes began to change this dynamic in the second half of the twentieth century. People began to work less and have more leisure; they had more disposable income; and ownership of the motor car skyrocketed. Popular culture also changed after World War II. Surf beaches became popular and improved roads allowed people to easily drive to 'the coast' for weekend trips and school holidays. The changing social and economic patterns inexorably altered the fabric of the region. The 'south coast' was named the 'Gold Coast' in the 1950s, a clever marketing ploy to attract tourists. A similar idea was mooted for the 'Near North Coast' and in 1966 the region was officially named the 'Sunshine Coast'. By the 1970s, the population increased dramatically, but in the developing coastal settlements, not the towns along the railway. For the Council area, the geographic, social and economic focus shifted from the railway to the beaches, symbolically reflected in the change from 'Landsborough Shire Council' to 'Caloundra City Council' in 1987.

1.3 Methodology

The themes developed for the Queensland Heritage Places Context Study (2005) were used for the historical analysis in this study. The key themes identified from that study relevant to the Council area are:

Table 1: Historic themes relevant to the Council Area (drawn from the Queensland Heritage Place Context Study, 2005).

Historic Theme	Description of Theme
Peopling places (Theme 1)	Peopling places includes topics about local Aboriginal people, migration to the Council area (i.e. 'new settlers') and cemeteries.
Exploiting, utilising and transforming the land (Theme 2)	This theme includes topics such as exploration and surveying of the area and exploitation of the land, including timber getting, mining, pastoral and agricultural activities. It also includes the establishment of conservation areas and environmental protection. This theme is represented in the long list with forestry and other timber industry places, quarries and mines, farms, former pastoral stations, National Parks and conservation areas.
Developing secondary and tertiary industries (Theme 3)	Developing secondary and tertiary industries includes subthemes such as the development of factories, industries such as tourism, shops and entertainment. This theme is represented in the long list with tourism places, factories and industrial places, and banks and retail outlets.
Moving goods, people and information (Theme 5)	Moving goods, information and people is about the development of transportation networks such as rail, shipping, air transport and roads; and communication services including postal and telecommunication.
Building settlements, towns, cities and dwellings (Theme 6)	This theme is about the establishment of settlements, towns and cities; building houses and developing urban services. This is represented in the long list by housing and commercial precincts, individual houses and civic infrastructure.
Maintaining order (Theme 7)	Maintaining order generally includes matters to do with law and governments such as policing, public administration, establishing local Councils and defending the country. This theme is represented in the long list by war memorials and halls, former military sites, and civic buildings such as council chambers, court houses and police stations.
Creating social and cultural institutions (Theme 8)	This theme is about the development of churches, community organisations and societies, cultural activities, sport and recreation and the commemoration of significant events. This theme is represented in the long list by places including school of arts halls, community halls, churches, scout dens and masonic lodges for example.
Educating Queenslanders (Theme 9)	Educating Queenslanders is about all phases of education from primary, through to secondary and tertiary and as such is represented by in the long list by places such as schools and universities.
Providing health and welfare services (Theme 10)	This theme is about the development and provision of places such as hospitals and homeless shelters, for example.

1.4 Sources

The major secondary sources relevant to the Sunshine Coast and consulted for this study, are included in the bibliography at the conclusion of this document. These sources were used as the basis for the preparation of the thematic history. Additional sources, including newspaper accounts, are mentioned where relevant as footnotes. Primary sources, with few exceptions, were not consulted for this study due to time constraints.

The history also includes sections adapted from unpublished draft thematic essays produced by the Department of Environment and Heritage Protection cultural heritage branch. The essays, focused on the timber, fruit, dairy and tourism history of the Sunshine Coast, were prepared as part of the branch's Statewide Survey of heritage places. The text from these essays used in this history has been taken verbatim and its use is noted where relevant. The essays applied to the wider region, including places now in the Moreton Bay and Noosa local government areas. Therefore, the text was edited so that what is included in this history applied only to the Council area. Other elements of the essays were also excluded where they did not explicitly benefit the history of the study area. Relevant footnotes from these histories are included in this document.

1.5 Aboriginal cultural heritage and scope of document

This thematic history is focused on the non-Aboriginal history of the Council area. It is acknowledged that the Kabi Kabi First Nation and the Jinibara People are the original inhabitants of the region. Their history in the region dates from ancient times right through to the present day, reflecting a profound connection to country. Their stories are a vital part of the region's history. A separate document is to be published in parallel with this thematic history, detailing the story of the Jinibara People in the post-contact period. It is anticipated that an equivalent document will be published by Kabi Kabi First Nation detailing their story of the post-contact period at a later date.

1.6 Authorship

Brian Rough prepared this thematic history, with the assistance of Dr Craig Barrett. The final version of this history was prepared in February 2018.

1.7 Acknowledgements

The authors of this history acknowledge the excellent work undertaken by the historians from the Department of Environment and Science Heritage Branch. Their work on four key themes has been incorporated into this history.

The authors also acknowledge the contribution made by the stakeholders consulted for the study. The insights gained from this consultation - however brief - has nonetheless enabled a deeper appreciation of the history of the Council area and the important details for places and towns.

2 Thematic History of the Sunshine Coast

2.1 Peopling places

The migration of people into the area during the 19th century was generally associated with the need to provide a basic living, whether in timber-getting, agricultural or pastoral industries or small scale service provision within towns. Settlements and towns grew slowly, often fluctuating with the viability of agricultural produce. In most places there was small growth until World War II. The population of Sunshine Coast towns and cities has increased significantly since World War II, yet rural towns experienced a downturn before the growth. Rural populations within a largely agricultural area, and small permanent populations in coastal towns, began to change from the 1950s. Population fell as the agricultural economy contracted, and coastal towns increased as outsiders sought a different lifestyle. Retirees seeking escape began to build on former farmlands in places like Buderim, or sought the relaxed lifestyle of coastal communities. Coastal towns grew from the 1960s, though it was not until the 1980s that the hinterland and range towns experienced the turnaround. The increase in urban property values from the 1990s made country towns on the Sunshine Coast attractive prospects for those looking to buy their own homes. The electrification of the railway system also made it possible for a working population to live in country areas and still work within the capital or other regional cities.

The majority of new settlers in the Council area in the 19th and 20th centuries migrated to Australia from Britain, or were born in Australia. They moved into the Council area as opportunities arose to make a living and establish a home. Their history is implicitly, and at times explicitly, reflected in the historic themes explored below. However, other migrant and religious communities also settled in the Council area and continue to live on the Sunshine Coast today. Their relative uniqueness is worth exploring in more detail.

The 'Religious Society of Friends', often known as 'Quakers', established a small sugar-growing community known as 'Friends Farm' on the Mooloolah Flats around 1869, probably the first sugar farm in the district. By the end of 1871, the Friends had erected the first sugar mill in the Council area and produced their own sugar. Prominent amongst this group was Joseph Dixon, who with a number of Friends moved from the river plains to the heights of Buderim Mountain to commence a sugar industry there in 1872. They exerted influence over the development of the new town of Buderim, which, in line with the Quaker's beliefs, had no hotel licence granted - at least until the 1920s.

German farming communities were influential in the development of a number of Sunshine Coast communities, notably at Witta (formerly known as Teutoberg), Buderim, and Peachester. A number of the Teutoberg families had been farming in the Logan and Waterford areas near Brisbane before moving to the Blackall Range. Religion often linked the German communities and a Lutheran church was built in Buderim in 1875. The association with the Lutheran faith has continued there with the construction of a church primary school in 1979 and a secondary school in 1982. A Lutheran Church was also built in Teutoberg in 1893. Anti-German sentiment during World War I led not only to the change of the town's name to Witta, but also to some families of German descent Anglicising their names.

A small Finnish community developed in the Maroochy River Valley from the late 1890s. These Finns were part of a diaspora from Russian-occupied Finland, and trickled into the district over the next decade. By 1906, there were 13 Finnish families growing sugar cane in an area locally known as Finnbury. The Finns took to farming cane quickly and within a few years were producing record tonnages from their farms. A second wave of Finnish settlement occurred in the late 20th century, as

Finns who worked in the mines at Mount Isa moved to the Coast near Coolumb and planted sugar cane. A memorial to this wave of settlement was erected on the property of one of the cane farms.

South Sea Islanders also formed a small, albeit important, community in the Council area. Their story, however, is inextricably linked with the sugar industry and their history is included under the theme of 'Working' below.



Figure 1: Children playing in the grounds of Witta State School, 1929 (Sunshine Coast Library).

2.2 Exploiting, utilising and transforming the land

Exploring, surveying and mapping the land

The crew of *HMS Endeavour* are the first Europeans recorded to have taken note of what is now the Sunshine Coast. Lieutenant James Cook of the Royal Navy named the Glass House Mountains having observed them as he passed along the coast on the *Endeavour* in 1770. Lieutenant Matthew Flinders followed in 1799 on the *HMS Norfolk*. He landed on the bank of 'Pumice-stone River' (Pumicestone Passage) and travelled inland to the 'Glass House Peaks', climbing Beerburrum and reaching the foot of Mount Tibrogargan. He had friendly contact with local Aboriginal people, who were intrigued by his presence. He also cut some Bribie Island pine to take back to Sydney for examination. Flinders sailed by again in 1802 on the *Investigator*, noting he saw a vessel to the south believed to be one of two whaling ships known to be working the coast at the time.

Captain John Bingle sailed into Moreton Bay on the *Sally* in 1822 searching for a large river supposed to be in the area. He spent four days by the coast and traversed Pumicestone Passage, determining it was not a river. Bingle also had minor interaction with local Aboriginal people, believing himself to be the first white man they had seen.

In 1823, ship-wrecked 'ticket-of-leave' convicts Pamphlett, Parsons and Finnegan lived in the area for some months with local Aboriginal people before they were recovered by explorer John Oxley.¹ Parsons may have made it as far north as present day Noosa before returning to Point Skirmish.

¹ A 'ticket of leave' convict was essentially a pardoned prisoner. They literally received a 'ticket of leave' that enabled them to leave the penal establishment.

Finnegan is believed to have guided Oxley to the Brisbane River. The discovery of that river led to the establishment of a penal settlement at Redcliffe and later Brisbane in 1825 (referred to at the time as Moreton Bay). For the next twenty years the area was rarely visited by Europeans, a few escaped convicts being the exception. Andrew Petrie, in his role of Foreman of Works at the Moreton Bay penal settlement, visited the Maroochy area in 1838 and 1840 and noted the wealth of timber.

In April 1842, Governor Gipps proclaimed an extensive reserve north of Moreton Bay to protect the Bunya tree, some of which encompassed the current area of the Sunshine Coast. The tree was an Aboriginal food source and the focus of the great Bunya festival held every four or so years, during which time Aboriginal people from hundreds of kilometres away came to the region to meet, trade, secure marriages and alliances and engage in cultural activities. No licences were to be granted for occupation of land where the trees grew, or for timber felling. Crown Lands Commissioner Stephen Simpson undertook a survey in 1843 to determine their extent. The Bunya Reserve limited the exploitation of much of the timber resources and grazing land, however land surrounding the reserve was taken up by pastoralists from the 1840s. RR Mckenzie took up the Kilcoy run to the west in 1841, before the proclamation, and the Archer Brothers selected Durundur to the south. Those traversing the area nominated by the reserve, like explorer Ludwig Leichhardt in 1844, also observed the great variety of timber and potential grazing land.

*Exploiting natural resources - Timber*²

Timber was the most viable and easily accessible natural resource for the new settlers. Queensland had a seemingly unlimited supply of some of the finest cabinet timbers in the world including cedar, maple, mahogany, walnut and silky oak, together with excellent general utility pine including hoop, bunya and kauri. In addition to soft woods, the colony possessed a great range of hardwoods. The North Coast Region was particularly rich in timber.³

The value of Queensland timber as a commodity was recognised from the beginning of settlement. As early as 1824, Oxley noted the 'great quantities of pine' growing along the Pine River. Timber cutting on the Pine Rivers commenced as early as September 1824 and timber was the first commodity to be exported from the colony. In 1825, Edmund Lockyer commented that the timber of the area north of Brisbane was the finest that had been found in New South Wales and that several ships that year had been 'principally loaded with it on their return voyages'.⁴

Timber began to be exploited by private commercial operators at least as early as the onset of free settlement in 1842. Andrew Petrie, who arrived in the colony in 1837, made a number of trips into the area north of Brisbane identifying large stands of Bunya Pines especially in the Blackall Range. He was the first to bring samples of the timber out of the area. There is evidence that the Pine Rivers pastoralists Griffin and Joyner were exploiting the timber resources of their runs as soon as they took them up in the early 1840s. Sawyers were reported in the area as early as 1847.⁵

² Adapted from EHP.

³ Thom Blake, "Queensland Cultural Heritage Context Study," (Brisbane: Environmental Protection Agency, 2007)., 16 – 17; Margaret Kowald, "H-Gen/0079: Historical Overview of the South East Queensland Biogeographic Region with Particular Reference to Forested Areas," (1996)., 8; R. Fisher & R Johnston, 'Historical Heritage Essay', Volume 2, in South East Queensland 2001 Region Cultural Heritage Places Study, (St Lucia: The University of Queensland, 1995), 22. 'North Coast' was, historically, the geographical designation that applied to what is now the Sunshine Coast and Noosa. EHP used this term in their thematic essays adapted for this history.

⁴ Leith Barter, *Pioneering the Pine: A Short History of the Pine Rivers Shire*, Book, Whole vols. (Strathpine: Pine Rivers Shire Council, 2005). The Sunshine Coast, like all of what eventually became Queensland, was part of New South Wales until the creation of colony of Queensland in 1859.

⁵ *Ibid.*; Erica Long, "A History of the Timber Industry in the Pine Rivers District" (University of Queensland, 1998).

The timber industry was largely shaped by the means of access to the resource: initially waterways and later rail and road. Rivers were initially a key determinant of development. Timber getters were often the first non-indigenous people to enter a region: exploration was frequently prompted by a desire to find timber. Consequently they entered areas where there were no roads beyond Aboriginal pathways or primitive tracks. Rivers were the most efficient means of transporting timber from the logging areas. Hence, timber cutting started in coastal areas near rivers with cutters only moving inland as reserves of timber became depleted. Softwoods were the main target not only because they were easy to work with but also because they floated and so could be easily transported along the rivers. In the North Coast Region, the Pine Rivers, Coochin Creek, Mooloolah River, Maroochy River and the Noosa River became nodes from which logging activity radiated inland.⁶

The logging process usually entailed hauling (or snigging) the timber by bullock or horse to a rafting ground. From here, the logs were floated down the river, often lashed together to form rafts, and conveyed to a sawmill. Where direct access to deep sections of river could not be obtained, a practise called 'freshing' was used where logs were dumped into a creek or river to await a flood to wash them down to the sea. There was a great deal of wastage in this process.⁷

In the 1840s and 1850s, logging focussed mainly around the lower sections of the Pine Rivers and the Maroochy River. The primary targets were valuable softwoods such as Hoop and Bunya Pine, beech and cedar. The timber was hauled by bullock to Brisbane or to rafting grounds. One such rafting ground was probably located on the banks of the North Pine River in the present day Sweeney Reserve at Petrie. Vast quantities of timber were rafted to Dunwich for export overseas or to Sydney. Further north, timber cutters employed by Brisbane merchant Thomas Warry were working at a spot about eighteen miles from the mouth of the Maroochy River by the 1850s.⁸

With the onset of closer settlement in the 1860s, timber getting accelerated. Again, transport played a role in this, as closer settlement brought local road networks that created easier access to areas away from waterways. Timber getters also made their own contribution to the developing road networks by creating bullock tracks which, in time, became established routes.⁹

Where suitable trees grew thickly, timber getting and agriculture naturally complemented each other. Land had to be cleared to be farmed and the felled timber was a ready source of income for farmers who had access to a market. At the same time, the local market for timber was expanded by the influx of settlers who demanded timber for houses, fences and other farm structures. Settlers whose primary objective was timber getting used the selection process to gain a monopoly on good stands of timber.¹⁰

⁶ Kevin Frawley, "Historical Survey of Australian Logging Technology and Forest Cutting Practices," (Campbell, ACT: Heritage Commission, 1990), 31.

⁷ John Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland," (Brisbane: Queensland Department of Environment, 1998), 22, 25; Blake, "Queensland Cultural Heritage Context Study," 73 – 74, 16 - 17.

⁸ Helen Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, Book, Whole vols. (Brisbane: Boolarong for the Maroochy Shire Council, 1991), Chapter 2 ; Barter, *Pioneering the Pine: A Short History of the Pine Rivers Shire.* 36 - 46; Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland," 22; Blake, "Queensland Cultural Heritage Context Study," 16 – 17,

⁹ Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland," 32; Rod Fisher, Chris Loch, and Judy Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2," (1995), 42.

¹⁰ Barter, *Pioneering the Pine: A Short History of the Pine Rivers Shire.*, 38; Edgar Foreman, *The History and Adventures of a Queensland Pioneer*, Book, Whole vols. (Brisbane: Exchange Printing, 1928). 17; Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland," 25.

Timber getting was a primary motivation for the exploration and closer settlement of the Maroochy area in the 1860s. The Maroochy area had the reputation of having the finest timber in the colony and was a particularly valuable source of timber from the middle of the decade. As early as 1838, Andrew Petrie had identified the extent of the area's resources. His son, Tom, began cutting there in 1862 and was the first to explore the timber resources of the Buderim plateau. The prominent Brisbane saw miller, William Pettigrew, a dominant player in the industry, established a permanent base in the Maroochy region with depots located near the mouth of the Mooloolah and Maroochy Rivers. A network of tracks provided access from the logging areas to these depots.¹¹

In the 1840s and 1850s, logs were hand sawn in pits. In 1853, William Pettigrew established Queensland's first steam powered sawmill at his Brisbane site. However, it was not until after 1860 that steam driven sawmills expanded beyond three mills located in Brisbane and Ipswich. Sawmilling developed into an industry dominated by large numbers of small family owned businesses with mills largely concentrated around transport nodes.¹² Although pit sawing continued, steam powered sawmills increasingly proliferated through the North Coast Region from the late 1860s.

By the 1870s, most of the valuable timbers of the Maroochy region, including Red cedar, Beech and Bunyas were gone. Depletion of resources and improving transport networks encouraged timber cutters to move further inland. The rich timber reserves of the Blackall and Conondale Ranges began to be logged in earnest from the mid-1870s. In 1875, Pettigrew moved into the Blackall Range establishing a sawmill, managed by Francis Dunlop, at Bald Knob between present day Maleny and Landsborough. From here he was able to obtain large quantities of timber, especially red cedar. This was transported to Caboolture or to Maryborough via the Mary River.¹³

From 1865, a rail network began to develop in southern Queensland. This had a significant impact on the timber industry in a number of ways: it provided additional, more efficient means of transporting timber to market while, itself, creating a market for the supply of timber for rail infrastructure. It also created a market by making new tracts of land viable for closer settlement. Conversely, the availability of timber reserves, at times, provided economic justification for the construction of new railway lines.¹⁴ Crown land was reserved to provide timber for railway purposes.¹⁵ Between 1888 and 1891 the rail network penetrated the North Coast Region with the opening of the North Coast Railway, opening in 1888 as far as North Pine (Petrie) and Caboolture, and extending to Cooran in the northern part of the region by 1891. From this period, the railway became an important factor in determining the shape of the industry with sawmills tending to concentrate at major centres along the route and the railway opening up new areas for logging. The 1880s was also period of economic boom in Queensland which stimulated demand for timber.¹⁶

¹¹ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2."; Gregory, *Making Maroochy: A History of the Land the People and the Shire*.

¹² Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 22; Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland.", 11, 22, 28.

¹³ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 43, 65; *Maleny 1878 - 1978: By Obi Obi Waters*, ed. Stan; McCutcheon Tutt, Edna (Nambour: Maleny and District Centenary Committee, 1978).

¹⁴ *Ibid.*, 33.

¹⁵ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 42.

¹⁶ *Ibid.*, 65, 91; QPP 1892, 2:57; 1899, 2:52, 2:57.

The arrival of the rail at Caboolture boosted the settlement's role as a sawmilling centre. A Swedish born settler, Andrew Johnson, erected a mill in the township in 1885. In 1889, an additional mill, the Queensland Sawmill, operated by Joshua Rothbury, was opened.¹⁷ By the 1920s, at least five mills were operating at Caboolture. Other towns along the North Coast Railway such as Landsborough, Nambour, Eumundi, Cooroy, and Pomona grew to equal prominence as sawmilling centres by the early 20th century.¹⁸

By the turn of the century the most desirable timbers in the easily accessible coastal areas were heavily depleted and the main focus of activity was moving inland. Maleny developed into a major sawmilling centre by 1897. The opening of a branch line between Caboolture and Woodford in 1909, which was extended to Kilcoy in 1913, stimulated more timber getting and sawmilling along the route.

During the 1890s, hardwoods were extensively felled by settlers who had selected along the North Coast Rail Line. This timber was used for building purposes and railway infrastructure.¹⁹



Figure 2: Maleny Sawmill 1894 (John Oxley Library).

¹⁷ Blake, "H-Caboo/0533: Caboolture Shire Cultural Heritage Study."

¹⁸ Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland."

¹⁹ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 91.



Figure 3: Saw pit in Maleny area c1910 (Sunshine Coast Library).

Following the end of World War I, there was a strong demand for timber to supply an increase in building activity as the industry recovered from construction delays during the war. There was also a high demand for firewood during the interwar period. Electricity was beginning to be used to a greater extent in the domestic environment but many homes still retained wood fired stoves.

The increase in fruit growing, including bananas from the 1920s, led to a demand for cheap pre-cut timber for fruit cases. This led to a proliferation of a specialised type of smaller mill producing packing cases. The emergence of these smaller mills was against a general trend towards larger sawmills encouraged by the introduction of newer more expensive technology. This trend has continued from the interwar period until the present.²⁰

The development of roads and the greater use of the motor vehicle in the 1920s also promoted the growth of the timber industry in the interwar period. A road was constructed up the Blackall Range from Landsborough to Maleny to cart timber from the area.²¹

A sawmill was operating on Harpers Creek Road, Conondale by the early 1930s. A large mill, the complex followed the established tradition of including cottages near the site to accommodate mill workers. Oral sources suggest that the mill supplied timber for the Hornibrook Highway bridge.²²

²⁰ Judith Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997," (1998).; Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland.", 30.

²¹ Kowald, "H-Gen/0079: Historical Overview of the South East Queensland Biogeographic Region with Particular Reference to Forested Areas.", 24.

²² Thom Blake, "Caloundra City Council Planning Scheme Review: Interim Report, Cultural Heritage Issues.," (Caloundra: Caloundra City Council, 2001)., 15.

Concerns about the depletion of native timbers led to the establishment of plantation forestry in south-east Queensland in the period leading up to the 1930s. As early as the late 19th century, it had become clear that the logging of native timbers at the rate it was then being carried out was unsustainable. The Acclimatisation Society and sawmillers such as Pettigrew were among those calling for better management of the colony's forests. As early as the 1870s Pettigrew had attempted reforestation of native pines at Buderim. Various attempts to regulate timber getters proved unsuccessful and by 1906, cedar was virtually extinct in south-east Queensland.

In 1897, in a bid to improve forest management, amendments were made to the *Crown Lands Act* which allowed for the proclamation of State Forests and in 1900 a Forestry Branch was created in the Department of Public Lands to 'make further reservation of well-timbered lands where necessary'²³. From 1905, a policy of setting aside land for managed forests began to be pursued on the recommendations of the Forestry Branch. However, tension continued to persist between the advocates of forest conservation and interests associated with agriculture, pastoralism and timber industries both inside and outside of Government.²⁴

N. M. Jolly, appointed as Director of Forests in 1910, recognised the urgent need for regeneration of native forests and for plantations of native and exotic timbers. He established a number of experimental stations and conducted experiments with the natural and artificial regeneration of hoop, bunya, cedar and exotics.²⁵ Plantation forestry began in earnest during the tenure of Jolly's successor, E. H. F. Swain (1918 – 1932). Swain established the State's first commercial plantations in 1920 to 1921, planting native seedlings in the Mary Valley, Atherton and Fraser Island.²⁶

An independent Forestry Department was created in 1924, much of the workforce supplied from returned soldiers employed under a Federal Government subsidy. A comprehensive survey of remaining forests was conducted by Forestry in the 1920s. It was clear that more State Forests would be needed and also substantial plantations of exotic pines. With the exception of Hoop Pine, native timbers did not do well in plantations whereas exotics such as Slash Pine and Loblolly Pine grew well.

In the interwar period, a number of failed soldier settlements were acquired for plantation work. One of the most important of these was in the country around Beerwah and Beerburrum. In 1924, an experimental station was established at Beerwah to investigate exotic plantings and in 1931 the first exotic pine plantations were established there. The area became one of the main exotic planting areas in Queensland. Land set aside for soldier settlements at Beerburrum but not taken up was used for further plantings from 1933. Much of the plantation work was undertaken by workers under the Unemployment Relief System instituted during the Depression years. Large scale planting in this area has continued until the 1980s.²⁷

²³ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 93.

²⁴ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 93.

²⁵ Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997."

²⁶ Kowald, "H-Gen/0079: Historical Overview of the South East Queensland Biogeographic Region with Particular Reference to Forested Areas.", 48.

²⁷ Blake, "H-Caboo/0533: Caboolture Shire Cultural Heritage Study.", 18; Judith Powell, "Travel Routes, Forest Towns and Settlements," (Brisbane: Department of Natural Resources, Regional Forest Assessments, 1998)., 131; Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997."; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 117

The outbreak of war in 1939 led to unrestricted logging to support the war effort. Reductions in imports meant that the demand for timber increased to include non-traditional uses such as timber roads and charcoal for the manufacture of producer gas for motor vehicles. Timber was also needed for a range of military applications. While demand increased, planting virtually ceased through lack of available labour. Accelerated depletion of forests was the result. A decline in native hoop and bunya pine from the early 1940s was accompanied by a corresponding rise in production of plantation pine, native cypress and hardwoods.²⁸

Demand for timber remained at least as strong in the aftermath of the war to support reconstruction. Between 1946 and 1952, an unprecedented number of sawmills began operation after the government decided, partly in response to the increased demand for timber, to allow licences without investigation to any applicant who stated that timber supplies were available. In the North Coast Region, large numbers of sawmills were established mainly at larger centres along the North Coast Railway. Major sawmilling centres of this period located in the Council area were at Nambour, Maleny, Landsborough and the Glass House Mountains. Accelerated depletion of native forests resulted from improved timber getting technology including adapted surplus military equipment. Mill capacity and demand outstripped the supply of timber and the government responded by restricting mill cuts and giving increased priority to establishing plantations.²⁹

Forestry became a major source of employment for returned servicemen and European refugees. Men recruited from the Baltic countries to work in State forests were settled at Kenilworth and Beerburrum. Workers were accommodated in timber barracks. By 1950, eighty five of these had been constructed.³⁰ Plantation forestry received a boost in the late 1960s after the Softwood Forestry Agreement Act (1967) provided for Commonwealth loans to States for plantation work. As a result over 3000 hectares of softwoods were planted.³¹

From at least as early as the 1930s there had been a growing appreciation that native forests offered something more than saleable timber. Beauty spots, picnic areas and scenic drives began to be established. From the 1960s, this movement began to gain momentum. Despite this, conflict continues to exist between the conservation movement and commercial and economic interests. In the 1980s, substantial areas of rainforest were destroyed to make way for timber plantations.³²

In the 1960s, attention began to be given to the need to preserve viable samples of native vegetation and in 1968 Scientific Area 1 in the Beerburrum Forestry District was the first such area to be reserved in Queensland. This was indicative of changing attitudes to forestry management. Previously, any native vegetation in the Beerburrum and Beerwah area had been cleared to make way for exotic pines.³³

²⁸ Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997.", 77; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 138.

²⁹ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 139.

³⁰ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 139; Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997." 71.

³¹ Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997.", 78

³² Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 154.; Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997.", 78.

³³ Blake, "Caloundra City Council Planning Scheme Review: Interim Report, Cultural Heritage Issues..", 6.

By the 1980s, 40% of sawn timber was from plantation pine. New technology materials, such as structural plywoods and particle board, were increasingly replacing traditional timber products. At the end of the 20th century the trend towards the closure of small hardwood mills and an increase in the centralisation of production continued as large scale sawmilling operations relied increasingly on the milling of plantation timbers.³⁴

In the 1990s, the Landcare initiative directed towards reforestation and the preservation of native forests received Federal government support. Nevertheless, in the same decade, massive land clearing continued in Queensland under Government issued permits. After a period of over a century, the tension between exploitation of the State's timber and the forces for conservation continues.³⁵



Figure 4: Beerwah pine seedlings, 1932 (John Oxley Library).

³⁴ Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997.", 80

³⁵ Ibid., 82; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 82, 154.



Figure 5: Beerwah plantations, 1932 (John Oxley Library).

Exploiting natural resources - mining

Gold was the magic word when the metal was discovered on Gympie Creek in 1867. It was not long before prospectors travelling the road from Brisbane to Gympie were investigating any potential creeks within the region. However, it was not until the 20th century that any significant attempt at gold mining the region was attempted. In 1929, landowners at North Arm formed a syndicate to mine gold - this was at the beginning of the Great Depression and the price of gold soared during the 1930s. Mining began in 1935 using a cyanide recovery process, but lasted only until 1937. About 1005kg of gold was extracted.³⁶ Mining of the site recommenced in 1997 despite local protests. It has since ceased operations. The O'Doherty mine, south-south-west of Kenilworth, operated from 1930 to 1934. Alluvial gold was worked on Walli and Chinaman Creeks in the early 1900s. Obi Obi Creek offered potential but not riches, and even today panning is carried out in some places. Booloumba, Peter and Bundaroo Creeks were also worked for alluvial gold. At least 23 mine shafts were sunk in what is now the Conondale National Park, in the search for payable gold. The Blackall Range is dotted with small abandoned mines³⁷ like those at Jessies Dream Prospect between Maleny and Peachester, and copper, gold and silver from Glittering Hills mine nearby. These mines are usually the result of individual or small company prospecting.

Applications for sand mining from the Noosa River to Bribie Island were made in 1955, and continued to be controversial for many years. Protests were made on Bribie Island and Coolum. The 'Save the Trees' campaigners also joined the fray. A new State Government backed away from sand mining on the Sunshine Coast and Fraser Island became the target. Throughout the 1960s and 70s some mining leases were granted although opposition continued.

³⁶ <http://www.parliament.qld.gov.au/Documents/TableOffice/TabledPapers/2009/5309T314.pdf>

³⁷ https://www.dnrm.qld.gov.au/__data/assets/pdf_file/0003/262659/abandoned-mines-map.pdf

Pastoral activities - grazing

Thomas Archer, one of the Archer Brothers that established 'Durundur' station at Kilcoy, visited the Mooloolah River in 1843 in search of pastoral land, but was not impressed with what he saw. In the same year, Crown Lands Commissioner Stephen Simpson found open country which he recorded as suitable for grazing purposes. Pastoralists entered the district in 1850 looking for suitable grazing land for cattle, sheep or horses, over a decade since the pastoral frontier had expanded into the Darling Downs region. Large pastoral runs were taken up, including JD Mactaggert's 'Cambroon', Joseph Smith's 'Kenilworth' and 'North Kenilworth'. In 1853, the Skyring brothers leased 'Whidlka Whidlka', 'Canando', and 'Yandina' runs, and McKenzie set up the 'Conondale' run. The Skyrings also extended their leases to include 'Pooreema' near Cooroy. One of the Acts passed in 1860 by the government of the new colony of Queensland was the Unoccupied Crown Lands Alienation Act which rescinded Gipps Bunya proclamation, and allowed timber and squatters licences to be granted. Thomas Maddocks and John Westaway took up cattle grazing on the 65 square kilometre 'Moolooloo Plains' run in 1862. After about a decade of trying to graze large runs in the region, many forfeited their leases. A period of poor markets together with the sometimes impenetrable scrub and vines inhibited their success. 'Yandina' and 'Whidlka Whidlka' runs were forfeited in 1868 and made available for closer settlement. 'Canando' was cut up in 1870. Edward Lander selected a 16000 acre run on the Mooloolah River on which to graze cattle. The run stretched from what is now Nambour to Palmwoods. He also took on the leases at 'Canando', 'Yandina' and 'Whidlka Whidlka', 'Marandan' and 'Maranden South'.

The Crown Lands Alienation Act 1868 changed the pattern of pastoral development within the region. It allowed for the resumption of half the land taken by squatters, and its subsequent subdivision for closer settlement. The squatter or pastoralist could receive concessions on the land remaining in their control, but in essence the large monopolies could be subdivided into grazing or agricultural blocks. From the introduction of the Act to its revision in 1876, 113 selections were taken up within the region, most of them for grazing cattle. In most cases the areas earmarked for smaller agricultural allotments were still covered in scrub or forest, and had to be cleared. William Samwell acquired property on Gympie Road near Petrie Creek in 1870 to graze cattle. This was 'Naamba', or 'Nambour' station. On a smaller scale Henry Kiel ran cattle at Diddillibah during the 1880s.

In 1902, following a drought, cattle ticks began to appear in the region. Known by the name 'red water' it had the potential to, and frequently did, destroy whole herds of beef or dairy cattle. Cage and plunge dips were built on many properties, using arsenic to kill the ticks. Inoculation proved to be the saviour of the herds and after a number of years the tick menace was eradicated. Despite the difficulties that beset the grazing industry, some of the large grazing properties survived to the turn of the century. The former 'Durundur' pastoral station was subdivided between 1898 and 1902, and in 1906 'Conondale' was subdivided for small holding dairy and agricultural farms. It was not until 1921 that Kenilworth Station was subdivided, and sold off over the next few years. Beef production continued on the coast in very small pockets. An attempt by dairy farmers to escape the doldrums of their industry by grazing beef cattle worked successfully on the Sunshine Coast from the 1960s to early 1970s, before profits plunged.

Sheep were also run on properties in the region. In 1882, retired explorer William Landsborough purchased land at Caloundra to graze cattle, sheep and horses, but the venture was a financial disaster.³⁸ His death in 1885 curtailed the industry's progress. Former Buderim sugar-planter Joseph Dixon ran sheep at Flaxton at the turn of the 20th century, though the experiment does not seem to have been successful. When the soldier settlements were established at Beerburrum in 1916 sheep farming was thought to have been a viable industry. Within two years however it was failing, brought about by a combination of inexperience and sustained dingo attacks. Duncan MacDonald ran 700 head of sheep at Peachester, with moderate profits in the late 1920s, an effort which prompted calls for

³⁸ Brisbane Courier, 2 June 1928

that industry on the North Coast.³⁹ Nothling and Burnett at Witta were also experimenting with sheep as a sideline to dairying. This scale of sheep farming spread to Yandina and North Arm, and stud ewes from Maleny were winning prizes in 1940. Small-scale sheep raising was being carried out at Eumundi in the early 1950s, apparently brought about by the purchase of farms in the area by sheep farmers from western Queensland and northern New South Wales.⁴⁰

Agricultural activities

The agricultural value of the Sunshine Coast hinterland and coast region was recognised early, and as soon as the trees and scrub were being cleared from the land, crops were being planted. Some were subsistence crops, to be used by the farming family or perhaps sold or traded in the locality. Others were grown for profit. The area was an unknown for crops and a wide range were planted to see what would grow best. What grew well in the lowlands might not grow well on the ranges, and crop choice was largely an experiment. In 1889, for example, the *Queenslander* reported: "There are now a large number of settlers on the Maroochy, Petrie's Creek, and Eudlo. Maize, English potatoes, oats, and pumpkins are the principal crops, while on some of the farms bananas are grown; dairying is also carried on to some extent."⁴¹ The scope of agricultural produce grown in the region over the 20th century was much more extensive than what was observed in 1889. The significance of the agricultural industry in the 20th century also highlights the fact that agriculture is no longer the primary industry for the Council area, which has been an important historical shift.

Agricultural activities - Coffee

Coffee growing was initially a speculative and secondary activity. It was sometimes grown on a domestic scale and for home use. William Pettigrew reportedly planted a crop around 1870, though little is known of it. The Queensland Acclimatisation Society imported and distributed Fijian coffee seeds to a variety of Queensland farming communities in mid-1871, including those at 'Maroochie'.⁴² Joseph Dixon claimed he acquired coffee plants "from a garden on the Brisbane River below what is now known as Dutton Park," during 1872, and planted them at Buderim. Gustav Reibe, who bought land at Buderim in 1870, also planted successful coffee crops during the 1870s. An easily transportable product when harvested, and resistant to disease, coffee offered advantages over many other crops at that time.

Planting was expanded from Buderim to the Maroochy River and Mt Coolum during the 1880s. The Queensland Acclimatisation Society continued to support the fledgling industry and distributed a large quantity of coffee plants in 1887 to members, public institutions or provided these as exchanges. The Society noted at the time that there was a high demand for coffee plants, mostly of the Arabian varieties.⁴³ Growth of the industry continued, and the Under Secretary of the Department of Agriculture suggested in 1892 that coffee had passed the experimental stage in Queensland. It was also being grown on the Blackall Range in addition to Buderim, and the Under-Secretary suggested the possibility of Islander labour being used in that industry there should be explored.⁴⁴ There are accounts of Islanders at Buderim working in the industry, however the extent is unknown. The high cost of labour during the 1890s was generally agreed to be a major factor in the viability of the coffee industry, a problem that dogged the industry for years.

³⁹ Nambour Chronicle and North Coast Advertiser, 1 February 1929

⁴⁰ Nambour Chronicle and North Coast Advertiser, 22 January 1954

⁴¹ *Queenslander*, 14 September 1889

⁴² *Brisbane Courier*, 23 August 1871

⁴³ *The Week*, 10 September 1887

⁴⁴ *Queenslander*, 1 October 1892

Frost damage on the Blackall Range reportedly caused the industry there to peter out,⁴⁵ however more than 3000lbs of coffee were produced at Buderim, Maroochy River and Mt Coolum in 1897. In 1907 20 tons of Arabian coffee had been produced at Buderim alone, and a Brisbane firm had purchased the entire harvest. While there was demand for the product there was still the ever-present shortage of labour at Buderim, perhaps in this case caused by the forced repatriation of the South Sea Islanders who had laboured there.⁴⁶ More than a third of all Queensland coffee was produced in Buderim by 1909, and the Council area became Queensland's largest coffee growing region in 1911.⁴⁷

The industry always struggled with labour costs and cheaper imports. During the 1920s one coffee planter on Buderim shifted their business to New Guinea. Although around 7000lbs of coffee were produced in Buderim in 1931, coffee plantations on the Sunshine Coast were in decline. The Department of Agriculture and Stock acknowledged in 1933 that cheap imported coffee, mostly consisting of three parts chicory and one part coffee, was saturating the market and reducing the demand for local product.⁴⁸ Small coffee plantations remained on Buderim during World War II, however after the war it became a much less profitable crop. Farmers instead turned to strawberries and small crops. Some isolated coffee was still grown at Buderim in the early-1950s, and despite a hefty rise in returns for the industry it was not revived, and focus moved to northern parts of Queensland.⁴⁹



Figure 6: Buderim Mountain showing Fielding's orange, banana and coffee plantation 1907 (John Oxley Library).

⁴⁵ *Queenslander*, 14 September 1895

⁴⁶ *Brisbane Courier*, 4 April 1908

⁴⁷ Joan Hogarth, 'Buderim Ginger – An export success story', UQ Thesis, 1999

⁴⁸ *Bowen Independent*, 9 October 1933

⁴⁹ *Nambour Chronicle*, 26 February 1954



Figure 7: Coffee plantation at Buderim c1930 (Queensland State Archives).

*Agricultural activities - Fruit*⁵⁰

A range of fruits were grown on the North Coast from the late 19th century. The main fruit growing area was the Maroochy Petty Sessions District. The district's most important fruit crops were pineapples, bananas, oranges and strawberries. Fruit growing, especially pineapples, remained an important industry until at least the 1970s. By the 1980s, it was in decline. One of the factors contributing to this was Britain's entry into the European Common Market in the 1970s and the resulting loss of trade preferences.⁵¹

⁵⁰ Adapted from EHP.

⁵¹ Helen Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, Book, Whole vols. (Brisbane: Boolarong for the Maroochy Shire Council, 1991), 158.

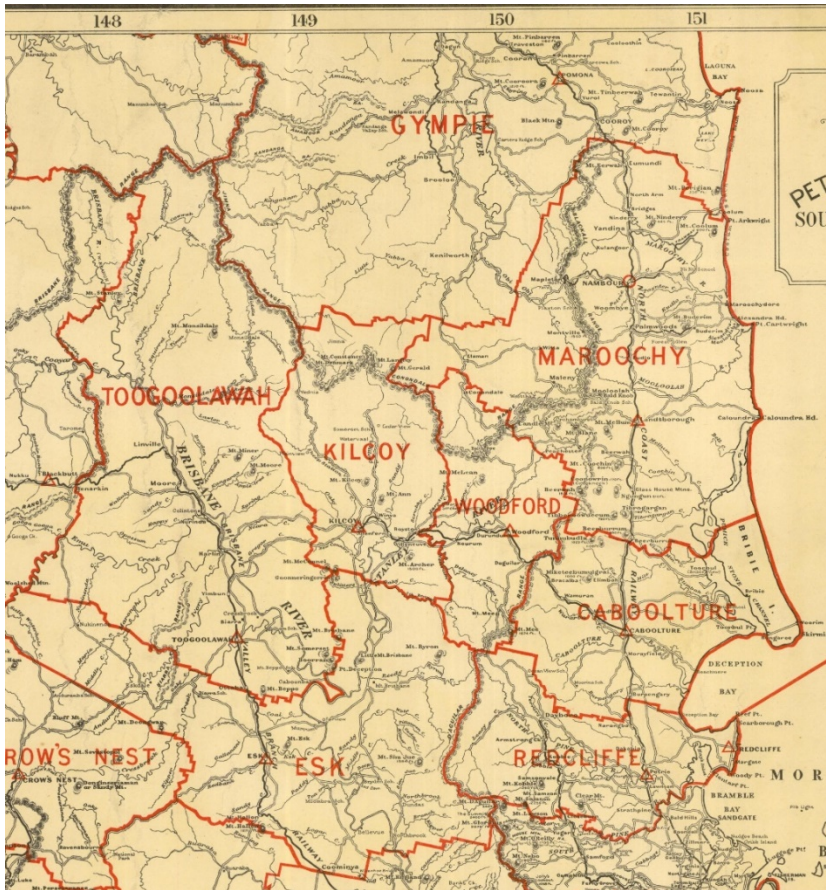


Figure 8: Petty Sessions Districts in the North Coast Region (undated, Queensland State Archives).

The Maroochy area was the State's largest pineapple growing area by 1915 and remained so until well after World War II. The area of Woombye was ideal for pineapple growing and the first commercial crop is reputed to have been produced on Thomas Davey's farm at Woombye in 1895. A large increase in the number of growers occurred from 1908 after competition from Fiji prompted many banana farmers to change to pineapples. Other pineapple growing districts within the region by 1938 included Nambour, Palmwoods, Montville, Buderim, Beerwah, Glasshouse, Beerburrum, Elimbah and Wamuran.⁵²

The development of canning technology in the early 20th century addressed the problem of how to preserve excess fruit. By World War II, more than half the pineapple crop was canned. Before World War I, the canning industry was dominated by small private interests. Canneries in the Maroochy region included the Golden Queen Cannery on the Didillibah Road at Woombye (established 1912), the Spring Creek Cannery also at Woombye (1913) and the BBB cannery at Bli Bli (1913). Most of these canneries were quite short lived. From 1919, fruit was railed directly from Woombye to the State Cannery in Brisbane. The Golden Circle Cannery at Northgate in Brisbane was established immediately after World War II by the COD (the Committee of Direction of Marketing, established in 1924) as a grower controlled cannery.⁵³

By the 1950s, Southern Queensland accounted for some 2,500 of the State's pineapple growers, compared with 250 in Central Queensland and 100 – 150 in North Queensland. In the southern region,

⁵² Ibid., 57 – 58; Department of Agriculture Reports, Queensland Parliamentary Papers, 1875 – 1935.

⁵³ Ibid., 60, 76, 155.

two thirds of the production came from three districts: Palmwoods – Woombye – Nambour; the Mary Valley; and Glasshouse – Beerwah.

A major increase in land given over to banana cultivation in southern Queensland occurred in the years leading up to 1915. Until this period, North Queensland had dominated the industry, but by 1915 crop yields declined in the north owing to soil depletion. The reduced supply caused the price of bananas to increase encouraging increasing numbers of southern Queensland farmers to turn to the crop.

Between as early as 1915 and 1925, the Maroochy area had the largest acreage under cultivation for bananas in the State. Bananas were first grown as early as 1884, when James Lindsay of Buderim shipped his first crop of bananas to market. This established farming area was ideally suited to the crop and this was the earliest centre of the industry in the region. Crops were initially shipped out through Pettigrew's wharf at Eudlo. Productivity remained high in the area until about 1900 when land degradation led to reduced yields. Following the arrival of the North Coast Railway in the Maroochy region by 1891, areas closer to the railway including the Maroochy River, Woombye and Palmwoods also moved into bananas.⁵⁴

By the 1920s the area from Eumundi and Kenilworth to Gympie had developed into a major banana growing region with Cooroy and Pomona being important railheads for the industry. From c1925, the Gympie petty sessions district took over primacy from Maroochy as the State's largest banana producer when for a period of about a decade, the area of land under cultivation for bananas in the Gympie petty session district exceeded Maroochy district. By 1938, the district between Yandina and Eumundi, and Palmwoods in the Maroochy district were the two largest banana growing areas in Queensland. Banana production was in decline by the 1960s owing to low fruit prices and the pressure of residential development.⁵⁵

The Maroochy Petty Sessions District was the State's largest producer of oranges from at least as early as 1900 until after World War II. From at least as early as the 1890s, citrus growing areas included Buderim, the Blackall Range (Montville and Mapleton) and near Woombye, Palmwoods and Nambour. Citrus growing was often combined with bananas. Citrus fruit was the first crop in Maroochy to be exported almost from the beginning of production. The initial markets were Canada and England.⁵⁶

By the 1930s, Maroochy began to experience a shift away from citrus growing to dairying in the Blackall Ranges area due to land degradation. After World War II citrus growing became largely concentrated in the area around Palmwoods. Fruit production continued to decline due to low fruit prices and the pressure of residential development.⁵⁷

Strawberries were grown on the Blackall Ranges in the former Maroochy Shire from c1899. The area remained the State's largest producer of the berry until c1910. The crop was pioneered by the Smith brothers from Redland Bay. The Blackall Ranges farms were highly productive; crops of five tons per acre were common. Strawberries were transported to Palmwoods and Nambour Railway Stations. Obtaining a commercial return for surplus fruit was always a problem in the Shire and in the Blackall Ranges this was partly dealt with by manufacturing jam from strawberries. Thomas Smith operated a jam factory on the range from at least as early as the first years of the 20th century.⁵⁸

⁵⁴ Ibid., 50 – 51; R. J. L. Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism*, Book, Whole vols. (Broadwater, Qld.: Utreya Publications, 2004), 143, 257.

⁵⁵ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 100, 157; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 257.

⁵⁶ Gregory, *Making Maroochy: A History of the Land the People and the Shire.* 55 – 56.

⁵⁷ Ibid., 105, 157.

⁵⁸ Ibid., 55, 60.

One of the major problems faced by fruit farmers in the North Coast was timely delivery of fresh fruit to market. This problem was largely overcome from 1919 after an arrangement was made to charter special trains to transport fruit directly to southern markets in Sydney and Melbourne. These trains stopped at Nambour, Woombye, and Palmwoods.⁵⁹



Figure 9: Packing pineapples in grower’s shed, 1905 (Sunshine Coast Library).



Figure 10: Banana plantation near Buderim, 1920 (Sunshine Coast Library).

⁵⁹ Ibid., 76.



Figure 11: Orange grove in the Blackall Ranges, no date.



Figure 12: Harvesting strawberries at Mapleton, no date (Sunshine Coast Library).

Agricultural activities - Ginger

Another crop that has strong association with the Sunshine Coast and Buderim in particular, is ginger. It was successfully grown in Buderim as early as 1885, part of the diversification of crops that early farmers found necessary to make a living. It made little impact on the local economy and was abandoned early. Robert Duthie, a Brisbane jam and condiment manufacturer, is believed to have given ginger seeds to Arthur Burnett in 1916, who successfully grew the crop at Buderim. Within a few years other farmers had planted ginger too, and the crop was exceeding local requirements. Duthie Bothers and the Bengal Chutney Company in Brisbane purchased all of the initial produce. Market competition with imported ginger was always a difficulty, however the number of growers expanded over the next decade and in 1929 they formed the Ginger Marketing Association. Protection tariffs were imposed on imported product in the 1930s, and new markets such as confectionary makers MacRobertson, boosted the industry along.

The outbreak of war in 1939 saw the sources for imported ginger dry up, and wartime demand enabled a ginger processing factory to be built at Buderim by 1942. By that time however, much of the crop was being grown in the better soils of Eumundi, Cooroy and Nambour. After the war, the tariff was dropped and cheap imported ginger was able to flood the market. The local ginger industry effectively collapsed in 1953. Only two growers supplied the Buderim Ginger Factory in 1954 and the company's debts were significant. The situation improved during the 1960s, as the high quality of the product was aggressively marketed to, and established, in overseas markets. Exports increased dramatically and by 1973 the industry had a sales income of more than \$2,500,000. The successful transfer of the ginger factory from Buderim to Yandina in 1979 ended its physical association with the former town, although it retains the name of Buderim Ginger. The Ginger Factory at Yandina is now marketed as one of the Sunshine Coast's tourist attractions. The Sunshine Coast region presently produces over 75% of Australia's total ginger production, and according to the ABS in 2009 the region had over 170 hectares devoted to the crop.

Agricultural activities - Seafood

Caloundra's Thomas Tripcony obtained an oyster lease in front of his home on the Pumicestone Passage in 1874. The Moreton Bay Oyster Company, which had established a depot at Little Caloundra, later known as Donnybrook, obtained dredge sections from Dunwich to the entrance to the Pumicestone Passage in 1883, with the exception of those dredges held by R Leftwych at the mouth of the Pine River. Leftwych also had dredge sections at Maroochie and Noosa at that time. The Maroochy River was known for its oysters in the early years, however even by the mid-1880s most had been taken. Leftwyche had a cutter, the Lone Star, built to trade between Brisbane and Maroochie, carrying general cargo up and returning with oysters from his dredges. Leftwych was able to supply between 10 and 16 bags of oysters per week, while the Moreton Bay Oyster Company could supply sixty bags per week. Turner and Jones were taking oysters from Leach's bank at Caloundra in 1884, while Leach, Wilson and the Moreton Bay Oyster Company each had a bank two miles south of Caloundra.⁶⁰

Anchor Brand and Lighthouse Brand fish canneries operated on the northern end of Bribie Island in the 1900s. Fish destined for the Lighthouse facility were scaled, cleaned and cut on the jetty after landing. They were then taken to the factory for canning, and cooked in the cans in large steam retorts. The main distributor for the company was in Brisbane.

Samuel Leach established the first commercial fishing ventures from property at Bells Creek, south of Caloundra, around 1879. He had previously been involved in floating logs from Coochin Creek to Donnybrook.⁶¹ The family business operated along the coast well into the 20th century. Some of the Tripcony family were also commercial fishermen in the region into the 1920s. Fishing in the river or

⁶⁰ Brisbane Courier, 19 September 1884

⁶¹ *Courier Mail*, 22 November 1937.

creek mouths was quite profitable. Clarke was fishing Coochin Creek into the passage from 1917. He moved to Caloundra where his family kept fishing, and built an ice works, Caloundra Fish and Ice Supplies, around 1925. The fish were packed in ice and taken to the Landsborough Station by horse and cart, and then railed to Brisbane. Clarke was later able to afford a larger boat that not only increased catch capability but was also able to deliver the fish to the Brisbane Fish Market overnight. Prior to World War II there were no marketing regulations for fish. Clarke sold fish to Brisbane buyers, or in Maleny, Woodford, Nambour and Kilcoy, or locally to shops or guesthouses. The establishment of a Fish Board at the end of the war regulated that supply. Commercial fishermen had to be licenced and all fish supplied to the Board for on-sale.⁶²

During early World War II the Caloundra beaches and Pumicestone Passage were defence areas and the fishing grounds were moved elsewhere. Chaplin Brothers commenced fishing operations at Caloundra around 1944 and were in opposition to the Clarkes. In the first week of June 1948 they took in 56000lbs of fish, which included a 22000lb single-haul of mullet in Pumicestone Passage, the largest in Caloundra waters in three years.⁶³ Commercial fishing in Pumicestone Passage was finally banned in 1995.

A prawn trawler from the Northern Rivers of NSW had a successful catch off Mooloolaba in 1949, inspiring six trawlers to begin operating out of Mooloolaba in 1950. The catches were for the local market. Newspaper accounts accurately described it as the 'new local industry' at the time, and it continues to be a prominent industry today.

Agricultural activities - Sugar

William Clark, a lessee of the Mooloolah Plains grazing run, planted sugar cane at Bli Bli in 1865, the first in the Maroochy area.⁶⁴ The only place his sugar could be processed, however, was in Brisbane, and the costs involved led him to abandon the project within a year. The success of the crop however, appears to have inspired others to plant sugar cane in the district. Joseph Dixon was one of the small group of the Society of Friends, commonly known as Quakers, who planted Bourbon variety cane at "Friends Farm" on the Mooloolah Plains near the mouth of the Mooloolah River in 1869. The Quakers built a horse powered crushing mill there and produced their own raw sugar.

More Bourbon sugar cane plants were landed at Ballinger's wharf on the Mooloolah River in March 1870 and an increasing number of farmers took a chance on the crop.

Buderim plateau was surveyed and opened for selection in 1870, and Joseph Dixon and some of the Quakers moved away from the rivers plains. They cleared land at Buderim and planted cane there. Other farmers on Buderim followed suit. With his father-in-law John Fielding, Dixon bought a second-hand sugar mill from Burpengary in 1876 and established a sugar mill on what is known as Mill Road at Buderim. The first sugar was crushed in October of that year. The following year Dixon also brought in a small number of South Sea Islanders to work as labourers on his land. Sugar production grew rapidly during the 1870s at Buderim, Bli Bli and on the Maroochy and Mooloolah rivers. Increased sugar prices in the 1880-84 period and prospect of a Brisbane rail link resulted in a further 198 farms being taken up during those years. The lower parts of the range near Nambour, and at North Arm were planted in the early 1880s, and additional farms cleared at Bli Bli.

Some of the Buderim sugar growers became dissatisfied with Dixon's monopoly, and backed by entrepreneur James Campbell, formed the Buderim Mountain Sugar Company. They built a mill in opposition to Dixon's and it operated to the end of the 1880s, but was not a financial success. Buderim raw sugar was sold to the Colonial Sugar Refinery mill in Brisbane. An estimated 500 acres was planted

⁶² http://library.sunshinecoast.qld.gov.au/library/documents/heritage/oral_histories/lloyd_clarke_oral_history.pdf.

⁶³ *Nambour Chronicle*, 11 June 1948.

⁶⁴ *Queenslander*, 18 July 1884.

under sugar cane at Buderim by 1885,⁶⁵ however the sugar prices began to decline. Dixon's mill continued in operation until 1898 by which time all that remained of the Buderim sugar farms were in Dixon's hands, the majority of farmers having opted for bananas for the best return.⁶⁶

Farmers taking up land at Cobbs Camp (Woombye) had cleared the timber and planted sugar cane by 1871. New plantations were still being planted a decade later, and a sugar mill was planned. Henry Kiel obtained property at Bli Bli in 1882, and had about six acres under sugar cane by 1884. At Yandina several selectors took up sugar farming during the early 1880s as the scrub was cleared.⁶⁷ Carrol, a hotelier at "Petrie's Creek Hotel" was also growing sugar cane in 1885, and much of the low lying land was under cultivation. More than 200 acres of cane had been planted between Cobbs Camp and Petrie Creek (Nambour) on the expectation a new sugar mill would be crushing in 1885, however its proposer reneged on the deal, leaving many unhappy farmers out of pocket. The downturn in sugar prices in the mid-1880s, caused by subsidised European sugar beet, came at a time when the Council area had its best crops. Not all of it could be cut, and the harvest potential was not realised. It reinforced the need for the small farms to have diversified interests. Corn, wheat, bananas and even oranges were trialled as replacement crops. At Glasshouse Mountains, sugar was planted but gave way to bananas and pineapples. There was also cane at Landsborough in the 1890s. At Eumundi many farmers planted sugar cane, and George Etheridge built a sugar mill to complement his sawmill.⁶⁸

In 1892, a public meeting held in Nambour to gauge the prospects of sugar-growing in the Council area was unanimous "that cane-growing at very low prices would be far better than corn-growing at present prices."⁶⁹ The prospect hinged on the construction of a local mill. In December 1894 shareholders of the Moreton Central Sugar Mill Company met at Nambour to discuss the registration of the company and plan for the first crushing season. Promises of 200 acre plantings were made by farmers around Petrie Creek, provided the Company laid down tramways to transport the cane.⁷⁰ The original registered shareholders of the Company were Mooloolah storekeeper, GL Bury; D Currie, and P King, farmers at Nambour; Yandina draper J McNab; surveyor GC Reid of Nambour; Nambour saw-miller DH Mitchell, and H Andresen, a Nambour farmer.⁷¹

Construction of the sugar mill began in 1895. It commenced operations in 1897 servicing farmers from Yandina to Bli Bli. Its network of narrow-gauge tramway spread over the decades allowing the movement of goods and people, as well as sugar cane, from as far as Mapleton and Coolum. The first major industrial development in the town, the sugar mill brought Nambour economic prosperity and it quickly became the commercial hub of the Council area.

Some of the low-lying land around Coolum was of little agricultural use until work commenced around 1910 to drain the swamps. After two decades of work, dairy farms were expanded over the reclaimed land, and sugar cane and coffee crops planted. A cane tramway, built from the central sugar mill at Nambour and crossing the river near Bli Bli, was also used to carry passengers. In 1901, the sugar growing Council area stretched from Yandina to Buderim. From the 1920s residents had lobbied for a river crossing at Bli Bli. Sugar cane farmers on the North Shore agreed in 1957 to fund half the cost of

⁶⁵ Brisbane Courier, 10 June 1885

⁶⁶ Brisbane Courier, 19 August 1889

⁶⁷ Brisbane Courier, 18 November 1882.

⁶⁸ Queenslander, 9 March 1895

⁶⁹ Brisbane Courier, 22 April 1892

⁷⁰ The Week, 7 December 1894

⁷¹ Brisbane Courier, 24 January 1895

bridging the river, as it promised opportunity for expanding their industry. The bridge was designed to carry motor vehicles and cane trains, and opened in 1959 as the David Low Bridge.

The modern sugar industry has always struggled with financial viability when competing on the international market. The 1990s were a depressed time for the local industry, and finally the closure of the Moreton Central Sugar Mill in 2003 ended more than a century of sugar crushing in the Sunshine Coast. It removed a major industry from the local economy and changed the landscape yet again. Some cane fields are being converted to other uses in some cases, including residential and commercial development, although sugar cane continues to be grown in the Council area. Some farmers invested in a cattle fodder factory, which kept their cane farms active, however the operation closed in 2013.

Agricultural activities - Tobacco

The Tobacco Settlement Scheme was introduced in 1931 at Beerburrum and Beerwah in an attempt to alleviate unemployment caused by the economic depression. It allowed unemployed workers to become tobacco growers on forfeited soldier settlement farms. A State-run farm near Beerburrum grew the tobacco for planting. Large families were preferred, and each was offered a house, land and a cow. If there was no house, a prefabricated tin and hessian structure was provided. Most of the new farmers had no experience growing tobacco, which is a difficult crop. Visiting instructors from the Department of Agriculture provided some assistance. The scheme was unsuccessful and by 1935 few of the farms remained. Attempts to grow tobacco on an experimental farm in Maleny in 1920s-30s were also unsuccessful.

From the late 1950s tobacco growing was reintroduced, though this time between Beerwah and Glass House Mountains. Migrant families from tobacco growing towns of NSW and North Queensland relocated to begin farming. A South East Queensland Tobacco Growers Co-Operative was set up by the farmers to assist their industry. More than 70 farms were growing tobacco when the health implications of the produce were being realised in the 1970s. The Commonwealth and State governments provided incentives for the farmers to stop growing the crop, and many switched to growing macadamia nuts. The last crop grown in 2006 was ploughed back into the ground.⁷²

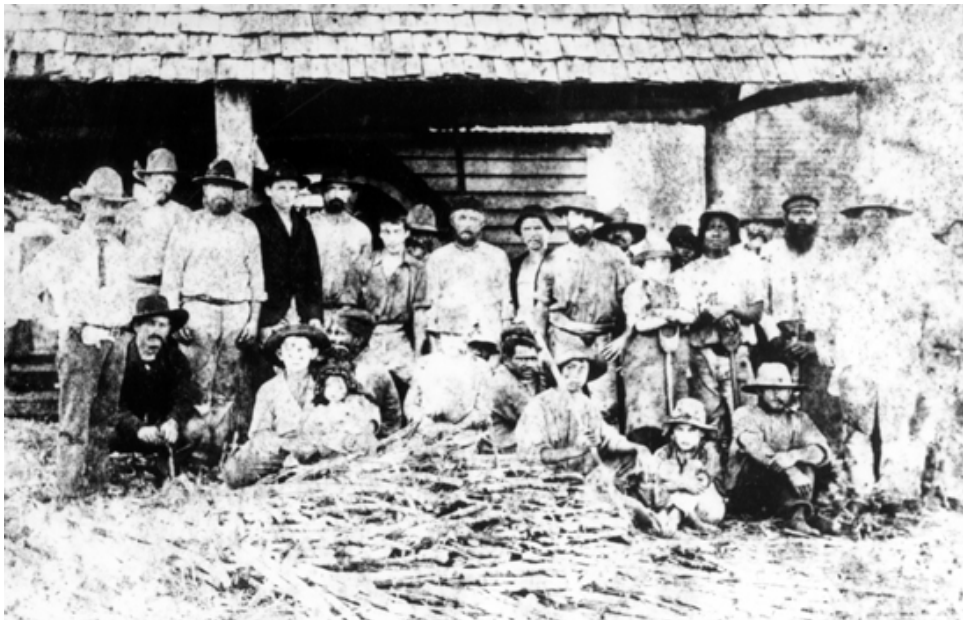


Figure 13: Buderim Mountain Sugar Company Mill workers (Sunshine Coast Library).

⁷² <https://www.sunshinecoast.qld.gov.au/Council/News-Centre/Backward-Glance-tobacco-industry-13-Jan-2016>



Figure 14: G Burrows carting sugarcane at Yandina c1928 (Sunshine Coast Library).

Protecting and conserving the environment

Despite the dramatic transformation of the landscape since the 1850s, the Council area is blessed with an abundance of unique natural landscapes. National Parks and conservation reserves protect and ensure the preservation of valuable regional ecosystems. These places are highly valued features and attractions for the Sunshine Coast. Examples abound: what is now Kondalilla National Park became one of the first declared recreational areas in 1906, then a national park in 1945. It was linked with Obi Obi National Park in 1988. Dularcha National Park was gazetted in 1921 and Mooloolah Forest Reserve was added to the Park in 2010. Mapleton National Park was formed in 2011 with the amalgamation of the Mapleton Forest Reserve and Delicia Road Regional Park. Mapleton Falls was a recreational reserve from 1935 and became a National Park in 1973. A 40-hectare area of rainforest near Maleny was given to the former Landsborough Shire Council in 1940 by the Thynne family in memory of their mother. The rainforest reserve is known as the Mary Cairncross Park. In 1993, the Pumicestone Passage was included in the Moreton Bay Marine Park. The Maroochy River Conservation Park near the mouth of the River at Mudjimba was gazetted as a conservation park in 1992, and Mudjimba Island was added to the park in 1998. Off-shore the Ex-HMAS Brisbane Conservation Park was created by the sinking in 2005 of the former Australian warship nine kilometres off Mooloolaba. The ship is now a tourist attraction as an artificial reef and dive site.

The coastal strip around Coolum came under increasing development pressure with the boom in the Queensland economy around 1980. 'Save Mt Coolum' was one of a number of public campaigns against unsympathetic development. In this case citizens action stopped the development of a disused quarry on Mt Coolum as a 'Colonial' theme park, which included cable car rides to the top of the mountain. A Council decision to approve it was reversed after a concerted effort by the Sunshine Coast Environment Committee and the Save Mt Coolum Committee, and the land at the centre of the campaign was eventually incorporated into a national park.



Figure 15: Entrance to Kondalilla Falls National Park, 1964 (Sunshine Coast Library).

2.3 Developing secondary and tertiary industries

*Feeding Queenslanders, developing manufacturing capacities - Dairy*⁷³

Dairying emerged as a viable industry in the late 19th century, growing rapidly to develop into the principal primary industry in southeast Queensland by the interwar period. After a few decades of prominence between the wars, the industry went into a decline from which it has never recovered.⁷⁴

The rise and decline of the dairy industry was facilitated by technological advances and largely driven by government. The closer settlement of rural areas by small farmers after the European model was an ideal held by successive governments from the middle of the 19th century. Since the domestic market was too small to support more than a limited number of farms, a viable product had to be found for export. Cotton and wheat were unsuccessfully tried from the 1860s. Later, sugar was found to be a viable option and by the 1880s, dairy products also emerged as a potential export commodity well adapted to 'pioneer' farming. A regular monthly payment for dairy produce ensured a small farmer's survival when all else failed. Dairying became the catalyst for opening up many regions in southeast Queensland and so played a significant role in the closer settlement of the State.⁷⁵

Before the 1880s, dairy products such as butter were produced on a small scale and sold at nearby settlements. Between the late 1880s and the 1900s, the dairy industry grew rapidly. Queensland's total number of dairy cattle in 1898 was 80 000; by 1910, this had grown to 350 000. Initially, dairying was concentrated in south-east Queensland and by the mid-1900s it was emerging as the principal rural industry of the North Coast area. Major areas of development were along the fertile valleys of the main rivers and tributaries. The development of the North Coast Railway in the late 1880s and the 1890s also shaped the industry. Many dairy factories were established at regional centres along the line.⁷⁶

The earliest dairy factories were owned by proprietary companies or private individuals. The idea of cooperatives, where groups of dairy producers banded together to establish factories was developed in Switzerland in the 1880s. The concept was enthusiastically embraced by Queensland farmers who were often dissatisfied by the prices paid by proprietary factories. By the early 1900s, cooperatives were becoming the dominant form of ownership.⁷⁷

The end of the nineteenth century also saw the introduction of fodder cultivation and sown pastures. This was designed to overcome the problem of poor quality feed during the winter months which resulted in cows losing condition and reducing their yield of milk.⁷⁸

⁷³ Adapted from EHP.

⁷⁴ Rod Fisher, Chris Loch, and Judy Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2," (1995)., 112; EB Rice, "One Hundred Years of Queensland Dairying," *Queensland Agricultural Journal* 85, no. 9 - 11 (1959)., 644; J C R Camm, "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915.," *The Australian Geographer* 9 (1971)., 476, 490; QPP 1924, 2:94.

⁷⁵ Thom Blake, "Queensland Cultural Heritage Context Study," (Brisbane: Environmental Protection Agency, 2007)., 22 - 23.

⁷⁶ Leith F. Barter and Pine Rivers . Council, *Pioneering the Pine : A Short History of the Pine Rivers Shire*, Book, Whole vols. (Strathpine, Qld.: Pine Rivers Shire Council, 2005)., 29; Blake, "Queensland Cultural Heritage Context Study.", 21; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 83 - 84.; QPP 1903, 1:57; QPP 1907, 2:551 - 2.

⁷⁷ Rice, "One Hundred Years of Queensland Dairying.", 564; Camm, "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915..", 482.

⁷⁸ Camm, "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915..", 486.

Inhibited by poor access, dairying did not start on the Blackall Range until the early 1900s; considerably later than in the areas closer to Brisbane. However, by 1915 it had emerged as the largest dairying centre in the North Coast Region supporting around 300 dairy farms representing some 95% of selectors in the district.⁷⁹ The Maleny Cooperative Dairy Association butter factory opened in 1905. Cream was delivered by coaches to the factory and from here, butter was conveyed by horse or bullock drawn vehicle to the railway station at Landsborough. By 1912, a second larger building was added to the earlier factory.⁸⁰

Located on the Mary River, Kenilworth developed into a prominent dairying area by the 1920s. The industry began on a small scale after 1888 when a section of the Kenilworth pastoral lease was resumed and made available for selection. When Richard Sims, a local farmer, installed a manual cream separator in 1898, some seven suppliers brought milk there. The first cream was transported out of the area in July of that year. It was conveyed by packhorse to Eumundi along roads that were too rough for wagons. From here it was railed to Brisbane. Cream production was boosted in 1899 after the manager of Ubi station, J C Hassall, bought a steam separator. The Kenilworth Farmers Association was formed in 1902.⁸¹

Though the Maroochy region was recognised to have good potential for dairying it was remote from the market at Brisbane and the local market was too small to support a dairy industry through much of the late 19th century. The arrival of the North Coast Railway in the 1890s eased this situation. By World War I dairying was making a significant contribution to the growth of the region especially in the areas around Eumundi and Yandina. Yandina doubled in size between 1885 and 1914 largely due to dairying.⁸²

The growth of the industry in the early years of the 20th century was partly a response to Government stimulus of the dairy industry. However, another important factor was a slump in fruit industries between 1908 and World War I. This led to some fruit growers converting their land into pasture. A further factor was the availability of inexpensive land in the form of marginal sugar farms on the lower slopes of the Blackall Range. Farmers from northern New South Wales gradually bought up this land for dairying.⁸³

⁷⁹ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 84; QPP 1916 – 7, 2:545 – 8; QPP 1905 2:399; QPJ 1901 3:328; Ann Wallin and Associates, "H-Calou/0010 & 0011: Caloundra City Council Cultural Landscape Study -- Volumes 1 & 2," (1995)., Vol 1, 47; Catherine E. Rees, *Recollections of the Early Days in Maleny* (Caloundra: Landsborough Historical Society, 1977)., 5.

⁸⁰ Associates, "H-Calou/0010 & 0011: Caloundra City Council Cultural Landscape Study -- Volumes 1 & 2.", Vol 1, 47; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 84; QPP 1916 – 7, 2:545 – 8.

⁸¹ Helen Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, Book, Whole vols. (Brisbane: Boolarong for the Maroochy Shire Council, 1991)., 61 – 62; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 84; Kenilworth Centenary Celebrations Committee, *Kenilworth Centenary 1850 to 1950: A Brief History of the District and Early Settlement of the Upper Mary Valley Country.* (Kenilworth: The Committee, 1950).

⁸² Gregory, *Making Maroochy: A History of the Land the People and the Shire.* 61 - 62.

⁸³ *Ibid.*, 60 – 62.



Figure 16: A Dairy at Palmwoods, c1905 (John Oxley Library).



Figure 17: Dixon's dairy c1897 (Queensland State Archives).

Following World War I, dairying entered a boom period. Expansion was encouraged by the Labour government's commitment to agrarian based closer settlement. Dairying was regarded as the most

suitable means of achieving this goal and became a major factor stimulating the expansion of closer settlement. In contrast to other agricultural pursuits, it offered small farmers the prospect of a modest but reliable income.

By the 1930s, when dairy production peaked, it had emerged as the second largest primary industry in Queensland accounting for 20% of primary production. Between 1927 and 1937 the total number of dairy cattle rose by 50%. In 1938-9, a record year, some 347 million gallons of milk and over 154 million pounds of butter was produced. Around 31 000 dairies were in operation by 1940, most of which were small family farms. Dairying was regarded as the principal primary industry in the southeast and continued to expand often complemented by pig rearing.⁸⁴

It was also an era of increasing regulation. Concerns about hygiene and the poor standard of dairy buildings emerged at the beginning of the 20th century. The *Dairy Produce Acts 1904-05* provided for inspections of dairies and dairy-product factories, and for the regulation of the manufacture, sale and export of dairy produce. Government also intervened to manage the profitability of the industry. The Primary Producers' Organisation and Marketing Act was passed in 1926 to provide for the organised marketing of product by boards constituted of producers' representatives. A 1935 amendment regulated transport of milk and cream to factories to better manage product quality and to avoid uneconomic practises.⁸⁵

With improvements in the road system and increased use of motor vehicles by the 1920s, motor transport of milk soon exceeded horse-drawn means. Following a railway strike in 1927, road transport was used in preference to rail as the means of transport to Brisbane. Insulated road tankers were used from 1947.⁸⁶

By the interwar period, the dairy industry was creating a distinct rural class. In the late 1930s around one in eight Queenslanders were living on dairy farms. However, few of these were prosperous enough to sustain the farmer and his family on the strength of dairying alone. Farmers survived on unpaid family labour and relied on growing produce for family consumption.⁸⁷

The profile of milk production in the North Coast Region remained as it had become established in the early years of the twentieth century. The peak area of production was in the northern part of the region, including the Maroochy district.⁸⁸ Maroochy dairying entered an expansive period after World War I. In the first half of the 1920s the last sections of Kenilworth and Ubi pastoral leases were subdivided into dairy farms. Rapid development also occurred in other parts of the former Maroochy Shire including Yandina. In a single year between 1924 and 1925, the number of farmers in the former shire increased by 350.⁸⁹ In 1920, the Caboolture Cooperative Dairy Association opened the Eumundi

⁸⁴ Blake, "Queensland Cultural Heritage Context Study.", 20 – 21; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 112; Rice, "One Hundred Years of Queensland Dairying.", 644; Camm, "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915..", 476, 490; QPP 1924, 2:94.

⁸⁵ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 112; Rice, "One Hundred Years of Queensland Dairying.", 566, 640 – 41, 714 – 5, 722.

⁸⁶ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2."; Rice, "One Hundred Years of Queensland Dairying.", 715, 721-2.

⁸⁷ Blake, "Queensland Cultural Heritage Context Study.", 23.

⁸⁸ Department of Agriculture Reports in the Queensland Parliamentary Papers.

⁸⁹ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 97, 99; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 112 – 113; Rice, "One Hundred Years of Queensland Dairying.", 716; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 156.

Butter Factory.⁹⁰ Rapid development also occurred in the Blackall Ranges during the interwar period. At Maleny, a new brick butter factory was added to the existing factories. By 1940, three factory buildings established from c1904 to 1940 existed side by side on Coral Street.⁹¹

Despite the overall expansive nature of the dairy industry, the Great Depression brought setbacks to some smaller dairy farmers in the Council area who were forced to sell after acquiring their farms at over inflated prices during the boom period of 1920s. Others left their farms in the face of government encouragement to combine smaller holdings into larger more efficient farms.⁹²

Since World War II, the dairy industry has experienced a general decline. There was a buoyant period during the War to supply the influx of military personnel, and during the post-war reconstruction period. However, by the 1960s, it was clear that dairying was not sustainable into the future. Export opportunities became increasingly restricted. This culminated in 1973 when Britain joined the European Common Market. This meant the loss of preferential trade agreements with Britain. Australia could no longer compete with efficient New Zealand farms and subsidised European producers. The trend was towards larger, more efficient dairies, and from 1960 though there were less dairy farms, their productivity rose sharply due to consolidation of operations and improved technology. The era of the small dairy farmer was ending.⁹³ Apart from the more difficult international market, a number of other factors combined to make small operations less viable on the North Coast, including the attraction of selling farms to make way for more lucrative residential developments.⁹⁴ The period after the War was also characterised by a move away from butter production towards fresh milk supply.

In the former Maroochy Shire, the decline was offset to some extent by the opening of a cheese factory at Kenilworth in 1952 by Kraft Foods.⁹⁵ Kenilworth was a logical location for the factory because of its position between the dairying centres of Eumundi and Maleny. The factory initially faced opposition from local farmers who ideologically favoured the cooperative system over private ownership. However, the factory did provide a market for local milk and this helped to compensate for the difficult market elsewhere.⁹⁶ Dairying remained an important part of Maroochy's economy until the mid-1970s. Thereafter, the number of farms has declined rapidly. By 1979, dairying in the shire was confined to the Kenilworth area, parts of the Eudlo Creek basin and the Dulong Plateau. In 1989, the number of farms in the Shire had reduced to 52.⁹⁷ A lack of milk supplies also forced the closure of the

⁹⁰ Council, "H-Noosa/0531: Historical Cultural Heritage of Noosa Shire- Report. A Historical Overview & Associated Sites, Features and Precincts."Cooroy and Cooroy Mountain, 36

⁹¹ Picture Queensland,

⁹² Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 100.

⁹³ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 158, 9; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 132, 133, 151; Blake, "Queensland Cultural Heritage Context Study.", 22; Smith, *Tracks and Times: A History of the Pine Rivers District.*, 85.; Barter and Council, *Pioneering the Pine : A Short History of the Pine Rivers Shire.*, 35; V.C. Tucker, *Technological Change in the Dairy Industry* (Brisbane: Queensland Dept. of Primary Industries, 1988)., 2.

⁹⁴ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 133; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 159.

⁹⁵ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 133. Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 158.

⁹⁶ Gregory, *Making Maroochy: A History of the Land the People and the Shire.* 158 – 9.

⁹⁷ Ibid. 159, 160.

Kraft factory in 1989. However, the factory was reopened in 1990 by locals who focussed on making specialist cheeses and yoghurts.⁹⁸



Figure 18: Kraft Foods factory in Kenilworth (Sunshine Coast Library).

⁹⁸ Ibid. 160



Figure 19: Maleny Butter Factories, 1940s (John Oxley Library).



Figure 20: Boy possibly working butter at Maleny cooperative dairy company, no date (John Oxley Library).

Catering for tourists⁹⁹

The Sunshine Coast is Queensland's third largest tourist destination in terms of holiday accommodation after Brisbane and the Gold Coast. The region began to develop as a holiday destination at the end of the 19th Century.¹⁰⁰ It experienced steady growth from the end of World War I and this has accelerated after World War II, especially during the last 25 years when the population of the Sunshine Coast has grown at around twice the rate of the State as a whole.¹⁰¹

Growth of the Council area as a tourist destination was largely predicated on access, and this was based on developments in both transport technology and the transport network. Initially, poor access inhibited the growth of the Council area as a holiday destination. As transport networks improved accessibility, the resort settlements became more popular and by World War II, the demand for better access for tourists was driving the development of transport infrastructure such as roads and airports. Therefore, the history of the development of tourism on the Sunshine Coast can be divided into four stages based on transport technology: 'The Pre-railway era (up to the 1880s)'; 'The Railway era: foundation period (1880s – 1914)'; 'The Railway era: interwar period'; and 'The motorcar and mass tourism: post World War II'.

Other factors that influenced the development of tourism on the Sunshine Coast were leisure time, popular taste and population growth in south-east Queensland.

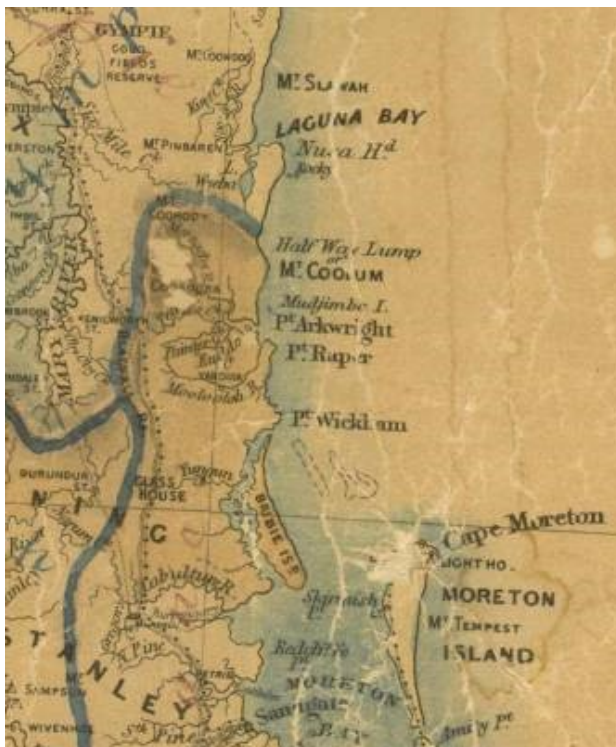


Figure 21: 1871 Road map of the North Coast (QSA). To view larger image see Appendix 3.

Until the middle of the 19th century, given that large parts of Queensland were still unexplored or undeveloped, mobility was restricted owing to the absence or very poor standard of roads. As late as 1860 there were only 10 roads listed for the whole of Queensland and none passed through the North Coast area. A road from Bald Hills to Redcliffe was formed by the early 1860s, but by 1864 this was

⁹⁹ Adapted from EHP.

¹⁰⁰ ABS, *Queensland Year Book* (Brisbane: Australian Bureau of Statistics, 1940 - 2001).

¹⁰¹ *Ibid.*; *Queensland Post Office Directory*, (Brisbane: Publisher varies, 1868-1949).

almost impassable. Later in the 1860s, a road between Brisbane and Gympie was made. A Cobb and Co route followed this road and roadside inns were built at coach stops. This road also deteriorated to the point where it was hardly used by 1879.¹⁰² In practise, many people travelled north using coastal and river steamers. The steamer service to Gympie via Tewantin on the *Culgoa* was advertised as the shortest route in 1877. The ketch *Enterprise* also ran a service.¹⁰³

Another factor limiting the development of tourism was the lack of leisure time. The most common break was a half day or a day. This coupled with the transport difficulties restricted the destination options to places that were close to urban areas.¹⁰⁴

Up to the 1880s, aesthetics and health were the prime considerations when selecting a place to resort. Sea bathing was considered therapeutic. The ideal resort comprised a coast line of small coves and inlets offering safe bathing and picturesque headlands. Long surf beaches were not valued as much.¹⁰⁵ Redcliffe met most of the criteria for a favoured watering place and was readily accessible from Brisbane. At the same time, visitors to the coastal areas further north were commenting on their potential as 'watering places' but difficulty of access limited their viability for Brisbane visitors.

The introduction of the steam engine revolutionised tourism and travel. Steam ships, providing faster and more reliable sea transport, were already established by the 1880s. The railway increased the horizons of tourists and day trippers providing affordable, convenient and rapid transport to more distant locations. Railways and steam ships became the main modes of transport to holiday destinations. Railways were 'crucial to the creation of almost all of Australia's tourist resorts in the late 19th and early 20th centuries'.¹⁰⁶ Establishing and maintaining a convenient transport link to the nearest railway station became an important factor determining the viability of resort areas. Priority was given to developing feeder routes to stations in preference to through routes linking settlements. Another factor contributing to the growth of the North Coast as a holiday destination during this period was the economic boom and rapid population growth that took place in South East Queensland in the 1880s.

Tourist agencies began to be established in Australia from the 1880s.¹⁰⁷ Government involvement began with the establishment of the Victorian Tourist Bureau after the 1888 Centennial Exhibition in Melbourne. Queensland followed suit in 1907 with the establishment of the Government Intelligence and Tourist Bureau. The Bureau aimed to promote tourism, provide a booking agency and improve

¹⁰² Margaret Pullar, "Historic Routes of Queensland," (Brisbane: National Trust of Queensland, 1995), 12; J and Spearritt Davidson, P, *Holiday Business : Tourism in Australia since 1870* (Carlton: The Miegunyah Press at Melbourne University Press, 2000), 154; John Richardson, *A History of Australian Travel and Tourism* (Melbourne: Hospitality Press, 1999), 1, 68; Thom Blake, "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses," (Brisbane: National Estate Program 1995/6, 2001), 7, chapter 2; Thom Blake, "H-Redcl/0001 & 0003: Redcliffe City Council Cultural Heritage Study," (2002), 29 – 30; Rod Fisher, Chris Loch, and Judy Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2," (1995), 31; Gary McKay, *Times of Change: A History of Caloundra City* (Caloundra: Caloundra City Council, 2007), 35; Helen Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, Book, Whole vols. (Brisbane: Boolarong for the Maroochy Shire Council, 1991), 21, 34.

¹⁰³ R. J. L. Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism*, Book, Whole vols. (Broadwater, Qld.: Utreya Publications, 2004), 92, 98; Brisbane Courier, 13 and 17 July 1877.

¹⁰⁴ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 154; Richardson, *A History of Australian Travel and Tourism.*, 1, 68; Blake, "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses.", 7, chapter 2.

¹⁰⁵ Blake, "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses.", 6, 7, 74.

¹⁰⁶ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 154.

¹⁰⁷ *Ibid.*, 60, 62, 70.

standards of accommodation and service. By 1911, the Queensland Government was promoting Queensland South Coast beaches in both Melbourne and Sydney and a small number of wealthy southerners were travelling north for holidays.¹⁰⁸

The North Coast Railway, opening to Caboolture in 1888 and linking with Gympie by 1891, helped to bring the North Coast beaches within reach of Brisbane. The return trip between Brisbane and Gympie could now be completed in a day. However, access to coastal settlements from the railway remained inadequate, comprising, in the main, a combination of very poor roads and river boats. The Maroochy River remained an important link in the route to the coast from the Yandina railway station until well into the 20th century. William Coulson's motor launches provided a service along this river from the early 20th century until 1969.¹⁰⁹

The arrival of the railway created pressure for roads to be constructed to railway stations. Roads were given a priority by the newly created Maroochy Divisional Board in the 1890s. Work during the 1890s included a road up the Blackall Range at Dalzell's Pinches (Highworth) and the Razorback Road at Montville.¹¹⁰

Due to poor access to the coast from the railway, coastal steamer services remained important. They were also a much more comfortable option. By 1883, James Campbell's steamer *Mavis* was making a weekly visit to Woody Point, Scarborough and Bribie Island en route to Campbellville. Campbell's other steamer, *Bribie* plied a route between Brisbane to Caloundra. Andrew Tripcony's *Grace* sailed three times a week from Caloundra, carrying goods and passengers, to link up with the *Koopa* at Bongaree on Bribie. Tripcony built a sea wall and stone jetty in front of his house at Caloundra where he anchored the *Grace*.¹¹¹

Health remained a major motivation for visiting resorts before World War I. Still water bathing remained the preferred option although by the beginning of the 20th century, people were beginning to venture into the surf. Local Government Authorities began to erect beachfront facilities. By 1907, the first Surf Lifesaving Clubs in Australia were being established. Queensland's first was formed at Coolangatta in 1911. Life-saving equipment began to appear on beaches.¹¹²

Maroochydore and Caloundra began to develop as recreational destinations from the 1880s. Both settlements remained small before World War I, mainly used by their small hinterland populations rather than visitors from Brisbane. The development pattern at Maroochydore reflected the bathing preferences of the time: attention initially focussed on the still waters upstream from the bar at the river mouth.

At Maroochydore, development commenced on the edges of the Maroochy River inside the bar. The present location of Cotton Tree just inside the river mouth was popular with campers. From the 1880s, the Salvation Army managed an annual Christmas camp there. Further up-stream, cottages that were

¹⁰⁸ Richardson, *A History of Australian Travel and Tourism.*, 76, <http://www.archivessearch.qld.gov.au> agency description.

¹⁰⁹ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 116, 189, 198; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 39, 40; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 79 – 80.

¹¹⁰ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 40.

¹¹¹ McKay, *Times of Change: A History of Caloundra City.*, 57 – 58, 75; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 58; Richardson, *A History of Australian Travel and Tourism.*, 23 – 27; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 38.

¹¹² Davidson, *Holiday Business : Tourism in Australia since 1870.*, 131 - 134, 137 – 138; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 81, 86, 92.

formerly part of Pettigrew's sawmill were purchased by Thomas O'Connor and rented to holiday makers from 1898.

By World War I, a small permanent settlement had developed. The Club Hotel opened in 1912. Land at the beach near Cotton Trees was auctioned by the Government in 1915 with the first house being built there in 1916. A School of Arts with holiday lending library opened in 1916, a branch of William Whalley's Nambour shop in 1917 and Mrs A. Tucker's boarding house, refreshment rooms and a shop in 1919. The former Maroochy Shire Council erected sanitary and bathing facilities. While boating, fishing and swimming in the river dominated activities, by 1908, swimmers were also visiting the surf beach where the Council installed a life-saving reel.¹¹³

The town of Caloundra was surveyed in 1883. Development initially took place between Moffat Head on the north and Wickham Head on the south. Its first hotel was the Hotel Caloundra (1885 – 1906) at Shelly Beach and its first guesthouse was the Sea Glint (1888 - 1899). In 1899, the Kings moved to the present King's Beach to run a boarding house. By the turn of the century, there was another boarding house (Bulcock's 'The Homestead'), a lighthouse (1896) and a few cottages.¹¹⁴

Like the seashore, the mountains were valued for both therapeutic and aesthetic reasons. The mountains were places for recuperation of mind and body: a cool place to retreat to during the oppressive summer months. The mountain air was believed to be purer. By the 1880s, an appreciation of the scenic values of Australian mountains was emerging. Interest centred on specific features such as waterfalls or scenic lookouts, which appealed to romantic notions of aesthetics.¹¹⁵ However, this did not mean that the need to preserve bushland for ecological reasons was appreciated. Until at least the 1920s, the emphasis was on visitor amenity.¹¹⁶

The Blackall Range began to develop as a health resort from the 1890s after access into the area improved. Hotels and boarding houses were built at Mapleton and Montville. A.C. Johnson's Ocean View Hotel at Mapleton was particularly popular before World War I. Other guest houses on the Range included *Strongarra*, *Elanora*, *Mrs Monte Dart's Mayfield House*, and *Elston House*.¹¹⁷

The Buderim Plateau also developed as a highland resort. It was nowhere near as high as the Blackall Range but had the advantage of being closer to the coast. At least two guest houses existed there before World War I.

¹¹³ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 81 - 83.

¹¹⁴ McKay, *Times of Change: A History of Caloundra City.*, 64 – 66; *Telegraph*, 1 May 1914.; Blake, "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses.", 7.

¹¹⁵ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 12 – 18, 220 - 1. Richardson, *A History of Australian Travel and Tourism.*, 68.

¹¹⁶ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 228.

¹¹⁷ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 95.



Figure 22: William Grigor's Bankfoot House, a typical coach stop c1868 (Sunshine Coast Library).



Figure 23: Robert Bulcock's house 'The Homestead' c1882 (Sunshine Coast Library).



Figure 24: Passenger ferry SS Koopa at the jetty at Bribie Island 1912 (John Oxley Library).



Figure 25: Ocean View Hotel Mapleton c1920 (Sunshine Coast Library).

Increasing numbers of cars appeared on the roads during the interwar period. From 1925, car registrations in Queensland increased from 53 to 300 registered cars, then to 128,400 in 1941. Eventually, the motor car would revolutionise travel and tourism in Australia. However, as late as 1939 car ownership was limited to only 25% of families in Australia. Lack of penetration of car ownership coupled with the poor state of the roads in Queensland ensured that privately owned cars did not have a significant impact on the growth of tourism on the North Coast until late in the period. Even then,

trains and shipping remained important modes of transport with motor vehicles and motor launches, often operated by guesthouses or hotels, providing transport between railway stations and resorts.¹¹⁸

Interstate roads were also quite poor. Whereas the trip between Sydney and Brisbane now takes about 12 hours, in 1936 it took between three and five days. North Coast roads remained very poor until the late 1920s. As late as the mid-1920s, the main north road included a section known as the ‘missing link’ between former Maroochy and Landsborough Shires where there was no clearly defined route. Priority was given to providing feeder routes to railway stations rather than road routes that would compete with the government owned rail system and so draw revenue away from it. Air travel made its first appearance during this period. Like the motor car, it would eventually revolutionise tourism, but it did not have a significant impact on the North Coast until after World War II.¹¹⁹



Figure 26: Tourist map of near North Coast, 1917 (Queensland Government Intelligence and Tourist Bureau). To view larger image see Appendix 3.



Figure 27: Tourist map of near North Coast, 1927 (Queensland Government Intelligence and Tourist Bureau). To view larger image see Appendix 3.

Access into the resort areas from stations remained difficult often involving multiple forms of transport. In 1917, visitors to Maroochydhore could first travel to Nambour by train. From here, they travelled by tram to Dean’s Landing and then W E Evan’s motor launch along Petrie Creek and the Maroochy River to Maroochydhore. An alternative route was via Coulson’s motor launch along the Maroochy River from the Yandina railway station. Punts were also needed to cross rivers on the road to Caloundra.¹²⁰

¹¹⁸ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 156; Richardson, *A History of Australian Travel and Tourism.*, 89 – 101; ABS, *Queensland Year Book*. ‘Summary of Queensland Statistics’.

¹¹⁹ Richardson, *A History of Australian Travel and Tourism.*, 81; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 28; *A short History of the ACTU*, <http://www.actu.asn.au/public/about/history.html>.

¹²⁰ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 175; McKay, *Times of Change: A History of Caloundra City.*, 105; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 87 – 91;

Tramways, extensions of the existing light rail system supporting the sugarcane industry, were an important part of the transport network on the North Coast. Apart from the tramway to Dean's Landing, tramways also existed between Nambour and Mapleton (c1915-1944) and Palmwoods and Buderim (1913 – 1935). From Buderim, a road provided access to Alexandra Headlands. By 1927, a branch of the tramway from Nambour was constructed to provide access to the new subdivisions at Coolum Beach.¹²¹

Many people continued to use coastal shipping. Visitors from Brisbane could get to Caloundra via the steamer *Koopa* to Bribie and a motor launch service along the Bribie Passage. George Histed's motor launch service between Moloney's Wharf in Brisbane and Mooloolaba provided an alternative route to Maroochydore.¹²²

While motoring remained the preserve of the affluent, it was becoming apparent by the 1920s that good road access for motor vehicles would become essential for the growth of tourism in the Council area. From the late 1920s, a number of new roads were built into Maroochydore (1928) and between Palmwoods and Montville (1929). At Caloundra, a new gravel road was built in 1935, this was bituminised in 1937. The most important of the North Coast roads, the Bruce Highway, was built in 1934 with Government funding. It was the fruit of many years of agitation by the RACQ and North Coast Councils. These new roads boosted the development of the resorts.¹²³ Increasing leisure time was an important factor contributing to the growth of tourism towards the end of this period. Between 1936 and 1941, one week's paid annual leave became a standard condition of employment.¹²⁴

Aircraft technology had developed sufficiently by the 1920s to make commercial airline travel viable for the well-to-do. In 1922, Qantas began operations at Longreach. It moved away from the domestic market to international routes in 1934. Domestic airlines ANA and Ansett were formed in 1936. However, the major commercial airlines would not fly directly to the North Coast until well after World War II. By the 1920s, private aircraft were landing on beaches at Maroochydore and Caloundra and there was clearly some demand for an airport for light aircraft. The Caloundra Progress Association petitioned the former Landsborough Shire Council to build an airstrip at Caloundra and in 1927, Council built a grassed strip at the present aerodrome site.¹²⁵

By the 1920s and 1930s, the beach had become an important part of Australia's popular culture. The shift in bathing preferences from still water to the surf became more established by the 1920s though bathing in still water, fishing and boating remained popular holiday activities. By the 1920s, surf lifesaving clubs began to proliferate in Queensland. On the North Coast, clubs were established at

Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau, (Brisbane: Queensland Government Intelligence and Tourist Bureau, 1917).

¹²¹ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 181; *From Noosa to the Tweed, 1917.; Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau, (Brisbane: Queensland Government Intelligence and Tourist Bureau, 1927).*

¹²² Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 84.

¹²³ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 177, 201, 205, 234 – 5; McKay, *Times of Change: A History of Caloundra City.*, 111 – 113; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 121; O'Keeffe, "The Great North Road"., 5, 13 - 16.

¹²⁴ www.actu.asn.au/public/library/annuale.html.

¹²⁵ Richardson, *A History of Australian Travel and Tourism.*, 105 – 107; McKay, *Times of Change: A History of Caloundra City.*, 95 – 97.

Maroochydore (1916 according to some sources), Mooloolaba (1922) and Alexandra Headland (1924).¹²⁶



Figure 28: Buderim tram terminus showing Brisbane day trippers c1920 (Sunshine Coast Library).



Figure 29: Passengers on the Mapleton Tramway 1912 (Sunshine Coast Library).

The population of the North Coast (Council area) grew steadily. Caloundra and Maroochydore remained the principal resort settlements, still only smallish towns whose populations swelled considerably during holiday periods with an influx of campers and holiday-makers at guest-houses,

¹²⁶ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 121; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 92; Adams, *Noosa Horizons: A History: Timber, Tradition, Tourism.*, 227; McKay, *Times of Change: A History of Caloundra City.*, 107.

hotels and cottages. New resorts started at Mooloolah Heads (Mooloolaba) in 1915 and Mount Coolum and Alexandra Headland in the 1920s.¹²⁷

Housing development at Caloundra commenced with the subdivision of Bulcock's estate in 1917. In 1919, Caloundra House, the town's fourth guesthouse opened. More guesthouses opened from the 1920s: Omar, on the corner of Bulcock and Minchinton Streets (1920s); Surf House (burnt down 1959) on Kings Beach Esplanade (1920s); and the Sunshine guesthouse and café (c1930). By the 1920s, several boat hire businesses were operating, and the township had a general store, butcher and baker.¹²⁸

Development accelerated after the new road to Caloundra was built in 1935. With improved access for visitors from Brisbane, it was not unusual to see six or seven hundred cars parked on Caloundra's foreshores. Building activity included: a new subdivision of housing allotments at Moffat Head; the Amusu picture theatre (1935) (now replaced by the Strand shopping complex) in Bulcock Street; the Kings Beach Pavilion with kiosk and changing sheds (1937) designed by architect Clifford E. Plant; the Queensland Governor, Sir Leslie Wilson's Girramundi House in Wilson Avenue at Dicky Beach (1936); and the Semloh, café, store and guesthouse (c1937). Land was resumed from Bulcock Beach Esplanade in 1935 for recreational purposes and a camping ground was established in the water reserve. Council established bores and set up windmills to supply water to campers. Camping also took place at the Wharf Reserve on Bribie Passage where Council provided a windmill and tank.¹²⁹

Development of the beachfront at Maroochydore commenced during the World War I. Long-time resident, Maurice 'Nugget' Evans, opened a store and motor garage with an open air entertainment area on top where dances and film shows were held. Later, he opened the Jazzland dance hall. The Maroochydore Picture Palace opened in 1923.

South of Maroochydore, a township was surveyed at Mooloolah Heads in 1915. This was renamed Mooloolaba in 1920. Twenty two allotments were sold in December 1919. The most desirable location was along the Mooloolah River and prominent Buderim residents built cottages there. During the 1920s an esplanade was cleared between houses and the river along the spit separating the river from the ocean.¹³⁰

Progress associations were formed at Maroochydore and Mooloolaba in 1920. These oversaw the construction of gravel roads along the beachfront linking the two townships and the development of public facilities. The Mooloolaba Progress Association also arranged the construction of a public jetty by voluntary labour.¹³¹

Fishing and boating were a large part of the attraction of Maroochydore and Mooloolaba. Hired boats took excursion parties on trips up the rivers to enjoy the waterways and dense bush that bordered them. Deep sea and game fishing were also very popular by the beginning of World War II.¹³²

Alexandra Headland had developed largely as a collection of red-roofed holiday cottages by the 1920s. Tommy O'Connor's *Alexandra Hostel*, a large guesthouse located at the present site of the Alexandra Park Conference Centre, had a capacity of 70 guests, a dance hall and huge dining room. It was

¹²⁷ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 84 – 90.

¹²⁸ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 121; McKay, *Times of Change: A History of Caloundra City.*, 86, 89 – 90, 98, 103, 105 – 107, 115.

¹²⁹ McKay, *Times of Change: A History of Caloundra City.*, 114, 116, 118 – 119, 160.

¹³⁰ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 84.

¹³¹ *Ibid.*, 83 – 87; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 121 .

¹³² Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 84.

surrounded by some 36 acres of sporting fields including tennis courts, croquet lawns, a cricket pitch, a football field, a small golf course, a beachside horse-riding track and an indoor tennis court in an old storage shed.¹³³



Figure 30: Road at Alexandra Headlands, 1920s (Sunshine Coast Library).

At Coolum Beach, development began in 1922 with the sale of allotments. The developer also provided bathing sheds, lavatories, a maypole and swings which were handed over to Council. A guesthouse, the *Seaview*, was located there and Bennett's *Coolum Beach Store* rented cottages as well as selling supplies to campers. Coolum became very popular with day trippers from Brisbane as well as the Maroochy area.¹³⁴

The National Parks Association of Queensland was established in 1930 and bushwalking began to develop as a popular past-time although it was slower to develop in Queensland than in other states. National Parks declared on the North Coast during this period included the first stage of Conondale National Park (1931).¹³⁵

By the early 20th century, Buderim was widely regarded as a health resort. The natural beauty and vegetation of the Maroochy region was the object of admiration in the 1920s and was highlighted in the promotional literature of the time. Buderim and the tramway leading to it were favoured by picnic excursionists. The tramway carried passengers through rainforest and provided spectacular views of the coast.¹³⁶

¹³³ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 89.

¹³⁴ *Ibid.*, 90 – 91; *Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau*, (Brisbane: Queensland Government Intelligence and Tourist Bureau, c1930)., 14 – 15.

¹³⁵ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 119, 121; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 308 – 309; McKay, *Times of Change: A History of Caloundra City.*, 117; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 229 – 232 .

¹³⁶ *Ibid.*, 121; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 95 – 96.

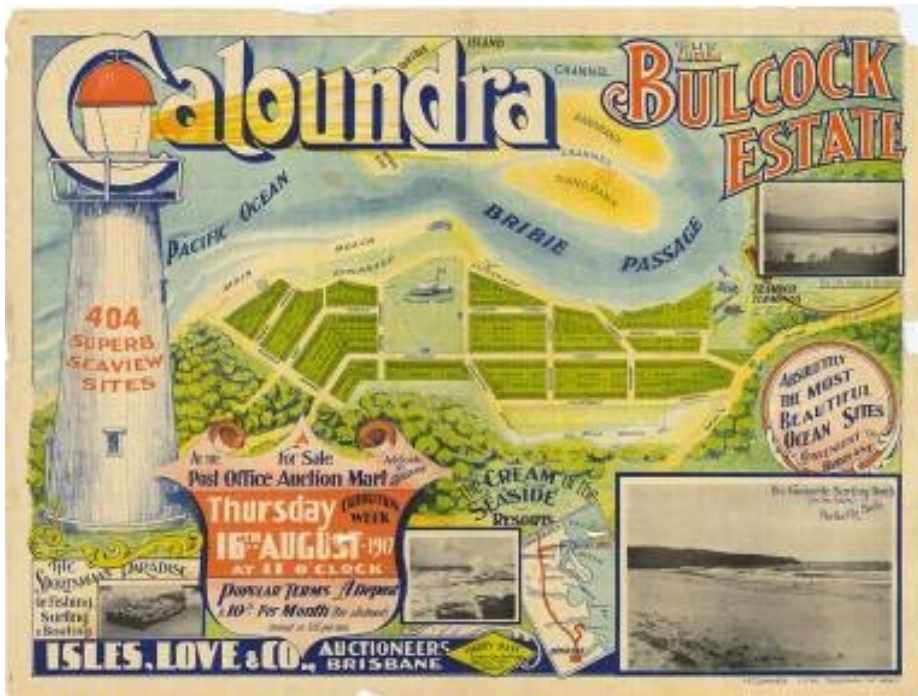


Figure 31: Bulcock Beach Estate Caloundra 1917 (QSA)

Following World War II, tourism entered a period of rapid growth. By 1994, it was the world's biggest business. This growth was fuelled largely by the increase in car ownership after the War, the growth of air travel and increased leisure time. Within Australia, cars became the dominant means of travelling to a holiday destination. Jets entered the domestic market in 1964 making it easier for southern tourists to visit Queensland for short holidays. Annual leave increased from one week in 1941 to two weeks in 1945, three weeks in 1963 and four weeks in 1974. Australians were more mobile and had more spare time than ever before.¹³⁷ In the face of competition from cars and aircraft, trains and coastal shipping declined, with branch railway lines being progressively closed and coastal shipping ceasing by 1961.¹³⁸ The boom in tourism from the mid 1950s brought with it a range of new accommodation types designed to cater for motor cars, such as motels and caravan parks.. The airline industry spawned the emergence of the luxury island resort. Medium to high-rise holiday units developed from the 1950s to meet the increased demand that limited beach front accommodation and sea views created.

By World War II, the Bruce Highway had been constructed and from the mid-1930s it was being progressively bituminised. Good roads connected the main resorts at Caloundra and Maroochydore with this Highway. However, the resorts were not directly linked to each other. This hampered development and travel between them.

¹³⁷ Richardson, *A History of Australian Travel and Tourism.*, 131, 135, 194, 201; Davidson, *Holiday Business : Tourism in Australia since 1870.* 127, 141, 144, 149 – 150, 170, 290.

¹³⁸ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 130.

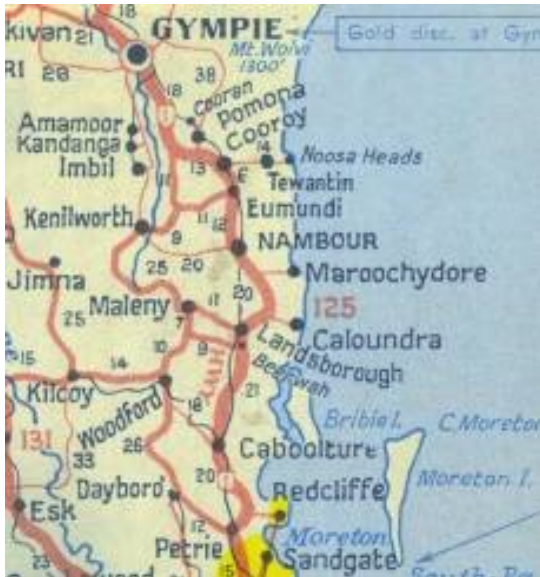


Figure 32: Sunshine Coast road map pre 1939 (QSA Amoco Map). To view larger image see Appendix 3.

In 1952, David Low was elected as chairman of the former Maroochy Shire Council on a platform of tourism development in the Shire. Low recognised that transport infrastructure was fundamental to tourism and embarked on a policy of improving air and road access. His major achievement was the construction of a coastal road, commencing in 1959, linking the main resorts. The road was funded through a private and public sector partnership. The developer provided funding in return for the right to subdivide and sell land along the route. Kawana Waters and Peregrine Beach were developments that resulted from this deal. Since 1959, as the population of the area has grown, the network of roads serving the towns of the Sunshine Coast has continued to develop, culminating in the opening of the Sunshine Motorway in 1990.¹³⁹

Low was also instrumental in the establishment of an airport in the former Maroochy Shire. The North Coast already had an aerodrome at Caloundra but this was not adequate for commercial airliners. Low's lobbying bore fruit in 1954, when Government chose a site at Mudjimba (now Maroocha) for the new airport. This was better located to service a larger area of the coast than Caloundra. The airport (now Sunshine Coast Airport) opened in 1959 and received its first passenger aircraft in 1961. Since 1970, direct flights from interstate have been using the airport. The Caloundra aerodrome has been upgraded a number of times from 1965.¹⁴⁰

A well-articulated and publicised beach culture emerged in Australia from the late 1950s. The primary influence on Australian tastes at the beach was now coming from the United States of America rather than Great Britain. A strong youth culture developed around surfing, especially from 1956 when lighter and smaller surfboards were brought to Australia from the United States.¹⁴¹

The North Coast beaches exerted a great attraction for beach goers particularly now that they were more accessible. Following World War II, the North Coast boomed with record crowds visiting during Christmas 1945. Its population continued to grow rapidly from this time, especially after the 1960s.

¹³⁹ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 151 – 152; McKay, *Times of Change: A History of Caloundra City.*, 149 – 150; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 256.

¹⁴⁰ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 305; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 151 – 152; McKay, *Times of Change: A History of Caloundra City.*, 148, 168 – 169.

¹⁴¹ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 148.

The immediate post war period saw a shift in emphasis from traditional agricultural pursuits to coastal tourism. The shift was marked by David Low's election as Maroochy Shire Chairman in 1952 on a tourism platform. Low had been the Country Party member for Cooroora from 1947. During his tenure in parliament, he had argued for the promotion of Queensland's tourism industry to broaden the State's narrow primary industries based economy. He advocated a marketing strategy based on the State's climate, coining the term 'Sunshine State'. Low and other advocates of the North Coast argued for more funding to be diverted to the North Coast away from the traditional tourist areas on the South Coast (Gold Coast).¹⁴²

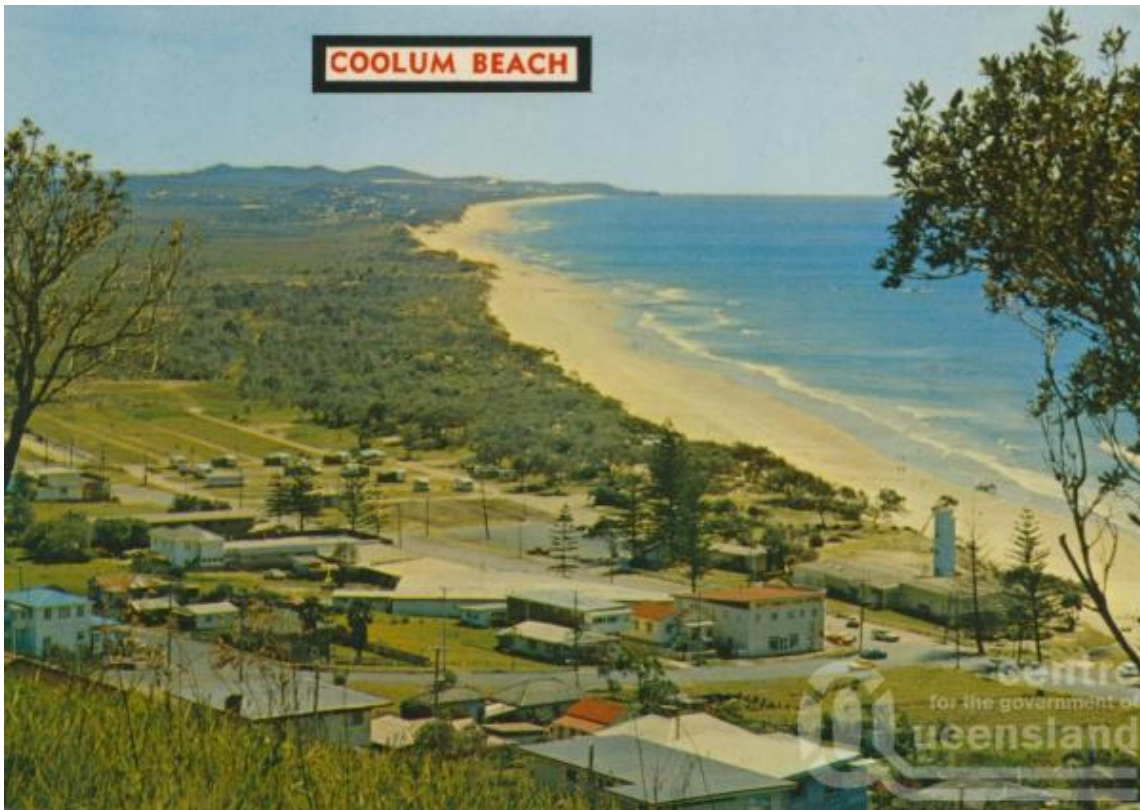


Figure 33: View from Lows Lookout north to Peregian and Sunshine Beach, c1960 (Centre for the Government of Queensland).

¹⁴² Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 149 – 151; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 143 – 145; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 158.



Figure 34: Surfing at Alexandra Headlands, c1958 (Centre for the Government of Queensland).

Maroochydore and Caloundra developed rapidly during this period. At Caloundra in the late 1940s, new subdivisions were created at Golden Beach, Dicky Beach, Shelly Beach and Currimundi. The North Caloundra Surf Life Saving Club was formed and a two storey fibro clubhouse (replaced in 1976) was built between Dicky and Moffat Beaches. A boom took place in the 1950s after petrol rationing ceased and more people had the means to visit for the weekend. Developments included: the Hibiscus Caravan Park on the Crown land Wharf Reserve (1957); Hotel Caloundra (1956); the Caloundra Sailing Club's clubhouse and boat store (1956) at Golden Beach; Hotel Perle in 1957 (now replaced by Kings Beach Tavern); and the Metropolitan Caloundra Life Saving Club's clubhouse (1958) designed by John Kershaw.¹⁴³

From the late 1950s and early 1960s, the North Coast began to offer itself as an alternative tourist destination to the Gold Coast which, by the early 1950s, was establishing itself as Australia's premier beach resort, the main destination for Victorian tourists. In the late 1950s, real estate agents on the North Coast started referring to their beaches as the Sunshine Coast. By 1960, the Nambour Chamber of Commerce agreed to a request from the Sunshine Coast Branch of the Real Estate Institute of Queensland to change the name of the area from Caloundra to Noosa from the 'Near North Coast' to the 'Sunshine Coast'.¹⁴⁴

¹⁴³ McKay, *Times of Change: A History of Caloundra City.*, 139 – 140, 145 – 146, 156 – 157, 161, 170; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 255 – 256; Elaine Brown, *Cooloola Coast Noosa to Fraser Island the Aboriginal and Settler Histories of a Unique Environment* (St Lucia, QLD: University of Queensland, 2000)., 186.

¹⁴⁴ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 144; McKay, *Times of Change: A History of Caloundra City.*, 149.



Figure 35: Boolarong Drive-In Espresso on the Esplanade at Alexandra Headlands, c1958 (Centre for the Government of Queensland).



Figure 36: Mooloolaba foreshore, 1968 (Picture Sunshine Coast).

Development on the Sunshine Coast was less intense than the Gold Coast. Until the 1960s, development remained low key and family oriented, dominated by foreshore and riverside camping grounds, fibro flats and motels. In many parts of the Sunshine Coast, there was a conscious reaction against the style of development that had taken place on the Gold Coast.

Nevertheless, as the resorts became more densely populated, high rise development became inevitable. Caloundra's first high rise, *Westaway Towers*, was built by Henzells Agency between 1972 and 1974 at the end of a construction boom that started in the late 1960s. At Maroochydore, a reaction against intensive high rise development provoked vigorous debate in the 1970s and 1980s over what form accommodation development should take. In 1971, an upper limit of seventeen storeys was imposed. Then in 1982, in response to further community concerns, this limit was reduced to six storeys.¹⁴⁵

The accelerated growth from the 1960s and 1970s was not only the product of the booming tourism industry, but resulted from an influx of permanent residents not directly connected with tourism, many of them retirees and young people seeking an alternative and simpler lifestyle. Tensions developed between developers and residents and a culture of community action against unwanted development emerged. In the late 1980s, the *Save Mount Cooloolum Committee* defeated a proposal to build a theme park on the mountain. A proposal to convert the Cotton Tree area at Maroochydore to high intensity development was condemned by the *Fair Go Maroochy* committee; proposals by the Council to sell Sea Breeze Caravan Park and Parkyn Parade camping ground and caravan park at Mooloolaba spit for developments were also strongly opposed by the local community.¹⁴⁶

National parks were in a poor state at end of World War II. They were viewed as a kind of waste land unless they had some outstanding feature or were used for public recreation. The 1960s saw a change in attitude towards the value of National Parks reflecting a growing appreciation of the environment. The Australian Conservation Foundation was established in 1964, an organisation premised on the belief that nature conservation was one of the most important issues facing humanity. During the 1960s visitors to National Parks multiplied dramatically. By the 1970s, the motivation for maintaining national parks shifted from an emphasis on collecting scenic landscapes and providing amenity for visitors to conserving habitats.¹⁴⁷

In the early 1940s, a 40 hectare rainforest was donated to the former Landsborough Shire Council by the children of early conservationist Mary Thynne (nee Cairncross, born 1848). This park was named after Cairncross.¹⁴⁸

By the 1960s, the Sunshine Coast hinterland was taking advantage of the coastal tourism boom. As dairying and fruit growing declined, farmers were replaced by former city dwellers seeking an alternative lifestyle. This has spawned its own brand of tourism focusing on eco-friendly tourism, arts and crafts and street markets. The well-known Eumundi Markets (commenced 1979) are typical of this trend. The towns of the Blackall Ranges, most notably Montville, developed a similar style of tourist

¹⁴⁵ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 144, 148, 150; McKay, *Times of Change: A History of Caloundra City.*, 160; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 164.

¹⁴⁶ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 155, 167; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 308 – 313, 166.

¹⁴⁷ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 239 – 242; http://www.acfonline.org.au/articles/news.asp?news_id=335.

¹⁴⁸ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 155 – 156; McKay, *Times of Change: A History of Caloundra City.*, 157.

industry from the 1960s, capitalising on the agricultural heritage of the area¹⁴⁹, as well as its scenery and cooler mountain air.

Like the Gold Coast, on the Sunshine Coast the seaside entertainments of an earlier era have evolved into theme parks, though on a smaller scale, and in a style that is characteristic of the Sunshine Coast hinterland. Here, the focus has been on education and the agricultural heritage and ecology of the Council area. Theme parks included: the Sunshine Plantation (1971) incorporating a rainforest, the Big Pineapple and an adapted cane tram; an adjacent Macadamia Nut plantation (since closed); the Big Cow (now a training centre); the Ginger factory at Yandina; Australia Zoo; Sunshine Castle; Forest Glen Deer Park and Superbee (both since closed).¹⁵⁰



Figure 37: Mooloolaba Esplanade c1945 (Sunshine Coast Library).



Figure 38: View from the Caloundra lighthouse 1952 (John Oxley Library).

¹⁴⁹ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 163; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 327; per comm. between R. J. L. Adams and Victor Pinczuk 10 May, 2003; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 260 – 261.

¹⁵⁰ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 169.



Figure 39: Big Pineapple at Woombye, 1985 (Sunshine Coast Library).

2.4 Working

An estimated 40-60,000 Pacific Islanders are believed to have been brought into Queensland between 1863 and 1904, most of whom worked as labourers in the sugar cane fields. Sugar production grew rapidly during the 1870s at Buderim, Bli Bli and on the Maroochy and Mooloolah rivers, however small farms were the norm rather than large plantations, and the farmers grew a mix of crops besides cane. *The Polynesian Labourers Act of 1868* regulated the recruiting of labourers and the terms under which they could be employed.

Joseph Dixon employed the first 25 Islanders at Buderim in 1877, and others were soon at work at Bli Bli. Tanna Islanders from Vanuatu initially comprised the bulk of the labour force, though some came from the Loyalty Islands. Only large scale planters like Dixon were able to afford Island labourers, and they continued to work for Dixon and later Fountain at Buderim until the turn of the century. It is difficult to tell however, whether additional Islanders were brought in or whether they were descendants of the original labour force.

A furore erupted in the Buderim community in 1896 over the question of allowing the children of Islanders to attend the State School. The majority of parents opposed it, causing others to petition the Minister for Education to make it happen. The Minister instructed the teacher to use his own discretion however the School Committee was not happy with the position that put the teacher in. Joseph Dixon had erected a night school for adult Islanders at Buderim in the 1880s, and it was suggested that it could be used for their children. This issue seems to have been resolved, as by 1902 at least one Islander family had several children attending the public school.¹⁵¹

About 20 of the Islander men and women from Buderim joined the Salvation Army congregation as a result of missionary work there, and were present when the Army Commandant Herbert Booth (son of the founder William Booth) and his wife were welcomed at the Opera House in Brisbane in

¹⁵¹ Brisbane Courier, 26 April 1902

December 1896. Two members of the group were reported to be returning to their island homes as Salvation Army missionaries.

With the enactment of the *Commonwealth's Pacific Island Labourers Act 1901*, employment of Pacific Islanders ceased and the deportation of most Pacific Islanders was ordered. This caused considerable anxiety among the Islanders, who sent a deputation to speak with the local Member of Parliament on his visit to Buderim in April 1902. The local Member, John Campbell informed the deputation "... that he did not think they would ever be compelled to leave Queensland, that Australians, as a whole, had too much sense of justice to carry out legislation, so unfair to any class of men who had made a home in Queensland, and were making a living by honest industry, as, he was told, all the Buderim Polynesians were doing." Sadly, his assessment was inaccurate. At the time there were about 70 Islander males at Buderim, most of whom were described as Christian and able to read and write. Many lived in barrack accommodation on the properties on which they worked, while several owned their own land,¹⁵² and others leased sugar farms near the Nambour mill.¹⁵³ In 1902 the Commonwealth of Australia delayed the deportation of Islanders another four years.

In November 1906, ten Islanders from Buderim, and twenty-four from Nambour were amongst 68 forcibly 'collected' from across the state and taken to Kangaroo Point, prior to being placed on a steamer. Others were taken from Yandina. Two old Buderim identities, Sam Mi and Tom Sandwich who had lived there for 20 years were taken from their families to be returned to the Islands.¹⁵⁴ Exemptions from deportation were available to a small number, however in practice few were granted. The number of Pacific Islanders removed from the Sunshine Coast, and the number who were allowed to stay, has not been ascertained.



Figure 40: South Sea Islander group at Buderim cemetery 1902 (Sunshine Coast Library).

2.5 Moving goods, people and information

Roads

While timber-getters and pastoralists carved their respective exploratory swathes through the bushland and forests of the future Sunshine Coast, it was the discovery of gold in Gympie in 1867 and

¹⁵² Brisbane Courier, 26 April 1902

¹⁵³ Queensland Agricultural Journal, 1903

¹⁵⁴ Chronicle and North Coast Advertiser, 7 December 1906

the opening of the road between Brisbane and the goldfields that had the most far-reaching effect on European settlement. That route, linking in places with the timber-cutters' camps and the pastoral stations, allowed into the area a trickle of people.

A Government road was quickly pushed through the region though initially some of it was not suitable for wheeled vehicles. The effectiveness of the road was tested in wet weather. Hiram Barnes drove the first Cobb & Co coach along the route from Brisbane to Gympie between the 12th and 13th of November, 1868. Horses hauling the coaches in tough conditions need regular change over, and settlements and towns sprang up based around the coaching stops. Stops along the road including Lander's on the Mooloolah River crossing; Bankfoot House and the Lows on the Maroochy River.

The road was poorly maintained for many years, whole sections of it impassable at various times. Yet still it allowed for the flow of people to and from the goldfields, and as the settlement formed along its length, the opportunity to explore routes to the coast or up into the Blackall Range increased. Local councils maintained what they could with small budgets, much of it going to bridge the numerous creeks along its routes. Little however changed in the time it took to travel along the roads. The advent of the motor car gave rise to greater expectations of what a road should look like and be capable of doing. In 1934 it was said to take seven hours to drive to Brisbane from Maleny because of the condition of the roads.

The Shire Clerk of the former Landsborough Shire Council, Herbert Layt lobbied for the creation of a 'Great North Coast Road' from 1928. The Great North Coast Road Committee, which included representatives of the former Caboolture, Redcliffe, Landsborough and Maroochy Shires, achieved their aim. Construction of the Bruce Highway began in 1934, and was finally opened in May 1941. The outbreak of World War II and the entry of Japan into the war at the end of 1941 changed not only the strategic value of the Queensland road system but also its quality. The road between Brisbane to Gympie via Landsborough was upgraded by the Main Roads Commission to ensure it met the standards demanded by modern military vehicles. This led to a numbers of bridges being rebuilt, and secondary roads around Glasshouse Mountains, Maleny, Kenilworth, Mapleton and Nambour were also upgraded to take military traffic. The Landsborough-Maleny road had strategic value in that it was a major pass across the Range and could link up directly from the coast with the Inland Defence Road running from Ipswich to Mt Isa.

Golden Beach Road, from Caloundra along Pumicestone Passage was also built in 1941, with a jetty at its end near the mouth of Lamerough Creek, to enable materials to be taken across to Fort Bribie. Another road was built towards the Caloundra lighthouse. The Main Roads Commission undertook all the work and during construction discovered the original burial plot of William Landsborough. A cairn was erected to mark the spot.

Caloundra, Mooloolaba and Coolum were all able to be reached by connecting roads from the Bruce Highway, however there was no coastal road to allow movement between the towns. This did not change until well after the war. Maroochy Shire chairman David Low organised the coastal network using government and private enterprise funding. The road, known as the David Low Way, was commenced in 1959 and opened up the coast to continued development.

The pre-war designed Bruce Highway struggled to deal with an increasingly motorised population and required duplication. This involved bypassing a small number of settlements to ensure a steady flow of traffic. Nambour was one such centre to be bypassed, and the former Maroochy Shire Council resisted the inevitable until 1990. The new Nambour Bypass was linked to the Sunshine Motorway, initially a toll road from Sippy Downs to Maroochydore and Coolum.



Figure 41: David Low Bridge under construction at Bli Bli, January 1958 (Sunshine Coast Library).



Figure 42: David Low Way, procession of cars at the opening of the Coolum to Peregian Beach section, 13 May 1961 (Sunshine Coast Library).

Using rail

The opening of the North Coast Railway from Caboolture to Gympie in 1891 connected Brisbane to towns all the way to Maryborough. Brisbane-based merchants had lobbied for a direct coastal route rather than extending the Brisbane Valley branch line through Kilkivan. Residents of Gympie and Bli Bli had formed a Railway League to try and secure a coastal connection. At a Bli Bli meeting in May 1882 it was determined that the Minister of Works know that a rail link through the district would secure 'the Buderim Mountain traffic, as well as the water carriage of both Mooloolah and Maroochie, as it was want of easy and speedy means of communication to the metropolis by land which was the only obstacle to settlement on a large scale in the Maroochie [sic] district.'¹⁵⁵

The railway was yet another change to the developing landscape of the Sunshine Coast. New towns were created on its route and some old towns were formally renamed. It was built in sections, the construction crews carving through forests and fields, tunnelling through hillsides, and bridging creeks and rivers. The Northgate to Petrie section was opened in March 1888, and to Caboolture in June 1889. The line from Caboolture to Landsborough was opened in February 1890, and it took almost a year to reach Yandina in January 1891, with the final link to Cooroy on 17 July 1891. The line was completed and passenger services began from late July 1891 between Brisbane and Gympie, a distance which could now be travelled in less than a day.

Passengers and light goods were most common on the line until the early 20th century. Coastal shipping offered cheaper rates than the rail on heavier freight, and coastal towns continued with what they knew until the disparity improved. By the 1920s the North Coast Rail Line had increased in importance as a freight carrier. The burgeoning fruit and vegetable industry in the region ensured that produce was railed directly to the markets. Despite his best efforts on multiple occasions, Robert Bulcock was unsuccessful in lobbying for the rail to connect to Caloundra or any of the other coastal towns. With restrictions on coastal shipping during World War II the railways were responsible for the transport of troops and material, as well as the normal flow of goods and passengers.

The post-war rebuild of the rail network through the Sunshine Coast has seen its duplication and, from 1988, electrification as far as Nambour. This in turn has led to the population expansion and continued development of many of the Sunshine Coast railway towns.

Using rail - Tramways

The timely delivery of harvested sugar cane to the mill was an essential factor in the operational design of the Moreton Central Sugar Mill. Light and temporary tramways were the solution, and a two-foot gauge was considered adequate for the horse-drawn wagons that would use it. When the mill began crushing in 1897 the tramway snaked out to the cane fields to the east and west. The Queensland Government took over the running of the mill for a few years from 1904, and purchased the first steam locomotive to draw the cane the following year. By that time there were more than 25 miles of line around the district. The line extended to the Maroochy River in 1911.

The cane lines to the west of the mill were sold to the former Maroochy Shire Council in 1914 as part of its plan to put a light rail system into towns within its Council area. One line was extended to Mapleton. The Council operated the line until the end of World War II when the mill bought it back. Although the expansion of the network was delayed during World War I, in 1917 a lift-bridge, to allow river traffic to pass beneath, was constructed over Petrie Creek. Another was built over the Maroochy River, ultimately giving access to cane in the Coolum area, and transporting goods and passengers to and from the settlements. The tramway to the mill terminated near the Government railway station at Nambour, which was ideal for passengers using the system. It remained in operation until a new

¹⁵⁵ *Telegraph*, 5 May 1882

road was built and a bus service initiated in 1935. A major change to the tramway system occurred in 1961 when diesel locomotives were purchased to haul the sugar to the mill.

Nambour and a number of adjacent towns benefited from the unique development of the tramway network. When the Moreton Central Sugar Mill closed most of the tramway system was removed. A small amount of heritage-listed track within Mill and Howard Streets remains. The Sunshine Coast Council has agreed to in-principle support to a community proposal to activate the tramway in Nambour's streets as part of a proposed tourist attraction.

The Maroochy Shire Council recognised there was a need to get produce from the Buderim plateau to the North Coast Rail Line and the markets in the capital city, and in 1914 began construction of its own light rail system between Buderim and Palmwoods. The line was operational by December 1914. It was financed by a Government loan and the donation of land for the tramway easement. The tram often ran two trips per day from Palmwoods to Buderim. It also was used to ferry passengers to Palmwoods to join the train to Brisbane, and for transporting visitors and tourists to Buderim. The tramway closed in August 1935 as a new road had been built to Buderim and less agricultural produce being transported to the markets.

Using Shipping

For decades, the coastal settlements relied on access via the sea, and various vessels brought the first timber-cutters into the Council area. The vessels owned by timber merchant William Pettigrew remain the best known. In 1863, he converted the sailing ship Granite City into a steam powered paddle-wheeler renamed Gneering, and the vessel carried timber, as well as goods and people, to and from his depots along the coast between Noosa and Brisbane. The Gneering was wrecked on the Maroochy River bar in 1893 after 30 years in service. It was towed to Goat Island and abandoned. The vessel also gave its name to a small settlement north of Yandina, and an off-shore shoal. Vessels such as the Tarshaw and the Tadnora Radjah, screw steamers with a light draught, were also operated by Pettigrew in the 1860s to conduct trade on both the Maroochy and Mooloolah rivers.

From the 1880s, steam ships provided a quick and reliable service along the coast. The steamer Bribie ran between Caloundra and Brisbane, and the Mavis ran a weekly service between Woody Point and timber settlement Campbellville from about 1883. Both vessels belonged to sawmiller James Campbell.

Pettigrew established a 'shipping depot' in Eudlo Creek in 1885. It lasted until the North Coast Rail Line was put through. Surprisingly however, coastal shipping carried the bulk of the freight traffic into the Council area for the remainder of the 19th century. The railway did not give easy access to the coastal settlements and road links were often poorly constructed and sometimes impassable. The places required a regular connection with the coastal steamers.

The North West or Howes Channel into Moreton Bay was first sounded in 1879 and proclaimed suitable for large vessels entering or leaving the port of Brisbane. The channel ran from Caloundra Head along the eastern shore of Bribie Island to Cowan Cowan on Moreton Island. In 1896, local landowner Robert Bulcock donated land at Caloundra Head on which a lighthouse was located. It was one of only three lights on the important North West Channel, and served to direct shipping entering it. By 1943, during the course of World War II, the North West Channel was the only channel entrance to Brisbane in use. However, an entrance further north was found to ensure all shipping came within range of the heavy guns on Bribie Island.

In the early 20th century the steamer Grace operated from Caloundra to Bongaree on Bribie Island, meeting the Koopa from Redcliffe. The vessel transported passengers and goods three times a week. Smaller motor launches also ran from Caloundra along the Pumicestone Passage. The coastal shipping routes remained in use until World War II. Improved road and rail transport and freight capabilities of the railway eventually led to the collapse of that coastal traffic.

Riverboats were still bringing people and goods from the Yandina railway station into the Maroochy River as late as the 1960s; the residents of Bli Bli in particular relying on this service. Recreational use of smaller boats at the coastal towns increased with the population, and sea-borne tourist activities have seen no shortage of vessels in use. Commercial fishing fleets are also very prominent.

2.6 Building settlements, towns, cities and dwellings

Establishing towns and settlements

The settlements and towns of the Sunshine Coast can be divided into three categories that reflect not only their location, but in some cases the way they were established – Railway Towns, Coastal Towns, and Hinterland Towns.

Landsborough, Yandina, Mooloolah, Nambour, Woombye, Palmwoods, Eudlo, Beerwah, and Glass House Mountains were initially wayside stops on the road from Brisbane to the Gympie goldfields. The passing of the railway through these places provided reliable connections and improved communications, essential elements in their development. Eumundi was a town created by the act of constructing the railway. Caloundra, Mooloolaba, Maroochydore, Bli Bli, and Coolum were places first reached by water, and only accessible by water for some time after Europeans had discovered the sites. Buderim, a little further inland was also approached from the ocean side. Maleny, Peachester, Mapleton, Flaxton, Montville, and Witta were towns carved out of the scrub and rainforest by timber-getters. Conondale and Kenilworth became settlements when the large pastoral runs which bore their names were carved up and sold.

The following list of settlements is not exhaustive, but is intended to focus on major settlements that, collectively, enable a deeper understanding of the settlement of the Sunshine Coast for the purposes of selecting places of potential local heritage significance. Place cards for various places may include the historical context for settlements not included below. Furthermore, bibliographic sources used in the preparation of the following histories are generally found in the bibliography at the end of this document, but some sources are only listed at the conclusion of individual settlement histories presented in the planning scheme along with citations for local heritage places.

RAILWAY TOWNS

Beerburrum

The town of Beerburrum originally consisted of a railway siding, following the construction of the North Coast Railway in the district in 1890. A town was surveyed in 1904, but it did not attract any settlement at the time.

Beerburrum became notable, however, following the establishment of the Beerburrum Soldier Settlement scheme. This scheme was initiated by the Queensland Government after World War I (along the lines of similar schemes around Australia) and numerous sites around the State were selected for the scheme. The scheme was designed to provide returned soldiers with an opportunity to take up farming; in recognition of their war service, but also to promote the growth of agriculture in the State. Beerburrum was the first and largest of the soldier settlement schemes in Queensland, consisting of 53,000 acres. The State Government selected Beerburrum because tests indicated it was suitable for the production of fruit (especially pineapples), and for its proximity to the North Coast Railway. Many tobacco curing barns dotted the landscape and there was also a community curing barn for small farms which may not have warranted their own curing barn. Sorting of cured leaf was done at the Soldier Settlement State farm at Beerburrum.

Up to 400 soldiers settled at Beerburrum.

The bakery was erected c1920, along with other key buildings in the new settlement including shops and churches. Most of the buildings were built by the State Government and they were located on

Anzac Avenue, a substantial war memorial consisting of an avenue of trees created around the time the settlement was established.

The town prospered briefly in the early 1920s, but the soldier settlement scheme was ultimately a failure (as was the majority of the schemes elsewhere in the State) due to the difficulty experienced by farmers growing pineapples and the low price for the fruit at the time. The scheme was officially ended in 1929. The town declined and many of the Government buildings, including shops, were moved elsewhere. The bakery was one of only two community and retail buildings from the original settlement that remain in the town – the other building is the School of Arts Hall.

Beerwah

The original town site for Beerwah was located on the Gympie Road crossing of Coochin Creek. Gympie Road was established in the late 1860s to provide a road between Brisbane and Gympie, where the local gold fields attracted thousands of miners. The town of Beerwah rapidly expanded as settlers took up land selections from 1877 and through the 1880s. Timber was cut, land cleared and fruit planted. Timber-cutter John Simpson built the Coochin Creek Hotel around 1881, and provided land for the Coochin Creek Provisional School in 1888. The North Coast Railway was constructed to the east of where Gympie road crossed the creek and the location of the original settlement, in 1890. As a result, the town developed in proximity to the railway station, rather than the original settlement.

By 1911, the town had a population of 92. Like much of the Council area, the town included a sawmill, which was erected in 1900 near the railway station. The Beerwah State School was erected in 1914. A School of Arts was built in 1915, and a new railway station was also built around this time. John Simpson built another hotel closer to the railway station in 1915 (later demolished, now the site of the shopping centre in Simpson Street). Farming in the district gravitated towards pineapples, tobacco and bananas. Additional land was opened up for farming during World War I, and following the establishment of soldier settlement schemes in the 1920s (although these were ultimately unsuccessful and the associated population increase was relatively short-lived). Fruit farming and timber remained the mainstay of the town's economy for most of the 20th century.

Tourism has also been an important part of Beerwah's history. The Beerwah Hotel was built in 1937 and was designed by the architect Archie Longland. The hotel was located on the opposite side of the railway to the earlier hotel and town centre, taking advantage of the newly-constructed Bruce Highway. The highway was built as a tourist road and hotels along its length especially catered for short stay tourists driving along the road and on to the Sunshine Coast hinterland. Tourism is now a major industry with the nearby Australia Zoo attracting international and domestic visitors, and a National Park also close by.



Figure 43: Main Street of Beerwah c1916 (Sunshine Coast Library).



Figure 44: Beerwah Hotel c1920 (Sunshine Coast Library).

Eudlo

Eudlo Creek was a crossing on the Brisbane to Gympie road built in 1868, and a small bridge was built in the early 1870s. Closer settlement did not begin, however, until the late 1880s, when public interest in available land was piqued by the Government proposal for the North Coast Railway. There were a small number of farmers living at Eudlo Creek by the end of the 1880s and much of the present-day town of Eudlo and its surrounds was owned by David Mackay (purchased in 1887). The Queensland Government resumed a portion of Mackay's land to construct the railway, but the Government only proposed a small station and did not survey a town. The Eudlo railway station, on the North Coast Railway, was opened in 1891 and more selectors took up land as a result. Selectors established fruit and dairy farms, or cut timber. A community hall was built at Eudlo in 1895, but it was converted into a provisional school in 1896.

The town of Eudlo did not develop until the 1910s. Mackay subdivided a large portion of his property in 1908 and sold it to Dr Philip Corlis, who established a sawmill (which later became Olsen’s Sawmill) and surveyed a town site near the mill. The town allotments were auctioned in Eudlo in 1913. By 1915, a number of houses had been built and there were two general stores. A public hall was built in 1918.

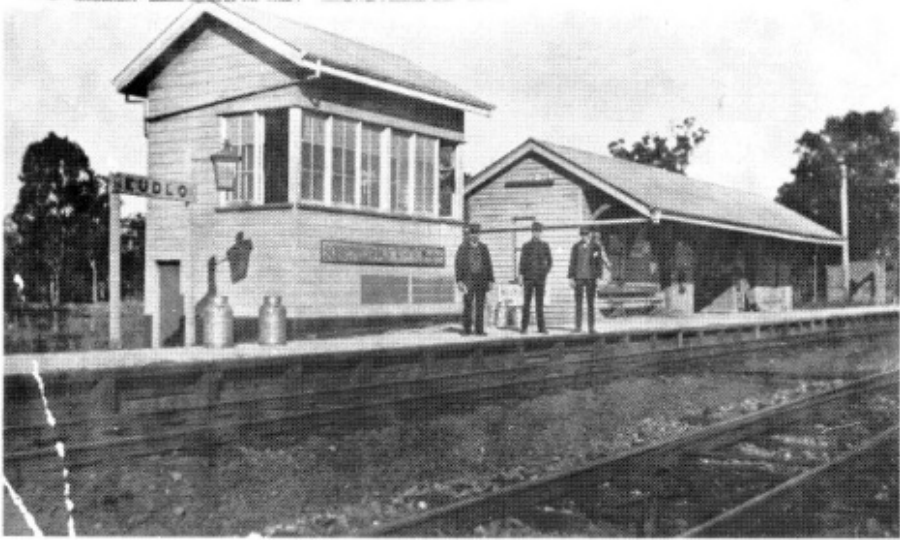


Figure 45: Eudlo Railway Station c1925 (Sunshine Coast Library).



Figure 46: Railway fettlers' camp at Eudlo 1914 (John Oxley Library)

Eumundi

Eumundi is a small town near Mt Eerwah on the upper reaches of the North Maroochy River. Cattle stations were established in the surrounding district in the 1850s, but the leases were forfeited in the late 1860s. The Queensland Government made land available for close settlement and selectors began to take up blocks from the 1870s, exploiting the profitable stands of timber to make a living. The main camp for workers constructing the North Coast Railway, which held up to 500 people, was located on what is now called Main Camp Road. A town then known as Eerwah was surveyed nearby in 1890, a year before the railway was completed. The name of the town was later changed to Eumundi, because

the name caused confusion with another Sunshine Coast town, Beerwah. Timber getting and sawmilling was, predictably, the principal industry in the town and district in this period.

After the advent of the railway, the economy of the Council area diversified. Landowners began to plant sugar cane – a sugar mill was erected in 1895 to crush the cane – and bananas. Dairying also became popular. By the turn of the twentieth century, the population of Eumundi was 112, but it increased dramatically by 1911 to 446, primarily due to an influx of farmers from northern New South Wales. The growing population prompted a building boom. A Methodist Church was constructed in 1911, replacing an earlier and more modest Salvation Army Hall; an Anglican church in Cook Street and the town’s School of Arts in 1912. Memorial Drive was created in 1917; trees were planted along the main street to commemorate the men who had died in World War I. In 1920, the Caboolture Cooperative Dairy built the Eumundi Butter Factory, reflecting the importance of dairying in the district.

The demography of the town began to change in the second half of the twentieth century. The timber, agricultural and dairy industries steadily declined from the 1930s, as did the district’s population. In the 1960s, many of the inland Sunshine Coast towns became popular with people seeking a rural lifestyle, mitigating the impact of the industry decline. The creation of the Eumundi Markets in 1979 reflected this change. The markets were and remain very popular and it became the major economic driver for the town. Nonetheless, the population remained relatively static in the second half of the twentieth century; in 1966 it was 379 and in 2001 it was 455. Based on the 2016 Census, the population of the Eumundi Urban Centre was 984.



Figure 47: Memorial Drive in c.1912 (Sunshine Coast Library).



Figure 48: Eumundi Railway Station, c.1920 (Sunshine Coast Library).

Glass House Mountains

The Glass House Mountains were named by Lieutenant James Cook in 1770, during his voyage along Australia's east coast. In 1890, the Caboolture to Landsborough section of the North Coast Railway Line was constructed to the east of the Glass House Mountains. The Coonowrin Station was established along the line, named after Mt Coonowrin, one of the so-called Glass House Mountains. Its name was changed to Glass Mountain Station in early 1891, the same year Crown land was offered for sale in the vicinity. The railway station name was changed to Glass House Mountains in 1914. The railway station was built in 1890. It has undergone alterations over time, but the overall form of the structure, in particular the distinct mono-pitched roof and separate awning, have remained intact. Indeed, it is the only railway station building of its type that remains extant in the Sunshine Coast and a variation of a design once common in rural railway stations constructed in the nineteenth century.

A small settlement grew around the station, with a provisional school built in 1906 and a School of Arts hall in 1916. Pineapple farming has been the main agricultural crop for the district, although bananas, tobacco and sugar cane have also been grown. Orchards were also established on many of the post-World War I soldier settlement farms that were located between the Glass House Mountains and Beerburrum.

Visitors have always been fascinated with the mountains, and tourism is now an important industry for the village. Visitation, easy commuter access to rail transport, and housing affordability have seen the population of Glass House Mountains expand over the last decade.

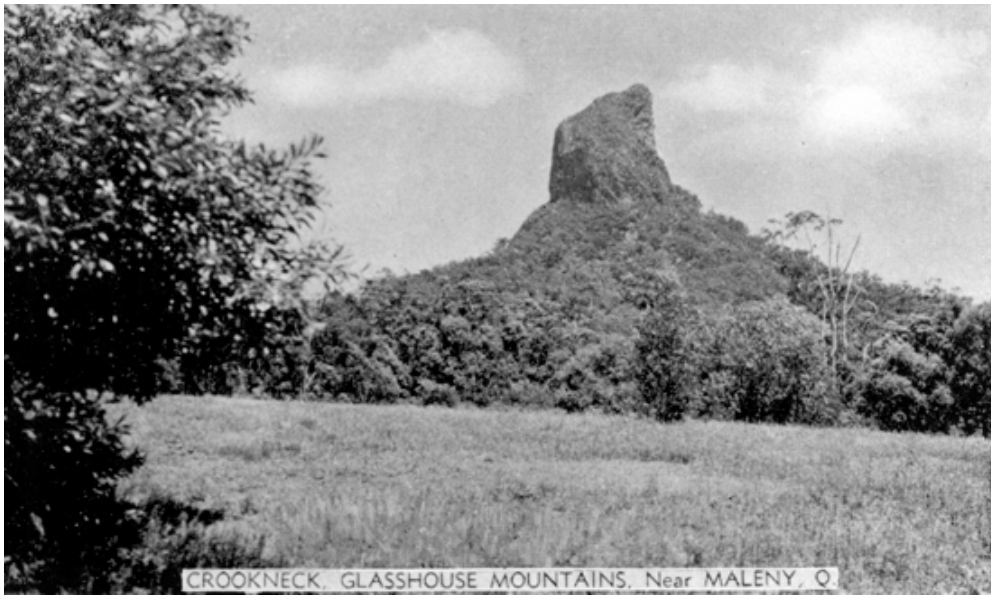


Figure 49: Mount Crookneck, Coonowrin, Glass House Mountains c1947 (Sunshine Coast Library).



Figure 50: Mount Beerwah and pineapple farm c1925 (Sunshine Coast Library).

Landsborough

Landsborough was originally known as Mellum Creek. The primary industry in the district was timber, which was cut and taken to James Campbell's sawmill located on Coochin Creek. Selections were open to settlers from 1871 and Isaac Burgess is credited as the first settler in the district. He built his residence on the road to the Gympie goldfield (built in 1868) and it became a staging station for Cobb & Co. Burgess later built a hotel, taking advantage of the traffic between Gympie and Brisbane. Agriculture became more prominent in the district as land was cleared of trees. Farms were planted with sugar cane, pineapples and bananas, and dairy farms also proliferated. Timber remained important, with the town's first sawmill opened in 1893.

The first settlement was essentially developed by Burgess along the Gympie Road on the south side of Mellum Creek. This site consisted of a two storey hotel (built in 1877) and a store, butcher shop and cottage. The hotel became the coach stop and also functioned as a post office. The first government subdivision of land also occurred on the south side of the creek, in 1881 – at which time the site was

referred to as Landsborough (contrary to secondary sources). The second site was located on the north side of Mellum Creek. Campbell built a hotel (the Sportsman's Arms. 1882), a store, butcher shop and racecourse and sportsground (possibly the current Peace Memorial Park) in the early 1880s. He also erected a public hall, now the site of 'The Palms', the former residence of the early shop owner, James Tytherleigh. The second Government land sale occurred on the north bank of the creek in 1884. By the late 1880s the settlement was established on this side of Mellum Creek, with the local police station erected in 1889 directly across from the hotel – presumably the Sportman's and renamed the Mellum Creek (later Club) Hotel c1886.

The North Coast Railway, extending north from Caboolture, was opened in the district in 1890. The railway was located to the east of the original town site on the Gympie Road. The town site eventually shifted to its current location, but this process took some time to occur as the land was privately owned and it was not purchased by the Government until 1910. Cribb Street was built in 1914 and, symbolic of the change was the relocation of the Mellum Club Hotel to its current location, also in 1914. The earlier town site and significance of the Gympie Road continues to be marked by the first police station (now a private residence), which is still in its original location.

In 1912, the former Landsborough Shire Council was formed by the subdivision of the Caboolture Shire. The new local government authority included the towns of Landsborough, Maleny, Beerburrum, and Caloundra. The new Council met in 'Dyer's hall' (located at this time behind the Mellum Club Hotel, later moved to a site adjacent to the hotel in Cribb Street) until the following year when a shire office and residence was built. After World War I, the Council invested in new public infrastructure, including a memorial park in 1922, and a School of Arts and new Shire Council Chambers in 1924. The Shire's population quadrupled between 1921 and 1976, mostly in Caloundra. As a result, the Council transferred its municipal offices to Caloundra in the 1960s and the Shire was renamed Caloundra City in 1987.



Figure 51: Landsborough Station, 1908 (Sunshine Coast Library).



Figure 52: Landsborough Shire Council Chambers, c.1924 (Sunshine Coast Library).

Mooloolah

The town of Mooloolah developed around the railway siding of the same name that was established in 1891. However, the name Mooloolah also describes the river and the surrounding area, both of which were developed by European settlers from the early 1860s. The land in between the Mooloolah and Maroochy Rivers was designated as a reserve in 1842 by the New South Wales Governor, Sir George Gipps, ostensibly to protect the Bunya Tree from exploitation, as the tree was significant to local Aboriginal people (Gipps was acutely conscious of the effect of pastoral expansion on Aboriginal people and he actively sought to limit the size of pastoral holdings for this reason). The reserve was removed in 1860 following the passage of the Crown Lands Alienation Act 1860, one of the earliest Acts passed in the newly-created colony of Queensland. Pastoral runs, stocked with cattle, were quickly established in the Council area, including Edmund Lander's Mooloolah Back Plains and Maradan Plains, and John Westaway's Moolooloo Plains. The runs took in all of the land between the Mooloolah and Maroochy Rivers. Lander built a homestead on the Mooloolah River and the homestead became a stopping point for the Cobb & Co coach when the road between Brisbane and the Gympie goldfields was opened in 1868. The property was located on the southern bank of the river, directly to the left of the Gympie Road (now the Old Gympie Road).

The district was also important for timber and, increasingly, agriculture. The Sunshine Coast was particularly noted for its rich stands of pine and cedar. The prominent Brisbane timber merchant, William Pettigrew, established a depot on the Mooloolah River in 1862, from which he accepted timber logged by independent timber getters operating in the area. The depot was located on land now designated Charles Clark Park, Mooloolaba. Sugar cane production also became prominent from the late 1860s. The first sugar cane planted in the Council area, and the first sugar mill, were established on the Mooloolah River c1869 by the Society of Friends, otherwise known as the Quakers. The operation was called 'Friend's Farm'. One of the members of the group was Joseph Dixon, who went on to establish a sugar mill at Buderim in the late 1870s. The plantation and mill proved to be a short-lived experiment, ending in the early 1870s. Nonetheless, the agricultural potential of the district had

been demonstrated by this time, and farms were increasingly taken up, focusing primarily on fruit and dairy.

The growth of the town and district relied on its location on key transport routes. The first hotel so-called 'Mooloolah' was either built, or adapted from an existing structure, by Landers on his property on the Gympie Road, and later taken over by George Land Bury after Landers' death in 1878. (Bury went on to become a major landholder in the Council area, and was especially associated with the Moreton Central Sugar Mill in Nambour.) The hotel undoubtedly took advantage of the traffic on the Gympie Road, as well as the increasing number of settlers in the area. The Mooloolah Plains School was established in 1878, consisting of a building used by the 'Friends' built c1870. It was located in front of the cemetery, which was gazetted two years earlier. A second school was built just north of the Mooloolah Hotel and called the Mooloolah Bridge School, around the same time. A school was later opened in the Mooloolah town, after the railway was built. Surveyors began to trace potential routes for a railway from the early 1880s, and the town of Mooloolah was allegedly surveyed in 1884. By 1902, the town consisted solely of a carpenter and blacksmith. A public hall was built c1905 and a sawmill and general store by 1908. A new 'Mooloolah Hotel' was opened in 1911 in the town and a recreation and sports ground opened near the railway station in 1916.



Figure 53: Mooloolah Hotel, c.1922 (Sunshine Coast Library).

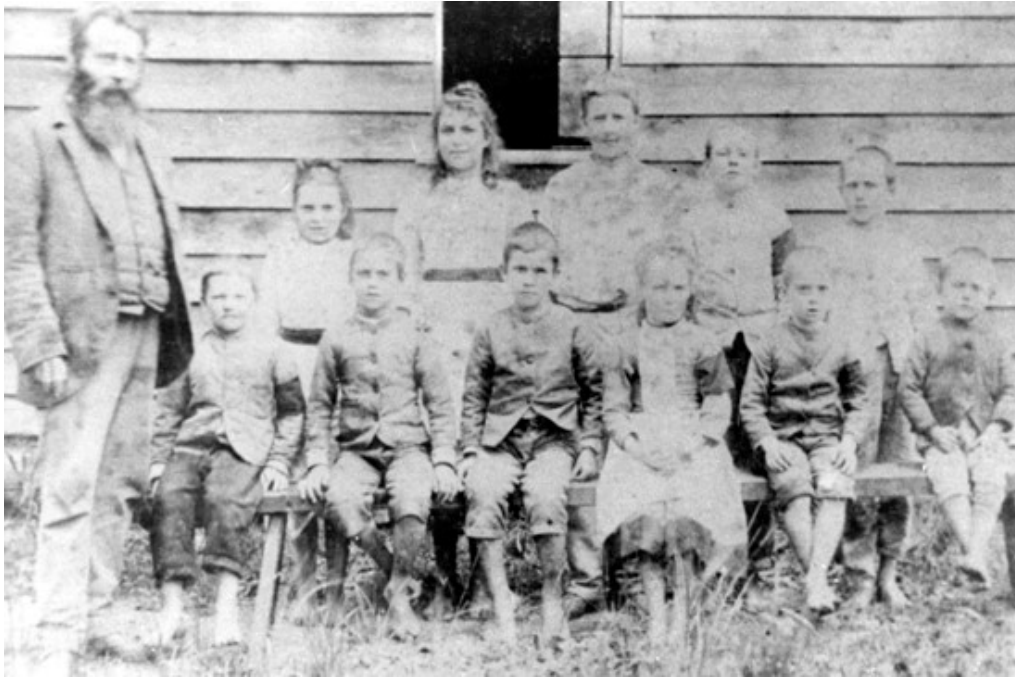


Figure 54: Mooloolah Plains Provisional School, 1891 (Sunshine Coast Library).

Nambour

The Nambour district was first settled by Europeans in the 1860s. The road between Gympie and Brisbane was built in 1868 and it crossed Petrie Creek near contemporary Nambour. Petrie Creek was named after Tom Petrie, who navigated several miles of the creek in 1862 and who was also responsible for discovering the rich stands of timber on the Buderim Plateau. William Samwell established a cattle station on Petrie Creek in 1868, calling it 'Nambah'. Two years later, in 1870, Thomas Carroll selected land near Samwell's property and later built a hotel to service travellers on the Gympie road. The hotel, built in 1884, was located on the present-day Nambour Showgrounds. Despite initial interest, settlement grew slowly, primarily because of the difficulties in reaching markets due to a lack of effective transport options. By the end of the 1870s, there were only five families in the Nambour and Yandina area. Nonetheless, a school was opened between Yandina and Nambour in 1879, servicing the two settlements. The district was particularly noted for its timber and agricultural potential, especially sugar cane. Joseph Dixon's Buderim sugar mill began processing cane in 1876, providing an impetus for cane farming in the surrounding area.

As with much of the Sunshine Coast, the construction of the North Coast Railway in the early 1890s stimulated the growth of towns and closer settlement. The line to Yandina was opened in 1891 and with its opening, 'Petrie's Creek', as the settlement had been known, was renamed 'Nambour'. Nambour, rather than Yandina, benefited the most from the railway, as it was more conveniently located for farms on the coast and the Blackall Range. When the Maroochy Divisional Board was created in 1890, Nambour was selected as the site for its headquarters. The opening of the Moreton Central Sugar Mill in 1897 further cemented the importance of the town. Sugar became the dominant industry in the Council area and a network of cane tram lines spread out from the mill, hauling cane from surrounding areas and defining the streetscape in Nambour for decades. The region's newspaper, the Nambour Chronicle was established in 1903 – the title of the broadsheet illustrating the centrality of the town in political and economic spheres, a rapid and remarkable transformation.

The town continued to grow rapidly in the first half of the twentieth century, particularly the 1920s. By 1925, there were eight drapers and four hotels, in addition to Catholic, Methodist and Anglican churches, and the Salvation Army. A grand Shire Council building was erected in 1929, replacing the previous iteration that had been destroyed by fire (the centre of Nambour was beset by fires, in 1924, 1929 and 1948). The new building included an auditorium that could seat 650 people. The Nambour

Hospital was also operating by the end of the 1920s. The Bruce Highway reached the town in the late 1930s, further stimulating development. Development of the coastal towns, especially Maroochydore, began to impact the significance of Nambour from the 1950s. However, it remained the municipal centre of the Shire, with a new town hall built in 1960 and municipal offices erected in 1978. The closure of the sugar mill in 2003 was a major event in the town's history, signalling the culmination of a long process of economic growth in the region.



Figure 55: Moreton Central Sugar Mill, 1925 (Sunshine Coast Library).



Figure 56: Currie Street looking north, ca 1960 (Sunshine Coast Library).

Palmwoods

Palmwoods was originally known as 'Merriman's Flat', a name provided by the selector Peter Kuskoff who settled in the district in 1881. Land selection had begun earlier in the 1870s and by 1889 there were approximately 100 selectors growing primarily fruit. The arrival of the North Coast Railway in the district in 1891 provided an important economic boon. The population doubled, the district (and town) was renamed Palmwoods and farmers now had easy access to markets with the proximity of the railway. The Palmwoods' Fruit Growers' Association was formed in 1899 and Palmwoods Progress Association in 1902.

The town was greatly improved in the 1910s. A general store and hotel were constructed in 1912 and the English, Scottish & Australian (ES&A) bank and residence were built in 1915. At the time, the local newspaper noted that the bank had 'shown its confidence by erecting a commodious building with a fine large residence adjoining' (Chronicle and North Coast Advertiser, 1 October 1915: 3). It is the first purpose-built bank in Palmwoods and the 'fine large residence' was a strong projection of the bank's status in the small town. The ES&A Bank was a prominent banking institution in the Council area, opening branches in Palmwoods, Landsborough, Maleny, Yandina, Nambour, Kenilworth, Eumundi, Caloundra, Eudlo and Beerwah.

The bank was confident because of the construction of the Palmwoods to Buderim Tramway, opened in January 1915. The tramway connected Buderim to the railway and also prompted interest in Buderim as a resort, with tourists travelling to Palmwoods by rail and then to Buderim by tram. The tramway, built by the former Maroochy Shire Council, operated until 1935. The value of the tramway declined from the 1920s primarily due to the advent of motorised transport. However, in its early years it promoted the development of Buderim and, by extension, Palmwoods. Palmwoods was also a gateway to Montville, a favoured resort in the Blackall Range, otherwise referred to at the time as 'Queensland's Blue Mountains'.

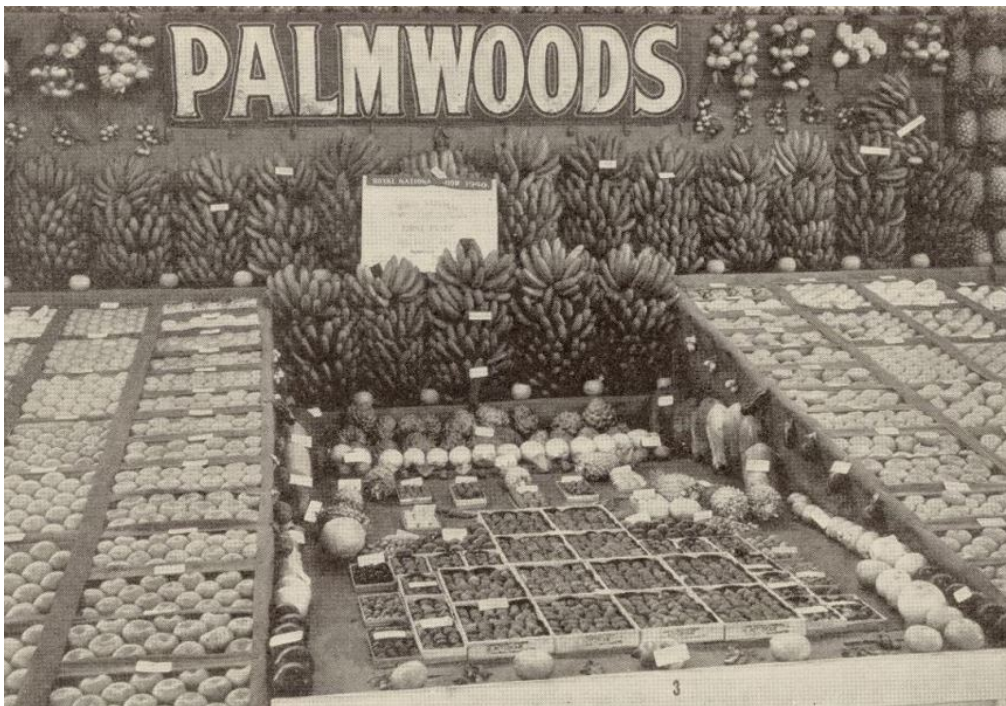


Figure 57: Palmwoods District first price fruit display at the 1931 Brisbane Show (Queensland Agricultural Journal).



Figure 58: Palmwoods Station no date (Palmwoods.net.au)

Woombye

Woombye began as 'Cobb's Camp' in the early 1870s. Cobb's Camp was established by Cobb & Co, which ran a coach service between Brisbane and the Gympie goldfields in late 1867. By the end of 1868 Cobb and Co coaches were travelling three times a week between the two locations. The company established a staging post between Lander's at Mooloolah and Low's Maroochie Hotel at Yandina. James Costar acquired a 20-acre (8 hectare) homestead selection in June 1869 and erected accommodation for travellers. It was licenced in 1870 as the 'Nil Desperandum Hotel.' Cobb and Co quickly built their own eight-bedroom hotel and store in 1871, licenced as 'Cobbs Camp Hotel', putting Costar out of business.

Farmers taking up land at Cobbs Camp had cleared the timber and planted sugar cane by 1871. New plantations were still being planted a decade later, and a sugar mill was planned. More than 200 acres of cane had been planted between Cobbs Camp and Petrie Creek on the expectation the mill would be crushing in 1885. However its proposer reneged on the deal, leaving unhappy farmers much out of pocket. Sugar cane was abandoned, and replaced by fruit, due to a prolific growth of oranges observed on a tree at the police station in 1885, the same year the Cobbs Camp State School opened. Woombye came into use as an alternative and permanent name for Cobb's Camp during 1888 with the town surveyed in 1889.

The town began to develop in the 1890s along Blackall Street: a police station and court house was erected in the early 1890s, St Margaret's Anglican Church was built in 1898, John Tytherleigh of Landsborough opened a general store in the same year and the School of Arts and Criterion Hotel were erected in 1900. The police station and court house were removed to Nambour in the late 1890s.

A station on the North Coast Railway was opened in 1891, supplementing a road which was often impassable between the town and Mooloolah. The railway provided a quick method of getting produce to markets to the south and north, and did much for the fruit industry and the local economy. The first commercially successful crop of pineapples was grown at Woombye in 1895, and the town embraced

the crop. Bananas were also planted but phased out in the early 20th century. Citrus crops had also reduced in size by the 1930s. Woombye now belonged to the pineapple.

The town's population peaked just after World War II and declined significantly over the next three decades as the fruit industry struggled. It hit a low in the 1970s, and was rescued in part by the establishment of the Big Pineapple tourist attraction, which after closure in 2010, was revitalised in 2015. Like many of the railway towns in the Council area, Woombye has experienced a significant population boom since 2001, the appeal of relaxed rural lifestyle and low housing prices contributing to that growth.

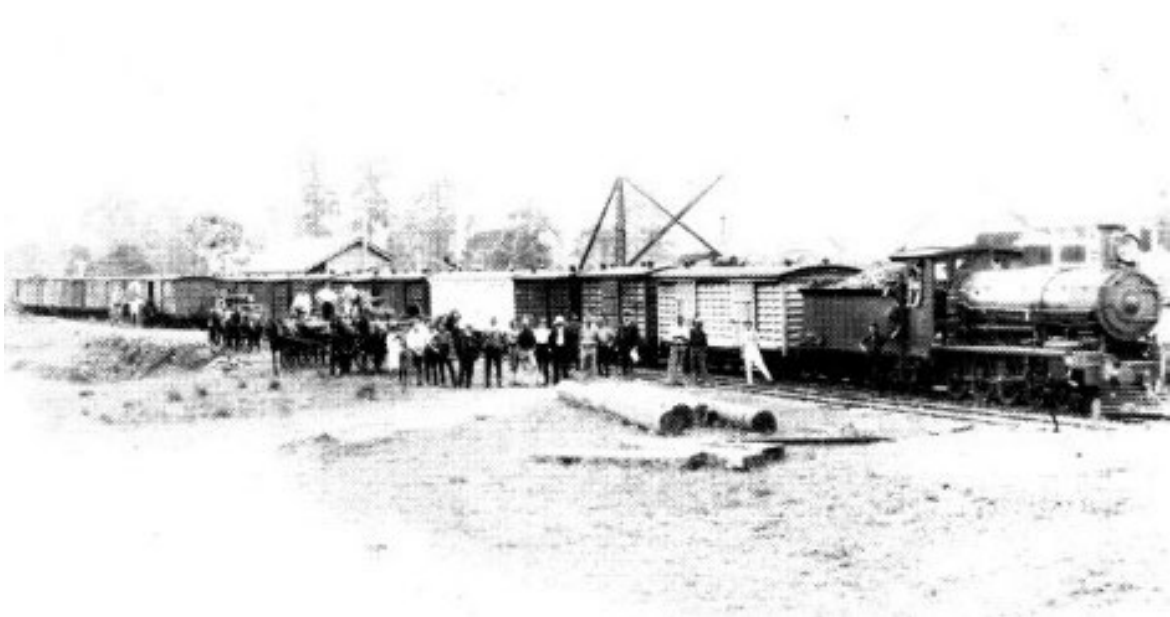


Figure 59: First fruit train to Sydney at Woombye 1919 (Sunshine Coast Library)



Figure 60: Big Pineapple, c1972 (Centre for the Government of Queensland).

Yandina

Daniel and Zachariah Skyring established 'Yandina' and 'Canando' stations on the northern side of the Maroochy River in 1853. Stations were taken up to the south of the river when the Bunya Bunya Reserve, declared in 1842 to protect the Bunya forests for Aboriginal use, was removed. Edmund Lander took up the Mooloolah Back Plains in 1861, and one year later John Westaway selected land to the east, later known as Moolooloo Plains. The Maroochy River functioned as a common boundary to the four stations.

The cattle stations were not particularly successful and timber instead became the principal economic activity in the Council area. William Pettigrew, a prominent timber merchant based in Brisbane, took up timber leases and established depots at the mouth of the Maroochy and Mooloolah rivers in the early 1860s, where timber from his leases was taken and then loaded on to steamers for delivery to Pettigrew's sawmill in Brisbane. James Low took over Pettigrew's Maroochy timber lease in the mid-1860s and built a new depot on the north bank of the Maroochy River, across from Dunethin Rock. Gold had recently been discovered at Gympie, and Low and other timber getters constructed a track in the Council area so people could travel from Brisbane to Gympie overland, and Low built a post office and store in 1868.

A new road was opened later in the year and Low moved his depot upstream to be closer to the road, on the south bank of the Maroochy River, near present-day Yandina. He re-established the post office and store and opened a butcher shop, a hotel called 'Maroochie House', a brick-making plant and boat shed. A police hut was also located in the default commercial centre for the surrounding Council area. The town of Yandina, also called 'Maroochie', was surveyed in 1871 on the opposite bank (in an area called 'Native Dog Flat' at the time) and a small number of selectors began to take up land in the district during the decade. A school was erected between Yandina and Nambour in 1879, reflecting modest population growth. The North Coast Railway reached the settlement in 1891 with the station located

in the town; as a result, Low's small commercial precinct on the south bank of the river declined in importance and the hotel was eventually demolished.

The population of the district increased dramatically in the 1880s and 1890s. The promise of the railway encouraged closer settlement and the town grew as a result. The 'Australian Hotel' was built in c1888 and moved to its current location in 1891 (now known as the Yandina Hotel). General stores were opened in the late 1880s and early 1890s and the town continued to grow in the early 1900s, with a School of Arts opened in 1916 and Anglican, Baptist and Catholic churches built between 1919-23. Farmers grew fruit, operated dairies and grew sugar, particularly after the Moreton Central Sugar Mill opened in Nambour in 1897, and they were supported by the Maroochy Co-operative Society, which was formed in 1921. The agricultural value of the land around Yandina was recognised by the Colonial Government with the establishment of the village settlement schemes of Gneering and Ninderry in 1888. The scheme provided 80 acre blocks for settlers who, after they satisfied the conditions of selection, were given a 'free' allotment in the surveyed village – despite interest in the scheme, it was not successful and the villages never eventuated. Timber remained a mainstay of the local economy into the twentieth century, but instead of rafting timber down the Maroochy River, it was sent to local sawmills in and around the district.

From the 1960s, the town underwent an economic transformation with the creation of three industrial estates. The most prominent of these estates was that taken up by the Buderim Ginger Factory, which moved from Buderim to Yandina in the 1980s. As the population of the Sunshine Coast grew towards the end of the twentieth century, so too did residential development in and around Yandina. The town and district in 1976 held 500 people and it now stands at around 2,500.

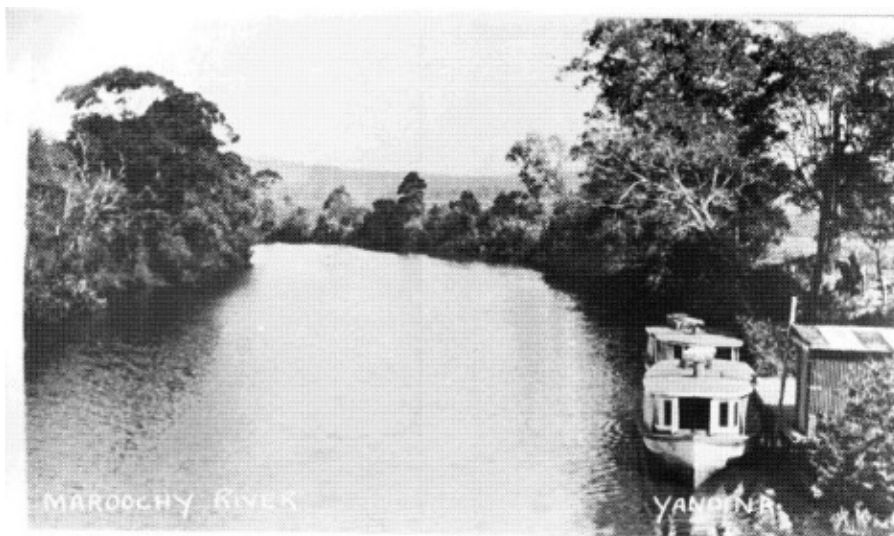


Figure 61: Maroochy River at Yandina, 1930 (Sunshine Coast Library).



Figure 62: Yandina Drill Hall, c.1940 (Sunshine Coast Library).

COASTAL TOWNS

Bli Bli

Bli Bli was originally a part of a vast cattle station called 'Moolooloo Plains', established in 1862 by Thomas Maddock and John Westaway and sons. The base of their operations was a hut erected at the mouth of Petrie Creek, near modern Bli Bli. The area did not present ideal land for cattle. William Peter Clark initially leased some of the Moolooloo Plains run, and in 1865 he planted sugar cane at Bli Bli, the first in the Maroochy area. The only place his sugar could be processed however was in Brisbane, and the costs involved led him to abandon the project within a year. Bli Bli, allegedly the name local Aboriginal people gave to the area because of the she-oaks that grew by the river, was the name of a property selected by 'Jackson', around 400 acres, presumably in the late 1870s or early 1880s. Henry Keil purchased the property in 1882, and had about six acres under sugar cane by 1884, possibly supplying the two mills operating in nearby Buderim (established in 1876 and 1880 respectively). Keil also ran cattle on land nearby at Diddillibah, and even ran a postal service.

The district grew slowly. A school was established in 1901 and by 1911 the population was 155. The progress of the district accelerated in the 1910s. Keil sold his property c1907 and the new owner, Thomas Wells, subdivided it in 1913 into nine separate farms, which were all sold by 1915. Other estates that surrounded Bli Bli were also subdivided around the same time, attracting farmers from the Northern Rivers District in New South Wales. The principal crop in the district was sugar cane (supplying the Moreton Central Sugar Mill in Nambour, which was established in 1897), but fruit, in particular pineapples and citrus, was also commercially grown.

Crossing the Maroochy River, especially for the farmers on the north bank, entailed the use of a punt. By the 1920s, as motor car ownership began to increase, local residents began to call for a bridge over the river. However, it was not until the 1950s that the bridge was eventually built. The David Low Bridge was opened in 1959, named after the former Maroochy Shire Chairman and State politician who agitated for improved access to boost tourism and farming in the Council area. The population of Bli Bli expanded dramatically from the 1980s onward, primarily due to residential development. The proximity of the area to Maroochy made it an attractive dormitory suburb. The town is also notable for the presence of a medieval-style castle, originally called Bli Bli Castle and now Sunshine Castle, built in stages during the 1970s. It is an incongruous feature of the district; however, it is consistent with the development of 'Big Things' as tourist attractions in the Council area from the 1970s, such as the Big Pineapple in Woombye, built in 1971.

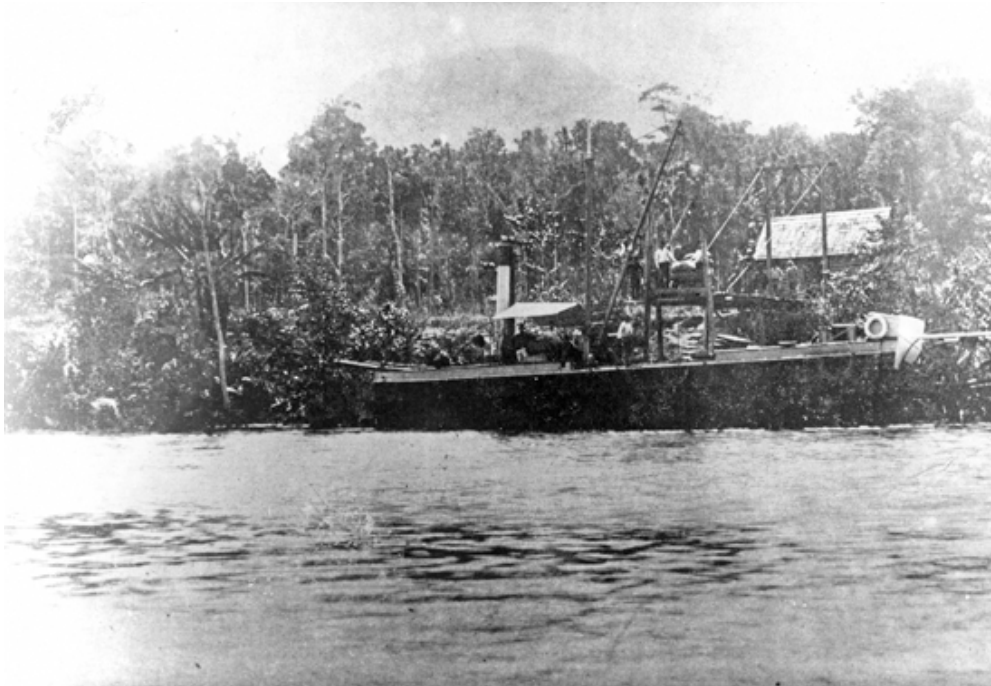


Figure 63: Paddle steamer up the Maroochy River, 1890 (Sunshine Coast Library).

Buderim

By the 1860s, the Maroochy region was considered by many to have the best timber in Queensland. The prominent sawmiller, William Pettigrew, established depots at the mouths of the Mooloolah and Maroochy rivers, where timber from along the rivers and hinterland were sent for transport to Pettigrew's Brisbane saw mills. Tom Petrie, the son of Andrew Petrie (one of the first Europeans to discover the vast stands of timber to the north of Brisbane in the 1830s and 40s) explored the forests of Buderim Plateau (or Mountain) in 1862 with the assistance of local Aboriginal people. He also began cutting timber in the Council area from that time. Pettigrew obtained a timber lease on the plateau in 1864 and the timber was sent to his depot on the Mooloolah River. The town of Buderim was surveyed in 1869 and selections were available from 1870, but by 1871 there were only three houses built on the plateau.

By 1870, the timber on the plateau, like much of the Maroochy region, was virtually exhausted. The sugar industry was rapidly growing in the colony around this time and in c1870 Joseph Dixon, a member of the Religious Society of Friends (Quakers), planted sugar cane at Buderim. In 1876, Dixon and his father-in-law John Fielding erected the first sugar mill in the Maroochy region, located on what is now Mill Street. By this time, Dixon employed South Sea Islanders to work in the cane fields. In 1880, a number of Buderim cane growers including sawmiller and entrepreneur James Campbell formed the Buderim Mountain Sugar Company in competition with Dixon's mill. Sugar remained an important industry in the district until the closure of Dixon's mill in 1896 – the Sugar Company's mill had closed earlier, in 1889. The sugar industry underpinned the economic growth of the settlement. A school was erected in 1886 and a School of Arts in 1887, along with a general store and blacksmith's shop, although the population at this time was still relatively small (underpinned by a total of seven or so farming families).

The growth of the settlement was secured by the diversification of agriculture. Dixon himself grew maize and coffee, and also ran cattle. By the mid-1880s, farms in Buderim were planted with bananas, maize, potatoes and oats, amongst other small crops, partly in response to restrictions on the employment of South Sea Islanders and the subsequent impact on the financial viability of sugar cane. Dairy farming also became prominent, but the district was primarily known for its bananas and coffee.

Buderim was connected to the North Coast Railway via a tramway to Palmwoods in 1914, further boosting the town's economy until its closure in 1935. Ginger became a major industry, leading to the construction of a ginger processing factory in 1942 – first operating from a former blacksmith shop, and then a purpose-built factory. A new factory was built in Yandina, completed in 1980 and the site of the Buderim factory was recently redeveloped.

By the 1960s, the farms were increasingly giving way to residential development, primarily due to increased development of the coastal towns such as Mooloolaba, Maroochydore and Caloundra. The pace of development increased over time, particularly at the turn of the twenty-first century. Buderim became noted in the early twentieth century for its beautiful plantings, on private properties and lining streets. Interest in the beautification of the town has persisted into the current century despite the rapid population growth.



Figure 64: Buderim Tram, 1920 (Sunshine Coast Council Library).

Caloundra

Land was first surveyed at Caloundra in the 1870s, but it initially attracted little attention. Businessman Robert Bulcock acquired a parcel of land in 1875 and built the first residence within the next few years. Noted explorer William Landsborough retired to what is now Golden Beach in 1881, and died there a few years later. James Moffatt, a wealthy Brisbane chemist, built a home on a large area of land he bought in 1882.

Caloundra developed as a resort town from the 1880s. The first public land sale took place in April 1883, and visitors began to arrive in reasonable numbers from this time. At Shelley Beach, the Hotel Caloundra was built in 1885 and the Sea Glint quest house opened in 1888. Allan King built King's Grand Central Guest House in 1908, at what is known now as Kings Beach. Despite this development, the resort was largely the playground for residents from the coastal hinterland, rather than visitors from Brisbane. Overland access to Caloundra was particularly difficult (although not impossible), ensuring the growth of the resort town was slow. Residential development was likewise hampered by a lack of access to the railway and major towns. After the hotel and guesthouses, the only other major development in Caloundra in the nineteenth century was the erection of a lighthouse in 1896.

The pace of development changed dramatically in the first half of the twentieth century, particularly due to increasing car ownership and interest in holidays at surf beaches. A second hotel, the Hotel Francis, was opened in 1906, King's Grand Central Guest House was built in 1908 and Caloundra's first store in 1912. Bulcock Estate, consisting of 400 allotments and taking in the area now occupied by the business centre, was auctioned in 1917. More guest houses appeared from the 1910s, including the Caloundra House (1919) and the Omar and Surf House in the 1920s. Motor vehicle ownership slowly grew in the 1920s and the former Landsborough Shire Council and the State Government proposed new roads to improve access to the North Coast. The Bruce Highway, a designated tourist road, was completed in 1934. In 1935, an improved gravelled road was completed to Caloundra from Landsborough, and subsequently bitumen sealed in 1937.

The social and infrastructure changes in the 1930s meant it was that decade that came to define the emergence of Caloundra as a popular seaside resort. The roads in particular led to an unprecedented land boom in Caloundra, prompting the Nambour Chronicle and North Coast Advertiser to write in 1935, regarding land sales in Moffat Headlands: 'where the sales since the Bruce Highway was established last year have broken all record [sic] for any North Coast watering place' (Nambour Chronicle and North Coast Advertiser, 22 March 1935, 8). Other key developments included the establishment of the Caloundra Surf Life Saving Club and Tripcony Caravan Park in 1933, the addition of a second story to King's Guest House in 1935, the erection of a beach pavilion and kiosk at King's Beach in 1937, planting of Norfolk Pines along the shorefront and the drafting of Caloundra's first town plan. The Kings Beach Bathing Pavilion and Tripcony Hibiscus Caravan Park are now entered on the Queensland Heritage Register.

World War II interrupted the growth of Caloundra and the lives of Australians for its duration. However, Caloundra became an important element in the defence of Australia during the war. Caloundra was the military headquarters for the fortresses on Bribie Island and also a naval signal station. When the Japanese declared war at the end of 1941, the threat of an enemy reaching Australia was considered very real. Volunteer, militia and regular forces were mobilised. Australian forces fighting in the Middle East were withdrawn to bolster defences. The 7th Division, 2nd AIF was

deployed early in 1942 on a rough line from Kilcoy to Bribie Island and tasked with the defence of the North Coast, its beaches considered likely spots for amphibious landings. Caloundra was a declared defence area from early 1942 and most residents left the area. A radar station also operated at Caloundra throughout the war. As Australian and American forces pushed the Japanese from New Guinea home defence became less important, however the Sunshine Coast remained a training ground for military forces bound for the frontline. Most of the forces had moved on by the end of 1943, though specialised military presence was maintained until the war's end.

Residential sales, which had been curtailed by the war, revived after 1946 and allotments were sold at Golden Beach, Dicky Beach, Mayes Estate, Shelley Beach and Currimundi. A shortage of building materials delayed housing and commercial construction into the early 1950s, but thereafter development increased dramatically. Moreover, car ownership and interest in holidays at surf beaches grew even more popular, continuing the trend begun in the 1920s and 30s. More than three-quarters of the Landsborough Shire's population lived in Caloundra in 1968, at which time the municipal Council relocated there. The Shire was renamed Caloundra City Council in 1987, reflecting the growth of the coastal town at the expense of the former hinterland administrative centre.



Figure 65: Wreck of SS Dicky, c.1900 (Sunshine Coast Council Library).



Figure 66: Caloundra Lighthouse, 1930 (Sunshine Coast Council Library).



Figure 67: Kings Beach Bathing Pavilion, 1937 (Sunshine Coast Council Library).



Figure 68: Caloundra's bus depot in Bulcock Street, c1950 (Sunshine Coast Library).



Figure 69: Holiday home on the Esplanade at Kings Beach, c1955 (Sunshine Coast Library).



Figure 70: Bulcock Street, Caloundra, c1962 (Sunshine Coast Library).

Coolum

Land selected near Mount Coolum from 1871 followed the usual usage patterns for coastal towns in the Council area. Timber was harvested initially followed by the planting of bananas and establishment of dairy farming. Some of the low-lying land was of little agricultural use until work commenced around 1910 to drain the swamps. After two decades of work, dairy farms were expanded over the reclaimed land, and sugar cane and coffee crops planted. A State School was built in 1917 though the permanent population was under 100. A Council lifeguard was appointed to look after the beach around the end of WWI, leading to the creation of the Coolum Beach Surf Life Saving Club in 1919.

A cane tramway, built from the sugar mill at Nambour and crossing the river near Bli Bli, was also used to carry passengers. This new access opened the area to further development, and Mount Coolum Beach land was subdivided from 1922 effectively doubling the population. It was not until the 1960s that most development occurred and the population increased significantly. A National Park was created around Mount Coolum following attempts to subdivide it during the 1980s, and a Hyatt-Regency resort and golf course were built nearby. The golf course was the site of the annual Australian PGA championship from 2002 to 2013. The population of Coolum continues to grow as beachside living, surfing and fishing remains attractive to many.



Figure 71: Coolum Beach, 1950 (Sunshine Coast Council Library).



Figure 72: Coolum Beach and coastline from Low's Lookout, 1962 (Sunshine Coast Library).

Maroochydore

The prominent timber getter William Pettigrew selected the land on which the principal settlement of Maroochydore proceeded, in 1872. Pettigrew built numerous stores and wharves, and a sawmill, to support his timber trade in the region. At Maroochydore, he appears to have constructed a store sometime after his selection of land. However, he began to develop the area more intensively in the 1880s. Pettigrew had two houses built, one for his overseer and another for the captain of one of his steamers, in 1884. In 1886, he extended the store, established a well, constructed drains and erected a wharf. In 1889, Pettigrew began construction of a sawmill, which was located on the river bank roughly between Paynter and Cornmeal Creeks. During this time, one of Pettigrew's steamers plied between the Maroochy River and Brisbane, servicing Pettigrew's interests, but also running a service for settlers along the river. The mill operated until 1898, when Pettigrew became bankrupt and was

forced to close the mill. It was purchased by James Campbell (who earlier operated the Campbellville Sawmill on Coochin Creek, and was responsible for the early development of Landsborough). The mill was closed again in 1905, this time permanently.

The Salvation Army appears to have established an annual camp over Christmas at Cotton Tree in the late 1880s. The area east of Cornmeal Creek, bounded by the ocean to the east and the Maroochy River to the north, was gazetted as a wharf and water reserve by the Queensland Government in 1873. The first reported camp was in 1896, but Salvation Army advertising after this time indicated the camp began as early as 1888. The location of the camp took advantage of the calm water of the river, rather than the surf, a preference of people in the nineteenth century. The camp proved popular and numbers of campers increased each year. A surf life saving reel was installed in 1908, as 'surfers' began swimming in the ocean (the Maroochy Surf Lifesaving Club was officially inaugurated in 1916, one of Queensland's earliest surf life saving clubs). The campsite eventually grew beyond its Salvation Army origins, becoming a popular resort destination throughout the twentieth century, especially for the residents of the local hinterland towns such as Buderim and Nambour. Cotton Tree Caravan Park (State heritage place) continues to operate, now comprised primarily of cabins and caravans, the latter increasingly popular from the 1950s.

Thomas O'Connor, a surveyor, purchased Pettigrew's land holdings in 1903 and subdivided it for sale in 1907. O'Connor surveyed a 'private town' in 1908, which eventually developed as the town of Maroochy in the early twentieth century. O'Connor's survey created and named Duporth Avenue and Ocean Street. Other streets in the survey remain extant today, including Beach Road (originally Beech Road), Church Street (Mill Street – possibly indicating that Pettigrew's mill was located in the general vicinity), Wharf Street and Baden Powell Street (BP in the original survey – presumably for Baden Powell, who established the scouting movement in the British Empire). The Government surveyed a town site in 1908 in the vicinity of the Cotton Tree camp site. The local community and the former Maroochy Shire Council objected to the survey and the Government shelved the plan. A new town survey was completed in 1915, which included Cotton Tree Parade, Memorial Avenue, Alexandra Parade and Sixth Avenue, although the streets were not so-named at this time. Thus Maroochy had two surveyed town sites, one private, the other by the government.

Interest in Maroochy grew rapidly in the 1910s and, initially at least, it was O'Connor's town site that developed. The Club Hotel was built in 1911, with people travelling by road or the river to the accommodation (Wharf Street is so-named as the wharf for the hotel was located on the river bank at this location). A School of Arts was erected in 1916, providing a library and reading room for local residents and, presumably, tourists. Maroochy developed more substantially in the 1920s, confirming its popularity as a seaside resort, but also as a bona fide town. The Maroochy Progress Association was formed in 1920 and a school opened in 1921. Cornmeal Creek was also bridged in 1921, providing a connection with Cotton tree. A road from the 'North Coast Road' (Gympie Road) to Maroochy was opened in 1928, improving access from the hinterland towns (and passengers using the North Coast Railway). Dance halls were constructed in both the private town (Murtagh's Hall, later Nonmus' Hall) and near Cotton Tree (Jazzland). Catholic, Methodist and Anglican churches were built in the private town. Two sawmills were also opened in the 1920s.

Development of Maroochy continued in the first half of the twentieth century, and then expanded dramatically from the 1970s onward. The construction of the Bruce Highway in the 1930s and increasing private ownership of motor vehicles continued to improve access to Maroochy. The impact of road infrastructure on Maroochy was further illustrated by the opening of the David Low Way in 1959, a coastal road that connected Maroochy and Noosa explicitly promoted as a means to further encourage tourism in the region. The the region was renamed the 'Sunshine Coast' from the 'Near North Coast' on 1 August 1967; both the David Low Way and the renaming of the region signalled the rapid development of the region's coastal towns in the second half of the twentieth century. The first high-rise in the Sunshine Coast, Maroochy Sands, was built in Maroochy in 1973. The town's population grew dramatically from the 1980s and more high-rise apartments were built.

Although the scale of development has been dramatic in a relatively short period of time, evidence of the early history of the town remains, including buildings associated with the 'private' town and the Cotton Tree Caravan Park, the latter associated with nearly 140 years of tourism in Maroochydore.



Figure 73: Club Hotel at Maroochydore in 1916 (Sunshine Coast Council Library).



Figure 74: View along beach Parade towards the Maroochydore Surf Lifesaving Club House on Alexandra Parade, 1967 (Sunshine Coast Library).



Figure 75: Aerial view over Maroochydore looking southwest from Maroochydore Beach, 1971 (Sunshine Coast Library).

Mooloolaba

Known as Mooloolah Heads until 1920, Mooloolaba is at the mouth of the Mooloolah River. Pettigrew established a base for his timber business in the early 1860s and vessels such as the steamer Gneering took timber from the river to Brisbane. The depot was abandoned by the 1890s

The township of Mooloolah Heads was surveyed in 1915 and sales of allotments continued into the 1920s. In that decade recreational fishing was one of the many attractions to the settlement, which could be reached via the local sugar tramway network. Many of the houses in the area were let to holiday-makers and formal camping facilities enabled an affordable stay.¹⁵⁶ Buderim residents were frequent visitors to the beaches and new town of Mooloolaba, and were behind the formation of the Mooloolah River Sports Club in 1919. This became the Mooloolaba Life Saving Club in 1923. There were sufficient permanent residents in 1933 to justify the provision of a State School.

Mooloolaba was a popular, yet slightly isolated seaside destination until the 1960s, when the David Low Way began to link the coastal communities by road. This had a major impact on Mooloolaba, and although it was somewhat behind Maroochydore, subsequent development of the area has effectively linked the two centres.

¹⁵⁶ Daily Mail, 19 August 1921



Figure 76: Crowds on the Mooloolah River bank and public jetty opposite River Esplanade, Mooloolaba, December 1934 (Sunshine Coast Library).

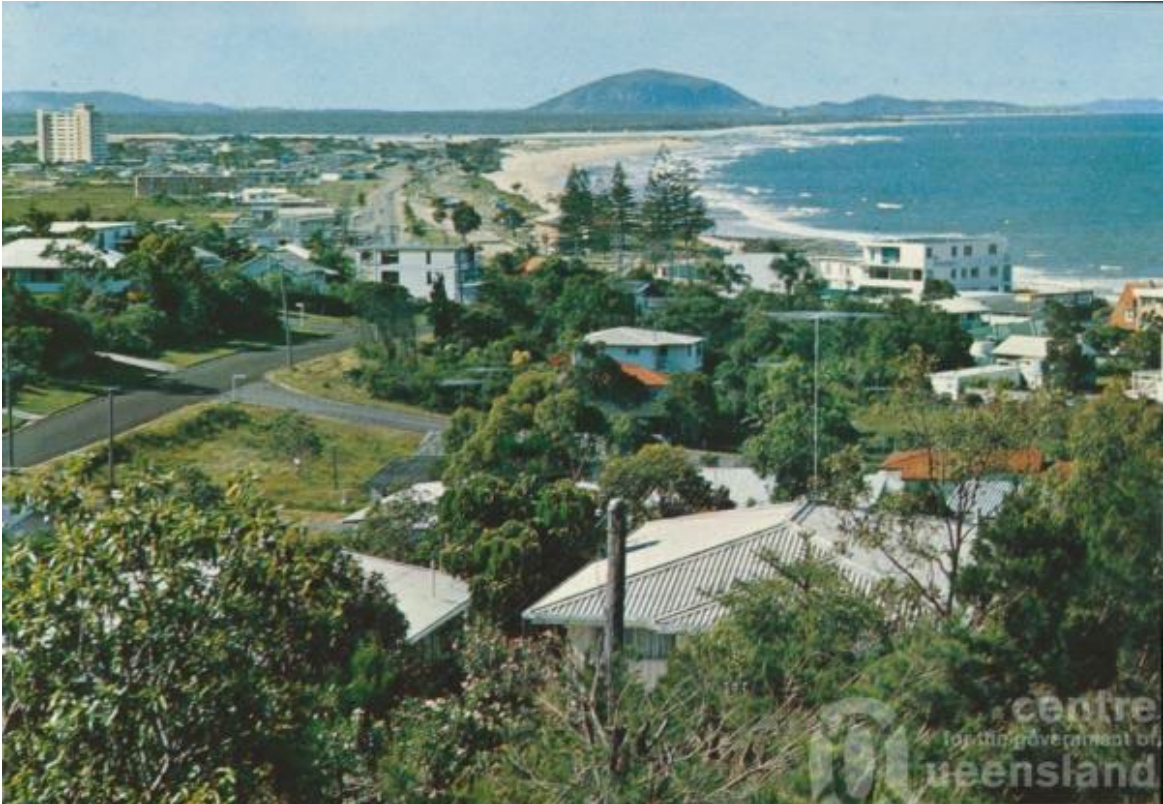


Figure 77: Alexandra Headlands, c1964 (Centre for the Government of Queensland).



Figure 78: Headlands Hotel, corner Buderim Avenue and Alexandra Parade, Mooloolaba, c 1965 (Sunshine Coast Library).

HINTERLAND TOWNS

Conondale

The village of Conondale was named after the pastoral station of the same name which was taken up by Donald McKenzie in 1853. It was situated near the headwaters of the Mary River. McKenzie had been born near the River Conon in Scotland. Mackenzie bred cattle on the station but was unable to do so profitably and the mortgagee foreclosed.¹⁵⁷ Despite Mackenzie's inability to make a go of it, subsequent owners were able to do so. In 1906 new owners subdivided the 14000 acre property and sold it as small holding dairy and agricultural farms, ranging in size for 100 to 320 acres. The subdivision included a new butter factory, in which purchasers became shareholders.

The small village of Conondale arose as a result of farming families moving into the district. A state school was opened in 1912, and the butter factory converted as a public hall. The Conondale Timbers Sawmill was constructed in the early 1930s by M.R. Hornibrook Pty Ltd to supply hardwood for the bridge project, subsequently known as the Hornibrook Bridge, linking Redcliffe with Brisbane. The mill continues in operation.

The Conondale National Park was established nearby in 1931, and expanded in 1995. An annual rodeo, weekly markets, and a tourist walk through the Conondale Range National Park, brings visitors to the town.

¹⁵⁷ Stan Tutt, Sunshine Coast Heritage



Figure 79: Conondale Butter Factory, 1926 (Sunshine Coast Council Library).

Flaxton

The name Flaxton possibly originated from Flaxton in England. Dixon, a significant figure in the history of Buderim and the largest landowner in the district at the time, selected nearly 800 acres of land in Flaxton in c1880 and by 1892 was cultivating oranges and coffee there, as well as planting trees and shrubs selected from his Buderim property, Canambie Dixon, who married Elizabeth Fielding in 1873, erected 'Canambie' cottage in Buderim in the 1880s, which is now entered on the Queensland Heritage Register.

The Dixon's eventually moved to their property at Flaxton, after residing in Gympie for a number of years. Flaxton at the time was sparsely settled – by 1921, fourteen years after Dixon moved to the area, there were only 85 people. The Dixons established a dairy on the property, while most other farmers in the district grew oranges, bananas and pineapples.

The Dixon's initial accommodation was a rude slab hut. A more substantial home, Chermside, was constructed in c1908 from pit-sawn beech timber and was originally raised on high stumps, which were subsequently lowered. A kitchen was attached to the rear of the building. A journalist from the Brisbane Courier noted in 1926 that the house was a 'famous landmark' that was 'handsome and magnificently set' in the landscape (Brisbane Courier, 7 December 1926: 8). Elizabeth is reported to have been a keen gardener and the gardens surrounding the house were established by the time the house was built. A stand of bamboo was also planted nearby, supposedly to provide shelter for Dixon's bullocks. Elizabeth died in 1927 and Joseph in 1928. Both were buried on the property (see separate entry). The house remained in the Dixon family for the remainder of the twentieth century, and hosted local functions. Sunday School was also apparently conducted under the fig tree at the rear of the house. The house was converted to a bed and breakfast around 2005.



Figure 80: Joseph Dixon's residence 'Chermside' at Flaxton, c.1915 (Sunshine Coast Council Library).

Kenilworth

The Kenilworth district originally formed part of a large cattle run established in 1850 by Joseph Smith. The station was originally called 'Oobie Oobie' or a variation of; it was re-named 'Kenilworth' c1857 after the Sir Walter Scott novel of the same name.

The Queensland Government passed Land Acts from the 1860s that were intended to break up large pastoral runs and encourage closer settlement, particularly the establishment of farms. Selections were taken up in the district from the 1890s, focused on the area that became known as Gheerulla. The settlement was originally named for the creek on which it was located, Yahoo Creek. Local residents then referred to the community as Kenilworth, and by 1910 the name 'Gheerulla' was proposed, allegedly a contraction of two local Aboriginal words meaning 'dry creek'. Landowners engaged in mixed farming and grazed dairy cattle, producing cream for butter production.

By the turn of the twentieth century there was a sufficient number of settlers to prompt the establishment of a school and the formation of the Kenilworth Farmers' Association. The Association oversaw the creation of cemetery and recreation reserves, and a co-operative buying scheme for its members. The Farmers' Assembly Hall, the settlement's public hall, was opened in 1907 – an important community milestone. It was constructed from pit-sawn beech, weatherboard walls and Crow's Ash timber floor. The Association also opened a Co-operative store in Eumundi in the same year from which the produce of the district was sold.

Despite the progress of the community, there was not yet a town. Indeed, local postal services were still handled at Kenilworth Station. However, a new town was surveyed in 1921, over six kilometres from Gheerulla, and officially named 'Kenilworth'. For a time, the two settlements were referred to as Kenilworth and Kenilworth Lower (Gheerulla). Kenilworth grew rapidly in the 1920s and 30s and prospered as a town.



Figure 81: Mary River on Kenilworth Homestead Station, 1907 (Sunshine Coast Council Library).



Figure 82: Kraft Cheese Factory at Kenilworth, 1954 (Sunshine Coast Council Library).

Maleny

The Maleny district was first settled by Europeans in the 1870s. Settlers were attracted to the area because of the extensive stands of red cedar. Cedar logs were taken by bullock teams to the coast and then rafted down the Pumicestone Passage to a site on Bribie Island, from where they were loaded on to ships and exported to market. Early selectors included Isaac Burgess (of Landsborough) and Joseph McCarthy, both of who took up land in 1878-9. They were soon joined by other selectors, including the

Simpson Brothers and Francis Dunlop, the latter owning the land on which the present day town of Maleny is situated.

Several key settlements emerged by the 1880s: along Obi Obi Creek, later named Maleny; Wootha and Teutoberg. The first school in the district, the Blackall Range School, was established in Wootha in 1886 and the second school at Teutoberg in 1892. Teutoberg, selected predominantly by German settlers, was originally known as Maleny. Indeed, the 'Maleny Town Reserve' was originally surveyed there. However, the residents lobbied for the name to be changed to Teutoberg in the late 1880s and the name 'Maleny' was transferred to the settlement on Obi Obi Creek. The 'new' Maleny subsequently became the town for the district, undoubtedly because it was closer to Landsborough than either Wootha and Witta, a key strategic importance following the extension of the North Coast Railway to Landsborough in 1890. Teutoberg was renamed Witta in 1916 due to anti-German feeling in Queensland as a result of the Great War.

Timber remained an important industry in the Maleny district and several sawmills were erected to mill timber felled on the Blackall Range. However, the dairy industry became increasingly important from the 1890s. Joseph McCarthy pioneered the industry in the district, establishing a dairy farm and small butter factory on his property. Settlers then began to send their cream to a butter factory in South Brisbane. When this factory closed, the settlers decided to form their own co-operative company, named the Maleny Co-Operative Dairy Co. The Company's first butter factory was opened in 1903. A local journalist noted the importance of the factory to the district in 1923: 'From the day the company commenced operations Maleny dates her practical progress' (Nambour Chronicle and North Coast Advertiser, 28 December 1923: 6).

The significance of the factory is underscored by the development of the town. An English, Scottish and Australian (ES & A) Bank was opened in 1906 and the Maleny Hotel was erected in 1907. The first butter factory was replaced in 1911 with a new factory building located in Coral Street. A third factory was opened in 1940 adjacent to the second building. The factory closed in the 1960s, but the building still remains extant. The town has subsequently become popular for its collection of 'arts and craft' shops. The residential composition of the district has also changed substantially, comprising people who have moved from urban areas (principally Brisbane) seeking a rural, montane lifestyle.



Figure 83: Store on Maple Street, c.1908 (Sunshine Coast Council Library).

Mapleton

Settlement in the Mapleton area began in 1889 when two brothers, William and Thomas Smith, selected land to plant bananas. The Blackall Range, particularly in the vicinity of Mapleton, had been extensively logged, but settlers had not yet selected land because of the difficulty of the terrain, lack of roads and access to markets for farm produce. Bananas did not prove to be a profitable crop, so the brothers turned to strawberries and citrus. Other settlers joined the Smiths and in 1893 a postal service was established at Lutonvale Orchard. The name of the district was briefly Luton as a consequence, but it was changed to Mapleton in 1894. The farmers established a close relationship with nearby Dulong, forming the Mapleton and Dulong Farmers' and Fruitgrowers' Association in c1898.

The produce of the district was first taken to Woombye, and then later, Nambour. The first tracks from the settlement down the range were rudimentary, so much so that it was not until 1894 that the first wheeled vehicle could make the journey. A school was established in 1899, illustrating modest growth in the district, and a sawmill was opened in the town in 1909. Mapleton received a

major boost with the construction of a tramway linking it and Dulong with Nambour in 1915. Plans for the tramway were first mooted in the 1890s, especially following the opening of the Moreton Central Sugar Mill in Nambour in 1897. Indeed, the tramway to Mapleton began from the terminus of the mill's private tramway at Kureelpa. The tramway made the transport of produce to Nambour and thence the North Coast Railway more efficient than by road. The roads, and road transport, nonetheless improved and as a consequence the tramway was closed in 1944 and the tracks were removed in 1945.

The district became noted for other industries. Dairying and timber were important, and a State Forest was established near Mapleton in the 1920s. Mapleton also became popular as a resort for the convalescent and tourists. It was promoted as a sanatorium in the early twentieth century; sanatoriums were generally associated with convalescing patients and they were often located in mountains as people associated the mountain air with improved health. The district (and the Blackall Range more generally) also benefited from tourism more generally. Mapleton was the gateway to the so-called 'Queensland's Blue Mountains' and the district, and the Mapleton Falls in particular, has remained popular since the early twentieth century. The first hotel to take advantage of tourism in the district was the Ocean View Hotel, opened in 1910.



Figure 84: Mapleton Tramway cutting at beginning of climb up the range, c.1940 (Sunshine Coast Council Library).

Montville

Settlement first occurred in Montville in the late 1880s. The area had been extensively logged prior to this decade and the escarpment is still marked by timber 'shoots' (or 'chutes' / 'shutes'), such as 'Lander's' and 'Remington's', where logs were 'shot' down the mountain to be hauled away to sawmills in the Council area or in Brisbane. Land was selected as early as 1881, but the first settlers did not begin to arrive until the mid-1880s. Among the first settlers were the Smith brothers, Henry (Harry), Edward and Alfred. As with nearby Mapleton, the new arrivals quickly discovered that the land was suited to fruit orchards and oranges, lemons, mandarins, limes and strawberries, amongst other crops, were soon planted. A provisional school was established in 1896, indicating the settlement – originally called Razorback, but officially Montville – was slowly growing. Palmwoods, established in 1891, became the primary outlet for the produce of Montville farms. The current Palmwoods-Montville Road was opened in 1929.

The village began to develop in the early 1900s, but particularly the 1910s. A school of arts building was erected in 1903, now the Montville Hall. Henry Smith opened a store on his property on Western Avenue, which also included the postal receiving office. A new school was built in 1908 (within the current school grounds). Smith moved to a new store on the corner of Western Avenue and Main Street in 1912 and a Methodist church was built on Main Street in the same year. St Mary's Church followed in 1914, the Manjalda Guesthouse in 1915 and the Masonic Temple in 1920. Memorial gates commemorating the district's soldiers who fought in World War I were erected at the front of the School of Arts in 1921.

Like nearby Mapleton, Montville became popular as a resort for the convalescent and tourists. The Blackall Range was promoted as 'Queensland's Blue Mountains' and guest houses abounded, especially in Montville. Guesthouses in the village in addition to Manjalda included 'Elston', 'Mayfield', 'Belvedere', 'Awatea' and 'The Lachlan'. Indeed, it appears Montville had the highest number of guesthouses on the Blackall Range. The village remains popular with tourists seeking a mountain retreat and the design of many of the buildings constructed in the second half of the twentieth century

was inspired by a European 'Alps' aesthetic (consonant with mountain villages) . It also developed as an arts and craft destination, particularly with the establishment of the Montville Pottery in the mid-1960s.



Figure 85: Alfred Smith's shop and residence on the main road of Montville, c.1925 (Sunshine Coast Council Library).

Peachester

The area occupied by Peachester (an anagram of Peach Trees) was originally part of the Durundur sheep station owned by the Archer Brothers and taken up in 1841. Timber getters were attracted to the area from at least the early 1880s, probably supplying timber to James Campbell's sawmill at Campbellville, on nearby Coochin Creek (established 1881). The designation of 'Peach Tree' allegedly occurred when a timber getter from Toowoomba brought with him a peach; a tree grew from the discarded seed and over time more peach trees began to appear around the camp site.

The first settlers appear to have taken up land in the area from 1884 and a town was surveyed in 1889. A School of Arts was established in the same year to provide a library for reading and a public hall. The first school lessons for children from the area were conducted from the School of Arts building in 1892. A second wave of development occurred between 1898-1902, with the remaining land from the former Durundur station sold by the Queensland Government, thus encouraging further settlement. William Grigor, the son of William (Senior) and Mary Grigor who established the Cobb & Co coach stop 'Bankfoot House' in 1868, erected a sawmill in Peachester in 1899 on the bank of the Stanley River, at the location of the original timber getters' camp. St Andrews Anglican Church was built c1906.

The district continued to grow in the first half of the twentieth century. The first purpose-built school building was established in 1911, next to the School of Arts. A Methodist church was erected in 1922, also next to the School of Arts, forming a small educational and cultural precinct. Dairying became the principal industry, in addition to timber, with cream taken to either the Caboolture or Eumundi butter factories. Fruit and other crops were also grown on farms. Crohamhurst, adjacent to Peachester, became famous for the presence of the Crohamhurst Observatory, built for Inigo Jones in 1935 as a long-range weather forecasting facility.



Figure 86: Bullock teams at Grigor's Sawmill, Peachester, c.1905 (Sunshine Coast Council Library).

Witta

The Maleny district was first settled by Europeans in the 1870s. Settlers were attracted to the area because of the extensive stands of Red cedar. Cedar logs were taken by bullock teams to the coast and then rafted down the Pumicestone Passage to a site on Bribie Island, from where they were loaded on to ships and exported to market. Early selectors included Isaac Burgess (of Landsborough) and Joseph McCarthy, both of who took up land in 1878-9. They were soon joined by other selectors, including the Simpson Brothers and Francis Dunlop, the latter owning the land on which the present day town of Maleny is situated.

Several key settlements emerged by the 1880s: along Obi Obi Creek, later named Maleny; Wootha and Teutoburg. Teutoburg is believed to have been first settled by the Nothling family c1887, followed by other German families. Various authors theorise that the name reflects that the settlers came from the Teutoburg area in Germany. However, 'Teutoburg' only refers to a forest, not a town or 'area' and, at least in the case of the Nothlings, that family did not live anywhere near the forest. Instead, the naming of the new settlement is probably symbolic. The forest was the site of a battle in 9CE in which a confederation of Germanic tribes defeated a Roman army. The ridgeline on which the forest is located was for centuries called 'Osning', but it was renamed 'Teutoburg' in the 1870s, which roughly translates as 'people's castle'; Germany had only recently unified following the 1870-1 Franco-Prussian War and the defeat of the Romans provided a foundation story to support the creation of the German nation. Teutoburg (Witta) became known as 'Little Germany' in newspapers in the late nineteenth century and the settlers more than likely named the settlement Teutoburg to symbolically reflect the majority German population there.

A town reserve was surveyed there in 1888 and, interestingly, it was called 'Maleny', but the local residents lobbied for the name to be changed to Teutoburg. 'Maleny' was transferred to the settlement on Obi Obi Creek, which still bears the name today. Key developments in Teutoburg included the establishment of a school in 1892 and the erection of a Lutheran church in 1893. The congregation apparently split soon after and was only reconciled in 1902. The current church was erected in 1911. The area was noted for its crops, cheese and wine, as well as the timber industry. The Witta Sawmill,

owned by the Tesch family and established in the 1910s, was a major business in Witta, eventually expanding to Caloundra and Landsborough.

Teutoburg was renamed Witta in 1916 due to anti-German feeling in Queensland as a result of World War I, an approach reflected elsewhere in Australia at the time.



Figure 87: Looking from Witta towards Conondale c1931 (Queensland State Archives).

2.7 Maintaining order

Local government

As a result of the introduction in Queensland of the Local Government Act in 1878, the Caboolture Divisional Board was established on 11 November 1879. The Divisional Board administered an area from Kedron Brook in the south, North Pine, Redcliffe, Caboolture, Caloundra, Kilcoy, the Blackall Ranges, and the Maroochy headwaters. In 1888 the Redcliffe Divisional Board and the Pine Divisional Board were established from land excised from the Caboolture Board.

Land from both the Caboolture and Widgee Divisional Boards came under the control of the Maroochy Divisional Board from 1890. Maroochy became a Shire Council in 1902, and the former Landsborough Shire Council was created in 1912. In December 1987, Landsborough Shire was declared a City and the authority adopted the title of Caloundra City Council. Significant changes were made to the structure of local government authorities across the state in 2008. The changes, which were unpopular in a number of places, resulted in the councils of Caloundra, Maroochy and Noosa being amalgamated to form a single Sunshine Coast Regional Council. The forced amalgamation was fought by local communities in the Noosa area and the residents of the former Noosa Shire voted to de-amalgamate, a process undertaken by 2013.

Defending the country

Despite earlier accounts to the contrary, neither Battery Hill or Bulcock's Tower at Caloundra had anything to do with the Russian war scare of 1885. An emergency telegraph line was run to the coast

from Landsborough in 1885, part of a coastal telegraphic network already in place. Battery Hill Estate was first offered for sale in 1892.

Rifle clubs, and the ranges upon which they shot upon, were a convenient and cost-effective manner for governments to keep a small percentage of the population trained with weapons, and thus available for defence purposes. The principle was adopted by the Queensland Government in the latter part of the 19th century, and by the Commonwealth Government after 1901 and through to World War I. Rifle clubs were created at various localities in the Council area from the early 1900s through to the mid-20th century.¹⁵⁸

At the beginning of World War I rifle club membership in Queensland numbered just over 9500 and by 1919 it was nearly 13500. After World War I new rifle clubs were established with Commonwealth approval, by returning soldiers largely as a recreational activity. Club membership fell in the next decade to around 7000, but slowly increased through the 1930s.

Defending the country - Sunshine Coast at War

During the late 1930s the Australian government moved to expand its militia force (AMF) to 70000. AMF personnel could only serve within Australian territory which included at that time Papua and New Guinea. Recruiting became more pronounced in 1939 and even though Queensland had met its quota recruiting by the Australian Defence Council continued. New units were formed in Queensland, with Nambour becoming the base for a local coast company. Drill halls were built in Nambour and Yandina in 1939. For the first time a major infantry training camp for the 9/49th Battalion AMF took place at Dicky Beach, Caloundra in April-May 1939. Two field artillery brigades also camped on Battery Hill, Caloundra in September 1939 for live firing practice. War with Germany was declared in September 1939, and the 2nd Australian Imperial Force (AIF) was established to fight outside Australia. Both forces operated during World War II.

Major General Wynter, Northern Command presented a secret report on Queensland's defences to the Military Board in March 1940. His short-term recommendation was the continued enhancement of Fort Bribie, and in the long-term the emplacement of heavy guns at Caloundra to cover the North-west Channel. Construction of fortifications on Bribie Island had begun in 1939 and were part of the Fortress Brisbane network designed to protect Moreton Bay. Located on the northern end of the island, Fort Bribie had two 6-inch guns in concrete emplacements, mine control huts and a camp for personnel. A windmill at Bulcock Beach provided fresh water by pipe to Bribie Island. Construction of Fort Bribie continued into 1942. The militia camp at Caloundra took place again in April 1940, running for three months. Field artillery units were given priority. 11th Field Artillery were training at Caloundra in June 1940. The guns were fired from Battery Hill where the Observation Post was set up.¹⁵⁹

The entry of Japan into the war in December 1941 and the arrival of American forces in Brisbane weeks later, sharpened focus on the defence of mainland Australia. The rapid movement of the Japanese forces through the Netherlands East Indies south towards Australian territory increased the prospect of an enemy landing on Australian soil. The Australian government recalled its fighting forces from the Middle East, against the wishes of the British, to bolster the defence of the country.

Caloundra, in particular, played an important role in the defence of south-east Queensland. An underwater telephone line was constructed from the Bribie Island fortifications to Caloundra Telephone Exchange. That in turn was connected to the Coast Artillery Fire Command (CAFC) HQ which was established at the Caloundra State School. This HQ was responsible for directing fire at hostile naval forces attempting to force the north-west passage entry to the Brisbane River and the significant military, naval and air force facilities based in the capital city. The CAFC HQ remained at Caloundra

¹⁵⁸ Bill Casey, Home on the Range: Queensland Rifle Association 1861-2011

¹⁵⁹ Stan Tutt, Sunshine Coast Heritage

until August 1944 when it moved to Bribie Island. Personnel of the Australian Women's Army Service worked in the HQ and were barracked in houses along Burgess Street and other locations. When the Caloundra State School was requisitioned as military headquarters the children were given reduced school hours in the nearby Scout den. Shelters were dug and air raid drills became common. Civilian populations suffered blackouts from 1941, and food, clothes and petrol were rationed.

The Chermside-based 7th Infantry Brigade Group, an AMF brigade, was given initial responsibility for preparing defences north of Brisbane, including beach defences at Caloundra. It had three militia battalions, the 9th, 25th, & 61st rotating through all its assigned tasks, and while in the Council area its Head Quarters were in North Arm. The 9th Battalion were stationed in Caloundra from the end of 1941 to May 1942, the 25th was also at Caloundra in March 1942 and had moved to Eumundi by April. 9th Battalion sited 3-inch mortars to cover Kings, Shelly, Moffat and Dicky Beaches. Machine guns were emplaced on Kings Beach, and all beaches thought likely enemy landing places were strung with barbed wire. The 61st Battalion was stationed at Yandina, and the 15th Battalion at Beerburrum. The 7th Infantry Brigade moved to Townsville at the end of May 1942 and on to Milne Bay in Papua in July. Detachments of the NSW-raised 7th Australian Garrison Battalion, AMF also provided security at fixed defences at Bribie Island and vulnerable locations at Caloundra until 1943. The Garrison Battalion personnel were usually World War I veterans aged between 48 and 55 who had joined the militia but were too old for a normal militia unit.

The Volunteer Defence Corps (VDC), a nationwide home guard force had been established in July 1940. It was comprised of World War I veterans and others in protected occupations. About 600 civilian males joined the 6th (Queensland) Battalion on the North Coast. The 6th Battalion was broken into six companies at Yandina, Nambour-Eumundi, Palmwoods-Montville, Buderim-Maroochydore, Maleny-Caloundra, and a mounted company at Mt Kilcoy-Kureelpa. The VDC also operated Coast Observation Post Nos 8 and 9 at Point Cartwright and Point Arkwright respectively, thirty of their members on full time duty from December 1941 to August 1943. The VDC companies would expect to fight in isolation though they might join with militia or regular forces if necessary. Their role was to harass an enemy landing force and deny them access to any infrastructure. 6th Battalion was charged with collecting all civilian boats at Caloundra, Maroochy and Mooloolah Rivers and Coolum Beach and either destroy or redistribute them. They were also trained in demolitions, and all bridges, rail yards, railway tunnels, electrical sub-stations, oil depots, radar stations and the Moreton Sugar Mill were to be blown up ahead of advancing Japanese forces. The final task for the 6th Bn VDC was to defend or destroy the Landsborough -Maleny road and deny the enemy access through any passes over the Range, preventing any link from the coast to the Inland Defence Road. Associated Voluntary Aid Detachments consisting of female civilians were set up in Nambour to provide medical assistance to the armed forces. Local evacuation committees liaised with the VDC, militia and regular Army commands and drew up plans to evacuate civilians away from the coast if an enemy landing was effected.¹⁶⁰

From May 1942, as the military situation in New Guinea worsened and an attack on Australia appeared more likely, the militia units on the North Coast were reinforced by the 7th Australian Division which had been recently withdrawn from the Middle East. The 7th Division's role was to prevent an enemy force from advancing from the north and its forces were stationed around Kilcoy, Caboolture, Nambour, Maroochydore and Caloundra. The Division was expected to defeat an enemy coastal landing within its area, or if necessary to be prepared to link with other forces and operate north-east of Murgon.

The 21st Brigade of the 7th Division moved to Queensland in May 1942 and established its operational area, its southern boundary being a line roughly from Kilcoy, Landsborough to Caboolture. It commenced construction of fixed defences at Nambour, Yandina and Caloundra. A four-phase plan was immediately drawn up for the defence of the coast from Bribie Island to Coolum Beach. In phase

¹⁶⁰ NAA: AA1979/574, FOLDER 1.

one the coast from Mt Coolum to Bribie Island was to be defended, and at Yandina on the Bruce Highway. In phase two the Australian forces would withdraw to Nambour and Buderim, but remain in place at Caloundra, which had to be defended for as long as the Bribie Island Fortress held. In stage three the Mooloolah River crossing on the Bruce highway and the North Coast Railway crossing on the same river were to be held. Caloundra was to continue to be held. In the final stage the Australian forces would retreat to the highway at Landsborough-Glass House Mountains and Bald Knob, and deny the enemy access to the Landsborough Maleny Road.

To achieve this plan Australian Brigade Headquarters was established at Woombye, the 2/14th Battalion at Yandina, the 2/16th at Buderim and Maroochydore and later Eudlo, the 2/27th at Landsborough and Caloundra, the 2/6th Field Ambulance at Nambour, later at Landsborough and Palmwoods, and No 4 Company and the 131st General Transport Company of the Australian Army Service Corps were around Landsborough. The 2/31st Infantry Battalion was also at Beerburrum between May and July 1942. Water was supplied to many of the camps from the Kolara Park lagoon. Some of the Independent (Commando) companies were located near Kiel's Mountain, and others such as the 2/7th Independent Company were near Mount Ninderry. The 2/3rd and 2/8th Independent Companies camped at the Yandina showgrounds. The 2/6th Field Company was at Forest Glen. The 2/14th also worked at roadbuilding, creating an 8km military road (Brandenburg Rd), from Mooloolah to Bald Knob. This road was said to have been constructed to serve as an escape route from Caloundra to Bald Knob should that have proved necessary. 2/4th Field Regiment was located in Nambour and Kulangoor, making use of the Caloundra artillery range, and additional ones built at Kawana and Mount Coolum. As an example of the activities undertaken by the Brigade, the 2/14th Battalion conducted beach patrols from Coolum to Mudjimba and the 2/16th also in their area. The Battalions dug in weapons pits in the Nambour and Eumundi defensive areas, and conducted exercises, and also trained elements of militia battalions assigned to them.

Caloundra was declared a defence area early in 1942 and most residents were forced to leave. Those that remained lived through total blackouts at night during the early war years. All the holiday homes and guest houses remained vacant. A portion of Farlow's corner shop was turned into a machine-gun post, with a permanent guard stationed there. The Royal Australian Artillery 555 light Anti-Aircraft battery was also stationed at Dicky Beach. Besides the coastal defence HQ, other important installations were constructed at Caloundra. From September 1940 the Royal Australian Navy had operated a Port War Signal Station (PWSS) from 'Buena Vista', a house on Canberra Terrace, Caloundra. In 1942 the Navy built a new three storey reinforced concrete structure, RAN Station 1 Caloundra PWSS on Wickham Point. Personnel of the Women's Royal Australian Navy worked at the PWSS and lived in Memorial Lane. The RAN also had a hospital at Wickham Point. 'Buena Vista' became a Coast Artillery Fortress Observation Post. The US Navy and Royal Navy elements also occupied buildings in Caloundra.

Around July 1942, 1st Platoon 699th Signal Aircraft Warning Company, part of the US Army's 565th Signal Aircraft Warning Battalion, established a radar station at Caloundra. Three radar installations are believed to have been deployed, likely mobile SRC-270 units with each unit in four trucks. The unit HQ was in a house requisitioned from the Prentice family on the corner of Arthur and Maltman Streets. The 699th also operated a radar training school for US Army personnel. It deployed to New Guinea later in the war. It appears to have been replaced by the Royal Australian Air Force (RAAF) Radar Station 51, which commenced operation at Caloundra in February 1943. It was operated by RAAF and Women's Royal Australian Air Force (WRAAF) personnel, and linked to 8th Fighter Sector in Brisbane. It remained at Caloundra until January 1945.

When the Japanese were halted and turned back in New Guinea around July 1942, the latter part of Major General Wynter's plan to emplace heavy guns at Caloundra became obsolete. Militia units of the Victorian 4th Brigade AMF performed garrison duties in Caloundra and Maroochydore between August 1942 and February 1943, replacing the 7th Brigade. The 4th Brigade included the 29th/46th, 22nd, and 37th Battalions. The 29/46th were apparently camped on the southern side of Caloundra

Rd, near the intersection with the Bruce Highway. B Company 29/46th was in Landsborough in June 1942 for 10 weeks. The 22nd Battalion camped at Alexandra Headland.

Elements of the 3rd Division AIF replaced the 7th Division AIF and were based in the region from July 1942 to February 1943, before moving onto New Guinea. The 2/4th Armoured Regiment also trained at Caloundra or near the artillery range during 1943. It was part of the Manumbah-based 3rd Armoured Division, later the 4th Armoured Brigade. From late 1942 for a period of perhaps 12 months, much of what is now called the Sunshine Coast was used as a short term exercise area for Australian and American troops bound for New Guinea and places beyond. After 1943 the military uses dropped off rapidly and only Caloundra and Bribie Island saw a continued presence until the war's end. Elsewhere the Australian Women's Land Army had a camp on Buderim during 1943, where personnel were involved in picking beans, pineapples and coffee to aid the war effort.¹⁶¹

The 55th US Navy Construction Battalion ran a sawmill in the Yandina area from 1943. This Battalion arrived in March 1943 to construct US Naval facilities and its demand for timber was significant. It likely operated the sawmill until the end of 1944. The US forces also made use of Caloundra as a rest camp, and Strathallen Guest House was occupied by the US Red Cross. Initially it was used as a temporary hospital for Filipino soldiers and other refugees. American Red Cross nurses and a US Army doctor looked after the facility.



Figure 88: 'Buena Vista' observation post, Caloundra c1944 (Sunshine Coast Council Library).

¹⁶¹ Courier Mail, 5 June 1943



Figure 89: World War II RAN signal tower at Wickham Point, Caloundra, c1970 (Sunshine Coast Library).

Defending the country, commemorating significant events - War Memorials

Since the Boer War of 1899-1902, Australians have commemorated their war dead by building public memorials. Up until the Vietnam War the bodies of Australian service personnel who died overseas were rarely returned to Australia. Public memorials then became the only place that offered a tangible connection with those who had died in war. They are much valued places even a century or more after they were built. War memorials can take a variety of forms including plaques, war trophies, guns, honour boards, parks, gates, single trees, or avenues of trees, halls, obelisks, statues and cemeteries to name just a few. In some cases communities decided to construct public buildings or facilities as fitting reminders to those who died.

There are many war memorials on the Sunshine Coast, including those at Beerburrum, Beerwah, Buderim, Caloundra, Coolum, Eudlo, Eumundi, Glasshouse Mountains, Kawana, Kenilworth, Landsborough, Maleny, Mapleton, Maroochydore, Montville, Mooloolah, Mudjimba, Nambour, Palmwoods, Woombye, and Yandina. At Wickham Point a memorial plaque records the torpedoing of a hospital ship, 'Centaur', off Cape Moreton in 1943.



Figure 90: ANZAC Day service at Yandina War Memorial 1940s (Sunshine Coast Council Library)

Policing and maintaining law and order

Policing the community has been a function of government since the introduction of British law to the first Australian colony. The earliest police force to operate within the current Sunshine Coast were the Native Mounted Police detachments based at Sandgate near Brisbane and at Yabba Creek on the upper Mary River. Established by the NSW Government both were active during the 1850s, however their role was largely to protect the interests of Europeans rather than police their activities, and the indigenous population suffered as a result. The Queensland Government began policing the colony from its formation in 1859. By 1864 it had established a single police force to maintain order across the colony. The opening of the Mary River gold field at Gympie in 1868 saw the introduction of foot and mounted police into that region. A policeman was stationed in the Maroochie district from 1869 after the holding up of the Gympie-Brisbane mail coach early in January of that year. The constable patrolled the Yandina – Cobb’s Camp (Woombye) - Maroochie area for a time. For a time there was a station at Yandina though it closed as the town lost its prominence in the late 1890s.

Constables were usually sent into the fledgling towns at the request of their inhabitants and in most cases the town was of reasonable size. In addition to the prevention or detection of crime, police also administered a diverse range of interactions between the population and government, including acting as clerks of petty session, registrars of births deaths and marriages, inspectors of slaughter houses, inspectors of brands, and even crown land rangers, court bailiffs, and the issuing of licences.

Plans were made to establish a permanent station at Cobb’s Camp (Woombye) from at least 1870 though it was not until 1874 that land was purchased for a station and 115 acres set aside for a Police Paddock. The Woombye police station closed in 1897, the same year one opened in Nambour. Stations were built at Landsborough around 1889, Eumundi 1906, Caloundra 1911, Palmwoods 1913 Maroochydore 1914, Maleny 1917, Kenilworth 1940, Mooloolaba 1956, Buderim 1959 and Coolum in 1970s.

2.8 Creating social and cultural institutions

Organisations and societies, sport and recreation - Life saving

For local MLA Frank Nicklin, the volunteer ethos behind surf life saving 'was without doubt the greatest voluntary effort in the Commonwealth.' It was 1952 and he was opening the first club house of the North Caloundra Surf Life Saving Club (later the Dicky Beach Surf Life Saving Club). While life saving received some support from local and state government, everything else from funding equipment, mounting patrols, administration and building club houses, was done by volunteers. The first life saving club on the North Coast was formed in 1916, and by 1952 there were seven clubs, all members of the North Coast Branch Surf Life Saving Association. In the half century since then surf life saving on the Sunshine Coast has matured.

The beginning of surf life saving in Queensland owes much to another organisation, The Royal Life Saving Society (RLSS). The Queensland Branch of that organisation was formed in 1905, and it was that organisation which was approached by the Nambour Progress Association in 1915 to place a life-saving reel on the beach at Maroochydore. A number of Brisbane RLSS members arrived at Cotton Tree on Christmas Eve 1915 with a reel and the intention to train local residents in the life saving techniques.¹⁶² The beach at Cotton Tree could attract up to 2000 campers over Christmas or Easter. The Maroochydore Branch of the RLSS had two teams of men who had undergone some instruction on Maroochydore Beach by 2 January 1916, and some undertook the first rescue the same day. The RLSS certified all life saving training. By 1918 qualified members of the RLSS were patrolling the beaches at Maroochydore, Caloundra and Coolum over the Christmas holidays.

The former Maroochy Shire Council purchased a reel for Coolum Beach in 1919 in time for the Easter holidays, and Coast members of the RLSS provided demonstrations of its use. The reel was initially placed in the care of the Coolum Swimming Club, whose interest waned until around 1922 when the Coolum Life Saving Club became active. Buderim and Woombye residents who were frequent visitors to the beaches and new town of Mooloolaba, were behind the formation of the Mooloolah River Sports Club in 1919. With the assistance from the RLSS this became the Mooloolaba Life Saving Club in 1923. The Alexandra Headland Life Saving Club was formed in mid-1924 when the majority of the Woombye members left the Mooloolaba Club to set up their own organisation. Lifesavers travelled from Woombye each weekend to staff their station. Women's teams were formed at Alexandra Headland and Mooloolaba as early as 1929.

A Bli Bli Branch of the RLSS had been formed in 1916 and was known as the Bli Bli Life Saving Club. Other branches were formed at Nambour, Woombye and Yandina. The Maroochydore Branch of the RLSS which had lapsed was reborn as the Maroochy Life Saving Club in 1922 bolstered by members from Bli Bli. The Metropolitan Life Saving Club was initially an RLSS club established in Brisbane at the Ithaca Baths, and its members regularly drove to the coast to mount patrols at Kings Beach. A Clubhouse and casualty room were opened at Caloundra in 1934. It is now known as Metropolitan-Caloundra Surf Life Saving Club, or Mets.

Dicky Beach, like many other Sunshine Coast beaches had no regular lifesaving patrols prior to 1950. The Metropolitan Caloundra SLSC at Kings Beach extended its patrols to Dicky Beach during the Easter and Christmas-New Year holidays. Fundraising for the North Caloundra Surf Life Saving Club commenced in early 1947, and construction of the clubhouse by voluntary labour began in 1948.¹⁶³ It later became the Dicky Beach Surf Life Saving Club. The Ithaca Life Saving Club started in 1954 as an RLSS club for men. Traditionally RLSS were open to both sexes. Like the Metropolitan LSC its members trained at the Ithaca pool in Brisbane, and the two clubs travelled together between Brisbane and the

¹⁶² Daily Standard, 30 December 1915

¹⁶³ Nambour Chronicle, 11 June 1948

coast. The club patrolled Bulcock Beach and in 1982 became the Ithaca-Bulcock Beach Life Saving Club, and is known now as the Ithaca-Caloundra City Life Saving Club.

The formation of a branch of the Surf Life Saving Association of Australia (SLSAA) at Coolangatta in 1925 was a precursor to a major change in life saving on the Queensland coast. In the latter years of the 1920s the SLSAA and the RLSS competed for influence with Queensland life saving clubs. Finally in 1930 the two organisations agreed to affiliate, the SLSAA agreeing to adopt the RLSS still-water life saving methods and the RLSS adopting the SLSAA’s surf life saving methods. While this was generally a good move for life-saving, the SLSAA’s refusal to allow women to train in the surf was bitterly resented by the existing Sunshine Coast women’s teams, effectively relegating them to still-water rescues. This retrograde policy lasted almost half a century.



Figure 91: Alexandra Headland Surf Life Saving Club members, 1930s (Sunshine Coast Library).



Figure 92: Alexandra Headland Surf Life Saving Club Boat Crew in the surf, c1970 (Sunshine Coast Library).

2.9 Educating Queenslanders

As the towns and settlements of the Sunshine Coast developed through the 19th and 20th centuries it was largely the responsibility of the Department of Public Instruction (1875-1957) to develop schools and provide their students with an acceptable literacy standard. The Department was given a limited budget for education and found it difficult to supply an adequate number of teachers during the 19th century. Most qualified teachers were brought in from Britain however numbers were never sufficient. The pupil-teacher system (essentially a student raised to the level of being able to impart instructions to other students, with on-the-job training) was implemented, and until it was phased out in the 1930s was the main method of recruiting local primary school teachers. The standard of teachers could vary considerably, and this only changed after the first teacher training college was opened in 1914. The basis of the early Queensland education system was on developing what is now considered the traditional reading, writing and arithmetic skills.

Many of the schools set up across the Council area were initially Provisional Schools, where the minimum student attendance was less than 30. It was only after reaching that number that a school could be granted the status of State School. State Schools could attract better teachers and thus were usually of a higher standard. In 1909 the Department lowered its minimum requirement of 30 students to 12, reversing the majority provisional schools had held.

By the 1890s agriculture and domestic economy were being introduced in schools, and with major changes in 1905 'the value of subjects was increasingly assessed in terms of their everyday usefulness, and 'learning by doing' was stressed.' Emphasis on manual training and agriculture for boys increased, while girls were instructed in home management and sewing. This system remained in place in the Queensland education system well into the 1970s.¹⁶⁴

State-run educational facilities within the Council area usually followed close on the heels of settlement. Schools were opened in Buderim, Landsborough and Nambour in the 1870s; in Woombye, Beerwah, Palmwoods, and Yandina in the 1880s; and Peachester, Witta, Eumundi, Mooloolah, Montville, Eudlo, Maleny North, Caloundra and Mapleton in the 1890s. Kenilworth and Bli Bli were in the following decade and Glass House Mountains, Conondale, Maleny, Coolum in the 1910s; Maroochydore and Flaxton in the 1920s, and Mooloolaba in 1933. St Joseph's Primary School in Nambour was the first church school, built in 1925. Although secondary schooling was available from around 1912 there were not many schools built in Queensland for many decades. Secondary schools were slow to evolve on the Sunshine Coast. Nambour was first in 1953; Maroochydore 1964; Caloundra 1967; Coolum 1985; Maleny 1987; and Beerwah in 1992. In recent years the number of non-denominational and church schools has increased substantially on the Sunshine Coast.

The Sunshine Coast University College was founded at Sippy Downs, in 1994. The college achieved full university status in 1998.

¹⁶⁴ <http://education.qld.gov.au/library/edhistory/state/brief/>



Figure 93: Caloundra Primary School, 1945 (Sunshine Coast Library).



Figure 94: Grade 2 Mapleton State School pupils, 1920s (Sunshine Coast Library).

2.10 Providing health and welfare services

During the nineteenth century Hospital Committees were formed by local residents to finance the cost of local hospitals. Population and prosperity often determined the provision of this service. Hospitals at Brisbane (1825) and Gympie (1879) served all the region until the end of World War I.

Some communities in Queensland constructed memorial hospitals after the 1914-18 war. On the Sunshine Coast it was the residents of Maleny who funded a hospital as a memorial to local men who served during the war. Consideration of the project began in 1916, and the hospital opened in 1920, the first in the Council area. The Beerburrum District Hospital followed in 1922, but closed in 1931. The Hospitals Act of 1923 enabled greater funding of hospitals by the State government and the creation of regional hospital boards. The Brisbane and South Coast Hospital Board encompassed an area from

Nambour to Coolangatta. The Maroochy District Hospital was opened at Nambour in 1925. A private hospital operated at Caloundra in the late 1930s, After World War II a former Naval building was used as a private hospital there during the mid-1950s.

During the 19th century, lying-in hospitals, earlier versions of maternity hospitals, were established in only a few regional centres of Queensland. Brisbane was the closest. Private maternity hospitals or nursing homes, usually staffed or owned by a midwife, gave women an option from the traditional homebirth. They became more popular in the early years of the 20th century, but the rate of infant mortality was still increasing. The Queensland Government introduced the Maternity Act of 1922 establishing a program for maternity wards and infant welfare clinics across the state. A maternity ward was erected in Maleny (1923) and Nambour (1925) and the facility was updated in Nambour in 1960.¹⁶⁵

Ambulance services spread out to regional areas after the establishment of the City Ambulance Transport Brigade in Brisbane in 1893. Branches and sub-centres were formed outside the capital, prompting the name-change to Queensland Ambulance Transport Brigade in 1902. The Brigade was self-supporting with many volunteers and a small number of paid employees.

Nambour achieved an honorary ambulance service at the end of 1899, however it was only active until 1902. A stretcher was provided at Palmwoods railway station in 1914, and a new honorary ambulance service established. An attempt to affiliate it with the QATB in 1915 was unsuccessful, though the service continued. In 1922 the service came under the control of the QATB, and a residence and garage were acquired. A new centre was built in Nambour in 1927 and again in 1958.

An honorary QATB centre was organised in Buderim in 1917 however it had closed by 1919. An honorary centre commenced in Yandina in 1920. Ambulance kit or stretchers were also provided during the 1920s at various places, including Eumundi, North Arm, Buderim, Bli Bli and Obi Obi. In the 1930s honorary QATB centres were created during holidays seasons with the Life Saving Clubs at Coolum, Maroochy, Alexandra Headlands and Mooloolaba. A QATB sub-centre was finally opened in Maroochy in 1959, and a new building erected in 1961. Sub-centres were opened at Coolum in 1978 and Buderim in 1981.

An honorary ambulance centre was established in Caloundra in 1933, operating from a tent during the Easter and Christmas holidays. Land was acquired in 1938 and the Caloundra ambulance centre was opened in 1939. A sub-centre was opened at Kings Beach in 1953. A new centre was opened at Kings Beach in 1971, and extensions were made in 1978. A sub-centre was opened at Kawana in 1985. A new ambulance centre was built on the Caloundra hospital reserve and opened in 1991.

The need for an ambulance for the Range towns was recognised as early as 1904 and fund-raising enabled a litter and stretchers to be provided at Wootha, North Maleny and Teutoberg (Witta). An honorary QATB centre was established in Maleny in 1916, and land for a centre purchased in 1918. Landsborough had an honorary ambulance centre from 1915, becoming a sub-centre in 1923, and self-governing in 1927. Maleny became a sub-centre of Landsborough at that time. The Landsborough centre ran into difficulties and closed in 1932 as it was unable to afford paid staff. Stretchers were left at the Mooloolah and Beerwah railway stations to enable some semblance of aid to the injured.¹⁶⁶ Maleny became a self-governing centre in 1942.¹⁶⁷

The Ambulance Services Act of 1967 restructured the QATB, and additional changes were made in 1986 following a review. Major changes occurred in 1991 when the Queensland Ambulance Service was formed, amalgamating all independent centres under a single, funded, state-wide body.

¹⁶⁵ Thom Blake, Health buildings in Queensland: an historical overview

¹⁶⁶ Stan Tutt, Sunshine Coast Heritage

¹⁶⁷ Ernest Bradley, History of the Queensland Ambulance

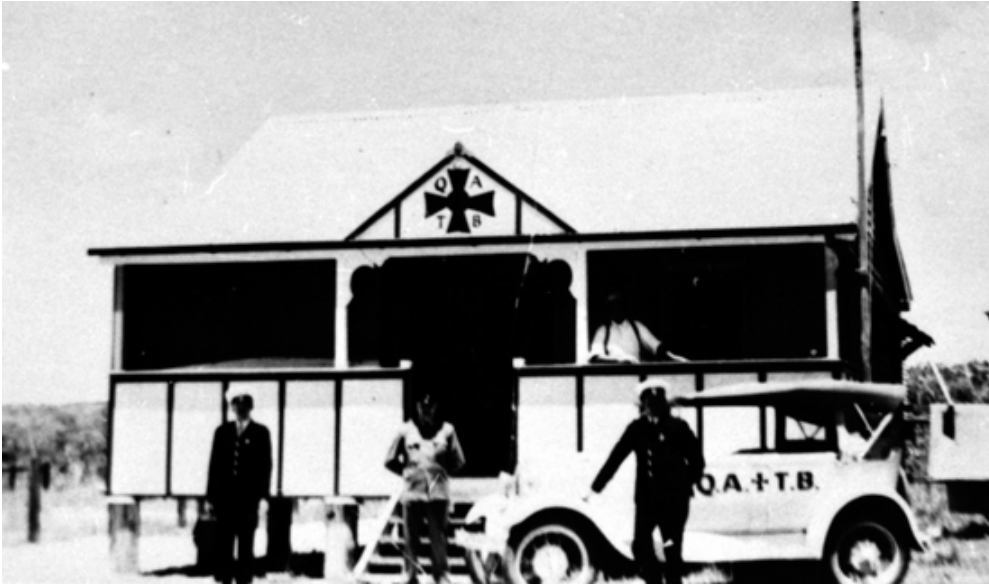


Figure 95: Maroochydore Sub-Centre of the QATB, c1937 (Sunshine Coast Library).



Figure 96: Section of the Nambour Hospital, c1958 (Centre for the Government of Queensland).

3 Bibliography

Berenis Alcorn and R. Dunn, Moreton sugar mill - sweet heart of Nambour, Nambour, the authors, 1997

Berenis Alcorn, Alexandra Headlands, a rising seaside resort: a historical study, Nambour, The Author, 1998.

Berenis Alcorn, A century of achievements: Bli Bli State School 1901-2001, Maroochydore, Bli Bli State School Parents and Citizens Committee, 2001

Berenis Alcorn, Burial grounds at Mooloolaba and Alexandra Headlands and Steve Irwin Way, 1860-1890: a historical study,

Berenis Alcorn, Charles Clark Park & adjoining commercial precinct: a time line survey 1823-2002, The Author, Nambour 2000?

Berenis Alcorn, A hospital in the making: Nambour General Hospital, Sunshine Coast District Health Service, Nambour, 2000.

Berenis Alcorn, Maroochy Towns: a study of factors contributing to the formation and growth of towns in a Queensland District, Thesis University of Queensland, 1994
<http://www.textqueensland.com.au/item/thesis/3d1d8b7fc33f50c11573ac1b93123359>

Berenis Alcorn, The cultural landscape engineers: humans and environment in the Maroochy District, 1850-1950, thesis, University of Queensland, St. Lucia, 2008

Berenis Alcorn, Nambour, Board Hall, Town Hall, Shire Hall & Memorial Clock, 1890-1986, The author, Nambour, 2009.

Berenis Alcorn, A historical survey of the foreshores of the Maroochy River from Picnic Point to Eudlo Creek, Nambour, 2010.

Berenis Alcorn, The harbringers of change: nature and humans: pre-European occupation in the Maroochy District ?-1850 Nambour, 2011

Nev Anning, A mug from the bush, Peachester Hall Committee, 2001

Australian War Memorial, AWM52 - Australian Military Forces, Army headquarters, formation and unit diaries, 1939-45

Australian War Memorial, AWM52 - 2nd Australian Imperial Force, Commonwealth Military Forces, unit war diaries, 1939-45

Alex Barr, In the shadow of the mountains, FE Barr, Caboolture, 1993.

Joanna Talberg Barrett, The history of Beerwah State School 1888-1988, Beerwah, Beerwah State School Centenary Sub-Committee, 1988

Thom Blake, Queensland Cultural Heritage Places Context Study, The Author, Ashgrove, 2005

Thom Blake, Health buildings in Queensland: an historical overview, Queensland Health, Brisbane, 1997

Audienne Blyth, Australia remembers : Yandina women remember, A. Blyth, Yandina, 1995

Audienne Blyth, Streets and roads of Yandina & District: their history & origins : including the localities of: Bridges, Cooloolabin, Kiamba, Kulangoor, Maroochy River, North Arm, Valdora and Yandina Creek, the Author, Yandina, 2003

Audienne Blyth, Cooloolabin timber 1898-1909, the author, 2005

Audienne Blyth, Yandina School of Arts 1916-2006, Yandina School of Arts, Yandina, 2006

Audienne Blyth and B. Want, Pictorial history of Nambour, Sunshine Coast, Nambour and District Historical Museum Association Inc, 2008

Audienne Blyth, Christina Low Park & South Maroochy Crossing, Yandina, A Blyth, Yandina, 2009

Audienne Blyth, Celebrating 150 years : James and Christina Low's story, A Blyth, Yandina, 2014.

Ernest Bradley, History of the Queensland Ambulance, Queensland Ambulance, Brisbane, nd

F.W. Butcher, Maroochy Shire handbook, Queensland Department of Primary Industries, 1976

Bill Casey, Home on the range: Queensland Rifle Association 1861-2011, Boolarong Press, Brisbane, 2011

Glenn Cooke, Changing views of the Glasshouse Mountains, Queensland Historical Atlas, <http://www.qhatlas.com.au/changing-views-glasshouse-mountains>

Winifred Davenport, Harbours & Marine Port & Harbour development in Queensland from 1824 to 1985, Dept H&M, Brisbane, 1986

Marion Diamond, From Bulldust to Beef Roads and Beyond – Main Roads – first 50 years, Main Roads, nd

Wendy Dixon and Dot Gauntlett, Landsborough Shire 1912-1987 : a brief history of the shire, its buildings, councillors and some of its employees, Landsborough & District Historical Society, Caloundra, 2012.

Wendy Dixon and Shannon Fox, Tobacco, success & failure, Landsborough & District Historical Society Inc., Beerwah, 2009.

Ron Donald, Moreton Bay, Queensland in World War II : the story of civilian and military life in coastal towns in the area between Caloundra and Cape Moreton during 1939-45, and particularly when the threat of Japanese invasion was at its height , the author, Bribie Island, 2005

Elaine Green, Earth dreams magic: a journey through the Blackall Range Region, Hinterland Business Centre Inc., Maleny, 2010.

Helen Gregory, Making Maroochy: a history of the land, the people and the shire, Brisbane, Boolarong with Maroochy Shire Council, 1991

PJ Gribble, What hath God wrought – a history of the Queensland Telegraph Service from 1861, Telecom Australia, Brisbane, 1981

John and Janice Groves and Anne Wensley, Caloundra during World War II: how World War II changed the town of Caloundra, the Author, Caloundra, 2009

Dave Hankinson, Reminiscences of Maleny, Maleny and District Centenary Committee, Nambour, 1978

Lesley Hawkins, Recollections of a century of education: Peachester and Crohamhurst State Schools, Centenary of Education in Peachester Committee, Peachester, 1992

E.G. Heap, In the Wake of the Raftsmen, Queensland Heritage, Vol 1, No 3, 1965, and Vol 1, No 4, 1966

Joan Hogarth, Buderim ginger: an export success story - a history of the ginger industry of Queensland, Yandina, Buderim Ginger, 2000

Joan Hogarth, Pioneer cottage: the house that Buderim saved, a history of one of the oldest houses on Buderim and of the Buderim Historical Society, Buderim, Buderim Historical Society Inc, 2006

Hector Holthouse, Illustrated history of the Sunshine Coast, Frenchs Forest, NSW, Reed, 1982

Russell Hopkins, The Beerburrum story, Kippa-Ring, R Hopkins, 1984

Murray Johnson, "'Promises and pineapples": post-First World War soldier settlement at Beerburrum, Queensland, 1916-1929', Australian Journal of Politics and History, Vol 51, 4, 2005, pp 496-512.

Thomas William (Bill) Johnston, Ascending the Blackall Range : a talk given at Maleny Library on 15th May 2007, Bill Johnston, 2007

W Ross Johnstone and Margaret Zerner, A guide to the history of Queensland, Library Board of Queensland, Brisbane, 1985

W Ross Johnston, The Long Blue line – a history of the Queensland Police, Boolarong Publications, Brisbane, 1992

Stephen Jones, A submerged history: Baroon Aborigines and White Invasion, S Jones, Maleny, 1990

Stephen Jones, Four Bunya seasons in Baroon 1842-1845, Cairncross Press, Maleny, 1997

Kenilworth State School: 75th anniversary 1924-1999, Kenilworth, KSS, 1999

Jan Kesby and Janet McPherson, Mooloolah State School centenary 1894-1994: recollections of Mooloolah, Kawana, Mooloolah State School Centenary Committee, 1993

Ray Kerkhove, Sunshine Coast Aboriginal culture before the white man, Foundation for Aboriginal and Islanders Research Action, Brisbane, 1986.

Ray Kerkhove, Aboriginal Nambour, Nambour, Interactive Community Planning, 2009

John Kerr, Triumph of Narrow Gauge – a history of Queensland Railways, Boolarong Publications, Brisbane, 1990

Mollie Krebs et al, The Palmwoods story, Palmwoods, 1972

Mollie Krebs, A history of Maroochydore, Mollie Krebs, Maroochydore, 1979.

Mollie Krebs and Harry Krebs, Palmwoods Centenary 1881-1981, Palmwoods Centenary Committee, Nambour, 1982.

Bill Kitson and Judith Mackay, Surveying Queensland 1839-1945, Queensland Museum, 2006

Hessie Lindsell, Eumundi story: a collection of stories on the history of Eumundi, Noosa, H. Lindsell, 1989

Hessie Lindsell, From remnant block to university campus , The Author, 1996

Hessie Lindsell, The Buderim community 1870-2000, Buderim War Memorial Community Association, 1999

Hessie Lindsell, Cultural heritage Sunshine Coast Queensland incorporating Caloundra, Maroochy, Noosa and Cooloola Shires, Hessie Lindsell, Nambour, 2006

Hessie Lindsell, Along the track: Cobb and Co. coaches on the Sunshine Coast, 1868 – 1890, Nambour, 2008

Robert Longhurst, Sunshine Coast: our heritage in focus, South Brisbane, State Library of Queensland Foundation, 1995

Robert Longhurst, Mooloolaba Surf Life Saving Club: our club, our story 1922-1997, Mooloolaba, Mooloolaba Surf Lifesaving Club, c1997

Main Roads Commission, History of the Queensland MRC during World War II, Govt printer, Brisbane, 1949

Maleny and District Centenary Committee, By Obi Obi waters: stories and photographs of early settlement in the Maleny district, Blackall Range, south eastern Queensland, Maleny, The Committee, 1978

Maleny State School, 'Neath Cedar Boughs: Education in Maleny 75 years", Nambour, 1988

Maleny P&C, Maleny schools' centenary celebration : 100 years of education, 1913-2013, Maleny, 2013

Maleny Visitor Information Centre Inc., From mud to magic: a history of Maleny, Maleny Visitor Information Centre Inc., Maleny, 2012

Maroochydore S.L.S.C, Home of the black swan: Maroochydore S.L.S.C 100 years 1916 to 2016, The Printing Office, Brisbane, 2015.

Michael Mangold, Eumundi market, Northbridge, Tandem Productions, 1991

Shirley and Trevor McIvor, Salute the Brave, USQ Press, Toowoomba, 1994

Gary McKay, Times of change: a history of Caloundra City, Caloundra, Caloundra City Council, 2007

Maroochy Shire Library Service, Maroochydhore to Mooloolaba: then and now, Nambour, Maroochy Shire Library Service, 1994

Sarah Morgan, The shop window: celebrating 10 years of the Sunshine Coast Show, the author, 2005

Helen Page and Jan Gresham, Beerwah-Peachester R.S.L. sub-branch 1946 - 2009 : a brief history, / Peachester Hall Committee, Caloundra, 2009.

Peachester Hall Centenary Committee, Peachester [sic] pioneers, Peachester Hall Centenary Committee, 1985 and 1998

Peachester State School, Memories of Peachester for the centenary of education in QLD 1875-1975, Peachester, 1993

Peachester History Committee, Peachester Cemetery history and register, Peachester Hall Committee, Peachester, 2004

Constance Campbell Petrie, Tom Petrie's Reminiscences of early Queensland, Lloyd O'Neil, Hawthorne, 1975

Deborah Ralston, Creating growth: challenges facing the Sunshine Coast, Melbourne, CEDA, 2001

C. Rees, Recollections of the early days in Maleny, Caloundra, the Shire of Landsborough Historical Society, 1984

Erica Riis, Growth of Caloundra, Caloundra, E. Riis, 1996, 1998

Gail Robinson, Memorably Moffat (video) , Earthbase Productions, Caloundra, nd

Ann Ross, Anzac Avenue memorial trees Beerburrum, Author, 2010

Peter Sharpe, Up rose an emu: the development of Noosa's Perigian Beach, Marcus Beach and Sunrise Beach, Southbank, Vic, Peter Sharpe, 2009

Shire of Landsborough Historical Society, From board to city: the changing face of government: tracing the evolution of local government from Caboolture Divisional Board to Caloundra City Council, The Society, Landsborough, 2004

Stan Tutt, ed, Pioneer days - stories and photographs of European settlement between the Pine and the Noosa Rivers, Caboolture, Caboolture Historical Society, 1974

Stan Tutt, Sunshine Coast Heritage, Maroochydhore, Discovery Press, a division of Sunshine Coast Tourism Promotions, 1995

Unknown, Back to Mapleton celebrations January 30th 1967: souvenir booklet, Nambour, Nambour Newspaper Co, 1967

Unknown, Glenview State School 1878-1978, Brisbane, Leader Newspapers, nd

Thomas Welsby, The collected works of Thomas Welsby, Jacaranda Press, Brisbane, 1967

Anne Wensley, An introduction to the history of Caloundra, Landsborough, Shire of Landsborough Historical Society Museum, 1977

Anne Wesley et al, Kawana's yesterday: an introduction to the history of Kawana Waters, Caloundra, John Frederick Groves, 2007

Lindsay Wareham, Mapleton - 100 years - A tribute to our pioneers, Mapleton, Lindsey Wareham, 1988

Frances Windolf and John Windolf, An island surrounded by land: the history of an earlier Coolum, Coolum Beach, Zusammen Books, 2004

John and Frances Windolf, A concise history of the Coolum district, J. & F. Windolf, Coolum Beach, 1986.

John and Frances Windolf, Guide to the Coolum District historical trail, Maroochy Shire Council, Coolum, 1990.

John Waldron and Helen Page, Management Plan, Bankfoot House, Glass House Mountains, Palmview, 2005

Yandina Centenary Committee, Yandina centenary 1871-1971, Yandina, s.n., 1971

Yandina 125 years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996

Australia @ War <http://www.ozatwar.com/>

<https://www.historypin.org/attach/uid49541/collections/view/id/5118/title/Caloundra%20in%20World%20War%20II>

<https://www.historypin.org/attach/uid49541/tours/view/id/3690/title/WALK%20World%20War%20II%20Caloundra>

<https://www.historypin.org/attach/uid49541/tours/view/id/3646/title/Memorably%20Moffat>

<https://www.historypin.org/attach/uid49541/tours/view/id/4935/title/Walk%20Caloundra%20-%20Bulcock%20Street%20circuit>

<https://www.historypin.org/attach/uid49541/tours/view/id/3618/title/WALK%20Buderim>

<https://www.historypin.org/attach/uid49541/collections/view/id/5381/title/Palmwoods>

<https://www.historypin.org/attach/uid49541/collections/view/id/5300/title/Bli%20Bli>

Department of Environment and Heritage Protection, 2012, Draft Thematic History North Coast Region [unpublished].

Dairy

Adams, R. J. L. Noosa Horizons : A History : Timber, Tradition, Tourism. Book, Whole vols. Broadwater, Qld.: Utreya Publications, 2004.

Agriculture, Queensland Council of. History of Queensland Dairying. Brisbane: Queensland Council of Agriculture, 1923.

Associates, Ann Wallin and. "H-Calou/0010 & 0011: Caloundra City Council Cultural Landscape Study - Volumes 1 & 2." 1995.

Barter, Leith F., and Pine Rivers . Council. Pioneering the Pine : A Short History of the Pine Rivers Shire. Book, Whole vols. Strathpine, Qld.: Pine Rivers Shire Council, 2005.

Blake, Thom. "H-Redcl/0001 & 0003: Redcliffe City Council Cultural Heritage Study." 2002.

———. "Queensland Cultural Heritage Context Study." Brisbane: Environmental Protection Agency, 2007.

Blake, Thom, and Margaret Cook. "Caboolture Shire Cultural Heritage Survey." 149: Caboolture Shire Council, 2003.

Camm, J C R. "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915." The Australian Geographer 9 (1971).

Committee, Kenilworth Centenary Celebrations. Kenilworth Centenary 1850 to 1950: A Brief History of the District and Early Settlement of the Upper Mary Valley Country. Kenilworth: The Committee, 1950.

Cottell, V. "Queensland Dairy Farming, 1885 - 1985: Technological Impact and Social Change." Master of Science, Griffith University, 1987.

Council, Noosa Shire. "H-Noosa/0531: Historical Cultural Heritage of Noosa Shire- Report. A Historical Overview & Associated Sites, Features and Precincts." 2002.

Edwards, Denise. Country and Coast : A History of the Development of the Noosa Shire. Book, Whole vols. Noosa Heads, Qld.: The Author, 2001.

Fisher, Rod, Chris Loch, and Judy Rechner. "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2." 1995.

Gregory, Helen. Making Maroochy: A History of the Land the People and the Shire. Book, Whole vols. Brisbane: Boolarong for the Maroochy Shire Council, 1991.

M'Mahon, Thomas J. "Pine Rivers District: Agriculture and Scenic Beauty." Brisbane Courier, 1 September 1928 1928, 11.

O'Callaghan, M.A. Dairying in Australasia : Farm and Factory. Sydney: Angus & Robertson, 1912.

Rees, Catherine E. Recollections of the Early Days in Maleny. Caloundra: Landsborough Historical Society, 1977.

Reynolds, A. Smith and B. "Pre-1951 Dairy Buildings of the Atherton Tableland: A Survey and Documentation of Some Extant Dairies and Cream Houses in Atherton and Eacham Shires." 143. Townsville: James Cook University, 1993.

Rice, EB. "One Hundred Years of Queensland Dairying." Queensland Agricultural Journal 85, no. 9 - 11 (1959): 561 - 66, 639 - 44, 713 - 23, 77 - 8.

Smith, Lawrence S. Tracks and Times: A History of the Pine Rivers District. Book, Whole vols. Strathpine: Pine Rivers Shire Council, 1988.

Stewart, N. C. The History of the Pine Rivers Shire. Book, Whole vols: Brisbane, 1970.

Tucker, V.C. Technological Change in the Dairy Industry. Brisbane: Queensland Dept. of Primary Industries, 1988.

Tutt, Stan, and Caboolture . Council. From Spear & Musket 1879-1979 : Caboolture Centenary. Book, Whole vols. Caboolture: Council of the Shire of Caboolture, 1979.

Fruit

Adams, R. J. L. Noosa Horizons : A History : Timber, Tradition, Tourism. Book, Whole vols. Broadwater, Qld.: Utreya Publications, 2004.

Gregory, Helen. Making Maroochy: A History of the Land the People and the Shire. Book, Whole vols. Brisbane: Boolarong for the Maroochy Shire Council, 1991.

Queensland Parliamentary Papers.

Timber

Barter, Leith. Pioneering the Pine: A Short History of the Pine Rivers Shire. Book, Whole vols. Strathpine: Pine Rivers Shire Council, 2005.

Blake, Thom. "Caloundra City Council Planning Scheme Review: Interim Report, Cultural Heritage Issues." Caloundra: Caloundra City Council, 2001.

———. "H-Caboo/0533: Caboolture Shire Cultural Heritage Study." 2003.

———. "Queensland Cultural Heritage Context Study." Brisbane: Environmental Protection Agency, 2007.

Branch, Cultural Heritage. "601280 Mill Point Settlement Site." 1-7. Brisbane: Environmental Protection Agency.

———. "601814 Jimna Fire Tower." 1-4. Brisbane: Environmental Protection Agency.

Brown, Elaine. "H-Coolo/0011 - 0013: Nineteenth Century Cooloola: A History of Human Contact and Environmental Change." 1995.

Council, Noosa Shire. "H-Noosa/0531: Historical Cultural Heritage of Noosa Shire- Report. A Historical Overview & Associated Sites, Features and Precincts." 2002.

Fisher, Rod, Chris Loch, and Judy Rechner. "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2." 1995.

Foreman, Edgar. The History and Adventures of a Queensland Pioneer. Book, Whole vols. Brisbane: Exchange Printing, 1928.

Frawley, Kevin. "Historical Survey of Australian Logging Technology and Forest Cutting Practices." Campbell, ACT: Heritage Commission, 1990.

Gregory, Helen. Making Maroochy: A History of the Land the People and the Shire. Book, Whole vols. Brisbane: Boolarong for the Maroochy Shire Council, 1991.

Hankinson, Dave. Reminiscences of Maleny. Nambour: Sunstrip Printers, 1978.

"H-Kilco/0001: Historical Notes of Kilcoy District."

Kerr, John. "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland." 356. Brisbane: Queensland Department of Environment, 1998.

Kowald, Margaret. "H-Gen/0079: Historical Overview of the South East Queensland Biogeographic Region with Particular Reference to Forested Areas." 1996.

Long, Erica. "A History of the Timber Industry in the Pine Rivers District." University of Queensland, 1998.

Maleny 1878 - 1978: By Obi Obi Waters. Edited by Stan; McCutcheon Tutt, Edna. Nambour: Maleny and District Centenary Committee, 1978.

Powell, Judith. "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997." 1998.

———. "Travel Routes, Forest Towns and Settlements." 309. Brisbane: Department of Natural Resources, Regional Forest Assessments, 1998.

Tutt, Stan, and Caboolture . Council. From Spear & Musket 1879-1979 : Caboolture Centenary. Book, Whole vols. Caboolture: Council of the Shire of Caboolture, 1979.

Tourism

Telegraph, 1 May 1914.

ABS. Queensland Year Book. Brisbane: Australian Bureau of Statistics, 1940 - 2001.

Adams, R. J. L. Noosa Horizons : A History : Timber, Tradition, Tourism. Book, Whole vols. Broadwater, Qld.: Utreya Publications, 2004.

Blake, Thom. "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses." Brisbane: National Estate Program 1995/6, 2001.

———. "H-Redcl/0001 & 0003: Redcliffe City Council Cultural Heritage Study." 2002.

———. "Queensland Cultural Heritage Places Context Study." Brisbane: Cultural Heritage Branch, 2005.

Brisbane and Bay Resorts. Brisbane: Queensland Government Tourist Bureau, 1933.

Brown, Elaine. Cooloola Coast Noosa to Fraser Island the Aboriginal and Settler Histories of a Unique Environment. St Lucia, QLD: University of Queensland, 2000.

Davidson, J and Spearritt, P. Holiday Business : Tourism in Australia since 1870. Carlton: The Miegunyah Press at Melbourne University Press, 2000.

Fisher, Rod, Chris Loch, and Judy Rechner. "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2." 1995.

Gregory, Helen. Making Maroochy: A History of the Land the People and the Shire. Book, Whole vols. Brisbane: Boolarong for the Maroochy Shire Council, 1991.

McKay, Gary. Times of Change: A History of Caloundra City. Caloundra: Caloundra City Council, 2007.

Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau. Brisbane: Queensland Government Intelligence and Tourist Bureau, 1927.

Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau. Brisbane: Queensland Government Intelligence and Tourist Bureau, 1917.

Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau. Brisbane: Queensland Government Intelligence and Tourist Bureau, c1930.

O'Keefe, Sean. "The Great North Coast Road: The Bruce Highway's Early Development and Features of Its Cultural Landscape." Independent Research Project, University of the Sunshine Coast, c2007.

Pullar, Margaret. "Historic Routes of Queensland." Brisbane: National Trust of Queensland, 1995.

Queensland Post Office Directory. Brisbane: Publisher varies, 1868-1949.

Richardson, John. A History of Australian Travel and Tourism. Melbourne: Hospitality Press, 1999.

It is noted that this publication contains historic images of persons now deceased

Jinibara Traditional Inputs For the Sunshine Coast Heritage Study For Sunshine Coast Regional Council



Australian Heritage Specialists Pty Ltd
 (on behalf of the Jinibara People Aboriginal Corporation)
 Contact details are:
 Linda Gall
 Director
 ABN: 51 605 153 419
 PO Box 5940 Manly, Qld, 4179
 Tel: (07) 3369 1955
 Email: linda@ahspecialists.com.au
 Copyright © 2017

The photograph featured on the front page of this report is of Gaiarbau (also known as Grandfather Willie McKenzie), an important past Elder of the Jinibara People, who was responsible for training some of the current Elders of the group.

Project Contacts				
Ben Gall Principal Consultant	AHS (Technical Adviser)	ben@ahspecialists.com.au	07-3369 1955	
Ken Murphy Elder and Spokesperson	Jinibara People (Aboriginal Party)	admin@jinibarapeople.org	07-3369 1955	
James Lillis Senior Strategic Planner	Sunshine Coast Regional Council (Proponent)	james.lillis@sunshinecoast.qld.gov.au	07-5420 8941	
Document Verification				
Project	Sunshine Coast Regional Council Heritage Study			
Project Number	15033J			
Document Title	Jinibara Traditional Inputs for the Sunshine Coast Heritage Study			
File Location	Projects/15033J/Reporting			
Client	Sunshine Coast Regional Council			
Version History				
Revision	Date	Nature of Revision	Prepared By	Authorised By
00	16/08/2017	Draft report for issue	AW	BG
01	26/09/2017	Report for issue	AW	KM (Elder)

Contents

1	Introduction	4
1.1	Background	4
1.2	The Jinibara People	4
1.3	Approach.....	5
1.4	Explanation of Terms	5
1.4.1	What is a Traditional Owner?	5
1.4.2	Native Title Determination and Aboriginal Party Status.....	5
1.5	Dates and Personnel	6
1.6	Intellectual Property	6
2	The Jinibara People and Our Neighbours	7
2.1	Background	7
2.2	Who are the Jinibara People?	8
3	Early Contact History	10
4	The “Survival” Years to Today	12
	Endnotes	15

1 Introduction

Australian Heritage Specialists Pty Ltd (AHS) in partnership with the Jinibara People Aboriginal Corporation (JPAC) have been commissioned by Sunshine Coast Regional Council (SCRC) to assist with cultural heritage matters for the Sunshine Coast Cultural Heritage Study (the study).

1.1 Background

The Sunshine Coast Council is preparing a cultural heritage study for the Sunshine Coast region. The study includes a review of reported and currently listed historic local heritage places, the preparation of a thematic history for the local government area and the production of a revised and updated local heritage register.

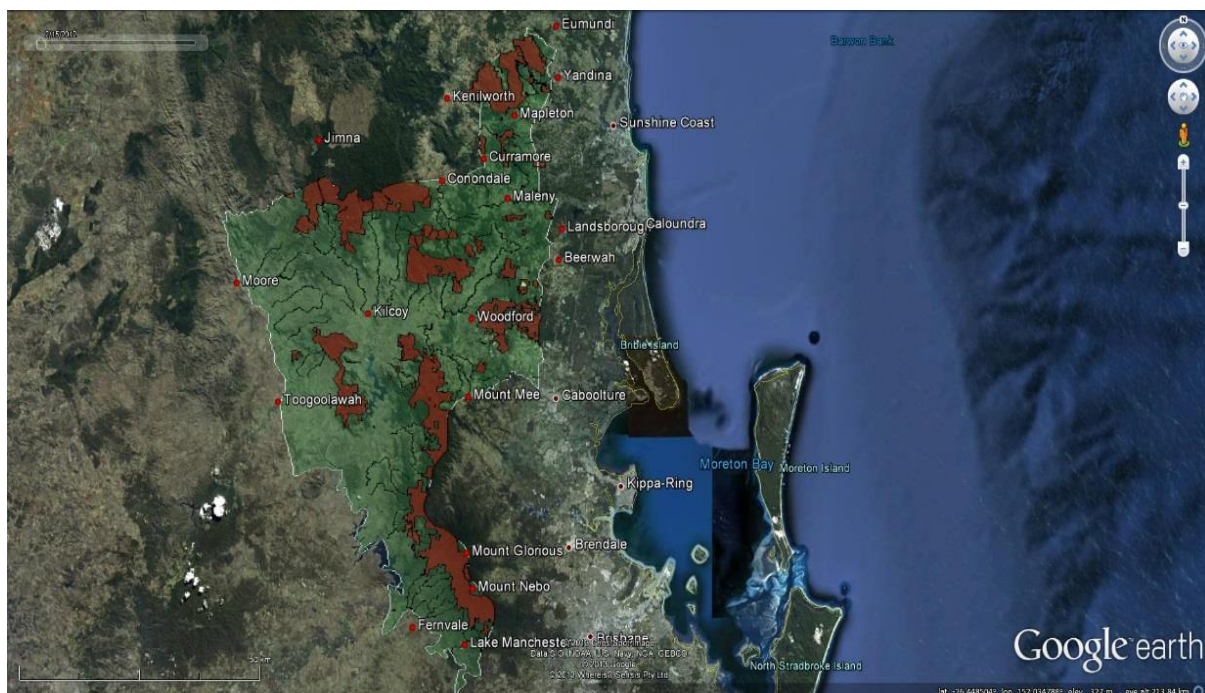
Council are keen to ensure that the Jinibara People have an opportunity to provide their input and guidance regarding the production of the thematic history and local heritage register. The focus of the consultation, like that of the study itself, is the historic, or 'post-contact', period.

Australian Heritage Specialists have been requested by JPAC to assist with the preparation of these outputs for Council for the study.

The project outputs will be made public on completion and will be used in a range of settings, including the assessment of development applications. This must be considered in the provision of information for this particular consultation.

1.2 The Jinibara People

The Jinibara People are the determined native title holders for an area that incorporates the western section of the Sunshine Coast Regional Council and Moreton Regional Council, as well as parts of Brisbane City Council and Somerset Regional Council (see Map 1).



Map 1: Map showing the determined native title area of the Jinibara People

In the Sunshine Coast Council area, the Jinibara People's traditional country essentially embraces the Blackall Ranges and the area west of Old Gympie Road, including many of the Glasshouse Mountains.

1.3 Approach

In direct collaboration with the Jinibara People, AHS will conduct the following activities:

- Inception Meeting: Attend an inception meeting (previously held on June 01, 2016), to outline proposed measures for the project to commence.
- Thematic History: Desktop review of the current DRAFT thematic history and preparation of suitable Jinibara content (based on the Queensland Thematic Framework used by the Department of Environment and Heritage Protection), with regards to post-contact historical context and the Sunshine Coast region.
- List of Places: Review the 'Draft Field Work List' Excel spreadsheet and additional sources and prepare a list of places that require reference, (jointly or exclusively) to the Jinibara People, based upon the inputs of the Jinibara People.

The project has been conducted on the basis of existing knowledge (i.e. on a 'desktop work' basis) and does not include detailed site inspections or research.

Places identified in the study were assessed according to the heritage criteria established in the *Queensland Heritage Act 1992*. All places considered for the updated local heritage register must conform to this assessment methodology.

1.4 Explanation of Terms

1.4.1 What is a Traditional Owner?

In simple terms, a traditional owner is a person belonging to a group of indigenous people who are: descendants of the people who owned a particular traditional country before non-indigenous settlement; and have specific rights, responsibilities and a common spiritual affiliation in accordance with Aboriginal tradition in this country. As Sutton comments, the concept of traditional ownership is a "term of 'first rank' rights and interests", and normally other Aboriginal people will deny they are traditional owners for an area if they lack primary connection based on identity.¹

The term "traditional owner" can be daunting to members of the wider community, as they may equate the term "owner" with legal ownership of land. To help the wider community understand the concept of traditional ownership, the easiest ways are to explain that it is about "right people for right country", and that so-called traditional owners are really custodians of traditional land. Personal ownership (as understood by the wider community) is not part of this custodianship; rather it is about some rights but mostly responsibilities through traditional culture and law.

1.4.2 Native Title Determination and Aboriginal Party Status

To become a determined native title holder, the families who comprise the Jinibara People had to comply with the *Native Title Act 1993*, Commonwealth legislation that requires a lengthy process by which a group "proves" their traditional connection. This process consists of: the authorisation by the group of an application for native title, which also involves authorisation of the individuals who collectively will be the application's applicant; assessment and registration of the application (but only if it meets all of the Act's criteria) by the National Native Title Tribunal; a period of mediation with second parties in accordance with directions made by a judge from the Federal Court of Australia;



preparation of a comprehensive connection report by independent anthropologists, who are also responsible for assessing any claims of traditional ownership by families not represented by the application; assessment of the connection report by other independent anthropologists; and finally either determination through negotiation with and acceptance by the State and the Federal Court, or through a trial in the Federal Court.

In the case of the Jinibara People, this process commenced in 1998 and finished in November 2012, when the State of Queensland entered into an agreement with, and the Federal Court found that the Jinibara People are, the determined native title holders for their traditional country.

In accordance with the requirements of the *Native Title Act 1993*, native title rights must be held by a prescribed body corporate that represents the native title holders. In the case of the Jinibara People, the prescribed body corporate is the Jinibara People Aboriginal Corporation, membership of which is in accordance with traditional law.

From the perspective of the protection and management of Aboriginal cultural heritage, in most parts of Sunshine Coast Council area the relevant legislation is the *State's Aboriginal Cultural Heritage Act 2003*. This act is clear in its direction: where the indigenous group holds native title, they are the only group with responsibilities and rights to manage their cultural heritage. The Board of the Jinibara People Aboriginal Corporation has appointed their Elder, Ken Murphy, to be the Jinibara People's spokesperson on cultural heritage.

1.5 Dates and Personnel

The following personnel were involved in the project.

- Ken Murphy (JPAC), Elder and spokesperson for cultural heritage;
- Members of the Board of JPAC (Noel Blair, Edna van Hemmen, Karin Vea Vea, Rebekah Ellis, Ken Murphy);
- Ann Wallin (Jinibara Administrative Assistant)
- Benjamin Gall (AHS Principal)

Fieldwork was completed in March 2017 by Ann Wallin and Ken Murphy. This report was completed in draft in April 2017, with the final report approved by the Board of JPAC in September 2017.

1.6 Intellectual Property

This report has been prepared through input from, and consultation with the Elders of the Jinibara People and the Board of JPAC, the prescribed body corporate for the determined Jinibara native title holders. Its contents remain the intellectual property of the Jinibara People.

The statement is the result of a collaborative relationship between the Jinibara People and Australian Heritage Specialists Pty Ltd (AHS), which is based on appropriate professional standards whereby Australian Heritage Specialists has been nominated by the Jinibara People, and work for, and to the instructions of the Jinibara People. AHS fully recognises the intellectual property rights of the Jinibara People to their traditional knowledge and this statement.

2 The Jinibara People and Our Neighbours

2.1 Background

In traditional times, Southeast Queensland was a patchwork of traditional countries, each with their own traditional owner group. However, these groups were and still are melded together by some cultural commonalities. The Jinibara People are one group within this wider regional cultural bloc in which combinations of cultural traits, social categories and customary laws are held in common across the wider demographic and geographic area of Southeast Queensland. These concepts of local traditional country versus inclusion in a wider regional cultural bloc require discussion as they explain why the Jinibara People, and indeed all traditional owner groups of Southeast Queensland speak of their local traditional country, but also respect and acknowledge their neighbours and the other traditional groups of the wider area.

In southeast Queensland, the similarities and differences that make up a larger cultural bloc versus local groups include the following:

Aboriginal people who lived traditionally in Southeast Queensland were all characterised by:

- Moieties² and totems³ that are inherited matrilineally (from the mother);
- Large linguistic blocs involving several thousand, not just a few hundred people;
- A bora or sacred ceremonial type of initiation system for both males and females held in earthen rings;
- Emphasis on site-bound increase rites;
- The prominent religious and social role of *gundir* or “medicine” men and women;
- Other men who had risen to high levels of cultural power through being part of the Bora Council;
- A belief in an “All-father” figure located in the heavens; and
- A belief that the ancestors continue to live in certain parts of the heavens.

Local groups were characterised by:

- Connection to traditional country through birth and patrilineal inheritance (from the father);
- Responsibilities to and knowledge about their traditional country;
- Local dialects that may be part of the wider language bloc of the area, but also contained local words and phrases that pertained to that individual group’s world;
- Local men who were highly respected by the local group who became head men making final decisions;
- Site or tract responsibility, e.g., lifetime responsibility to “look after” or monitor the well-being of fish in a particular creek, given to the individual by their head man.

The shared laws and customs of the regional bloc facilitated social interactions and cultural exchanges of various kinds by supporting inter-group trade, inter-group marriages, shared beliefs and ceremonies, and travel through other traditional countries. An excellent example of how these shared laws and customs of the regional bloc facilitated social interactions can be seen in the way people travelled through traditional countries. Southeast Queensland was the setting for numerous festivals and ceremonies attended by groups from throughout the area. People travelled in relatively large numbers along established pathways. Shared laws and customs of the regional bloc meant that each

of these travellers, regardless of where their traditional country was situated or what dialects they spoke, knew the protocols by which they could ask permission to pass through other people's traditional country.

To illustrate this point, here is a description of the protocols a Jinibara person followed when travelling through another tribal country:

- Before entering the other tribal country, they would give the Jinibara cry *Jinibara gari garunbai douwunu ngaringu*, which means "I am giving a call from my home".
- When camping at night, they would sleep about two kilometres away from any camping place used by the local group or in camping areas nominated as suitable for strangers and visitors.
- As soon as the traveller met members of the tribal country, they would talk with someone of their own totem, and ask to be taken across that country to the next boundary, or to the place within the country that they wished to visit.
- If they could not be accompanied because no one was available, then the traveller must stay on a designated pathway that goes to the next tribal country or to that specific place.
- Generally hunting was not allowed in another tribal country, and food for the journey had to be carried. Exceptions were made when an invitation to hunt was given by the local land-owning group. This exception was often the case for groups travelling along designated pathways and/or participating in various ceremonies.
- Groups of travellers had to be small, say no more than six to ten people, especially if the group was being accompanied through another traditional country by someone of the same totem. Generally families and larger groups were only allowed on pathways and for good reasons, such as travelling to a large ceremony.

It is important to understand that local groupings also included what anthropologists call "one-step matrification", a term effectively describing the limited set of rights in so-called matri-countries, i.e., the country of a person's spouse. A man's wife and her close kin were afforded use rights in her husband's country after the husband had lived for some time in his wife's country in the early years of marriage. This demonstrates the multiple layering of traditional society, and the responsibilities and rights individuals had on a number of levels.

In this context, however, it must be emphasised that no one Aboriginal group can speak for the area covered by the regional bloc, or indeed for traditional country outside of their own traditional country, even a matri-country. Only traditional owners can speak for their traditional country, i.e., that country to which they inherit their traditional rights and responsibilities. Even within the Aboriginal group, the matter of who speaks for that group will be the subject of internal cultural protocols.

2.2 Who are the Jinibara People?

Within this context, collectively the Jinibara People are considered by other tribal groups in Southeast Queensland as "mountain people", as our traditional country includes the D'Aguilar Ranges, much of Brisbane Forest Park, the Blackall Ranges, many of the Glasshouse Mountains, and the southern side of the Jimna Ranges. The coastal groups of the Sunshine Coast also called the Jinibara People "Jarbu", which means "the inlanders". The word "Jinibara" means "people of the lawyer vine" (*jinni* = lawyer vine; *bara* = people), thus referring to the mountainous nature of our country where the lawyer vine grows in riparian areas and rain forests.

During the early phase of non-indigenous settlement in Southeast Queensland, newspapers and local observers often called the Jinibara People the "bonyi-bonyi" people. This was because the bunya tree

(Araucaria bidwelli) was a dominant species growing in the hills and mountains, and many of the bunya festivals were held in Jinibara traditional country.

The Jinibara People consist of four sub-groups or clans, being the Dungidau centred on Kilcoy, Villeneuve and Mt Archer area, the Nalbo of the Blackall Range and much of the Glasshouse Mountains area, the Dala between Woodford and the Blackall Range, and the Garumngar of the rolling country between the Brisbane River and Mt Crosby and what today is the southern edge of Brisbane Forest Park. Today, the Jinibara families represent all four sub-groups, and work together cohesively through our prescribed body corporate, the Jinibara People Aboriginal Corporation.

3 Early Contact History

The introduction of the historical era into the traditional world of the Jinibara People started in the early 1840s when the first land selections by non-indigenous people occurred. In 1841, Kilcoy Station near present-day Kilcoy was taken up by the McKenzie brothers, Durundur near present-day Woodford by the Archer brothers, and the Balfours and Bigges brothers took up land around the upper Brisbane River near present-day Esk and Coominya (including land on the eastern side of the Brisbane River in Jinibara traditional country). Local clans whose traditional land was being usurped by these new land owners responded with force. For example, John Balfour provided a graphic description of the physical and psychological stresses caused by these attacks:

... I took possession on the 19th of August with my drays and stock of the run on the upper Brisbane River I continued to remain on friendly terms with the native blacks. But on the 27th one of my stations was attacked by a large body of blacks from about 3,500, who not only attempted my men's lives but succeeded before their eyes in carrying off a flock of 1100 ewes....⁴

Of course, it would be naïve to believe that the new settlers did not react with equal or more force, as illustrated, in February 1842, by the so-called Kilcoy massacre. James Davis, an escaped convict who had lived with Aboriginal people in the Wide Bay area, reported that about 60 members of the Giggabara clan of the Mt. Bauple area were killed when given mutton laced with arsenic. This horrible event occurred near a lagoon on Kilcoy Creek, not far from the main homestead on Kilcoy Station. The massacre has been discussed in various articles and books.⁵ What has never been explored is the Jinibara perspective about this incident.

As mentioned above, the Jinibara People were known as the bonyi-bonyi people to early non-indigenous settlers. While bunya scrubs also grew outside of Jinibara traditional country, e.g., in the Bunya Mountains north of Dalby, in the hills of the Mary Valley and around the headwaters of local creeks in the North Pine and Sunshine Coast areas, a substantial proportion of these scrubs were located in Jinibara country. Festivals or large group meetings were held on a triennial basis when bunya nuts were fruiting. Non-indigenous ethnographic observations were made of two bunya festival areas, namely at Baroon Pocket in the Blackall Ranges and in the Bunya Mountains, as both of these gatherings were attended or witnessed by non-indigenous people. What is not appreciated is that a third equally important bunya festival site was held in what is today called Villeneuve, at the base of Mt Archer.

Bunya trees fruit in December through to February. Every third year, the trees will produce an exceptional crop. Bunya festivals were timed to take advantage of this triennial event. December 1841 to February 1842 was such a year for the bunya scrub at Villeneuve, and the festival attracted many visitors from other tribes throughout Southeast Queensland. In common with the other large bunya festivals, people took part for some weeks, during which time important meetings of the Bora Council, family marriage arrangements and dispute resolutions occurred. Traditional games and sport tournaments were held. Evening corrobories provided entertainment. Various ceremonies took place. The festival was an important opportunity to bring specialist goods and trade with other people of the region. People camped in discrete places reserved for their particular group. They used the opportunity to catch up with relatives, totemic relations, and friends from other groups. When the festival wound down, some of the visitors chose to head towards the coast, to take part in the mullet fish runs of April through to July and their associated ceremonies. Other visitors started their trek homewards.

In February 1842, a Giggabara contingent were heading homewards to their traditional country north of the Gunalda Range around Mt. Bauple. They were following a pathway that took them along Kilcoy Creek, eventually past Mt. Kilcoy, over the Jimna Ranges, and then into the Mary Valley.

They stopped at a camping place where visitors had permission to camp, near a large lagoon. This is the spot at which the massacre occurred. It is conjecture, but a reasonable hypothesis from the non-indigenous perspective is that the appearance of a large number of traditional people relatively close to Kilcoy homestead would have been a disturbing event to the new non-indigenous landowners and their team of workers, given that there had been recent cases of people being speared and stock stolen, and a new group of Scottish workers were soon to arrive on Kilcoy Station. Mackenzie-Smith contends that “the deaths of up to 60 Aborigines by poisoning, a desperate attempt to disperse a threatening and immovable indigenous multitude, was the horrendous price exacted to ensure that this apprehensive but valuable addition to the Scottish labour force would remain at Kilcoy...”⁶ The value of these new workers for their non-indigenous landowner should not be underestimated. The *Brisbane Centenary Official Historical Souvenir* commented that “many difficulties had been meeting the settlers [near] the...town of Brisbane. The labour problem was one of the first, and this quickly began to call for some solution, unless the progress of industry in Moreton Bay was to be retarded or destroyed.”⁷

However, from the Jinibara perspective, this terrible event, combined with the settlement of swathes of our traditional country by non-indigenous settlers and numerous other occasions when local traditional owners were killed or driven away had a massive impact. The rapid discontinuation of the bunya festival of Villeneuve was only one outcome. Traditional owners of Southeast Queensland were most fortunate that the two festivals that entered the ethnographic record (in the Bunya Mountains near Dalby and at Baroon Pocket near Montville in the Blackall Ranges) were in areas not settled for some further decades, so people were able to continue their traditional custom of visiting these places for some time to come. In the case of Baroon Pocket, which is also in Jinibara traditional country, the festival continued on until the late 1890s.

At the bunya gathering at Baroon Pocket in December 1842-February 1843, representatives from many clan and tribal groups gathered to discuss the effects of non-indigenous settlement. Traditional laws of connection and traditional rights were being flouted by the new settlers (who of course had little or no awareness of them). Traditional people had been killed and wounded. Important headmen, such as the Dala warrior the Europeans called “Commandant” because of his position of leadership, had been killed. People found it difficult to live in parts of their traditional country because of new homesteads and out-stations. The outcome of discussions was the decision by the Bora Council to actively resist settlers’ activities, and to respond to their abuse of traditional laws.⁸

The resulting period of active resistance between traditional owners and settlers has now been dubbed the Black Wars of the 1840s and 1850s. For traditional owners, the heroes of this period are the warriors who led this response, such as Dundalli from the Dala clan of the Jinibara People, Mundrobin and Moggy of the Yuggera People, and Billy Barlow from the Kabi Kabi People. Although our warriors fought strongly and with strategic dexterity, causing considerable fear amongst the non-indigenous settlers, the overwhelming impact of superior firepower, the use of non-indigenous “justice” through hangings of leaders, e.g., Dundalli in 1855, unscrupulous acts such as poisoning and camp raiding, and finally the introduction of the native police to their base in Sandgate accumulatively resulted in massive dislocation, in some places decimation.

Added to these impacts was the appearance of a range of diseases such as smallpox, tuberculosis, influenza, and many others, introduced by non-indigenous settlers, to which the traditional owners of Southeast Queensland (and indeed throughout Australia) had little or no resistance. While the impact of disease was substantial, few, if any observations were made in the ethnographic material of the period directly about the Jinibara People.

4 The “Survival” Years to Today

Once relative peace had been achieved in the 1860s from the perspective of non-indigenous settlers, the Jinibara People had to cope with the outcomes of resistance. Our clan numbers had been decimated. Our surviving people were restricted in where they could live, often having to retreat into mountains fringing our traditional country which were still seen by non-indigenous settlers as having less economic value. Alternatively, people chose to stay on properties owned by settlers who allowed such occupation, usually because our people were a source of labour. Despite its earlier connection with the Kilcoy massacre, Kilcoy Station was one of these “safe properties”.

Durundur Station near Woodford was also considered by the Jinibara People as a “safe property”, its first owners, the Archer brothers, generally taking a benevolent attitude towards the local Dala clan group. When brothers John and David McConnel took over Durundur from the Archers in 1861, this situation continued. A. J. McConnel, John McConnel’s son, noted that “there was always a large number of Blacks about Durundur which they considered their home and these Blacks never gave trouble”.⁹

On 10 March 1877, 2500 acres of the old Durundur Station around Monkeybong Creek were gazetted as a “temporary reserve”, the Reverend Duncan McNab noting that this site was actually chosen by the Aboriginal people living there at the time.¹⁰ When McNab asked the group what the reserve should be called, they offered its traditional name of Binambi. McNab’s mission became a safer alternative for Jinibara People, and shortly after its commencement about 100 people were living there.

However, the Jinibara perspective must be emphasised at this point. Between the first non-indigenous settlement of the Durundur area, and the final closing of Durundur as a reserve in 1905, people’s reasons for remaining there were a combination of the level of benevolence they received and the importance of the area in traditional terms. What the Archers, McConnels and McNab did not realise is that Durundur’s homestead is located relatively close to Monkeybong Creek ceremonial grounds, and that in the proximity are important camping grounds, ceremony areas and other significant places. This area had always been a central place for the Dala clan group and was always known as Binambi. Today, Jinibara People still visit the Durundur area to practice traditional “business”. Effectively, the benevolence of successive landowners and reserve superintendents meant that the Jinibara People living at Durundur were able to continue their traditional practices without constraint – a situation of which the Archers, McConnels and McNab probably would not have approved.

Experiences were patchy across our traditional country, with individuals and small groups having different survival outcomes. During this period, our clan groups suffered depopulation, some people surviving in camps close to towns (often called fringe camps). Our traditional inter-group interactions such as bunya festivals and ceremonies were disrupted in many places. Ceremonies such as initiation still occurred, but these had to be more restrained in numbers attending, and held in places that did not attract non-indigenous attention. During the 1870s and 1880s, numbers of Aboriginal people in Southeast Queensland gradually reduced, the majority of the non-indigenous population believing that they were a “doomed race” that would soon die out.

The political response to this situation was to bring in the *Aboriginal Protection and Restrictions of the Sale of Opium Act 1897*. An aspect of this Act allowed for the formation of Aboriginal protectorates (Archibald Meston being the southern Protector) and the construction of so-called missions, which were effectively large government-run camps where Aboriginal people could be congregated. By this stage, individual members of the Jinibara People faced a range of new difficulties. In 1905, some were forced to be part of the movement of people to the new mission called Barambah (later Cherbourg) in the southern Burnett Valley. People were literally marched from around Durundur to Barambah, through the steep and heavily forested Jimna Ranges, an exercise that took nearly three months.

In some cases, children were removed from their parents and sent to the Deebing Creek mission south of Ipswich. Others were removed from the stations where they had been living traditionally and working. An example of the pain this caused can be seen in this excerpt:

Born in February 1892 I remember very clearly the family on Kilcoy Cattle Station which was owned by the Hon Louis Hope and managed by my father, "William Butler" from 1870 to 1908 when the property was resumed for closer settlement.... The family lived in their quarters about 400 yards from the homestead.... I can't pinpoint the exact year when Mr A. Meston removed them to a settlement much to their grief; the day they left their "home" stands out crystal clear in my memory and I would have been about five years old at that time.¹¹

Living "under the Act" meant that many of our families were divided between the missions – Barambah (later Cherbourg), Deebing Creek and Stradbroke. The ability to leave these places required permission from superintendents and leave tickets, a practice that remained in place until the mid-1960s. Some Jinibara People were able to get jobs on stations or worked on railway construction and maintenance in or near our traditional country, but these people had to carry exemptions at all times. Our lives were bound up in layers of bureaucracy, with government officials knowing our every move. The constant stream of paperwork about so many aspects of our lives remains as testament to the level of control and regimentation that was imposed. Every family has its own story.

The history of our families is not widely known. Historical and ethnographic documents were written only by non-indigenous people and were influenced by non-indigenous attitudes of the times. As Larissa Behrendt notes:

The constructions of 'Empire' and 'savage', of 'Christian' and 'heathen', of 'civilised' and 'barbaric' that appear ... created distinctions between European and Aboriginal Australians. They reinforced an 'us' and 'them' dichotomy and, by making this distinction, treated Aboriginal people as different – as 'other' – but also asserted that they were culturally and biologically inferior.... The 'savagery' of Aboriginal people ... helped to propagate the idea that Aboriginal people needed to be tamed. When this wasn't achieved through 'retaliatory' lethal violence or atrocities against Aboriginal women, it was done through the implementation of the policies of assimilation and dispossession or by controlling Aboriginal people within their segregated communities on reserves and missions. These stereotypes legitimised the existence of the government's regulations and policies. In turn, the law worked to legitimise and entrench those beliefs, whether by ignoring genocidal acts, the theft of Aboriginal land or [later] the regulation of Aboriginal life through the Aboriginal Protection Board.¹²

In this quotation, Behrendt eruditely describes the background that influenced observers of Aboriginal culture during the "survival years". A perfect example is found in observations about the Nalbo group of the Jinibara People who lived around the Glasshouse Mountains. While the actual history of what happened to the local Nalbo people of the Glasshouse Mountains after non-indigenous settlement barely appears in the ethnographic or historical literature of the period, one statement is found in Ellis's much later book¹³:

After European settlement around 1823, the local aboriginal people were rounded up and displaced. Most had disappeared by 1900. Dicky Nalbo¹⁴ was the last local aboriginal to be removed and transferred to Barambah (Cherbourg).

This emotionless summing up of what was a dreadful period of death, dissipation, dislocation, disease, social disruption and despair for the local Nalbo clan group is in keeping with Behrendt's comments above.

Even more telling is this comment about the Glasshouse Mountains by Archibald Meston, the Protector of Aboriginals in 1895:

Sheer to the lowest gulf each peak is hurled
The last sad wreck of a devoted world.

The wild savages who roamed the pathless forests and sang their peace songs and war songs beneath the shadows of those grey trachyte rocks, cores of the old volcanoes, have vanished forever, bequeathing to us, as their last legacy, only those immortal rock sculptures from the studio of mighty Nature.

In essence, Meston's perspective (possibly justification) is that the noble savages, the Aboriginal people of the Glasshouse Mountains had disappeared (almost it would seem by their own decision), but they have bequeathed the mountains to those who remain - the non-indigenous landholders and those who appreciate the natural beauty of these mountains.

Despite the huge impact of these government policies, the ancestors of the Jinibara People managed to maintain their connection to their claim area. This had to be done with the permission of the Protector and/or the Superintendent of the relevant mission. Individuals managed to gain work permits to live and work in their traditional country. Secretly, traditional knowledge and rites of passage, such as initiation, continued.

In addition, the elders and knowledge-holders of each family also stayed in touch with other elders and knowledge-holders of the Jinibara People, and, on a regional basis with other tribal groups of Southeast Queensland, maintaining intra- and inter-tribal links.

Throughout this period, Gaiarbau constantly visited members of his family and the other Jinibara families, moving from one household to the other, to maintain his traditional role as song-maker and storyteller of law and creation stories. Gaiarbau continued with his responsibility of teaching younger generations of Jinibara people about their traditional laws and customs virtually until his death.¹⁵

The "survival period" (as it is known to the Jinibara People) has many tremendously sad stories. But it is also a time when the Jinibara People not only survived but worked very hard to keep our traditional knowledge and connection. Despite the pervasive influence of the State in controlling so many aspects of the lives of Aboriginal people in Queensland, some degree of autonomy could be extracted from the oppressive conditions even at institutions such as Cherbourg. Apart from the avenue of seeking exemption from the *Aboriginal Protection and Restrictions of the Sale of Opium Act*, Jinibara People sought to gain some control over their own and their families' lives through living and working outside the mission.

Some of the Jinibara families went to considerable lengths to maintain their families in small townships in and around the edge of Jinibara traditional country, including Linville, Moore, Gympie, Cooroy, Nambour and Harlin. A central focus was on living and working in their kin groupings, and especially with the elderly people who constituted the authoritative core of peoples' social world. It is this focus on the elders that points towards the enduring connections to country which are so highly valued by the Jinibara People. This connection with traditional country and with the elders who could teach younger members of the group their traditional culture, rights and responsibilities also gave the Jinibara People the ability to retain their traditional knowledge through continuing ceremony, passing on of knowledge, observation of important aspects of traditional law and custom, maintaining beliefs, and teaching basics such as hunting, fishing, camping, and making traditional artefacts.¹⁶

The fact that the Jinibara People have achieved native title determination demonstrates that our traditional knowledge is intact and connection to our country is unbroken.

Endnotes

¹ For a fulsome discussion about the layers of meaning of the concept of traditional ownership, see Peter Sutton, *Kinds of Rights in Country: Recognising Customary Rights as Incidents of Native Title* (National Native Title Tribunal, 2001).

² Moieties are systems of social and ritual groupings in which people are divided into four classes or sections.

³ The term “totem” has been applied by non-indigenous people, using a Native American term that is foreign to Aboriginal Australians. However, it is used in this report as it holds meaning for many non-indigenous readers. In the Jinibara tribal area (and indeed all tribal areas in Southeast Queensland), each person traditionally inherited from their mother their association with an animal, a different and additional concept to the inherited four-part “class” or moiety system. In Jinibara country, the totems are as follows:

Group 1: Native bee; possum; emu

Group 2: Kangaroo; brown snake; eagle

Group 3: Glider possum; kangaroo rat; mopoke

⁴ John Balfour, letter to Lt. Owen Gorman, commandant, Moreton Bay, *Brisbane River Valley, 1841-50: Pioneer Observations and Reminiscences* (Brisbane History Group, Sources No. 5, 1991).

⁵ For example, John Mackenzie-Smith, “The Kilcoy Poisonings: the official factor 1841-43” in Rod Fisher, ed., *Brisbane: The Aboriginal Presence 1824-1860* (Brisbane History Group, 1992); Gerry Langevad, “The Kilcoy Massacre: an ethnohistorical exercise”, unpublished honours thesis, School of Social Science, University of Queensland, 1980; John Mackenzie-Smith, “Moreton Bay Scots, 1841-95: a Black Isle contingent”, *Journal of the Royal Historical Society of Queensland*, XIV(August), 1998, pp. 493-514; John Mackenzie-Smith, “Kilcoy, The First Six Months – Sir Evan Mackenzie’s Albatross”, *Journal of the Royal Historical Society of Queensland*, XIII(2), 1989, pp. 429-443.

⁶ Mackenzie, “Moreton Bay Scots”, p. 498.

⁷ “First Settlement in Brisbane”, *The Brisbane Centenary Official Historical Souvenir* (Brisbane, Watson Ferguson & Co., 1924), p. 65.

⁸ Libby Connors, in her recent book *Warrior: A Legendary Leader’s Dramatic Life and Violent Death on the Colonial Frontier* (Crows Nest, Allen & Unwin, 2015) recognises the importance of traditional law in her assessment of this period. Please note the Jinibara concerns about Connors’ book, which have been published in: Ken Murphy and Ann Crook, “Reconciliation? – A Traditional Owner’s View about *Warrior* by Libby Connors”, *Queensland History Journal*, 23(1) 2015, pp. 56-65.

⁹ Quoted in *From Durundur to Woodford 1882-1982* (Brisbane, Klan Genealogical Supplies, 1982), p. 4; also Mark Cryle, “Duncan McNab’s Mission to the Queensland Aborigines 1875-1880”, unpublished BA Hons thesis, University of Queensland, p. 49.

¹⁰ Cryle, “Duncan McNab’s Mission”, p. 50.

¹¹ Letter from H. Butler on 27 June 1968 in response to inquiries from Native Affairs Department about Willie McKenzie, coinciding with his death in June 1968.

¹² L. Behrendt, *Finding Eliza: power and colonial storytelling* (Brisbane, University of Queensland Press, 2016), p. 75.

¹³ W. Ellis, *Silent Sentinels: a guide to the Glass House Mountains* (Glasshouse Mountains, Glasshouse Kinesiology, 2002), p. 14.

¹⁴ The Jinibara People acknowledge Dicky Nalbo as a Jinibara person.

¹⁵ Jinibara People Native Title Determination Application Further Amended Claimant Application (QUD6128/98), Attachment F, p. 4.

¹⁶ The history of the “survival” period is researched in detail in: Dr. Anthony Redmond, “Jinibara Anthropological Report: Part 2 The traditional laws and customs of contemporary Jinibara People”, and W. Qalotaki, “Anthropological Report: Part 1 The traditional laws and customs of Jinibara people at sovereignty”. Unpublished connection reports for the Jinibara People native title application (QUD6128/98).