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## SC6.10 Planning scheme policy for heritage and character areas overlay code

### SC6.10.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide advice about achieving outcomes in the **Heritage and character areas overlay code**; and
- (b) identify information that may be required to support a development application where affecting a *local heritage place* or *character area*.

Note—nothing in this planning scheme policy limits Council’s discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

Note—the **Heritage and character areas overlay code** and the **Planning scheme policy for heritage and character areas code** does not apply to:-

- (a) Aboriginal cultural heritage which is protected under the *Aboriginal Cultural Heritage Act 2003* and which is subject to a cultural heritage duty of care; and
- (b) *State heritage places* or other areas which are protected under the *Queensland Heritage Act 1992*.

### SC6.10.2 Application

This planning scheme policy applies to assessable development which requires assessment against the **Heritage and character areas overlay code**.

### SC6.10.3 Advice for outcomes relating to local heritage places and development on land in proximity to a local heritage place

The following is advice for achieving outcomes in the **Heritage and character areas overlay code** relating to *local heritage places* and development on *land in proximity to a local heritage place*:-

- (a) *local heritage places* have significant cultural significance and are important to the community as places that provide direct contact with evidence from the past;
- (b) *local heritage places* meet the criteria for cultural heritage significance based on the *Queensland Heritage Act 1992*;
- (c) the Queensland Heritage Register records and provides a statement of significance for *State heritage places* and other State protected areas;
- (d) **Appendix SC6.10A (Significance statements for local heritage places)** records and provides a statement of significance for *local heritage places*;
- (e) compliance with Performance Outcomes PO1 to PO8 of **Table 8.2.9.3.1 (Performance outcomes and acceptable outcomes for assessable development - on a local heritage place or on land in proximity to a local heritage place)** of the **Heritage and character areas overlay code** may be demonstrated in part or aided by the submission of a heritage impact assessment report and conservation management plan prepared by a competent person in accordance with **Section SC6.10.5 (Guidance for preparation of a heritage impact assessment report and conservation management plan)**;

Note—For the purposes of this planning scheme policy, a competent person is an appropriately qualified and experienced consultant with appropriate and proven technical expertise in cultural heritage matters and membership of, or fulfilling the criteria for membership of, ICOMOS Australia.

- (f) in preparing a heritage impact assessment report or conservation management plan, an applicant should take into account and respond to the relevant statement of significance for the *local heritage place*;
- (g) the physical location of each *local heritage place* is an aspect of its cultural significance and, in accordance with The Burra Charter, a *local heritage place* should remain in its historical, physical location; and
- (h) unless relocation is the sole practical means of ensuring survival of a *local heritage place*, removal or relocation of a *local heritage place* is contrary to the desired outcomes of the planning scheme.

## SC6.10.4 Advice for character area outcomes

The following is advice for achieving outcomes in the **Heritage and character areas overlay code** relating to *character areas*:-

- (a) 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;
- (b) *character areas* contain places that may not in themselves be of cultural heritage significance but which contribute to the significance of the *character area* as a group by reflecting the historic evolution of a locality;
- (c) **Appendix SC6.10B (Significance statements for *character areas*)** records and provides a statement of significance for *character areas*;
- (d) Compliance with Performance Outcomes PO1 to PO9 of **Table 8.2.9.3.2 (Performance outcomes and acceptable outcomes for assessable development within a *character area*)** of the **Heritage and character areas overlay code** may be demonstrated in part or aided by the submission of a heritage impact assessment report prepared by a competent person in accordance with **Section SC6.10.5 (Guidance for preparation of a heritage impact assessment report and conservation management plan)**;
- (e) in preparing a heritage impact assessment report an applicant should take into account and respond to the relevant statement of significance for the *character area*; and
- (f) the measures required for the protection of *character areas* may differ from those adopted for *local heritage places*, depending on the reasons for significance and should be determined as part of the development application and assessment process rather than through a conservation management plan.

## SC6.10.5 Guidance for preparation of a heritage impact assessment report and conservation management plan

### SC6.10.5.1 Heritage impact assessment report

- (1) A heritage impact assessment report is to be prepared in accordance with *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Heritage Significance, 2013* and associated guidelines.
- (2) A heritage impact assessment report is to include the following:-
  - (a) a description of the proposed development providing sufficient information to clearly distinguish the existing fabric, including photographs and plans of the existing place or area together with plans of the proposed development;
  - (b) a description of the history and context of the place or area demonstrating an understanding of the history and fabric of the place or area within the context of its class;
  - (c) an assessment of the impact of the proposed development on the heritage significance of the place or area including:-
    - (i) a description of how the development proposal will impact on the specific aspects of the significance of the place or area, as outlined in the statement of significance contained in this planning scheme policy;
    - (ii) how the fabric of the place or area would be impacted on and conserved; and
    - (iii) what works will be undertaken to adequately compensate for any loss of significant fabric or aspects of significance of the place or area;
  - (d) any other additional information that may assist in adequately assessing the significance of the place or area, including information drawn from a range of verifiable sources such as newspapers, government records, letters, books, photographs, maps or oral information which may help to establish the history of the place. Consideration of the historical context of the place or area shall be included to ascertain how its history contributes to an understanding of the place or area within broader historical events; and
  - (e) a conservation policy.



- (3) A heritage impact assessment report is to include the details of the author/s, including qualifications and the date of the report.

### **SC6.10.5.2 Conservation management plan**

- (1) A conservation management plan addresses the adverse impacts identified by a heritage impact assessment report and implements the conservation policy contained within a cultural heritage impact assessment report.
- (2) A conservation management plan is to be prepared in accordance with *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Heritage Significance, 2013* and associated guidelines.
- (3) A conservation management plan is to include the following:-
  - (a) a description of the *local heritage place*, its components, history and associations;
  - (b) a description of the defined heritage values and relative significance of each component of the place;
  - (c) an assessment of the condition of the place;
  - (d) a description of the conservation obligations and future needs, requirements, opportunities and constraints to protection of the place;
  - (e) specific management policies, specifying what needs to be done to maintain the significance of the place and respond to identified issues;
  - (f) an action plan identifying priorities, resources and timing; and
  - (g) an implementation plan and monitoring plan.
- (4) The conservation management plan is to include the details of the author/s, including qualifications and the date of the management plan.
- (5) A conservation management plan should be subject to ongoing review over time.

### **SC6.10.6 Guidelines for achieving heritage and character areas overlay code outcomes**

For the purposes of the performance outcomes and acceptable outcomes in the **Heritage and character areas overlay code**, the following are relevant guidelines:-

- (a) *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Heritage Significance, 2013* (Australian ICOMOS, 2013); and
- (b) the following Practice Notes to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Heritage Significance, 2013*:-
  - (i) *Practice Note: Understanding and assessing cultural significance* (Australian ICOMOS, 2013);
  - (ii) *Practice Note: Developing Policy* (Australian ICOMOS, 2013); and
  - (iii) *Practice Note: Preparing studies and reports – contractual and ethical issues* (Australian ICOMOS, 2013).

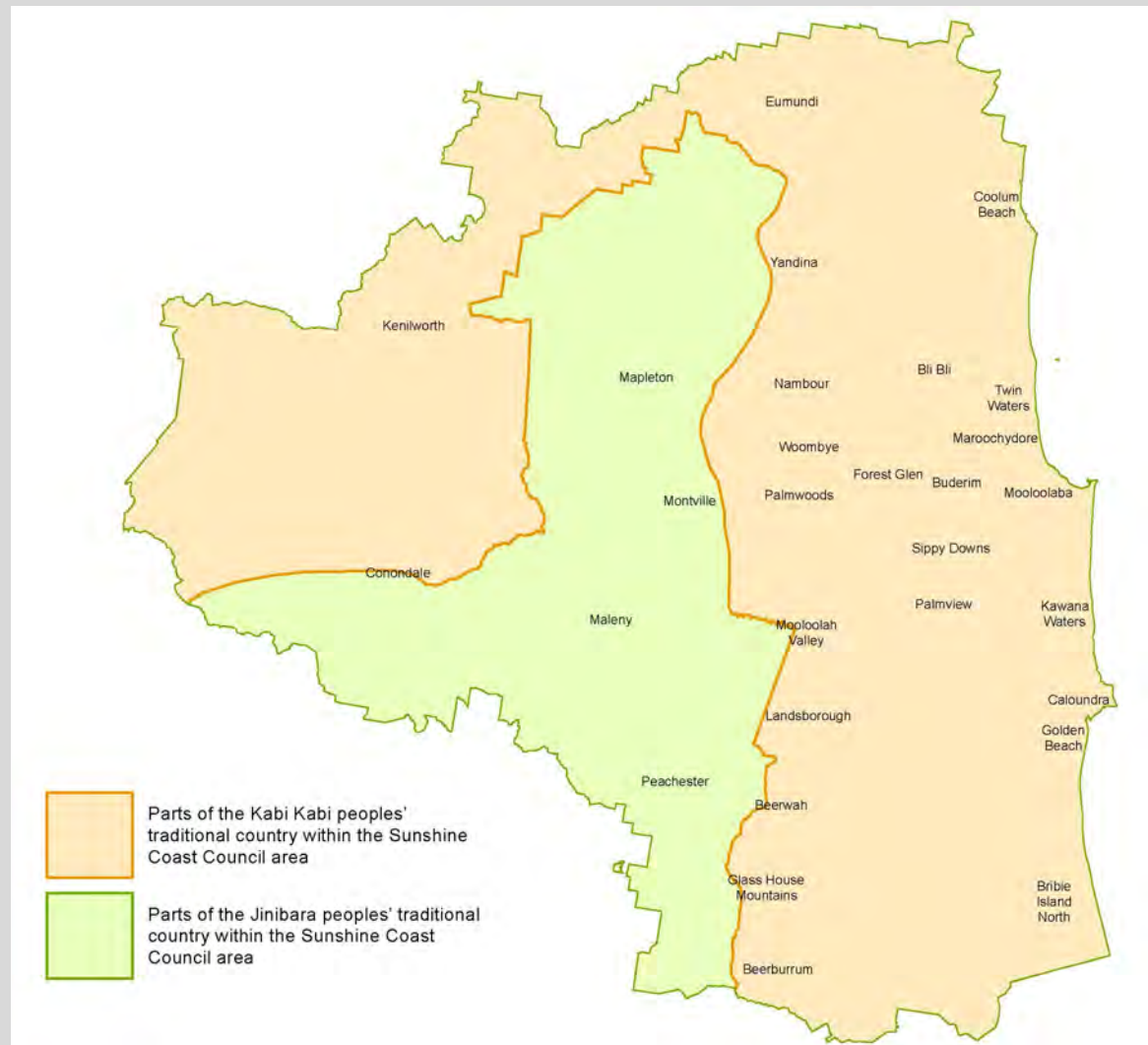
## Appendix SC6.10A Significance statements for local heritage places

For the purposes of interpreting the statements of significance below, the statement of general historic context, where provided for a locality, is deemed to form part of the statement of significance applying to each of the individual places identified within that locality.

A statement of significance has been provided for *State heritage places* within this part for information purposes only.

Editor's Note—Kabi Kabi and Jinibara peoples are the original inhabitants of the Sunshine Coast region. Their history in the region dates from ancient times right through to the present day, reflecting a profound connection to country.

The figure below depicts the parts of Kabi Kabi and Jinibara peoples' traditional lands that are within the Sunshine Coast Council area in a generalised sense.




The statements of significance contained within this planning scheme policy 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 First Nations people and Europeans.

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

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.

## ALEXANDRA HEADLAND

### Bellbird Shipwreck

<b>Local Place ID Number</b>	ALH1	
<b>Street Address</b>	Off Shore, Alexandra Headland	
<b>Title Details/GPS Coordinates</b>		(E: 510747 N: 7050331)
<b>Other Names</b>	N/A	
		
<b>Heritage Significance</b>		
<b>Criteria</b>	<b>Definition</b>	
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>	
<b>Statement</b>	The Bellbird Shipwreck has the potential to provide information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular information about coastal fishing vessels operating in the early 20th century.	
<b>Historical Context</b>		
Refer to Australian National Shipwreck Database ID#2226.		
<b>Description</b>		
Refer to Australian National Shipwreck Database ID#2226.		
<b>Other Statutory Listings</b>	Australian National Shipwreck Database	
<b>Non-Statutory Listings</b>	No non-statutory listings	
<b>Inspection Date</b>	Not inspected.	
<b>References</b>		
Australian National Shipwreck Database Citation.		

## 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. Up to 400 soldiers settled at Beerburrum.

Key buildings were erected in the new settlement, including shops and churches, in the early 1920s. 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, 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.

### Anzac Avenue Memorial Trees (State heritage place)

<b>Local Place ID Number</b>	BBM1	
<b>Street Address</b>	Anzac Avenue, Beerburrum	
<b>Title Details/GPS Coordinates</b>	Road Reserve	No GPS Coordinates
<b>Other Names</b>	Camphor Laurels and Weeping Figs Anzac Avenue.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	<p>The planting of memorial trees and the re-naming of the main street at Beerburrum as Anzac Avenue in 1920, in honour of the Beerburrum soldier settlers' fallen comrades, demonstrates the widespread social movement expressing Australian patriotism and grief that commenced in the year following the Anzac Day landing at Gallipoli. Communities across Queensland and Australia responded to the losses of World War I soldiers by creating memorials to the fallen.</p> <p>The Anzac Avenue Memorial Trees are remnant evidence of the Beerburrum Soldiers' Settlement, which was the first and largest of approximately two dozen soldier settlements established throughout Queensland. Operating from 1916 the Soldier Settlement Scheme in Queensland settled approximately 2,500 returned soldiers on the land, with at least 400 of them at Beerburrum. Although part of the Australia-wide initiative to assist returned World War I servicemen, in Queensland the Soldier Settlement Scheme was also part of the government's attempt to further closer settlement of Queensland's vast, unalienated areas of land.</p> <p>While many memorial avenues were planted by Queensland communities, the Anzac Avenue Memorial Trees are the only identified memorial created by returned servicemen of a soldier settlement scheme in honour of their fallen comrades. Its main street location highlights its importance to the soldier settler community.</p>
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	<p>The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p> <p>The Anzac Avenue Memorial Trees are part of the class of functional memorials created to remember the impact of World War I through plantings dedicated to the memory of the fallen. Like other memorials throughout Queensland, the Anzac Avenue Memorial Trees were sited in a prominent position - the main street of the Beerburrum Soldier Settlement - indicating their focal importance within the life of the local community.</p>
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	<p>The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.</p> <p>The Anzac Avenue Memorial Trees have a special association with the Beerburrum soldier settlers who proposed and created the memorial in honour of their fallen comrades. Commencing in 1916 at least 400 returned servicemen took up land around Beerburrum in the Beerburrum Soldier Settlement, the first and largest settlement in Queensland, and attempted to establish themselves as pineapple farmers with government support through training, land clearing, house building and loans.</p>
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#602678.	
<b>Description</b>	
Refer to Queensland Heritage Register ID#602678.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Beerburrum Bakery (former)

<b>Local Place ID Number</b>	BBM2	
<b>Street Address</b>	6 Anzac Avenue, Beerburrum	
<b>Title Details/GPS Coordinates</b>	105B5404	No GPS Coordinates
<b>Other Names</b>	The Old Beerburrum Bakery, former Beerburrum Bakery.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beerburrum Bakery (former) is important in demonstrating the evolution of the Sunshine Coast region's history. It is significant as evidence of the development of Beerburrum as a part of the Queensland Soldier Settlement Scheme after World War I. It also demonstrates the establishment of Beerburrum as a town in the Sunshine Coast region, illustrating the evolution of Beerburrum from a railway siding in 1890 to a town by the 1920s.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Beerburrum Bakery (former) demonstrates a rare aspect of the Sunshine Coast region's history, as the only remaining retail building in Beerburrum dating from the original soldier settlement.

**Historical Context**

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 were 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.

**Description**

The former Beerburrum Bakery (former) consists of a single storey rectangular timber framed structure with corrugated iron sheeted roof, gabled at the front and hipped at the rear. The building is clad with weatherboard and addresses the street. The entrance is covered by a corrugated iron clad awning with ornate cast iron lace brackets (possibly a later addition and not original) and supported by timber posts. Two large casement windows flank the centrally located, recessed entrance door. On the side elevations are a number of windows protected by simple window hoods consisting of corrugated iron sheeting and timber brackets. To the west of the building are a number of mature trees.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/03/2016

**References**

Queensland Heritage Register 'Anzac Avenue Memorial Trees', Place ID 602678.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Beerburrum Cemetery**

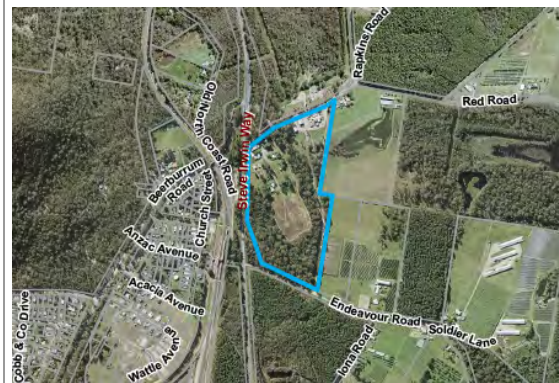
<b>Local Place ID Number</b>	BBM3	
<b>Street Address</b>	Beerburrum Road, Beerburrum	
<b>Title Details/GPS Coordinates</b>	204CG1244	No GPS Coordinates
<b>Other Names</b>	Beerburrum Cemetery R515.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beerburrum Cemetery is important in demonstrating the pattern and evolution of the Sunshine Coast Council area's history. Cemeteries were typically established following the development of settlements in the region, reflecting an established pattern. The cemetery also reflects the establishment of the town of Beerburrum as part of the soldier settlement scheme, and the creation of a town where originally there was merely a railway siding; both examples demonstrate the evolution of the region's history.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Beerburrum Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly as evidence of the soldier settlement scheme, and also an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the town from the 1920s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Beerburrum Cemetery has aesthetic significance as its location in a forest setting among native vegetation and the sparsity of headstones evokes a sense of isolation and hardship, reflecting the difficulties the soldier settlers experienced in applying the soldier settler scheme in Beerburrum.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Beerburrum Cemetery has a special association with the soldier settlers and their families and descendants, as evidence of the life of, and hardship faced by, the soldier settlers of Beerburrum.
Historical Context	
The cemetery was presumably gazetted following the establishment of the town in the 1920s and up to 38 people are buried there. 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 cemetery was officially closed in 1970. Its closure, and the fact that it is quite small, is evidence of the failure of the soldier settlement scheme in Beerburrum; however, conversely, its presence demonstrates the importance of the scheme and the establishment of Beerburrum as a town.	
Description	
The Beerburrum Cemetery is located on a 1.7 hectare reserve in the Glass House Mountains National Park. The marked burials are in a levelled, partially cleared fenced site at the foothill of a densely forested mountain. Access is via a recent metal gate reading 'BEERBURRUM CEMETERY'. The cemetery includes marked and unmarked graves, the reported numbers ranging from 14 to 38. Marked burials are surrounded by concrete, decorative brick and stone borders and headstones include stelae, desk mounted tablets and timber crosses. The cemetery also includes a memorial plaque for the former soldiers buried in unmarked graves. Interpretive signage provides some historic context.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/3/2016
References	
Queensland Heritage Register 'Anzac Avenue Memorial Trees', Place ID 602678. Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016. Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	

### Beerburrum Forestry Station Barracks

<b>Local Place ID Number</b>	BBM4	
<b>Street Address</b>	Red Road, Beerburrum	
<b>Title Details/GPS Coordinates</b>	611FTY1877 (Part)	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beerburrum Forestry Station Barracks is important in demonstrating the evolution of the Sunshine Coast Council area's history. The buildings are part of an industry that illustrates the Government policy to establish timber plantations to ensure a viable timber industry in Southeast Queensland in the first half of the twentieth century. On a more local level, the presence of the barracks, as part of the forestry industry in

	the Sunshine Coast, reflects the importance of the forestry industry in the region, as well as migration and employment following World War II. Further, the State Forest land is associated originally with the Beerburum Soldier Settlement Scheme from the 1920s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Beerburum Forestry Station Barracks is important in demonstrating the principal characteristics of forestry barracks in the Sunshine Coast Council area, a key building reflecting the presence and character of the State forest industry and its operations.

**Historical Context**

Timber getting was a major industry in the Sunshine Coast Council region, dating from as early as the 1840s. Throughout the nineteenth century, loggers simply exploited the available natural resources, primarily softwoods such as Hoop and Bunya pines and Beech and Cedar. The timber was generally milled and sent south to market. The industry grew dramatically from the late 1880s following the construction of the North Coast Railway, the establishment of settlements along the line and the associated growth in population.

By the late nineteenth century, the forests in the region (and elsewhere in Southeast Queensland) were largely depleted of resources. This concerned the State Government and in 1897 it passed legislation that enabled the creation of State Forests and then, in 1900, created a Forestry Branch in the Department of Public Lands. The aim of the Branch was the regeneration of native timber, as well as the introduction of native and exotic plantations to secure the timber supply. State forests were largely established in the 1920s. Substantial plantations were created in the Sunshine Coast region, especially around Beerwah and Beerburum, the site of the State's largest Soldier Settlement Scheme (the scheme was abandoned in 1929).

Experimental Stations were established to test exotic species for their adaptability to the region's soil and climate. In 1924, an experimental station was established at Beerwah to investigate exotic plantings and in 1931 the first exotic pine plantations were established in the region. 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. The Beerburum and Beerwah area became one of the main exotic planting areas in Queensland. Much of the plantation work was undertaken by workers under the Unemployment Relief System instituted during the Depression years (primarily 1930s). Large scale planting in this area continued into the second half of the twentieth century.

Forestry became a major source of employment for returned servicemen and European refugees after World War II. By 1949, 446 displaced people were employed in reforestation. In particular, men recruited from the Baltic countries to work in State forests were settled at Kenilworth and Beerburum. Workers were accommodated in timber barracks, situated in the forest station.

**Description**

The Beerburum Forestry Station Barracks is located on the southern side of Red Road on a partially cleared site. The buildings are located in the north and northwest. Significant buildings include the Igloo building, sheds, workshops and office. The former barracks have been demolished.

The Igloo building, a repurposed structure from the armed forces, consists of a rectangular structure with curved timber portal frames covered with corrugated iron and transparent sheeting.

The office joins onto the barracks and is of similar construction with a projection clerestory section on the side of the roof. The building fabric has been updated, but some original/early doors and windows are still extant. There are several additional buildings and ancillary structures on the site that are not significant for this listing.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.

**References**

Confidential documents provided by Sunshine Coast Council.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Beerburum School of Arts Hall**

<b>Local Place ID Number</b>	BBM5	
<b>Street Address</b>	7 Anzac Avenue, Beerburum	
<b>Title Details/GPS Coordinates</b>	206B5404, 207B5404	No GPS Coordinates
<b>Other Names</b>	School Of Arts Hall	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beerburrum School of Arts Hall is important in demonstrating the evolution of the Sunshine Coast region's history. It is significant as evidence of the development of Beerburrum as a part of the Queensland Soldier Settlement Scheme after World War I. It also demonstrates the establishment of Beerburrum as a town in the Sunshine Coast region, illustrating the evolution of Beerburrum from a railway siding in 1890 to a town by the 1920s.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Beerburrum School of Arts Hall demonstrates a rare aspect of the Sunshine Coast region's history, as the only remaining cultural facility in the town dating from the original soldier settlement.
Historical Context	
<p>The School of Arts Hall 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. School of Arts were important cultural facilities in Queensland towns. They generally consisted of a library, reading room and community hall and they served the intellectual and cultural needs of communities prior to the establishment of Council libraries in the second half of the twentieth century (many of which were established with the books originally collected by local School of Arts).</p> <p>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 School of Arts Hall was one of only two community and retail buildings from the original settlement that remain in the town – the other building is the former bakery.</p>	
Description	
<p>The Beerburrum School of Arts Hall occupies two lots and is set in a fenced, grassed area with some trees on the perimeter and landscaping at the front. The building consists of a single storey rectangular weatherboard clad timber framed structure on low concrete stumps, with corrugated iron sheeted gabled roof with ventilators. The roof sheeting and ventilators appear to be recent. Access at the front is via some timber steps onto a veranda with corrugated iron clad skillion roof, now partially enclosed. A concrete block ramp on the eastern elevation provides further access. A weatherboard and fibro sheeting clad extension with skillion roof is attached on the eastern elevation, spanning half the length of the building, followed by a recent open awning covering an entertainment area with concrete floor. There are several windows covered by decorative metal window hoods on both side elevation. Although they are not original they appear to be early. A single window is located at the front.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/03/2016
References	
<p>Queensland Heritage Register 'Anzac Avenue Memorial Trees', Place ID 602678.          Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.</p>	

### Flinders Monument, Beerburrum

<b>Local Place ID Number</b>	GHM2	
<b>Street Address</b>	Matthew Flinders Park, Steve Irwin Way, Glass House Mountains	
<b>Title Details/GPS Coordinates</b>	Road Reserve	x495590, y7020340
<b>Other Names</b>	Matthew Flinders Rest Area	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Flinders Monument is important in demonstrating the evolution of the Sunshine Coast Council area's history. Lieutenant (later Captain) Matthew Flinders was the first European explorer to make an inland journey from Glass House Bay (now Moreton Bay) to the Glass House Mountains.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Flinders Monument is significant for its association with the commemoration of the visit to the Glass House region by Matthew Flinders in 1799.



<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Flinders Monument has a special association with Matthew Flinders, a prominent European explorer in the early post-contact era.
<b>Historical Context</b>	
<p>The Flinders Monument was erected in honour of the explorer Matthew Flinders. Flinders is one of the most famous maritime explorers in Australian history, having circumnavigated the Australian continent in 1802, in addition to being the first explorer to determine Tasmania was an island and the first to call the continent 'Australia'.</p> <p>After circumnavigating Tasmania, then known as Van Diemen's Land, in 1798-9, Flinders was sent north of the penal colony of Port Jackson by the Governor of New South Wales, John Hunter, to explore the coastline and determine if there were any rivers. Flinders travelled as far as Hervey Bay before returning to Port Jackson and informing the Governor that there were no rivers (Flinders was obviously mistaken).</p> <p>Having left Sydney on 8 July 1799 in HM Sloop Norfolk, he reached Cape Moreton on 14 July. For two weeks he explored the bay and its environs. During the journey, Flinders and his crew made landfall near the Pumicestone Passage and Flinders (accompanied by two unnamed sailors and Bongaree, a Sydney Aborigine) hiked inland toward the Glass House Mountains (so-named by Lieutenant James Cook in 1770). He climbed Mount Beerburum to take in the view of the surrounding district and made camp near the base of the mountain after his descent. The camp was somewhere near the Flinders Monument, although its precise location is unknown.</p> <p>Flinders' camp at Tibrogargan Creek was the first white man's camp in South-East Queensland, and Flinders was the first explorer to make an inland journey from the coast.</p> <p>The Flinders Monument was erected by the Royal Historical Society of Queensland in 1963 and it was unveiled by the Speaker of the Queensland Parliament, D. E. Nicholson 164 years to the day that Flinders camped nearby. The monument, located in a rest area on the Bruce Highway, consisted of a large timber-framed gate set in pyramid-shaped stone bases. The gate was named 'Flinders Memorial' and included a panel with the words 'Lt Matthew Flinders RN camped near here 26/27 July 1799'.</p> <p>The gate was damaged by termites and a smaller timber feature (utilising the material from the original gate) was made and the stone bases for the original gate combined into a single cairn with a brass plaque attached. The sign now simply read 'Matthew Flinders Rest Area'. The truncated log frame was eventually removed (sometime after 2010) and the brass plaque was stolen in 2007. All that now remains is the stone cairn on which is affixed a replica plaque.</p>	
<b>Description</b>	
<p>The Flinders Monument is situated in Flinders Park in the Tibrogargan Reserve, approximately 450m north of the Tibrogargan Drive intersection with Steve Irwin Way. The park is set in a landscaped area surrounded by mature bush vegetation and provides a rest stop for the travelling public, including barbeque and picnic facilities and amenities. The site provides views of Mount Tibrogargan.</p> <p>The monument consists of a truncated pyramid shaped cairn featuring flagstones and is set on a concrete base. A plaque that was originally attached to the cairns is missing. An interpretive display consisting of a timber gate featuring substantial timber log uprights and a timber log lintel have been removed.</p>	
<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	11/03/2016
<b>References</b>	
<p>H. M. Cooper, 'Flinders, Matthew (1774–1814)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <a href="http://adb.anu.edu.au/biography/flinders-matthew-2050/text2541">http://adb.anu.edu.au/biography/flinders-matthew-2050/text2541</a>, published first in hardcopy 1966, accessed 12 June 2018.</p> <p>J. J. Auchmuty, 'Hunter, John (1737–1821)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <a href="http://adb.anu.edu.au/biography/hunter-john-2213/text2873">http://adb.anu.edu.au/biography/hunter-john-2213/text2873</a>, published first in hardcopy 1966, accessed 12 June 2018.</p> <p>Matthew Flinders Bicentenary, <a href="http://www.rag.org.au/wmhs/facts.htm">http://www.rag.org.au/wmhs/facts.htm</a>, accessed 12 June 2018.</p> <p>Monument Australia 2010, <a href="http://monumentaustralia.org.au/themes/landscape/exploration/display/98807-matthew-flinders/photo/1">http://monumentaustralia.org.au/themes/landscape/exploration/display/98807-matthew-flinders/photo/1</a>, accessed 8 May 2018</p> <p>Picture Sunshine Coast</p> <p>Queensland State Archives, <a href="http://www.archivessearch.qld.gov.au/Image/DigitalImageDetails.aspx?ImageId=3408">http://www.archivessearch.qld.gov.au/Image/DigitalImageDetails.aspx?ImageId=3408</a>, accessed 8 May 2018</p>	

## BEERWAH

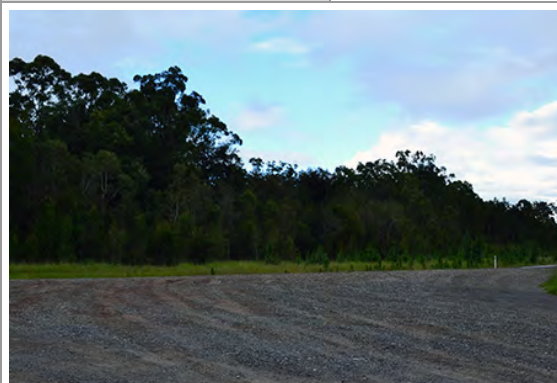
The original town site for Beerwah was located on the Gympie Road crossing of Coochin Creek. Gympie Road was established in the late 1860s to provide a road between Brisbane and Gympie, where the local gold fields attracted thousands of miners. The town of Beerwah rapidly expanded as settlers took up 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 Sunshine Coast region, 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 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). The Beerwah Hotel, built in 1937, was located on the opposite side of the railway, taking advantage of the traffic from the newly-constructed Bruce Highway.

### Beerburrum Scientific Area No 1

<b>Local Place ID Number</b>	BWH1	
<b>Street Address</b>	Beerburrum State Forest, Roys Road and Mawsons Road, Beerwah	
<b>Title Details/GPS Coordinates</b>	561NPW725 (part)	No GPS Coordinates
<b>Other Names</b>	N/A	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Beerburrum Scientific Area No 1 is important in demonstrating the evolution of the Sunshine Coast region's history. It illustrates the changing attitudes at a State level regarding timber plantations and the need to protect native vegetation where viable to do so. On a more local level, the fact that the first Scientific Area in Queensland is located in the Sunshine Coast reflects the importance of the forestry industry in the region. Further, the State Forest land is associated originally with the Beerburrum Soldier Settlement Scheme from the 1920s.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Beerburrum Scientific Area No 1 has potential to yield information that will contribute to an understanding of the Sunshine Coast region's history, in particular illustrating the native forests that were prevalent in the region prior to European arrival and progressively cleared following logging, settlement and establishment of pine plantations across the nineteenth and twentieth centuries.

#### Historical Context

Experimental Stations were established to test exotic species for their adaptability to the region's soil and climate. In 1924, an experimental station was established at Beerwah to investigate exotic plantings and in 1931 the first exotic pine plantations were established in the region. 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. The Beerburrum and Beerwah area became one of the main exotic planting areas in Queensland. Much of the plantation work was undertaken by workers under the Unemployment Relief System instituted during the Depression years (primarily 1930s). Large scale planting in this area continued into the second half of the twentieth century.

In the 1960s, the Government began to consider the need to preserve viable samples of native plant communities, rather than the continual clearing of native vegetation for exotic pine plantations. In 1968, the Government established the Scientific Area 1 in the Beerburrum Forestry District, a section of native vegetation, and the first such area to be reserved in Queensland.

#### Description

The Beerburrum Scientific Area No 1 is bounded by Roys Road in the north and west, the Bruce Highway in the east and Mawsons Road in the south and encompasses 620 hectares of wallum and eucalypt. Access is via a number of unsealed roads and tracks.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/03/2016

#### References

Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

### Beerwah Butcher's Shop (former)

<b>Local Place ID Number</b>	BWH7	
<b>Street Address</b>	46 Simpson Street, Beerwah	
<b>Title Details/GPS Coordinates</b>	1/RP224779, part	No GPS Coordinates
<b>Other Names</b>	<i>The Old Butcher's Shop.</i>	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beerwah Butcher's Shop (former), is important in demonstrating the evolution of the Sunshine Coast Council area's history. The erection of a new butcher shop in the c1920s illustrates the growth of the settlement in the interwar period (1919-1939) as a direct result of the influx of settlers into the region associated with the post-World War I Soldier Settlement Scheme.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Beerwah Butcher's Shop (former), demonstrates an endangered aspect of the Sunshine Coast Council area's cultural heritage. It is one of only two commercial and/or public buildings dating from the early twentieth century still extant in the town. The other building is the former School of Arts.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Beerwah Butcher's Shop (former), is important in demonstrating the principal characteristics of small, early twentieth century timber commercial premises, a class of cultural places that are important to the Sunshine Coast Council area. The characteristics include the timber construction, weatherboard cladding, sloped awning across the footpath and stepped, sheeted parapet.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Beerwah Butcher's Shop (former), is important to the Sunshine Coast Council area because of its aesthetic significance. The building occupies a prominent corner location and its timber construction, parapet and modest scale are evocative of an early phase of the town's development.

**Historical Context**

A historic photograph indicates that the site of the former Beerwah Butcher was originally occupied by a butcher shop, but in a different building. That building was removed or demolished.

The current building may have been built by Grant 'Syd' Stevens in the 1920s. Stevens owned and operated the shop from 1921 to 1929; the parapet style is consistent with the interwar period (1919-1939) and the district population doubled by 1921 due to the influx of settlers with the Soldier Settlement Scheme. These factors strongly indicate construction in the 1920s. Stevens was certainly prominent; he was referred to as 'the local butcher' in a 1927 newspaper article. In addition to the shop, he delivered meat to the timber getting camps and soldier settler homes in the district.

Stevens sold the business to George Pitt in 1930, although he continued to work for Pitt in the 1930s. The building was still occupied by a butcher in the 1950s. The shop is no longer a butcher but externally it remains remarkably intact. It is one of only two early buildings that remain extant in the town, the other being the School of Arts (1915).

**Description**

The former butcher shop is located on a corner block in the centre of town, bounded by Peachester Road in the north, Simpson Street in the east and an adjacent shop in the south. The building is set to the footpath in the north and east and at the rear is a grassed car parking area.

The rectangular single storey timber framed structure on low stumps is clad with weatherboard and addresses Simpson Street. The building has a corrugated iron clad roof, gabled at the front and hipped at the rear and is concealed by a stepped, sheeted parapet at the façade. The entrance is covered by a sloping corrugated iron clad awning extending over the footpath and supported by timber posts with decorative timber brackets. Double timber framed glass doors lead into the building next to a shop window on the left. A similar window with straight awning is located on the northeast corner and there are several small clerestory windows on the side and rear of the building. A timber side entrance door on the north elevation appears to be no longer used, with the steps removed. The entrance, nonetheless, appears original. The rear entrance to the building is via some steps and a timber/screen door.

Also at the rear is what appears to be an early toilet consisting of a chamferboard clad timber structure with curved corrugated iron clad roof.

<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	19/04/2018

**References**

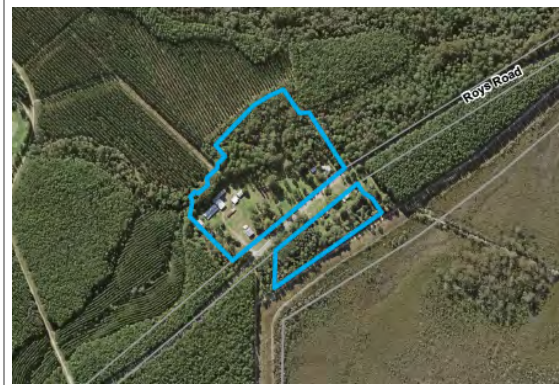
*Brisbane Courier*, 16 April 1927, 19.  
*Charleville Times*, 12 September 1941, 5.  
 Department of Environment and Heritage Protection, Statewide Survey Draft [unpublished].  
 Sunshine Coast Pictures.

## Gallery



### Beerwah Forest Station and Arboretum (former)

<b>Local Place ID Number</b>	BWH2	
<b>Street Address</b>	Roys Road, Beerwah	
<b>Title Details/GPS Coordinates</b>	100SP235756	No GPS Coordinates
<b>Other Names</b>	Beerwah Forest Station, Beerwah Field Study Centre.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beerwah Forest Station and Arboretum (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The experimental station was integral to the development of a State forestry industry, as appropriate exotic species were more economically viable than native trees. On a more local level, the size of the Sunshine Coast Council area's plantations, including the experimental station, reflects the importance of the forestry industry in the region. Further, the State Forest land is associated originally with the Beerburum Soldier Settlement Scheme from the 1920s.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Beerwah Forest Station and Arboretum (former) has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. The potential includes the organisation of the former Station and Arboretum, purpose and design of key buildings associated with the former activities and original experimental plantings.

### Historical Context

Experimental Stations were established to test exotic species for their adaptability to the region's soil and climate. In 1924, an experimental station was established at Beerwah to investigate exotic plantings and in 1931 the first exotic pine plantations were established in the region. 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. The Beerburum and Beerwah areas became one of the main exotic planting areas in Queensland. Much of the plantation work was undertaken by workers under the Unemployment Relief System instituted during the Depression years (primarily 1930s). Large scale plantings in this area continued into the second half of the twentieth century.

In 1931, a nursery was established at the Beerwah Forest Station and Arboretum to propagate *Pinus eliottii* and *Pinus taeda*, and to conduct trial plantings of hardwoods. The site was the district forest operations' headquarters until 1958, when this function was transferred to Beerburum. Research continued at the site until 1980. Several buildings and plantings from the period remain on the site.

### Description

The former Beerwah Forest Station and Arboretum is located either side of Roys Road, approximately 1 km east of Mawsons Road intersection, within pine plantations and bordering onto the Beerburum Scientific Area No 1 in the south. The section to the north of Roys Road is partially fenced and contains several buildings arranged in a cleared grassed area in the southwest of the site and on the northeast corner. Buildings include single storey timber structures of various sizes with gabled roof clad with corrugated sheeting (fibrous cement and corrugated iron), a number of sheds and ancillary structures. Adjacent to Roys Road is the rural fire brigade building, a structure that is not of cultural heritage significance. Also located on the site are a number of original plantings from the

experimental station, particularly in the northwest.

On the southern side of Roys Road, set in a cleared grassed area adjacent to the road toward the northeast, are two rectangular single storey timber structures with gable roof and a number of small ancillary buildings. The remaining site is covered with mature vegetation.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	11/03/2016

**References**  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Beerwah Hotel**

<b>Local Place ID Number</b>	BWH3	
<b>Street Address</b>	53 Beerwah Parade, Beerwah	
<b>Title Details/GPS Coordinates</b>	21SP115614	No GPS Coordinates
<b>Other Names</b>	Hotel Beerwah.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beerwah Hotel is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first hotel and building of any substance constructed along the length of the Bruce Highway, specifically to take advantage of the economic potential of the new road. It marks a new era in the development of tourism in the Sunshine Coast region prompted by the rise in car ownership. Its location on the opposite side of the railway from the town centre reflects the impact the Bruce Highway had on the economic development of towns along its route, especially relative to the North Coast Railway.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Beerwah Hotel is important to the Sunshine Coast Council area because of its aesthetic significance. It is a fine example of a 1930s hotel, exhibiting Art Deco influenced architectural elements.

**Historical Context**

The Beerwah Hotel was built in 1937 and was designed by the architect Archie Longland. The location of the hotel was on the opposite side of the railway to the earlier hotel and town centre, drawing business from the newly-constructed Bruce Highway. The Bruce Highway was constructed during the 1930s and was named after Henry Bruce, the Minister for Works in the Queensland Government, and who was responsible for overseeing the construction of the highway.

Demand for the highway was prompted by the rapid increase in car ownership in Queensland in the 1920s. The highway was designated from its inception as a 'tourist road'; in practical terms this meant that the local councils did not have to pay for the road's construction, but it also illustrated the significance of increased car ownership and the development of tourism in the Sunshine Coast. Indeed, the Beerwah Hotel, designed by the architect Archie Longland and built by L Hammer (both of Brisbane), was the first hotel – and 'substantial building' – specifically built to take advantage of the Bruce Highway and the increased tourist traffic it promoted. Other buildings, including

hotels, soon followed, including the Club Hotel in Nambour (1939) and a series of rest areas.

The building has undergone various alterations over time, but these have been relatively minor and it has remained substantially intact.

**Description**

The Beerwah Hotel occupies a corner block bounded by Mawhinney Street and Beerwah Parade separated from the town by the railway. The main hotel building consists of an L-shaped two storey rendered masonry structure with hipped tiled roof set along and addressing Beerwah Parade. The original brick chimney on the western side has been replaced with a stainless steel flue. A focal point of the façade is the original (or early) verandah on the first level featuring a short parapet concealing a flat roof supported by posts with capitals and a timber balustrade. The verandah creates an awning shading the main entrance on ground level. Joining onto the left and wrapping around the northwest corner is a narrow single storey projection with short tiled roof. A verandah with skillion roof spanning most of the northern elevation has been enclosed and a single storey extension with hipped tiled roof has been added. There are several casement windows on the façade, some protected by elaborate tiled window hoods supported by timber brackets. Lettering (original or early) in art deco font reading 'HOTEL' is located on the southwest and northwest corner. The Beerwah Hotel has been remodelled over time and several extensions have been added to the north and east of the building.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/03/2016

**References**

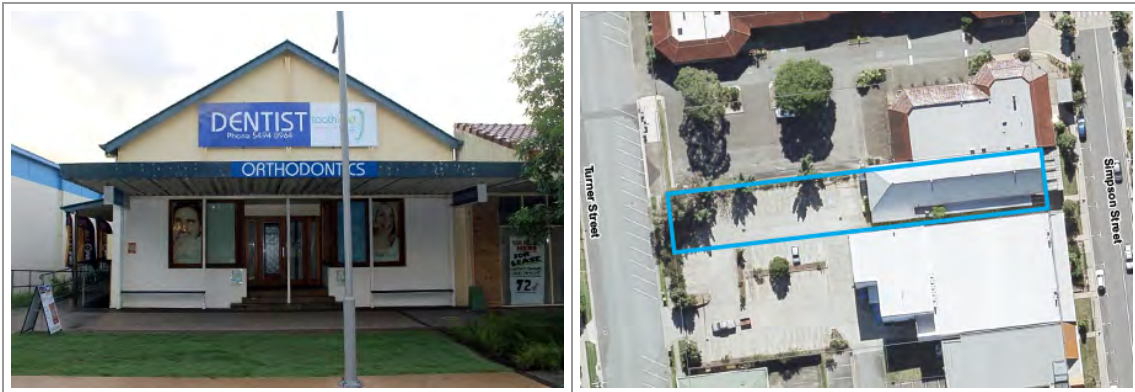
Sean O'Keefe, 'The Great North Coast Road: the early development of the Bruce Highway and features of its cultural landscape', paper presented at the Journeys through Queensland history: Landscape, place and society: Proceedings of the Professional Historians Association (Queensland) conference, Brisbane 3-4 September 2009: marking the sesquicentenary of Queensland 1859-2009, <http://espace.library.uq.edu.au/view/UQ:210136>.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Beerwah School of Arts (former)**

<b>Local Place ID Number</b>	BWH6	
<b>Street Address</b>	62 Simpson Street, Beerwah	
<b>Title Details/GPS Coordinates</b>	3RP67322	No GPS Coordinates
<b>Other Names</b>	Toothkind Dentist, All-In-One Fitness.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beerwah School of Arts (former) is important in demonstrating the pattern of the Sunshine Coast Council area's history. School of Arts were typically built in towns and settlements throughout the Sunshine Coast in the nineteenth and early twentieth century, reflecting the growth and development of the region. They also served the local community both as a library and public hall, two important social and cultural functions in this period.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Beerwah School of Arts (former) demonstrates a rare aspect of the Sunshine Coast Council area's history, as one of the last early twentieth century buildings extant in Beerwah, reflecting a pivotal period in the town and the development of its streetscape.

**Historical Context**

School of Arts were important cultural facilities in Queensland towns. They generally consisted of a library, reading room and community hall and they served the intellectual and cultural needs of communities prior to the establishment of Council libraries in the second half of the twentieth century (many of which were established with the books originally collected by local School of Arts).

The opening of the Beerwah School of Arts in March 1915 was a substantial affair. It was attended by 'a formidable array of parliamentarians', including two Ministers: Walter Henry Barnes (State Treasurer and Minister for Works) and Thomas O'Sullivan (Attorney General) and four members of the Legislative Assembly. The number of parliamentarians was more than likely due to the impending State election, to be held in May that year. The Liberal Party was in power, having increased its rural vote in the 1912 election. That hold was under threat, however, from the Labor Party, hence the interest in retaining the seats won in the country and therefore attendance at events such as the School of Arts opening. (The effort was to no avail, as the Labor Party won the 1915 election in a landslide, the first time it held control of the Queensland Parliament in the Party's history.) John Simpson was the Chairman of the School of Arts Committee, affectionately referred to as 'Dad' at the opening, reflecting his singular importance in the history and development of Beerwah.

The building was erected by William Grigor of Peachester, a son of William (Senior) and Mary Grigor who established the Cobb & Co coach stop 'Bankfoot House' in 1868. Grigor owned a sawmill located on the Stanley River and the timber for the hall was presumably sourced from there. When opened, the building included two shops at the entrance, an unusual aspect for a School of Arts building, followed by two anterooms – one a library and the other probably a reading or meeting room. The remainder of the building consisted of a hall and stage. Minor improvements were made to the hall over time. The current entrance, including shop fronts, and side ramp were added more recently.

**Description**

The Beerwah School of Arts (former) is located on an elongated sloping block on the western side of Simpson Street in the town's CBD, containing the building in the eastern half and a car parking area in the west.

The former School of Arts building addresses the street (east) and consists of an elongated rectangular weatherboard clad timber structure on stumps, low at the front and high (enclosed) at the rear. The building is covered by a corrugated iron clad roof, gabled at the front and hipped at the rear. The gable is clad with sheeting and is followed by a later cantilevered awning (supported by a frame) over the footpath. The original configuration of two shops in the front section is still interpretable, although it has been remodelled at some stage. Currently there is a recessed entrance, flanked by shop windows, set into rendered walls and accessed via wide tiled steps. A verandah with skillion roof spans most of the southern elevation and provides access to the hall via a ramp. Towards the rear is a skillion roofed weatherboard clad annex, with access from the verandah via aluminium/glass sliding doors. There are a number of tall tripartite awning windows that are either original or sympathetically restored. The northern side abuts a shopping complex. There is a rear entrance from the car park via some stairs.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	11/03/2016

**References**

Chronicle and North Coast Adviser, 12 March 1915, 7.  
 Landsborough Museum Images, 'Beerwah'.  
 Picture Sunshine Coast  
 Raymond Evans, A History of Queensland, Melbourne, Cambridge University Press, 2007.

## BELLI PARK

Belli Park appears to have been named after a property of the same name in the district, dating from at least the 1880s. 'Belli Park' consisted of 5000 acres and the homestead was located approximately sixteen kilometres north of the Maroochy River. The property was created from the gradual break-up of Kenilworth Station (established in 1850), a process initiated by the Alienation of Crown Lands Act 1868 and subsequent Land Acts. The homestead was noted for its cheese factory and cattle, supplying in particular the Gympie and Noosa districts. A relatively small number of farming selections were also taken up in the district in the late 1870s.

Settlement presumably increased in the 1890s and early 1900s, particularly following the construction of the North Coast Railway, connecting Brisbane with the Gympie-Maryborough line. The 'Belli Park Estate', consisting of twenty one farms, was offered for sale in 1906, a provisional school was erected in c1907 and the settlers expressed interest in a community hall in 1908, all developments which indicate a growing community. The district became noted for its dairy farms, timber and fruit, particularly bananas.

### Further references

'Belli Park Cheese Factory', *Queenslander*, 20 November 1886, 831.

'Belli Park Estate', *Brisbane Courier*, 12 May 1906, 5.

'Tenders for Public Works', *Brisbane Courier*, 12 July 1907, 7.

### Belli Community Hall

<b>Local Place ID Number</b>	KWH1	
<b>Street Address</b>	1170 Eumundi-Kenilworth Road, Belli Park	
<b>Title Details/GPS Coordinates</b>	1MCH149	No GPS Coordinates
<b>Other Names</b>	Belli Public Hall.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Belli Community Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. The settlement of the Belli Park district progressed slowly from the 1870s-80s and the construction of the hall in 1932 reflected a key milestone in the maturation of the farming community.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Belli Community Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast area. The characteristics are defined by the relatively modest design and materials used in the construction of the hall (in particular local timbers), reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Belli Community Hall has a special association with the Belli Park community since its construction, as a focus of community activities and social events.

### Historical Context

Despite interest in a community hall in 1908, the current Belli Hall was not built until 1932. It is understood that a hall, called 'Mission Hall' was built in 1920 for religious services, but its location is unknown and it is certainly no longer extant. Belli Hall was built on land donated by Sam Kelly, a prominent resident of Yandina, who owned a 1500-acre estate in Belli Park (purchased in 1910). A public meeting to discuss the plans for the hall was held in June 1932 and the building was opened in September, attended by 300 people. The building was constructed using local pine and hardwood. The hall was renovated in the 2000s, including the replacement of some external cladding and the installation of aluminium windows.

### Description

Belli Community Hall is situated approximately 15 kilometres northeast of Kenilworth on a cleared, grassed sloping site within bushland. The Belli Rural Fire Brigade is located on the south-western part of the block; this building is not included in the cultural heritage assessment.

The Belli Community Hall occupies the north-eastern part of the lot and consists of a tall rectangular timber structure on concrete block stumps of varying heights. The hall is clad with narrow chamferboards (some gradually replaced over time) and has a corrugated iron clad gable roof with ventilators (recent) and barge boards. At the front is a double-height enclosed portico with access via timber steps from the side. Double



timber doors provide access into the hall. A single storey hipped roof extension, also chamferboard and corrugated iron clad, is attached on the northern elevation with access via a covered ramp toward the western corner. Further access is from the rear and the south-western corner. The windows appear to be relatively recent (aluminium windows were installed at the front in 2000). Internal features include the original Crows Ash floor, unlined walls (hall), a projector's box (clad with small ribbed corrugated iron sheeting) in the upper part of the portico and a stage with simple proscenium arch.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Brisbane Courier, 12 July 1907, 7.	
Brisbane Courier, 12 May 1906, 5.	
Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.	
<a href="http://www.bellihall.com/">http://www.bellihall.com/</a>	
<a href="https://www.facebook.com/Belli-Community-Hall-479635492207962/Queenslander">https://www.facebook.com/Belli-Community-Hall-479635492207962/Queenslander</a> , 20 November 1886, 831.	

## 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, especially 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 region. The population of Bli Bli expanded dramatically from the 1980s onward, primarily due to residential development. The proximity of the area to Maroochydhore 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 region from the 1970s, such as the Big Pineapple in Woombye, built in 1971.

### Further references

'Bli Bli: A Beautiful and Fertile District', Nambour Chronicle and North Coast Advertiser, 22 July 1927, 5.

### Bli Bli Presbyterian Church (former)

<b>Local Place ID Number</b>	BLI1	
<b>Street Address</b>	89 Willis Road, Bli Bli	
<b>Title Details/GPS Coordinates</b>	1RP49128	No GPS Coordinates
<b>Other Names</b>	Bli Bli Church and Community Hall Precinct, The Old Church	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Bli Bli Presbyterian Church (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. Aside from the Salvation Army barracks, it appears the church was the first purpose-built church in Bli Bli, and therefore demonstrates the evolution from a small rural district serviced by travelling clergy, to a more substantial settlement in which the local Presbyterian congregation could afford to build a purpose-built church.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Bli Bli Presbyterian Church (former) is important in demonstrating the principal characteristics of churches, which are important to the Sunshine Coast Council area. In particular, the original 'Carpenter Gothic' church is consistent with the design of churches in the settlements in the region, as most of the settlements were relatively small and the scale of the local churches reflected this.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Bli Bli Presbyterian Church (former) has a strong association with the Bli Bli community, which persuaded the former Maroochy Shire Council to retain the former church in its original location, and for its consistent use as a community facility in the district since the 1990s.

## Historical Context

The Bli Bli Presbyterian Church was built in 1937. The first church services in Bli Bli, as with many small rural communities, were sustained by visiting clergy. The Salvation Army built a barracks in Bli Bli in 1905, possibly the first religious structure in the district, although not a church as such. The hall, and the school (1901), were the venues for worship at this time. The Presbyterian congregation initiated a church building fund in 1922, but it was unsuccessful. The congregation opened the fund again several years later, and it appears it was more successful this time. Indeed, two landowners (presumably members of the church) offered land for the building – A Kennedy and Owen Peppercorn. Peppercorn's offer was accepted in 1931, primarily because the land he proposed to donate was located next to the public hall and thus in a good location. The church cost £350 to build and it included red stringy timber and fibrous cement sheeting internally, a leadlight window, and a post and wire fence at the front.

In 1980, the Presbyterian Church divested the land to the Uniting Church (of which the Presbyterian Church became a part). The Uniting Church continued to use the hall for a brief period of time, but soon made plans to construct a new church at the nearby Boyanda Retirement Village. The church sold the building to the Maroochy Shire Council, which proposed to move it to the local sports field. The proposal drew criticism from the local community and the building was retained in its original location. It continues to be used for community purposes.

## Description

The former Bli Bli Presbyterian Church is located on a sloping site addressing Willis Road. The modest building displays 'Carpenter Gothic' style elements including pointed arch architraves.

The rectangular timber structure rests on timber stumps (set at ground level at the front) and has a corrugated iron clad gable roof with finials at either end, presumably replacing the former crosses. The walls are clad with chamferboard above dado line and finished with weatherboard below. The front entrance is via a small enclosed porch, also with corrugated iron clad gable roof with finial and through a pointed arch double timber door. A stained glass pointed arch window is located at the front. There are four pointed arch 6 light casement windows with rippled glass on both sides of the former nave. The former sacristy at the rear shows similar style elements as the main building, including pointed arch 6 light casement windows with rippled glass. All windows appear to be original. There is a rear entrance into this section.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	01/03/2016

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Nambour Chronicle and North Coast Advertiser, 22 July 1927, 5.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Gallery



## Bli Bli Public Hall

<b>Local Place ID Number</b>	BLI2	
<b>Street Address</b>	87 Willis Road, Bli Bli	
<b>Title Details/GPS Coordinates</b>	1RP46608	No GPS Coordinates
<b>Other Names</b>	Bli Bli Church and Community Hall Precinct.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Bli Bli Public Hall is important in demonstrating the evolution of the Sunshine Coast region's history. The settlement of the Bli Bli district progressed slowly from the 1870s-80s and the construction of the hall in 1927 reflected a key milestone in the maturation of the farming community.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Bli Bli Public Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast region. The characteristics are defined by the relatively modest design and materials used in the construction of the hall, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Bli Bli Public Hall has a special association with the Bli Bli community since its construction, as a focus of community activities and social events.

### Historical Context

The Bli Bli Public Hall Committee was formed in 1927 to raise funds for the construction of a community hall, on land donated by Marshall Espin, a local land owner. As with the adjacent Presbyterian Church, the Committee had to decide which donated site to accept; in this case, the Committee had to choose from three potential sites, offered by William Whalley, a prominent businessman from Nambour, and local residents Marshall Espin and Owen Peppercorn (Peppercorn donated land for the construction of the Presbyterian Church, eventually constructed next to the hall). Espin's offer was accepted, as his land was near the State school (directly across the road) and post office, and therefore in the centre of the village. The hall was built by volunteers and enthusiastically subscribed, with £135 raised in a fortnight to pay for the hall material.

The hall was officially opened by the Maroochy Shire Chairman, TJ Lowe, on the 19th of November, 1927. Newspaper reports at the time noted that the hall represented a key milestone in the progress of the Bli Bli community, particularly as from the high vantage point afforded by the hall, residents and visitors alike could survey the expansive sugar cane and fruit farms that spread out across the river flood plains below.

The building naturally became the focal point for the community, hosting dances, dinners and concerts. It was also the pavilion for agricultural and horticultural shows held at the recreational reserve to the rear of the building. The building has undergone some improvement; it was extended and a porch constructed at the entrance in 1949. An honour board was installed in the 1950s, honouring the servicemen from the district who served during World War II.

### Description

The Bli Bli Public Hall is located to the north of the former Bli Bli Presbyterian Church and addresses Willis Road. A number of mature trees are located along the northern boundary and on the southeast corner.

The hall consists of a simple rectangular single storey timber structure on low stumps with corrugated iron clad roof, gabled at the front and hipped at the rear. The walls are clad with short, small ripped corrugated iron sheeting, which appears to be original or early. A wide lean-to extension spans the northern elevation and a narrow lean-to extension spans approximately half the southern side, joining onto a protrusion with gable roof towards the southeast corner. The main entrance at the front is via timber double doors, covered by a partially open porch (1949) with corrugated iron clad gable roof. Access on the southern elevation is via a porch in the protruding section. Stairs lead to a side entrance on the northern side. The hall features several eight-light casement windows (window with eight glass panes) on the side elevations.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	01/03/2016

### References

Nambour Chronicle and North Coast Advertiser, 12 August 1927, 9.  
 Nambour Chronicle and North Coast Advertiser, 22 July 1927, 5.  
 Nambour Chronicle and North Coast Advertiser, 25 November 1927, 6.  
 Nambour Chronicle and North Coast Advertiser, 5 August 1927, 5.

## Bli Bli Tramway Cutting

<b>Local Place ID Number</b>	BLI6	
<b>Street Address</b>	Parallel to Waigani Street at Bli Bli Road Bridge, Bli Bli; Haas Street Park, Bli Bli	
<b>Title Details/GPS Coordinates</b>	BRP181760, ARP141984, BRP141984, BRP136527, BSP249365, 30SP124219 (part), 88RP141984 (part), 89RP141984 (part), 38RP136527 (part), 1SP249366 (part), Road reserve	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Bli Bli Tramway Cutting is important in demonstrating the evolution of the Sunshine Coast Council area's history. The cutting was part of a new route to transport cane from the Maroochy River near Bli Bli to the Moreton Central Sugar Mill, replacing an earlier shorter, but logistically more difficult, route. The new route thus improved the efficiency of hauling cane to the mill, and it was later extended across the David Low Bridge to connect with tramlines constructed through farms on the opposite side of the river.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Bli Bli Tramway Cutting is important to the Sunshine Coast Council area because of its aesthetic significance. The cutting is a visually striking feature in the landscape, when viewed from the road above and from ground level. The narrowness of the cutting is especially evocative.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Bli Bli Tramway Cutting has a special association with the former Moreton Central Sugar Mill, which commissioned and constructed the tracks to enable the transport of sugar cane to the mill in Nambour.

### Historical Context

The Bli Bli Tramway Cutting was constructed in 1941 and formed part of the extensive tram network that supplied sugar cane from farms in the district to the Moreton Central Sugar Mill in Nambour. The mill was opened in 1897 and its management immediately moved to install tramlines to facilitate the supply of cane to the mill, one of which travelled along Petrie Creek to the east of the mill and in the direction of Bli Bli. A line into Bli Bli itself was proposed in 1903 and appears to have been constructed by 1905. The mill, naturally, was reliant on sugar cane and to meet demand (and maintain the mill's profitability) management needed to expand the tram network to connect the mill to more farms and therefore guarantee supply. 'Lift bridges' were constructed over Petrie Creek and the Maroochy River to access farms across the two watercourses (1917 and 1921 respectively). The former Maroochy River lift bridge is entered in the Queensland Heritage Register.

A new route to the Maroochy River bridge was constructed in 1941. The route was selected to avoid a section on the original line called 'Anderson's Hill', which presented a very steep gradient and as such caused a variety of problems. In particular, locomotives and rolling stock had to be 'spragged'; a term describing the connection of a bar to the rear axle of the vehicle to prevent it from rolling down a hill. Thus, the time saving offered by the more direct route was lost due to 'spragging'. The amount of cane hauled by the locomotive also had to be kept lower than for a flatter route. The new route required a 3m cutting through 'Peppercorn Hill' – the so-called Bli Bli Tramway Cutting.

An extension of the new line was constructed in 1959 to connect it to the newly-constructed David Low Bridge. The cutting was deepened to 9 metres to further reduce the gradient. The tramway remained in use until the closure of the Moreton Central Sugar Mill in 2003.

### Description

The Bli Bli Tramway Cutting is part of the former tramway line and is located in sloping, rocky terrain in the northern part of town and runs parallel to Waigani Street. The former tramway line crosses Haas Street (in the west) and underneath Bli Bli Road and comprises of a partially overgrown easement. The narrow cutting is set within the rock and extends to nine metres depth. Bli Bli Road crosses the cutting via a bridge; there is some background information provided on an interpretive panel on the bridge.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	01/03/2017

### References

Nambour Chronicle and North Coast Advertiser, 16 June 1942, p7.  
Sunshine Coast Council, Bli Bli Cutting interpretation signage.

## Godfrey's House (former)

<b>Local Place ID Number</b>	BLI5	
<b>Street Address</b>	28 Godfreys Avenue, Bli Bli	
<b>Title Details/GPS Coordinates</b>	2SP197534	No GPS Coordinates
<b>Other Names</b>	Kemanby Farm	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Godfrey's House (former) is important in demonstrating the pattern of the Sunshine Coast Council area's history. The original core of the house is a modest dwelling that reflects the early settlement of the Bli Bli district. That is, the area, particularly on the north bank of the Maroochy River, was at the time relatively isolated from key markets for produce such as sugar cane and fruit, necessitating frugality in the house design. This frugality is reflected in the continued addition of sections to the house, illustrating the economic conditions for landowners on the north bank of the Maroochy River prior to the development of improved infrastructure, primarily the David Low Bridge.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Godfrey's House (former) demonstrates a rare aspect of the Sunshine Coast Council area's heritage, as an early example of a selector's house in the Bli Bli district, notwithstanding later additions to the house.

### Historical Context

William Godfrey selected land on the north bank of the Maroochy River in 1887, land which had earlier been forfeited by William Clark. The condition of selection was that the selector made improvements to their land within five years; Godfrey's selection became freehold in 1894, suggesting he occupied it by around 1889. Improvements typically consisted of clearing the land and building a house. Godfrey's house, presumably built before 1894, was a modest timber house with a verandah and shingled roof. He named the property 'Kemanby Farm'. To supplement their income, William netted fish from the river, earning him the moniker 'Godfrey the Fisherman'. He sold fish to tourists at Cotton Tree, and his wife opened a stall to sell refreshments.

William and his wife moved to Coes Creek at some point, but returned to the property in 1912. The Godfrey's established a dairy on their return, further diversifying their income. Their son, George, purchased half of the property in 1923 and William and his wife moved to a smaller house on another property. Another son, Godfrey Jnr, moved into the original house in 1925 with his new bride. The house was renovated and expanded around this time, resulting in additional sections. George later purchased the remaining portion of the property and cultivated sugar cane, supplying the Moreton Central Sugar Mill at Nambour.

### Description

Godfrey's House is located on a large block in a rural area on the northern side of the Maroochy River. There are a number of mature trees along the northern and western boundary. The house consists of a number of connected weatherboard clad timber structures on high timber stumps, reflecting renovations and additions to the original building over time. To the north is a small rectangular building with gable roof clad with short sheeted corrugated iron, featuring a corrugated iron clad stove recess. A larger structure, also with gable roof and enclosed extension to the front joins onto the northern building. An enclosed verandah spans the western elevation of the two buildings. A further rectangular structure with hipped corrugated iron roof forms the rear of the house. Several windows are covered by metal window hoods. The building is in fair condition although the external and roof cladding is in poor condition.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Nambour Chronicle and North Coast Advertiser, 22 July 1927, 5.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### 'Lot 71'

<b>Local Place ID Number</b>	BLI8	
<b>Street Address</b>	David Low Way, Bli Bli (north-west bank of Maroochy River, Bli Bli)	
<b>Title Details/GPS Coordinates</b>	962C311024	-26.615850, 153.044792
<b>Other Names</b>	The Old Place.	



Source: Native Foresters (2017)

### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	'Lot 71' is important in demonstrating the evolution of the Sunshine Coast Council area's history. The place developed as a camp site for South Sea Islanders and Kabi Kabi People in the early twentieth century. The existence of the camp reflected the profound changes that impacted Kabi Kabi People from the area, the South Sea Islanders that came to Australia as indentured labourers and chose to stay and the relations between the two groups of people in the twentieth century and the broader community.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	'Lot 71' has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, including the location, extent and nature of the camp site that developed at the place, especially in the first half of the twentieth century, and associated archaeological material.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	'Lot 71' has a special association with the Sunshine Coast South Sea Islander Community and the Kabi Kabi People for cultural reasons.

### Historical Context

'Lot 71' was, and remains, a meeting place for Australian South Sea Islanders. It also has significance for Kabi Kabi People, descendants of whom also utilised the space and formed relationships with South Sea Islanders.

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 plantations. Sugar production grew rapidly during the 1870s at Buderim along with other settlements, including Woombye, Nambour and Bli Bli, and on land along the Maroochy and Mooloolah rivers. Plantation owners employed Islanders and the practice was a controversial subject in the late nineteenth century. They were indentured labourers and, in the early years of the industry, many were kidnapped from their homes. Recruitment was increasingly regulated by colonial governments and many Australians believed that the use of Islanders in the sugar industry reduced employment for white workers. Such was the significance of the issue, it was addressed in one of the first Acts of the new Australian Parliament: The Commonwealth's Pacific Island Labourers Act 1901, which ordered the deportation of most Islanders from Australia by 1906.

By this stage, most Islanders considered themselves citizens; some continued to live in barrack accommodation on the properties on which they worked, while others owned their own land and leased sugar cane farms. Despite protest from various quarters (including the Queensland Government), the Act was enforced, and Islanders were encouraged to leave and, in the final instance, deported: Ten Islanders from Buderim, and twenty-four from Nambour, were amongst 68 forcibly 'collected' from across the State and deported in 1907 (to put this in perspective, there were 70 Islanders living in Buderim at the time). Exemptions from deportation were available, which were broadened in response to protest against the Act, but the majority of Islanders were forced to leave Australia. Nonetheless, some Islanders remained and continued to be a part of the local community. Moreover, Islanders became connected with the Kabi Kabi community, as some Islander men married Kabi Kabi women.

A camping and meeting place was established on the Maroochy River, within the boundary of land delineated by Lot 71, at some time before the 1920s. There is a local newspaper reference to the camp in 1924, with a local councillor exclaiming that the camp was becoming a 'little township', suggesting it was quite substantial by the 1920s (Nambour Chronicle and North Coast Advertiser, 21 November 1924: 8). The site is referred to as the 'Old Place' by descendants of the local South Sea Islanders (who have formed a local branch of the association, Descendants of Australian South Sea Islanders Inc.). It is understood that burial sites exist within the site. The parcel of land continued to be used throughout the twentieth century and it remains an important place for the South Sea Islander community. Not only is it still used as a gathering place, the community has helped establish a mangrove nursery at the site to assist with the rehabilitation of the mangrove habitat along the river and sustain marine diversity.

It is noted that there are oral histories from the South Sea Islander community of the Sunshine Coast that provide further contextual information (refer to Sunshine Coast Council website listed in the 'References' section below).

### Description

'Lot 71' is located on a reserve on flood plains on the northwest bank of the Maroochy River approximately one kilometre upstream from the David Low Bridge. A creek runs through the site from the northwest boundary to the river in the southeast. There are areas of native vegetation throughout and a re-vegetation program is currently underway to re-establish the mangrove vegetation and to plant bush tucker and medicinal plants in the area.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.
<b>References</b>	
<p><a href="http://www.jpearson.com.au/news/item/revegetating-an-important-cultural-site">http://www.jpearson.com.au/news/item/revegetating-an-important-cultural-site</a>, accessed 03/02/2017.</p> <p>Jan Maddin, Sunshine Coast Council, The Maroochy River Mangrove Project, PowerPoint presented to the 14th International River Symposium, Brisbane 2011.</p> <p>Leona Byquar, Sunshine Coast 1944-1953, in: Australian South Sea Islander Arts and Cultural Development Organisation, Islands Apart – The Australian South Sea Islander Journey, no date.</p> <p>Nambour Chronicle and North Coast Advertiser, 21 November 1924, 8.</p> <p>National Archives Australia, 'South Sea Islanders – Fact Sheet 269', <a href="http://www.naa.gov.au/collection/fact-sheets/fs269.aspx">http://www.naa.gov.au/collection/fact-sheets/fs269.aspx</a>, accessed 16 March 2017.</p> <p>Ray Kerkhove, Aspects of Nambour's Indigenous History, August 2016, unpublished manuscript.</p> <p>Sunshine Coast Council, Australian South Sea Islanders 150 years, Text and images for Interpretation Panel.</p> <p>Sunshine Coast Council, Australian South Sea Islander stories webpage:  <a href="https://heritage.sunshinecoast.qld.gov.au/Stories/Australian-South-Sea-Islander">https://heritage.sunshinecoast.qld.gov.au/Stories/Australian-South-Sea-Islander</a></p>	

## Maroochy Wetlands Sanctuary

<b>Local Place ID Number</b>	BLI9		
<b>Street Address</b>	44-102 Sports Rd, Bli Bli		
<b>Title Details/GPS Coordinates</b>	539NPW863 (part), 328CG44, 2RP137348, 2RP97123, Road reserve	12AP15866, 2RP134727,	No GPS Coordinates
<b>Other Names</b>	Punt Road.		



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maroochy Wetlands Sanctuary is important in demonstrating the evolution of the Sunshine Coast Council area's history. The wetlands sanctuary was established in response to development pressure and the creation of canal estates on the Sunshine Coast in the 1970s and 80s, and community concern about the environmental impact of these developments on natural habitats in the region.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Maroochy Wetlands Sanctuary demonstrates rare aspects of the Sunshine Coast Council area's cultural heritage. The wetlands reflect a relatively undisturbed riparian and mangrove habitat, which was once more common in the region. The remains of the former punt road, including any corduroy, is also rare, demonstrating an earlier mode of road construction that is no longer common. The former cane barracks is also rare, believed to be the last remaining cane barracks in the region. This rarity is retained despite its relocation and adaptive reuse as an interpretative centre in the Sanctuary.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Maroochy Wetlands Sanctuary has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular the alignment and physical remains of the former punt road.

### Historical Context

The Maroochy Wetlands Sanctuary was established in the 1980s following a failed proposal to develop the area as a canal estate.

Canal developments became controversial on the Sunshine Coast alongside high rise developments, but for different reasons. People believed that high rises affected the visual amenity of the coast, whereas canal developments, based on rivers, had a more direct environmental impact. One of these canal projects was Marina Gardens, proposed to be located on the Maroochy River north of the David Low Bridge. The Maroochy Shire Council approved the development in 1973, but the State Government delayed its response, finally refusing the development in 1976. Surprisingly, the Government reversed its decision only one month later. Even more surprisingly, the Maroochy Shire Council – up until this point supportive of the proposal – reversed its approval. One of the reasons for Council's decision may have been the emergence of community opposition to the development, represented initially by the newly-formed Sunshine Coast branch of the Australian Littoral Society (ALS). However, the State Government ordered that Council had to approve the development.

The development remained stalled over the next six years. Council and the State Government qualified their respective approvals with various conditions, including the requirement for a flood study, to be undertaken by the

developer, water and sewerage charges of \$870,000 and rezoning of the land. In 1978, the developer unsuccessfully attempted to convince the State Government to buy the land, and was equally unsuccessful in selling the land in two separate auctions. The developer tried to rezone the land to support the development, but the application was rejected by Council. The developer finally resorted to court action against Council regarding its decision; Council received legal advice that it would probably lose the case, and instead of defending, offered to purchase the land, a proposition accepted by the developer. The saga of the canal development ended almost ten years after the original approval was given for the project.

The Maroochy Wetlands Sanctuary was established as a nature reserve by the Maroochy Shire Council in 1990. Council acted on the proposal made by a local environmental teacher, Derek Foster. A management committee was subsequently created and the committee decided that only part of the sanctuary would be open to the public, while the remainder would be carefully managed to support its ecological value. A boardwalk was constructed through the wetlands, terminating at the river, providing limited public access. A former cane cutter barracks – used to house cane cutters during the sugar cane cutting season each year – was purchased by Council and moved to the entrance of the sanctuary to be used as an interpretative centre. The sanctuary also includes the former 'Punt Road', established in the 1910s and used to access a punt that plied across the Maroochy River. The punt brought sugar cane and supplies to and from the north bank of the river and it remained in use until 1959, when the David Low Bridge was opened downstream. The road was 'corduroyed', a process by which logs were laid across the road to enable movement over boggy, wet ground.

**Description**

The Maroochy Wetlands Sanctuary is located on the western bank of the Maroochy River to the east of the township, with two narrow pockets located on the eastern bank. The area mainly consists of flood plains including mud flats with five species of mangroves and is home to a variety of crab species and a diverse range of birds. At the entrance, located on the termination of Sports Road on the western boundary, are several buildings, including the Bilai Environmental Education and Information Centre housed in the relocated former cane barracks and an amenities block. Car parking is also located in this area. A boardwalk leads from the entrance through the northern part of the wetlands, finishing at a shelter and pontoon at the river.

The former cane barracks consists of a highset rectangular weatherboard clad timber structure, built in underneath with concrete masonry blocks and clad with a gable roof. Access from the front is via a ramp and there is also a rear entrance via stairs and a small verandah. Windows are mostly three-light casement configuration with skillion hood on timber brackets.

Webley Road, the former punt road, leads from the river to Sports Road in the west, forming an extension from Ernst Road on the eastern river bank. The road was constructed as a corduroy road traversing the muddy wetlands and consisted of timber log side beams with smaller logs placed across and fastened with spikes. The road is no longer in use for vehicular traffic, however, the corduroy construction is reportedly extant in sections.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	01/03/2017

**References**

Elaine Green, Green Legends: People Power on the Sunshine Coast, Sunshine Coast Environment Council, Nambour, 2009.  
<http://www.maroochywetlandssupport.org.au/information/history/>, accessed 21/10/2016  
 Information provided in Information Centre signage.  
 Picture Sunshine Coast (including information in captions).

**Muller Park**

<b>Local Place ID Number</b>	BLI10	
<b>Street Address</b>	David Low Way, Bli Bli	
<b>Title Details/GPS Coordinates</b>	423CP817454, Road Reserve	No GPS Coordinates
<b>Other Names</b>	Alf Muller Restdown Park	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Muller Park is important in demonstrating the pattern and evolution of the Sunshine Coast Council area's history. The land in which the park is now located formed an important place for Kabi Kabi People, demonstrated by the substantial shell middens located within the park and in its vicinity. The proliferation of oysters – which in part attracted Aboriginal people to the place – also led to the establishment of oyster



	farms on the bank of the river in the late nineteenth century. Such farms were a feature of the Maroochy River in that period. The creation of a park in 1959 reflected the evolution of the area's history, transforming former river banks, oyster leases and camping reserves into a public park and thus reflecting the growth of the region and its tourist potential in the post-war period.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Muller Park has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. There are known middens within the park, some of which were disturbed during construction of the David Low Bridge in 1959. There is also potential for other archaeological material associated with Kabi Kabi use of the place and historic use as oyster farms in the nineteenth and twentieth century.
<b>Historical Context</b>	
<p>The area has been traditionally used by Kabi Kabi people, including for the harvesting of oysters. The proliferation of oysters at this section of the river attracted European settlers in the nineteenth century. Closer settlement in the Bli Bli district occurred from the 1870s, and by the early 1880s, James Clark, who had selected land near Petrie Creek, was harvesting oysters from the site (designated as an oyster lease by the Queensland Government) and shipping them to Brisbane for consumption (for example, oyster bars were very popular in the nineteenth century). Oyster farms proliferated along the banks of the Maroochy River in the late nineteenth and early twentieth century.</p> <p>Clark exhausted the oyster stock in his lease by the turn of the century and oysters were transplanted from the Sandy Strait (near Fraser Island) to replenish numbers. The strength of the industry in this section of the river was demonstrated by the creation of two camping reserves on both sides of the river by the Government for use by oyster farmers, one in 1909 (the site of Muller Park) and the other on the opposite bank in 1919.</p> <p>Muller Park was established in 1959 on the site of the 1909 camping reserve. The park site was used during the construction of the David Low Bridge (1957-1959), to store equipment and materials. During the construction of the bridge, the Maroochy Shire Council decided to create the park, and it was officially opened in August 1959 as the 'Alf Muller Restdown Park' in honour of Adolf 'Alf' Gustav Muller, Queensland Minister for Lands and Irrigation at the time (and who had supported development in the former Maroochy Shire during his tenure in the Queensland Parliament). Long-time residents of Bli Bli attended the opening of the park and planted trees, most of which are believed to have died over subsequent decades. Shell midden remains disturbed during bridge construction activities were also deposited back into the ground in the park.</p> <p>The park has been progressively developed over time, including the installation of shelters, BBQs, boat ramp and the construction of a stone wall along the river bank. One of the Moreton Central Sugar Mill's locomotives, Bli Bli was installed in the park when it was decommissioned in the 1960s. More recently, development focused on the significance of the place to the Kabi Kabi People, including interpretive signage and a playground, the design of which was inspired by the animals and resources utilised by local Aboriginal people.</p>	
<b>Description</b>	
Muller Park is located on the eastern bank of the Maroochy River, bounded by the David Low Way in the north and Muller Park Drive in the east. The master-planned park consists of open grassland with native vegetation and includes Aboriginal shell middens. Vehicular access roads, parking areas and a boat ramp are provided in the southern part of the park. The remaining area includes sporting grounds, picnic facilities, shelters and playground inspired by local Aboriginal culture.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	01/03/2017
<b>References</b>	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.          Berenis Alcorn, The Maroochy River and its people, Maroochy River Catchment Area, 1994.          Muller Park Masterplan          New Bli Bli playground inspired by Kabi Kabi opened today, in: <a href="http://www.sunshinecoastdaily.com.au/news/new-bli-bli-playground-inspired-kabi-kabi-opened-t/3012097/">http://www.sunshinecoastdaily.com.au/news/new-bli-bli-playground-inspired-kabi-kabi-opened-t/3012097/</a>          Sunshine Coast Council, Muller Park Project, in: <a href="https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Completed-Projects/Muller-Park-Project">https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Completed-Projects/Muller-Park-Project</a>.</p>	

### Original Bli Bli School Grounds

<b>Local Place ID Number</b>	BLI3	
<b>Street Address</b>	98 Willis Road, Bli Bli	
<b>Title Details/GPS Coordinates</b>	23SP293850	No GPS Coordinates
<b>Other Names</b>	Bli Bli School Memorial Trees and Former Bli Bli School Residence.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Original Bli Bli School Grounds is important in demonstrating the evolution of the Sunshine Coast Council area's history. The establishment of the school reflected the fact that the settlement of Bli Bli had reached a point in the late 1890s that a school was required, illustrating the progression of development from the 1870s-80s when the first settlers selected land in the district. The construction of the teacher's residence in 1918 further reflects this progress. It is located in the area where the centre of the settlement emerged, reinforced by the presence of the public hall directly across the road. It also reflects the pattern of the region's history, particularly the planting of trees and forestry plots on school grounds, which was a common practice in the first half of the twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Original Bli Bli School Grounds is important to the Sunshine Coast area because of its aesthetic significance. In particular, the substantial mature plantings reflect the fundamental purpose of Arbor Day, which is to beautify the environment through the planting of trees, and collectively the grounds create a pleasing arboreal environment consistent with the efforts of students and teachers to beautify the school grounds over the first half of the twentieth century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Original Bli Bli School Grounds has a special association with the former students and teachers of the Bli Bli School located on the grounds, and the school population more generally which continued to use the site even after the move to a new school location in the 1930s. This association is in particular embodied by the impressive stand of mature trees, an important monument to the efforts of the former students and teachers to beautify the settlement of Bli Bli.

#### Historical Context

The first school in Bli Bli was established on these grounds in 1901. Local residents called for a school from 1898; by the time the school opened, it is noted that there were eight families with school-age children living in the district. The land for the school was donated by a local landowner, George Nuttall, who was also secretary of the School Committee. The original school building was used until 1936, when a new school was built to the west of the original site, on a separate block of land. The original building was removed from the site; however, the grounds were retained for school purposes, including tree planting and for the teacher's/headmaster's residence. Prior to the shift to a new school site, the school grounds were in the centre of the settlement, a point made by the Committee charged with erecting a public hall in the 1920s, when they accepted the offer of land directly across from the school precisely because it was in such a central location.

In 1918, the School Committee requested a married male teacher to take over teaching duties at the school, replacing the single female teachers that had fulfilled the duty up until that point. To accommodate the teacher and his family, the School Committee requested that the State Government build a residence. A school residence was constructed on the site in 1920 and it served as the residence for the teacher or headmaster of the school until 1989 (even after the school site had been moved). The original building has been altered variously since its construction, including the enclosing of the rear verandah in the 1920s; a new laundry was installed and the bathroom renovated in the 1960s; part of the front verandah was enclosed in 1970 and a septic system installed in the mid-1970s. The house has been rented out after it ceased to be used as a teacher's residence (from 1989).

The former school grounds were beautified by tree planting across the first half of the twentieth century. Arbor Day emerged as a competition in Nebraska, the United States, to plant as many trees as possible in a single day, held in 1872. The idea to hold a day each year to plant trees spread around the world, with the first Arbor Day in Australia held in 1889. Australian schools enthusiastically embraced the movement, and Arbor Day has been observed in most Australian schools since the late nineteenth century. Some of the earliest trees in the original Bli Bli school grounds were planted in 1913, possibly the first year the students participated in Arbor Day. The trees in that year were obtained from the Brisbane Botanical Gardens, while in later years the trees were provided by the State Department of Agriculture. In 1917, the students planted Camphor Laurel trees; in 1922, more Camphor Laurels, mango trees and a Silky Oak were planted, located near the school residence. Trees were also planted for other reasons; a tree was planted in 1937 to commemorate the coronation of King George VI. There was a substantial planting program in 1951, both to celebrate the Golden Jubilee of Federation and the establishment of the school; 100 trees were planted in memory of Federation, and a 'Jubilee Plot', facing Willis Road, was created in honour of the school's establishment. The students also learnt about the forestry industry from the 1930s, and trees were planted to reflect this component of their education. The substantial stand of Caribbean Pine trees on the grounds were probably planted as part of the interest in the local forestry industry, but some may have also been planted in the 1950s. Planting apparently occurred until 1956. Some of the trees were removed in 2007.

The Maroochy Shire Council purchased the original school grounds, including the residence, when the State Government offered it for sale in 1994.

**Description**

The Original Bli Bli School Grounds are located on the western side of Willis Road, opposite the Bli Bli Public Hall and former Presbyterian Church and contain the former forestry plot, memorial trees and the former Bli Bli School Residence. The memorial trees were planted in a plot bounded by Willis and School Road. The plot comprises approximately three hundred trees including Camphor Laurels, Mangoes and pine trees (*Pinus Caribaea*).

The former school residence is situated on the corner of Willis and School Roads and consists of a low-set weatherboard clad timber structure on concrete stumps with gable roof, currently clad with corrugated fibrous cement sheeting (it is understood that the roof is to undergo refurbishment in the near future). Front access is via some timber steps and an enclosed verandah, with recent louvre and sliding windows. An enclosed verandah also clad with corrugated fibrous cement sheeting with a lower pitch joins onto the western elevation. Long battened sunhoods cover two-light casement windows (windows with two glass panes) at the north and south gable.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	01/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Nambour Chronicle and North Coast Advertiser, 22 July 1927, 5.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**BRIBIE ISLAND**

**Bribie Island World War 2 Fortifications (State heritage place)**

<b>Local Place ID Number</b>	BR11	
<b>Street Address</b>	North End of Bribie Island, Bribie Island	
<b>Title Details/GPS Coordinates</b>	105NPW806, Pumicestone Passage	No GPS Coordinates
<b>Other Names</b>	Fort Bribie, Bribie Island Second World War Fortifications.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Bribie Island Second World War Fortifications are important in demonstrating the pattern of Queensland's history, being part of the preparations for the defence of Australia, in particular the Moreton Bay region, during the 1930s and the Second World War.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	They have potential to yield information that will contribute to the understanding of Queensland's history, in that there are extensive remnants of Second World War fortification sites.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	They are important in demonstrating the principal characteristics of Australia's Second World War coastal defence fortifications.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	They are important in exhibiting a range of aesthetic characteristics valued by the community, in particular the isolation, and sense of place, of the Fort Bribie fortifications, and the sense of discovery enhanced by the overgrown landscape; the form, scale and materials of the Fort Bribie, Skirmish Point Battery and Royal Australian Navy Station No.4 fortifications; and the siting and landmark quality of Fort Bribie, Skirmish Point Battery and the Royal Australian Navy Station No.4 fortifications.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	They have a strong association with the Second World War Queensland defence efforts of the Australian Military Force and Royal Australian Navy.
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#601143.	
<b>Description</b>	
Refer to Queensland Heritage Register ID#601143.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	Register of the National Estate (archived), National Trust of Queensland
<b>Inspection Date</b>	Not inspected.
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

## 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 sawmills. 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 region 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 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 ran cattle. By the mid1880s, 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 this development increased over time, particularly at the turn of the twenty-first century.

### Further references

Meredith Walker, A History of Trees in Buderim: Research and preliminary inventory, Buderim Historical Society Inc. 2014.

### Bill Mitchell's House

<b>Local Place ID Number</b>	BDM1	
<b>Street Address</b>	28-32 Gloucester Road, Buderim	
<b>Title Details/GPS Coordinates</b>	2RP217624	No GPS Coordinates
<b>Other Names</b>	Milford Lodge, Emoh Ruo	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Bill Mitchell's House is important in demonstrating the evolution of the Sunshine Coast Council region's history. The building is significant for its evolution from a dwelling house to a boarding house and more recently, a childcare centre.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Bill Mitchell's House is important in demonstrating characteristics of a substantial timber house built in the region in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Bill Mitchell's House is important because of its aesthetic significance. The house includes elements consistent with early timber houses in the region, including a front verandah, VJ tongue- and- groove cladding and decorative features such as stop-chamfered posts, brackets and slatted balustrade. These elements represent pleasing and expressive attributes that combine to create a strong landmark quality (especially in contrast to surrounding development) and streetscape contribution. The mature trees at the front of the property also contribute to the aesthetic appreciation of the house.

**Historical Context**

Bill Mitchell's house was built in 1916. Mitchell's full name was William Penn Mitchell. Born in 1888 in Rosemount, Sunshine Coast, he became a timber worker, champion axeman, butcher and established a tourist bus service.

Mitchell first began working in the timber industry, possibly for his father who owned a sawmill. He then moved to Buderim in c1913 and opened a butcher shop across from the Buderim Mountain State School the following year. He married Mary Burnett in 1915 and their house, named 'Emoh Ruo', was completed in 1916. Interestingly, 'Emoh Ruo' was also the name for a private hospital in Palmwoods in the 1920s and 30s.

Mitchell's business was clearly successful, as he opened a second butcher shop in Mooloolaba in the early 1920s. He became even more entrepreneurial, establishing a bus service for tourists in 1927. Mary died in 1933 and Mitchell remarried in 1942. The newly-wed couple moved to Alexandra Headland and by the 1950s Bill had returned to his original occupation, timber cutting in the Beerburrum State Forest. He finally settled in Sandgate, near Brisbane, and died in 1962.

'Emoh Ruo' became a boarding house in 1933, presumably following the death of Mary, and continued in that function until 1981. Externally, the house and overall property appears to have remained relatively unchanged over this time based on analysis of historic aerial photographs.

The property was purchased by Frank and Margaretha Milford in 1981 and they converted the property into childcare centre and kindergarten called Milford Lodge, which opened in 1986. The original house was retained, but it was substantially extended on either side, changing the original configuration of the house. Additional buildings have also been added to the property since 1986 and the gardens and overall landscaping has entirely changed from the time of Mitchell's ownership.

**Description**

Bill Mitchell's House is set within extensive landscaped gardens including mature Poinciana, Jacaranda, Mango and Palm trees. A circular driveway leads to the front of the house facing Gloucester Road.

The building consists of a pre-World War One Queenslander on high stumps, comprising a rectangular core with truncated pyramid roof and long rectangular gable roofed wings extending north and south. At the front, a gable protrudes from the southwest corner of the core building and there are further extensions at the rear of both wings. The building is clad with chamferboard and the roofs are corrugated iron clad. Timber stairs lead to a partially enclosed verandah with separate bullnose roof that extends along the front and wraps around the sides of the core building, starting either side of the front gable and continuing at the front of the wings. Features include decorative posts/brackets, balustrade and 4 inch vertical tongue-and-groove single skin back wall with horizontal belt rails. Access is via French doors with bolection mouldings to the lower panels, fanlights and scalloped architraves. Original/early windows include sash configuration and sidelights with coloured striated glass under the front gable and protected by ornate timber bracket sunshade.

The block contains a number of other buildings of unknown provenance that were not assessed. Currently the building is used as a child care centre.

<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	04/03/2016

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 'William Mitchell, a butcher from Buderim, participating in a wood chopping competition, ca 1925', Sunshine Coast Pictures.  
 'William P. Mitchell's residence, Buderim, 1934', Sunshine Coast Pictures.  
 QImagery

## Buderim Cemetery

<b>Local Place ID Number</b>	BDM21	
<b>Street Address</b>	Mooloolaba Road, Buderim	
<b>Title Details/GPS Coordinates</b>	742CG4224	No GPS Coordinates
<b>Other Names</b>	Everest Cemetery.	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Buderim Cemetery is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first official cemetery in the former Maroochy Shire understood to have been used (the earlier gazetted cemetery at Alexandra Heads was not used following gazettal for that purpose). The cemetery also reflects the pattern of the region's history, as cemeteries were typically gazetted as settlements became large enough to require one.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Buderim Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the 1880s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Buderim Cemetery is important in demonstrating the principal characteristics of a cemetery in the Sunshine Coast Council area. The variety of headstones and monuments reflect the changing approaches to burial practices in the region across the twentieth century, including monumental and lawn burials.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Buderim Cemetery has a special association with the Buderim and district community as the principal place of burial since the 1880s.

## Historical Context

The first gazetted cemetery in the former Maroochy Shire Council area was the Mooloolah Cemetery, not to be confused with the current Mooloolah Cemetery; the original iteration was located at what became Alexandra Headlands. It was surveyed during or sometime after 1870 and the land was purchased by William Pettigrew, the prominent sawmiller, in 1879. Pettigrew established a timber depot at the mouth of the Mooloolah River in the 1860s (part of which is now encapsulated by Charles Clarke Park), but there is no documentary evidence that anyone was buried at the cemetery nearby. Pettigrew also owned extensive tracts of land on Buderim Mountain, and he transferred a parcel of land there to the Colonial Government to become a cemetery in exchange for the cemetery reserve at the Headlands. The Buderim Cemetery was formally gazetted in 1880, making it the second gazetted cemetery in the former Maroochy Shire.

A major addition to the cemetery was the construction of the entrance portico and entrance gates bequeathed to the cemetery by the Frederic family, and named 'Everest'. It was constructed in the 1940s and it was designed to collect and hold water that fed taps attached to each post, so that mourners could fill vases with water for flowers. The Trustees of the cemetery planted 160 Blackbutt trees in the early 1950s; they intended that the trees would be harvested to fund future work at the cemetery. As with most cemeteries, the Trustees eventually transferred their responsibilities to the local council.

## Description

Buderim Cemetery is located on the eastern side of Mooloolaba Road approximately four kilometres east of the town centre in sloping terrain. The large site is partially cleared with a pocket of mature vegetation along the southern boundary. Further signature trees, including palms and leopard trees, are planted throughout, some forming an avenue. The main entrance is via a memorial lychgate donated by the Frederic Family and consisting of four pillars supporting a Dutch gable roof clad with corrugated iron. There are two signs at the front and rear reading 'EVEREST' and 'FREDERIC MEMORIAL GATE' respectively. Originally, the gate had a tiled roof, designed to collect rainwater that was stored in the pillars for use by visitors. Situated close to the gates is the 'Frederic Memorial to the Unknown' comprising a broken obelisk on a tiered

base, in the centre of a landscaped setting with columbarium walls on both ends.	
The burials are arranged in rows and sections; the monumental burials are predominantly located towards the front (western boundary) while the lawn section is towards the eastern and southern boundaries. Grave ornaments in the monumental section reflect funerary customs from the 1880s to the present day and grave sites are generally surrounded by concrete/rendered brick borders and there are also granite borders and plate. Headstones are generally modest desk mounted tablets and stelae and there is also one more elaborate monument.	
The cemetery includes burials of early settlers to the area including the Guy, Nonmus and Frederic families as well as of members of the South Sea Islander community.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	03/03/2017
<b>References</b>	
<a href="http://www.interment.net/data/aus/qld/maroochy/buderim/buderim.htm">http://www.interment.net/data/aus/qld/maroochy/buderim/buderim.htm</a>	
Picture Sunshine Coast	

### Buderim House (State heritage place)

<b>Local Place ID Number</b>	BDM2	
<b>Street Address</b>	6-14 Orme Road, Buderim	
<b>Title Details/GPS Coordinates</b>	2RP854138	No GPS Coordinates
<b>Other Names</b>	N/A	



Source: Department of Environment and Heritage Protection.

<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Buderim House demonstrates the principal characters of a substantial early 20th century Queensland timber residence. It exhibits particular aesthetic characteristics valued by the Buderim community, these being its landmark quality and the contribution of the house, established gardens and rare scrub remnant, to the Buderim landscape.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	It exhibits particular aesthetic characteristics valued by the Buderim community, these being its landmark quality and the contribution of the house, established gardens and rare scrub remnant, to the Buderim landscape.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Buderim House demonstrates the principal characters of a substantial early 20th century Queensland timber residence.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	It exhibits particular aesthetic characteristics valued by the Buderim community, these being its landmark quality and the contribution of the house, established gardens and rare scrub remnant, to the Buderim landscape.
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#601176.	
<b>Description</b>	
Refer to Queensland Heritage Register ID#601176.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	04/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Buderim Mountain State School (State heritage place)

<b>Local Place ID Number</b>	BDM3	
<b>Street Address</b>	8 Main Street, Buderim	
<b>Title Details/GPS Coordinates</b>	423CG810565 (part)	No GPS Coordinates
<b>Other Names</b>	Buderim Mountain Primary School.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Buderim Mountain State School (established elsewhere as Buderim Mountain Provisional School in 1875) is important in demonstrating the evolution of state education and its associated architecture in Queensland.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Buderim Mountain State School is important in demonstrating the principal characteristics of a Queensland state school. These include: teaching buildings designed to standard government designs; and a generous landscaped site with mature trees, assembly and play areas, and sporting facilities.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Buderim Mountain State School is important for its aesthetic significance brought about by its large manicured grass sports ground fringed by mature trees, a beautiful and conspicuous landmark in the main streetscape of Buderim.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Buderim Mountain State School has a strong and ongoing association with the wider Buderim community, and with former pupils, parents, staff members of the school.

**Historical Context**

Refer to Queensland Heritage Register ID#650089

**Description**

Refer to Queensland Heritage Register ID#650089

<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**



**Buderim Post Office (former)**

<b>Local Place ID Number</b>	BDM4	
<b>Street Address</b>	50 Burnett Street, Buderim	
<b>Title Details/GPS Coordinates</b>	1SP110642	No GPS Coordinates
<b>Other Names</b>	Tramway Station & Post Office, Buderim Post Office (Former), Buderim	





**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Buderim Post Office (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first formal post office in Buderim, illustrating the growth of the town in the first half of the twentieth century. Its purchase by the Commonwealth in 1950 for the purpose of an official post office also reflected the continued growth of the district served by the post office.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Buderim Post Office (former) is important in demonstrating the principal characteristics of a small, rural post office constructed in the first half of the twentieth century. The characteristics are largely defined by the modest size of the structure relative to more substantial post office buildings in the region, for example at Palmwoods, to which Buderim was linked by the tramway.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Buderim Post Office (former) has a special association with the Buderim War Memorial Community Association, an important community organisation in Buderim, which converted the former post office into the Buderim Community Information Centre.

**Historical Context**

It appears that the first formal post office in Buderim operated from the tramway office building at the terminus of the Palmwoods to Buderim Tramway. The tramway closed in 1935 and the District Inspector of Postal Services visited the office, finding it unsuitable for continued use as a post office. Jack Neil, who along with his family was responsible for the postal service in Buderim at the time, offered land he owned for the erection of a post office, on the condition that he and his family could continue in their role. The offer was accepted by the Government and a new post office – the current building – was erected in 1937. The service was designated a 'Non-official Post Office', illustrating the largely rural nature of Buderim in this period (the population of the district was around the mid-600s, up from 251 in 1911).

The Commonwealth purchased the land in 1950 and it thus became an official post office. The population of Buderim had not substantially increased since the late 1930s – for example by the 1960s it was only just over 1,000 – but it is likely that the post office serviced a wider district, given the proximity of Buderim to developing coastal communities such as Mooloolaba and Alexandra Headlands. The population of Buderim grew substantially across the second half of the twentieth century and by the 1980s Australia Post was considering relocation to new facilities. The post office was eventually relocated to a new premises in 1995. The Buderim War Memorial Community Association approached the Commonwealth and offered to purchase the building and the allotment. The organisation negotiated a sale and after renovations, moved in to the building in 1999, the former post office now the Buderim Community Information Centre. (Originally the Buderim War Memorial Community Committee, the organisation was formed in 1945, with the idea that a war memorial should be a living entity, rather than a statue, and that one of its principal aims should be the fostering of community in Buderim.)

**Description**

The old Buderim Post Office is located on a sloped site on a prominent intersection in the town centre and consists of a rectangular low-set weatherboard clad timber structure on stumps (levelled at the front and high at the rear). The building has a corrugated iron clad roof, hipped at the rear and gabled at the front addressing Burnett Street. A large gable protrudes to the northeast from the centre of the building. A porch with exposed framework on the back wall and separate roof supported by timber posts leads to the entrance on the right side of the front gable. A large bank of windows replace what appears to be the former post box area under the porch. There is also a small awning at the northwest corner at the rear. There are a number of hopscotch 5 light casement windows with coloured, textured panes on the side elevations and at the rear, which appear to be original or early. Ornate original/early metal window hoods protect the side windows and also a recent bank of windows at the front gable (the window is a replacement). The building is currently used as the Buderim Community Information Centre.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://www.buderim.qld.au/a-living-memorial/>  
 Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.  
 Queensland Heritage Register, 'Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants', Place ID 601711.  
 Queensland Heritage Register, 'Pioneer Cottage Buderim', Place ID 600688.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Buderim Uniting Church and Hall**

<b>Local Place ID Number</b>	BDM5		
<b>Street Address</b>	2-10 Gloucester Road, Buderim		
<b>Title Details/GPS Coordinates</b>	1RP116547	No GPS Coordinates	
<b>Other Names</b>	Buderim Uniting Church Hall, Buderim Methodist Church, Wesleyan Methodist		



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Buderim Uniting Church and Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. The construction of the original church (now hall) in 1907 illustrates the relatively slow pace of development in Buderim until that time, and as the first purpose-built church in the settlement, reflects the increasing prosperity of the community. The construction of the new church in the 1960s reflects the increased growth of the town in the second half of the twentieth century, particularly as the farms increasingly gave way to residential development.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Buderim Uniting Church and Hall is important in demonstrating the principal characteristics of churches, which are important to the region. In particular, the original 'Carpenter Gothic' church is consistent with the design of churches in the settlements in the region, as most of the settlements were relatively small and the scale of the local churches reflected this. The larger, modern church reflects changing attitudes to church architecture in the second half of the twentieth century, moving away from traditional architectural forms and espousing more modernist architectural qualities.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Buderim Uniting Church and Hall has a special association with the Methodist, and later Uniting, Church congregation in Buderim, which has utilised the church buildings and the site generally since the early 1900s, and which has been present in Buderim since the earliest period of its settlement.

**Historical Context**

The land on which the church was built was donated to the Methodist Church in 1906 by Stephenson Fountain, himself a Methodist. The church was erected by volunteers and opened in October 1907, possibly the first purpose-built church in Buderim. The church, like many in small rural communities, was modest in design, reflecting the popular 'Carpenter Gothic' architectural style. By the early 1960s, the church was overshadowed by mature fig trees and the congregation decided that a new church was required. The original church was moved and repurposed as a hall, presumably resulting in alterations to the windows and front entrance porch (there is a distinct contrast between the original, simple church structure and the former church as it exists today). A modern, brick church was erected adjacent to the former church building, and opened in 1963. In 1977, the Buderim congregation became part of the Uniting Church in Australia, formed by the union of the Methodist, Presbyterian and Congregational Churches.

**Description**

The Buderim Uniting Church and Hall incorporates the church hall (the former church), located towards the northern boundary of a corner block, the current church building (1963) on the southern boundary and a number of ancillary structures. There are a number of mature trees on the perimeter and a face brick and timber fence runs along the

street frontages.

The church hall has been considerably altered from its original configuration when it was a church and consists of a low-set rectangular weatherboard clad timber structure on stumps with corrugated iron clad gable roof with a short finial replacing the former cross. Front access is via an enclosed porch set on face brick base with separate corrugated iron clad gable roof (the current porch replaces the original small weatherboard clad structure). The front shows three vertical panels with a bank of three windows set at half height (the former pointed arch windows either side of the entrance are no longer extant). Scalloped barge boards on both, the main gable and the porch gable, have been replaced with straight boards. The former nave has single light casement windows with fanlights replacing the original/early pointed arch windows. Attached at the rear is the former sacristy with access via a ramp on the western side.

The current church building (1963) consists of a low-set cruciform face brick structure with low pitched gable roofs. The southern gable features reliefs in form of crosses framing the lettering 'BUDERIM UNITING CHURCH'. The windows are square topped, some accentuated by brick pilasters. A free standing brick spire/bell tower is located on the northwest corner of the church.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://www.buderim.qld.au/buderims-history/buderim-ginger/>  
<https://www.museumofbrisbane.com.au/blog/who-is-william-bustard/>  
 Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.  
 Queensland Heritage Register, 'Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants', Place ID 601711.  
 Queensland Heritage Register, 'Pioneer Cottage Buderim', Place ID 600688.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Buderim War Memorial Community Hall and Library**

<b>Local Place ID Number</b>	BDM6	
<b>Street Address</b>	1-5 Main Street, Buderim	
<b>Title Details/GPS Coordinates</b>	4M331835, 5B4644	No GPS Coordinates
<b>Other Names</b>	Buderim War Memorial Community Hall, Buderim School of Arts, Buderim	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Buderim War Memorial Community Hall and Library is important in demonstrating the evolution of the Sunshine Coast Council area's history. School of Arts buildings in rural settlements were typically erected when the growing community reached a sufficient population density and the community members had reasonable leisure time to pursue their interests and self-education. The construction of the library in the 1960s reflects the transition in that period across the State from School of Arts to public libraries.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Buderim War Memorial Community Hall and Library demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage. It is uncommon for a former School of Arts building to be located immediately adjacent to the library that effectively replaced the earlier institution's fundamental purpose. The difference architecturally between the two structures – especially the relatively modest 'wings' of the original School of Arts building compared with the more substantial library building, reflect the changes in learning and access to books in Buderim across the twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Buderim War Memorial Community Hall and Library are important in demonstrating the principal characteristics of a School of Arts building. The characteristics specifically include an entrance porch, two wings that housed the library and reading rooms, and a hall with a stage. These features remain intact, despite the fact that the porch and stage are more recent additions.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Buderim War Memorial Community Hall and Library have a special association with the Buderim War Memorial Community Association (formerly the Buderim War Memorial Community Committee). The former School of Arts building has been the Association's headquarters since the inception of the Association in 1945.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Buderim War Memorial Community Hall and Library has a special association with the work of the renowned local architect Lindsay Clare.

**Historical Context**

The original School of Arts building, erected in 1887, was constructed from pit-sawn timber. It was replaced by a new building in 1924, sections of which remain extant today as part of the War Memorial Community Hall. School of Arts halls were important cultural facilities in Queensland towns. They generally consisted of a library, reading room and community hall, and they served the intellectual and cultural needs of communities prior to the establishment of Council libraries in the second half of the twentieth century (many of which were established with the books originally collected by local School of Arts). The design of the original 1887 building is unknown, beyond the basic features of its construction.

The new hall, however, remains partially extant and its original design remains legible. The key features of the building, like many regional School of Arts buildings in the period of its construction, were the entrance porch, two projecting wings leading off the entrance and the large hall at the rear, including a stage. The two wings housed the library and reading room and the hall was used for concerts, dinners and other community purposes. The wings are still present, as is a hall, although the porch and stage are more recent, as is a range of other alterations.

The alterations were undertaken in the late 1980s based on the design of Lindsay Clare Architects, a prominent Sunshine Coast architectural firm. It is understood that the hall had been moved from its original position to connect with the new library building, constructed c1967, and a new brick porch emphasising this connection had been built to replace the original timber entrance porch. The work undertaken by Lindsay Clare replaced the brick porch with a new timber porch, and a new stage. The alterations were clearly designed to be different, yet sympathetic to the original design. The hall itself was also realigned so that it retained its own identity relative to the new library. The alterations received a Royal Australian Institute of Architects State Recycling Award in 1990. ('Recycling' is not a particularly helpful term in this instance; it is an example of adaptive work, not recycling, especially as the hall continues to function in much the same way as it did in the past.) As noted above, Council libraries typically replaced School of Arts, and it is uncommon to have the original building (albeit with alterations) immediately adjacent to the new library (a private building), effectively illustrating the transition from subscription libraries to free services that occurred in the 1950s and 60s throughout Queensland.

The School of Arts housed an honour board for soldiers from the district who served and died during World War I, but it

does not appear to have been known as a 'memorial' School of Arts building in the interwar period. The memorial aspect of the building was instituted at the conclusion of World War II. The local War Services Association held a public meeting to decide on a war memorial honouring local servicemen who had recently fought in the war. The outcome of the meeting was that the community preferred that the memorial be a 'living centre' rather than something static, like a statue. Thus the Buderim War Memorial Community Committee was formed and the School of Arts building became the Committee's headquarters. The Committee is now known as the Buderim War Memorial Community Association, and it has remained a prominent community organisation in Buderim since its inception.

**Description**

The Buderim War Memorial Community Hall and Library is located on the corner of Main and Church Streets in the town centre and includes the hall and the connected library. Also located on the site is the craft cottage, a modern building of no heritage significance. The buildings are set in landscaped gardens featuring sitting areas, art installations and signature trees.

The hall (1924) has been remodelled and relocated within the site and is now set along Church Street. The core building consists of a rectangular chamferboard clad structure with corrugated iron clad gable roof with ventilators and with several extensions. A box gable protrudes to the east and west of the building at the front. Banks of windows are located either side of an entrance on the eastern elevation. The original porch was replaced with a large entry porch in 1998, featuring an articulated façade. Access on the western side is via a verandah. The roof at the rear section of the hall (stage) has been remodelled and is now higher than on the core.

The library building (1967) consists of a rectangular two storey brick building with flat roof set along Main Street. The geometrically configured façade shows aluminium windows set in horizontal rows and an off-centre vertically accentuated entrance section. At the rear is a polychrome brick extension (1998).

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	04/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://www.buderim.qld.au/a-living-memorial/>  
 Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.  
 Queensland Heritage Register, 'Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants', Place ID 601711.  
 Queensland Heritage Register, 'Pioneer Cottage Buderim', Place ID 600688.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Canambie Homestead (State heritage place)**

<b>Local Place ID Number</b>	BDM7	
<b>Street Address</b>	12-14 Dixon Road, Buderim	
<b>Title Details/GPS Coordinates</b>	1RP222732	No GPS Coordinates
<b>Other Names</b>	Joseph Dixon's House.	



Source: Department of Environment and Heritage Protection.

### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Canambie Homestead, erected probably in the early 1880s, is important in demonstrating the early development of Buderim Mountain as an agricultural settlement, in particular the early success of sugar growing and sugar milling in the district.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	It is one of the oldest surviving residences on the plateau, remains substantially intact, and is important in demonstrating the principal characteristics of an early 1880s farmhouse of substantial proportions and fine detailing and workmanship, constructed of local timbers no longer generally available.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	It is one of the oldest surviving residences on the plateau, remains substantially intact, and is important in demonstrating the principal characteristics of an early 1880s farmhouse of substantial proportions and fine detailing and workmanship, constructed of local timbers no longer generally available.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The materials, timber detailing and workmanship, and simple plan and form, demonstrate a strong aesthetic quality.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The place is one of the finest early residences on the mountain and has a special association for the Buderim community with its heritage.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Canambie Homestead is significant for its close association with one of the earliest settler families on Buderim Mountain, the JC Dixon, who in partnership with John Fielding, established the first sugar mill on Buderim Mountain, 1876-1896.

### Historical Context

Refer to Queensland Heritage Register ID#602166.

### Description

Refer to Queensland Heritage Register ID#602166.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** National Trust of Queensland

**Inspection Date** 04/03/2016

### References

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

### Clitheroe House

<b>Local Place ID Number</b>	BDM9	
<b>Street Address</b>	5 Clitheroe Avenue, Buderim	
<b>Title Details/GPS Coordinates</b>	1RP172027	No GPS Coordinates
<b>Other Names</b>	N/A	



Image taken 2006/07.

### Heritage Significance

Criteria	Definition
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<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
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Statement	Clitheroe House is important because of its aesthetic significance. Based on the same design as Buderim House with only minor differences, the house is a fine example of a substantial early twentieth century house in Buderim.
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<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
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Statement	Clitheroe House has a special association with the life of Herbert Fielding, son of one of Buderim's early pioneers and a significant figure in the community and economy of Buderim in the late nineteenth and twentieth century.
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### Historical Context

'Clitheroe' was built by Herbert Victor Fielding in c1915. The Fielding name was synonymous with the early history of Buderim. Herbert's father, John, established the first sugar mill in the district in 1876, in partnership with Joseph Dixon. John died in 1890 and the farm passed to his wife, Jane, before Herbert acquired it in 1906. Herbert took over management of the farm after his father's death, growing, amongst other crops, bananas. Herbert was a prominent member of the local community; he was actively involved with the School of Arts and a trustee of the Buderim Methodist Church. He also acted as a representative for the Maroochy Pastoral Agricultural Horticultural and Industrial Association in the early 1900s.

Herbert lived in his parent's house until 1904, when he built his own house, 'Marimba', on the property in preparation for his marriage that year. In c1915, Herbert sold a portion of his property with 'Marimba' on it and began construction of 'Buderim House' on the slope of Mount Buderim. He sold the new house before it was even completed to Walter Frank Oates, who demanded that the house include a tower, flagpole and a leadlight panel above the front door with the words 'Buderim House' before he would complete the sale. A 1934 history of the house published in the Nambour Chronicle and North Coast Advertiser implied Fielding sold the house because property prices were booming at the time, offering a strong inducement to Fielding to sell. The requested additions were made to the house and it is now entered on the local and State heritage registers.

Fielding set about building a copy of the original design of 'Buderim House' (without the tower) on another portion of his remaining property almost immediately. When completed, he named the house 'Clitheroe', allegedly after the town of the same name northwest of Manchester, England, from where John Fielding migrated to Australia in 1849. Fielding purchased 'Buderim House' back in 1925 and made some improvements before selling it again in 1927, this time to HJ Murphy. Fielding died in 1947 and he appears to have lived in 'Clitheroe' up until the end of his life.

### Description

Clitheroe House is located on a large block on the western side of Gloucester Road within extensive mature gardens screening the house from the road and surrounding properties.

The residence consists of a large highset chamferboard clad timber structure on stumps covered by a corrugated iron clad roof. The core of the building has a Dutch gable roof with multi-gable extensions to the north and east.

<b>Other Statutory Listings</b>	No statutory listings
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<b>Non-Statutory Listings</b>	No non-statutory listings
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<b>Inspection Date</b>	Not inspected yet.
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### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Nambour Chronicle and North Coast Advertiser, 26 April 1935, 3.  
 Nambour Chronicle and North Coast Advertiser, 28 February 1947, 6.  
 Nambour Chronicle and North Coast Advertiser, 7 December 1934, 12.  
 Queensland Heritage Register, 'Buderim House', ID 601176.

### Harry Board's House (former)

<b>Local Place ID Number</b>	BDM10
<b>Street Address</b>	Harry's Lane (off Lindsay Road), Buderim
<b>Title Details/GPS Coordinates</b>	3RP211081 (Part)   No GPS Coordinates
<b>Other Names</b>	Harry's Restaurant



**Heritage Significance**

Criteria	Definition
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Harry Board's House (former) demonstrates rare aspects of the Sunshine Coast Council area's cultural heritage. It is rare for a house dating from the earliest period of settlement in Buderim, constructed from local timbers and using traditional milling and construction techniques to remain extant (other examples include Pioneer Cottage, Canambie Homestead and William Guy's House, all of which are entered in the local heritage register). This rarity survives despite subsequent alterations to the structure over its life span.

**Historical Context**

Harry Board settled in Buderim in the 1880s. A carpenter by trade, he built his house from local Beech, Cedar and hardwoods at 75 William Street. The timber was pit-sawn and hand-planed and the roof was originally clad in timber shingles, traditional construction techniques and materials that were commonly employed in rural or regional areas in Queensland in the nineteenth century. The fireplace was built using local clay deposits. Board extended the house at the turn of the century, both to accommodate his growing family, but also to provide rooms for paying tenants (therefore it must have also been a boarding house). Board died in 1913, but his family continued to own the house until 1926. Subsequent owners undertook various alterations, including replacement of the shingled roof with corrugated iron, and also changes to the verandah, bathroom and kitchen. It became a rental property in 1965.

The owner of the house in 1990 donated it to the Maroochy Shire Council, with the intent that it would be relocated and restored. The building was thus moved to its current location and restoration work on the house was based on the advice of Marrs Design Consultants (a local architectural firm) and Bruce Buchanan Architects, based in Ipswich. The architects worked from early photographs of the house to ensure the conservation work was as accurate as possible, while converting the building to a restaurant. Substantial elements of the original structure were retained. The gardens include several mature plants that were salvaged from work sites around Buderim and are not original plantings.

**Description**

Harry Board's House was relocated to its present location within native bushland on a sloping site overlooking a grassed clearing and was converted into a restaurant. The building consists of a U-shaped weatherboard clad timber structure on stumps (low at the street front and high at the rear). The house was constructed of beech, cedar, bolly gum and other hardwoods, the boards being pit-sawn and hand-planed. Pit sawn timber is reportedly evident in the floor structure. The roof, originally clad with shingles, is now clad with corrugated iron and is gabled at the straight rear section and hipped at the front gables. A partially enclosed verandah with separate bullnose roof supported by timber posts wraps around the sides and rear of the building and features a broomstick balustrade (restored) and large shutters (new). The back walls are single skin with exposed frame work and diagonal bracing. Access is via restored French doors with fanlights. A bullnose awning, covering the entrance porch on the south-western elevation, is set in between the two side gables. A freestanding brick chimney is located in front of the northern gable.

A small rectangular weatherboard clad building with corrugated iron clad gable roof is located on the north- western boundary.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	03/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.  
 Queensland Heritage Register, 'Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants', Place ID 601711.  
 Queensland Heritage Register, 'Pioneer Cottage Buderim', Place ID 600688.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.



**Gallery**



**Herbert Lindsay's House**

<b>Local Place ID Number</b>	BDM11	
<b>Street Address</b>	35 Lindsay Road, Buderim	
<b>Title Details/GPS Coordinates</b>	101SP104720 (part)	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Herbert Lindsay's House is important in demonstrating the principal characteristics of a modest timber house built in Buderim in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Herbert Lindsay's House is important because of its aesthetic significance. The house includes elements consistent with early timber houses in the region, including a front verandah, VJ tongue- and- groove cladding and decorative features such as stop-chamfered posts, brackets and slatted balustrade. These elements represent pleasing and expressive attributes that combine to create a strong landmark quality (especially in contrast to surrounding development) and streetscape contribution. The two mature trees at the front of the property also contribute to the aesthetic appreciation of the house, evoking reflection of the earlier context of the property as a farm.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Herbert Lindsay's House has a special association with the life of Herbert Lindsay, son of one of Buderim's earliest pioneers and himself a significant figure in the community and economy of the town in the early twentieth century.

**Historical Context**

The house was built by Herbert Lindsay in 1911, the son of one of the district's earliest settlers, James Lindsay. James and his wife, Caroline, had six children, with Herbert born in 1886. James settled in Buderim with his parents in 1870 and he became the first farmer in the district to grow bananas, sending his first crop to Brisbane in 1885. He was later a Councillor in the Maroochy Shire Council for twenty-six years (during which time he was instrumental in securing a loan for the Buderim to Palmwoods Tramway), and he also founded Buderim's first School of Arts.

The house was built on the Lindsay farm and Herbert continued to maintain the banana plants and citrus orchards on the farm. After the house was built, Herbert and his wife planted two trees at the front of the property to mark the birth date of their sons, Ivan and Max. The verandahs to the house have been enclosed except for the front of the building and a bathroom was added at a later date. The property was developed as a retirement village in 1987 and the house was retained, although it was extensively refurbished internally.

**Description**

Herbert Lindsay's House is located on an elevated site addressing Lindsay Road on the north-western corner of a large block containing the 'Aveo Lindsay Gardens Buderim'. Two large fig trees, located at the street front, were planted by the Lindsay family to mark the birth of their sons Ivan and Max.

The building consists of a Queenslander, built from local timber, on medium stumps with arched battened valance. The house has a truncated corrugated iron clad pyramid roof. A verandah with skillion roof spans the front and wraps around the eastern corner where it is enclosed with weatherboards and windows. A simple elongated bullnose window hood spans the entire eastern elevation. The front verandah features stop chamfered posts with ornate brackets, slatted balustrade and lattice privacy door at the top of the central timber stairs. The verandah back wall is single skin VJ tongue-and-groove with horizontal profiled belt rails. Access is via French doors with fretwork ventilation panels above. A gable with hipped roof projects from the core building at the rear on the south-western corner.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Nambour Chronicle and North Coast Advertiser, 5 May 1933, 12.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Milne House**

<b>Local Place ID Number</b>	BDM13	
<b>Street Address</b>	3 Orme Road, Buderim	
<b>Title Details/GPS Coordinates</b>	1RP93161	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Milne House is important in demonstrating the evolution of the Sunshine Coast Council area's history.

	Although set on a smaller allotment than was originally the case, the history of the house reflects the subdivision of large farm lands in Buderim in the early twentieth century as demand for land increased, a process that continued throughout the twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Milne House is important in demonstrating the principal characteristics of a modest timber house built in Buderim in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Milne House is important because of its aesthetic significance. The house includes elements consistent with early timber houses in the region, including a front verandah, diagonal bracing across the external wall cladding and decorative features such as stop-chamfered posts, brackets and slatted balustrade. These elements represent pleasing and expressive attributes that combine to create a strong landmark quality (especially in contrast to surrounding development) and streetscape contribution.
<b>Historical Context</b>	
'Milne House' is believed to have been built in 1903, possibly by Thomas Milne. The house is located on land that was originally owned by John Fielding. Fielding helped establish the first sugar mill in Buderim in 1876 and he was also one of the largest landowners in the district, growing sugar cane and bananas amongst other crops. His son, Herbert, took over the farm when John died in 1890, and he progressively subdivided the property over subsequent decades. (Herbert went on to building 'Buderim House' and 'Clitheroe' in 1915 - see 'Clitheroe House' place card and Queensland Heritage Register entry for 'Buderim House'). Fielding subdivided two five acre allotments in 1897 and one of these was purchased by Richard Milne. Milne died in 1903 and the property passed to his wife, Jane, and then to Thomas Milne in 1913. Thomas grew fruit on the property until the 1940s. The property was subdivided again in 1958. The house has been built in underneath and a rear deck added some time in the late twentieth or early twentieth-first century.	
<b>Description</b>	
The Milne House is set in established gardens delineated at the street front by a decorative timber fence and consists of a Queenslander on high stumps with arched battened valance at the front. The building has a corrugated iron clad pyramid roof. A verandah with separate bullnose roof wraps around the building. The side verandahs are enclosed with weatherboards. The front verandah features stop chamfered posts with ornate brackets, three-rail broomstick balustrade and a batwing-type battened privacy door with battened screen panels either side at the top of the central timber stairs. The verandah back wall is single skin with exposed diagonal bracing. There are a number of French doors and sash windows. The side windows are covered by ornate metal window hoods. There are a number of extensions at the rear, including a square weatherboard clad detached kitchen with corrugated iron clad pyramid roof on the north-eastern corner.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016
<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006. Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	

### Pioneer Cottage (State heritage place)

<b>Local Place ID Number</b>	BDM15	
<b>Street Address</b>	5 Ballinger Crescent, Buderim	
<b>Title Details/GPS Coordinates</b>	1RP109956	No GPS Coordinates
<b>Other Names</b>	JK Burnett (and family) residence	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Pioneer Cottage, the former JK Burnett home erected c1882-83, is important in demonstrating the early development of Buderim Mountain as an agricultural settlement, in particular the early success of sugar growing and sugar milling in the district.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	It is one of the oldest surviving residences on the plateau, remains substantially intact, and demonstrates the principal characteristics of an early 1880s farmhouse built of local timbers no longer generally available.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	It is one of the oldest surviving residences on the plateau, remains substantially intact, and demonstrates the principal characteristics of an early 1880s farmhouse built of local timbers no longer generally available.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The rustic materials and simple form and plan have an aesthetic quality valued by the community.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The place has a special association for the Buderim community, as evidenced by their acquisition of the property for museum purposes in the mid-1960s.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Pioneer Cottage is significant for its close association with one of the early families of Buderim Mountain, the JK Burnetts, and for its close association with the work of the Buderim Historical Society.

**Historical Context**  
Refer to Queensland Heritage Register ID#600688.

**Description**  
Refer to Queensland Heritage Register ID#600688.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** National Trust of Queensland

**Inspection Date** 04/03/2016

**References**  
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**



**Second Buderim Ginger Factory Shed (former)**

<b>Local Place ID Number</b>	BDM22	
<b>Street Address</b>	81 Burnett Street, Buderim	
<b>Title Details/GPS Coordinates</b>	8RP814216 (Part)	No GPS Coordinates
<b>Other Names</b>	Merrybud Ginger Factory, Merrybud Golden Ginger Factory, Merrybud Jam	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Second Buderim Ginger Factory Shed (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The remnant of the second factory site in Buderim illustrates the historical evolution of the ginger processing industry in Buderim since its establishment in the 1920s, particularly the shift to a purpose-built factory and associated structures in 1943.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Second Buderim Ginger Factory Shed (former) demonstrates a rare aspect of the Sunshine Coast Council area's history, as the only surviving building associated with the Buderim Ginger Factory.
Historical Context	
<p>Ginger was first grown in Buderim in the 1910s, possibly before World War I, by AJ Burnett. At the time, most ginger was imported from China and demand in Australia was not particularly high. Nonetheless, Burnett discovered that the plant grew well on the plateau. By the 1920s, he was joined by another grower (the name is difficult to determine from the newspaper article) and in 1929 there were enough growers to consider forming a growers' association, which was eventually created and called the Buderim Ginger Growers' Co-operative Association Ltd. In this period, growers appear to have sent their ginger to factories in Brisbane for processing.</p> <p>The first Buderim ginger factory was established in 1941 in a former blacksmith shop located opposite the school grounds. Production increased dramatically, such that within a year plans were prepared for the construction of a significantly larger factory. Opened in 1943, the factory was the first purpose-built ginger factory in Australia. The original factory continued to operate for several more years before the Association ceased operations there. The timing of the construction of the new factory is possibly associated with the war in Asia and the Pacific against the Japanese. The Australian Government banned all imports of ginger from so-called 'Eastern' countries after the outbreak of war in late 1941. The industry, still effectively limited to Buderim (the only other place in Australia ginger was grown was the Richmond River district in northern New South Wales), boomed and became an integral part of Buderim and the Sunshine Coast.</p> <p>The factory continued to operate until 1981. Some operations were moved to a new factory built at Yandina and opened in 1978. The new factory is now simply called the 'Ginger Factory' and it is popular with tourists as well as continuing to produce ginger products.</p>	
Description	
<p>The former Second Buderim Ginger Factory Shed is located within a newly established shopping complex on the southern side of Burnett Street in the centre of town. The only remaining building of the former large ginger factory is set parallel to the access road on the eastern boundary of a large block occupied mostly by the Buderim Tavern. The building consists of two lowset rectangular double-storey shed structures with corrugated iron clad gable roof, joined at the gable end. The northern gable is partially clad with corrugated iron sheeting to half-height followed by a rendered masonry wall and the eastern walls are clad with corrugated iron sheeting. A brick wall extending to a straight parapet spans the western elevation on the northern part of the building, while the southern part has a shorter masonry block wall.</p> <p>The building has been remodelled into a bottle shop, including a modern shop window and entrance on the northern corner.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2017
References	
<p>Buderim Heritage Walk.  <a href="http://www.buderimginger.com/about-us">http://www.buderimginger.com/about-us</a>            Picture Sunshine Coast.</p>	

### South Sea Islander stone wall and dwellings site

<b>Local Place ID Number</b>	BDM23	
<b>Street Address</b>	Village Place and 8A Ballinger Court, Buderim	
<b>Title Details/GPS Coordinates</b>	Road reserve, 34CG4744	-26.685313, 153.054122
<b>Other Names</b>	N/A	



Site of South Sea Islander wall

Site of South Sea Islander dwellings

### Heritage Significance

Criteria	Definition
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The South Sea Islander stone wall demonstrates a rare aspect of the Sunshine Coast Council area's history, as dry-stone walls built by South Sea Islanders are not a common feature in the area.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The South Sea Islander stone wall has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, principally the construction technique used to build the dry-stone wall.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The South Sea Islander stone wall has a strong association with the South Sea Islander community (both the original community and their descendants). A small South Sea Islander settlement was historically located near the wall and available evidence suggests the wall was built by South Sea Islanders. Descendants of South Sea Islanders also consider the wall to be significant.

### Historical Context

The South Sea Islander stone wall is a dry-stone wall understood to have been built by South Sea Islanders who lived and worked in Buderim.

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 plantations. Sugar production grew rapidly during the 1870s at Buderim along with other settlements, including Woombye, Nambour and Bli Bli, and on land along the Maroochy and Mooloolah rivers. Plantation owners employed Islanders and the practice was a controversial subject in the late nineteenth century. They were indentured labourers and, in the early years of the industry, many were kidnapped from their homes. Recruitment was increasingly regulated by colonial governments and many Australians believed that the use of Islanders in the sugar industry reduced employment for white workers. Such was the significance of the issue, it was addressed in one of the first Acts of the new Australian Parliament: The Commonwealth's Pacific Island Labourers Act 1901, which ordered the deportation of most Islanders from Australia by 1906.

Approximately 70 Islander males lived and worked at Buderim when the legislation was introduced. By this stage, most Islanders considered themselves citizens; some continued to live in barrack accommodation on the properties on which they worked, while others owned their own land and leased sugar cane farms. Despite protest from various quarters (including the Queensland Government), the Act was enforced, and Islanders were encouraged to leave and, in the final instance, deported: Ten Islanders from Buderim, and twenty-four from Nambour, were amongst 68 forcibly 'collected' from across the State and deported in 1907. Exemptions from deportation were available (and these were broadened in response to protest against the Act) and some Islanders remained in the Sunshine Coast and continued to be a part of the local community. Descendants of the local South Sea Islanders formed a local branch of the association Descendants of Australian South Sea Islanders Inc. on the Sunshine Coast, reflecting the ongoing connection with their ancestors who first came to the region in the nineteenth century.

It is noted that there are oral histories from the South Sea Islander community of the Sunshine Coast that provide further contextual information (refer to Sunshine Coast Council website listed in the 'References' section below).

'Stone Street' is a reference to a stone wall believed to have been constructed by South Sea Islanders. The site was originally surveyed as a road reserve in 1878 and it was located on the northern edge of a South Sea Islander settlement located approximately 150m to the southwest of the wall. The settlement – houses which appear to have been extant as late as the 1950s (based on aerial imagery) – is believed to have been located on land owned by the Buderim pioneer John Burnett. Burnett and his family moved to Buderim in the early 1870s and he worked for Joseph Dixon and John Fielding in their sugar mill, the first in Buderim. Burnett then purchased 20 acres of land in 1878 and he built a home in c1884, which remains extant: The 'Pioneer Cottage', now a museum and listed on the Queensland Heritage Register. Burnett became the manager of the Buderim Mountain Sugar Company Mill in 1884, the second mill to be erected in Buderim. The sugar mill closed in 1889 and Burnett opened a general store shortly after.

The reason for constructing the wall is uncertain, as is its construction date, although building walls such as these was a common practice in areas where stone was freely available. It was also a practice often (but not exclusively) associated with South Sea Islander labour in historically sugar growing districts. Residents reported the presence of stone walls in various locations in or near the Islander settlement and the 'Stone Street' wall prior to residential development in the second half of the twentieth century indicating that the 'Stone Street' wall was probably part of a larger network of walls, probably creating terraces to support agriculture, possibly pineapples or bananas. The area between the settlement and the wall was certainly cultivated with banana plants or pineapples in the 1950s, so the

walls may have assisted with expanding areas for agriculture on hilly ground. As noted above, most of the earlier walls have now been destroyed. Some of the stone wall described in this citation was incorporated into the Centreview Place and Village Place developments and is not included in the boundary of the current entry.

**Description**

The South Sea Islander stone wall is part of Stone Street, an unformed road located on a steep ridge north of the Village Place subdivision and including the southern termination of Church Street in the centre of town. The site includes regenerated rainforest vegetation, including mature white fig trees (*Ficus virens*), remnant rock formations and drystone walls and terracing, constructed from local rocks.

The site of the former South Sea Islander dwellings is located in Ballinger Court Park on the southern side of Ballinger Court in sloping terrain in a residential area. Steps lead into the partially landscaped site that includes grassed areas and mature vegetation. Embedded in the grass are what appears to be stone foundations and it is possible that further subsurface archaeological artefacts remain in situ. The site is part of the 'Walk Buderim' and there is some interpretive signage informing about the history of the site.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected

**References**

- Meredith Walker, 'History of trees in Buderim', Buderim Historical Society Inc., 2014
- Meredith Walker, Submission to Sunshine Coast Council for 'Nomination of a place in the Sunshine Coast Local heritage Register', 2012.
- National Archives Australia, 'South Sea Islanders – Fact Sheet 269', <http://www.naa.gov.au/collection/fact-sheets/fs269.aspx>, accessed 16 March 2017.
- Sunshine Coast Council, Australian South Sea Islander stories webpage: <https://heritage.sunshinecoast.qld.gov.au/Stories/Australian-South-Sea-Islander>

**Gallery**



Site of South Sea Islander dwellings.

**St Mark's Church of England Church and Hall**

<b>Local Place ID Number</b>	BDM16	
<b>Street Address</b>	7 Main Street, Buderim	
<b>Title Details/GPS Coordinates</b>	12B4641	No GPS Coordinates
<b>Other Names</b>	St Mark's Church of England Hall, St Mark's Church.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	St Mark's Church of England Church and Hall is important in demonstrating the evolution of the region's history. The construction of the original church (now hall) in 1917 illustrates the relatively slow pace of development in Buderim until that time and presumably the impact of the tramway, constructed in 1914, on the fortunes and population of the town. The construction of the new church in the 1980s reflects the increased growth of the town in the second half of the twentieth century, particularly as the farms increasingly gave way to residential development.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	St Mark's Church of England Church and Hall is important in demonstrating the principal characteristics of churches, which are important to the region. In particular, the original 'Carpenter Gothic' church is consistent with the design of churches in the settlements in the region, as most of the settlements were relatively small and the scale of the local churches reflected this. The larger, modern church reflects changing attitudes to church architecture in the second half of the twentieth century, moving away from traditional architectural forms and espousing more modernist architectural qualities.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	St Mark's Church of England Church and Hall has a special association with the Anglican community of Buderim, which has utilised the church buildings and the site generally since the 1910s, and which has been present in Buderim since the earliest period of its settlement.

#### Historical Context

The Anglican Church purchased land in Buderim in 1892, but a church was not erected in Buderim until the 1910s. Until this time, parishioners met at the School of Arts. The first church was built in 1917 Mr Kuskopf for the price of £350 – in very close proximity to the School of Arts. The date of construction aligns closely with the opening of the tramway, indicating a boost in the overall prosperity of the town, and possibly its population. A hall was also built, although it is unknown when it was constructed. In 1936, the bell from the locomotive engine that had operated on the Buderim-Palmwoods tramway, was installed in a belfry built on the roof. A new stained glass window, by the famous stained glass artist William Bustard, was installed in 1942, along with a sanctuary lamp. In 1966, the church was enlarged to cater for 110 parishioners – more than double the number of original seating capacity (reflecting the population growth in that period). By 1987, the need for a larger building to seat 230 people was urgent and, in 1988, a new church was constructed on the site of the church hall. The original church was left on site where it is now used as the church hall, although the stained glass windows were removed and installed in the new church.

#### Description

St Mark's Church of England Church and Hall is set in landscaped surrounds including some mature Camphor Laurels on the northern boundary and comprises the original church (1917), now the church hall, and the current church, built in 1988 on the site of the former hall.

The church hall displays 'Carpenter Gothic' style elements and consists of a small weatherboard clad rectangular timber structure with corrugated iron clad hipped roof with ventilators (new). A small belfry topped with a cross was added to the roof after 1936 and included the bell from the Buderim-Palmwoods Tramway locomotive after the closure of the line in 1936. The former entrance porch on the western side of the church was replaced with the current modern glass doors, covered by an awning. A gable projects from the centre of the southern elevation. There are six casement pointed arch windows on the side. Stained glass windows have been removed and were included in the construction of the new church.

The current church consists of a modern brick building with a trapezium footprint. The nave is fronted by an elongated rectangular entrance area with large glass doors and flat roof. A wide awning at the front covers the entrance part of a circular driveway. The bell tower topped with a cross rises above the roof line of the nave.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://www.buderim.qld.au/buderims-history/buderim-ginger/>  
<https://www.museumofbrisbane.com.au/blog/who-is-william-bustard/>  
 Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.  
 Queensland Heritage Register, 'Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants', Place ID 601711.  
 Queensland Heritage Register, 'Pioneer Cottage Buderim', Place ID 600688.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

#### Gallery





## Trafalgar House

<b>Local Place ID Number</b>	BDM17	
<b>Street Address</b>	18 William Street, Buderim	
<b>Title Details/GPS Coordinates</b>	1RP95416	No GPS Coordinates
<b>Other Names</b>		



### Heritage Significance

Criteria	Definition
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Trafalgar House is important to the Sunshine Coast Council region because of its aesthetic significance. It is a particularly fine example of an early 'Queenslander' style house, with large grounds, gardens and mature trees that complement the house.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Trafalgar House, Buderim has a special association with the Buderim Garden Club (est 1946).

### Historical Context

Trafalgar House was built for Charles Horatio Nelson. Nelson, previously a librarian at the Brisbane School of Arts, purchased 9 acres of land on William Street and built a house there in 1912. He subdivided the property after World War I and sold the allotment (now 4 acres) with the house on it to Harry Francis (Frank) Nelson and Charles Robert Nelson in 1928. Frank and his brother grew citrus on the property. Frank subdivided the 4 acres in 1960 and historic aerial photographs illustrate how the property was progressively subdivided from this period.

The house was purchased by Rhonda Vickers and Wim Rolevik in 1986 and they named the house 'Trafalgar'. The name was in honour of the house's original owner, Charles, whose middle and last name together was obviously a reference to the famous British naval commander, Horatio Nelson, who died on his ship HMS Victory in the Battle of Trafalgar in 1805. Some of the trees in the garden appear to have been present since at least the 1950s. The new owners undertook various alterations and additions to the house and garden.

Trafalgar House, Buderim has a special association with the Buderim Garden Club (established 1946).

### Description

Trafalgar House is located on the corner of William and Besley Streets in a residential area in the southwest of the town and is set in established landscaped gardens that include mature trees.

The building consists of a two storey rectangular weatherboard clad Queenslander with corrugated iron clad hipped roof. A verandah with skillion roof wraps around the building and is supported on stumps with curved slatted valance in between and is enclosed at the rear. Verandah features include broomstick railings, stop-chamfered posts with ornate brackets, single skin vertical tongue-and-groove clad back walls and French doors. An external brick chimney is located in front of the enclosed back verandah and there is a reported inglenook with fireplace on the upper level and in the kitchen on the lower level. There are several sash windows with metal window hoods at the rear. A single storey extension with separate corrugated iron clad roof is attached at the rear. Originally the house had stairs at both front corners.

<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	04/03/2016

### References

Rolevink, R.V. Buderim's Trafalgar House – The First 100 Years 1912-2012. Published 2012.  
 Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Qlmagery

**Gallery**



**Vandy's Garage (former)**

<b>Local Place ID Number</b>	BDM18	
<b>Street Address</b>	114 Burnett Street, Buderim	
<b>Title Details/GPS Coordinates</b>	4RP62221 (part)	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Vandy's Garage is important in demonstrating the evolution of the Sunshine Coast Council area's history. The early settlement and growth of the region was underpinned by the railway and this was reflected in particular in Buderim by the construction of the tramway. The decision to not extend the tramway to Maroochydore and instead build a road illustrated the increasing prominence of the car in the region's economy. The general rise in private car ownership and the eventual demise of the Palmwoods to Buderim Tramway reinforced the significance of the car in Buderim and the region more generally, and thereby encouraging the growth of garages to service cars.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Vandy's Garage demonstrates an endangered aspect of the Sunshine Coast Council area's cultural heritage. It is the last surviving garage from the pre-World War II period in Buderim, and one of the few surviving garages from this era in the Sunshine Coast.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Vandy's Garage is important in demonstrating the principal characteristics of garages in the pre- and immediate post-World War II period, particularly the relatively modest size of the original garage and the timber and corrugated tin construction, which contrasts with modern petrol stations.

**Historical Context**

Vandy's Garage was constructed in the 1930s (although it is possible a garage was located on this site from as early as 1918). Car ownership grew substantially in Australia in the 1920s. The growth was reflected in private car ownership, but also road construction in the Sunshine Coast region, including local roads and the Bruce Highway (the latter completed in the 1930s). Importantly, Buderim was a stepping off point for visitors to local seaside resorts, particularly Maroochydore and Alexandra Headlands. People travelled to Buderim via the North Coast Railway and the Palmwoods to Buderim Tramway, and then by car to the coast. Calls were made in the 1910s to extend the tramway to Maroochydore, but the local Council instead opted for a road.

The rise in car ownership led to the establishment of garages, where cars were serviced and petrol dispensed. The closure of the tramway in 1935, the continual improvement of local roads and the impact of the Bruce Highway on tourism in the region further reinforced the significance of the car to Buderim and the towns and resorts of the Sunshine Coast. Car ownership continued to grow in the post-World War II period. Reflecting this growth, a workshop was constructed adjacent to the original garage in 1954. From 1987, John Vandenberghe owned the business, operating under the name 'Vandy's Garage'. The garage ceased selling petrol in 2004, primarily due to the increase of major petrol station chains in the region. More recently, the original building has been converted into a café.

Description	
The original garage, currently used as a café, addresses Burnett Street and consists of a rectangular single storey structure clad with sheeting and covered by a gable roof. A large corrugated iron clad awning supported by timber posts spans the entire front where three disused bowsers are located.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016
References	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.	
Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.	
Queensland Heritage Register, 'Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants', Place ID 601711.	
Queensland Heritage Register, 'Pioneer Cottage Buderim', Place ID 600688.	
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.	
<i>Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</i>	

### William Guy's House

<b>Local Place ID Number</b>	BDM19	
<b>Street Address</b>	12 Guy Avenue, Buderim	
<b>Title Details/GPS Coordinates</b>	1RP133123	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	William Guy's House is important in demonstrating the evolution of the Sunshine Coast Council area's history. Guy was one of the earliest selectors in Buderim and he was associated in an early phase with the growth of the sugar industry in the settlement. His house, built in the 1890s, is relatively substantial and therefore reflects the increasing prosperity of Buderim and Guy himself as a consequence of the local sugar industry.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	William Guy's House demonstrates uncommon aspects of the Sunshine Coast Council area's heritage, in particular the presence of pit-sawn local timbers, rather than milled timber.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	William Guy's House has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. The site has archaeological potential as it was an early selection in the history of Buderim (and the Sunshine Coast more generally) and it is possible the original house and associated structures were located in proximity to the current house and within the current allotment. Archaeological evidence dating from the 1870s and 1880s would provide important information about life and settlement in Buderim in an early phase of its history.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	William Guy's House is important to the Sunshine Coast Council area because of its aesthetic significance. This significance is primarily defined by its location on a high and therefore prominent site in Buderim, but also the various material and design features of the house, that reflect a substantial and attractive dwelling constructed in the 1890s.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	William Guy's House has a special association with the life of William Guy, who was a member of the survey party that surveyed the town of Buderim and who became one of its earliest residents.

Historical Context	
William Guy was a member of the party, under the direction of surveyor William Fryar, which surveyed Buderim in 1869. Guy selected the portion of land, on which the house is located, in 1870 – the first block of land to be selected in Buderim. He is understood to have occupied his selection, making him one of the earliest residents of Buderim. He grew sugar cane, supplying both the local sugar mills, and then later began growing other crops once the mills closed.	
The current house was not constructed until the 1890s, presumably replacing an earlier structure. It is located on one of the highest points of the Buderim Plateau and it was built using pit-sawn white beech and red cedar, possibly from the Buderim area (given the timber was pit-sawn and not milled, as sawmills were located in the region, particularly the	

hinterland, by this time). Although it is not Guy's original house, given he occupied his selection from the 1870s, its construction in the 1890s still marks it as relatively early in the history of Buderim. Moreover, the style of construction reflects the increasing prosperity of the town following the establishment of sugar mills in Buderim, as it is a relatively substantial house that features various decorative elements that separate it from a more modest dwelling.

Guy lived in the house until his death in 1936 at the age of 96. The house was converted into flats in 2007, although much of the original structure appears intact, with alterations reflecting its age and occupancy across a long period of time.

**Description**

William Guy's House is set in mature gardens on one of the highest points of Buderim providing extensive views. The building consists of two parts; a larger main structure with a square footprint to the northeast and an attached L-shaped structure at the south-western side. The main building overlooks the gardens in the northeast and consists of an early style Queenslander with steep pitched corrugated iron clad roof on medium stumps with arched battened valance. Originally, the house was built using pit-sawn white beech for the floors, walls and ceiling and red cedar joinery (it is not clear whether these features are extant). The main access is from the front (northeast) via timber stairs. A partially enclosed verandah with separate bullnose corrugated iron clad roof wraps around the building and features original/early ornate cast iron brackets, valance and balustrades. The back walls are single skin with exposed framework. A number of French doors with fanlights provide access. The interior reportedly includes original/early pressed metal ceilings, original joinery, beaded tongue-and-groove cladding (horizontal and VJ) and a later decorative Art Nouveau arch. The southern extension consists of a smaller weatherboard clad structure on medium stumps with corrugated iron clad hipped roof. A partially enclosed verandah with skillion roof spans the western and south-western elevation. Some of the windows are covered by metal window hoods. William Guy's house has been updated/altered in the past, but the building strongly reflects its origin.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	03/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.
- Queensland Heritage Register, 'Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants', Place ID 601711.
- Queensland Heritage Register, 'Pioneer Cottage Buderim', Place ID 600688.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Wirreanda Park**

<b>Local Place ID Number</b>	BDM20	
<b>Street Address</b>	97 King Street, Buderim	
<b>Title Details/GPS Coordinates</b>	87RP95883	No GPS Coordinates
<b>Other Names</b>	The Avenue	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Wirreanda Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. The concern expressed by the Buderim community regarding the fate of the trees, via the Buderim War Memorial Community Committee, reflects the increasing interest in the protection of trees in Buderim and the establishment of parks, particularly in the 1960s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Wirreanda Park is important to the Sunshine Coast Council area because of its aesthetic significance. The avenue of trees is striking, as result of the maturity of the fig trees, and also for the grand and majestic nature of the planting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Wirreanda Park has a special association with the Buderim War Memorial Community Committee, a prominent community organisation that sought, and continues, to protect a sense of community in Buderim.

#### Historical Context

The avenue of figs (*ficus bengamina*), now referred to as Wirreanda Park, were originally planted c1903 by Mahomet Ishak for Captain Smyth, the owner of the property. Smyth sold his property in 1916; newspaper articles at the time drew attention to the beauty of the trees he had had planted (albeit in a juvenile state) and commented on the interest in property in the town owing to the construction of the Palmwoods to Buderim Tramway, completed that year. The new owner of the property removed Smyth's house, and the subsequent house was also later removed or demolished. Buderim became noted in the early twentieth century for its beautiful plantings, on private properties, but also lining streets.

In 1960, the property was purchased by the land developer, Alfred Grant. The Buderim War Memorial Community Committee (BWMCC) wrote to Grant, expressing concern on behalf of the Buderim community for the fate of the avenue of trees. (The BWMCC was formed in 1945, with the idea that a war memorial should be a living entity, rather than a statue, and that one of its principal aims should be the fostering of community in Buderim. It continues today as the Buderim War Memorial Community Association).

By this time, the 'Avenue', as it was known, was considered a Buderim landmark. The BWMCC even offered to buy the section of the property in order to protect it, an offer made as part of a wider concern for the establishment of parks in Buderim at the time. Recognising the significance of the avenue to the local community, Grant donated the land to the shire as a gift, with the expectation that the BWMCC would care for the trees. The park was renamed 'Wirreanda', meaning 'place of the trees', presumably drawing on the local Kabi Kabi language.

#### Description

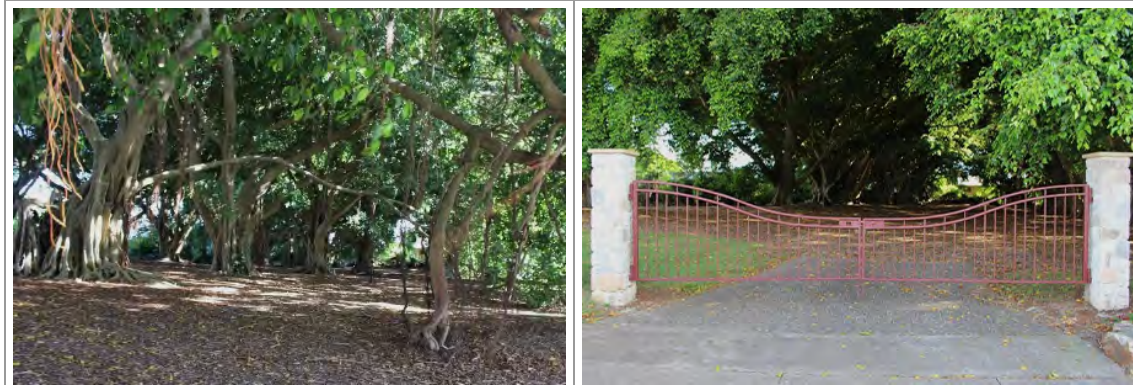
Wirreanda Park is located to the east of the town centre and comprises a relatively unaltered avenue of impressive mature fig trees (*ficus benjamina*) leading from the street to the site of the former Smyth's cottage. A few of the original trees have been lost to disease in the root system. The area along the eastern boundary is landscaped with grassed sections, a children's playground and an amenities block. A recent metal double gate suspended from posts fashioned from natural stone marks the entrance from King Street. Close by is a stela with the lettering Wirreanda Park.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	04/03/2016

#### References

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Daily Standard, 18 August 1916, 5.
- <http://www.buderim.qld.au/a-living-memorial/>
- Meredith Walker, 'History of trees in Buderim', Buderim Historical Society Inc., 2014
- Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.
- Queensland Heritage Register, 'Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants', Place ID 601711.
- Queensland Heritage Register, 'Pioneer Cottage Buderim', Place ID 600688.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

#### Gallery





## 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 Caloundra House (1919) and the Omar and Surf House in the 1920s. Motor vehicle ownership slowly grew in the 1920s and the 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 sealed in 1937.

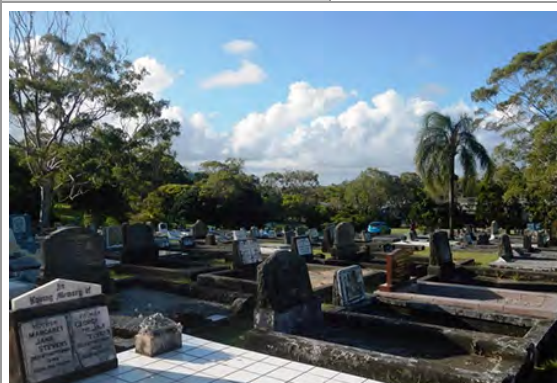
The social and infrastructure changes in the 1930s meant it was that decade that came to define the emergence of Caloundra as a popular seaside resort. The roads in particular led to an unprecedented land boom in Caloundra, prompting the Nambour Chronicle and North Coast Advertiser to write in 1935, regarding land sales in Moffat Headland: '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 (known as the Brisbane Line) 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.

## Caloundra Cemetery

<b>Local Place ID Number</b>	CAL1	
<b>Street Address</b>	Queen Street, Caloundra	
<b>Title Details/GPS Coordinates</b>	1C27619, 2C27619	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Caloundra Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history, as cemeteries were typically established following the development of settlements.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Caloundra Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the 1890s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Caloundra Cemetery is important in demonstrating the principal characteristics of a cemetery in the Sunshine Coast Council area. The variety of headstones and monuments reflect the changing approaches to burial practices in the region across the twentieth century, including monumental and lawn burials.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Caloundra Cemetery has a special association with the Caloundra and district community as the principal place of burial since the 1910s.

### Historical Context

The Caloundra Cemetery was formally gazetted by the Queensland Government in 1910. Like many cemeteries in Queensland, it was initially managed by a Board of Trustees. However, as towns grew over time, the duties were too great for Trustees. The Landsborough Shire Council assumed control of the cemetery in 1940.

### Description

The Caloundra Cemetery spans two lots on the northern side of Queen Street in the Caloundra suburb of Moffat Beach. Trees are mainly placed along the perimeter, but there are also a number of trees throughout the site. A low pillar and panel brick fence with pyramid caps delineates the monumental section of the cemetery from the street in the east and continues further to the west to include a columbarium and lawn section (this part is constructed with different style brick and flat caps). A system of bitumen roads leads through the cemetery.

The graves are organised in rows and sections, the majority are lawn burials. The monumental section extends to approximately one quarter of the cemetery and there is a variety of grave ornaments reflecting funerary customs from the 1910s to the present day. Grave surrounds are predominantly concrete or rendered brick, but there are also some more elaborate marble/granite arrangements. Headstones are mostly desk mounted tablets and stelae.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	02/03/2016

### References

Brisbane Courier, 22 July 1910, 2.  
Nambour Chronicle and North Coast Advertiser, 21 June 1940, 8.

**Gallery**




**Caloundra Lighthouses (State heritage place)**

<b>Local Place ID Number</b>	CAL2	
<b>Street Address</b>	6 Arthur Street and 3 Canberra Terrace Kings Beach, Caloundra	
<b>Title Details/GPS Coordinates</b>	1RP135230, 2RP135230	No GPS Coordinates
<b>Other Names</b>	Caloundra Lighthouse (Old), Signal Station.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	In their location, materials and design, the Caloundra Lighthouses (constructed in 1896 and 1968) are important in demonstrating aspects of the evolution of marine navigation along the Queensland coast. The first Caloundra Head Lighthouse (1896) marked the entrance to the North West Channel in Moreton Bay, which proved to be the safest, most reliable and consequently the most used entry channel to the Port of Brisbane, Queensland's premier port since the 1840s. It played an important role in Queensland marine navigation for over 70 years. The second lighthouse (1968) marked the entrance to the main channel for only a decade, but remains important in illustrating the evolution of lighthouse form and function in Queensland. The surrounds correspond to the 1896-1974 lighthouse reserve.  The 1896 lighthouse at Caloundra Head is important for its association with the development of Caloundra as a coastal settlement and early tourist destination.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The 1896 lighthouse structure remains substantially intact, and is important in illustrating the principal characteristics of a type of lighthouse construction - a conical, timber-framed tower clad with corrugated iron - unique to Queensland. Less than a dozen of this specific type of lighthouse were constructed in Queensland in the last quarter of the nineteenth century and early twentieth century. Two of these have



	<p>been demolished; three have been relocated and are no longer active; one remains in situ but is no longer active (Caloundra Head (1896) which, although removed from the site in 1970, was returned to its original location in 1999); and two are known to remain active and in situ: Grassy Hill (1886, QHR 601241) at Cooktown and Goods Island (1886) in the Torres Strait.</p> <p>The 1968 lighthouse and signal station is one of only two constructed to this design in Australia, the only one to survive, and one of a small number of concrete lighthouses built in Queensland. In the combination of lighthouse, signals and radar functions in the one structure, the 1968 lighthouse and its ancillary generator shed are important in demonstrating the range of lightstation structures designed for particular locations.</p> <p>Together, the two lighthouses on Caloundra Head, which are both substantially intact examples of their type, are important in demonstrating the evolution of lighthouse design in Queensland between the 1890s and 1970s, and offer a rare opportunity for close comparison.  <i>The lighthouse surrounds (reserve and public park) correspond to the 1896-1974 lighthouse reserve, and are important in demonstrating the area needed for a manned lightstation.</i></p>
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Caloundra Lighthouses on their hilltop setting remain a physical and aesthetic marker of Caloundra.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	<p>The 1896 Caloundra Head lighthouse has a strong association for generations of tourists who have visited Caloundra, as a symbol of the town and a vantage point from which to survey the coast and hinterland. Located on a prominent site in a town that developed largely due to tourism, the old lighthouse on the hill was one of the most visited and most photographed early tourist attractions in Caloundra.</p> <p>The 1896 lighthouse also has strong social significance for Sunshine Coast residents. As the only town on the Sunshine Coast to possess a lighthouse, it was a source of pride for the community and helped to distinguish Caloundra from other coastal settlements. Both the symbolic and functional nature of the 1896 lighthouse contributed to Caloundra's sense of identity as a popular seaside resort with a role in navigating the North West Channel into Brisbane. The symbolic nature of the lighthouse is evidenced by its depiction on tourist brochures, logos and crests throughout the twentieth century.</p>
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#602746.	
<b>Description</b>	
Refer to Queensland Heritage Register ID#602746.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	02/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	
<b>Gallery</b>	
	

### Comino's Building

<b>Local Place ID Number</b>	CAL5	
<b>Street Address</b>	26 Bulcock Street, Caloundra	
<b>Title Details/GPS Coordinates</b>	1RP117246	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Comino's Building is important in demonstrating the evolution of the Sunshine Coast Council area's history. Built in 1940, the former drapery and café illustrates the development of Bulcock Street during Caloundra's first substantial building and tourism boom.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Comino's Building demonstrates a rare aspect of the Sunshine Coast Council area's history, as one of only a few extant buildings erected in Bulcock Street in the first half of the twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Comino's Building is important in demonstrating the principal characteristics of a retail shop built in the first half of twentieth century, in particular the relatively intact original shop front.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Comino's Building has a special association with the life of Manny Comino and the Comino family of Caloundra. Manny and the Comino family were popular figures in the history of Caloundra and were integral to the retail experience of Bulcock Street for over seventy years.

**Historical Context**

The Comino's Building was built in 1940 for Cosmo Comino. Cosmo and his family had moved to Cairns, presumably from Greece, some time in the early twentieth century (probably c1910s). In 1927, he opened a shop at Forest Hill, near Toowoomba, before moving to Caloundra in 1941. Cosmo built two adjoining shops in Bulcock Street, one occupied by a milk bar and fruit shop, the other a drapery – which did not open until 1946 due to wartime shortages of cloth and other drapery items. The building was designed by the prominent Brisbane architects, Conrad & Gargett. The move to Caloundra was no doubt prompted by the building boom that began in 1935. Despite the boom, when the shops were built Bulcock Street was only gravelled and the footpaths were merely sand, rather than concrete.

The café remained open until 1952, and over that time customers included the Governor of Queensland Sir Leslie Wilson and his wife, Lady Wilson (who built a holiday house in Caloundra) and servicemen during World War II. (Indeed, the floor is understood to still show the wear from the soldiers' hobnailed boots.) In 1957, Manny Comino, Cosmo's son, took over the drapery after serving in the Royal Australian Navy. He and his wife Florence, along with his sisters Stella and Rene, managed the store. The Cominos became well-known commercial identities in the Caloundra community and the shop only closed in 2016, after 70 years of continuous operation. Manny passed away in 2012 and he is survived by his wife, Florence, who continued to manage the store until its closure.

**Description**

Comino's Building is located between Bulcock Street and Williamson Lane in the Caloundra CBD. The footprint of the building extends to two-thirds of the sloping site, the remainder is taken up by car parking spaces under a mature mango tree towards the Williamson Lane boundary.

The brick building is set to the street front at Bulcock Street and consists of two joined shops, each with a corrugated iron clad roof, hipped at the rear and gabled at the front. The roof is concealed with a joined stepped (crenelated) parapet, consisting of sheeting with cover strips. The lettering 'COMINO'S BUILDING EST. 1940' is displayed above both shops. A steel-suspended awning with straight parapet spans the entire front of the building. Originally, the café and fruit shop was to the left (east) and the drapery to the right (west), each shop front consisting of large shop windows on either side of the recessed entrance. The former café shop front has been remodelled at some stage, including installation of a recent double glass door replacing the window on the left (east), an extension to the east and removal/rendering of the tiles on the façade. The former drapery still has the original shop front configuration, including a band of windows above the shop windows and door, and tiled façade (however the tiles have recently been replaced with a different design). Lettering reading 'C.E. COMINOS & CO EST. 1946' and 'COMINO'S DRAPERY EST 1946' is located at the shop window and above the door. This section also has three clerestory windows integrated in the parapet. Interior features of the drapery section include decorative ceiling roses.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	02/03/2017

**References**

'Chapter closes on family's store', <http://www.sunshinecoastdaily.com.au/news/chapter-closes-on-family-store/2918882/>, accessed 19/01/2017.  
<http://www.sunshinecoastplaces.com.au/caloundra/caloundra/bulcock-st/26-bulcock-st>, accessed 02/11/2016  
 Picture Sunshine Coast

## Norfolk Pines Along Esplanade

<b>Local Place ID Number</b>	CAL3	
<b>Street Address</b>	Caloundra Esplanade Caloundra	
<b>Title Details/GPS Coordinates</b>	0BUP101498, 0BUP2500, 0BUP3610, 0BUP4129, 103RP8430, 104RP8430, 105RP8430, 106RP8430, 107RP8430, 108RP8430, 110RP8430, 190C2761, 1BUP3610, 1RP58315, 1SP239732, 202SP249722, 2BUP3610, 2RP88199, 3BUP3610, 4BUP3610, 570CG5004, 575CG5004, 576CG5004, 5BUP3610, 5RP53889, 5RP89159, 67SP290338, 6BUP3610	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Norfolk Pines are a characteristic foreshore planting in the Sunshine Coast Council area.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Norfolk Pines are a characteristic part of the landscape on the Caloundra beach front.

### Historical Context

The tradition of planting Norfolk pines along the foreshore at certain seaside locations dates from the 19th century. Norfolk pines became a signature tree at seaside resorts, most notably at Manly in Sydney. The concept spread north and local authorities took up the practice along the Queensland coast, including Caloundra. These trees are now a distinctive part of the Caloundra landscape.

The Norfolk Pines along Caloundra esplanades are significant for their demonstration of a traditional approach to beach foreshore planting. The pines are a significant part of the landscape and contribute to the distinctive character of the Caloundra beaches.

### Description

All Norfolk Pine Trees within the identified *local heritage place* boundaries. These trees are identified along the coastline of the Caloundra area between Dicky Beach and Golden Beach.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	March 2016

### References

*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

## San José Flats

<b>Local Place ID Number</b>	CAL6	
<b>Street Address</b>	65 Lower Gay Terrace, Caloundra	
<b>Title Details/GPS Coordinates</b>	3RP53194	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The San José Flats are important in demonstrating the evolution of the Sunshine Coast Council area's history. They were constructed in the midst of Caloundra's first substantial tourism and building boom triggered by the completion of the Bruce Highway and an improved road to Caloundra, and the flats reflected the increasing need for tourism accommodation in Caloundra in the 1930s.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The San José Flats demonstrate a rare aspect of the Sunshine Coast Council area's history, as one of only a few extant flats built in Caloundra in the 1930s building boom.

**Historical Context**

The San José Flats were built in c1938. The advertisement for the flats read: 'San José Flats (four), everything new, handy surf and channel, terms moderate, satisfaction guaranteed' (Courier Mail, 13 April 1938: 9). The erection of the flats was part of a sustained building and tourism boom in Caloundra precipitated by the construction of the Bruce Highway in 1934 and the construction of an improved road to Caloundra in 1935. 1938 was a particularly strong year for development. The Brisbane newspaper, Telegraph, posted an article in December 1938 in which it was stated: 'The growing popularity of Caloundra is manifest by the number of houses and flats which have literally sprung up during the last year' (Telegraph, 22 December 1938: 16). Only a few of the flats built in this period remain extant.

**Description**

The San José Flats are located on the southern side of Lower Gay Terrace close to Bulcock Beach, south of the town centre. The site is delineated from the street by a simple timber slat fence and also contains a garden at the front and rear of the building.

The building addresses the street and consists of a highset U-shaped timber structure, enclosed with weatherboard underneath and clad with sheeting with cover strips on the upper level. The roof is covered with Marseille tiles and has a hipped configuration with two hipped roof projections at the front and a short central hipped projection at the rear. There are four flats, two on each level.

The façade is symmetrical and features six sash windows with coloured margin lights. Access is via a central landing and bifurcating stairs leading to timber doors with glass panel also featuring coloured margin lights. The window and door configuration on the lower level is similar and the windows on the projections are covered by skillion hoods. There are a number of similar windows on the side elevations (with hood on the lower level), however, some appear to have been converted into awning configuration. Further access is provided via timber stairs at the rear.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	02/03/2017

**References**

Courier Mail, 13 April 1938, 9.  
<http://www.sunshinecoastplaces.com.au/caloundra/caloundra/lower-gay-tce/65-lower-gay-san-jose>, accessed 02/11/2016.  
 Picture Sunshine Coast  
 Telegraph, 22 December 1938, 16.

**St Giles Presbyterian Church and Hall**

<b>Local Place ID Number</b>	CAL7	
<b>Street Address</b>	19 Kalinga Street, Caloundra	
<b>Title Details/GPS Coordinates</b>	11RP52962, 12RP52962	No GPS Coordinates
<b>Other Names</b>	Caloundra Presbyterian Church.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	St Giles Presbyterian Church and Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. Although it was the third church to be erected in Caloundra, it was the first to be constructed from brick, and its construction was viewed at the time as evidence of the growth of Caloundra in the post-World War II period.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	St Giles Presbyterian Church and Hall demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage, as it is the oldest extant church in Caloundra.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	St Giles Presbyterian Church and Hall has a special association with the Caloundra and district Presbyterian community, as the place of worship since the 1950s and the first Presbyterian church built in Caloundra.

### Historical Context

St Giles Presbyterian Church was built in 1952. It was the third church built in Caloundra, and the first to be built using bricks; the first church was built by the Methodists in 1934, followed by the Church of England's St Andrew's Church in 1939. Until the construction of the church, the Presbyterian congregation worshipped in private residences, St Andrew's, the School of Arts and the Methodist church. A newspaper article describing the laying of the foundation stone for the church claimed the new building was a 'True Symbol of Progress' for Caloundra - presumably as churches represented the presence of a worshipful community, rather than simply tourists. Baptist and Catholic churches were built shortly after the Presbyterian church, but the latter remains the oldest extant church in Caloundra, with the older churches replaced by newer buildings in the second half of the twentieth century.

In 1954, a new Presbyterian Charge (senior Minister at the time responsible for the management of a large area incorporating a number of churches) was created and based in Caloundra. Up until this time, the 'Charge' was based in Nambour and responsible for the entirety of the North Coast. The new administrative area was called the Landsborough Extra-Parochial Charge and included the towns of Palmwoods, Eudlo, Mooloolah, Landsborough, Flaxton, Beerwah, Montville, Peachester and Caloundra. The selection of Caloundra as the seat for the Charge, rather than Landsborough, demonstrates the extent to which the rapid growth of Caloundra since the 1930s had caused it to become the pre-eminent settlement in the former Landsborough Shire.

The hall was moved to the site in 1966. It was apparently the former 'Buffalo Hall', which may be a reference to the Royal Antediluvian Order of Buffaloes. The 'Bufs' as they were affectionately called, was a philanthropic organisation established in England in the 1820s. The name of the order is essentially a joke, a play on the seriousness of the Masonic Order. The precise date of construction of the hall is unknown. It was originally located on the corner of Kalinga and Osterley Avenue.

### Description

St Giles Presbyterian Church and Hall are located on the corner of Kalinga Street and Ormuz Avenue in the centre of town. The grassed, slightly sloping site spans two lots and includes a car parking area on the south-western corner and some trees on the perimeter.

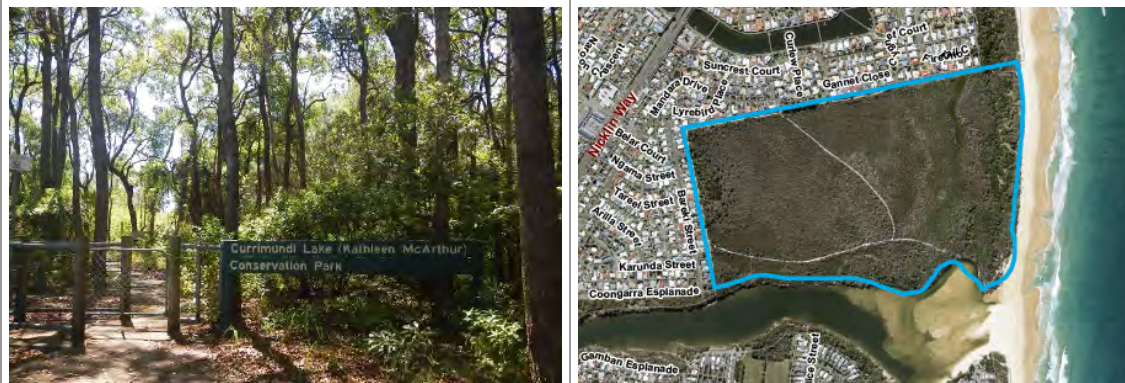
The church, positioned towards the northern boundary, addresses the street and consists of a rendered masonry structure on face brick base covered by a ventilated gable roof clad with corrugated iron sheeting, replacing the earlier corrugated cement sheeting, and barge boards. The main entrance is via an enclosed gable roofed porch (reached via steps as well as a ramp) and features arched tripartite awning windows with rippled glass either side of the timber door (diagonally clad with tongue-and-groove boards) with arched fanlight. The windows and door are set in a joined decorative architrave including window aprons. A marble plaque provides information on the laying of the foundation stone of the church in 1952. A high-waisted timber and arched glass door leads into the southern side of the porch and on the northern side is a further arched window, set into a decorative architrave. Several windows of similar configuration are located on both sides of the nave.

The hall is set perpendicular to the church toward the eastern boundary and consists of a rectangular lowset weatherboard clad timber structure on stumps, covered by a corrugated iron clad ventilated gable roof with barge boards. The roof gable is clad with sheeting with cover strips. Double timber doors with stair/ramp access lead into the building towards the north-western corner and there is a further door on this side, leading onto a small landing. Further access is provided on the eastern and northern side. The windows include high-set awning and casement configuration, some protected by security screens. Recent extensions have been added to the front of the building to facilitate non-discriminatory access. These extensions do not form part of the fabric of the building that has heritage significance.

Recent extensions have been added to the front of the building to facilitate non-discriminatory access. These extensions do not form part of the fabric of the building that has heritage significance.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	02/03/2017
<b>References</b>	
<a href="http://www.sunshinecoastplaces.com.au/caloundra/caloundra/kalinga-st/cnr-kalinga-ormuz">http://www.sunshinecoastplaces.com.au/caloundra/caloundra/kalinga-st/cnr-kalinga-ormuz</a> , accessed 02/11/2016. Nambour Chronicle and North Coast Advertiser, 10 April 1952, 12. Nambour Chronicle and North Coast Advertiser, 17 October 1952, 10. Nambour Chronicle and North Coast Advertiser, 26 December 1952, 7. Nambour Chronicle and North Coast Advertiser, 30 July 1954, 8. Picture Sunshine Coast	

### The Currimundi Lake (Kathleen McArthur) Conservation Park

<b>Local Place ID Number</b>	CAL8	
<b>Street Address</b>	Bareki Street, Wurtulla	
<b>Title Details/GPS Coordinates</b>	493CG3027	No GPS Coordinates
<b>Other Names</b>	Currimundi Lake Environmental Park.	



<b>Heritage Significance</b>	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Currimundi Lake (Kathleen McArthur) Conservation Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. The former Landsborough Shire Council's decision to create the conservation park in 1975 reflected the emergence of environmental concerns by the Sunshine Coast community in response to rapid and widespread development in the post-war period.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Currimundi Lake (Kathleen McArthur) Conservation Park has a special association with the life of Kathleen McArthur, a significant figure in the environmental history of the Sunshine Coast Council area in a formative period of the region's growth and development.

**Historical Context**

The Currimundi Lake (Kathleen McArthur) Conservation Park was established as the Currimundi Lake Conservation Park in 1975. The establishment of the park was encouraged by Kathleen McArthur, who strongly campaigned for the protection of the coastal heath on the north side of Currimundi Creek (now 'lake', because of a sand bar that developed across the mouth of the creek).

Kathleen McArthur was a wildflower artist and environmental campaigner who lived in Caloundra for most of her life. Born in Brisbane in 1915, she was the daughter of Catherine Durack (of the Durack pastoral family) and Colonel Dan Evans, founder of Evans Deakin Engineering. The family holidayed in Caloundra in the 1930s and McArthur was living at Kings Beach by 1942 (she named her home 'Midyim' after the local plant *Austromyrtus dulcis*, and McArthur is believed to have planted the first native garden in Caloundra on the property). She began to paint local wildflowers as a hobby, and then sold prints, eventually publishing a book of her paintings in 1959. She also became motivated to protect the environment of the Sunshine Coast and published books that supported the conservation of the wallum habitat, Noosa River and Pumicestone Passage. McArthur was one of the founders, along with the poet Judith Wright, of the Wildlife Preservation Society of Queensland in 1962.

McArthur's campaign to save the heath at Currimundi was undoubtedly prompted by the development of the area in the second half of the twentieth century. Residential development appeared in the 1960s, primarily on the eastern side of Nicklin Way - impacting the old dune systems and coastal heath. McArthur began campaigning to save the heath in 1969, with the conservation park established in 1975 by the former Landsborough Shire Council. McArthur died in 2000, at the age of 84. In 2002, she was posthumously named Sunshine Coast 'Citizen of the Century' and the Currimundi conservation park was renamed in her honour in 2003.

**Description**

The Currimundi Lake (Kathleen McArthur) Conservation Park is located on the northern bank of the Currimundi Lake, bounded by the ocean in the east and residential areas in the north and west. The large area comprises wallum heathland, woodlands and dunes containing representative flora and fauna, including a variety of local coastal wildflowers. A number of walks lead through the park and there are picnic and day-use areas in the nearby Crumunda Park in the west.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Register of the National Estate (archived)
<b>Inspection Date</b>	02/03/2016
<b>References</b>	
<p>Elaine Green, Green Legends: People Power on the Sunshine Coast, Sunshine Coast Environment Council, Nambour, 2009.  <a href="http://www.queenslandplaces.com.au/currimundi">http://www.queenslandplaces.com.au/currimundi</a>  <a href="https://library.sunshinecoast.qld.gov.au/Heritage/History-by-Locality/Sunshine-Coast-Timeline">https://library.sunshinecoast.qld.gov.au/Heritage/History-by-Locality/Sunshine-Coast-Timeline</a>  <a href="https://www.anbg.gov.au/biography/mcarthur-kathleen.html">https://www.anbg.gov.au/biography/mcarthur-kathleen.html</a>  <a href="https://www.npsr.qld.gov.au/parks/currimundi/about.html">https://www.npsr.qld.gov.au/parks/currimundi/about.html</a>, accessed 02/11/2016  <a href="https://www.sunshinecoast.qld.gov.au/Council/News-Centre/Backward-Glance-Pioneer-watermen-2-March-2016">https://www.sunshinecoast.qld.gov.au/Council/News-Centre/Backward-Glance-Pioneer-watermen-2-March-2016</a>  Picture Sunshine Coast</p>	

### Tripcony Hibiscus Caravan Park (State heritage place)

<b>Local Place ID Number</b>	CAL4	
<b>Street Address</b>	146 Bulcock Street, Caloundra	
<b>Title Details/GPS Coordinates</b>	764SP239731	No GPS Coordinates
<b>Other Names</b>	Caloundra Waterfront Holiday Park	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	<p>Tripcony Hibiscus Caravan Park is important in demonstrating the pattern of development of the Sunshine Coast, an important region for the development of seaside tourism in Queensland. Originally gazetted as a Wharf and Water reserve in 1877 and re-gazetted for Camping and Recreation purposes in 1912, Tripcony Hibiscus Caravan Park has sustained its use as a seaside camping ground. It illustrates the policy of colonial Queensland governments of reserving Crown land for public purposes, a practice which was common but is now rare.</p> <p>Tripcony Hibiscus Caravan Park is important in demonstrating the evolution of tourist accommodation on the Sunshine Coast, an historically important region for the development of caravan parks in Queensland. It does this through its beginnings as a seaside camping ground dating from 1912 to its reconfiguration as a caravan park in 1957 at the vanguard of the boom period for caravanning (late 1950s and 1960s), and later through periodic updating of its facilities in response to contemporary demands. This development was intrinsically linked to the phenomenon of caravanning that resulted from the rise of mass motoring Australia-wide in the second half of the 20th century.</p>
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	<p>Tripcony Hibiscus Caravan Park represents a land use and custom that has made a strong contribution to the pattern and evolution of Queensland's tourism history. It is an excellent example of a camping and caravanning site that has been used by Queensland holiday-makers since 1912. Located adjacent to an area of quiet water allowing easy access for swimming, boating and fishing activities, Tripcony Hibiscus Caravan Park is important in illustrating the essential characteristics of early camping reserves.</p> <p>Tripcony Hibiscus Caravan Park demonstrates the principal characteristics of a waterside caravan park. On a prime waterfront location with immediate access to still water, the place offers opportunities to interact with, and appreciate the natural beauty of its setting. Easily accessed by motor vehicles, and organised around a simple grid of streets and landscaping, the Park offers a range of accommodation types, which are served by a range of facilities that include ablutions blocks, barbeques and picnic areas. The range of accommodation and amenities has evolved over time to meet the changing needs of its clientele, while remaining low-scale and relatively affordable for holidaymakers.</p>

<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#602708.	
<b>Description</b>	
Refer to Queensland Heritage Register ID#602708.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	02/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System	

## Gallery



Source: Department of Environment and Heritage Protection.



Source: Department of Environment and Heritage Protection.



Source: Department of Environment and Heritage Protection.



Source: Department of Environment and Heritage Protection.

## CONONDALE

### Conondale Hall

<b>Local Place ID Number</b>	CND3	
<b>Street Address</b>	1695 Maleny-Kenilworth Road, Conondale	
<b>Title Details/GPS Coordinates</b>	10RP15044	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Conondale Hall is important in demonstrating the evolution of the Sunshine Coast Council region's history. The construction of the hall in 1931 reflected a key milestone in the maturation of the Conondale community.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Conondale Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council region. The characteristics are defined by the relatively modest design and materials used in the construction of the hall, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Conondale Hall has a special association with the Conondale community since its construction, as a focus of community activities and social events.



Historical Context	
The Conondale Hall was built in 1931. The Hall Committee was apparently faced with a choice of a School of Arts or public hall, and decided upon the latter. Fundraising events were held in the late 1920s and early 1930s to secure money for the construction of the hall. The original hall has been extended, but it still retains much of the original layout internally, including a separated dining area and stage.	
Description	
Conondale Hall is located on the southern side of Maleny-Kenilworth Road within the settlement. The sloping grassed site has some mature trees along the perimeter and contains the hall in the northern half and a small ancillary building at the rear.	
The hall is set back from the road on a north-west axis and consists of a rectangular low to medium height weatherboard clad timber structure on stumps with a corrugated iron clad gable roof with recent roof ventilators. A wide off-centre porch spans most of the front and extends to the eastern verandah replacing the former small open porch. The porch is enclosed with weatherboard and features a sign reading 'CONONDALE PUBLIC HALL' at the front. Access is via steps from the western side onto a landing featuring a ticket window. A number of sash windows with skillion window hoods are at the front and sides. Side access to the hall is provided via timber stairs onto a covered landing. A small skillion roofed weatherboard clad booth is attached at the rear, adjacent to the rear access. A verandah on rendered base, clad with chamferboard and weatherboard and covered by a corrugated iron clad skillion roof spans the eastern elevation. Most windows and doors at the rear and south-eastern verandah are recent, while the windows at the north-eastern verandah are sash configuration and appear to be original or sympathetically restored. A small extension with curved corrugated iron clad roof and sheeted walls is positioned on a stand at the north-eastern corner.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2017
References	
Historic image in Conondale State School newsletter. <a href="http://www.hinterlandtimes.com.au/2015/06/02/hinterland-gem-conondale-hall/">http://www.hinterlandtimes.com.au/2015/06/02/hinterland-gem-conondale-hall/</a> , accessed 02/11/2016. <a href="https://www.facebook.com/Conondalehall/">https://www.facebook.com/Conondalehall/</a> , accessed 02/11/2016 Nambour Chronicle and North Coast Advertiser, 17 May 1929, 6.	

### Conondale Timbers Sawmill (State heritage place)

<b>Local Place ID Number</b>	CND1	
<b>Street Address</b>	144 Aherns Road, Conondale	
<b>Title Details/GPS Coordinates</b>	5RP51589 (Part)	No GPS Coordinates
<b>Other Names</b>	Conondale Timbers, Mill Workers Cottages.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Conondale Timbers Sawmill (early 1930s) is important in demonstrating the development of the State's timber industry insofar as it exemplifies sawmills established on the North Coast (now the Sunshine Coast) when it was one of the most important timber producing regions in the State. In the 1930s, when the mill was established, the North Coast produced the most hardwood in the State and contained more sawmills than anywhere else in Queensland. The mill drew on the area's abundant hardwood resources to supply the construction of the Hornibrook Bridge.  As a sawmill established to supply wood for the Hornibrook Bridge (1932 - 1935), the mill is also important in demonstrating the development of Queensland's road systems in the 1930s. The Hornibrook Bridge was built during a period following the establishment of the Main Roads Board (1920) when roads in South East Queensland were being upgraded to accommodate increased motor vehicle usage. The Hornibrook Bridge improved motor vehicle access to Redcliffe and so made an important contribution to its development.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The mill is one of the earliest known sawmills still operating in the North Coast region. It is uncommon in the region for its earliness, the intactness of its original fabric and layout, and its continuity of operation as a sawmill since the early 1930s. Economic and environmental factors, including the deregulation of the timber industry from the 1990s, have meant that intact sawmills from the interwar era are endangered and have become increasingly rare.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The mill is important in demonstrating the principal characteristics of a steam driven hardwood sawmill of the 1930s with associated staff accommodation. The site includes the main sawmill shed housing the saws, benches and trolleys, the boiler and engine sheds, staff housing, log yard, crane and a creek from which water was drawn for the steam engine. Within the sawmill shed, the original layout of the mill has been largely preserved and follows the basic design principles for steam powered sawmills of the era. A saw sharpening room remains extant within this shed.  Though the steam engine and transmission system have now been removed, the plan and construction of the mill reveal their former location. Most of the original saws and ancillary equipment are also intact though modified to accommodate electric power. Extant saws include Canadian, frame, number one and pendulum docking saws arranged to allow efficient movement of the logs through the mill.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The impressive scale of the sawmill shed with its prominent gable roof, substantial timber elements and towering crane and the tough industrial aesthetic projected by the weathered timber and corrugated galvanised iron elements give the mill site a powerful physical presence in the landscape and stands as a dramatic surprise in the quiet rural setting otherwise notable for its rolling timbered hills, grassed paddocks and smaller domestic and rural structures typical of this part of the Mary Valley.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The sawmill was built by M.R. Hornibrook Pty Ltd to supply hardwood for the Hornibrook Bridge. As such, it has special association with one of the State's most important civil engineers and with the bridge, one of the most important engineering projects of the interwar period. Hornibrook constructed the William Jolly Bridge and played key roles in the construction of the Story Bridge and the Sydney Opera House. The Hornibrook Bridge was a major engineering accomplishment; at the time it was Australia's longest bridge. It had an important influence on the development of Redcliffe.

**Historical Context**

Refer to Queensland Heritage Register ID#602689.

**Description**

Refer to Queensland Heritage Register ID#602689.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** No non-statutory listings

**Inspection Date** 16/03/2016

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**



**Elaman Creek Recreational Reserve**

<b>Local Place ID Number</b>	CND2
<b>Street Address</b>	1156 Maleny-Kenilworth Road, Elaman Creek
<b>Title Details/GPS Coordinates</b>	264M371054 (Part of)   No GPS Coordinates
<b>Other Names</b>	Green Park, Conondale Memorial Park and Recreation Reserve



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Elaman Creek Recreation Reserve is important in demonstrating the pattern of the Sunshine Coast Council area's history. Recreation reserves were important features of villages and towns throughout the region and they were (and often remain) the focus of communal and sporting activities. The creation of a memorial aspect was also a preferred approach to commemoration of World War I in the Sunshine Coast.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Elaman Creek Recreation Reserve demonstrates a rare aspect of the Sunshine Coast Council area's history. Horse racing was a popular sport in rural communities in the nineteenth and twentieth centuries, but in most cases evidence of this use is no longer extant. The surviving fabric of the race course at the Elaman Creek Recreation Reserve is therefore rare.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Elaman Creek Recreation Reserve has potential to yield information that will contribute to an understanding of the Sunshine Coast's history, principally evidence associated with the use of the reserve for horse racing, including the former race track.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Elaman Creek Recreation Reserve is important in demonstrating the principal characteristics of a rural race track.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Elaman Creek Recreation Reserve is located in a picturesque setting including Elaman Creek and the associated flat and surrounded by hills. The vegetation in the reserve contributes to the place's aesthetic qualities.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Elaman Creek Recreation Reserve has a special association with the Conondale community, as a place of recreation and commemoration since the early twentieth century.

**Historical Context**

Elaman Creek Recreation Reserve is located near Conondale. The village of Conondale was created in 1906 following the subdivision and sale of the 'Conondale' pastoral station, first established in 1853. In 1906, the owners of the 14,000 acre property subdivided it into small dairy and agricultural farms ranging in size from 100 to 320 acres. The owners of the former station erected a butter factory to encourage purchasers, although it was never used as a factory and instead became the local community hall. A primary school was built in 1912.

Dairying was the major agricultural industry in the area, with almost every farm devoted to dairying by the 1950s. The timber industry was also important. A number of sawmills were established in the first half of the twentieth century, including the Conondale Timbers Sawmill opened by M.R. Hornibrook Pty Ltd to supply hardwood for the bridge project, subsequently known as the Hornibrook Bridge, linking Redcliffe with Brisbane (the former mill, now ceased operations, is entered on the Queensland Heritage Register).

The Elaman Creek Recreation Reserve appears to have been used by local residents for a horse race and picnic in 1913. A race may have also been held in 1916 to raise patriotic funds to help the war effort during World War One. The reserve – not yet formally gazetted – was then proposed as a memorial park in 1919 and again in 1928. The early history of the reserve is fragmentary, but it appears that the land on the reserve was donated by its owner (unknown) to be used as memorial park, suggesting that if this was the site of the earlier horse races and picnics, these were held on private land.

By 1928, however, the history of the reserve becomes clearer. Local residents elected Trustees for the 'Memorial Park and Recreation Grounds'. A 1974 Parish Map of the site clearly refers to it as the 'Memorial Park & Rec. R.'. The Chairman of the Trust was Councillor CM Nothling of Witta. By the early 1930s, the ground was used for cricket and tennis and the consistent use of the recreational grounds since that time provides a useful marker of the maturation of the Conondale and Elaman Creek communities in the late 1920s and early 1930s (further marked by the establishment of the Conondale Timbers Sawmill in the early 1930s). A 1930 newspaper reference also highlights the reserve was still used for horse racing. Evidence of the former race track remains extant.

The Sunshine Coast Motor Cycle Club began using the reserve from the mid-1970s after an approach by the Chairman of the Reserve, Campbell Green. The Club eventually gained a lease on the reserve and in 2014, the Sunshine Coast Council was appointed trustee for the grounds. The reserve has been called 'Green Park' since the 1970s, presumably in relation to Campbell Green. The grounds have also continued to be used for horse races, as

well as rodeos. There are a number of structures in the park, although it appears all of them date from the 1970s onward. A judge's box associated with horse racing, previously described in the Sunshine Coast planning scheme heritage overlay citation for the reserve, is no longer present.

**Description**

Elaman Creek Recreation Reserve is located on the northern side of the Maleny-Kenilworth Road in undulating terrain and consists of a mostly cleared grassed area with some mature feature trees, pockets of Eucalypt forest and remnant bush vegetation on the north and east boundaries. The site includes a motocross race track and the former racetrack is still recognisable. There is some remnant timber fencing.

A number of buildings of varying ages and styles, including a high-set weatherboard clad structure (bricked in underneath), amenity blocks and ancillary buildings (including an elongated timber shed with metal roof and walls) are located in the north.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland, Register of the National Estate (archived)
<b>Inspection Date</b>	16/03/2016

**References**

Queensland Heritage Register 'Conondale Timbers Sawmill', Place ID 602689  
 Queensland Places, 'Conondale', <http://queenslandplaces.com.au/conondale>, accessed 24 January 2017.  
 Roger Todd Architect, Conondale Memorial Park & Recreation Reserve, Cultural Heritage Report for Sunshine Coast Council, April 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

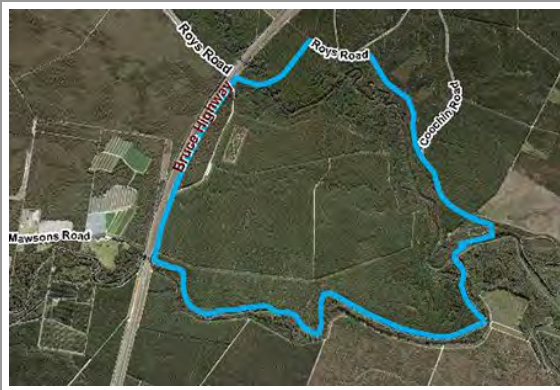
**Gallery**



**COOCHIN CREEK**

**Campbellville Settlement and Cemetery**

<b>Local Place ID Number</b>	BBM6		
<b>Street Address</b>	Roys Road, Coochin Creek		
<b>Title Details/GPS Coordinates</b>	561AP22457 (Part),	22C31510,	No GPS Coordinates
<b>Other Names</b>	Campbellville Settlement.		



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Campbellville Settlement and Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history. Timber getting was an important industry in the Sunshine Coast Council area and Campbell's mill and settlement, although relatively short-lived, is an important illustration of the significance of the industry to the economic development of the region.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Campbellville Settlement and Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. The potential exists in at least two locations. First, the cemetery contains the unmarked graves of workers associated with the mill. The precise location of the graves has not been determined and evidence of burial practices in a remote location in this period may contribute to a better understanding of the settlement and the people that worked in it. Second, the site of the mill and settlement itself offers potential for a better understanding of the mill's operations and layout, and evidence of materials and methods of construction in the period in a remote and difficult location.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Campbellville Settlement and Cemetery has a special association with the life and work of James Campbell, an important businessman in Queensland history, and the employees of his company who lived and died at the Campbellville settlement.

### Historical Context

James Campbell became a major figure in the sawmilling industry in Queensland in the nineteenth century. Campbell first arrived in Brisbane in the early 1850s and in the 1870s he began milling and selling timber. Campbell initially concentrated on timber from the Ipswich and Brisbane districts, but these were soon exhausted and he was forced to expand his operations. He established mills as far north as Gympie and to Kyogle in New South Wales. He founded James Campbell and Sons in 1882 and the head office and wharf was located in Creek Street, Brisbane. Campbell maintained a fleet of ships to transport timber from his mills. He also diversified his business interests, including the establishment of the Buderim Sugar Mill.

James Campbell established a sawmill on the banks of Coochin Creek in 1881 to mill timber from the Blackall Ranges. It was Campbell's second mill, the first constructed at Capalaba – some of the equipment came from the Capalaba mill. The site was near the junction of Coochin and Mellum Creeks. Loggers for Campbell had already been active in the area from 1879 and the site of the mill was known as the Mellum Rafting Ground, where the timber was rafted from. Timber getting was an important industry in the Sunshine Coast Council region, resulting in the establishment of numerous sawmills and wharf facilities, including the well-known firm of Pettigrew and Sims, which was based on the Maroochy River to the north.

A settlement grew up around the mill, which included a wharf, a short timber tramway to haul timber from the mill to the wharf, and cottages, all of which were erected on Portions 22 and 22A, Parish of Bribie. Some of the timber came via McCarthy's chute, which is located near the current Mary Cairncross Park. Campbell's reliance on shipping to extract the timber from the mill illustrates how undeveloped the road transport network was in the Sunshine Coast Council region in this period.

The mill closed in 1890 when the North Coast Railway Line reached Landsborough (as the timber came from the Blackall Range, which was west of the railway, and the mill was to the east of the railway). The primary evidence of the settlement is the cemetery, which contains approximately nine graves, although remnants of the mill and the other structures from the settlement may still remain in situ.

### Description

The Campbellville Settlement and Cemetery is located in a timber plantation area east of the Bruce Highway that is bounded by Coochin Creek in the south. The small cemetery with access from Roys Road is identified by interpretive signage and situated in a cleared grassed site. One grave is marked by a timber cross while there are also some rocks that potentially identify a burial site. The cemetery contains reportedly approximately nine burials.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/03/2016

### References

John Kerr, Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland, Brisbane, January 1998.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**References**



**COOLOOLABIN**

The settlement of Cooloolabin was a part of the wider settlement of the Blackall Range in the late 1880s and 1890s (Montville on the Blackall Range was first settled in the early 1880s, then Mapleton and Flaxton).

The first settler in Cooloolabin was John Fraser, in 1893. Progress was slow; by c1909 there were only four or five families living in the district, all growing fruit such as citrus, pineapples and bananas. The population evidently increased by the mid-1910s, as a school was established in 1915. The fruit and other produce from the farms was taken to Yandina, first by track and later by road – and the district historically has been connected to Yandina for this reason. Much of the land was not ideal for agriculture and loggers began extracting timber from the local forest, and a saw mill was present in the district by 1919.

Construction of the Cooloolabin Dam, for potable water, was completed in 1979.

**Further references**

Leslie Ivins, Oral History, <https://heritage.sunshinecoast.qld.gov.au/Stories/Oral-Histories/Leslie-Ivins>

**Cooloolabin Hall**

<b>Local Place ID Number</b>	CBN1	
<b>Street Address</b>	787 Cooloolabin Road, Cooloolabin	
<b>Title Details/GPS Coordinates</b>	986CP883882	No GPS Coordinates
<b>Other Names</b>	School of Arts	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Cooloolabin Hall is important in demonstrating the evolution of the Sunshine Coast region's history. School of Arts buildings in rural settlements were typically erected when the emerging community reached a sufficient population density and the community members had reasonable leisure time to pursue their interests and self-education. Although the current hall replaced the original building, it nonetheless carried on some of the important functions of the School of Arts, particularly as a venue for community activities.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Cooloolabin Hall has a special association with the Cooloolabin community, as a venue for community and social activities in the Cooloolabin district since the 1950s, and generally since the construction of the first hall (School of Arts) in 1917.

**Historical Context**

The original Cooloolabin Hall was a School of Arts, opened in 1917. The local selectors formed a progress association in 1915 and plans for the School of Arts were discussed in the same year. The building was built in 1916, complete with a stage and dressing rooms, while the lending library was in place by 1917, when the School of Arts was officially opened. School of Arts were important cultural facilities in Queensland towns. They generally consisted

of a library, reading room and community hall (or sometimes an even simpler design, as was probably the case in Cooloolabin), and they served the intellectual and cultural needs of communities prior to the establishment of Council libraries. The hall was generally used for social events such as dances, meetings, worship (in the absence of churches) and dinners.

The original building was destroyed by a cyclone that swept through the region in 1954. The new hall – the current building – was opened in 1955 by David Low, former Chairman of the Maroochy Shire Council and member of the Queensland Legislative Assembly. It is unclear if the hall remained a School of Arts; it tends to be referred to simply as a hall in newspaper articles from the period.

The hall required substantial maintenance by 1990, and it was restumped, repainted and the roof replaced. Further alterations have occurred since 2006; some windows have been removed, new ones added, the original door covered over and a new door installed, and an accessibility ramp constructed on the side of the building.

**Description**

Cooloolabin Hall is located on the south-western side of Cooloolabin Road on a sloping grassed site with some mature trees on the western and southern boundary. The building faces the road and consists of a square low-set chamferboard clad timber structure on stumps (road level at the front and low at the rear) with corrugated iron clad truncated pyramid roof. Access is via a skillion roof covered porch spanning most of the southern side and an open ramp with short awning on the northern side (replacing the former entry on the eastern side that is now covered up).

A skillion roof covered extension clad with sheeting is attached at the western elevation. There are a number of modern sash windows. At the rear are male and female weatherboard clad amenities and a small rectangular, partially enclosed timber gazebo with corrugated iron clad hipped roof.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://library.sunshinecoast.qld.gov.au/sitePage.cfm?code=oral-ivins-transcript>  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

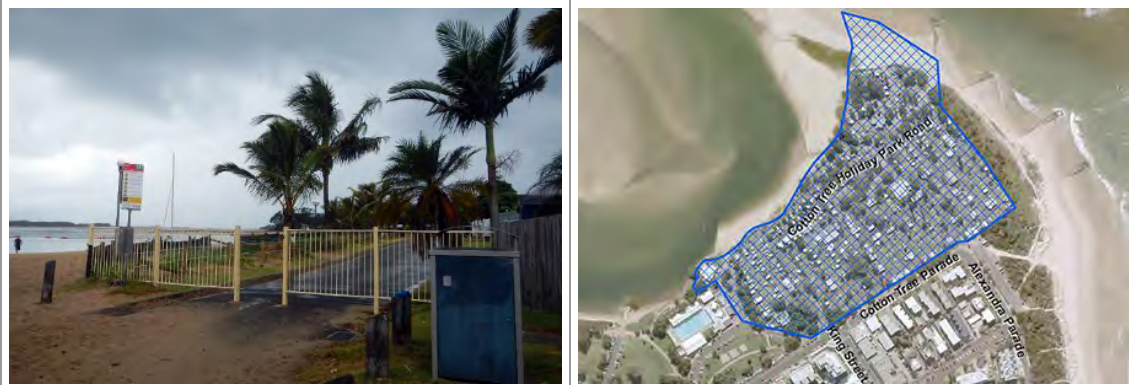
**Gallery**



**COTTON TREE**

**Cotton Tree Caravan Park (State heritage place)**

<b>Local Place ID Number</b>	COT1	
<b>Street Address</b>	2-36 Cotton Tree Parade, Maroochydore	
<b>Title Details/GPS Coordinates</b>	1CP862576	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

**Criteria Definition**

**A** *The place is important in demonstrating the evolution or pattern of the region's history.*

**Statement** Cotton Tree Caravan Park is important in demonstrating the pattern of development of the Sunshine Coast, an historically important region for the development of seaside tourism in Queensland. Originally gazetted as a Wharf and Water reserve in 1873, re-gazetted for Camping and Recreation purposes in 1916, Cotton Tree Caravan Park has sustained its use as a seaside camping ground since the 1880s. It illustrates the policy and practice by early Queensland governments of reserving Crown land for public purposes in prime waterside areas, which was common, but is now rarely practiced.

Cotton Tree Caravan Park is important in demonstrating the evolution of tourist accommodation on the Sunshine Coast, an historically important region for the development of caravan parks in Queensland. The Park's reconfiguration in 1962/63 during the boom period for caravanning (late 1950s and 1960s) and subsequent periodic updates to its basic facilities, were a response intrinsically linked to the rise of mass motoring Australia-wide in the second half of the 20th century.

**D** *The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.*

**Statement** Cotton Tree Caravan Park is important in illustrating the essential characteristics of an early seaside reserve used for recreational camping, a land use and custom that has made a strong contribution to the development of seaside tourism in Queensland. The Park's setting, adjacent to the mouth of the Maroochy River is a location typical for 19th century seaside camping grounds and demonstrates the preference at the time for still water bathing and recreation.

Cotton Tree Caravan Park demonstrates the principal characteristics of a seaside caravan park. On a prime waterfront location, with immediate access to both still water and surf, the place offers opportunities to interact with, and appreciate the natural beauty of its setting. Easily accessed by motor vehicles, and organised around a simple grid of streets and landscaping, the Park offers a range of accommodation types, which are served by a range of facilities that include ablution blocks, barbeques and picnic areas. The range of accommodation and amenities has evolved over time to meet the changing needs of its clientele, while remaining low-scale and relatively affordable for holidaymaker.

**Historical Context**

Refer to Queensland Heritage Register ID#602707.

**Description**

Refer to Queensland Heritage Register ID#602707.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** No non-statutory listings

**Inspection Date** 10/03/2016

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**





## DICKY BEACH

### Ngungun House

<b>Local Place ID Number</b>	DBH2	
<b>Street Address</b>	9 Ngungun Street, Dicky Beach	
<b>Title Details/GPS Coordinates</b>	23RP64307	No GPS Coordinates
<b>Other Names</b>	N/A	



Source: Michael Nicholson.



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Ngungun House is important in demonstrating the evolution of the Sunshine Coast Council area's history. The design of the house was heavily influenced by the fibro beach houses that appeared in the Sunshine Coast from the 1950s, but presents updated example of the architectural style and thereby demonstrates the evolution of the iconic beach house across the twentieth century. Moreover, Watson-Brown's work as an architect in the region for Clare Design is reflected in the building, demonstrating the innovation and evolution of the architectural principles associated with the so-called Sunshine Coast School of Architecture applied to a residential house.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Ngungun House is important to the Sunshine Coast Council area because of its aesthetic significance. It is a pleasing (and updated) example of the 'beach house' with key design features including the skillion roof and extensive use of fibrous cement sheeting, the orientation of the house relative to the beach and the extensive native vegetation in the yard.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Ngungun House has a special association with the work of Elizabeth Watson-Brown. Watson-Brown is a prominent architect and her work was influenced by the design philosophy of Clare Design, for whom she worked in the 1980s, forming an explicit link with the Sunshine Coast School of Architecture.

#### Historical Context

Ngungun House was designed by the architect, Elizabeth Watson-Brown and built in 1992 in Ngungun Street, Dicky Beach. Watson-Brown graduated with a degree in architecture from the University of Queensland in 1979 and her first job as an architect was with Clare Design (1980-5), established by Lindsay and Kerry Clare in 1979. The Clares are key figures in the so-called Sunshine Coast School of Architecture – not an actual school, but a group of architects that represent a design philosophy that developed on the Sunshine Coast. Along with other architects such as Gabriel Poole and John Mainwaring, the Clares combined modernist architectural design with an interpretation and enhancement of the function of vernacular Queensland architecture.

Watson-Brown was inspired by the beach houses that were common in the Sunshine Coast from the 1950s and found nearby in Dicky Beach and surrounding beach suburbs. These types of houses were typically light and ephemeral, clad in cement fibre sheeting and intended primarily as holiday homes. Indeed, Ngungun House broadly shares some design characteristics with 'Kershaw House', located nearby in Moffat Beach, which was designed by the Brisbane-based architect John Kershaw as his holiday home and built in 1957. Ngungun House is therefore a modern 'beach house' demonstrating the continuing legacy and value of the more informal style of house that once proliferated in Caloundra. Watson-Brown's interest in utilising this architectural style was informed by the surrounding architecture, which – like Kershaw House – were designed in response to the local conditions, the sub-tropical climate of the Sunshine Coast and the modest needs of such houses – predominantly for holidays. This approach fits neatly with the core philosophy of the Sunshine Coast school of architecture and that of Watson-Brown.

Watson-Brown continues to practice as an architect and is currently Design Director at Architectus.

#### Description

Ngungun House is located on the eastern side of the street in close proximity to the beach on a site featuring native vegetation. This assessment is based on published images and information.

The house is set back from the street on a northwest-southeast axis and consists of a rectangular double-storey contemporary beach house on low stumps and is covered by a skillion roof. The external walls and the roof are clad with unfinished fibrous cement sheeting in original size. On the northern elevation on the lower level are double sliding wall panels with louvered timber on the outer and glass on the inside. This feature enables a fluent transition of air between the interior and exterior and allows for optimal climatic conditions in summer and in winter. Large casement windows on the upper level are custom made from silky oak and protected by steel suspended fibrous cement awnings.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.
<b>References</b>	
'First House: Elisabeth Watson Brown', in: <a href="http://architectureau.com/articles/ngungun-house/">http://architectureau.com/articles/ngungun-house/</a> , accessed 07/02/2017. Elizabath Musgrave, 'Watson-Brown, Elizabeth' in The Encyclopedia of Australian Architecture, eds., Philip Goad and Julie Willis, Melbourne, Cambridge University Press, 2012, 755.	

## SS Dicky Shipwreck

<b>Local Place ID Number</b>	DBH1	
<b>Street Address</b>	On the Foreshore between Bell and Coochin Streets, Dicky Beach	
<b>Title Details/GPS Coordinates</b>	Foreshore	153.13-26.78
<b>Other Names</b>	SS Dicky Wreck.	



2011 aerial photo image.

### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The SS Dicky Shipwreck is important in demonstrating the evolution of the Sunshine Coast Council area's history. The shipwreck illustrates the dangers faced by the shipping industry in the late 19th century when the vessel was lost due to a navigation error and cyclonic weather conditions.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The SS Dicky Shipwreck has the potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular information about coastal trading ships operating in the late 19th century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The SS Dicky Shipwreck has a strong and special association with the local community underlined by the fact that the foreshore where the vessel stranded was named Dicky Beach. The shipwreck has been an important feature for well over a century and the community connections are documented in a film and song based on memories and stories published at the time the exposed parts of the vessel were removed from the beach in 2015.

### Historical Context

The SS Dicky was a single screw steamer (schooner) originally from Germany and operating in Australia from 1886, first as a pearling vessel in Western Australia and later as a coastal trader mainly for smaller ports in Southeast Queensland. In February 1993, the SS Dicky got caught in cyclonic weather conditions on her way from Rockhampton to Brisbane. She left Rockhampton on 1 February and after a short stop near Noosa Head to clear out water taken on while passing through the Wide Bay Bar at Inskip Point, the journey south continued. On Saturday, 4 February, the ship encountered heavy seas, strong winds and rain and eventually struck the beach at Caloundra Head after having been damaged by a strong squall. All people on board made it safely to shore. The wrecking of the SS Dicky was attributed to the captain's negligent navigation and error of judgement in attempting to sail in heavy weather. After a number of unsuccessful attempts to re-float the ship, many of her parts were salvaged including engines, steam winch and sails, the iron hull however was left on the beach.

The wreck became a local attraction, even lending its name to the section of the beach. It provided a very popular photo opportunity over the years, becoming a prominent landscape feature of Dicky Beach. For a while, the wreckage even served as a dressing shed for bathers.

The shipwreck deteriorated over time; the upper deck levels had collapsed by the 1960s and by the late 1980s it was considered to be a safety hazard. In June 2015, a team of specialists removed the exposed parts of the wreck from the beach as part of a long-term strategy for the management of the SS Dicky shipwreck.

Community participation provided stories and memories captured in a film entitled 'Time and Tide – The SS Dicky Story' and released at the time. An interpretive display at Dicky Beach Park will feature the story of the vessel, incorporating some of the removed artefacts.

### Description

The SS Dicky Shipwreck is buried in the sand on the foreshore at Dicky Beach. There are currently no visible remains after the exposed parts of the shipwreck were removed from the beach in mid-2015 and stored at the Sunshine Coast Council depot; some artefacts are to become part of an interpretive display at Dicky Beach Park.

<b>Other Statutory Listings</b>	Australian National Shipwreck Database
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected
<b>References</b>	
Australian National Shipwreck Database Citation. Northern Territory Times and Gazette, 15 May 1886, p3. Sunshine Coast Council Press Release, 13/12/2016, SS Dicky. <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places. The Daily Northern Argus, 22 February 1893, p5.	

## DIDDILLIBAH

Diddillibah 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. However, the area was not ideal land for cattle. Henry Keil, who purchased property at Bli Bli, also ran cattle at Diddillibah, and even ran a postal service.

Closer settlement occurred in the Diddillibah district in the 1880s. Keil was instrumental in the provision of public facilities for settlers. In 1884, he offered land to the Government for use as a school reserve and a small (presumably provisional) school was erected in 1885. He also provided land adjoining the school reserve for use as a cemetery in 1891, following a public meeting of settlers from the Diddillibah and Bli Bli districts (including from the north bank of the Maroochy River). As with the school, the Government accepted the offer and the cemetery was formally gazetted in 1892. The first burial occurred in 1896. Bli Bli, located close to Diddillibah, eventually became the primary settlement in the district, despite the fact that public facilities such as a school and cemetery were established first at Diddillibah.

### Diddillibah Cemetery

<b>Local Place ID Number</b>	DID1	
<b>Street Address</b>	662 Diddillibah Road, Diddillibah (accessed from Ash Road)	
<b>Title Details/GPS Coordinates</b>	731C8219	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Diddillibah Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history. Cemeteries were typically established following the development of settlements in the region, reflecting an established pattern. The cemetery also reflects the position of Diddillibah as the most developed of the settlements in the surrounding area at the time, demonstrated by the gazettal of a cemetery at Diddillibah for that community and that of Bli Bli.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Diddillibah Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Diddillibah Cemetery has aesthetic significance, as it is surrounded by mature vegetation that evokes a sense of the conditions faced by early settlers to the district, and creates a pleasing setting for the contemplation of the deceased.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Diddillibah Cemetery has a special association with current and former residents of the Diddillibah and Bli Bli communities.
<b>Historical Context</b>	
Diddillibah was originally a part of a vast cattle station called 'Moolooloo Plains', established in 1862. 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 the land, and even ran a postal service.	
Keil was instrumental in the provision of public facilities for the settlers in the district. In 1884, he offered land to the	

Government for use as a school reserve at Diddillibah. A small (presumably provisional) school was erected in 1885. He then offered land adjoining the school reserve for use as a cemetery in 1891, following a public meeting of settlers from the Diddillibah, Bli Bli districts (including from the north bank of the Maroochy River). As with the school, the Government accepted the offer and the cemetery was formally gazetted in 1892. The first burial occurred in 1896.

**Description**

Diddillibah Cemetery is located in an evocative bush setting on a partially cleared grassed side. Marked burials are arranged in rows and are predominantly surrounded by concrete/ rendered brick borders, but there is also a grave with wrought iron fencing. Headstones include mostly stelae and desk mounted tablets, some on tiered plinths. It can be reasonably assumed that there are unmarked graves in the cemetery.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

**Diddillibah Community Hall**

<b>Local Place ID Number</b>	DID2	
<b>Street Address</b>	658 Diddillibah Road, Diddillibah	
<b>Title Details/GPS Coordinates</b>	1SP256771	No GPS Coordinates
<b>Other Names</b>	Old school.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Diddillibah Community Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. The re-purposing of the former school building to act as a public hall reflected a key milestone in the development of the Diddillibah community. Its use as a school building to replace the original building also reflected the growth of the district in the late 1880s.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Diddillibah Community Hall demonstrates a rare aspect of the Sunshine Coast Council area's history. Although subject to alterations, the building is nonetheless one of the oldest, continually used public buildings extant in the Sunshine Coast, having been used as a school then hall since 1889.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Diddillibah Community Hall has a special association with the Diddillibah community since its opening, as a focus of community activities and social events.

**Historical Context**

The Diddillibah Community Hall was originally built by local residents in c1889. It was possibly built as a hall, but was given to the Queensland Government for use as a provisional school to replace the original school building (built 1885). It was, by all accounts, a simple structure; shingles on the roof, no ceiling and very few windows. A corrugated iron roof replaced the shingles and sash windows and a ceiling were added in 1927. A new school building was planned in the mid-1930s and the State Member for Murrumba (north of Brisbane), George Francis (Frank) Nicklin helped the local community in their effort to secure the old building for their hall. Nicklin was an important figure in the Sunshine Coast in addition to his role in Queensland politics. He moved to Beerwah with his family in 1910 and purchased a pineapple farm in Palmwoods after he returned from World War I. He remained intimately associated with the Sunshine Coast throughout his political career. He became Premier of Queensland in 1957.

The community undertook improvements to the building once it was moved. Verandahs were installed at the front and rear of the building, a kitchen and bathroom installed in the rear verandah and a new floor added, composed of red stringybark – the timber species selected as it was an ideal timber for a dance floor. The hall continues to function as a community venue today and has been recently updated including an extension on the western side and the addition of a ramp on the eastern side.

**Description**

Diddillibah Community Hall is located on the southern side of Diddillibah Road on a small partially cleared block containing the hall in the north, a small adjoining grassed area and mature vegetation at the rear and western boundary. A picket fence delineates the rear of the site from the road.

The hall is set on an east-west axis addressing the road and consists of a small lowset weatherboard clad timber

structure on stumps with a corrugated iron clad gable roof. A wide skillion roof awning supported by timber posts and with simple balustrade consisting of horizontal boards spans the front (north). Recently the hall has been extended on the western side following the existing scale and design of the building and using similar materials, except for the stumps being steel instead of concrete. The joint in the weatherboard cladding is visible at the front and rear.

The main access to the hall is provided via a central single door flanked by hopscotch five-light casement windows. A second front entrance and window are included in the new section. A side entrance on the eastern side provides access via a ramp. There is a closed in verandah with skillion roof at the rear featuring a variety of windows. The windows at the sides (gables) are protected by window hoods consisting of corrugated iron sheeting on timber frames, changed from earlier metal hoods.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	11/12/2019

**References**  
 Brian F. Stevenson, 'Nicklin, Sir George Francis (Frank) (1895–1978)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/nicklin-sir-george-francis-frank-11237/text20039>, published first in hardcopy 2000, accessed online 16 February 2017.  
<https://www.facebook.com/pages/Diddillibah-Hall/170977526250792>, accessed 06/12/2016.  
 Nambour Chronicle and North Coast Advertiser, 10 June 1938, 1.  
 Picture Sunshine Coast

### Ferndale Homestead (former)

<b>Local Place ID Number</b>	DID3	
<b>Street Address</b>	12 Mango Vale Court, Diddillibah	
<b>Title Details/GPS Coordinates</b>	5SP175033 (part)	No GPS Coordinates
<b>Other Names</b>	N/A	



Source: Stefan Martin (2011).

### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Ferndale Homestead (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. Built in c1884, the house is a particularly early example of the settlement of the Diddillibah district.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Ferndale Homestead (former) is important in demonstrating the principal characteristics of a relatively early homestead in the area. The house design is consistent with houses from the period (c1884) in which it was constructed, including features such as a pyramid roof, wraparound verandah and exposed framework with cross-bracing.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Ferndale Homestead (former) has a special association with George and Emma Brinkley, early settlers in the Diddillibah district and after whom geographic features were colloquially named, including 'Brinkley's Hill'.

### Historical Context

The former Ferndale Homestead appears to have been built c1884 for George and Emma Brinkley. The couple moved to Queensland in 1866 and George joined the Queensland Police Force in 1868. George served in the police until he was injured in an accident in 1884, at which time he retired with a pension and took up a selection at Diddillibah. Communication with the owner of the property during an earlier heritage study (see references) claimed the house was built in 1884, correlating with the year Brinkley retired from the police and moved to Diddillibah. George died in 1925 and Emma in 1926. Their property was called 'Ferndale' and the hill on which it is located was called 'Brinkley's Hill', reflecting the earliness of the Brinkley's selection in the district.

### Description

Ferndale Homestead (former) is located on the northern side of Diddillibah Road on a cleared site in sloping forested bushland. There are a number of plantings including palm trees in close proximity to the house.

This assessment is based on images provided as part of a nomination for entry of the house in an earlier heritage study and recent satellite imagery (Google Earth 24/05/2016).

The building consists of a square low-set weatherboard clad timber structure on stumps with high-pitched truncated pyramid roof, clad with short sheeted corrugated iron. A wraparound verandah, covered under the main roof, spans the front and is partially enclosed on the side elevation. Features include stop-chamfered posts and a solid weatherboard clad balustrade. The verandah back wall shows exposed framework with cross-bracing. French doors with fanlight lead into the building. Windows include sash configuration (one with simple straight window hood).	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected
<b>References</b>	
Brisbane Courier, 28 May 1924, p18. Certificate of title for L/P 51SP175033. Daily Mail, 22 July 1926, p8. Heritage nomination for Diddillibah Homestead by Stefan Martin, 2011. Nambour and North Coast Advertiser, 17 February 1939, p3.	

## 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, with the current hall having been built in 1953.

### Eudlo Methodist Church (former)

<b>Local Place ID Number</b>	EUD1	
<b>Street Address</b>	20-22 Anzac Road, Eudlo	
<b>Title Details/GPS Coordinates</b>	9RP28184, 10RP28184	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Eudlo Methodist Church (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first purpose-built church in Eudlo, reflecting the growth of the settlement by the 1950s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Eudlo Methodist Church (former) is important in demonstrating the principal characteristics of churches, which are important to the region. In particular, the 'Carpenter Gothic' style of the church is consistent with the design of churches in the smaller, rural settlements in the region, as most of the settlements were relatively small and the scale and design of the local churches reflected this.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Eudlo Methodist Church had a strong association with the Methodist (and later Uniting) community in Eudlo.

### Historical Context

There was an active Methodist community in Eudlo from at least the 1930s. The timber church was erected on the site by builder Stan Carlsen in 1952, in a traditional 'carpenter gothic' style. It was opened in the same year as the new public hall. At the time, a local newspaper article stated that the 'new' church opened, but it appears that it was the first Methodist church in Eudlo, with parishioners using the public hall for public functions. Indeed, newspaper records seem to indicate that it was the first purpose-built church in Eudlo.

The Methodist Church joined the Uniting Church in 1977. By 2006 the church had been converted into a house, and extended to the side and rear.

**Description**

The former Eudlo Methodist Church (now a private residence) occupies two lots in the town centre and is set to the street front. The building consists of a rectangular low-set post World War II structure on stumps with corrugated iron clad gable roof with finials, replacing the former cross. The walls are clad with fibrous cement sheeting with cover strips to window sill height and weatherboard cladding below. Front access is via an off-centre gabled porch with similar features as the main building. Features include tall 3-light casement windows (window with three glass panes) at the front and side with top leadlight panel symbolising a pointed arch, a reference to earlier 'Carpenter Gothic' style church buildings. There are a number of extensions including a skillion roof covered verandah on the eastern elevation, a carport with gable roof to the west, a skillion roofed annex and a perpendicular placed gable roofed rectangular structure at the rear. The provenance of the extensions is unclear.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Nambour Chronicle and North Coast Advertiser, 30 May 1952, 4.  
 Nambour Chronicle and North Coast Advertiser, 15 August 1952, 3.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Eudlo Public Hall**

<b>Local Place ID Number</b>	EUD2	
<b>Street Address</b>	19 Rosebed Street, Eudlo	
<b>Title Details/GPS Coordinates</b>	2RP173221	No GPS Coordinates
<b>Other Names</b>	Community Hall	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Eudlo Public Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. As the third hall in the town, it reflects the continued growth and prosperity of the district over the twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Eudlo Public Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council area. In particular, its construction in the 1950s resulted in a more substantial hall that reflects similar halls constructed in this period on the Sunshine Coast.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Eudlo Public Hall has a special association with the Eudlo community since its construction, as a focus of community activities and social events.

**Historical Context**

A community hall was built at Eudlo in 1895, but it was converted into a provisional school in 1896. The current Eudlo public hall is the third such hall in the town. As noted above, the first hall did not last long as such, and instead became a school building (although no doubt it was used for public purposes when required, as many schools were in small rural districts). A new community hall was built in Eudlo in 1918, though by the early 1950s substantial improvements to the hall were being contemplated. A hall committee was established to raise funds for the work which was carried out by volunteer labour. The old hall had been demolished by May 1953 and work commenced on the new one, reusing much of the demolition material. The public hall had been the focus of earlier Anzac Day commemorations and enlarged honour boards, to account for more recent conflicts, were mounted in the hall.

The hall has been the centre of social and community life of the town and has been used as a venue for patriotic activities, as a meeting place for numerous organisations and as a venue for social occasions.

**Description**

Eudlo Public Hall is located on a narrow grassed block in the town centre and addresses Rosebed Street. The building consists of an elongated rectangular low-set weatherboard clad structure on stumps with corrugated iron clad gable roof. A weatherboard clad porch on a masonry base is attached at the front and has a gable roof with

raised centre. Front access is via a centrally located recessed entrance. There are two side entrances on the western and the eastern elevation via small corrugated iron clad gable roofed porches (one on the western side with an additional ramp). A further entrance is on the rear corner. There are a number of 4-light casement (windows with four glass panes) windows on both side elevations and a smaller window on the sides of the porch.

Honour boards commemorating citizens of the district who served in both World Wars as well as the Vietnam War are displayed within the hall.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	10/03/2016

**References**  
 Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Eudlo State School**

<b>Local Place ID Number</b>	EUD3	
<b>Street Address</b>	2 Highlands Road, Eudlo	
<b>Title Details/GPS Coordinates</b>	417CG4702	No GPS Coordinates
<b>Other Names</b>		



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Eudlo State School is important in demonstrating the evolution of the Sunshine Coast Council area's history. Symbolically, the school reflects the emergence and growth of Eudlo in the early twentieth century, including the relocation of the school and 1925 school building from its original site on Eudlo School Road west of the North Coast Railway Line to its present site in the centre of Eudlo township.

**Historical Context**

Unfortunately for the township of Eudlo, the government did not reserve any land for school purposes when the North Coast Railway line commenced services to Eudlo in 1891. It was only when settler Richard Westaway donated an acre of land on the Gympie-Brisbane Road that a partially completed public hall could be moved to the site in 1897 to become a Provisional School.

In 1925, this first school building was removed due to overcrowding. In its place, a new school building was constructed using the standard design created by the Education Department's architects. In 1931, an average of 74 children were attending Eudlo State School and additions were made to the 1925 building to accommodate them.

In 1942, land on the corner of Highlands Road and Rosebud Street was gazetted as a State School Reserve. There was some discussion about a case mill being established on the site. The Department strongly opposed the proposal, however, and the school (including the 1925 building) was relocated to its present site in 1948.

**Description**

Eudlo State School is located on the corner of Highlands Road and Rosebud Street, Eudlo. The site includes a number of buildings. This assessment is for the 1925 school building.

The building is a highset, timber framed school building with a corrugated iron roof and weatherboard walls, set on



high stumps and partially built in underneath. It is of inter-war vintage with later additions and alterations. The building has a variety of window types, such as casements and glass louvres, indicating progressive changes over time.

<b>Other Statutory Listings</b>	No statutory listings.
<b>Non-Statutory Listings</b>	No non-statutory listings.
<b>Inspection Date</b>	11/12/2019

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  
 'Education in Eudlo: Centenary 1897-1997', edited and compiled by Margaret Bradburn.

**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, make use of 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 region 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.

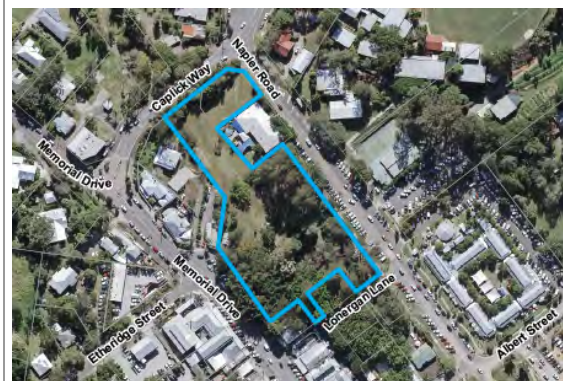
The demography of the town began to change in the second half of the twentieth century. The timber, agricultural and dairy industries steadily declined from the 1930s, as did the district's population. In the 1960s, many of the inland Sunshine Coast towns became popular with people seeking a rural lifestyle, 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.

**Further References**

'The Imperial Hotel at Eumundi', Gympie Times and Mary River Mining Gazette, 14 June 1913, 6.

**Dick Caplick Park**

<b>Local Place ID Number</b>	EUM16	
<b>Street Address</b>	8-16 Napier Road, Eumundi	
<b>Title Details/GPS Coordinates</b>	200CP817354, 215CP817354	No GPS Coordinates
<b>Other Names</b>	N/A	



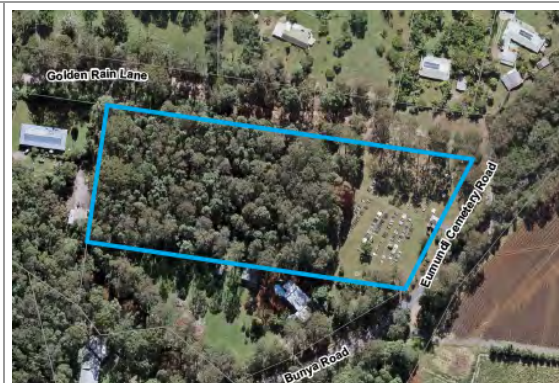
**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Dick Caplick Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. The park is located on the site of the former Etheridge Sawmill. The sawmill was located in the centre of Eumundi and directly adjacent to the former alignment of the North Coast Railway Line, reflecting the importance of the timber industry to the development of Eumundi in the late nineteenth and early twentieth century. The redevelopment of the site by the former Maroochy Shire Council as a park illustrated the changing nature of Eumundi and the town centre in the second half of the twentieth century. This is further supported by the fact that Dick Caplick may have planted many trees throughout Eumundi, especially symbolically significant given the former use of the site.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>	
Statement	Dick Caplick Park is important to the Sunshine Coast Council area because of its aesthetic significance. The location of the park in the centre of Eumundi makes a pleasing visual and social contribution to the town's streetscape, in particular because of the large mature trees within the park (some of which may have been planted by Dick Caplick).	
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>	
Statement	Dick Caplick Park has a special association with the life of Dick Caplick, a prominent figure in the history of Eumundi, in particular the timber industry, and in his later years for his work to transform the streetscape in Eumundi through the planting of trees (and anecdotally in response to his previous occupations). This association is maintained through the naming of the park in his honour.	
<b>Historical Context</b>		
Dick Caplick Park is named after Dick Caplick, a prominent former resident of Eumundi. Caplick was born at Canungra in 1893 and moved to Eumundi with his parents, German migrants, in c1901. His father established a carrying business, primarily carting dressed timber to new selections in the district so that the selectors could build their houses and sheds. He left school at the age of 12 and began fencing, then moved to scrub-felling, even assisting in the survey of Kenilworth. Caplick enlisted in the Australian army in World War I and fought on the Western Front in Belgium and France. He was wounded during the Battle of the Somme in 1916 and returned to Eumundi, where he was back at work felling trees only three days after his arrival. Caplick eventually worked at one of the sawmills in Eumundi - owned by Straker Gilliland & Co and located near the butter factory. He took on a variety of other jobs over time, including growing bananas, leading an eclectic and adventurous life – but he was remembered as an expert tree feller. Caplick died in 1987.		
The park is located on land originally occupied by the Etheridge Sawmill. The sawmill was established on the site in 1900 (having moved from Main Camp) and closed in 1938 following the death of its owner, George Etheridge. The site was redeveloped by the former Maroochy Shire Council into the Dick Caplick Park in 1970, in honour of the local identity. Indeed, Caplick became noted in his later years for planting trees throughout the town, in an effort to beautify the townscape, apparently because he experienced dissonance over all of the trees he felled as a younger man. Large, mature trees were clearly visible in the park in the mid-1970s and were presumably planted after the mill had closed, possibly by Caplick. Park facilities were recently upgraded in 2015.		
<b>Description</b>		
Dick Caplick Park is located in between Memorial Drive, Napier Street, Caplick Way and the Eumundi Market area in the centre of town. The park contains open grassed areas to the north and in the centre as well as a playground and picnic areas shaded by mature trees including large fig trees. Currently, the park is undergoing a staged upgrade, including landscaping and infrastructure.		
<b>Other Statutory Listings</b>	No statutory listings	
<b>Non-Statutory Listings</b>	No non-statutory listings	
<b>Inspection Date</b>	08/03/2017	
<b>References</b>		
Caroline Foxon, 'Transcript of oral history interview with Mr Dick Caplick', Sunshine Coast, Local History Project, 1988, <a href="https://library.sunshinecoast.qld.gov.au/Heritage/Oral-Histories/Dick-Caplick">https://library.sunshinecoast.qld.gov.au/Heritage/Oral-Histories/Dick-Caplick</a> , accessed 21 February 2017. Picture Sunshine Coast SCC, 'Eumundi park receives a makeover', 15/09/2015, in: <a href="https://www.sunshinecoast.qld.gov.au/Council/NewsCentre/Eumundiparkreceivesamakeover0915">https://www.sunshinecoast.qld.gov.au/Council/NewsCentre/Eumundiparkreceivesamakeover0915</a> , accessed 04/11/2016 'Tales of Eumundi Gunners Souvenir Coup', Sunshine Coast Daily, 8 April 2015, <a href="https://www.sunshinecoastdaily.com.au/news/tales-of-eumundi-gunners-souvenir-coup/2599835/">https://www.sunshinecoastdaily.com.au/news/tales-of-eumundi-gunners-souvenir-coup/2599835/</a> , accessed 21 February 2017.		

## Eumundi Cemetery

<b>Local Place ID Number</b>	EUM14	
<b>Street Address</b>	632 Bunya Road, Eumundi	
<b>Title Details/GPS Coordinates</b>	91CG230	No GPS Coordinates
<b>Other Names</b>	N/A	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Eumundi Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history. Cemeteries were typically established following the development of settlements in the region, reflecting an established pattern.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Eumundi Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Eumundi Cemetery has aesthetic significance, as it is surrounded by mature vegetation that evokes a sense of the conditions faced by early settlers to the district, and creates a pleasing setting for the contemplation of the deceased.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Eumundi Cemetery has a special association with current and former residents of the Eumundi community.
<b>Historical Context</b>	
The cemetery was established c1903, with the first burial occurring in January 1904. The cemetery was formally gazetted as a cemetery reserve in 1905. Like most early cemeteries, the reserve was managed by a Board of Trustees, until the role was eventually taken over by the former Maroochy Shire Council. The cemetery has been improved over time; it was fenced at various times and ornamental trees were possibly planted as early as the early 1910s. The columbarium wall was presumably added in the second half of the twentieth century following changing public attitudes to burial practices. Burials include members of the Caplick, Gridley and Kelly families, well-known Eumundi pioneers.	
<b>Description</b>	
The Eumundi Cemetery is located on a large reserve on the north-western side of Bunya Road, approximately two kilometres southwest of the town within rural surrounds. The marked burials are situated in a grassed area towards the eastern boundary of the partially cleared site, the remainder is covered in bush vegetation. The cemetery is framed by native vegetation and includes some shrubs and smaller trees throughout. Access is via a wide lychgate/shelter shed consisting of an open timber structure covered by a corrugated iron clad hipped roof with bench seating on two sides. A weatherboard clad skillion roofed annex on a rendered masonry base joins onto the south-eastern corner. A columbarium wall is positioned a short distance to the southwest.	
The graves are arranged in rows and ornamentation reflects the changing funerary customs since the establishment of the cemetery. The burial sites are mostly surrounded by rendered brick/concrete borders, some with elaborate ornamentation, and there are also wrought-iron fencing and granite surrounds. Headstones include stelae, desk mounted tablets and Celtic crosses. Many gravesites have acquired a patina over time. There is potential for unmarked graves.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016
<b>References</b>	
Chronicle and North Coast Advertiser, 29 January 1904, 3. Gympie Times and Mary River Mining Gazette, 6 December 1913, 6. <a href="http://www.interment.net/data/aus/qld/maroochy/eumundi/eumundi.htm">http://www.interment.net/data/aus/qld/maroochy/eumundi/eumundi.htm</a> , accessed 07/11/2016. Telegraph, 10 February 1905, 5.	

### Eumundi Methodist Church (former)

<b>Local Place ID Number</b>	EUM1	
<b>Street Address</b>	73 Memorial Drive, Eumundi	
<b>Title Details/GPS Coordinates</b>	110RP898327	No GPS Coordinates
<b>Other Names</b>	Uniting Church, Eumundi Historical Museum.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Eumundi Methodist Church (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The building reflects the substantial growth of the district from the turn of the twentieth century. It is significant as it is located on the same site, and replaced, the first ecclesiastical building in the settlement, illustrating the increasing importance of the Methodist denomination in the town in this period. Its conversion into a historical museum in 1996 further illustrates the evolution of the town's history and demography across the twentieth century.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Eumundi Methodist Church (former) is important in demonstrating the principal characteristics of churches, which are important to the Sunshine Coast Council area. In particular, the original 'Carpenter Gothic' church is consistent with the design of churches in the settlements in the region, as most of the settlements were relatively small and the scale of the local churches reflected this. The 1950s alterations do not detract from this form and indeed reflect stylistic preferences from that decade.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Eumundi Methodist Church (former) has a strong association with the Eumundi Historical Society, as the headquarters of the Society and the location of the Eumundi Historical Museum.

**Historical Context**

The first church in Eumundi was the Salvation Army Hall, built in 1897. As the only ecclesiastical structure in town, it was also used for services for other religious denominations. The building was purchased by the Methodist Church in 1903, indicating that the denomination was popular in the district. Reflecting its popularity, the Church replaced the Salvation Army Hall with a new church in 1911. This period, from 1903 to 1911, coincides with the substantial increase in the population of the Eumundi district.

Alterations were made in the mid-1950s, including the levelling of the floor and the construction of a new porch at the entrance (probably also included in the construction of a brick retaining wall facing the road). In 1972, the church became associated with the Uniting Church, formed from the merging of the Methodist Church of Australasia, the Presbyterian Church of Australia and the Congregational Union of Australia. The church was sold to the Eumundi Historical Society in 1995 and it was reopened as the Eumundi Museum the following year.

**Description**

The former church building is located on an elevated sloping block addressing Memorial Drive. The building is set in a landscaped garden, incorporating a small bell tower (from the Eumundi Catholic Church), mature trees on the side boundaries and a grassed area at the rear. A face brick fence delineates the site from the street with access via concrete steps. The building consists of a rectangular low-set timber structure on stumps clad with chamferboard (replacing the original weatherboard) and covered with a corrugated iron clad gable roof. Finials have replaced the original crosses on the roof at some point in the past, although the front gable vent retains the original pointed arch framing (from 1911). The 1950s enclosed semicircular porch entrance rests on a face brick base, clad with narrow chamferboard and covered with a five-segmented tiled roof. The porch can be accessed from both sides and there are five narrow straight-topped leadlight casement windows at the front. There are a number of pointed arch windows (1911) at the front sections of the nave. A chamferboard clad extension on low stumps with skillion roof wraps around the rear of the nave. There are unrelated additional buildings at the rear, including the former police lock-up and a recent community building – these are associated with the use of the site as a historical museum.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Gympie Times and Mary River Mining Gazette, 14 June 1913, 6.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Eumundi Post Office**

<b>Local Place ID Number</b>	EUM2	
<b>Street Address</b>	71 Memorial Drive, Eumundi	
<b>Title Details/GPS Coordinates</b>	1RP70842	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Eumundi Post Office is important in demonstrating the evolution of the Sunshine Coast Council area's history. It is the second purpose-built post office, replacing an earlier building (and before that postal services from a store and the railway station building). The current building therefore reflects the growth of Eumundi from its establishment in 1890 through to its construction in the 1930s. Its continuous presence and use since that time further illustrates the relative population decline or stasis in the second half of the twentieth century, a situation that has only begun to change in recent years.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Eumundi Post Office is important in demonstrating the principal characteristics of larger rural post offices constructed in the Sunshine Coast Council area in the first half of the twentieth century. Although not particularly substantial, it is comparatively larger than the former Buderim Post Office. Nonetheless, its timber construction and key design elements such as exposed framework, boxed gable and entrance porch reflect its location in a relatively modest rural community rather than a more substantial urban town.

### Historical Context

The postal services in Eumundi were relatively modest. A receiving post office was located in Edward Henry Arundell's store in Main Street (later renamed Memorial Drive) from 1891 to 1904. From 1904 to 1912 the post office was located in the railway station building. A purpose-built post office was erected adjacent to the QCWA (Queensland Country Women's Association) building on Memorial Drive in 1912. It remained in use until 1938, when the current post office was constructed (the earlier building was moved to Gin Gin, where it continues to function as a post office). The building was designed according to a standard Government template for larger rural post offices. The post office has remained in continuous use since its construction. Externally, it remains substantially intact, with only minor extensions and alterations.

### Description

Eumundi Post Office is located on the corner of Memorial Drive and Gridley Street and comprises a low-set weatherboard clad rectangular timber structure on stumps with a corrugated iron clad hipped roof. A single boxed gable with jettied rafters projects from the south-eastern corner. At the front is a bank of five 2-light casement windows (windows with two glass panes), covered under what appears to be the original skillion window hood with battened sides. A verandah with skillion roof joins onto the projection and wraps around the northern corner, extending the full length of the north-western elevation. Access to the front verandah is via timber steps from the front and a ramp from the side. A slated balustrade carries around the corner to include the ramp. The verandah back wall includes exposed framework. The north-western side verandah is enclosed with weatherboard and there are two three-panel casement windows with glazing bars. On the south-eastern elevation are two barred windows covered with individual skillion window hoods with battened sides.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Gympie Times and Mary River Mining Gazette, 14 June 1913, 6.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### Eumundi Presbyterian Church

<b>Local Place ID Number</b>	EUM3	
<b>Street Address</b>	123 Memorial Drive, Eumundi	
<b>Title Details/GPS Coordinates</b>	1RP76759	No GPS Coordinates
<b>Other Names</b>	St Andrew's Eumundi Presbyterian Church, Presbyterian Church	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Eumundi Presbyterian Church is important in demonstrating the evolution of the Sunshine Coast Council area's history. It is the last of the purpose-built churches in Eumundi, constructed in the 1950s. It is also the last of the churches that continue to be used for ecclesiastical purposes, also reflecting the evolution of Eumundi's community and broader demographic shifts since the church's construction.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Eumundi Presbyterian Church is important in demonstrating the principal characteristics of churches, which are important to the region. In particular, the 'Carpenter Gothic' style of the church is consistent with the design of churches in the smaller, rural settlements in the region, as most of the settlements were relatively small and the scale and design of the local churches reflected this.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Eumundi Presbyterian Church has a strong association with the Presbyterian community in Eumundi.

**Historical Context**

The first church in Eumundi was the Salvation Army Hall, built in 1897. As the only ecclesiastical structure in town, it was also used for services for other religious denominations. The building was purchased by the Methodist Church in 1903, indicating that the denomination was popular in the district. Reflecting its popularity, the Church replaced the Salvation Army Hall with a new church in 1911. This period, from 1903 to 1911, coincides with the substantial increase in the population of the Eumundi district.

The Presbyterian congregation erected a purpose-built Presbyterian church in 1953. Until that time, it used a variety of venues: first, under a tree; then in the Masonic Lodge and until 1953 in the Methodist church building constructed in 1911. The congregation received a large sum of money from the deceased estate of one of its members; along with its own fundraising efforts, the congregation finally had enough funds to build its own church. Material for the church was donated by the congregation, including century-old logs from which the church furniture was made. The church has remained in use since its construction and it has not been altered in any substantive way. Indeed, the entire grounds, including the church, outbuildings and fence remain intact from the time of its construction in the 1950s.

**Description**

The Eumundi Presbyterian Church is located on an elevated, sloped grassed site delineated from the street by a two-rail timber fence and a low hedge. Access to the site is via concrete steps in the southeast and a driveway in the north. The building consists of a low-set cruciform structure on face brick base with a corrugated iron clad roof, gabled at the front and hipped at the rear. The walls are generally chamferboard clad. The front gable is clad with sheeting with cover strips. The main access is via an enclosed porch, also on brick base, clad with chamferboard and covered with corrugated iron hipped roof. A double door with diagonal cladding is located on both sides of the porch and there is a triptych pointed arch stain glass window at the front. At the front of the nave, either side of the porch, is a narrow 3-light casement window (window with three glass panes). Two projecting gables with similar cladding as the front gable and also on brick base are located towards the rear of the nave. Access is via single door with diagonal cladding. There are a number of three-light casement windows on the side elevations of the nave, the side gables and also the rear. A small chamferboard clad amenities block with corrugated iron clad gable roof is situated near the south-western corner of the church.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Gympie Times and Mary River Mining Gazette, 14 June 1913, 6.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Eumundi QCWA Rest Rooms**

<b>Local Place ID Number</b>	EUM4	
<b>Street Address</b>	78 Memorial Drive, Eumundi	
<b>Title Details/GPS Coordinates</b>	211RP810558	No GPS Coordinates
<b>Other Names</b>	Q.C.W.A. Eumundi	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Eumundi QCWA Rest Rooms is important in demonstrating the evolution of the Sunshine Coast Council area's history. It is one of numerous QCWA buildings constructed in the Sunshine Coast Council area in the 1920s in the railway towns along the North Coast Railway, reflecting the immediate impact and relevance of the organisation in rural communities in the region at this time.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Eumundi QCWA Rest Rooms is important to the Sunshine Coast Council area because of its aesthetic significance. This significance is primarily embodied by the original core building constructed in 1929 and is illustrated in particular by the gabled porch and decorative elements. The porch in particular reflects architectural influences of the period, principally the Californian Bungalow.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Eumundi QCWA Rest Rooms has a strong association with the Eumundi QCWA, which was established in 1927 and has operated continuously in the community since that time.

**Historical Context**

The Eumundi Branch of the Queensland Country Women's Association (QCWA) was formed on the 9th of November, 1927. The organisation was created in 1922 to foster the interests of women and children in Queensland, particularly in regional and rural areas. One of the first acts of the organisation was the construction of 'rest rooms', designed to provide a space for women where they could feed their children and meet other women and typically located adjacent to railway stations. The Eumundi rest rooms were opened in 1929.

The rooms were also used as a Baby Clinic, an initiative of the State Government. Child mortality was high in Australia around the turn of the century and baby clinics were opened in Queensland in the late 1910s. Efforts to improve the health of mothers and babies, and increase the birth rate, particularly in country areas, were bolstered by the passage of the Maternity Act 1922 in an effort to reduce infant deaths and increase births in the State. The purpose of the clinic closely aligned with the function of the QCWA and the rest room.

The building has been extended four times in its life, and a drinking fountain commemorating the golden jubilee (50 years) of the local branch was installed in a nearby park. It has been used for various public events and activities in addition to its original purpose over the course of the twentieth century, and as the purpose of the QCWA has continued to evolve since its inception. The building continues to function as the branch headquarters for the Eumundi QCWA and is used as part of the Eumundi Markets.

### Description

The Eumundi QCWA Rest Rooms is located on a small block in the town centre, framed by mature vegetation including a large Camphor Laurel at the street front. The building consists of a low-set weatherboard clad timber structure on masonry base with corrugated iron clad roof. The building has been extended over time, but retains original elements, including the core structure and the decorative front gable. Photographic evidence (1929) suggests that the original building consisted of a street-facing rectangular structure with corrugated iron clad gable roof with Californian Bungalow style elements with access via a gabled porch spanning the entire front. These elements are still extant. Both the main and porch gable have decorative finials and are clad with sheeting. The porch gable also shows jettied rafters. The porch is partially enclosed with weatherboard to window sill height and features stop-chamfered posts with decorative brackets. The upper section of the southern side is enclosed with sheeting and has two former hopscotch 5-light casement windows with coloured rippled glass fitted as awning windows. Access into the building is provided via a tall timber door flanked by sash windows. A rectangular single storey weatherboard clad extension with corrugated iron clad gable roof has been added to the core building on the south-eastern side. A single storey weatherboard clad extension with skillion roof is attached at the rear of the building and an annex with skillion roof and weatherboard clad to window sill height and sheeted in the upper section spans the north-western elevation. Access is via simple timber doors. Windows are single and 3 light casement configuration.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Gympie Times and Mary River Mining Gazette, 14 June 1913, 6.  
<http://qcwa.org.au/page.php?About-How-we-help-68>  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### Gallery



### Eumundi School of Arts (State heritage place)

<b>Local Place ID Number</b>	EUM5		
<b>Street Address</b>	63 Memorial Drive, Eumundi		
<b>Title Details/GPS Coordinates</b>	5E4319, 6E4319, 7E4319	No GPS Coordinates	
<b>Other Names</b>	N/A		



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Eumundi School of Arts is important in demonstrating the pattern and evolution of Queensland's history, being an important component of the cultural life of the Eumundi community as a school of arts and public library. Constructed in 1912, the second hall to be built on the site, the Eumundi School of Arts demonstrates the growth of the town following the opening up of the area through timber getting and dairying and through the construction of the railway in 1891.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Significant for Criterion D.



<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Eumundi School of Arts is of aesthetic significance as a single-storey, timber, vernacular public building forming an integral part of the historical main street of Eumundi and is distinguished by its visual cohesion with other historical buildings along Memorial Drive, which incorporates the Eumundi War Memorial [601122].
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	As the centre of Eumundi's social and cultural activities for almost ninety years, the School of Arts has strong social significance for the people of Eumundi and surrounding areas. Internally, the Hall houses the District's memorial plaque listing the names of 87 Eumundi men who fought in World War I.
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#601658.	
<b>Description</b>	
Refer to Queensland Heritage Register ID#601658.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	National Trust of Queensland, Queensland War Memorial Register
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	
<b>Gallery</b>	




### Eumundi War Memorial (State heritage place)



<b>Local Place ID Number</b>	EUM6
<b>Street Address</b>	Memorial Drive and Gridley Street, Eumundi
<b>Title Details/GPS Coordinates</b>	Road Reserves (Memorial Drive; Gridley Street) No GPS Coordinates
<b>Other Names</b>	Eumundi War Memorial (and trees), Trees in Memorial Drive, Eumundi



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	War Memorials are important in demonstrating the pattern of Queensland's history as they are representative of a recurrent theme that involved most communities throughout the state. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the First World War.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Avenues of trees as memorials, and particularly those where each tree is attributed to a particular fallen serviceman are uncommon in Queensland. Most memorials erected during or after the First World War were of the monumental type.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	They manifest a unique documentary record and are demonstrative of popular taste in the inter-war period.

	The memorial at Eumundi demonstrates the principal characteristics of a commemorative form erected as an enduring record of a major historical event. This is achieved through the appropriate use of symbolic elements such as avenues of trees and plaques.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Memorial Trees and their setting are a landmark within Eumundi and contribute to the aesthetic qualities of the townscape.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	They continue to be a focal point for the community, providing the venue for markets which have become an important asset to the town. The Memorial Trees have a strong and continuing association with the community as evidence of the impact of a major historic event and as the focal point for the remembrance of that event. It also has special association with the families of the fallen, some of whom still reside in the district.
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#601122.	
<b>Description</b>	
Refer to Queensland Heritage Register ID#601122.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	
<b>Gallery</b>	
	

### Gridley's Bed and Breakfast

<b>Local Place ID Number</b>	EUM7	
<b>Street Address</b>	1 Sale Street, Eumundi	
<b>Title Details/GPS Coordinates</b>	3SP100434	No GPS Coordinates
<b>Other Names</b>		
 		
<b>Heritage Significance</b>		
<b>Criteria</b>	<b>Definition</b>	
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>	
Statement	Gridley's Bed and Breakfast is important in demonstrating the evolution of the Sunshine Coast Council region's history. The house is significant for its historical association with the early development of Eumundi.	
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>	
Statement	Gridley's Bed and Breakfast is important to the Sunshine Coast Council region because of its aesthetic significance. The building occupies a prominent corner location and its timber construction, parapet and modest scale are evocative of an early phase of the town's development.	
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>	
Statement	Gridley's Bed and Breakfast has a special association with Joseph Gridley, (who bought land in the district in 1870), and his sons, George and Walter, being the first European settlers in Eumundi. By 1879, George Gridley became the first selector to reside permanently in the Eumundi district.	

### Historical Context

Gridley's Bed and Breakfast is named after one of Eumundi's earliest pioneer families, the Gridleys. J Gridley and his sons, George and Walter, were the first European settlers in the area that became Eumundi. J Gridley selected 640 acres in 1873 and then another 100 acres in 1877. He built a house by 1885 and in 1891 subdivided the 100 acres acquired in 1877 into six subdivisions. The subdivision was clearly prompted by the survey of the town of Eumundi in 1891.

The current Bed and Breakfast is located on the site of Gridley's original house. Circumstantial evidence (primarily on the current Gridley Bed and Breakfast website) indicates the earliest section of the building – facing Memorial Drive – was erected c1903. J Gridley's wife, Ellen, died in 1902 and the land passed into the ownership of her children. The proximity of the two dates strongly suggests that a new house was built on the site in 1903. However, the house, a relatively modest pyramid-roofed and timber clad building, was a common style in the late nineteenth and early twentieth century. It is thus unclear if the house dates from the 1880s or early 1900s; in either case, the original section of the house dates to an early period of Eumundi's development.

The property became a bed and breakfast in the 1990s. The original house was extended to the north, incorporating an accommodation wing for guests. A similar architectural style was adopted for the extension. The property continues to operate as a bed and breakfast.

### Description

Gridley's Bed and Breakfast is situated on a triangular block on the corner of Memorial Drive and Sale Street on the north-western outskirts of town.

The single storey timber structure on low stumps is positioned within mature gardens and addresses Sale Street with access via a semi-circular formal driveway. The building consists of the original pre-World War One square structure with truncated pyramid corrugated iron clad roof in the southwest and a later rectangular structure with hipped corrugated iron clad roof in the northeast, both elements joined by a connecting middle section with lower gable roof. A verandah, covered under the main roof runs along the front, side and rear elevations and is partially enclosed (sides and rear). The walls are weatherboard clad. The verandah back wall of the original building shows diagonal and horizontal bracing and is clad with vertical tongue-and-groove timber boards. Access is via some timber steps and French doors with fanlights. A slatted balustrade runs along the verandah and there are decorative Federation style brackets at the entrance section. The verandah back wall at the northeast structure is horizontally clad and there are no embellishments. The windows on the original and middle section are generally hopscotch casement configuration, some featuring coloured and structured glazing. A number of windows are covered by a window hood. The windows and doors on the northeast section appear to have been updated in recent times.

A small rectangular weatherboard clad structure with corrugated iron clad gable roof formerly located along the north-eastern corner has been replaced with a small corrugated iron clad cottage with gable roof.

Other Statutory Listings	N/A
Non-Statutory Listings	N/A
Inspection Date	10/03/2016

### References

<https://www.gridley.com.au/> , accessed 7/06/2018.  
Berenis Alcorn, Maroochy Heritage Study, 2006.  
Hessie Lindsell, Eumundi Families – A Centenary Celebration, Noosa Graphica, 1990.  
Qlmagery

### Gallery



### Imperial Hotel

Local Place ID Number	EUM8	
Street Address	1 Etheridge Street, Eumundi	
Title Details/GPS Coordinates	1E43112	No GPS Coordinates
Other Names	Eumundi Brewery	



**Heritage Significance**

Criteria	Definition
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<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
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**Statement** The Imperial Hotel is important in demonstrating the pattern of the Sunshine Coast Council area's history. Substantial hotels were typically constructed in settlements at a point when the economic prosperity and population had reached a sufficient stage of growth and the original Imperial Hotel, and its second iteration reflect this process. This is reflected primarily in the location of the hotel on a prominent corner location across (at the time) from the town's principal sawmill, at the junction of the roads to Kenilworth and Tewantin and in close proximity to the railway station.

The shift from an elaborately-styled hotel to a more utilitarian version may also demonstrate the evolution of Eumundi's history, presenting a contrast between the exuberance of the 1910s with the economic conditions of the 1920s. This process is evident once more in the alterations to the hotel that make it appear more like the first iteration of the hotel, reflecting the increasing population and prosperity of Eumundi, particularly in the 2000s.

**Historical Context**

The current Imperial Hotel is the second iteration of the hotel. The first hotel was opened in 1913; it was a substantial and highly decorative hotel, reflecting the strong growth of the town and district from Federation until the early 1910s. Its location was also significant: at the junction of the roads leading to Kenilworth and Tewantin, and directly across the road from George Etheridge's sawmill, which is now Dick Caplick Park, and near the railway station. (Indeed it is claimed the road at this point is as wide as it is because it had to accommodate the wide turn of bullock teams hauling timber to the sawmill.)

The hotel was destroyed by fire in 1926 and a new hotel built on the site and opened in 1927. The new hotel was not as aesthetically elaborate as the original; it was much more utilitarian (a similar process appears to have occurred with the rebuilding of the Commercial Hotel, the first of which was destroyed by fire in 1924 – the new hotel now known as Joe's Waterhole). A brewery was constructed at the rear of the hotel in 1988, where Eumundi Lager was brewed, though the brewery closed in the late 1990s. It has since reopened (2017). The hotel has undergone substantial renovations and alterations since the 1980s including extensions, refitting of interior spaces and a complete overhaul of the external appearance of the hotel. The external changes in particular appear designed to make it appear more like a 'Queenslander' style pub. Superficially, these changes are similar to first iteration (i.e. original) of the hotel, but they are recent additions and not significant.

**Description**

The Imperial Hotel is located on a large sloping corner block on the southern side on Memorial Drive in the centre of town. The footprint of the hotel and the ancillary buildings extends to all of the northeast half of the block and the southern half contains a carpark and a recent bottle shop.

The double storey building consists of an L-shaped structure with corrugated iron clad hipped roof set along Memorial Drive. A wide verandah with skillion roof wraps around the street fronts, creating an awning with scalloped valance over the footpath. The verandah features decorative brackets and a cricket stump 3-rail dowel balustrade with additional lattice panel. Access to the upper level is from Etheridge Street via timber U-stairs leading to the entrance with lattice privacy door. The verandah back wall shows exposed framework with diagonal bracing. There are a number of French doors with fanlights. Based on photographic evidence (1950s and 1970s), many of the decorative features of the façade are not original, but modelled on the earlier building that was destroyed by fire in 1926. An earlier gable facing Memorial drive is no longer extant. The ground level has been remodelled and now shows rendered walls and large casement windows.

A later rectangular double storey timber structure with corrugated iron clad gable joins onto the L-shaped structure in the southwest, facing Etheridge Street. An enclosed veranda with separate skillion roof wraps around the building at the front and two sides. The walls are clad with vertical boards with diagonal timber bracing and feature large banks of windows. There are also banks of clerestory windows.

The Imperial Hotel has been extensively renovated in 2015.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Eumundi Green, Issue 195, 15 May 2014, 22.
- Gympie Times and Mary River Mining Gazette, 14 June 1913, 6.

**Gallery**



**Joe's Waterhole**

<b>Local Place ID Number</b>	EUM9	
<b>Street Address</b>	85 Memorial Drive, Eumundi	
<b>Title Details/GPS Coordinates</b>	6RP166383	No GPS Coordinates
<b>Other Names</b>	Eumundi Hotel, Railway Hotel, Commercial Hotel.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Joe's Waterhole is important in demonstrating the pattern of the Sunshine Coast Council area's history. Hotels were typically established when a town was first surveyed and settled and extensions and remodelling as the prosperity and population of the town increased over time were common. The hotel also demonstrates the evolution of Eumundi's history, as the second iteration of the hotel does not appear to have been as architecturally elaborate as the first, indicating altered economic conditions in the 1920s that contrasted with the obvious growth and associated exuberance of the district's population in the first decade of the 1900s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Joe's Waterhole is important in demonstrating the principal characteristics of hotels, which are important to the Sunshine Coast Council area. These characteristics include the timber construction, external framework and other original features that reflect its construction in a small rural town in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Joe's Waterhole is important to the Sunshine Coast Council area for its aesthetic significance, as it is a prominent historic two-story building on Memorial Drive.

**Historical Context**

Joe's Waterhole is the second iteration of a hotel built on this site. The Eumundi Hotel was the first hotel built in Eumundi and it was located on this site. The hotel is believed to have been built by William Burrell, one of the earliest settlers in the district. It was soon acquired by EH Arundell, a local storekeeper and also one of the first settlers in Eumundi. The name of the hotel was changed to the 'Railway' in 1907 and then changed again the following year to the 'Commercial'. In 1912, a second storey was added and the hotel extensively remodelled, undoubtedly in response to the construction of the Imperial Hotel further down the street.

The hotel was destroyed by fire in 1924 and a new hotel – the current iteration – constructed in its place. The new hotel was not as aesthetically elaborate as the original; it was much more utilitarian (a similar process appears to have occurred with the rebuilding of the Imperial Hotel, the first of which was destroyed by fire in 1926). Joe Whiting became the owner of the hotel in 1962, exchanging his cane farm for the business. The building was renovated and refurbished in the 1980s, but much of the original fabric, at least externally, appears to have remained intact.

**Description**

Joe's Waterhole is located on a large narrow sloping block on the southern side of Memorial Drive in the centre of town. The north-eastern part of the block contains the hotel and several extensions and ancillary structures at the rear and on the western boundary. There is a grassed area and a carpark at the south-western part of the block.

The hotel consists of a rectangular double storey weatherboard clad timber structure with corrugated iron clad roof, hipped on the eastern side and gabled in the west. A wide verandah with skillion roof spans the entire front creating an awning over the footpath. The lower part of the verandah is clad with weatherboard and the eastern side is enclosed with weatherboard and features two recent sliding windows. The lettering 'JOE'S WATERHOLE, ESTABLISHED 1891' is painted across the lower part of the verandah. The façade on ground level shows exposed timber framing with vertical cladding. Access is via French doors with fanlights and there are several sash windows.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

<b>References</b>
Berenis Alcorn, Maroochy Heritage Study, 2006. Daily Mail, 7 January 1924, 2. Gympie Times and Mary River Mining Gazette, 14 June 1913, 6. Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016. Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### Old Bank of NSW

<b>Local Place ID Number</b>	EUM10	
<b>Street Address</b>	1/77 Memorial Drive, Eumundi	
<b>Title Details/GPS Coordinates</b>	1BUP10280, 2CG803982	No GPS Coordinates
<b>Other Names</b>	Bank Of New South Wales, Eumundi	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Old Bank of New South Wales is important in demonstrating the evolution of the Sunshine Coast Council area's history. In particular, the fact that the bank used the premises for a single year before moving to a larger building suggests that scale of business was larger than originally anticipated, which reflects the substantial growth of Eumundi and the surrounding district in this period.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Old Bank of New South Wales is important to the Sunshine Coast Council area because of its aesthetic significance. It combines a range of decorative features which make the building aesthetically pleasing.

**Historical Context**  
This building was erected in 1909 and it briefly functioned as the first Bank of New South Wales premises in Eumundi. Within a year, the bank shifted to another premises further along Main Street (Memorial Drive). The new building was timber and not as elaborate in its design; however, it is larger, suggesting perhaps the original building, which is relatively small, was not fit for the banks purpose. The growth of Eumundi in this period may account for the rapid move from one building to another.

The building was used for various purposes since 1910, including as a store for the Kenilworth Co-operative Cash Stores, a pharmacy, antique shop and gallery.

**Description**  
The Old Bank of NSW is located on a slightly sloping block in the centre of town on the south-western side of Memorial Drive. Originally, the small, single storey brick building was unrendered and featured a number of string courses, accentuated concrete base and arched concrete lintels above the door and windows. The building has been rendered in the past and decorative features such as ashlar pattern, faux quoining on the corners and faux key stones above the door and windows have been introduced. The façade finishes in an arched parapet with corner columns featuring dentilated and dog-toothed courses laid in unrendered brickwork. Either side of the timber and glass panelled entrance door is a sash window. It is unclear whether the original 'Wunderlich' ceiling panels are extant.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

<b>References</b>
Berenis Alcorn, Maroochy Heritage Study, 2006. Gympie Times and Mary River Mining Gazette, 14 June 1913, 6. Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016. Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## St George's Anglican Church Eumundi (State heritage place)

<b>Local Place ID Number</b>	EUM13	
<b>Street Address</b>	15 Cook Street, Eumundi	
<b>Title Details/GPS Coordinates</b>	80SP221086, 81SP221086	No GPS Coordinates
<b>Other Names</b>	St George's Church of England.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	St George's Anglican Church, Cook Street was constructed in the early twentieth century. The Church is important in demonstrating the development of the Anglican Church in Queensland and Eumundi during this time.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	St George's Anglican Church, Cook Street was constructed in the early twentieth century and is of aesthetic significance as a picturesque and well executed example of a Gothic influenced timber ecclesiastical building. Many simple timber churches were constructed throughout Queensland, this example is distinguished by the quality of its design and by its visual cohesion with the buildings in Cook Street.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	As a place of public worship for nearly 90 years, St George's Church of England has social value for the local Anglican community.

### Historical Context

Refer to Queensland Heritage Register ID#601239.

### Description

Refer to Queensland Heritage Register ID#601239.

<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

### References

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

### Gallery



## Sunny Brae

<b>Local Place ID Number</b>	EUM12	
<b>Street Address</b>	1 Black Stump Road, Eumundi	
<b>Title Details/GPS Coordinates</b>	1SP124740	No GPS Coordinates
<b>Other Names</b>	Sunny Brae Private Hospital, Eumundi Park Recreation and Showgrounds, Eumundi Sportsgrounds and Sports Complex.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Sunny Brae is important in demonstrating the pattern and evolution of the Sunshine Coast Council area's history. Private hospitals were typically established in small regional settlements in the late nineteenth and early twentieth century, particularly in the absence of public health services and Sunny Brae conforms to this pattern. The relocation of the showgrounds to the former dairy farm and hospital illustrates the evolution of the region's history, as the population grew and demand for improved road services increased, resulting in changes to the original layout of the town of Eumundi.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Sunny Brae is important to the Sunshine Coast Council area because of its aesthetic significance. It is an attractive example of an early twentieth century 'Queenslander' style house, notwithstanding the extension constructed during the use of the building as a hospital. The building commands an imposing position along Black Stump Road, further contributing to its profile and aesthetic impact.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Sunny Brae has a special association with the life and work of the Luke family, local dairy farmers and nurses who owned and managed the Sunny Brae hospital.

### Historical Context

'Sunny Brae' was the name given to the house of the Luke family and was built in 1910. The house was at the centre of a dairy farm and based on historical images it may have been the second house on the property, replacing an earlier, simpler dwelling. However, in 1924, the private maternity hospital in the town closed and the Luke family was convinced to offer their house for the use of a hospital, while they moved to a smaller cottage on the property. The precise process by which this negotiation occurred is unclear; however, the Luke's daughters, Emily and Jesse, were both trained nurses and perhaps they were the prime movers of the proposal. It is also unclear whether the property continued to function as a dairy. In any case, the hospital continued to operate until 1958, undergoing an extension to increase the capacity of the building. It would have provided an important function in the community, given that the region's primary hospital was located at Nambour. Private hospitals fulfilled a vital role in small towns prior to, or in parallel with, the extension of public health services.

The hospital returned to a private residence when it closed in 1958 and remained as such until 1981. The house and land were sold and for a short time the former hospital became a guesthouse. In the late 1990s, the Queensland Government began planning for a traffic bypass on the southern side of Eumundi (as part of the upgrade of the Eumundi-Noosa Road) and the proposal necessitated the resumption of a portion of the original Eumundi showgrounds. The showgrounds were relocated to the former Luke property and the house/former hospital was raised, renovated and built in underneath.

### Description

Sunny Brae is situated towards the southern tip of a triangular block that also contains the Eumundi Sportsgrounds and Sports Complex in the north.

The former hospital consists of two connected buildings; the early, former residence (1910 - converted into a private hospital in 1924) and the later cottage addition (1924). The converted residence consists of a high set (partially built-in underneath) square timber framed structure with corrugated iron clad truncated pyramid roof while the cottage has a rectangular configuration and a corrugated iron clad hipped roof with lower pitch than the residence. There are acroteria on both roofs. The former detached kitchen, a rectangular structure with corrugated iron clad hipped roof joining onto the main roof, is attached on the south-western corner of the earlier building. The walls of both buildings are weatherboard clad. A wide verandah with separate skillion roof (partially enclosed at the rear) wraps around the earlier building and extends to the front of the later cottage. Decorative verandah features include stop-chamfered posts with crown and collar moulds and ornate brackets (possibly not original but mirroring the 1910 design). A cricket stump 3 rail dowel balustrade spans the entire front. The verandah back wall shows exposed framework. The main access is via timber stairs on the northern side and there are also further stairs and a ramp at the southern elevation. A number of timber doors with fanlights and French doors lead into the building from the verandah. Windows are generally sash configuration and some are protected by metal window hoods (reportedly differing from original design).

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Register of the National Estate (archived), National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://www.community.sunshinecoast.qld.gov.au/directory/eumundi-showgrounds>



**Gallery**



**The Old Bakery**

<b>Local Place ID Number</b>	EUM15	
<b>Street Address</b>	101-103 Memorial Drive, Eumundi	
<b>Title Details/GPS Coordinates</b>	1SP103951	No GPS Coordinates
<b>Other Names</b>	Peachey's Bakery, Bartu Jimba Restaurant, Totally Patchwork, Nest and The Little White Witch.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Old Bakery is important in demonstrating the evolution of the Sunshine Coast Council area's history. The shop was built in an early and formative period of Eumundi's development triggered by a (relatively) substantial growth in the local population. Not only was the building constructed in a relatively early period, it was also the first purpose-built bakery in the town.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Old Bakery demonstrates a rare aspect of the Sunshine Coast Council area's history, as one of the oldest commercial buildings extant in Eumundi (the Old Bank also dates from around this time). It is also unusual, as it is one of the only two storey premises that included a shop and residence built in the early twentieth century in the Sunshine Coast Council area; and, if others were built, it is the only one still extant.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Old Bakery is important because of its aesthetic significance. The timber construction, style and decorative features are evocative of an early shop in Eumundi and its size and location on the rise at the northern extent of the Eumundi town centre ensures it makes an important visual contribution to the Eumundi streetscape.

**Historical Context**

The Old Bakery was the first bakery in Eumundi, opened in 1911. The building was constructed by Albert Ulrick, a local carpenter, 1910 – coinciding with the population and building boom in the town and district at that time. The building was two storeys high from the beginning, with the bakery located in the ground floor and the residence on the first floor. The entrance to the building remains largely unchanged, although originally the interior of the ground floor shop consisted of two separate counters with a central passage in between (as the bakery also included a fruit and confectionary shop), leading to a refreshment room.

The bakery appears to have been first operated by a Mr Cook – possibly AE Cook, a pioneer businessman in Eumundi. Ownership changed hands fairly regularly over the next few decades. A newer bakehouse was added to the side of the building at a later date (early photographs do not show the extant former bakehouse). The bakery closed in 1969, but the building has continued to be used, including as a restaurant and now gift shop.

**Description**

The Old Bakery is located on a triangular block on the south-western side of Memorial Drive in the town's CBD. The elevated sloping site contains the former bakery, bakehouse and associated structures at the rear, an al fresco dining

area in the south and car parking areas on the western and south-western boundary. This assessment is for the bakery and the bakehouse. A timber fence with decorative panels (diagonal-cross pattern) and gabled entrance (not original) delineates the southern section of the site and a stone retaining wall and low hedges mark the boundary to the north.

The former bakery shop and residence addresses the street and consist of a lowset double-storey weatherboard clad timber structure on stumps with corrugated iron clad roof, hipped at the rear and gabled at the front. A stepped parapet conceals the front gable and displays the lettering 'EUMUNDI - THE OLD BAKERY - EST. 1909'. A verandah with skillion roof spans the entire front and features ornate post brackets and three-rail diagonal-cross balustrade (similar to fence) on the upper level; both features are not original. The verandah back wall shows exposed framing with cross-bracing and is clad with tongue-and-groove VJ boards. Three French doors with fanlights lead into the building. The original ground level awning has been reconfigured into a verandah with similar features as on the upper level. A straight timber valance in the upper section is either original or sympathetically restored. The shop entrance consists of a shop window on either side of the central entrance door, reflecting the original configuration. There are a number of windows including sash configuration covered by metal window hoods at the side elevations; the hoods are a later addition, however, the windows are original or sympathetically restored. It is not known whether the Wunderlich ceiling in the former refreshment room or any of the acetylene gas fittings remain extant.

The former bakehouse joins onto the shop to the north and consists of a lowset single-storey brick building with corrugated iron clad roof, hipped at the northern end and featuring a brick chimney. A skillion roofed extension spans the north-western wall. Windows and doors at the front appear recent.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	08/03/2016

<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Chronicle and North Coast Advertiser, 19 February 1910, 2.	
Gympie Times and Mary River Mining Gazette, 4 March 1911, 4.	
Picture Sunshine Coast	

## FLAXTON

Joseph Dixon 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. These were selected from his Buderim property, the Dixons having remained in Buderim though they had purchased land at Flaxton. By the 1880s he was the largest landowner in the district.

After 1896, they moved to Gympie where Joseph sold boots manufactured by his brother (who owned a boot making factory in Brisbane). After eleven years in the goldmining town, the Dixon's finally moved to their property at Flaxton. The district 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.

### Further references

'The Forming of Flaxton', <http://www.hinterlandtimes.com.au/2016/02/03/the-forming-of-flaxton/>.

## Chermside Homestead

<b>Local Place ID Number</b>	FXN1	
<b>Street Address</b>	11 Flaxton Mill Road, Flaxton	
<b>Title Details/GPS Coordinates</b>	2RP172042	No GPS Coordinates
<b>Other Names</b>	Tanderra Bed and Breakfast.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Chermside is important in demonstrating the evolution of the Sunshine Coast Council area's history. The property on which the house is located was originally part of a larger selection purchased by Joseph Dixon in c1880. It was the first selection taken up in the Flaxton district.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Chermside is important to the Sunshine Coast Council area because of its aesthetic significance. The house is an attractive 'Queenslander' style house located on a high elevation with commanding views and set within an established garden. These attributes combine to reflect the status and wealth of the Dixons and, in particular, their pleasure in gardening and beautifying the landscape (however, the full extent of the early garden has not been surveyed).
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Chermside has a special association with the life and work of Joseph and Elizabeth Dixon. The Dixons were early settlers in the Buderim and Flaxton districts. They pioneered the local sugar industry in Buderim and fruit growing in Flaxton. The size of their land holdings in the district ensured they also became prominent landowners.

#### Historical Context

'Chermside' was built for Joseph and Elizabeth Dixon, pioneers of the sugar industry in Buderim. In c1870 Joseph Dixon, a member of the Religious Society of Friends (Quakers), planted sugar cane at Buderim, along with maize. In 1876, Dixon and his father-in-law erected the first sugar mill in the Maroochy region, located on what is now Mill Street. Dixon continued to operate the mill until 1896. The reason he cited for its closure was that it was no longer financially viable; this was probably because of the recent opening of the Moreton Sugar Mill in Nambour. Dixon married Elizabeth Fielding in 1873 and in the 1880s erected 'Canambie' cottage in Buderim, which is now entered on the Queensland Heritage Register. Dixon was a significant figure in the history of Buderim and by the 1880s he was the largest landowner in the district.

Dixon had also 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 the Buderim property. The Dixon's nonetheless remained in Buderim in this period, residing at Canambie. After the mill closed in 1896, they moved to Gympie where Joseph sold boots manufactured by his brother (who owned a boot making factory in Brisbane). After eleven years in the goldmining town, the Dixon's moved to their property at Flaxton. The district 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 crude slab hut. The current house 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 1976: 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 1929. 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.

#### Description

Chermside Homestead is situated within landscaped established gardens and consists of a Queenslander on low stumps (the high stumps of the original building were lowered by 1915). The building faces southeast. The rectangular timber frame structure, originally built of pit sawn beech, has a corrugated iron clad hipped roof. A partially weatherboard enclosed verandah wraps around the entire building and has a separate bullnose corrugated iron clad roof, supported by stop-chamfered posts with crown and collar moulds and ornate brackets. At the south-eastern façade, the posts are doubled. Access is via some timber steps onto a gabled porch clad with bullnose corrugated iron sheeting and topped with a finial. The porch shows similar decorative elements as the front verandah. Many of these features are visible in early photographs and may be original. The balustrade, in early images showing as finishing in a cross-bracing panel up top, is replaced by a cricket stump 3-rail configuration. The verandah back wall shows exposed framework and tongue-and groove VJ boards. Access is via French doors with fanlights. There are a number of sash windows of varying sizes. An elongated protrusion (date unknown) extends from the northern side.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Brisbane Courier, 7 December 1976, 8.  
<http://www.hinterlandtimes.com.au/2016/02/03/the-forming-of-flaxton/>  
 Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

#### Dixon Family Graves

<b>Local Place ID Number</b>	FXN2	
<b>Street Address</b>	Adjacent to 77 Flaxton Mill Road, Flaxton	
<b>Title Details/GPS Coordinates</b>	29RP179057	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Dixon Family Graves are important in demonstrating the evolution of the Sunshine Coast Council area's history. The property on which the graves are located was originally part of a larger selection purchased by Joseph Dixon in c1880. It was the first selection taken up in the Flaxton district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Dixon Family Graves are important to the Sunshine Coast Council area because of their aesthetic significance. Although separated from the house by subsequent subdivisions, they are nonetheless set within an attractive landscaped area that beautifies the grave surrounds.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Dixon Family Graves have a special association with the life and work of Joseph and Elizabeth Dixon. The Dixons were early settlers in the Buderim and Flaxton districts. They pioneered the local sugar industry in Buderim and fruit growing in Flaxton. The size of their land holdings in the district ensured they also became prominent landowners.

**Historical Context**

'Chermside' was built for Joseph and Elizabeth Dixon, pioneers of the sugar industry in Buderim. In c1870 Joseph Dixon, a member of the Religious Society of Friends (Quakers), planted sugar cane at Buderim, along with maize. In 1876, Dixon and his father-in-law erected the first sugar mill in the Maroochy region, located on what is now Mill Street. Dixon continued to operate the mill until 1896. The reason he cited for its closure was that it was no longer financially viable; this was probably because of the recent opening of the Moreton Sugar Mill in Nambour. Dixon married Elizabeth Fielding in 1873 and in the 1880s erected 'Canambie' cottage in Buderim, which is now entered on the Queensland Heritage Register. Dixon was a significant figure in the history of Buderim and by the 1880s he was the largest landowner in the district.

Dixon had also 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 the Buderim property. The Dixon's nonetheless remained in Buderim in this period, residing at Canambie. After the mill closed in 1896, they moved to Gympie where Joseph sold boots manufactured by his brother (who owned a boot making factory in Brisbane). After eleven years in the goldmining town, the Dixon's moved to their property at Flaxton. The district 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. The current house 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 1976: 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 1929. Both were buried on the property. 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.

**Description**

The Dixon Family Graves are situated on a small square block, excised from the adjoining residential lot, and are set in a landscaped setting surrounded by hedges.

The graves consist of two individual sites with concrete rendered surrounds and simple, cuboid shaped headstones on a sandstone base. The inscriptions read 'JOSEPH C. DIXON, BORN 1841, DIED 1929' and 'E. ALICE DIXON, BORN 1850, DIED 1927'. A granite stela placed at the street front provides information about the Dixon Family and the restoration of the grave site by a concerted effort of the family, the community and the Maroochy Shire Council.

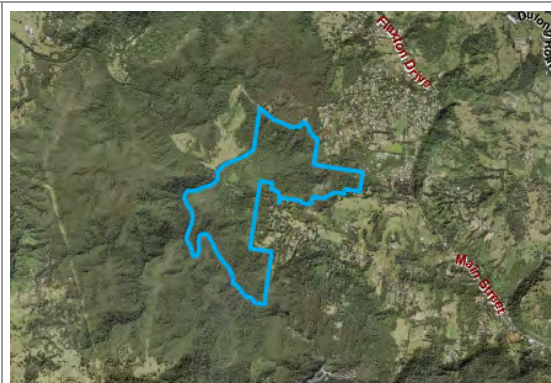
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Brisbane Courier, 7 December 1976, 8.  
<http://www.hinterlandtimes.com.au/2016/02/03/the-forming-of-flaxton/>  
 Queensland Heritage Register, 'Canambie Homestead', Place ID 602166.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Kondalilla Falls National Park

<b>Local Place ID Number</b>	FXN4	
<b>Street Address</b>	Kondalilla Falls Road, Flaxton	
<b>Title Details/GPS Coordinates</b>	546NPW788	No GPS Coordinates
<b>Other Names</b>	Bon Accord Falls, Skene's Falls, Kondalilla Falls National Park Aesthetic Precinct.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Kondalilla Falls is important in demonstrating the evolution of the Sunshine Coast Council area's history. Kondalilla Falls is an early example of promoting tourism in the Blackall Range, particularly based on its natural beauty and features.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Kondalilla Falls is important to the region for its aesthetic significance. The falls and Skene's Gorge (named by, and after, William Skene) have been noted for their grandeur and beauty for over a century.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Kondalilla Falls has a special association with the life of William Skene, one of the earliest European settlers on the Blackall Range and who donated the land in which the National Park is now located for public enjoyment.

### Historical Context

The Kondalilla Falls were originally named the Bon Accord Falls, after the property on which they were located, 'Bon Accord'. Bon Accord was owned by William Skene, who came to Brisbane from Scotland in 1886. He then moved to Buderim, where he grew bananas and worked in Joseph Dixon's sugar mill. He selected land on the Blackall Range in 1894, naming his property 'Bon Accord' and residing there for forty-five years and growing fruit and managing a dairy farm. Skene was one of the earliest settlers on the range; indeed, a track had only been opened up into the Range in the late 1880s (presumably to facilitate timber getting). He became a key figure in the progress of the district.

Skene's property included a gorge and waterfall (both named after Skene). In 1902, Skene subdivided 42 acres from his property, which included the gorge and waterfall, and offered it to the Queensland Government as a scenic reserve. The Government accepted the offer in 1906, at which time the waterfall was renamed Bon Accord Falls. By the early 1910s, the Montville Fruit Growers' and Farmers' Progress Association was encouraging the State Government to improve access to the range and in particular the falls, presumably to promote tourism in the district. Montville (and the Blackall Range more generally) became popular as a mountain resort, particularly in the 1920s and with the increasing popularity of the motor car. The Bon Accord Falls were frequently noted in press articles from that time as a scenic landmark worth visiting. The reserve was proclaimed a National Park in 1945 and renamed Kondalilla Falls. Recognising the tourist value of the falls, a new road was laid to the National Park in the early 1950s. Access to the Range from Brisbane was usually via Landsborough.

### Description

Kondalilla Falls National Park is situated on the western side of the Blackall Ranges between Flaxton and Montville. The park is named after the Kondalilla Falls (formerly Skene's Falls and Bon Accord Falls) where Skene's Creek flows into Obi Obi Creek. 'Kondalilla' means 'running waters' in the local Aboriginal language, illustrating the long connection the indigenous community has with this site. The area has volcanic origins and is characterised by undulating, steep and hilly terrain featuring deep gorges, ridges and escarpments covered by rainforest and tall open forest remnants. Plant species found include Bunya Pines (*Araucaria bidwillii*), Red Lilly Pilly (*Syzygium hodgkinsoniae*), Bopple Nut (*Macadamia ternifolia*) and Hornem (*Boehmeria macrophylla*). A number of rare and endangered animal species survive in the park including the Australian Marsupial Frog (*Assa darlingtoni*) and the Cascade Tree Frog (*Litoria pearsoniana*). A number of signed and improved/reinforced tracks lead through the park and lookouts, a swimming area and picnic and toilet facilities have been established.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Register of the National Estate (archived), National Trust of Queensland
<b>Inspection Date</b>	16/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Chronicle and North Coast Advertiser, 30 September 1911.  
 Nambour Chronicle and North Coast Advertiser, 12 December 1941, 9.  
 Queensland Parks and Wildlife Services, 1998, Kondalilla National Park Management Plan, Dept. of Environment.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

# GHEERULLA

## Gheerulla Hall

<b>Local Place ID Number</b>	KWH2	
<b>Street Address</b>	2184 Eumundi-Kenilworth Road (corner Moy Pocket Road), Gheerulla	
<b>Title Details/GPS Coordinates</b>	12MCH175	No GPS Coordinates
<b>Other Names</b>	Farmers Hall, Lower Kenilworth Hall, Kenilworth Hall.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Gheerulla Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. The construction of the hall in 1907 reflected a key milestone in the maturation of the local farming community.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Gheerulla Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council area. The characteristics are defined by the relatively modest design and materials used in the construction of the hall, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Gheerulla Hall has a special association with the Gheerulla Hall community since its construction, as a focus of community activities and social events.

### Historical Context

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.

The Gheerulla community continued to use their hall, despite the growth of Kenilworth. It was renamed 'Lower Kenilworth Hall' in 1928 and an honour roll in memory of local men who served in World War I was placed inside. The hall was enlarged in 1945 and tennis courts erected around this time. The area was only officially called Gheerulla in 1991, nearly 80 years since it was first proposed - and the hall subsequently came to be referred to as the Gheerulla Hall.

### Description

Gheerulla Hall is situated on a slightly sloping corner block bounded by Eumundi-Kenilworth and Moy Pocket Roads. Besides the hall, the grassed site includes two tennis courts, a masonry amenities block and a playground – the fabric of these structures is not considered to be of cultural heritage significance, but they may be replacing early structures underpinning the continuous use of the site.

The hall addresses Eumundi-Kenilworth Road and consists of a low-set weatherboard clad timber structure on stumps with a corrugated iron clad roof, gabled at the front and hipped at the rear. Front access is via an elongated weatherboard clad porch with skillion roof that spans most of the façade and features several casement windows. A small protruding gable in the upper section of the main gable, visible in photographic evidence (1959) is no longer extant and there is evidence that there was a larger gable attached at the façade in the past. There are further entrances on both sides (on the northern side via a ramp) and at the rear via timber stairs. It appears that one side entrance is no longer used as a former staircase has been removed. The windows on the sides of the main building are sash configuration and there are casement windows at the rear.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

## References

Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  
 www.gheerulla.qld.au

## Gallery



## Kenilworth (Gheerulla) Cemetery

<b>Local Place ID Number</b>	KWH4	
<b>Street Address</b>	36-44 Moy Pocket Road, Gheerulla	
<b>Title Details/GPS Coordinates</b>	93MCH602	No GPS Coordinates
<b>Other Names</b>	N/A	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Kenilworth (Gheerulla) Cemetery is important in demonstrating the pattern and evolution of the Sunshine Coast Council area's history. Cemeteries were typically established following the development of settlements in the region, reflecting an established pattern. The cemetery also reflects the dichotomy between the original settlement of Gheerulla and the town of Kenilworth, illustrating the evolution of the region's history.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Kenilworth (Gheerulla) Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the early 1900s. There may also be unmarked burials in the cemetery.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Kenilworth (Gheerulla) Cemetery has aesthetic significance as its location among native vegetation and rolling, grassed hills. The setting creates a rural scene, evoking an appreciation of the rich agricultural district that surrounds the cemetery.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Kenilworth (Gheerulla) Cemetery has a special association with the families of those buried in the grounds.

## Historical Context

The cemetery has undergone some changes since its inception. A memorial avenue of slash pines (*Pinus elliottii*) was planted after World War II to honour soldiers from the district who died during the conflict. The Maroochy Shire Council assumed control of the cemetery in 1957 (prior to this date it was presumably managed by a local cemetery trust). The Council 'beautified' the grounds of the cemetery in 1986. The memorial avenue appears to no longer exist.

## Description

Kenilworth (Gheerulla) Cemetery is located in undulating terrain on the southern side of Moy Pocket Road. A road leads to the marked burials in a cleared, grassed part in the south of the lightly forested site. The burials are arranged in rows and grave ornamentation is generally simple, including concrete/rendered surrounds and plates, and stelae and desk

mounted tablets, reflecting funerary custom spanning over one hundred years. There is potential for unmarked graves to be present. There is also an open timber shelter structure with corrugated iron clad hipped roof and timber benches. A memorial avenue of slash pines planted after World War II appears to be no longer extant.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**  
 Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  
[www.gheerulla.qld.au](http://www.gheerulla.qld.au)



**St Matthew’s Anglican Church (former)**

<b>Local Place ID Number</b>	KWH13	
<b>Street Address</b>	2210 Eumundi-Kenilworth Road, Gheerulla	
<b>Title Details/GPS Coordinates</b>	145MCH1377	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
Statement	St Matthew’s Anglican Church (former) is important in demonstrating the pattern of the Sunshine Coast Council area’s history. It was an established pattern for churches to be erected when settlements (and the concomitant congregation) had reached a point of development that warranted the expense of construction of a church.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	St Matthew’s Anglican Church (former) is important in demonstrating the principal characteristics of early, modest timber churches in the Sunshine Coast Council area. These were commonly built in the Sunshine Coast in the early twentieth century. Modifications to the building undertaken since its sale by the Church have not substantially altered or removed these characteristics.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	St Matthew’s Anglican Church (former) is important because of its aesthetic significance. The simplicity of the design and construction of the church in its predominantly bush setting evokes a sense of the settlement and community of the Gheerulla district in the early twentieth century.

**Historical Context**  
 The Anglican community in the Gheerulla district held services in various homes in the late nineteenth century. The local school became the venue for services and Sunday School from 1901 and services were held in the Kenilworth Farmers’ Association Hall after its construction in 1907. The Anglican Diocese acquired property at Gheerulla in 1923 and a church, built from locally sourced and milled timber (including the furniture) was constructed by volunteer labour in 1926. The former church is now a private residence.



Description	
The former St Matthew's Anglican Church is located on an elevated, partially cleared grassed site on the western side of the Eumundi-Kenilworth Road in the small settlement of Gheerulla, approximately six kilometres to the northeast of Kenilworth. Remnant bush vegetation is located on the northern and western boundaries and mature plantings are at the north of the clearing and at the street front.	
The former church is set on an east-west axis facing away from the street and comprises a lowset weatherboard clad timber structure on stumps with corrugated iron clad gable roof. The building shows Carpenter Gothic style elements including its modest scale, material used and pointed arched windows and doors. The main entrance is via a partially enclosed weatherboard clad gable-roofed portico with access via steps/ramp at the front (west) and double timber doors with pointed arch. There are three tall four-light pointed arch casement windows with rippled glass on the southern side of the nave, followed by a tall weatherboard clad gabled projection. A simple timber door provides access and there is a similar tall window on the side. The northern side of the nave has four pointed arch windows. The cross that was attached to the rear (east) of the building is no longer extant. Although the building is no longer used for its historic purpose it is highly interpretable as a small rural church. A small weatherboard clad amenity structure with skillion roof is located towards the rear.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016
References	
Berenis Alcorn, Maroochy Heritage Study, 2006. http://www.gheerulla.qld.au/saint-matthews-church-gheerulla.htm, accessed 23/11/2016.	

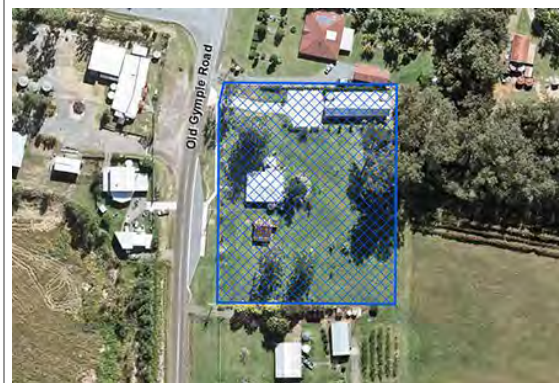
## GLASS HOUSE MOUNTAINS

In 1890, the Caboolture to Landsborough section of the North Coast Railway line was constructed to the east of the Glass House Mountains. The Glass House Mountains were named by Lieutenant James Cook in 1770, during his voyage along Australia's east coast. The Coonowrin Station was established along the line, named after Mt Coonowrin, one of the 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.

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 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 Beerburum.

### Bankfoot House (State heritage place)

<b>Local Place ID Number</b>	GHM1	
<b>Street Address</b>	1998 Old Gympie Road, Glass House Mountains	
<b>Title Details/GPS Coordinates</b>	1RP105818	No GPS Coordinates
<b>Other Names</b>	SEQ-1E 38.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	<p>The oldest known surviving building in the Glasshouse Mountains district, Bankfoot House is important in demonstrating the pattern and nature of pioneering settlement in the region, and in demonstrating the pattern of land use and occupancy in rural Queensland during the late 19th century and 20th century. As well as providing a staging post for Cobb and Co between 1868 and 1879, operating a guesthouse for travellers until the 1910s or later, and running the local post office from 1868 to 1907, the Grigor family were also engaged in timber-getting, had their own dairy herd, and ran a butcher's shop and store to supply miners on their way to Gympie. The range of activities conducted on the property as responses by the family to changing markets, industries and opportunities, provides evidence of the economic development of the region.</p> <p>As a coach change station on the original Brisbane to Gympie road, which was a vital transport link between 1868 and 1891, Bankfoot House was part of the most famous Cobb and Co. run in Queensland. It is important in illustrating the impact of the establishment of transport and communications links between Brisbane and Gympie on the pattern of settlement of the region.</p>

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Bankfoot House is rare as the only known surviving coach change station on the Brisbane-Gympie coach route. The place is also a rare example of a place owned and occupied by several generations of the one family from 1860s to 2002.  Indications of recycling and reuse of materials on the property provide evidence of the living conditions and demonstrate a way of life based on resourcefulness that was once common and is now rare.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Documentation (including correspondence, commercial documents, photographs and paintings) associated with the place and physical evidence (including built structures, materials, furniture, fittings and objects) on and beneath the ground have potential to contribute to a greater understanding of the place and the settlement of Queensland.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Bankfoot House with its range of elements and structures (including farm house, dairy, sheds and equipment) is a good example of a rural property that has adapted and changed over time in response to opportunities and demands - the structures were built using new and recycled materials and extended using timber from previous structures as the family took on new businesses and extended existing enterprises.  The siting of Bankfoot House on a flat ridge easily visible to travellers on the road, and near fresh water, is a good example of a favourable siting for a changing station on a coach route.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The place is a landmark on Old Gympie Road and stands in a picturesque setting occupying an area of level ground on a rise along the road with views out to the Glasshouse Mountains to the east (particularly Mt Tibrogargan) and surrounding paddocks/bushland generally. Prominent bunya pines in the garden stand as a distinctive element in the landscape.

**Historical Context**

Refer to Queensland Heritage Register ID#602702.

**Description**

Refer to Queensland Heritage Register ID#602702.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** National Trust of Queensland

**Inspection Date** 11/03/2016

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**



**Glass House Mountains Community Hall**

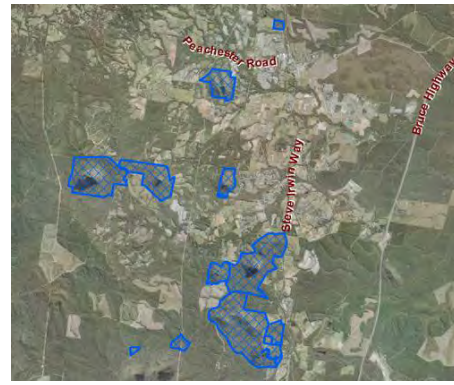
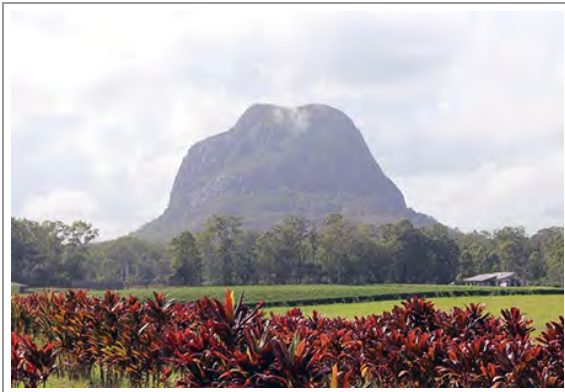
<b>Local Place ID Number</b>	GHM6	
<b>Street Address</b>	8 Coonowrin Street, Glass House Mountains	
<b>Title Details/GPS Coordinates</b>	4G5937	No GPS Coordinates
<b>Other Names</b>	Glass House Mountains School of Arts.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Glass House Mountains Community Hall is important in demonstrating the pattern of the Sunshine Coast Council area's history. School of Arts were typically built in towns and settlements throughout the Sunshine Coast Council region in the nineteenth and early twentieth century and they served the local community both as a library and public hall, two important social and cultural functions in this period.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Glass House Mountains Community Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council area. The characteristics are defined by the relatively modest design and materials used in the construction of the hall, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Glass House Mountains Community Hall has a special association with the Glass House Mountains community, as a community facility that has functioned for over a century.
<b>Historical Context</b>	
<p>The Glass House Mountains Community Hall was officially opened in 1916 as a School of Arts. School of Arts were important cultural facilities in Queensland towns. They generally consisted of a library, reading room and community hall, and they served the intellectual and cultural needs of communities prior to the establishment of Council libraries in the second half of the twentieth century (many of which were established with the books originally collected by the local School of Arts). The building was also particularly popular for dances and concerts, and various community events. The building is now simply referred as the community hall.</p> <p>The building has been altered over time; the 'School of Arts' lettering has been removed from the front gable, as well as some of the decorative bracket and finial; the original windows on the front elevation have been removed; and the building has been extended on one side. Nonetheless, the original form of the building is still intact.</p>	
<b>Description</b>	
<p>The Glass House Mountains Community Hall is located on a sloping L-shaped block on the western side of Coonowrin Street in the town centre. The site contains the hall (including extensions) towards the northeast corner, a landscaped area with playground and picnic facilities in the southeast corner and a large grassed area in the west. There are a number of mature plantings in the landscaped area.</p> <p>The hall addresses the street and consists of a lowset timber structure on stumps, low at the front and medium height at the rear, covered by a ventilated corrugated iron clad roof, gabled at the front and hipped at the rear. The gable is clad with weatherboard and features a roof gable bracket visible in a historic image, albeit without the central upright post (potentially a finial). A sign reading 'GLASS HOUSE MOUNTAINS COMMUNITY HALL INC, EST 1916' is attached at the gable replacing the earlier lettering 'School of Arts 1916'. A skillion roofed awning supported on timber posts and featuring a chamferboard top panel on one side spans the front of the hall, which is clad with weatherboards below the gable. Access is provided via timber doors flanked by highset awning windows (not original). The northern elevation is clad with chamferboard and there is a side entrance via timber doors with fanlight with access via some concrete stairs. There are a number of two-light tripartite awning windows, replacing an earlier casement configuration. A skillion roofed chamferboard clad annex joins onto the rear of the hall.</p> <p>A wide modern extension spans the southern elevation and consists of a lowset face brick structure with corrugated iron clad low pitch skillion roof, partially concealed at the front by a straight parapet at the junction with the original hall. Access is via a covered portico featuring a chamferboard clad top panel and brick pillar support, taking up design elements of the original building.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	11/03/2016
<b>References</b>	
<p>Brisbane Courier, 12 September 1916, 4. Picture Sunshine Coast</p>	

### Glass House Mountains National Park and Beerburum Forest Reserve 1 (State heritage place)

<b>Local Place ID Number</b>	GHM3	
<b>Street Address</b>	Marshes Road and Beerburum- Woodford Road, Beerburum and Crookneck Road, Glass House Mountains	
<b>Title Details/GPS Coordinates</b>	127NPW725, 589NPW725	No GPS Coordinates
<b>Other Names</b>	Glass House Mountains National Landscape.	



**Heritage Significance**

Criteria	Definition
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**A** *The place is important in demonstrating the evolution or pattern of the region's history.*

**Statement** The Glass House Mountains as ancient landforms illustrate the evolution of the landscape and the geological history of volcanic activity in the area. Because of their size and distinctive form they are readily identifiable from a number of distant observation points from both land and sea and so have played an important role in navigation in connection with the European exploration of the east coast of Australia. Captain Cook sighted and named them in 1770. In 1799 Matthew Flinders also reported on the Glass House peaks and camped in the area. Other early explorers connected with them are John Oxley, Alan Cunningham, Andrew Petrie and Ludwig Leichhardt.

**E** *The place is important to the region because of its aesthetic significance.*

**Statement** The Glass House peaks are visually impressive, rising dramatically from a flat coastal plain and are landmarks that can be seen from as far away as the Scenic Rim on the Queensland and New South border and out to sea. Views of the mountains, and obtained from the mountains, are of high aesthetic value and have inspired countless paintings and photographs. Their majestic and eerie beauty continues to attract large numbers of visitors to the national park areas that contain them.

**H** *The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.*

**Statement** The Glass House peaks are central to the creation myths of the region and have a high degree of cultural significance to Indigenous people. The wider community also values the mountains as recreational venues and their closeness to Brisbane and major centres on the Sunshine Coast have made them readily accessible to day-trippers. The peaks have for many years been popular destinations for people wanting to bushwalk, picnic and to enjoy the volcanic scenery.

**Historical Context**

Refer to Queensland Heritage Register ID#602494.

**Description**

Refer to Queensland Heritage Register ID#602494.

**Statutory Listings** National Heritage List, Queensland Heritage Register

**Non-Statutory Listings** National Trust of Queensland

**Inspection Date** 11/03/2016

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Glass House Mountains Railway Station**

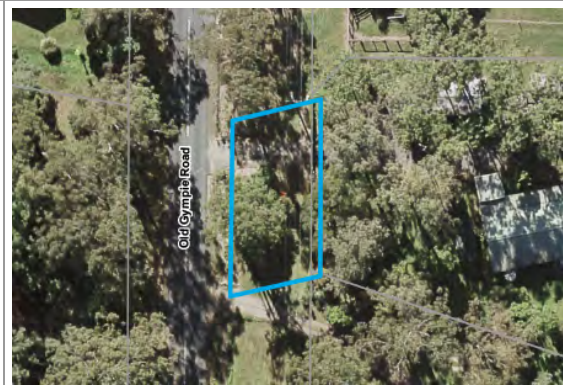
<b>Local Place ID Number</b>	GHM4	
<b>Street Address</b>	Railway Parade, Glass House Mountains	
<b>Title Details/GPS Coordinates</b>	92CP827060 (part of)	No GPS Coordinates
<b>Other Names</b>	Glasshouse Railway Station Shelter, Coonowrin Station.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Glasshouse Mountains Railway Station is important in demonstrating the evolution of the Sunshine Coast Council area. It is a relatively intact, original railway station building opened in 1890 when the North Coast Railway was constructed between Caboolture and Landsborough. The railway had an enormous impact on the settlement and development of the Sunshine Coast Council region, not the least of which was the creation of towns along its length, including Glass House Mountains.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Glasshouse Mountains Railway Station demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. It is the only extant mono-pitch roofed railway station building in the region, a design that is distinct from the other extant railway stations.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Glasshouse Mountains Railway Station is important in demonstrating the principal characteristics of railway stations, which are important to the Sunshine Coast Council area. Although it is architecturally distinct from the other extant station buildings in the region, it nonetheless shares key characteristics that identify it as a rural railway station building built in the nineteenth century, including its relatively modest size, weatherboard cladding, waiting room and decorative brackets supporting the skillion awning.
Historical Context	
<p>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 Glass House Mountains. Its name was changed to Glass Mountains 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 (now called Glasshouse Mountains Station). 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 Council region and a variation of a design once common in rural railway stations constructed in the nineteenth century.</p> <p>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 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 Beerburum.</p>	
Description	
<p>The Glasshouse Mountains Railway Station is located on the eastern side of the North Coast railway line. The site also includes a storage yard, carpark and a recent pedestrian overpass over the railway tracks and two signal boxes; these structures are not considered to be of cultural heritage significance.</p> <p>The station building consists of a low set rectangular weatherboard clad timber structure with skillion or mono-pitched roof, clad with short sheeted corrugation iron. A separate, lower set awning, also clad with short sheeted corrugated iron and supported by arched timber brackets, spans the entire south-western side, providing protection over part of the platform. The original building (1890) has been modified including boarding up of the windows on the western corner, introduction of a waiting room and toilets (with access from the platform) and new windows and doors. Despite these modifications, the station building is highly interpretable as a standard plan nineteenth century small railway station building, a design used throughout the region, for example in Landsborough and Beerwah.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/03/2016
References	
<p>Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.</p>	

### Grigor Graves

<b>Local Place ID Number</b>	GHM5
<b>Street Address</b>	Road reserve adjacent to 1970 Old Gympie Road, Glass House Mountains
<b>Title Details/GPS Coordinates</b>	Road Reserve (adjacent to 12RP208094) 26.916722, 152.922812
<b>Other Names</b>	N/A



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Grigor Graves are important in demonstrating the evolution of the Sunshine Coast Council area's history. The graves are located on property originally part of a larger selection purchased by William and Mary Grigor in 1868 and on which a coach stop (including a residence and farm complex) was constructed to take advantage of the recently opened road from Brisbane to the Gympie goldfields. The graves also reflect the pattern of the region's history. The age of those buried in the graves reflects the high mortality rate of children in the nineteenth century, particularly in a remote and relatively isolated area in which Bankfoot House (where the Grigor family lived) was located.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Grigor Graves have a special association with the life and work of William and Mary Grigor and their family. The Grigors were early and prominent settlers in the region and were closely associated with the Gympie Road, the region's first major infrastructure. Members of the family went on to become involved in local politics and the timber industry.
<b>Historical Context</b>	
<p>The Grigor graves (the precise location of which is unknown) are for three children of William and Mary Grigor, and an unnamed Aboriginal playmate. William and Mary Grigor erected Bankfoot House near the grave sites in 1868. William, and his partner James Low, were prominent in the early timber industry in the Sunshine Coast region, operating a store and timber depot at the mouth of the Mooloolah River in 1863 (possibly in partnership with the prominent timber merchant, William Pettigrew) and may have also been logging timber in the region from 1862.</p> <p>Gold was discovered at Gympie in 1867 and the discovery sparked a gold rush. The only overland route from Brisbane to the goldfield was via the sheep station Durundur near Kilcoy. Grigor and Low blazed a track from their second depot (est. 1867) on the Maroochy River (near Dunethin Rock), encouraging travellers to take a boat to their depot and then proceed over land from there. In 1868, the Queensland Government commissioned the survey of a new road from Brisbane to the Gympie goldfields. In the same year, the Government passed the <i>Alienation of Crown Lands Act 1868</i>, which opened up the enormous pastoral stations to closer settlement. William and Mary selected 160 acres on the new Gympie Road with the intent of establishing a coach stop for the Cobb &amp; Co coach service that began operating as soon as the road was opened. The house provided meals and accommodation for travellers moving between Brisbane and Gympie, and much later tourists, until at least the early 1910s. The current house was built in 1878. The Grigor family remained prominent in the region, with two of William and Mary's sons, John and William, serving as Councillors on the Landsborough Shire Council, and members of the family remained involved in the timber industry, particularly at Peachester. (For further information about Bankfoot House, see the Queensland Heritage Register entry, 'Bankfoot House', Place ID 602702).</p> <p>William and Mary had nine children in total, but three died while young and were buried near the house. The graves are for David (died in April 1874, aged 11 months); Margaret (died in September 1878, age 2 months); and Robert Henry (died in October 1870, aged 4 years and two months). Child mortality was quite high in the nineteenth century, a situation often exacerbated by the dispersed and relatively isolated settlement pattern in the colony at that time. A plaque was installed at the approximate sites of the graves in 1988 by a grand-daughter of William and Mary, Mary Ferris. The practice of burials on private property was common in this period given the relative lack of development outside established towns. Bankfoot House was particularly isolated at this time, with the nearest settler – Isaac Burgess – located at Mellum Creek, now Landsborough (approximately 12.5 km from Bankfoot House).</p>	
<b>Description</b>	
The Grigor Graves are located in a grassed area at the front of the property at 1970 Old Gympie Road. The site contains the burials of William and Mary Grigor's children David, Margaret and Robert and also that of an Aboriginal child. The exact location of the four graves is unknown. A plaque, mounted on a slanted desk, was placed at the site by Mary Ferris, granddaughter of William and Mary, and commemorates the members of the Grigor family. Mary (nee Fenwick) and William Grigor are buried in the Fenwick family plot in the Nundah Cemetery in Brisbane.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	11/03/2016
<b>References</b>	
<p>Queensland Heritage Register, 'Bankfoot House', Place ID 602702.  Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.</p>	

## GLENVIEW

### Mooloolah Cemetery

<b>Local Place ID Number</b>	MLH1	
<b>Street Address</b>	Steve Irwin Way (formerly Glass House Mountains Road), Glenview	
<b>Title Details/GPS Coordinates</b>	741CG4177	No GPS Coordinates
<b>Other Names</b>	Mooloolah Plains Cemetery, Mooloolah-Glenview Cemetery.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Mooloolah Cemetery is important in demonstrating the evolution of the Sunshine Coast Council area's history. It appears to be the earliest gazetted cemetery in the Sunshine Coast Council area and its location reflects the early pastoral, timber and agricultural development of the region, which was heavily focused on the Mooloolah River and therefore the Mooloolah district more generally.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Mooloolah Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of the settlement of the region and, importantly, burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century. It also has the potential to yield information relating to the school established in c1878, which may have been located in the cemetery reserve.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Mooloolah Cemetery has a special association with current and former residents of the Mooloolah district.

**Historical Context**

The Mooloolah Cemetery was gazetted in 1876, making it (possibly) the earliest gazetted cemetery in the Sunshine Coast. Burials in the region in the early period of European settlement tended to occur on properties rather than in gazetted cemeteries. The Mooloolah Cemetery was originally part of the Moolooloo Plains run and it includes the grave sites of some of the earliest European settlers in the region, including Edmund Lander (d1878) and his sons, and members of the Maddock family, including Thomas (d1938) and his wife Barbara (d1911) and Ewen Maddock (d1973). Thomas and Barbara settled in the district in the 1860s, after Thomas had helped Lander take cattle to stock his station. The cemetery continued to grow as the town and district developed. Indeed, as it is technically located in Glenview, it was also known as the Mooloolah-Glenview Cemetery. The cemetery also includes a large number of grave sites for Italian settlers, who appear to have arrived in the district as part of the large-scale post-World War II migration of Greeks and Italians to Australia.

**Description**

Mooloolah Cemetery is located on a large triangular block on the southern side of Steve Irwin Way. The marked gravesites are situated in a cleared, grassed area in the north-eastern part of the otherwise lightly forested block. A face brick pillar-and-panel fence delineates the cemetery from the carpark in the north with access via a metal gate displaying the lettering 'MOOLOOLAH CEMETERY'.

The cemetery contains monumental burials, a lawn section and Columbarium walls. The burials are arranged in rows and grave ornamentations reflect funerary customs spanning more than 130 years as well as ethnic preferences. Grave surrounds are predominantly concrete/rendered brick, some with decorative elements, and there are also early wrought iron and timber surrounds. Headstones include desk-mounted tablets, stelae and crosses. The cemetery also includes a number of marble vaults of families of Italian heritage.

A number of early European settlers to the region are buried in the Mooloolah Cemetery, including Patrick Murray, Edmund Lander and his sons, members of the Westaway family, the Laxton family and the Maddock family.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

- Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.
- <http://austcemindex.com/>
- [http://blogs.abc.net.au/queensland/2014/10/where-history-lives-the-mooloolah-cemetery.html?site=sunshine&program=sunshine\\_coolooloa\\_coast\\_drive](http://blogs.abc.net.au/queensland/2014/10/where-history-lives-the-mooloolah-cemetery.html?site=sunshine&program=sunshine_coolooloa_coast_drive)
- <http://www.interment.net/data/aus/qld/caloundra/mooloolah/mooloolah.htm>
- <http://www.queenslandplaces.com.au/glenview>
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**North Coast Roadside Rest Area – Jowarra Roadside Rest Area (State heritage place)**

<b>Local Place ID Number</b>	GLV1
<b>Street Address</b>	Steve Irwin Way, Glenview
<b>Title Details/GPS Coordinates</b>	No GPS Coordinates
<b>Other Names</b>	Jowarra Road Rest Area, Jowarra Feature Protection Area 20.



Source: Department of Environment and Heritage Protection.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The old Bruce Highway (and feeder road) Rest Areas [Petrie, Jowarra and Paynter's Creek] (1951-1960) are among the earliest known places of this type associated with a highway that was, at the time, Queensland's most important tourist road. As such, they demonstrate an important phase in the evolution of the State's road network and tourist industry. The early 1950s saw a major increase in medium to long-distance car travel and tourism. The road rest areas were developed to accommodate this trend by providing places at convenient locations where motorists could rest or camp.  The rest areas are also evidence of the early development of caravanning. When caravanning became popular from the early 1950s relatively few sites in Queensland offered the appropriate infrastructure and rest areas throughout the North Coast became important as short term caravanning sites.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Petrie, Jowarra and Paynter's Creek road rest areas are fine examples of this place type. Designed to provide a place for travellers to stop to rest, eat and drink before continuing on their journey, they are located in road reserves and/or scenic spots, being easily accessible from a roadway, providing convenient parking for vehicles and accommodating picnic tables and barbeque facilities. Petrie and Jowarra also provide camping and van parking spaces and toilets.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Shady havens, these road rest areas are valued as restful spaces providing travellers with opportunities to relax and enjoy picnicking and other informal leisure activities in pleasant surroundings.

**Historical Context**

Refer to Queensland Heritage Register ID#602698.

**Description**

Refer to Queensland Heritage Register ID#602698.

<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**GOLDEN BEACH**

Golden Beach was originally settled by William Landsborough (1825-1886). Landsborough was a famous explorer, pastoralist and government official. In recognition of his exploration feats, including a search for the inland explorers Burke and Wills, the Queensland Government gifted Landsborough with a £2,000 reward in 1882. He moved to Caloundra, selecting 2372 acres, named his property Loch Lamerough and tended sheep for their wool. Caloundra was surveyed in the 1870s, but there was little interest in settlement there at this time. Early settlers included Robert Bulcock, Landsborough and James Moffat. Landsborough died in 1886 and was buried on his property.

Most of Landsborough's former property was purchased by Roy Henzell, a local property developer, in the 1930s. The Landsborough Shire Council (later Caloundra City Council) resumed land along the foreshore at Golden Beach for public recreation after World War II. Golden Beach became a popular tourist destination from the 1950s, along with the increasingly popularity of Caloundra's other beaches. The foreshore was developed into a park, including the provision of shelters. The suburb grew significantly in the late twentieth century, especially with the development of Pelican Waters.

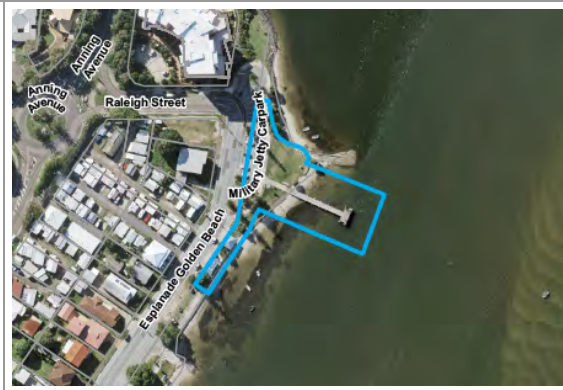
**Further references**

Gwen Trundle, 'Landsborough, William (1825–1886)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/landsborough-william-3984/text6299>, published first in hardcopy 1974.

**Military Jetty and Shelter Shed**

<b>Local Place ID Number</b>	GBH3
<b>Street Address</b>	Keith Hill Park, The Esplanade, Golden Beach
<b>Title Details/GPS Coordinates</b>	576CG5004 (Part of)   No GPS Coordinates
<b>Other Names</b>	Military Jetty, Caloundra Military Jetty Memorial.





**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Military Jetty and Shelter Shed are important in demonstrating the pattern of the Sunshine Coast Council area's history. After the end of World War II, the popularity of Golden Beach for tourists increased and from as early as 1946 the Landsborough Shire Council sought to gain trusteeship of the jetty as part of their plans to create a public space along the foreshore. This move aligned with the overall promotion and development of tourism in Caloundra in the post-war period. Additional public facilities, such as shelter sheds, reflected this development.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Military Jetty in particular demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. Caloundra figured prominently in the defence of South East Queensland during World War II, and yet beside the remnant defence structures on Bribie Island, there is very little (or no) war-time fabric built specifically for defence purposes still extant in the city, other than the Military Jetty.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Military Jetty has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular construction techniques used to build the jetty to military standards of the time and sufficient to enable the traffic of vehicles and other equipment transported to the fortifications on Bribie Island.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Military Jetty has a special association with the work of the Australian defence forces during World War II.

**Historical Context**

The jetty is located in Golden Beach, which was originally part of the property of William Landsborough (1825-1886). Caloundra, and the Sunshine Coast Council region more generally, was an important part of the defence of Brisbane and Queensland during World War II. The defence of the coast in the event of a naval attack or enemy landing was paramount. 'Fort Bribie' was a series of fortifications and heavy gun placements constructed on the northern end of Bribie Island, beginning in 1939 when Britain declared war on Germany. The island was an ideal location to defend the sea passage into Moreton Bay. Caloundra became the centre of coastal defence for South East Queensland and in particular Moreton Bay and Brisbane.

Caloundra was declared a defence area in 1942, which meant that most of the residents were forced to leave. Holiday homes and guest houses were also off-limits. The military took over existing buildings and constructed new facilities. For example, the Coast Artillery Fire Command Head Quarters was established at Caloundra State School, the Australian Women's Army Service personnel were barracked in houses in Burgess Street and the Port War Signal Station was operated from 'Buena Vista', a house on Canberra Terrace. A jetty was constructed at Golden Beach to enable the ferrying of supplies across to Fort Bribie. A reinforced concrete structure was also built by the navy at Wickham Point.

By the end of 1942, the Japanese advance had been halted by Allied troops (principally Australian and American forces). Key battles included the Kokoda Track – the first land defeat inflicted on the Imperial Japanese Army – and the battles of Midway and Coral Sea, famous for having been fought primarily by aircraft launched from aircraft carriers, the first major battles of this type in the history of warfare. From this period the defence of the coast became increasingly unnecessary and many of the troops and installations were gradually withdrawn. Caloundra and Fort Bribie were the only areas in the Sunshine Coast that maintained a military presence until the end of the war in 1945.

The jetty later became a key asset in the development of Golden Beach. The Landsborough Shire Council (later Caloundra City Council) sought trusteeship of the jetty in 1946 and combined this move with the resumption of land along the foreshore at Golden Beach for public recreation. (Golden Beach, and Pelican Waters, was owned by Roy Henzell, a real estate agent in Caloundra. Henzell purchased Landsborough's former estate in the 1930s.) The jetty was seen as the centrepiece of this process, in particular because it was so well built. Golden Beach became a popular destination from the 1950s, along with the increasingly popularity of Caloundra's other beaches. The foreshore around the jetty was eventually developed into a park, including the provision of shelters. The suburb grew significantly in the late twentieth century along with the broader development and growth of Caloundra.

**Description**

The Military Jetty and Shelter Shed are situated in Keith Hill Park on the foreshore. The area consists of a grassed strip between the road and the waterfront and includes some Pandanus trees and Norfolk Pines. A recent amenities block is also located within the site and is not considered to be of cultural heritage significance.

The Military Jetty consists of a low T-shaped timber structure projecting approximately 40 metres out into the sea. The timber boardwalk rests on a timber-beam-and-pylon construction without railings. A deck with high pylons is set perpendicular at the end of the jetty. The Caloundra Military Jetty Memorial is located close to the water's edge to the north of the jetty and consists of a plaque mounted on a large boulder commemorating the 50th anniversary of the Fort on Bribie Island.

The Shelter Shed is situated on the water's edge to the south of the jetty and consists of a simple open timber structure on a concrete base with corrugated iron clad truncated pyramid roof. The roof is supported by simple braced timber posts with square profile. A timber wall with exposed framework clad with VJ boards divides the shed into two parts. There are a number of recent timber benches and seats.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland, Queensland War Memorial Register
<b>Inspection Date</b>	03/03/2016

**References**

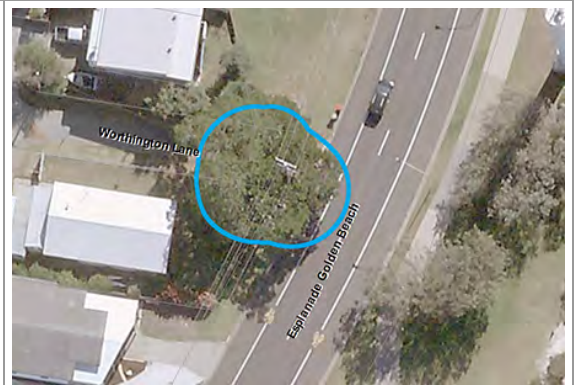
Gary McKay, Times of Change: A history of Caloundra City, Caloundra, Caloundra City Council, 2007.  
 Gwen Trundle, 'Landsborough, William (1825–1886)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/landsborough-william-3984/text6299>, published first in hardcopy 1974.  
 Nambour Chronicle and North Coast Advertiser, 21 June 1946.  
 Nambour Chronicle and North Coast Advertiser, 5 March 1948.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**The Landsborough Tree**

<b>Local Place ID Number</b>	GBH2	
<b>Street Address</b>	1 Worthington Lane, Golden Beach	
<b>Title Details/GPS Coordinates</b>	1RP138246 (Part of Lot), Road reserve	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough Tree is important in demonstrating the evolution of the Sunshine Coast Council area's history. William Landsborough was one of Caloundra's earliest settlers and the tree provides physical evidence dating from the period of his settlement in the area.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Landsborough Tree has a special association with the life of the noted explorer, station owner and official, William Landsborough, after whom the town and Shire of Landsborough were named.

**Historical Context**

William Landsborough (1825-1886) was a famous explorer, pastoralist and government official. He was also one of the earliest residents of Caloundra.

Landsborough was born in Scotland and migrated to New South Wales in 1841, joining his two brothers who owned a sheep station in the New England district. He and his brothers then moved north, selecting a station on the Kolan River. He began to explore the region, particularly in the north of the colony, in the late 1850s. In 1861, he was selected by the Victorian and Queensland governments to lead a search for the explorers Burke and Wills, who were attempting to be the first Europeans to cross the continent from the south to the north. He eventually discovered that the explorers had died and he was publicly feted on his return to Melbourne, ironically having completing the very task that Burke and Wills had set out to achieve. He lost his pastoral stations and, after a brief stint in the Queensland Legislative Assembly, accepted the post of Police Magistrate and Commissioner of Crown Lands for Carpentaria, based in Burketown. He was dismissed from his position in 1870 and in 1872 he accepted a Government appointment to survey a road from St George to Cunnamulla in Queensland's west. He was also dismissed from that position and took up tin mining in Stanthorpe, an enterprise he found successful.

Landsborough returned to official duties, becoming an inspector in the Brands Office (i.e. stock brands), then Commission of the Peace in 1877. In belated recognition of his exploration feats, the Queensland Government gifted Landsborough with a £2,000 reward in 1882. He moved to Caloundra, selecting 2372 acres, named his property Loch Lamerough and tended sheep for their wool. Caloundra was surveyed in the 1870s, but there was little interest in settlement there at this time. Early settlers included Robert Bulcock, Landsborough and James Moffat. Landsborough died in 1886 and was buried on his property. His second wife (his first had died from Tuberculosis), Maria Theresa Carr, moved his remains to Toowong Cemetery in 1913.

The tree is alleged to have been planted by Landsborough (or possibly his wife, Maria), taken as a seedling from Kilcoy Station. A plaque installed adjacent to the tree in 1966 asserts the tree was taken from Kilcoy Station, although other sources claim Maria planted two trees, only one of which survives. There is potentially some confusion stemming from the fact that there is a large mature fig tree planted close to the location of Landsborough's original grave site, further to the south in Golden Beach (now in Landsborough Memorial Park, in the middle of a shopping centre). It is possible the fig tree in the park was planted by Maria in memory of her husband, and that the plaque next to the 'Landsborough Tree' is correct about its origins.

The town and Shire of Landsborough were named after the explorer when the North Coast Railway was extended north from Caboolture from 1889.

**Description**

The Landsborough Tree is located at the front of the residence on the corner of the Esplanade and Worthington Lane. The tree is a large fig tree, planted at this location by William Landsborough (or his second wife Maria) as a seedling he brought from Kilcoy Station in the 1880s. The tree has been trimmed unsympathetically to accommodate powerlines, impacting visually on the aesthetic significance and potentially harming the fabric.

A plaque mounted on a cairn next to the tree was installed in 1966 and provides information about the tree.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	3/03/2016

**References**

- Gary McKay, *Times of Change: A history of Caloundra City*, Caloundra, Caloundra City Council, 2007.
- Gwen Trundle, 'Landsborough, William (1825–1886)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/landsborough-william-3984/text6299>, published first in hardcopy 1974.
- Sunshine Coast Council, *Thematic History of the Sunshine Coast*, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

**Gallery**



**William Landsborough Memorial Park**

<b>Local Place ID Number</b>	GBH1	
<b>Street Address</b>	52 Landsborough Parade, Golden Beach	
<b>Title Details/GPS Coordinates</b>	132RP62808	No GPS Coordinates
<b>Other Names</b>	William Landsborough Monument, Landsborough Monument.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The William Landsborough Memorial Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. William Landsborough was one of Caloundra's earliest settlers and the park (and elements within it, including rocks and the fig tree) is located close to Landsborough's original grave site.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The William Landsborough Memorial Park has a special association with the life of the noted explorer, station owner and official, William Landsborough, after who the town and Shire of Landsborough were named.

**Historical Context**

William Landsborough (1825-1886) was a famous explorer, pastoralist and government official. He was also one of the earliest residents of Caloundra.

Landsborough was born in Scotland and migrated to New South Wales in 1841, joining his two brothers who owned a sheep station in the New England district. He and his brothers then moved north, selecting a station on the Kolan River. He began to explore the region, particularly in the north of the colony, in the late 1850s. In 1861, he was selected by the Victorian and Queensland governments to lead a search for the explorers Burke and Wills, who were attempting to be the first Europeans to cross the continent from the south to the north. He eventually discovered that the explorers had died and he was publicly feted on his return to Melbourne, ironically having completing the very task that Burke and Wills had set out to achieve. He lost his pastoral stations and, after a brief stint in the Queensland Legislative Assembly, accepted the post of Police Magistrate and Commissioner of Crown Lands for Carpentaria, based in Burketown. He was dismissed from his position in 1870 and in 1872 he accepted a Government appointment to survey a road from St George to Cunnamulla in Queensland's west. He was also dismissed from that position and took up tin mining in Stanthorpe, an enterprise he found successful.

Landsborough returned to official duties, becoming an inspector in the Brands Office (i.e. stock brands), then Commission of the Peace in 1877. In belated recognition of his exploration feats, the Queensland Government gifted Landsborough with a £2,000 reward in 1882. He moved to Caloundra, selecting 2372 acres, named his property Loch Lamerough and tended sheep for their wool. Caloundra was surveyed in the 1870s, but there was little interest in settlement there at this time. Early settlers included Robert Bulcock, Landsborough and James Moffat. Landsborough died in 1886 and was buried on his property. His second wife (his first wife had died from Tuberculosis), Maria Theresa Carr, moved his remains to Toowong Cemetery in 1913.

The original cairn over Landsborough's grave appears to have been lost. A memorial stone was placed near the location of the original grave site at a later date and the space is now referred to as Landsborough Memorial Park, nestled in the middle of a shopping centre. The park includes a mature fig tree; it is unknown when it was planted or if it was associated with Landsborough's grave site, although there is some confusion regarding the origin of the so-called 'Landsborough Tree' (ID#GBH2, see that entry) and it is possible the fig was planted by Landsborough's wife, Maria, as a memorial.

The town and Shire of Landsborough was named after the explorer when the North Coast Railway was extended north from Caboolture from 1889.

**Description**

The Landsborough Monument is located in the small William Landsborough Memorial Park in the shopping district of Golden Beach. The landscaped park contains a large fig tree at the rear fronted by a grassed area. A sign reading 'WILLIAM LANDBOROUGH MEMORIAL PARK' and two boulders are located at the base of the tree. A new plaque was installed at the site in October 2019. The site marks the approximate location of William Landsborough's original burial before his re-interment at Toowong Cemetery, Brisbane.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	03/03/2016

**References**

Gary McKay, *Times of Change: A history of Caloundra City*, Caloundra, Caloundra City Council, 2007.  
 Gwen Trundle, 'Landsborough, William (1825–1886)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/landsborough-william-3984/text6299>, published first in hardcopy 1974.  
 Sunshine Coast Council, *Thematic History of the Sunshine Coast*, 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

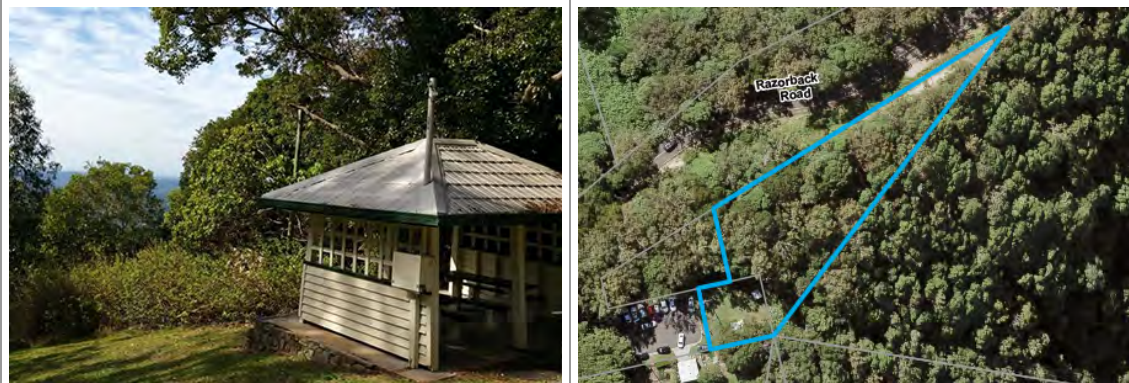
**Gallery**



**HUNCHY**

**Razorback Lookout Park**

<b>Local Place ID Number</b>	MTV17	
<b>Street Address</b>	5-13 Razorback Road, Hunchy	
<b>Title Details/GPS Coordinates</b>	327CG2613	No GPS Coordinates
<b>Other Names</b>	Monument Razorback - Lookout.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Razorback Lookout Park is important in demonstrating the pattern of the Sunshine Coast Council area's history. As a mountain resort, tourists to Montville (as with other similar resorts along the Blackall Range) took advantage of scenic lookouts to appreciate the dramatic view across the plains below and across to the ocean.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Razorback Lookout Park is important because of its aesthetic significance. As a lookout on the Blackall Range, it possesses picturesque attributes.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Razorback Lookout Park has a special association with the work of George Carpenter, who initiated the ecclesiastical use of the lookout in the late 1970s. The work of Carpenter was appreciated by the Montville community, reflected in the installation of a plaque and naming of a section of the lookout in Carpenter's honour.

**Historical Context**

The first historical reference to the Razorback Lookout Park is its use for an Easter Sunday sunrise service in 1978, although it may have been used as a lookout well before this time. (Its proximity to the centre of town justifies this supposition.) The park includes a shelter shed with a granite boulder and plaque displaying a timeline of Montville's history which was installed in the park in 1986 in recognition of the town's centenary. The Montville community installed a plaque commemorating George Carpenter in 1997. Carpenter was a Lieutenant Colonel in the Salvation Army and he established the Montville Christian Festival, which included the sunrise service at the lookout. The Easter service continues to be held at the lookout.

**Description**

The Razorback Lookout Park is located on a steeply sloping site to the northeast of the Montville Primary School on a triangular lot and also includes a section of an unnamed road reserve. Most of the site is covered by mature vegetation. The part located in the road reserve is cleared and grassed and includes a partially enclosed shelter shed on a concrete platform. There is a boulder with a metal plaque providing a historic timeline. A senses trail was established in the late 1980s and takes in part of the Lookout Park. The park offers spectacular views over the ranges, extending to the ocean.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

## KENILWORTH

The Kenilworth district originally formed part of a large cattle run established in 1850 by Richard Joseph Smith. Kenilworth Run was also called 'Oobie Oobie' or a variation of it by different owners.

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 a number of receiving offices in the area including 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. The economy of the town was anchored by sawmills and a cheese factory, the latter beginning operations in the early 1950s.

### Further references

Information from Albion Telecommunications Museum, provided by L Meldrum, Kenilworth and District Historical Association.

Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.

'Gheerulla', [www.gheerulla.qld.au](http://www.gheerulla.qld.au)

### Kenilworth Cheese Factory

<b>Local Place ID Number</b>	KWH3	
<b>Street Address</b>	45 Charles Street, Kenilworth	
<b>Title Details/GPS Coordinates</b>	111RP908913	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Kenilworth Cheese Factory is important in demonstrating the evolution of the Sunshine Coast Council area's history. The dairy industry and in particular butter factories were fixtures of the Sunshine Coast hinterland and dairy farmers from the Kenilworth district supplied cream to factories to make butter. However, the construction of a purpose-built cheese factory in Kenilworth reflected the growth of the dairy industry in the district in that period and the switch from cream to milk to make cheese.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Kenilworth Cheese Factory demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage, as the only extant purpose-built cheese factory in the region.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Kenilworth Cheese Factory is important in demonstrating the principal characteristics of a cheese factory. Although changes were required to shift from bulk cheese production to speciality cheeses, various aspects of the factory including its scale, layout and other features that remain extant from the Kraft period

provide important evidence of a cheese factory. Although purpose-built cheese factories were relatively uncommon in the Sunshine Coast Council region, the dairy industry was very important and therefore manufacturing plants associated with the industry are important to the region.

**Historical Context**

The dairy industry was in particular very important to Kenilworth. From 1898, several farmers brought their milk to a local property that had a cream separator installed and the cream was sent by rail via Eumundi to the Corinda factory at South Brisbane. Cream from dairy farms was originally sent to the Caboolture Co-operative Ltd Butter Factory in Caboolture, established in 1907. Local farmers then sent their cream to the new butter factory in Eumundi, opened by the Caboolture Co-operative Ltd in 1920. A cheese factory was built in 1942 on the outskirts of town, but it did not begin operations. It was moved to its current site, directly opposite Allen's sawmill (owned by the Doyle family at the time) and opened as the Kraft Cheese Factory in 1952.

Cheese became an increasingly important product during World War I (as a foodstuff sent to soldiers overseas). Indeed, JL Kraft & Bros Company, formed in 1909, invented pasteurised cheese in 1915 which did not require refrigeration and was a key food for American soldiers in the Great War. Kraft expanded rapidly in the 1910s and 1920s and began to develop overseas operations. It entered the Australian market in 1930 following a partnership with Fred Walker & Co, the original manufacturer of Vegemite. Kraft purchased Fred Walker & Co after the death of Walker in 1935. By the time the Kenilworth factory was opened, Kraft had eleven cheese factories in Australia. The Kenilworth factory was considered at the time to have been the largest cheese factory in Queensland.

The factory closed in 1989 and Doyle's (Allen's) sawmill in 1991, two major blows to employment in the town. However, the cheese factory reopened a year later; it was purchased by five former staff (and a business partner) and renamed Kenilworth Country Foods. The new owners focused on producing speciality cheeses and other dairy products rather than bulk cheese production. It became a tourist attraction, bolstered since 2009 by the annual Kenilworth Cheese, Wine & Food Fest. The factory was taken over in 2017 by a local dairying family and is today known as 'Kenilworth Dairies.'

**Description**

The Kenilworth Cheese Factory occupies a corner block opposite the former sawmill, just south of the centre of town. The industrial site includes some mature vegetation on the north-eastern boundary and some grassed areas on the perimeter.

The factory includes a variety of buildings including three joined, centrally located long rectangular masonry sheds with gable roofs, two clad with corrugated iron sheeting and one with corrugated fibrous cement sheeting. Originally, two sheds had elongated roof lanterns fitted to the ridge; these are no longer extant. The factory has undergone necessary modifications over time and there are several extensions of various construction materials and ages, some with flat and some with gable roof attached to the main structure and other infrastructure has also been added to the site.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://kenilworthcountryfoods.com.au/story/>  
<https://www.kenilworthdairies.com.au/cheesemaking/>, accessed 11 November 2019.
- [https://en.wikipedia.org/wiki/Fred\\_Walker\\_\(entrepreneur\)](https://en.wikipedia.org/wiki/Fred_Walker_(entrepreneur))
- [https://en.wikipedia.org/wiki/Kraft\\_Foods\\_Inc](https://en.wikipedia.org/wiki/Kraft_Foods_Inc)
- Kenilworth and District Historical Association Inc., 'How Kenilworth Township Developed': 1921-2016: 96 Years young', PowerPoint presentation, 2016.
- Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.
- Pers. Comm. with former staff member as supplied by Lenore Meldrum, Kenilworth & District Historical Association.

**Gallery**



**Kenilworth Homestead (State heritage place)**

<b>Local Place ID Number</b>	KWH5	
<b>Street Address</b>	2760 Eumundi-Kenilworth Road, Kenilworth	
<b>Title Details/GPS Coordinates</b>	3RP228645 (part)	No GPS Coordinates
<b>Other Names</b>	Kenilworth Station.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Kenilworth Homestead, on one of the earliest stations established in the Gympie district, demonstrates the pattern of development in the area from nineteenth century pastoralism. The resumption of a large part of Kenilworth during the 1920s, and the subsequent division into smaller farming properties and the nearby town of Kenilworth, is important in demonstrating the pattern of land use and occupancy in rural Queensland during the early twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The principal residence, thought to date from about 1865, is an uncommon and rare example of an early timber house demonstrating unusually high craftsmanship and quality of finish.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The place has the potential to provide archaeological evidence of building construction techniques from the mid nineteenth century and of the formerly extensive pastoral station complex. As evidenced by recent reconciliation ceremonies Kenilworth Homestead has a long association with and strong importance for the local Aboriginal community, in particular the Gubbi Gubbi people, and has the potential to reveal further evidence of this association.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The residence and the stables, with associated grounds including the gardens, paddocks, cemetery and driveway, provide a good example of a mid-nineteenth century pastoral run.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The buildings and grounds have aesthetic value, enhanced by their picturesque natural setting incorporating the Mary River and surrounding ranges. The gardens, trees and grounds surrounding the buildings contribute to their setting.
<b>F</b>	<i>The place is important in demonstrating a high degree of creative or technical achievement at a particular period for the region.</i>
Statement	The construction technique of single skinned wide vertical slabs with tongue and groove beaded joints with concealed framing is unusual and demonstrates the skills of the two cabinet makers thought to be involved with the construction of the building.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The homestead is of social value for its long association with the local community and as the earliest surviving homestead in the area.

**Historical Context**

Refer to Queensland Heritage Register ID#602043.

**Description**

Refer to Queensland Heritage Register ID#602043.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** National Trust of Queensland

**Inspection Date** 16/03/2016

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**





## Kenilworth Hotel

<b>Local Place ID Number</b>	KWH6	
<b>Street Address</b>	18 Elizabeth Street, Kenilworth	
<b>Title Details/GPS Coordinates</b>	1SP187995	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Kenilworth Hotel is important in demonstrating the evolution, and pattern of the Sunshine Coast Council area's history. It demonstrates evolution as it was the first (and remains the only) hotel built in Kenilworth. Its construction was prompted not by demand from the town and district's residents, but rather traffic along newly constructed roads through the region, in particular the Bruce Highway. The promotion of travelling and tourism in the region as a result of the road's construction became a key element of growth in the Sunshine Coast Council region from this period. The construction of the hotel, and in particular in the Art Deco architectural style, reflected a pattern that emerged in this time, principally the construction of hotels to take advantage of the tourism potential of the new roads and the consistent use of the Art Deco style for the new hotels.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Kenilworth Hotel demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage. Hotels were typically constructed in new settlements as soon as people began to settle in the district, often even predating the official survey of towns. It is uncommon in the history of the region for a hotel to be built so long after the survey of a town, particularly given the strong growth of Kenilworth in the preceding two decades.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Kenilworth Hotel is important in demonstrating the principal characteristics of hotels constructed in the Sunshine Coast Council area in the 1930s, which are important to the region. Hotels in this decade were typically designed in the Art Deco architectural style.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Kenilworth Hotel is important to the Sunshine Coast Council area because of its aesthetic significance. It is a good example of a hotel designed in the Art Deco-influenced architectural style, illustrated by particular elements including: the overall geometrical configuration (illustrating a more 'modern' design of building), lack of surrounding verandahs, use of fibrous cement wall cladding, cement mouldings and corner windows. This idiom was particularly distinct from earlier hotels built in the region and reflect the importance of tourism and the associated growth in the region in the 1930s, and the interest in modernity inspired by improved road travel and 'modern' architectural styles.

### Historical Context

The Kenilworth Hotel was built in 1939 for a cost of £8,000 and designed by the Brisbane architect, Frank Cullen. The hotel was built for Mr M Lane and it was the first (and remains the only) hotel in the Kenilworth district – a surprising fact given the establishment of the town and its rapid growth since the early 1920s. However, the lack of hotel is explained by the community's objection to the granting of a hotel licence in Kenilworth. A 1938 Courier Mail article included the following summary of the community's view: 'the licence was not needed for the convenience of the public and requirements of the locality and that the quiet and good order of the neighbourhood would be disturbed if the licence was granted' (Courier Mail, 13 December 1938: 5, included in 'How Kenilworth Township Developed' presentation, 2016).

One of the key attractions for Lane when selecting Kenilworth – he had previously owned and managed hotels in Brisbane – was the tourist potential of the hotel. Driving tourism became a key industry for the region after the construction of the Bruce Highway in the 1930s. Day and weekend visitors would typically travel north along the highway, passing through Sunshine Coast Council region towns such as Beerwah and Nambour; and then often return via the Blackall Ranges, passing through the towns of Kenilworth and Maleny before reconnecting with the highway at Landsborough. This driving route was viewed by the Lanes as a key reason for their investment in the hotel. Indeed, the highway and tourist traffic stimulated the construction of numerous hotels along the route in the 1930s, beginning with the Beerwah Hotel (1936) and including the Club Hotel in Nambour (1939). These hotels featured Art Deco designs, the popular architectural trend for hotels in this period, and were considered 'modern' relative to earlier hotel building designs.

The hotel was apparently damaged by fire in 1958. However, key interior features such as the stair case remain intact, as does much of the exterior (based on early architect drawings and photographs), indicating the damage was not extensive.

Various alterations have occurred over time, the principal external alteration being the replacement of the original straight, Art Deco-inspired awning over the front elevation of the building with a skillion roofed awning featuring decorative brackets, illustrating earlier hotel designs, rather than the modern building constructed in the late 1930s.

**Description**

The Kenilworth Hotel occupies a corner block on Elizabeth Street at the northern end of the business district of town. The hotel and extensions to the east extend to the majority of the site.

The hotel addresses Elizabeth Street and displays Art Deco style elements (modern for the time in the context of a small rural town), including its geometrical configuration, mouldings, window configuration and lettering font. The building consists of a two storey U-shaped inter-war timber structure on low stumps, clad with fibrous cement sheeting. The main building has a hipped roof with a northern and a southern wing extending to the east, all covered by short sheeted corrugated iron. A double storey portico, positioned slightly off centre, spans approximately half of the façade and originally featured four columns on ground floor extending to the upper floor, creating a balcony. The balcony has been enclosed by three banks of four light casement windows. A former accentuated straight awning to the left of the portico is now covered (or replaced) by a skillion roof verandah that spans the entire western side. This unsympathetic addition negatively impacts on the geometrical configuration of the original Art Deco façade by introducing a dominant Queensland style element. The original design feature of horizontal cement mouldings at the front and sides is still evident. The lettering 'HOTEL KENILWORTH' in Art Deco font is attached at the front. Another Art Deco feature is the tall corner window at the internal staircase leading to the upper floor. Other windows include four light casement design on the upper floor, and sash windows on the ground floor. Original interior features reportedly include a Silky Oak plywood bar, stair balustrade, curved walls and joinery.

The hotel has been repaired after fire damage (1958) and renovated over time and extensions have been added. Many of the original features are however still recognisable.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

- Nambour Chronicle and North Coast Advertiser, 5 Mar 1954, 5.
- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Courier-Mail, 17 November 1939, 19.
- Kenilworth and District Historical Association Inc., 'How Kenilworth Township Developed': 1921-2016: 96 Years young', PowerPoint presentation, 2016.
- Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Kenilworth Masonic Hall**

<b>Local Place ID Number</b>	KWH7	
<b>Street Address</b>	7 Mary Street, Kenilworth	
<b>Title Details/GPS Coordinates</b>	13SP141180	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Kenilworth Masonic Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history, as its construction reflected the ongoing growth and development of the town of Kenilworth and its community following its establishment in the 1920s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Kenilworth Masonic Hall is important in demonstrating the principal characteristics of Masonic halls, which are important to the Sunshine Coast Council area. While the hall is relatively nondescript, the high windows are typically associated with Masonic halls as privacy during ceremonies is very important to Freemasons. The Freemason symbol is also an important characteristic.
Historical Context	
The Kenilworth Masonic Lodge was formed in 1932. Brother A. E. Tanner donated an allotment of land in Kenilworth and other Lodge members donated all of the materials and furniture for the construction and furnishing of the lodge. The lodge remains active in the Kenilworth and district community.	
Description	
The Kenilworth Masonic Hall occupies a grassed block in the town's centre and consists of a rectangular inter-war timber structure on medium stumps. The building is clad with chamferboards and has a corrugated iron clad gable roof with box gables with jettied ceiling joists at front and rear. The Freemasons' symbol of Square and Compass is displayed at the front gable. Access is via a small enclosed porch with skillion roof at the north-western corner. A number of individual clerestory windows are located on the side elevations and at the rear are sash windows; most windows are boarded up. The building is in need of maintenance and repair.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016
References	
<a href="http://www.sunshinecoastfreemasons.com/kenilworth-lodge/">http://www.sunshinecoastfreemasons.com/kenilworth-lodge/</a> , accessed 11 November 2019. Nambour Chronicle and North Coast Advertiser, 7 July 1933, 12.	

### Kenilworth Police Station

<b>Local Place ID Number</b>	KWH8	
<b>Street Address</b>	2 Mary Street, Kenilworth	
<b>Title Details/GPS Coordinates</b>	68LX2428	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Kenilworth Police Station is important in demonstrating the evolution of the Sunshine Coast Council area's history. The relatively late arrival of the station and its location in an earlier residential house reflects the establishment of Kenilworth in the 1920s (as opposed to earlier as was the case with most of the towns in the Sunshine Coast). Its arrival also reflected a particular milestone in the town's history, illustrating the

	growth of its population, industry and tourism.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Kenilworth Police Station is important in demonstrating the principal characteristics of interwar timber houses in the Sunshine Coast, a common design in Kenilworth due to the settlement of the town in the interwar period.
<b>Historical Context</b>	
The Kenilworth Police Station is located in a former private residence, believed to have been built in the late 1920s for the first owner of the Kenilworth Sawmill, W. Allen. The house was purchased by the Queensland Government in 1949 for use as a police station and residence. It has remained in use as a police station since that time. Kenilworth was established in the early 1920s, and 1949 was relatively late for the establishment of a police station in the town. While there is no simple explanation, the lack of a hotel until the late 1930s (the Kenilworth Hotel was built in 1938), and the size and co-operative spirit of the community, probably meant there was little crime to manage. Opposition to the hotel in the late 1930s (see Kenilworth Hotel citation) provides further context for the supposition.	
<b>Description</b>	
The Kenilworth Police Station is located on a sloping corner block bounded by Mary and Charles Streets. The grassed site includes a number of established trees on the perimeter.	
The former residence addresses Mary Street and consists of a single storey T-shaped inter-war weatherboard clad timber structure on medium to high stumps and a roof clad with corrugated iron sheeting. Access is via a portico contained in a large gable on the north-western corner displaying California Bungalow style elements adapted to Queensland conditions. Features include a boxed gable with jettied ceiling joists and taper-cut bargeboards, a wide opening with arched brackets and a solid balustrade with slatted inset and stylised double columns. A second smaller gable follows to the right and features a bay window (with five-light casement windows) with splayed base and decorative timber corbels. In between the two gables is an ornamental porthole window. An enclosed verandah featuring a band of barlight casement windows spans the southern elevation and joins onto a rear gable (also featuring a boxed gable and jettied ceiling joists) at the south-eastern corner. Timber stairs lead into this section. A five-light casement window in this section is covered by a skillion window hood. At the rear is a stove recess and a further entrance via an annex.	
What appears to be the former lock-up is located on the north-eastern corner and consists of a small weatherboard clad timber structure with gable roof.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016
<b>References</b>	
Nambour Chronicle and North Coast Advertiser, 12 August 1949, 8.	
Pers. Comm. Grant Stevenson, grandson of Allen, as supplied by Lenore Meldrum, Kenilworth & District Historical Association.	

### Kenilworth Sawmill (former)

<b>Local Place ID Number</b>	KWH10	
<b>Street Address</b>	Corner Maleny-Kenilworth Road and Charles Street, Kenilworth	
<b>Title Details/GPS Coordinates</b>	2RP43739, 4RP91447, 2RP91447, 1RP91447, 3RP91447	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Kenilworth Sawmill (former) is important in demonstrating the pattern of the Sunshine Coast Council area's history. Timber getting was an important industry in the region and sawmills progressively appeared across the late nineteenth and early twentieth century to process cut timber. It was also common in a number of settlements for the mill to be established in, or directly on the outskirts, of the town (other examples include Eumundi, Eudlo and Beerwah).
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Kenilworth Sawmill (former) demonstrates a rare aspect of the Sunshine Coast Council area's history. Although most of the infrastructure associated with the mill has been removed, key elements remain

	including a former residence, site office building and remains of a shed. Other mill sites located in such close proximity to a town in the region no longer contain any physical evidence of the respective sawmills.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Kenilworth Sawmill (former) has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. This is primarily in the form of archaeological material associated with sawmilling activities on the site. Photographs of the mill in operation exist, but archaeological material may provide further evidence of mill activities and the layout and function of some buildings, as well the relationship of the mill layout to the landscape, including but not limited to the nearby creek from which water was likely drawn to power steam powered equipment.

**Historical Context**

The key industries in the district, apart from farming, remained timber and dairy. Sawmills were established in the 1920s and 30s. The stands of timber in the Kenilworth district, as with much of the Sunshine Coast hinterland, attracted timber getters and, later, the establishment of local sawmills. The first sawmill in the Kenilworth district was erected in 1912 at Coolabine Creek, and the sawn timber was taken by bullock teams to Eumundi for transport on the railway. In 1926, Bill Allen opened a sawmill on the southern boundary of the town – the cheese factory was eventually erected on land directly across from the sawmill. Other mills opened in the district in this period, confirming the importance of the timber industry. The mill was purchased by the Doyle family in 1932 and was operated by them until its closure in 1991.

**Description**

The Old Kenilworth Sawmill is located on a corner block bounded by Charles Street and Maleny-Kenilworth Road, just north of the centre of town and opposite the Kenilworth Cheese Factory (also listed on the local heritage register). The fenced, cleared, grassed site contains a few buildings associated with the former mill, in particular the former residence, a smaller shed and what appears to be a former office building. The eastern part of the site is bounded by the Mary River and a creek meanders parallel to the river in a north-south direction. It appears that a number of remnant industrial shed structures have recently been removed.

The residence addresses Charles Street and consists of an inter-war weatherboard clad timber framed structure with double gable front on high stumps. The building has a truncated hipped roof and is clad with short sheeted corrugated iron. Both gables are box configuration with jettied rafters. The western gable has a bay protrusion with 5-light coloured hopscotch casement windows. The eastern gable and the adjoining verandah are enclosed with sheeting and show recent windows. Access is via timber stairs. An annex with separate roof is attached at the south-western corner. The windows are generally casement figuration (except at the eastern gable).

The former office building is also located on Charles Street and consists of a small low-set weatherboard clad timber structure on stumps with a hipped roof recently clad with corrugated iron sheeting. A partially enclosed verandah is located at the front. The windows are 3-light casement configuration (windows with three glass panes). A weatherboard clad annex with skillion roof is attached at the eastern side.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Kenilworth and District Historical Association Inc., 'How Kenilworth Township Developed': 1921-2016: 96 Years young', PowerPoint presentation, 2016.  
 Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.



**Kenilworth Showgrounds and Kenilworth Public Hall**

<b>Local Place ID Number</b>	KWH14		
<b>Street Address</b>	7 Maleny – Kenilworth Road, Kenilworth		
<b>Title Details/GPS Coordinates</b>	1RP49073, 2RP49063, 1RP104200	No GPS Coordinates	
<b>Other Names</b>	Upper Kenilworth Hall, Kenilworth Showgrounds & Hall, Kenilworth Memorial		



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Kenilworth Showgrounds and Kenilworth Public Hall is important in demonstrating the pattern and evolution of the Sunshine Coast Council area's history. The construction of the hall in 1924 reflected the pattern of the region's history, as halls were typically built when the community reached a certain population milestone. However, its removal to the current site and extensive alterations over time reflect the changes in, and growth of, the Kenilworth community up until the 1950s, including the securing of a recreation reserve and the establishment of the Kenilworth Show, originally held at Gheerulla (and to this extent reflecting Kenilworth's eclipse of Gheerulla as the principal settlement in the district from the 1920s).
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Kenilworth Showgrounds and Kenilworth Public Hall has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular materials and configuration of the earlier iteration of the hall, particularly the parapet from the building before extensive alterations were undertaken in the 1950s.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Kenilworth Showgrounds and Kenilworth Public Hall has a special association with the Kenilworth community. The hall has been the public venue for the community since the 1920s and the showground has been in use for shows and other public events since the c1930s.

**Historical Context**

The Kenilworth Public Hall was built in 1924. It was originally known as the 'Upper Kenilworth Hall', to differentiate it from the 'Lower Kenilworth Hall', which was located in Gheerulla (also known as the Kenilworth Farmers' Assembly Hall). The Upper Kenilworth Hall was built in Mary Street, where the Police Station is now located, and it was moved to its current location in 1932. The hall was improved once it was placed in its new location, although the nature and extent of the improvements is unclear. The hall in this period included a substantial and decorative entrance and elaborate parapet – these may have been some of the changes, particularly as the original hall was built close to the time when the town of Kenilworth was first established, whereas it was moved and altered at a time when the town and surrounding district was thriving.

As with all public halls, it was used for social events such as concerts and dances, and the Roxy Theatre was established in the hall in 1933. The hall was substantially altered in 1954 in an effort to modernise it. Changes included the construction of two new wings, the hall was made longer by approximately five metres and a new brick entrance façade was installed. Close to 500 people attended the re-opening of the hall. The hall today is primarily a reflection of the changes made in 1954, with minor, later alterations, including the installation of a lift.

The hall is located adjacent to the Kenilworth Showground. The first Kenilworth Show was held at Gheerulla in 1919 and was continued in that location until 1935. The show was abandoned at that time and it reappeared in c1939 in Kenilworth, on the grounds of the hall. Originally a recreation ground, the land was purchased by the Kenilworth community in 1928 (thus the selection of the recreation grounds preceded the move of the hall there in 1932). The first local rodeo was held on the grounds in 1941. A description of the grounds at that time included an arena surrounded by a sawn timber fence and yards to hold bullocks. A 'Bushman's Carnival', which included horse and wood chopping events, athletics and competitions for horticulture, cookery and produce, was held for the first time in 1948.

**Description**

The Kenilworth Showgrounds and Kenilworth Public Hall is located on the eastern side of Maleny – Kenilworth Road, south of the town. The majority of the site is taken up by the oval, including a cricket pitch, and fenced enclosures and arenas associated with the show in the east, while the hall is located on the south-western boundary. The Kenilworth War Memorial is located in a partially fenced, paved area adjacent to the northern entrance to the site. There are a number of mature plantings especially on the perimeter of the oval, on the eastern boundary and at the street front.

The hall and the Kenilworth War Memorial are the only structures of specific heritage significance on the site. The hall is set on a north-south axis parallel to the street and consists of a highset structure enclosed underneath and incorporating the original timber hall (relocated in 1932) and various brick and timber extensions added over time. The original core of the hall consists of a tall, highset chamferboard clad timber structure with corrugated iron clad gable roof with recent roof vents. A noticeable roof feature are two protrusions rising from the roof towards the southern end; these are probably remnants of the elaborate parapet at the former entrance (visible in a historic image dated 1940s), covered over during refurbishment in 1954 when the hall was extended and a brick entrance added on the northern side. A skillion roofed extension, consisting of face brick on the lower level and chamferboard

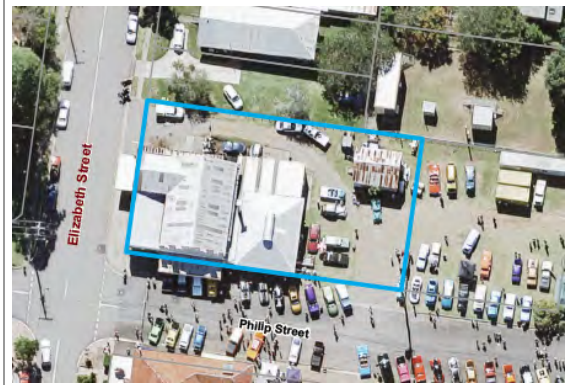
on the upper level, wraps around the core on three sides and includes the 1954 brick entrance section with portico on the north-western corner. A further weatherboard clad skillion roofed extension rises above the roof line on the northern side. An amenity extension with skillion roof and constructed of face brick is located on the lower level on this elevation. A wide, recent masonry block extension also with skillion roof joins onto the hall on the southern side. Besides the entrance on the north-west corner that features 1950s style timber- and-glass double doors with side panels and fanlight, there are a number of entrances on the eastern side. Windows include four-light casement configuration on the upper level and two-light sash configuration on the lower level.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	16/03/2016

**References**  
 Berenis Alcorn, Maroochy Heritage Study, 2006.  
[http://www.kenilworthhall.org.au/further\\_information.htm](http://www.kenilworthhall.org.au/further_information.htm), accessed 09/11/2016.  
 Kenilworth and District Historical Association Inc., 'How Kenilworth Township Developed': 1921-2016: 96 Years young', PowerPoint presentation, 2016.  
 Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.  
 Picture Sunshine Coast

### Sims Brothers Garage

<b>Local Place ID Number</b>	KWH11	
<b>Street Address</b>	20 Elizabeth Street, Kenilworth	
<b>Title Details/GPS Coordinates</b>	4RP74444	No GPS Coordinates
<b>Other Names</b>	BP Kenilworth, Kenilworth Garage.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Sims Brothers Garage is important in demonstrating the evolution of the Sunshine Coast area's history. The size and scale of the garage reflects the increasing car ownership in Queensland in this period and in particular the construction of the Bruce Highway, which further increased motor vehicle traffic in the region, in particular for recreational purposes.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Sims Brothers Garage demonstrates a rare aspect of the Sunshine Coast area's cultural heritage. It is a rare surviving example of a garage constructed in the 1930s, the key period in which motor car ownership and use in the region increased dramatically, and which exerted an enormous transformational influence on the region's history, particularly tourism.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Sims Brothers Garage has potential to yield information that will contribute to an understanding of the Sunshine Coast area's history. This potential includes elements and features of the building that illustrate earlier (and now redundant) modes of repair and fuel reticulation, including potential for underground fuel tanks and infrastructure dating from the period of the garage's construction.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Sims Brothers Garage is important in demonstrating the principal characteristics of garages from the 1930s, which are important in the region's history. The characteristics are primarily illustrated by the layout, size and scale of the building, but may also include internal features that demonstrate the function and use of the garage during earlier phases of use, including but not limited to the 1930s.

### Historical Context

Sims Brothers Garage was built in 1936 for the Sims Brothers. The Sims Brothers operated a garage in Kenilworth prior to this date, making the current garage their second (or more) premises. Car ownership grew steadily in Queensland (and Australia) in the 1920s and garages were erected to provide fuel and repair vehicles. Indeed, the so-called 'Great National Highway' passed through Kenilworth, continuing north to Brooloo and then Gympie, with a bridge across the Mary River at Kenilworth opened in 1931. It was also known as the 'North Coast Highway' in the region, predating the Bruce Highway. It was the main road route north to Gympie at this time.

Car ownership grew substantially in the 1930s, in particular associated with tourism, resulting in the construction of new roads and highways. The most prominent example of new road infrastructure was the original Bruce Highway,

begun in 1934 (its current alignment is substantially different from that constructed in the 1930s). The highway passed through the Sunshine Coast region along the towns located on the railway and from there on to Gympie. The highway was built explicitly as a tourist route and it led to the development of tourism facilities in the Sunshine Coast, most prominently hotels, and naturally higher visitation to the region.

The construction of Sims Brothers' new garage in 1936 is important. Work on the highway between Yandina and Eumundi was underway in 1935. Eumundi was an important railhead for the residents and industries of the Kenilworth district (a relationship that began as early as 1907, as noted above) and the road from the district east took travellers directly to Eumundi. The timing of the garage, and the scale of the building, coincides precisely with the opening of the highway to Eumundi and presumably in anticipation of an increased demand for fuel and repairs as a result. Indeed, the owner of the Kenilworth Hotel, opened in 1939, selected Kenilworth for the site of his hotel precisely because tourists often chose to drive north along the Bruce Highway from Brisbane and return via the Blackall Range, which included the towns of Kenilworth and Maleny, further illustrating the commercial value and importance of a garage in Kenilworth in this period.

The first electrical plant supplying electricity to the town was located in the garage and maintained by the garage staff. Grid electricity was extended to the town and district in 1951. Sims Brothers Garage remains one of the few surviving garages constructed in the 1930s in the region and it also remains remarkably intact.

**Description**

Sims Brothers Garage is located on the corner of Elizabeth and Phillip Streets just north of the central business district of town on a prominent corner opposite the Kenilworth Hotel. The site includes the garage, a large shed and a further smaller building; the remainder is taken up with car parking spaces and a drive through.

The garage shows Art Deco style elements (clear lines and parapet) and consists of an L-shaped timber framed structure addressing both Elizabeth and Phillip Street, the main access being from the latter. The majority of the walls are clad with fibrous cement sheeting and the gabled roof is covered with short sheeted corrugated iron. At the northern wall is a mix of weatherboard and corrugated iron cladding. The most striking feature of the building is a timber framed, stuccoed, sloped stylised embattled parapet on both gables, consisting of five merlons on the Phillip Street side and three on Elizabeth Street. Originally, the parapet continued to the corner on Phillip Street to create a gate; this feature has been replaced by an unsympathetic addition of an awning with flat roof connecting the two ends of the L-shape. Original steel suspended awnings span the entrances in the gable sections.

Located on the eastern side is a rectangular low-set weatherboard clad timber structure with hipped roof, clad with short sheeted corrugated iron and displaying a curved corrugated iron clad roof lantern on the ridge. A rectangular weatherboard clad timber structure on low stumps with gable roof, covered with short sheeted corrugated iron is located in the north-eastern corner. These two buildings pre-date the construction of the garage.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Kenilworth and District Historical Association Inc., 'How Kenilworth Township Developed': 1921-2016: 96 Years young', PowerPoint presentation, 2016.
- Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.
- Nambour Chronicle and North Coast Advertiser, 9 February 1934,3.
- Nambour Chronicle and North Coast Advertiser, 14 September 1951,7.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.
- Personal reports at the Kenilworth museum as reported by Lenore Meldrum, Kenilworth & District Historical Association.

**Gallery**



**St John Bosco Roman Catholic Church**

<b>Local Place ID Number</b>	KWH12	
<b>Street Address</b>	21 Anne Street, Kenilworth	
<b>Title Details/GPS Coordinates</b>	13RP54590	No GPS Coordinates
<b>Other Names</b>	St John Bosco Catholic Church, Kenilworth Catholic Church.	





### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The St John Bosco Roman Catholic Church is important in demonstrating the evolution of the Sunshine Coast area's history. The church is the first (and only) purpose-built Roman Catholic church in the Kenilworth district. Moreover, its construction in 1937 reflects the development and growth of Kenilworth and district in that period.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The St John Bosco Roman Catholic Church is important in demonstrating the principal characteristics of churches, which are important to the region. In particular, the 'Carpenter Gothic' design of the church is consistent with the design of churches in the settlements in the region, as most of the settlements were relatively small and the scale of the local churches reflected this.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The St John Bosco Roman Catholic Church has a special association with the Roman Catholic congregation in Kenilworth and the surrounding district, which has utilised the church since its construction in 1937.

### Historical Context

St John Bosco Roman Catholic Church was built in 1937 by the Yandina contractor, B Hendren, on land donated by the Sharry Brothers. A Nambour Chronicle newspaper article describing the completion of the building noted that the 'design of the building is in keeping with the development of Kenilworth township' (Nambour Chronicle and North Coast Advertiser, 18 February 1938, 3, included in 'How Kenilworth Township Developed' presentation, 2016). It was the first purpose-built Roman Catholic Church in the district.

### Description

The church is located on a sloping, grassed corner block with mature vegetation on the perimeter and in the centre, screening the building from the carpark in the north.

The modest inter-war church consists of a rectangular weatherboard clad timber structure with gable roof covered with short sheeted corrugated iron. The front gable façade is clad with fibrous cement sheeting. Front access is via a small gabled portico with weatherboard clad front balustrade and stairs on either side. The portico gable is enclosed with fibrous cement sheeting and shows a decorative bracket. On both sides of the portico is a tall arched window with glazing bars and a small triptych window is situated in the gable section. On the side of the nave are three sets of double windows with similar style. The sacristy has a slightly lower gable roof and six light casement windows.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Kenilworth and District Historical Association Inc., 'How Kenilworth Township Developed': 1921-2016: 96 Years young', PowerPoint presentation, 2016.  
 Kenilworth Centenary Celebrations Committee, Hinka-Booma to Kenilworth: 1850 to 1950: A brief history of the discovery and early settlement of the Upper Mary Valley Country, 1950 Kenilworth. Blair Meldrum, Revised Edition (2005), Kenilworth and District Historical Association Inc.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Gallery



## KINGS BEACH

### Kings Beach Bathing Pavilion (State heritage place)

<b>Local Place ID Number</b>	KBH1	
<b>Street Address</b>	The Esplanade, Kings Beach	
<b>Title Details/GPS Coordinates</b>	202SP249722 (part of), EMTSP249722,	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The bathing pavilion is evidence of the development of Caloundra as a holiday resort, and provides one of the first examples of the local council's provision of public facilities to enhance the growth of the region as a holiday destination.  It has a strong association with the Caloundra Surf Life Saving Club.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The building is a rare example of the built environment at Caloundra of the 1930s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The pavilion has evidence of the layout of a 1930s changing and open air toilet facility. The building is an example of the work of Brisbane architect Clifford E. Plant, and of Spanish Mission architectural influence.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	(Criterion under review).

### Historical Context

Refer to Queensland Heritage Register ID#601513.

### Description

Refer to Queensland Heritage Register ID#601513.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** National Trust of Queensland

**Inspection Date** 02/03/2016

### References

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**



**No. 19 and 19a Burgess Street**

<b>Local Place ID Number</b>	KBH2	
<b>Street Address</b>	19 and 19a Burgess Street, Kings Beach	
<b>Title Details/GPS Coordinates</b>	1RP115489, 2RP115489	No GPS Coordinates
<b>Other Names</b>	Delemere and Compton.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	No. 19 and 19a Burgess Street are important in demonstrating the evolution of the Sunshine Coast Council area's history. Purpose built as holiday accommodation, they represented the impact of the Bruce Highway and road improvements to Caloundra in the 1930s. The infrastructure development along with increased car ownership led to a tourism and development boom in the seaside resort and demand for tourist accommodation. The houses are particularly important as they were built at the very beginning of the boom. They also reflect the pattern of use during World War II, where holiday houses and other key buildings in Caloundra were appropriated by the Australian and American military for accommodation for military personnel.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	No. 19 and 19a Burgess Street demonstrate a rare aspect of the Sunshine Coast Council area's history, as they are potentially the earliest extant purpose-built holiday homes (as opposed to flats) built in the 1930s at the very beginning of the development boom.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	No. 19 and 19a Burgess Street are important in demonstrating the principal characteristics of the interwar bungalow architectural style, including the configuration, roughcast rendering, decorative motifs and tiled roofs.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	No. 19 and 19a Burgess Street have a special association with the Governor of Queensland at the time of their construction, Sir Leslie Wilson and his wife, Lady Wilson. The Governor, his wife and their retinue were early and recurring guests in the houses, leading No 19a to be nicknamed 'Government House'. The Governor was a prominent figure in Caloundra's history from the 1930s, later building 'Currimundi' at Dicky Beach, a famous and prominent residence (since demolished).

**Historical Context**

The 'bungalow' style houses at No. 19 and 19a Burgess Street were built in 1935 for the Beerwah farmer, J Elkes (or Elks – spelling differs in various articles and publications). Elkes was a prominent figure in the Landsborough Shire and his house at Beerwah was called 'Woodlands'. Elkes appears to have been a major investor in Caloundra at the cusp of the land and building boom that began after the construction of the Bruce Highway and improved road to Caloundra. Burgess Street was called Landsborough Terrace at the time the houses were constructed; it was later renamed Burgess Street after William Burgess, the only son of the Landsborough pioneers Mr. and Mrs. Isaac Burgess. William worked as a timber getter before becoming a Councillor in the Landsborough Shire Council, a position he held for 33 years. The street was immediately popular with investors and holiday makers, as residences along the street afforded spectacular views of the ocean and the Glass House Mountains.

It appears the two residences were let as holiday houses. No. 19 was called 'Delemere' and No. 19a 'Compton'. In 1935, Dr. [James] Duhig, a prominent Brisbane doctor and nephew of the Brisbane Catholic Archbishop, James Duhig, stayed in 'Compton'. The next guest was even more important: The Governor of Queensland, Sir Leslie Wilson and his wife, Lady Wilson. There was immense interest in the Governor's holiday arrangements, so much so that No 19a was nicknamed 'Government House' (the Governor's party also occupied No 19). The Courier Mail published an article that included a photograph of the interior of the house and a detailed description of the residence (Courier Mail, 23 December 1935: 21). The Governor stayed at the house again in 1937 while his purpose- built holiday house was constructed at Dicky Beach (called 'Currimundi', since demolished). The Elkes appeared to holiday in 'Delemere'.

The houses were taken over by Defence Forces during World War II. Delemere was used as the Artillery's Orderly Room and Compton as the Officers' Mess (see McKay 2007: 134). Other houses were occupied in Landsborough Terrace, including 'The Camp' (also a well-known holiday home) and 'Ocean Court' at No 5 Landsborough Terrace. The Coastal Artillery Headquarters, Signals Office and A.W.A.S (Australian Army Women's Service) Mess were also located in the street.

The houses appear to have reverted to holiday houses in the immediate post-war period; 'Compton' was still a holiday house in 1952 (see Sunday Mail, 15 June 1952: 12). The two houses are now private residences. The houses have been subject to minor external changes, and the original fence at the front of Compton has been removed. Otherwise, the houses remain quite intact.

**Description**

No. 19 and 19a Burgess Street is located on the northern side of Burgess Street close to the Esplanade at Kings Beach. The elevated grassed site is delineated from the street by a rendered brick post-and-panel fence on the eastern front (No. 19), featuring roughcast rendered panels with diamond motif typical for the era of construction; the original fence at the western front (No. 19a) is no longer extant. The buildings are set in line and fronted by grassed areas with garden beds. A driveway, passing in-between the two buildings, leads to the rear of the site.

Both buildings address the street and consist of low-set rendered bungalows with Marseille tiled hipped roofs with gable roofed extensions.

The façade of No. 19, 'Delemere', features a roof gable on the south-western corner above a bay window with individual tiled roof and diamond motif on the lower roughcast rendered section. An entrance portico with arched doorway fronts the building, leading into a gable roofed extension on the eastern side. At the front is a bank of windows replacing the original casement windows that were set into panels similar to the bay window. The diamond motif is repeated on roughcast rendered panels below recent windows on the eastern gable. A skillion roof extension joins onto the rear of the building.

No. 19a, 'Compton', features a bay window similar to that at 'Delemere' at the front, albeit the roof has been replaced at some stage with an awning spanning a verandah with concrete steps at the front. Access is via an arched doorway into a large protruding gable on the south-eastern corner showing a bank of recent sliding windows (replacing former eight-light casement configuration) protected by metal window hood (not original) at the front. The original roughcast rendered panel with diamond motif is extant on the eastern side of the gable underneath a replacement sliding window. At the rear are two extensions with skillion roof.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected

**References**

<http://www.sunshinecoastplaces.com.au/caloundra/kings-beach/burgess-st/19-burgess>, accessed 27/01/2017.  
Picture Sunshine Coast

**Westaway Towers**

<b>Local Place ID Number</b>	KBH3	
<b>Street Address</b>	40 Verney Street, Kings Beach	
<b>Title Details/GPS Coordinates</b>	QBUP1760	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Westaway Towers is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first high rise development in Caloundra and the third in the Sunshine Coast. The construction of high rise towers in Maroochydore (Maroochy Sands), Marcoola (Surfair) and Caloundra (Westaway Towers) reflected changing architectural tastes and the intensity of development that particularly marked the 1970s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Westaway Towers is important because of its aesthetic significance. It is a visual landmark in Caloundra due to its height and elevated position.
<b>Historical Context</b>	
<p>Tourism on the 'North Coast' increased substantially in the 1930s with the construction of the Bruce Highway and the improvement of the road from Landsborough to Caloundra. Property sales reached record figures by the second half of the decade and new development – houses, flats and caravan parks – began to change the urban landscape of the coastal towns. World War II interrupted this trajectory, but it continued in the post-war period, aided by booming population and economic growth, the latter generated by post-war immigration from Britain and Europe.</p> <p>New and more substantial hotels were built, especially in Caloundra, and the successive Landsborough and Maroochy Shire Councils saw in tourism an industry that could eliminate the peaks and troughs of a predominantly agricultural economy. The region was officially renamed 'Sunshine Coast' in 1967, although the term had been in use since the 1950s. Development was actively encouraged by councils and the first substantial infrastructure projects since the Bruce Highway were undertaken in the 1950s and 60s, including the construction of the airport at Marcoola, the David Low Bridge and Way and Nicklin Way. These developments opened up the resorts north of Caloundra and spurred development at Mooloolaba, Maroochydore and Coolum, and the relatively empty spaces in-between.</p> <p>The fact that development on the Gold Coast preceded the Sunshine Coast meant that residents in the north had an idea about the potential impact of development, especially the so-called 'high rise' apartment and canal estates. The first Gold Coast high-rise was 'Kinkabool', completed in 1960. The trend toward high-rises continued on the Gold Coast and as developers turned to the Sunshine Coast, residents and councils debated the future of urban development. A strong feeling developed among many in the local community that the Sunshine Coast should not replicate the Gold Coast. Meanwhile, the first high-rise to match 'Kinkabool' - Maroochy Sands – was opened in Maroochydore in April 1971. At eleven storeys it was the tallest building erected in the Sunshine Coast, dwarfing the surrounding urban development in Maroochydore at the time. Surfair, at a more modest seven stories, opened seven months later.</p> <p>Caloundra's first high rise development was Westaway Towers, completed in 1975 and the third high rise built on the Sunshine Coast. At 16 stories, it was for a time the tallest building on the Sunshine Coast and it remains one of the tallest buildings in Caloundra because of its elevated position. The building was designed by Kirkegard &amp; Schellback Architects and constructed by Lombard Australia on behalf of the developer, Henzells Agency. Henzells was established in 1935 by Roy Henzell, who became a prominent Caloundra developer after purchasing William Landsborough's property at Golden Beach in the 1930s and developing Pelican Waters. The building was named after former Landsborough Shire Councillor, Miriam Westaway. Westaway moved to the Sunshine Coast in 1918 and married into the Westaway family, early pastoral pioneers who established Meridan Plains in the 1860s. Westaway was the first female Councillor in the Landsborough Shire Council and, interestingly, initially opposed the high rise development, reflecting the broader concern over development on the coast at the time. The land on which the building was constructed was also utilised by the military during World War II. The building was unusual in that it was constructed for residential purposes, rather than holiday accommodation.</p>	
<b>Description</b>	
<p>Westaway Towers is located on the corner of Verney and Maltman Streets on a natural rock formation known as Lizard Rock forming the highest point of Caloundra. The elevated sloping site includes landscaped roof top gardens on top of the garage in the east and a pool in the northwest. A mature fig tree growing over the boulders at the street front on Maltman Street appears to be a remnant of previous vegetation predating the construction of the building. There is also a mature Hoop pine on the north-eastern corner.</p> <p>The building consists of a sixteen-storey rectangular Modernist high-rise structure showing a clear geometric form realised in concrete and glass and covered by a flat roof (with service installations). The façade of each level consists of a continuous straight band of concrete panels, flared at the bottom, surmounted by a continuous band of windows, creating a linear horizontal design. The western elevation is dominated by two tall vertical concrete panels (containing the lifts/staircase?) extending from ground level to the top, visually bracing the individual levels of the structure. The main entrance is on the north-eastern corner via a single storey extension joining onto the garage.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	02/03/2016
<b>References</b>	
<p>Elaine Green, Green Legends: People Power on the Sunshine Coast, Sunshine Coast Environment Council, Nambour, 2009.</p> <p>Fitzgerald, R, 1984, From 1915 to the Early 1980s: A History of Queensland, Brisbane, University of Queensland Press.</p> <p>Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.</p> <p>McKay, Times of Change.</p> <p>Picture Sunshine Coast</p>	

## 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 in 1868 on the road to the Gympie goldfield 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 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.

### Further references

Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.

Sunshine Coast Branch of the National Trust and the Shire of Landsborough Historical Society Inc., Landsborough: Heritage on the Move, 1984.

### Beech Cemetery

<b>Local Place ID Number</b>	LBH17	
<b>Street Address</b>	Beech Road, Landsborough	
<b>Title Details/GPS Coordinates</b>	448CG2052	No GPS Coordinates
<b>Other Names</b>	Bribie Cemetery.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Beech Cemetery is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first gazetted cemetery in Landsborough.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Beech Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular the number and location of the unmarked graves in the cemetery.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Beech Cemetery is important because of its aesthetic significance. The bush setting of the cemetery, lack of headstones and memorial cairns create an evocative context that prompts reflection on the early settlement of the district and the trials and hardships of the early settlers.

Historical Context	
The Beech Cemetery was originally called Bribie Cemetery. It was the first gazetted cemetery in Landsborough and was established in 1886. However, it was not the first cemetery in the settlement; the so-called Mellum Creek Cemetery was used from 1884-5 and was located on the Gympie Road to the northeast of the settlement. The Beech Cemetery was originally 10 acres and was used between 1886 and 1915. The size of the cemetery was reduced by the Landsborough Shire Council in 1954 to one acre, presumably reflecting the portion of land actually used while the cemetery was in operation. It is unclear where burials for people from Landsborough occurred, but the date of the last burial in the Beech Cemetery more or less coincides with the establishment of a cemetery at Caloundra.	
Description	
The Beech Cemetery is located on the southern side of Beech Road approximately 1.5 kilometres north of the town centre in forested bushland. The square reserve measuring 1 acre is fenced and does not contain any marked graves. However, there are twenty-nine reported burials in this cemetery and there is potential for further unmarked graves. A plaque mounted on an upright placed stone provides information on the history of the cemetery.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected
References	
Roxanne Giles, The Forgotten Cemeteries, October 2015, unpublished paper.	

## Dyer House

<b>Local Place ID Number</b>	LBH1	
<b>Street Address</b>	26 Maleny Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	1RP3388, 2RP59974	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Dyer House is important in demonstrating the evolution of the Sunshine Coast Council area's history. Its construction in 1912 on the Maleny Road illustrates the importance of proximity to the Landsborough railway station in contrast to the main settlement, which had originally developed on the Gympie Road. It also illustrates that Cribb Street – now Landsborough's main shopping street – had not been built at this time, as shops and businesses were quickly located there after its construction (most prominently the Mellum Club Hotel) in order to be as close as possible to the railway station.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Dyer House demonstrates an unusual aspect of the Sunshine Coast area's history. The architectural style clearly dates from the nineteenth century, reflecting the possibility it is modelled on Dyer's house in Roma, which would have been constructed prior to 1886. This is unusual in Landsborough, as early residences from that period were not as elaborate and it was unusual to design and build a house in that style in the 1910s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Dyer House is important to the region because of its aesthetic significance. It is a particularly fine example of an early 'Queenslander' style house, with the architectural style possibly dating from the 1870s, and it has been remarkably well-preserved since its construction, in particular the maintenance of large grounds and mature trees that complement the house.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Dyer House has a special association with the life of Henry Dyer, one of the earliest and most prominent of Landsborough's residents.

Historical Context	
Henry Dyer was a major figure in the early commercial development of Landsborough. He moved to the town from Roma in 1886 (where he had married Sarah Leeding – the Leedings were also a significant family in the history of Landsborough), having purchased the local butcher shop. Dyer took over the license of the Mellum Creek (Club) Hotel in 1889, retaining it until 1912, and erected (or renamed) Dyer's Hall located at the rear of the hotel.	
Henry Dyer built this house in Maleny Street in 1912. It is apparently a replica of his house in Roma – the architectural style certainly indicates a much earlier period of design than the early 1910s, probably 1870s-1880s. Dyer also built a store and butcher shop next to the house (on the same property) – the shift from the Gympie Road to Maleny Street, and closer to the railway station, is emblematic of the gradual shift of the town site, and also the	

fact that Cribb Street had not yet been built. Dyer also built the town's first sawmill in 1893, located on the east side of the railway complex, and sold refreshments at the railway station from 1890-1902. He retired to Brisbane in the early 1930s and died in 1938. The house was apparently used during World War II as a rest and recreation centre for American servicemen, and internal changes were allegedly made to enlarge the interior for this purpose at the time.

#### Description

Dyer House is located on the south-western side of Maleny Street close to the town centre spanning two lots. The fenced, grassed site extends to a third lot (not included in the curtilage) that originally contained Dyer's Pioneer Store (no longer extant). The fence, although not original, has been sympathetically modelled on the original style.

The house consists of a rectangular low-set timber structure on stumps with a corrugated iron clad hipped roof. A verandah with separate skillion roof wraps around most of the building, joining onto what appears to be a weatherboard clad detached kitchen on the south-western corner. Front access is via a gabled section featuring barge boards, lattice roof gable panel and a finial with cross-bracing. Other decorative features of the verandah include a three rail dowel balustrade and stop chamfered posts with ornate brackets, crown and collar moulds. The verandah back walls show exposed framework and VJ tongue-and-groove cladding. The timber and glass entrance door shows side and fan lights.

**Other Statutory Listings** No statutory listings

**Non-Statutory Listings** National Trust of Queensland

**Inspection Date** 10/03/2016

#### References

Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.

Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.

*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

### Landsborough Bakery (former)

<b>Local Place ID Number</b>	LBH2	
<b>Street Address</b>	28 Cribb Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	1RP47512	No GPS Coordinates
<b>Other Names</b>	Former Bakery.	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough Bakery (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The construction and location of the business on Cribb Street reflects the continued development of Cribb Street as Landsborough's commercial precinct in the 1910s and 1920s, away from the original precinct on the Gympie Road further to the west.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Landsborough Bakery (former) is important in demonstrating the principal characteristics of a bakery in the first half of the twentieth century, in particular the timber shop front and brick bakehouse at the rear of the shop. The different material for the bakehouse reflects the location of the ovens in that building and the need to keep it separate from the timber shop. The style of the awning and parapet was also common for shop fronts constructed in this period.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Landsborough Bakery (former) is important to the region because of its aesthetic significance. The timber shop, including the awning and parapet, make a distinct visual contribution to Cribb Street, reflecting the principal period of the street's development in the early twentieth century.

#### Historical Context

The Landsborough Bakery was opened in 1922 by Orrell and Albert Miers (further research is needed to verify the names). There is little information available for Miers or Orrell. However, it is likely that Orrell was the son of James Orrell, who was a well-known identity in the early history of Landsborough. James was born in the 1860s. He worked as a sawyer in the Landsborough district for approximately fifteen years, working for the Lander Family (associated with Lander's Chute, a timber chute on the Blackall Range) and then as a bullock driver for William Grigor. He then worked in a variety of other jobs and was variously located in Buderim, Mooloolah Heads and Woombye. He eventually moved back to Landsborough and married Miss B Burgess, the step daughter of Isaac Burgess. By 1926, Orrell and Burgess had two sons, eight daughters and twenty-two grandchildren. The bakery was later named 'Hunt's'. The original oven was constructed from ant bed, which was then replaced by the current brick structure.



Description	
<p>The former bakery occupies a corner block in the town centre. The site included the shop, the bakehouse and a small ancillary structure (not included in the assessment).</p> <p>The shop faces Cribb Street and consists of a low-set weatherboard clad timber structure with corrugated iron clad roof, hipped at the rear and gabled at the front. The façade is chamferboard clad and extends to a curved stepped parapet bearing the name of the business (the original inscription was Miers &amp; Orrell's Landsborough Bakery). A corrugated iron clad awning supported by what appears to be original, tapered stop chamfered posts spans the entire front and features a scalloped bracket / valance (front section not original). The recessed entrance is flanked by double sash windows replacing earlier shopwindows with fanlights. A later extension with skillion roof has been added at the northern elevation. On the southern elevation are two sash windows with metal window hoods (not original).</p> <p>The bakehouse is set along Mill Street and connects to the rear of the shop via a further extension (also with skillion roof). The building consists of a low-set rectangular brick structure with corrugated iron clad hipped roof. The former chimney has been removed, the windows have been replaced and a number of doors on the south-western corner have been filled in.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016
References	
<p>Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.</p> <p>Nambour Chronicle and North Coast Advertiser, 8 January 1926, 7.</p> <p>Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.</p> <p>Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</p>	

### Landsborough Court House

<b>Local Place ID Number</b>	LBH4	
<b>Street Address</b>	12 Caloundra Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	4CG4024	No GPS Coordinates
<b>Other Names</b>	Landsborough Court House and Police Station.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough Court House is important in demonstrating the evolution of the Sunshine Coast Council area's history. It represents the growth and development of Landsborough from its early settlement in the 1880s when the original police station and court house were constructed, in particular the importance of the railway and proximity to the railway station.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Landsborough Court House is important in demonstrating the principal characteristics of court houses in the Sunshine Coast Council area. Court houses were (and remain) important buildings in the community, and their architectural design reflects the nature and size of the community in which they are located at the time of construction.

### Historical Context

The Landsborough Court House is part of a government precinct that included the former Police Station and post office. The court house and police station (separate buildings) were constructed in 1941, replacing the original police station and court house located on the corner of the Gympie and Maleny roads. They were representative of standard designs for such buildings at the time. The replacement was motivated by the Landsborough Shire Council, which felt the earlier station and court house was 'out of date' and 'too far away from the railway station' (Telegraph, 26 August 1936: 10).

### Description

The Landsborough Court House occupies the middle section of the northern half of a large site southeast of the CBD. A residence is located to the west and the police station is situated to the east. The southern half of the block is partially covered with bushland and there is a further residence on the south-western boundary. The residences and police station are not included in this assessment.

The court house consists of a weatherboard clad T-shaped timber structure on medium stumps with corrugated iron clad roof, hipped at the front and gabled at the rear. A partially enclosed verandah (with weatherboard and recent

awning windows) covered with skillion roof spans the entire front. The main access is via steps onto a gabled porch and there is also a ramp leading onto the verandah from the side. The verandah back wall shows exposed framework and VJ cladding. A French door with fanlight leads into the building. A number of 6-light casement windows (window with six glass panes) protected with paling skillion window hoods are located on the side elevations. A slightly lower gable roofed extension joins onto the main structure at the rear.

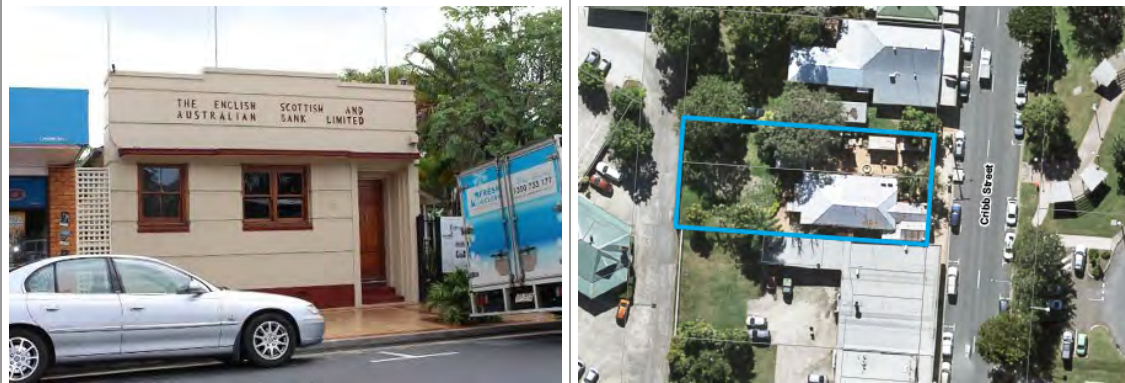
What appears to be the former lock-up is situated at the back of the building and consists of a small low-set weatherboard clad timber structure on stumps with short sheeted corrugated iron clad gable roof.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

**References**  
 Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Landsborough English Scottish and Australian Bank (former)**

<b>Local Place ID Number</b>	LBH18	
<b>Street Address</b>	38 Cribb Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	3RP217605, 4RP217605	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough English Scottish and Australian Bank (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first purpose-built bank in Landsborough. It also reflects the pattern of the region's history, as the ES & A Bank was a prominent banking institution in the Sunshine Coast in the early- to mid- twentieth century, before its merger with the ANZ Bank. The bank had buildings and branches in most of the major towns in the Sunshine Coast.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Landsborough English Scottish and Australian Bank (former) is important in demonstrating the principal characteristics of historical banks in the Sunshine Coast Council area, primarily the presence of a residence at the rear of the bank building, a common feature in early banks in growing towns (for example, the former ES & A Bank in Palmwoods).
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Landsborough English Scottish and Australian Bank (former) is important because of its aesthetic significance. The brick façade presents an imposing face of the building, an approach that demonstrated the wealth and stability of the bank, and also made a strong contribution to the streetscape in Cribb Street.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Landsborough English Scottish and Australian Bank (former) has a special association with the ES & A Bank Limited, which maintained a substantial presence in any Sunshine Coast Council area towns for around seven decades in the twentieth century.

**Historical Context**

The English, Scottish & Australian (ES & A) Bank branch in Landsborough was opened in c1922. It was the first purpose-built bank building in the town, reflecting its growth in that period, in particular the development of the town centre on Cribb Street. The ES & A Bank was a prominent banking institution in the Sunshine Coast region, opening branches in Palmwoods, Landsborough, Maleny, Yandina, Nambour, Kenilworth, Eumundi, Caloundra, Eudlo and Beerwah.

The original building was a small timber premises and it did not include a residence. A residence was added to the building in 1922; it was integrated with the bank premises, rather than detached. The front elevation of the building was substantially remodelled in 1938 with the addition of a brick façade. The new face of the building projected the progress of Landsborough and confidence of the bank in the district in this period. The ES & A Bank eventually merged with the ANZ Bank and the Landsborough branch either moved or was closed sometime before 1990. The former bank premises were used as a real estate office by 1991 and has been utilised for various commercial purposes since that time.

Description	
<p>The former Landsborough English Scottish and Australian Bank is located on the western side of Cribb Street in the town's CBD on a site including the bank building, attached residence and a garden with some mature plantings at the rear. On the north-eastern corner is a small courtyard delineated by a recent wrought iron fence. The property has been subdivided and a narrow lot has been created to the north containing a paved courtyard also delineated by a wrought iron fence.</p> <p>The former bank building addresses the street and consists of two small lowset weatherboard clad timber structures on stumps with corrugated iron clad gable roof joined at the side elevation. A rendered brick façade with Art Deco style elements, including banding, curved awning and Art Deco lettering reading 'THE ENGLISH SCOTTISH AND AUSTRALIAN BANK LIMITED', spans the front of both structures and finishes in a stepped parapet. (This 1938 façade replaced the earlier timber clad one that featured an embattled parapet with decorative brackets, a straight awning supported by decorative soffit brackets and a different door/window arrangement.) The front access is via a recessed entrance with solid timber door on the right and there are two sash windows (not original) with accentuated sills to the left. The northern elevation has a central French door (later addition), flanked by a sash window on both sides. A skillion hood with slatted sides spans the windows and door (not original).</p> <p>The residence (1922) joins onto the rear of the bank building and consists of a lowset weatherboard clad timber structure on stumps with corrugated iron clad hipped roof. A verandah, enclosed with weatherboard and three- light windows spans the northern elevation. Access is from the front (east) and there is also a side entrance from the courtyard.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016
References	
<p>Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007. John Oxley Library. Landsborough Historical Museum images. Nambour Chronicle and North Coast Advertiser 11 February 1938.</p>	

### Landsborough Leeding House

<b>Local Place ID Number</b>	LBH6	
<b>Street Address</b>	10 Maleny Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	3RP145504	No GPS Coordinates
<b>Other Names</b>	Leeding's House.	



Heritage Significance	
Criteria	Definition
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Landsborough Leeding House demonstrates the principal characteristics of a substantial 'Queenslander' style house constructed in the early twentieth century. Characteristics include the truncated corrugated iron-clad pyramid roof, verandah wrapping around the house, a detached kitchen and various decorative features such as stop-chamfered posts, brackets, crown and collar moulds, lattice panelling and dowel balustrade.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Landsborough Leeding House is important to the Sunshine Coast Council area for its aesthetic significance. It is a particularly fine and intact example of a 'Queenslander' style house constructed in the early twentieth century.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Landsborough Leeding House has a special association with the life of Arthur Leeding, one of the earliest and most prominent of Landsborough's residents.
Historical Context	
<p>Landsborough Leeding House is so-named for the Leeding family, in particular Arthur Leeding. Leeding's sister, Sarah, married Henry Dyer in Roma. Henry and Sarah moved to Landsborough in 1886 to take over the butcher shop there. Arthur soon followed, working as a butcher until 1910 (presumably for Dyer). In 1910, he built a house and became a blacksmith. He also served on the Landsborough Shire Council for nine years. He died in 1951.</p>	

Description	
Landsborough Leeding House is located on the corner of Maleny and Stephens Streets in the centre of town. The large fenced block includes the residence and related infrastructure (not of heritage significance) on the street corner, while the remainder is covered with native vegetation.	
The house consists of a rectangular timber structure on medium height stumps with a truncated corrugated iron clad pyramid roof. A verandah with separate skillion roof wraps around most of the building and joins onto a weatherboard clad detached kitchen with corrugated iron clad gable roof on the southern corner. Verandah features include stop chamfered posts with decorative brackets, crown and collar moulds, lattice panelling, and two rail dowel balustrade – all features are visible in a historic image and are likely to be original or sympathetically repaired. The verandah back wall shows exposed framework and VJ tongue-and-groove cladding. The main entrance is from Maleny Street via some timber steps showing the remnants of a later (not original) awning. A timber door and French doors lead into the building. Adjacent to the entrance gate is what appear to be remnants of the original fence.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016
References	
Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.	
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.	
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	

### Landsborough Mellum Club Hotel

<b>Local Place ID Number</b>	LBH7	
<b>Street Address</b>	32 Cribb Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	6RP858465	No GPS Coordinates
<b>Other Names</b>	Mellum Club Hotel, Landsborough Pub.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough Mellum Club Hotel is important in demonstrating the evolution of the Sunshine Coast Council area's history. The establishment of hotels in new settlements was common (thus reflecting the pattern of the region's history). However, the relocation of the hotel to Cribb Street in 1914 and the substantial remodelling of the façade in 1970 mark two key phases of the region's evolution. First, was the importance of the railway station in Landsborough, the desire of business owners to be close to it and the historical anomaly of its private ownership (and lack of development) until the 1910s. Second, the remodelling of the façade coincided with the substantial demographic changes in the region, exemplified by the shift of the Landsborough Shire Council to Caloundra only two years earlier, and the rapid growth of Caloundra at the expense of Landsborough in this period. The desire to modernise the hotel is clearly associated with this broader evolution of the region in this period.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Landsborough Mellum Club Hotel demonstrates a rare aspect of the region's history, as one of the only hotels dating from the 1880s that remains extant, albeit with modifications over time. Most timber hotels dating from the nineteenth century in the region have either been demolished or destroyed by fire in the past. Any extant fabric associated with that period would be particularly significant.

Historical Context	
The Landsborough Mellum Club Hotel has undergone substantial alterations over time. The original appearance of the hotel appears to have been retained until at least 1913. A protruding gable facing Cribb Street was added after its relocation in 1914. By 1970, the hotel had only been altered slightly (externally), with the original verandah balustrading replaced with weatherboards.	
The Landsborough Mellum Club Hotel underwent a significant transformation in 1970. The ground floor façade was replaced with brick and extended further out from the building than the original verandah. The façade was (and remains) punctuated by narrow, vertical blades, which lend the hotel a more 'modern' appearance. Both the ground and first floor verandahs were enclosed. The ground floor façade was decorated with facing bricks. A narrow, flat awning extended out from the building on the Cribb Street side, which was replaced by the current bullnose awning (date unknown). The effect of the more recent changes has been to reduce the impact of the modern style applied in 1970 and align its appearance with a more 'old' (i.e. timber and tin) style of hotel, although the changes are only cosmetic. The date of the changes to the hotel is suggestive, as the Landsborough Shire Council had only recently	

shifted to Caloundra and the growth of the coastal town was already impacting on the original seat of government in the local area and its earliest (surviving) town.

**Description**

The Mellum Club Hotel occupies a prominent corner in the CBD opposite the railway station. There is some mature vegetation on the southern and north-western boundary as well as some landscaping throughout. The site includes the hotel with various extensions and also a detached building to the south (drive-through bottle shop) and ancillary structures on the western boundary – the latter buildings are not of heritage significance.

The Mellum Club Hotel consists of a double storey timber structure with corrugated iron clad hipped roof with a small protruding gable at the façade facing Cribb Street. The gable features decorative bargeboards, slats and an extended finial with cross-bracing. Earlier latticework on the lower section is no longer extant. The original verandah, covered by a separate bullnose roof, spanning both levels and wrapping around the north-eastern corner, has been enclosed with weatherboard and banks of windows on the upper level and replaced by masonry section walls, featuring splitface blocks framed by protruding ‘blade’ sections, also with banks of windows on the lower level. The changes resulted in the removal of original doors and windows. These alterations undertaken in the 1970s have drastically altered the appearance of the building, giving it a more ‘modern’ look. A recent cantilevered bullnose awning extends over the footpath, includes the bottle shop building and wraps around the north-eastern corner. Reportedly, the early core of the hotel is still intact.

A rectangular single storey extension with corrugated iron clad gable roof is attached on the north-western elevation. This appears to be a later addition and features a verandah with bullnose roof and a beer garden at the rear. There are also further extensions and ancillary structures of various age and fabric.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

**References**

- Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Pictures, ‘Mellum Club Hotel’.
- Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

**Landsborough Peace Memorial Park**

<b>Local Place ID Number</b>	LBH8	
<b>Street Address</b>	Maleny Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	2CG4144	No GPS Coordinates
<b>Other Names</b>	Peace Memorial Park.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
Statement	The Landsborough Peace Memorial Park is important in demonstrating the pattern of the Sunshine Coast Council area’s history, as it was common for communities to establish memorials for soldiers from the local district who fought in World War I.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Landsborough Peace Memorial Park has a special association with the Landsborough community as a memorial for soldiers from the district who served during World War I.

**Historical Context**

The Landsborough Peace Memorial Park was established in 1920. The land was a reserve (and as indicated above, possibly a race track, part of James Campbell’s settlement at Mellum Creek to support the timber getters in the area) and the Landsborough Shire Council requested that the State Government set aside 20 acres of the reserve in 1919 for the purposes of a memorial park. The idea for the park was put forward by the Landsborough Soldiers Memorial Committee in 1918. It was called the ‘Peace Memorial Park’ by late 1919 and events were held at the park by mid-1920. A cricket pitch was also installed in the park that year. The School of Arts building also became a soldiers’ memorial hall in this period and the choice of memorials – a hall and park – reflected a decision by the community to honour soldiers with ‘practical’ memorials rather than statues or similar memorials, the latter more common throughout Queensland and Australia more generally. The park was located directly across the road from the Shire Council Office and Residence – the former building remains in situ, but is now a private residence.

The park was improved in 1923 with the introduction of cast iron memorial gates and reinforced concrete gate posts, the former inscribed with the letters 'LPMP' (Landsborough Peace Memorial Park). The gates were made and built by Walter Lord, a local resident. A rotunda was erected in the park in 1926, which included locker rooms, room for the sale of refreshments and space for 200 people. The park was also fenced and benches installed for spectators to view sporting events. A 'Sausage Tree' *Kigelia Africana* was planted near the memorial gates in 1924, one of a number of such trees planted in the district in that year (and a popular ornamental tree in Queensland in this period). The rotunda was removed in the 1970s and since this period the focus on sports in the park is reflected in the construction of various sporting facilities including tennis courts and a building designed, amongst other things, to facilitate commentary on cricket matches.

**Description**

The Peace Memorial Park comprises a large block on the western outskirts of town with mature vegetation on the north-western, western and south-western boundary framing the circular oval (with cricket pitch). Some signature trees are planted along the Maleny Street frontage, including a Sausage Tree (*Kigelia Africana*), planted c1924. The main entrance is via the Peace Gates at the street frontage, a set of decorative wrought iron gates featuring stylised garlands and the lettering 'LPMP' (Landsborough Peace Memorial Park) in the centre of each wing. The gates are suspended from tall rendered pillars with stop chamfered edges and pyramid cappings flanked by smaller pillars with similar design on either side; decorative concrete elements are set in between. A rotunda (built 1926) on high stumps was located inside the park near the gates; this structure was removed in the 1970s. A low timber fence (not original) extends from the entrance and encircles part of the oval. A judge's box is situated at the fence in the north. In the south-eastern corner are tennis courts and amenities.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

**References**

Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

**Landsborough Police Station (former)**

<b>Local Place ID Number</b>	LBH9	
<b>Street Address</b>	40 Maleny Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	1L25822	No GPS Coordinates
<b>Other Names</b>	Former Police Station.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Landsborough Police Station (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The establishment of the station reflected the steady growth of Landsborough as a settlement and the scale of development within the town's proximity in the late nineteenth century, in particular the construction of the North Coast Railway.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Landsborough Police Station (former) demonstrates a rare aspect of the Sunshine Coast Council area's history, as the earliest extant police station and court house in the region.

**Historical Context**

The police station and court house was requested by local residents of Landsborough in the 1880s because of several violent incidents, influx of railway construction workers and the lack of a police presence within close proximity to the settlement. The station and court house were in use from 1889 through to 1941, when a new police station and court house were erected along Caloundra Road. The replacement was motivated by the Landsborough Shire Council, which felt the earlier station and court house was 'out of date' and 'too far away from the railway station' (Telegraph, 26 August 1936: 10).

The building has undergone some changes over time. Comparison of photographs from the first decade of the twentieth century and the 1930s indicate changes to the northern elevation of the structure, including the addition of a projecting gable (this change occurred during the use of the building as a police station and court house). The original entrance was also removed, presumably when the building was converted to a private residence, but the overall form of the building as it appeared in the 1930s remains substantially intact.

Description	
<p>The Landsborough Police Station (former) is located on the south-eastern side of the intersection of Maleny and Gympie Streets to the northwest of the town centre. The site includes the building and associated structures in the northwest and mature vegetation and grassed areas in the remainder. A fence comprising corrugated metal panels as well as timber paling sections delineates the property from the street.</p> <p>The former police station addresses Gympie Street and consists of a lowset weatherboard clad rectangular timber structure on stumps with corrugated iron clad truncated pyramid roof replacing the earlier hipped roof configuration. A complex gable roofed projection extends from the north-western corner to the north (a later addition) with a further roof gable protruding to the west; both roof gables are clad with vertical boards, replacing the former weatherboard and circular vent.</p> <p>Originally, the entrance was from Gympie Street (Road) via a gabled porch into the western projection. However, this is no longer extant and the only remaining feature are two tall sash windows with skillion window hoods with slatted side panels (not original). A verandah with slatted balustrade and covered under the main roof joins onto the western projection and is partially enclosed with weatherboards towards the south-western corner. There are a number of three-light casement windows with skillion hood on the enclosed section.</p> <p>The northern projection also features windows with window hoods. A verandah covered under the extended main roof joins onto the northern projection in the east and features a slatted balustrade. French doors with fanlights provide access into the building. The eastern elevation has a stove recess with skillion roof.</p> <p>The former Landsborough Police Station has been altered and extended during its ownership by the Commonwealth and has been converted to a residence at a later stage.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016
References	
<p>Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.  <a href="https://www.realestate.com.au/sold/property-house-ql-landsborough-121120370">https://www.realestate.com.au/sold/property-house-ql-landsborough-121120370</a>, accessed 23/11/2016.            Picture Sunshine Coast.            Telegraph, 26 August 1936, 10.</p>	

### Landsborough School of Arts Memorial Hall

<b>Local Place ID Number</b>	LBH12	
<b>Street Address</b>	485 Old Landsborough Road, Landsborough	
<b>Title Details/GPS Coordinates</b>	1RP3389, 2L2588	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough School of Arts Memorial Hall is important in demonstrating the pattern of the Sunshine Coast Council area's history. School of Arts were typically built in towns and settlements throughout the Sunshine Coast Council region in the nineteenth and early twentieth century and they served the local community both as a library and public hall, two important social and cultural functions in this period.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Landsborough School of Arts Memorial Hall is important in demonstrating the principal characteristics of School of Arts buildings in the Sunshine Coast Council area. This is typified by the design of the building, particularly the project wings off the entrance and the remainder of the building occupied by the hall and stage.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Landsborough School of Arts Memorial Hall has a special association with the Landsborough community, as a memorial to the soldiers from the district that fought in conflicts in the twentieth century (in particular World War I), and as a community facility that has functioned for nearly a century.
Historical Context	
<p>The School of Arts Memorial Hall was opened in 1924. School of Arts halls were important cultural facilities in Queensland towns. They generally consisted of a library, reading room and community hall, and they served the intellectual and cultural needs of communities prior to the establishment of Council libraries in the second half of the</p>	

twentieth century (many of which were established with the books originally collected by the local School of Arts).

Planning of the School of Arts was underway as early as 1915. A School of Arts committee was formed that year, and the land for the School of Arts was donated by John Tytherleigh, owner of 'The Palms', an early and prominent businessman and the first Chairman of the Landsborough Shire Council in 1912. The road the building was eventually built facing – now referred to as 'Old Landsborough Road' – had only just been formed at this time.

By 1919, plans for the hall now included a memorial component, given World War I had only recently ended. Some communities across Australia chose to erect 'practical' memorials that could be used by the community, rather than statues, and Landsborough chose two of these: Landsborough Peace Memorial Park (opened in 1922, but acquired by the Council in 1920) and the eventual School of Arts. The proposed building at its core was nonetheless required as a public hall. In 1920, Edward, the Prince of Wales, visited Australia and most of its cities and towns, including Landsborough. A journalist describing the 'Repatriation Dance' held in Mellum Hall (probably the former 'Dyer's Hall') after the Prince's visit wrote: 'The dance further emphasised the need for a larger hall for social purposes, in fact for one at least twice the size'. The School of Arts was proposed to fulfil that function.

Fundraising continued and work on the hall began in 1923 and it was finally opened in May 1924. The design of the building reflected the common approach to School of Arts halls in regional towns: two projecting wings were located either side of the entrance and the remainder of the building was occupied by the hall and stage. The two rooms typically held the library and served as a reading room, respectively. The building has undergone some alterations over time. Alterations include an extension to the rear of the building, the enclosure of the space under the building, an entrance porch and access ramp. However, the alterations have not substantially affected the original form and design of the building. Indeed, even minor elements such as the small windows along the length of the hall (under the roof eaves) remain intact.

**Description**

The Landsborough School of Arts Memorial Hall is located on a sloping site spanning two lots close to the town's central business district. There is some landscaping at the front of the hall.

The building addresses the street and consists of a highset T-shaped timber structure on stumps, partially closed-in underneath with masonry block and weatherboard. The building is clad with chamferboard at the façade and weatherboard on the side elevations. The roof is clad with corrugated iron sheeting and features three gables, one at the façade and two at the ends of the transverse section. All gables feature extended eaves with bargeboards, slatted roof gable panels and short finial (a sympathetic replacement as the original finials were significantly longer). The main access is from the front via timber stairs onto a gabled porch. The porch is a later addition (post 1994) and features similar decorative elements as the roof gables as well as arch brackets. The stairs have been remodelled to fit the porch and a ramp has been added. The original six-light casement windows have been replaced with sash configuration and skillion window hoods and bars (at the front) have been added. There are two side entrances, both via stairs onto a small gabled porch. An original annex with skillion roof joins onto the rear of the hall.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

**References**

- Chronicle and North Coast Advertiser, 13 August 1920, 4
- Chronicle and North Coast Advertiser, 27 August 1915, 5.
- Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.
- Nambour Chronicle and North Coast Advertiser, 9 May 1924, 10.
- Picture Sunshine Coast.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Landsborough Shire Council Chambers (former) (State heritage place)**

<b>Local Place ID Number</b>	LBH13	
<b>Street Address</b>	4-6 Maleny Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	3RP76609	No GPS Coordinates
<b>Other Names</b>	Landsborough Historical Museum.	





Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Opened in 1924, the former Landsborough Shire Council Chambers, a modest, low-set, single-storey timber building on Maleny Street, Landsborough, was the first purpose-built council chambers for the Landsborough Shire Council. Although the building has been altered and has received a major extension, the original form is evident.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The place is important for its association with the work of architect Walter Carey Voller.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Residential in scale, the building contributes a dignified civic presence to the streetscape.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Sustaining a local government presence from 1924 to 1974, the former Landsborough Shire Council Chambers is important for its association with the Landsborough Shire Council and the local community and illustrates the development of local government in the region.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	(Criterion under review)
Historical Context	
Refer to Queensland Heritage Register ID#601915.	
Description	
Refer to Queensland Heritage Register ID#601915.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016
References	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Landsborough Shire Office (former)

<b>Local Place ID Number</b>	LBH14	
<b>Street Address</b>	51 Maleny Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	16SP175827 (Part)	No GPS Coordinates
<b>Other Names</b>	Landsborough Shire Office (Former), First Shire Office	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough Shire Office (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first official Shire Council office, built only one year after the Landsborough Shire Council was created. Moreover, its location reflects the original town centre of Landsborough, which was based on and around the Gympie Road, rather than the railway.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Landsborough Shire Office (former) demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage, as the earliest surviving Shire Council building in the Sunshine Coast Council area.
Historical Context	
<p>In 1912, the 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. The office and residence – the building is still in its original location – was built on the Maleny-Landsborough Road and the first meeting was held in the office on the 13th of June, 1913. The location of the residence and office was indicative of the location of the town at that time, centred on and around Gympie Road – Cribb Street had not yet been constructed.</p> <p>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 shift to the new chambers also entailed the move to a new location – this time near Cribb Street. The new location reflected the broader shift of the town from near the Gympie Road closer to the railway station. It is unclear when the Council disposed of the property, although it is understood</p>	

the building was used as a hospital during World War II (there was a substantial number of service personnel based in the Sunshine Coast during the war). 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. The continued existence of all three former Shire Council buildings is unique in the Sunshine Coast Council area; the earlier iterations of the Maroochy Shire Council, for example, are no longer extant.

**Description**

The former Landsborough Shire Office is located on an elevated site toward the north-western corner of the lot and is fronted by mature vegetation. The buildings consists of a highset chamferboard clad timber structure on stumps with corrugated iron clad pyramid roof. An extension with gable roof protrudes from the south-western side and a further extension is located on the north-western corner. A verandah spans the eastern side of the building, including the gabled extension. The verandah back wall shows exposed framework. The windows are sash configuration (possibly original or sympathetically replaced). Decorative features of the building include ornate bargeboards, slated roof gable panels, window hoods supported by ornate brackets, arched verandah brackets and an arched doorway with fan and sidelights.

**Other Statutory Listings** No statutory listings

**Non-Statutory Listings** National Trust of Queensland

**Inspection Date** 10/03/2016

**References**

Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.

Picture Sunshine Coast.

Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.

Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Landsborough The Palms**

<b>Local Place ID Number</b>	LBH15		
<b>Street Address</b>	5 Gympie Street North, Landsborough		
<b>Title Details/GPS Coordinates</b>	7RP8412, 8RP8412, 9SP121131	No GPS Coordinates	
<b>Other Names</b>	'The Palms'.		



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Palms is important in demonstrating the evolution of the Sunshine Coast Council area's history. The house provides material evidence of the location of the original Landsborough town site and its relation to the Gympie Road. Tytherleigh's shop, located on the same property as the house, was only moved in 1914 when Cribb Street – and the current town centre of Landsborough – was created.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Palms is important to the Sunshine Coast Council area because of its aesthetic significance. It is a good example of a turn-of-the-century house, with an extension dating from a relatively early period. The house remains largely intact. The mature palm trees from which the name of the house was derived remain intact and contribute to the aesthetic significance of the property. The house and palms are also located on a prominent corner location, further emphasising the identified aesthetic qualities.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Palms has a special association with the life of John Tytherleigh, an early and prominent resident of Landsborough. His commercial and political contributions also made an impact on the wider region, making him an important figure in the history of the Sunshine Coast Council area.

**Historical Context**

John Tytherleigh was one of Landsborough's (and indeed the Sunshine Coast's) most prominent citizens. He migrated from Islington, England to Brisbane in 1886. In c1890 he began working for Daniel McNab, who had a drapery store in Brisbane. McNab opened a store in Landsborough located on the Gympie Road (now Gympie Road South) in 1894. Tytherleigh eventually decided to open his own store, known as 'The New Enterprise Store' – the company was advertised as 'drapers and tailors', but the store also stocked other items such as crockery, tinware, ironmongery, shoes and stationary. He first operated from the verandah of the public hall built by Campbell; he later purchased the hall and the land and allegedly moved it to face the road.

Tytherleigh built a new house (replacing a slab hut) on the same allotment as the shop in c1900. The house was known as 'the Palms' from at least 1930, suggesting the palm trees had been planted prior to that date. He also

appears to have built a new shop around this time, which dominated the front of the allotment. By this stage, the business was named 'SPQR', an acronym for 'Small Prices Quick Returns'. Tytherleigh moved his business to Cribb Street in 1914, when that street was created. His store was dismantled and the material used to construct the new store. A gable extension was added to the front of the house sometime after 1914; the style of the extension indicates it was probably constructed in the 1910s.

Tytherleigh became a major merchant in the Sunshine Coast Council region, opening stores in Maleny, Woombie and Caloundra. He purchased shares in the Maleny Co-operative Dairy Association and established a dairy at Baroon Pocket. He served as a Councillor in the Caboolture Shire Council and was the first Chairman of the Landsborough Shire Council in 1914. He was a prominent advocate for the Bruce Highway and oversaw the development of key roads in the region, including the Landsborough-Maleny Road and Caloundra Road. He is also associated with tourism developments, including the King's Pavilion at King's Beach. He retired to Caloundra and died in 1958.

**Description**

The Palms is located on a block spanning three lots on the intersection of Gympie and Maleny Streets. The landscaped site comprises a number of structures including the residence, a rear shed and a carport as well as a swimming pool. Along the Maleny Street frontage are seven mature palm trees. This assessment is for the residence and the palm trees, as the other site elements are not considered significant.

The residence addresses Gympie Street and consists of a lowset timber structure with corrugated iron clad hipped roof. A rectangular chamferboard clad extension with corrugated iron clad roof, hipped at the rear and gabled at the front, is added on the south-western elevation. It appears that this extension combines an early/original detached kitchen at the rear and a later front gable with a bay window with separate roof. Decorative features on the gable include a scroll finial, slatted roof gable panel and a band of small four-light windows at the upper section of the bay window. A partially enclosed verandah with separate skillion roof wraps around the front and north-eastern side (fully enclosed) before joining onto a recent skillion roofed addition at the rear of the building. There is also a partially enclosed verandah running along the extension on the south-western side. The front access is via some steps onto the verandah at a small gable roofed section. The entrance door shows side- and fanlights and there are also a number of French doors leading into the building. Early/original windows are mainly sash configuration.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

**References**

Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Landsborough Uniting Church (former)**

<b>Local Place ID Number</b>	LBH16	
<b>Street Address</b>	16 Maleny Street, Landsborough	
<b>Title Details/GPS Coordinates</b>	5RP3388	No GPS Coordinates
<b>Other Names</b>	Landsborough Primitive Methodist Church.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough Uniting Church (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. As the first purpose-built church in Landsborough it demonstrates the growth of the settlement in the late nineteenth century, particularly the impact of the North Coast Railway that had only recently been extended to Landsborough. Its removal to its current location in the 1930s further illustrates the shift of the Landsborough town centre from Gympie Road to a location closer to the railway station after 1914.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Landsborough Uniting Church (former) demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage, as one of the oldest surviving churches in the region.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Landsborough Uniting Church (former) is important in demonstrating the principal characteristics of early timber churches in the Sunshine Coast Council area, particularly the simple design and general lack of adornment.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Landsborough Uniting Church (former) has a special association with the former Methodist (and later Uniting) church community in the Landsborough district, as the principal place of worship for over eighty years.
<b>Historical Context</b>	
<p>The first Methodist services in Landsborough are claimed to have been held as early as 1871, although this is difficult to imagine given the relative sparsity of settlement at the time (possibly only Burgess). Nonetheless, as the settlement grew so did the need for a purpose-built church. The current building was built in 1892 and, like many of the early buildings in Landsborough, was located on Gympie Road. It was originally roofed with shingles and it did not have an entrance porch at this time. It appears to have been the first purpose-built church in Landsborough and one of the earliest churches built in the former Landsborough Shire (and indeed the Sunshine Coast Council area). Its construction in 1892, so close to the extension of the North Coast Railway to the town, illustrates the impact of the railway to the development of Landsborough in this period.</p> <p>The church congregation steadily grew, so much so that by 1929 the first resident minister was installed; his manse (house) was located across from Landsborough Peace Park. The church building was then moved in 1931 to its current location – as with other buildings and services, it was shifted to be closer to the town centre based on Cribb Street and the railway station. The shingle roof was replaced with corrugated iron and it is possible that the entrance porch was also added at this time. Later that decade, the ground under the church was excavated and a hall constructed for Sunday School and church social events. The current windows of the hall, and a concrete floor, were installed in the 1950s. The Methodist Church of Australasia merged with the Australian Presbyterian Church and Congregational Union to form the Uniting Church in 1977. Reflecting the broader demographic shift in the region, the denomination shifted to Caloundra.</p>	
<b>Description</b>	
<p>The former church was relocated to the present site at the front of an elongated lot. The building addresses the street and consists of a rectangular weatherboard clad timber structure, originally lowset and raised onto medium height stumps during relocation and currently enclosed underneath. The church has a corrugated iron clad gable roof with simple short finial with bracing bar (a later addition). Access is via timber stairs onto a small partially weatherboard clad gabled porch, also with finial with bracing bar. A frame formerly supporting the bell is extant at the porch gable, however the bell is removed. The porch was added to the building after restumping. The original pointed arch entrance door configuration, which appears to have been the only original external embellishment, is still extant. There are eight casement windows with straight top, two at the front and three on each side.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
<p>Erica Riis, Historic Landsborough, with much technical assistance from John Stitt, Gordon Kubank and John Groves, Caloundra, Erica Riis, c2007. Picture Sunshine Coast. Sunshine Coast Branch of the National Trust and the Shire of Landsborough Historical Society Inc., Landsborough: Heritage on the Move, 1984. Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016. <i>Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</i></p>	

### Mellum Creek Cemetery

<b>Local Place ID Number</b>	LBH19	
<b>Street Address</b>	Gympie Street North, Landsborough	
<b>Title Details/GPS Coordinates</b>	711CG6392 (part)	No GPS Coordinates
<b>Other Names</b>	'R138'.	
		
<b>Heritage Significance</b>		
<b>Criteria</b>	<b>Definition</b>	
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>	
Statement	The Mellum Creek Cemetery is important in demonstrating the evolution of the Sunshine Coast Council area's history, as the first cemetery in Landsborough.	

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Mellum Creek Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular the location of the unmarked graves in the cemetery.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Mellum Creek Cemetery is important because of its aesthetic significance. Its setting in a largely native bushland (and section of cleared ground), memorial cairn and absence of headstones creates an evocative context that prompts reflection on the early settlement of the district and the trials and hardships of the early settlers.
<b>Historical Context</b>	
Mellum Creek Cemetery appears to have been the first cemetery in Landsborough. The cemetery was noted on a survey undertaken by Alfred Delisser in 1885. The cemetery was located on the Gympie Road, northeast of the settlement in Mellum Creek at the time. The so-called 'Beech' or 'Bribie' cemetery, located some distance away from the Mellum Creek Cemetery, was formally gazetted in 1886 and this became the first gazetted cemetery for Landsborough.	
<b>Description</b>	
Mellum Creek Cemetery is located on the northern side of Gympie Street North, north of the town centre. The approximately triangular site is bounded by the Addlington Creek in the north, the North Coast Railway Line to the west and Gympie Street in the south and is delineated by a timber log post and rail fence. Along the creek is native vegetation, extending south in the east.	
The cemetery does not include any marked graves, however, it is likely that there are several unmarked burials. A memorial plaque attached to a boulder provides information on four people reportedly buried in the cemetery. The inscription reads 'IN MEMORY OF EARLY SETTLERS IN THE LANDSBOROUGH DISTRICT BURIED ON THIS SITE. LOUISA BROWN JUNE 3 1883, WALTER WM PERCIVAL FEB.28 1885, LAWRENCE GRAVES APRIL 1 1885, ELIZABETH ORRELL DEC 30 1885'.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.
<b>References</b>	
Roxanne Giles, The Forgotten Cemeteries, October 2015, unpublished paper.	

### Public Air Raid Shelter, Landsborough Railway Station (State heritage place)

<b>Local Place ID Number</b>	LBH11		
<b>Street Address</b>	1 Caloundra Street, Landsborough		
<b>Title Details/GPS Coordinates</b>	121CP827064 (Part)	No GPS Coordinates	
<b>Other Names</b>	Landsborough Public Air Raid Shelter and Railway Station.		



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Landsborough Railway Station Public Air Raid Shelter is important as a surviving component of the Air Raid Precautions that were implemented as part of the defence of Queensland during World War II. Designed to afford protection for civilian and military travellers at Landsborough railway station in the event of a Japanese air raid, the shelter is important in demonstrating the impact of World War II on Queensland.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The place is a rare surviving example of a public air raid shelter built by Queensland Railways during World War II. It is one of only two railway station shelters surviving on the North Coast railway line, the other being located at Maryborough. Only four such shelters survive in Queensland, the only Australian state to build air raid shelters at railway stations.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The shelter is a good example of a public air raid shelter designed by Queensland Railways during World War II to provide protection for the travelling public during air raids. Characteristic of air raid shelters constructed in Queensland, it is sited to accommodate a floating population concentration, is rectangular in plan, has reinforced concrete blast walls and roof, two entrances to the same side and dog-legged air vents to the long sides.
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#602709.	

Description	
Refer to Queensland Heritage Register ID#602709.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016
References	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

## 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.

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.

### Further references

'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.

## Dunlop and Hankinson Graves

<b>Local Place ID Number</b>	MLY6	
<b>Street Address</b>	Bunya Street, Maleny (near 16 Bunya Street, Maleny)	
<b>Title Details/GPS Coordinates</b>	248MCH2290	No GPS Coordinates
<b>Other Names</b>	Dunlop Graves.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Dunlop and Hankinson Graves are important in demonstrating the pattern of the Sunshine Coast Council area's history. The early settlement of the region was relatively sparse and it was often the case that settlers did not have access to cemeteries. Consequently, people were buried in small plots on selections, as was the case for Dunlop and Hankinson, as well as other examples in the region including William Landsborough (Golden Beach) and the Grigor Graves (near Bankfoot House).

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Dunlop and Hankinson Graves have a special association with Jane and Francis Dunlop, early and notable settlers in the Sunshine Coast Council area and in particular Landsborough and Maleny.

**Historical Context**

The grave sites are for Jane Dunlop and Margaret Fletcher Hankinson. Jane was Francis Dunlop's mother and was born in 1827. Her husband, Francis Snr, worked for the sawmiller William Pettigrew in his Brisbane sawmill. Francis Snr predeceased Jane, and in 1875 Pettigrew asked Jane if she would manage his newly-acquired property at Bald Knob, near Landsborough. Pettigrew was one of the earliest landowners in the district, along with Isaac Burgess. He established a sawmill and village on Coochin Creek (known as Campbellville) and he later created a small village on the Gympie Road (built in 1868 to service traffic between Brisbane and the recently discovered Gympie goldfield) for his timber getters working cutting timber in the district. Campbell's village (not Campbellville) formed the nucleus of early Landsborough - the centre of which moved to its current location adjacent to the railway station in 1914. Francis Jnr helped build a road from Bald Knob up to the Blackall Range, and he selected land on the range in 1880. His property included land that eventually became the town of Maleny. Jane moved in with her son in her later years and she died in 1886, aged 59. Francis buried her on the property. Francis died in 1941 at the age of 83. He was cremated and his ashes were scattered over his mother's grave.

Margaret Hankinson and her husband, John, selected land in Maleny in 1880. John died in 1881 and Margaret died five years later, in the same year as Jane. Margaret's and Jane's graves illustrate the early settlement of Maleny. There was no town or gazetted cemetery at this time and given the relative isolation of the selectors it was necessary to establish private cemeteries.

Dunlop's property as noted above eventually formed part of the town of Maleny. Part of the agreement with the Dunlop family and the State Government regarding the sale of the land and construction of a school was that the grave sites would be preserved, as well as a nearby tree.

**Description**

The headstones are located on the street boundary of the Maleny State School against a backdrop of a picket fence. It is not clear whether this is the actual site of the burial as the graves were reportedly concealed under the former school tennis courts. (Reportedly the two graves were shifted in 2010, but this could also refer to the gravestones only).

Both headstones are rose granite stelae of similar design, one slightly larger. The larger headstone is a memorial for Jane and Francis Dunlop and the smaller one to Margaret Fletcher Hankinson. Both stelae are mounted on a black granite beam with an inscription at the front providing details on the two buried women; the beam appears to be a later addition.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016

**References**

<http://freepages.genealogy.rootsweb.ancestry.com/~mrail/data/cemete/aus/queen/caloundra/dunlop/dunlop.htm>, accessed 23 July 2016.  
 Maleny Historic Society  
[https://www.facebook.com/historicalsocietymaleny/photos/?tab=album&album\\_id=1789615217939392](https://www.facebook.com/historicalsocietymaleny/photos/?tab=album&album_id=1789615217939392), accessed 23 July 2016.  
 'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Fairview (State heritage place)**

<b>Local Place ID Number</b>	MLY1	
<b>Street Address</b>	15 Porter's Lane, North Maleny	
<b>Title Details/GPS Coordinates</b>	14SP287418 (part)	No GPS Coordinates
<b>Other Names</b>	Pattamore House, Armstrong's House, Pattamores', Armstrongs'.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Fairview, constructed in 1907 of local Beech [Nothofagus sp.] cut, pit-sawn and dressed on the property, is important in demonstrating the early development of Maleny as an agricultural settlement and the expansion of dairying in Queensland in the early 1900s.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	It is one of the oldest surviving pit sawn timber residences in the area.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	It remains substantially intact, and is important in demonstrating the principal characteristics of early farmhouses of its era, with hand detailing, good workmanship, and idiosyncratic construction techniques, and is constructed of local timbers no longer widely available.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The materials, timber detailing and workmanship, and simple plan and form, demonstrate a strong aesthetic quality. Plantings around the house are remnants from when the property was an established dairy farm and add to the aesthetic appeal of the place.
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#602105.	
<b>Description</b>	
Refer to Queensland Heritage Register ID#602105.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Fairview Cattle Management Area

<b>Local Place ID Number</b>	MLY18	
<b>Street Address</b>	15 Porters Lane, North Maleny	
<b>Title Details/GPS Coordinates</b>	14SP287418	No GPS Coordinates
<b>Other Names</b>	Fairview Milking Bails	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Fairview Cattle Management Area is related to Fairview, a historic rural farmhouse and Queensland Heritage Place. Like Fairview, the Fairview Cattle Management Area is important in demonstrating the early development of Maleny as an agricultural settlement and the expansion of dairying in Queensland in the early 1900s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Fairview Cattle Management Area is related to Fairview, a historic rural farmhouse and Queensland Heritage Place. The Fairview Cattle Management Area is important in demonstrating the principal characteristics of milking bails structures of its era, with key operational structures relating to cattle management remaining intact.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Fairview Cattle Management Area is related to Fairview, a historic rural farmhouse and Queensland Heritage Place. The Fairview Cattle Management Area is an important remnant from when Fairview was an established dairy farm and, in conjunction with Fairview, adds to the historically-based aesthetic appeal of the place.
<b>Historical Context</b>	
Refer to Queensland Heritage Register ID#602105, relating to Fairview.	
<b>Description</b>	
The Fairview Cattle Management Area site includes the former cattle management area approximately 400 metres to the east of the Fairview homestead and south of Obi Lane North. The area comprises the milking bails, yards, associated infrastructure and some mature plantings; this assessment is for the milking bails.	
The milking bails consist of a rectangular weatherboard clad timber structure on concrete base with corrugated iron clad gable roof. Internally, the building comprises six walk-through stalls, defined by a system of timber rails, levers and gates, and an enclosed room in the north and east. An open extension with corrugated iron clad skillion roof supported by posts is attached at the eastern elevation.	
Infrastructure at the site includes fences, water tanks and a ramp.	



<b>Other Statutory Listings</b>	No statutory listings.
<b>Non-Statutory Listings</b>	No non-statutory listings.
<b>Inspection Date</b>	05/02/2018.

<b>References</b>	
Catherine Brouwer, Peter Marquis-Kyle, Fiona Mohr, Meredith Walker, 2013, Management Plan for Fairview 2013, prepared for Sunshine Coast Council.	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	
Ivan McDonald Architects, 2012, Cattle Management Area (in the vicinity of Fairview) Maleny, Assessment of Cultural Heritage Significance for Sunshine Coast Regional Council.	

### Maleny Anglican Church of St George (former)

<b>Local Place ID Number</b>	MLY2	
<b>Street Address</b>	15 Bunya Street, Maleny	
<b>Title Details/GPS Coordinates</b>	7SP215919	No GPS Coordinates
<b>Other Names</b>	Former Anglican Church of St George	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maleny Anglican Church of St George (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first Anglican church in Maleny, illustrating the continued growth of the town in the early twentieth century. It was also previously the Anglican church in Beerburum and closely associated with the soldier settlement scheme that caused the town to be established. The failure of the scheme and the dismantling of most of the non-residential buildings in the town was a major event in the history of the region.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Maleny Anglican Church of St George (former) is important in demonstrating the principal characteristics of modest timber churches in the Sunshine Coast Council area. Although not originally built in the region, it nonetheless reflects the style of churches commonly built in the Sunshine Coast Council area in the early twentieth century. Modifications to the building undertaken since its sale by the Church have not substantially altered or removed these characteristics.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Maleny Anglican Church of St George (former) has a special association with the Maleny Anglican community, as the principal place of worship for over sixty years.

### Historical Context

The former Church of St George was erected in Maleny in 1931. The building has a significant history even before this date. It was originally built in 1916 as the Kitchener Memorial Chapel, adjacent to the Enoggera Military Hospital (on land now part of Gallipoli Barracks in Enoggera, Brisbane). The building was erected by the Soldiers' Church of England Help Society so that an Anglican church was available to soldiers convalescing at the hospital. The founder of the Society was Canon David Garland ('Canon' was a title in the Church). Garland is particularly famous as the principal founder of Anzac Day. He was responsible for initiating the Anzac Day march, returned soldiers luncheon, two minutes silence and wreath laying at memorials. The name of the church was a reference to Horatio Herbert Kitchener, popularly known as Lord Kitchener. Kitchener, who died in 1916, was a famous British military commander, having served in Sudan in the late 1890s, the Second South African (Boer) War and then World War I.

The church was moved to Beerburum and dedicated to St George in 1922. Beerburum was established as part of a soldier settler scheme following the end of World War I. 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. Beerburum was the first and largest of the soldier settlement schemes in Queensland, consisting of 53,000 acres. The State Government selected Beerburum because tests indicated it was suitable for the production of fruit (especially pineapples), and for its proximity to the North Coast Railway. Up to 400 soldiers settled at Beerburum. The dedication ceremony of the church was overseen by Canon Garland.

Beerburum prospered briefly in the early 1920s, but the soldier settlement scheme was ultimately a failure (as were 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 buildings were dismantled and moved elsewhere. The Church of St George was one of these. It was moved to Maleny and re-

dedicated in 1931 as 'St George, the Maleny Church of England', the town's first Anglican church. The building's relationship to soldiers remained prominent at its opening; there was a large number of returned servicemen at the dedication ceremony and the Vicar of Maleny at the time, Reverend HK Cornish, was the first president of the local Returned Soldier's and Sailor's Imperial League (now the Returned Services League), which had only recently been established. The church was used by the Anglican community until a new church was built in 1993. It was sold by the church and has since functioned as a commercial premises.

**Description**

The former Anglican Church is located on the western side of Bunya Street and addresses the street. The building consists of a lowset cruciform weatherboard clad timber structure on stumps with corrugated iron clad gable roof. It includes Carpenter Gothic style elements, for example its modest size and arched window configuration. Access is from the front via a wide gable-roofed portico clad with chamferboard. The building is no longer used as a church and has undergone modifications for its current use as an office. However, it is still identifiable as an original church building and original stylistic elements remain extant.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	15/03/2016

**References**

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**Maleny Bakery (former)**

<b>Local Place ID Number</b>	MLY4	
<b>Street Address</b>	30 Maple Street, Maleny	
<b>Title Details/GPS Coordinates</b>	9RP26393	No GPS Coordinates
<b>Other Names</b>	Rosetta Books/Maleny Art Direct, Maleny Veterinary Supplies, The Bushman's Warehouse	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maleny Bakery (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The building's modest scale is evocative of an early phase of the town's development.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Maleny Bakery (former) is important to the Sunshine Coast Council area because of its aesthetic significance. The building occupies a prominent location in the centre of town and its timber construction, parapet and modest scale are evocative of an early phase of the town's development.

**Historical Context**

This building is believed to have been built by Oliver Rees. The first business is understood to have been a café, run by a Mrs Walker. The premises later became a bakery (possibly c1932) and a bakehouse was added at that time. It is currently occupied by a bookshop.

**Description**

The Maleny Bakery is located on an elongated block on the northern side of Maple Street in the Maleny CBD. A small gated path runs along the western side and on the eastern side the building borders onto a garden bed with mature trees on the neighbouring property. The rear half of the lot is taken up by an established garden.

The rectangular shop building on low stumps is set to the footpath and consists of a timber framed structure with corrugated iron clad gable roof. An enclosed verandah with corrugated iron clad skillion roof spans the entire eastern elevation.

The lower façade is clad with chamferboard and extends to a panelled stepped parapet with central pediment and stylised

columns on either end. The shop front is covered by a sloped awning with corrugated iron sheeting extending over the footpath and supported on timber posts. The awning apron bears the name of the businesses currently occupying the building. Access to the main building is via a concrete step and recessed double glass and timber doors flanked by timber framed shop windows with fanlights and stop-chamfering detail. Access to the enclosed verandah is to the right of the main shop via some steps and a glass and timber door. The eastern side is clad with corrugated iron sheeting to half height followed by windows with fixed external blinds. The western side of the building is clad with corrugated iron sheeting to full height.

<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	15/03/2016

**References**  
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Picture Sunshine Coast

**Maleny Baptist Church and Hall (former)**

<b>Local Place ID Number</b>	MLY3
<b>Street Address</b>	76 Maple Street, Maleny
<b>Title Details/GPS Coordinates</b>	1SP135057, 2SP135057, 10SP135057   No GPS Coordinates
<b>Other Names</b>	Former Maleny Baptist Church, The Church, Bombay Mahal.



<b>Heritage Significance</b>	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maleny Baptist Church and Hall (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The church was the first denominational church in Maleny, reflecting the growth of the settlement in the early twentieth century. It also reflects the pattern of the region's history, as churches were typically established in settlements when they had reached a sufficient population to justify the expense.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Maleny Baptist Church and Hall (former) is important in demonstrating the principal characteristics of early, modest timber churches in the Sunshine Coast Council area. These were commonly built in the Sunshine Coast Council region in the early twentieth century. Modifications to the building undertaken since its sale by the Church have not substantially altered or removed these characteristics.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Maleny Baptist Church and Hall (former) has a special association with the Maleny Baptist community, as the principal place of worship for most of the twentieth century.

**Historical Context**  
The former Maleny Baptist Church was erected in 1913. It was the first denominational church in Maleny, reflecting the growth of the town and district since the opening of the butter factory. Funds to build the church were donated by parishioners, as well as a giant Beech tree that was milled to supply timber for the floor and ceiling. The church was built by volunteers and the seating was donated by the Wharf Street Baptist church in Brisbane. The stained glass windows were also donated. Reverend AB Mursell of Nambour was the first minister of the new church. At the time the church was built, the Reverend walked from Nambour, only later purchasing a horse. A manse (accommodation) for ministers was located under the church. This was utilised until 1925, when a house was rented for this purpose (not on the church grounds).

The church has undergone alterations over time. The Baptistry (where baptisms were undertaken) was relined in 1923, primarily to prevent water leaking in to the manse. Vestries (rooms used as offices and/or changing into ceremonial vestments) were added to the church in 1926. Two gabled entry porches were added some time prior to the 1950s, along with a decorative gable above the arched window at the front of the building. The original entrance was in fact in the side of the church. The adjacent hall was completed in 1949, serving as the Sunday School Hall. A kitchen and serving area were later added to the hall, and amenities built in under the church in 1983. The building was later deconsecrated, sold and converted into a restaurant. It continues to function as a commercial premises.

Description	
<p>The former Maleny Baptist Church and Hall are located on a sloping site at the western termination of Maple Street. Mature trees are located on the western boundary.</p> <p>The buildings address the street and are set side by side. The church building consists of a rectangular chamferboard clad timber structure, set on high stumps at the rear (enclosed underneath) and level with the footpath at the front. The building has a corrugated iron clad gable roof with bargeboards and roof gable panelling supported by decorative timber brackets on both ends. Centrally located at the front is a former arched window with stained glass panels that has been fashioned into a double glass entrance door. A short gable of similar design as the roof gable is located above the door and there are two small gabled chamferboard clad protrusions either side of the door. The windows on the protrusions have been changed from sash to a large single pane configuration. Photographic evidence suggests that the top and side gables are later additions, possibly when the entrance was relocated to the front. A ramp provides side access on the western elevation via a porch with skillion roof and a door with arched fanlight. The side windows are awning configuration with coloured glass panes and there are also two arched windows at the rear.</p> <p>The hall consists of a modest rectangular weatherboard clad timber structure on low to high stumps, also level with the footpath at the front and on the western elevation. There is a small gabled porch at the front with recent glass door and large glass panel windows and a skillion roof extension at the rear. A ramp provides access via a verandah connecting the hall to the former church. There are further doors on the western elevation. Windows are generally five-light casement configuration.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	15/3/2016
References	
<p><a href="http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/maleny_baptist_church_booklet.pdf">http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/maleny_baptist_church_booklet.pdf</a>, accessed 23 July 2016.</p> <p><a href="http://www.sunshinecoast-australia.com/perrys-restaurant-melany.html">http://www.sunshinecoast-australia.com/perrys-restaurant-melany.html</a>, accessed 23 July 2016.</p> <p>'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6. Picture Sunshine Coast.</p> <p>Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.</p> <p><i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.</p>	

### Maleny Butcher's Shop

<b>Local Place ID Number</b>	MLY5	
<b>Street Address</b>	11 Maple Street Maleny	
<b>Title Details/GPS Coordinates</b>	1RP78932	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Maleny Butcher's Shop is important in demonstrating the principal characteristics of small timber shops in the Sunshine Coast Council area, constructed in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Maleny Butcher's Shop is important because of its aesthetic significance. The modest dimensions of the shop and its timber construction evoke a sense of Maleny in an early phase of the town's development. The building also makes a contribution to the streetscape of the town, particularly in contrast with surrounding buildings that vary in size, material and design.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Maleny Butcher's Shop has a special association with John 'Jack' Grigor, an important figure in the history of Maleny and a member of the Grigor family, pioneers in the Sunshine Coast Council area's history.
Historical Context	
<p>The Maleny Butcher's Shop appears to have been established by John 'Jack' Andrew Grigor (he was commonly known as 'Jack' and that name will be used hereafter to avoid confusion with his father, also called John). Jack was the son of John and Elizabeth Grigor, both of whom were Maleny (and indeed Sunshine Coast) pioneers. John was</p>	

the eldest son of William and Mary Grigor, who established Bankfoot House on the Gympie Road in 1868 and before that managed various timber depots in the region. John was born in modern-day Mooloolaba in 1864 and was the first person of European descent to have been born in the region. Elizabeth was the daughter of Joseph and Maria McCarthy, Maleny pioneers and after whom McCarthy's Shute Road is named.

Jack was born in 1895, and died in 1958. He married Jessie Moodie in 1918 and the newlywed couple moved into 'Yarunga' in Cedar Street. Jack's first butcher shop was located further down the street towards Obi Obi Creek. It was destroyed by fire in 1926. Based on the architectural style of the current building, it is assumed that this shop was built in the same period as the fire. Based on historical images, Jack certainly occupied the building, and it has indeed remained a butcher shop.

#### Description

The Maleny Butcher's Shop is located on the southern side of Maple Street in the CBD on an elongated block. A parking area and some mature trees are located at the rear with access via a driveway on the eastern side.

The building addresses Maple Street and consists of a low set, single storey weatherboard clad timber structure with corrugated iron clad roof, gabled at the front and hipped at the rear. The façade is set on an angle following the course of the street and fronted by an awning supported by metal posts and decorated with a scalloped valance (not original) and side panels in the upper side sections. Above the awning is a stepped parapet (either original or sympathetically restored) displaying the writing 'MALENY BUTCHERY'. The shop front is clad with chamferboard and the former recessed entrance on the left has been brought in line with the footpath; a tripartite window and solid wall follow to the right, replacing the earlier large shop windows. At the rear is a skillion roof extension.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016

#### References

Daily Standard, 22 September 1926, 1.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.  
 'The Jack Grigor Family History', [http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/grigor\\_jack.pdf](http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/grigor_jack.pdf), accessed 22 December 2016.  
 'Yarunga', <http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/yurunga.pdf>, accessed 22 December 2016.

### Maleny Hotel

<b>Local Place ID Number</b>	MLY16	
<b>Street Address</b>	6 Bunya Street, Maleny	
<b>Title Details/GPS Coordinates</b>	2RP66485	No GPS Coordinates
<b>Other Names</b>	Hotel Maleny, Burnett's Hotel Maleny, Roberts Hotel Maleny.	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maleny Hotel is important in demonstrating the evolution of the Sunshine Coast Council area's history. The establishment of the original hotel reflected a general pattern in the region of erecting hotels at the beginning of a new settlement or in its early phase of development. However, the current Maleny Hotel was substantially altered in the first half of the twentieth century, and the alterations reflected the growth of Maleny generally and also tourism to the district, the latter facilitated by the rise in the prominence of the motor car from the 1920s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Maleny Hotel is important to the Sunshine Coast Council area because of its aesthetic significance. It is a substantial and handsome building that occupies a prominent location at the entry to Maleny. The materials and features of the hotel, such as tongue-and-groove boards, chamferboard cladding, brick chimney and verandah are evocative, prompting reflection on the relatively early period of the hotel's construction and alterations and consequently the history of Maleny.

#### Historical Context

The Maleny Hotel was built in 1907 by local builders, Harry Bate and Sam Sallaway, for Joseph Alfred Pollock. By December that year, Alfred Cooke took over the licence of the hotel. Cooke and his wife, Ada, moved to Witta from the Northern Rivers district (New South Wales) in 1903. They established a dairy farm (called 'Adaville') and lived on the property until 1910, when they moved into a new house they had built in Maleny (also entered on the Heritage and character area overlay: Maleny Lodge Guest House). Alfred and Ada were important figures in the early history

of Maleny. Alfred became a member of the Landsborough Shire Council after its creation in 1912, as well as its Chairman. He was a board member and Chairman of the Maleny Co-operative Dairy Association, Chairman of the local Patriotic Committee during World War I and II, and both Alfred and Ada were instrumental in the establishment of the Maleny Soldiers' Memorial Hospital, opened in 1920. Alfred also owned a livestock auctioneering business and his saleyards were located next to the hotel.

The hotel has been altered over time as the town of Maleny grew and tourism in the district increased. The original hotel was a single storey, pyramid roofed structure with a verandah extending around the building and exposed timber cross bracing on the external timber cladding. The hotel was remodelled, possibly in the 1910s; it remained one storey, but the overall size of the building increased. The hotel was completely remodelled again, possibly in 1924, and became a two storey building. By the 1950s, the hotel finally appeared more or less as it does today (although there have been minor alterations to the verandahs and a gabled entrance added to the front of the building). The bottle shop adjacent to the hotel is relatively recent, but a building of some form has typically been located in this position since at least the 1910s.

The expansion of the hotel was associated with the growth of Maleny, but also tourism in the Blackall Range. As the road connecting Landsborough to Maleny was steadily improved, the district became increasingly popular with visitors, particularly as it was close to Landsborough and the North Coast railway. A measure of the popularity was the publication by the Maleny-Landsborough branch of the Royal Automobile Club of Queensland (RACQ) in 1929 of a booklet promoting Maleny and the surrounding district as a tourist and health resort. The construction of the Bruce Highway in the 1930s also helped increased weekend visitors to the region, who could travel along the highway and return via the Blackall Range to Landsborough, or vice versa.

**Description**

The Maleny Hotel is located on a large sloping site on the north-eastern side of Bunya Street close to the Obi Obi Creek Bridge. The site includes the hotel with its various extensions and additions in the southwest and a further building towards the northern part of the lot. The site includes mature vegetation. This assessment is for the main hotel building.

The Maleny Hotel is set parallel to the street on an elevation and consists of a double storey chamferboard clad L-shaped timber structure with corrugated iron clad hipped roof with brick chimney on the southern side. A partially enclosed verandah with lower pitched roof spans the entire façade (west) and features decorative post brackets and a two-rail diagonal-cross balustrade (replacing earlier horizontal cladding) on the upper level. The verandah back wall has exposed framing and is clad with tongue-and-groove VJ boards. Access to the rooms from the verandah is via French doors. The ground level verandah has been enclosed with chamferboards and double windows, protected by a narrow awning with scalloped valance, resonant of the earlier arched post brackets. Access is provided via a wide gabled porch (not original) towards the northwest corner, featuring a slatted gable panel and finial. Windows include casement configuration with fanlight on the upper level (one with metal window hood).

A lowset single storey chamferboard clad extension with corrugated iron clad hipped roof joins onto the core in the northwest. There is also a lowset single storey chamferboard clad bottleshop on the south-eastern elevation, addressing the street and featuring a skillion awning and a corrugated iron clad roof, gabled at the front and hipped at the rear. Whilst these buildings are not of heritage significance, it is important to note that they are sympathetic in scale, design and material to the main hotel building.

Several extensions and additions have been added to the hotel over time, which are not considered to have heritage significance.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016

**References**

Brisbane Courier, 9 February 1924, 4.  
<https://www.malenyhotel.com.au/accommodation.html>, accessed 11/11/2016  
 John Oxley Library.  
 Picture Sunshine Coast  
 Telegraph, 24 September 1929, 13.

**Maleny Lodge Guest House**

<b>Local Place ID Number</b>	MLY7	
<b>Street Address</b>	58 Maple Street, Maleny	
<b>Title Details/GPS Coordinates</b>	1RP82646	No GPS Coordinates
<b>Other Names</b>	Rosedale.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maleny Lodge Guest House is important in demonstrating the evolution of the Sunshine Coast Council area's history. In particular, the construction of the house in c1909-10 came at a time of rapid growth of Maleny and the surrounding district as a result of the establishment of the butter factory, reflecting the dairy industry's importance to the history of the town. Its function as a guest house since at least the mid-twentieth century and its eventual use as a tourist facility marks the increasing importance of tourism to Maleny across the century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Maleny Lodge Guest House is important to the Sunshine Coast Council area because of its aesthetic significance. It is a pleasing, early twentieth century timber house with decorative external and internal timber features, defined in particular by the gable-roofed projection at the front of the house. The house also makes an important contribution to Maple Street, the main street of Maleny. Its proximity to the centre of the town illustrates the relative earliness of its construction in the history of Maleny.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Maleny Lodge Guest House has a special association with the life of Alfred and Ada Cooke, influential residents of Maleny and Witta in the first half of the twentieth century and in an important historical period of growth in the region's history.

**Historical Context**

The Maleny Lodge Guest House was built for Alfred Charles King Cooke in c1909-10. Cooke and his wife, Ada, moved to Witta from the Northern Rivers district (New South Wales) in 1903. They established a dairy farm (called 'Adaville') and lived on the property until 1910, when they moved into their new house built in Maleny. The date of their relocation to the district is significant: the same year the butter factory began operating. The construction of their house in Maleny at the end of the decade reinforces the growth of the town and district in the early 1900s as a result of the establishment of the butter factory. The house itself reflects an architectural style that became increasingly popular from the mid- to late-1890s in Queensland, defined in particular by the hip-roofed or Dutch- gabled 'core' of the house and a gable-roofed projection, commonly at the front of the house, designed to add more room to the more typical 'Queenslander' style house with surrounding verandahs.

Alfred and Ada maintained their Witta farm, but their energy was increasingly directed towards Maleny. This is clearly demonstrated by the construction of a house in the town; however, the association began even earlier. Cooke purchased the Maleny Hotel in 1907 (from Joseph Alfred Pollack, who had the hotel built that year). The builders of the hotel were allegedly Harry Bate and Sam Salloway, who also built Adaville/Rosedale. Alfred was a leading advocate for the metalling (applying gravel) of the road from Landsborough to Maleny, as well as the installation of a telephone and mail service. He became a member of the Landsborough Shire Council after its creation in 1912, as well as its Chairman. He was a board member and Chairman of the Maleny Co-operative Dairy Association, Chairman of the local Patriotic Committee during World War I and II, and both Alfred and Ada were instrumental in the establishment of the Maleny Soldiers' Memorial Hospital, opened in 1920.

The house apparently became a guest or boarding house either in the 1930s or 1940s. Further research using Post Office Directories would be necessary to conclusively determine precisely when the house ceased to be a residence. There is circumstantial evidence for either decade; it is possible Alfred left the house when Ada died in 1933. The obituary for Ada refers to her living at 'Adaville, Maleny', suggesting that Ada and Alfred's town house was named after their dairy property. When Alfred died in 1946, he is said to have been residing at 'Rosedale, Maleny' - he may have changed the name of the house after Ada died, or alternatively he moved to a different house in the 1930s. It is understood the house was originally a boarding house for long term lodgers, not tourists, for example bank managers, teachers and other professionals who moved to the town for work, but did not wish to purchase property there. It has remained a guest house – increasingly for tourism over the course of the twentieth century, although the precise period in which the shift occurred is unclear.

**Description**

Maleny Lodge Guest House is located on a narrow long block in the centre of town. The house is set on the southern part of the block within established gardens that stretch towards the creek in the north. A decorative brick pillar and panel fence delineates the property from the street.

The building addresses Maple Street and consists of a large chamferboard clad Queenslander on low stumps, incorporating the extensions to the original structure over time. The core of the building includes a Dutch gable roof with brick chimney, while the extensions (one at the front and two at the rear) are covered by hipped roofs, all clad with corrugated iron sheeting (recent). An elongated protruding gable on the western elevation has decorative

bargeboards and a roof gable panel supported by ornate brackets. Underneath is a set of two sash windows protected by skillion hood with ornate timber brackets. A verandah covered by a separate bullnose roof spans the front of the protruding front extension and wraps around to the eastern side. Decorative features include stop chamfered posts, with ornate brackets and crown mould, and ornate arches. The main entrance is via a glass and timber panel door with fanlight and side lights, all with leadlight panes. French doors provide further access from the verandah. Windows include sash configuration, some covered by window hoods mirroring the one at the front gable. Reportedly, there are a number of original/early internal features including an open fireplace, timber flooring, horizontal wall cladding and a decorative archway.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016

**References**

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'Maleny Pioneer Passes: Mr A. C. K. Cooke', Nambour Chronicle and North Coast Advertiser, 24 May 1946, 6.  
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'Mrs A. M. Cooke', Nambour Chronicle and North Coast Advertiser, 2 June 1933, 8.  
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Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Maleny Masonic Hall (former)**

<b>Local Place ID Number</b>	MLY9	
<b>Street Address</b>	2 Beech Street Maleny	
<b>Title Details/GPS Coordinates</b>	60RP26395	No GPS Coordinates
<b>Other Names</b>	Former Masonic Hall.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Masonic Lodge Hall (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The construction of the Masonic Lodge in Maleny marked an important milestone in the development of the town, particularly as it coincided with the erection of the town's first denominational church (Baptist) in the same year.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Masonic Lodge Hall (former) is important in demonstrating the principal characteristics of Masonic halls, which are important to the Sunshine Coast Council area. While the hall is relatively non-descript, the high windows are typically associated with masonic halls as privacy during ceremonies is very important to Freemasons.
<b>H</b>	The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.
Statement	The Masonic Lodge Hall (former) has a special association with Francis Dunlop, an early pioneer of Maleny who donated the land for the hall and after whom the hall was named.

**Historical Context**

The Masonic Lodge Hall (former) was opened in 1913. The hall was erected on land donated by Francis Dunlop and in honour of the donation, the lodge was called 'Lodge Dunlop'. Interestingly, it was built in the same year as the Baptist church, which was the town's first denominational building. The Freemasons (established as an order in England in the early 1700s) first established a lodge in the Sunshine Coast region in 1896 at Nambour (Rosslyn Lodge). Although the building is no longer utilised by the Freemasons, the Maleny Lodge, as with the other lodges historically established in the Sunshine Coast region, continues to be used.

**Description**

The former Maleny Masonic Hall is situated on a sloping site adjoining the site of the former Maleny Baptist Church and Hall.

The building addresses Beech Street and consists of a rectangular chamferboard clad structure on stumps, high at the rear (partially bricked in underneath) and level with the footpath at the front. The hall is covered by a corrugated iron clad roof, hipped at the rear and gabled at the front, decorated with an arched roof gable bracket. The front



access is via a covered walkway to a simple timber door on the south-western corner and there is a side entrance on the northern elevation via a covered staircase and small porch. Small rectangular awning windows are set just below the roofline on the sides and below the gable section at the front. This configuration appears to be original (for example, highest windows are prominent in Masonic halls). Further double awning windows appear to be a later addition. The modest building has been changed over time to accommodate different uses, however, the original purpose-built masonic hall design is still distinguishable.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	15/03/2016

**References**  
<http://www.sunshinecoastfreemasons.com/local-masonic-lodges/>, accessed 24 July 2016.  
 'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### Maleny Mountain View Homestead, Maleny

<b>Local Place ID Number</b>	MLY10	
<b>Street Address</b>	534 Mountain View Road, Maleny	
<b>Title Details/GPS Coordinates</b>	1RP175188	1RP175188
<b>Other Names</b>		



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maleny Mountain View Homestead is important in demonstrating the evolution of the Sunshine Coast Council area's history. Its use as a guesthouse is evidence of the development of the tourist industry in Maleny from the 1930s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Maleny Mountain View Homestead is important to the region because of its aesthetic significance. Although modified from its original form, it is a highly amenable example of an early 'Queenslander' style house, with large grounds and mature trees that complement the house.

### Historical Context

Joseph McCarthy and Isaac Burgess were the first selectors to take up land in the district of Maleny, in 1878-9. Burgess selected his land first, but McCarthy and his wife, Maria, were the first to have their selection of 640 acres surveyed. McCarthy, originally from South Australia, was a timber getter (a profitable early industry in heavily-forested areas recently opened for selection). McCarthy's Shute Road is located near the house – McCarthy would have pushed the timber down the 'shute' to the coastal plain below where it was then transported to a sawmill for processing.

McCarthy then established the first dairy farm in the district and thus initiated the dairy industry in Maleny. He built a small butter factory on the farm and was later instrumental in the creation of Maleny's first butter factory, built in 1903. The farm was considered one of the best in the district. The first school and post office in Maleny were also located on the McCarthy property, reinforcing the importance of the pioneering family.

The McCarthy property consisted of a complex of buildings including a house and dairy infrastructure. The first house was built from slab timber, a common construction technique in early settlements in Queensland. The McCarthy family built a new house in c1900 and named it 'Mountain View', reflecting the incredible view of the coastline and coastal plain that was afforded from the property. That house forms a part of the current building. Joseph McCarthy died in 1914 and Maria in 1938. The property remained in the family until the 1950s.

The house is believed to have become a guest house in the 1930s. There is no obvious documentary evidence for the claim, for example, advertising in the local newspaper. There are numerous references to McCarthy's Lookout from the 1930s onward in the local newspaper indicating that the lookout was popular with tourists, but there is no mention of a nearby guesthouse.

The house has been extended over time, altering the original (and relatively modest) design. Based on analysis of historic aerial photographs, the building extension occurred in the 1970s. It is currently a private residence.

Description	
<p>The homestead is located on the northern side of Mountain View Road on a slightly sloping site within established gardens featuring mature plantings. Originally, a picket fence leading to a rendered masonry entrance section with slanted side panels on the south-western corner delineated the block from the street, the picket fence has since been removed.</p> <p>The lowset homestead consists of two sections; the original building constructed c1900 and a later addition attached to the original building at the south-western corner at the front. The early building consists of a square timber structure with truncated pyramid roof and wrap around verandah with separate skillion roof. The addition comprises a rectangular chamferboard clad timber structure with hipped roof extending to cover verandahs at the front and side. There are also two small gabled sections. All roofs are corrugated iron clad. Decorative verandah features include an ornate valance along the upper section and posts with collar moulds. A number of French doors lead from the verandah into the building.</p>	
Other Statutory Listings	N/A
Non-Statutory Listings	N/A
Inspection Date	15/03/2016
References	
<p>Maleny Historical Society Brochure  <a href="https://www.facebook.com/historicalsocietymaleny/photos/?tab=album&amp;album_id=1789615217939392">"https://www.facebook.com/historicalsocietymaleny/photos/?tab=album&amp;album_id=1789615217939392"</a>album_id=1789615217939392 , accessed 7/06/2018.  <a href="https://www.propertyvalue.com.au/property/534-mountain-view-road-maleny-qld-4552/5720537">https://www.propertyvalue.com.au/property/534-mountain-view-road-maleny-qld-4552/5720537</a>, accessed 7/06/2018.            'McCarthy's Lookout – the history behind the view', <a href="https://www.hinterlandtimes.com.au/2015/06/30/mccarthys-lookout-the-history-behind-the-view/">https://www.hinterlandtimes.com.au/2015/06/30/mccarthys-lookout-the-history-behind-the-view/</a>            'Maleny Pioneer Dead', <i>Chronicle and North Coast Advertiser</i>, 23 January 1914, 4.            'Maleny's Early Settlement', <i>Nambour Chronicle and North Coast Advertiser</i>, 28 December 1923, 6.            QImagery</p>	

### Maleny Presbyterian Church

Local Place ID Number	MLY12	
Street Address	12 Cedar Street, Maleny	
Title Details/GPS Coordinates	3RP44551	No GPS Coordinates
Other Names	Presbyterian Church.	



Heritage Significance	
Criteria	Definition
D	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Maleny Presbyterian Church is important in demonstrating the principal characteristics of modest timber churches in the Sunshine Coast Council area. These type of churches were commonly built in the region in the early twentieth century and in some cases continued to be built in the second half of the twentieth century (for example the former Eudlo Methodist Church). The church also demonstrates key architectural influences of the interwar period. The most dominant example is the incorporation of jettied rafters on both the church and hall, an architectural feature typically associated with interwar architecture.
E	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Maleny Presbyterian Church is important because of its aesthetic significance. The church and hall are set in neatly landscaped grounds that contribute to, and highlight, the aesthetic appeal of the buildings. The fence and gate, with the letters 'MPC' (Maleny Presbyterian Church) also add to the overall aesthetic value of the place.
G	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Maleny Presbyterian Church has a special association with the Maleny Presbyterian community as a place of worship from 1939.

Historical Context	
<p>The Maleny Presbyterian Church was opened in 1939. Presbyterian services had been held in Maleny since 1907 and plans for a church were developed during the 1930s. The land for the church was donated by Arthur and Isabella Thomason, prominent Maleny landowners and key figures in the Presbyterian Church in the district. Timber for the church was donated by supporters in Conondale and Tesch Bros, who owned sawmills at Witta and Landsborough. The building was constructed by F Paterson. The church continues to operate today.</p>	

Description	
<p>The Maleny Presbyterian Church is located on a sloping, grassed site with some landscaping on the northern side of Cedar Street. A second building, the church hall, is situated at the rear of the block. A rendered pillar and panel fence</p>	

with metal piping delineates the property from the street. Pedestrian access is via a small metal gate displaying the letters 'MPC' (Maleny Presbyterian Church).

The church addresses the street and demonstrates Carpenter Gothic style elements, including its modest size, timber construction and pointed arch windows and doors. It also illustrates interwar design elements, in particular jettied rafters. The building consists of a modest, lowset, rectangular chamferboard clad timber structure on stumps with a gabled roof, clad with short sheeted corrugated iron and decorated with finials at the front and rear. At the front is a ventilated box gable with jettied rafters. Front access is via arched timber doors into a small chamferboard clad enclosed gabled porch mirroring the roof gable design. Either side of the entrance is a two-partite pointed arch window with diamond lead-lighting, and a smaller single pane window of similar design is located at the front of the porch. There are a further four arched windows on each side elevation, mirroring the ones at the front. Attached at the rear is the sacristy, a slightly lower chamferboard clad structure also with gable roof and finial. The church is well maintained and many features appear original.

The church hall consists of a lowset rectangular weatherboard clad timber structure on stumps with corrugated iron clad box gable roof. Access is via a small gabled porch. An extension with skillion roof spans most of the eastern elevation. The hall features five-light casement windows at the front.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	15/03/2016

#### References

'Maleny Presbyterian Church: Official Opening by Dr. Gibson', Nambour Chronicle and North Coast Advertiser, 31 March 1939, 3. [https://www.facebook.com/historicalsocietymaleny/photos/?tab=album&album\\_id=1789615217939392](https://www.facebook.com/historicalsocietymaleny/photos/?tab=album&album_id=1789615217939392)  
 'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

#### Maleny Soldiers Memorial Hall

<b>Local Place ID Number</b>	MLY13	
<b>Street Address</b>	1 Bunya Street, Maleny	
<b>Title Details/GPS Coordinates</b>	1RP177306, 2RP177306	No GPS Coordinates
<b>Other Names</b>	Soldiers' Memorial Hall, RSL Hall.	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maleny Soldiers' Memorial Hall is important in demonstrating the pattern of the Sunshine Coast Council area's history. It was the second 'practical' memorial to soldiers from the district erected in Maleny (the first being the Memorial Hospital), illustrating a significant pattern in the memorialisation of war service in the Maleny district in the first half of the twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Maleny Soldiers' Memorial Hall demonstrates an uncommon aspect of the Sunshine Coast Council area's history. Whilst some ex-military buildings are located in the region, a former RAAF gymnasium and picture theatre built during World War II is an uncommon building.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Maleny Soldiers' Memorial Hall has a special association with the service and returned service community in Maleny and surrounding districts as a memorial hall and the venue for Anzac Day services.

#### Historical Context

The Maleny district was first settled by Europeans in the 1870s. Settlers were attracted to the area because of the extensive stands of 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.

The Maleny Soldiers' Memorial Hall was opened in September 1948. The hall was formerly a Royal Australian Air Force (RAAF) building located at the Maryborough Airport, which was utilised by the RAAF during World War II. The building functioned as a gymnasium and picture theatre. It was dismantled and then re-erected in Maleny by, and for, the Maleny and Conondale communities. The land was donated by the local landowner, William Burnett.

The decision to erect a memorial hall reflects a history of 'practical' memorials in Maleny. After World War I, the residents of the district contributed to the construction of the Maleny Soldiers' Memorial Hospital, which was opened in 1920. The hospital was destroyed by fire in the 1960s and replaced by the current buildings. An honor roll of soldiers from the Maleny district created after World War I is located in the hospital foyer. The focus on buildings with practical functions was a less popular approach to memorialisation than monuments such as digger statues, primarily because of the cost involved.

The plan for the hall was conceived and implemented by the Maleny sub-branch of the Returned Soldiers' and Sailors' Imperial League of Australia (RRSSILA) – now referred to as the Returned and Services League (RSL). The sub-branch was established in 1931 and the original RSL building was a former feed shed, also donated by Burnett. The opening of the hall was celebrated with a 'Diggers' Ball', held annually from that date until the 1960s. The hall also became the venue for the Anzac Day service (the first service in the hall was held in April 1949). Prior to this date, the service was held in the Maleny School of Arts. The Witta Roll of Honor is located in the hall. In addition to its memorial and RSL capacity, the hall has been used for various public purposes, including meetings, markets and as a neighbourhood centre

#### Description

The Maleny Soldiers' Memorial Hall occupies a triangular block spanning two lots on a prominent location in the centre of town, bounded by Obi Obi Creek and opposite the Maleny Hotel. The sloping site is landscaped and includes the Maleny RSL war memorial in a grassed area in the northwest.

The hall addresses Bunya Street and consists of a large rectangular elevated former Royal Australian Air Force (RAAF) timber building, partially bricked-in underneath and level with the footpath on the south-eastern elevation. The hall has a corrugated iron clad gable. A large double storey portico with separate hipped skillion roof, enclosed with face bricks and weatherboard cladding on ground level and timber panels at the upper level protrudes from the front. A band of awning windows atop slated ventilation panels are located in the centre upper section. A plaque commemorating the fallen from both World Wars is attached to the face brick section. The south-eastern elevation is clad with weatherboard to waist height, followed by recent windows and topped by slated ventilation panels. A double timber and glass door provides access on this side. A verandah with separate skillion roof has been added on the north-western side and large timber and glass doors are installed on this side. Access is via timber stairs. A skillion roof add-on joins onto the rear of the hall and there are two gabled sections raising above the add-on. The rear shows a similar design as the south-eastern side and appears to be original. The Witta and District Roll of Honour, consisting of a 'Wunderlich' pressed copper plaque and commemorating the members of the community who took part in World War I, is reportedly located in the hall.

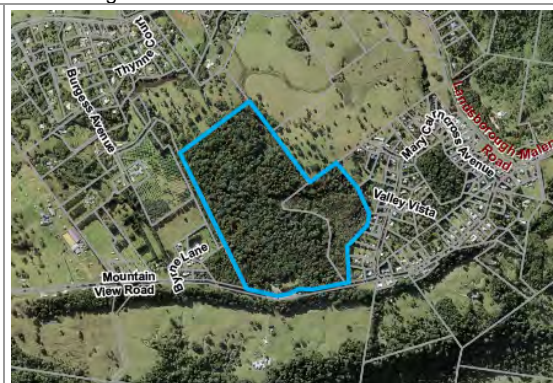
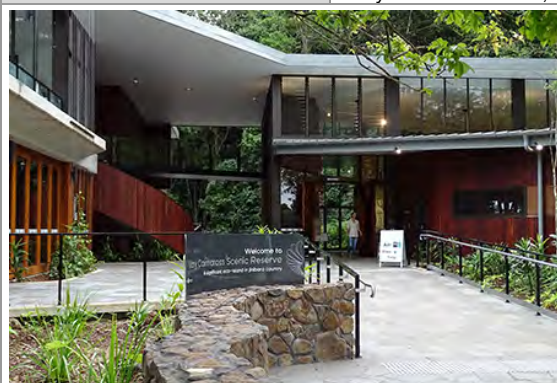
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland, Queensland War Memorial Register
<b>Inspection Date</b>	15/03/2016

#### References

<http://www.rslmaleny.org.au>  
'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
Nambour Chronicle and North Coast Advertiser, 3 September 1948, 6.  
Picture Sunshine Coast.  
Queensland War Memorial Register.  
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

## Mary Cairncross Scenic Reserve

<b>Local Place ID Number</b>	MLY8	
<b>Street Address</b>	148 Mountain View Road, Maleny	
<b>Title Details/GPS Coordinates</b>	1RP58369, 1RP149835	No GPS Coordinates
<b>Other Names</b>	Mary Cairncross Park, Blackall Range.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Mary Cairncross Scenic Reserve is important in demonstrating the pattern of the Sunshine Coast Council area's history. The donation of the land for the protection of flora and fauna continued the practice of donating natural (undeveloped) land in the Blackall Range for protection and people's enjoyment. The other prominent (and earlier) example is Kondalilla Falls.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Mary Cairncross Scenic Reserve demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. It was remarked at the time of the donation of land in 1941 that it was the last remaining scrub (rainforest) in the district. The loss of remaining scrub was due to timber getting and land clearing (primarily associated with dairying) and value was therefore placed on remnant vegetation.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Mary Cairncross Scenic Reserve has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular the nature of the 'scrub' encountered by early European settlers, especially the variety and types of flora.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Mary Cairncross Scenic Reserve is important to the Sunshine Coast region because of its aesthetic significance. This significance is represented by the impressiveness of the remnant rainforest and the spectacular views of the Glass House Mountains enjoyed from the southern boundary of the reserve.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Mary Cairncross Scenic Reserve has a special association with the Mary Cairncross family and, in particular, her daughters Elizabeth, Mabel and Mary, who donated the land that comprises the reserve to the former Landsborough Shire Council.

### Historical Context

The land on which the Mary Cairncross Scenic Reserve is located was part of Burgess's original selection in 1878. It was purchased by Colonel Andrew Joseph Thynne in 1902. Thynne was a major figure in Queensland history. Amongst other things, he was a member of the Queensland Legislative Council from 1882-1922 (when the Council was abolished), President of the Queensland Ambulance Brigade, Colonel in the Queensland Defence Force and Vice-Chancellor of the University of Queensland in 1916. Thynne married Mary Williamina Cairncross in 1869. Mary died in 1918. Andrew and Mary had five daughters and four sons.

Three of the daughters, Elizabeth, Mabel and Mary, donated 100 acres of undeveloped land from the property to the Landsborough Shire Council in 1941 for the protection of the fauna and flora there. The Council gladly accepted the donation. Councillor HM Bray remarked at the time that the land was 'the last remaining block of scrub' in the district ('scrub' was a common term used to describe remnant bush or rainforest, reflecting the abhorrence early settlers felt for land that was not yet cleared and rendered productive). The tourist potential of the reserve was immediately noted. Bray continued: 'This reserve, I am sure, will in the future prove a wonderful attraction to visitors to our Shire'. It was named the Mary Cairncross Scenic Reserve from at least 1942, in honour of the sister's mother, Mary. Five acres of the donated land on the southern boundary was already cleared at the time of donation.

The Maleny Rotary Club began developing the park in 1959 and it was 'officially' opened in 1960 (although it was in use before this time). A caretaker's residence was constructed in 1971. In 1966, Elizabeth, the last surviving daughter, donated an additional five acres of land to the Shire Council.

### Description

Mary Cairncross Scenic Reserve covers 55 hectares of remnant rainforest on the northern side of Mountain View Road, offering spectacular views across the Glass House Mountains, the Sunshine Coast and the Pumicestone Passage. The area contains characteristic subtropical rainforest plants including Black Apple, Bleeding Heart, Blue Quandong, Carronia Vine, Cunjevoi, Native Ginger, Red cedar, Red Lilly-Pilly and Roseleaf Raspberry and also includes rare or threatened species (including Blackall Range Myrtle (*Lenwebbia* sp. 'Blackall Range') and Large-leaved Silkpod (*Parsonsia largiflorens*). The reserve is home to several native fauna including marsupials, birds, moths, crayfish, frogs, snakes and lizards, including some rare and threatened species (including Grey Goshawk (*Accipiter novaehollandiae*) and Mountain Freshwater Crayfish (*Euastacus urospinosus*).

Infrastructure has been added to the reserve to enable safe access, environmental learning and also to provide for recreational activities. These include tracks, boardwalks and viewing platforms, interpretive displays in an education centre and a café, picnic facilities, playgrounds and toilets.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Register of the National Estate (archived)
<b>Inspection Date</b>	15/03/2016

**References**

Brian F. Stevenson, 'Brand, Sir William Alfred (1888–1979)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/brand-sir-william-alfred-9573/text16867>, published first in hardcopy 1993, accessed online 18 February 2016.  
 'Cairncross Scenic Reserve: Gift of 100 acres in Maleny district', Nambour Chronicle and North Coast Advertiser, 24 October 1941, 1.  
<http://www.mary-cairncross.com.au/>  
 'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
 Picture Sunshine Coast.  
 Stan Tutt, Pioneer Days: Stories and Photographs of European settlement between the Pine and the Noosa Rivers, Queensland. Nambour, Caboolture Historical Society, 1974.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Porter's Wood**

<b>Local Place ID Number</b>	MLY11	
<b>Street Address</b>	Porter's Lane Maleny	
<b>Title Details/GPS Coordinates</b>	2SP246639 (Part)	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Porter's Wood is important in demonstrating the pattern of the Sunshine Coast Council area's history. As remnant rainforest, it symbolically reflects the clearing of the majority of the surrounding land in the region for timber getting, farming and settlement in the nineteenth and twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Porter's Wood is important because of its aesthetic significance. The remnant rainforest demonstrates natural beauty, but this is also contrasted with the surrounding landscape that has been modified by timber getting and farming, creating an evocative quality and symbolic meaning.

**Historical Context**

Prior to European occupation, the Blackall ranges were covered with rainforest. Most of the vegetation had disappeared by the early 1900s following timber getting and the establishment of dairying. Small pockets of rainforest survived including this area to the north of Maleny township.

**Description**

Porter's Wood is located on the southern border of an elongated block just north of the State heritage listed Fairview homestead and consists of remnant rainforest vegetation once covering the Blackall Ranges. The remainder of the lot in undulating terrain is covered in grass. Together with Woolston Wood (ID#MLY14) and the Mary Cairncross Scenic Reserve (ID#MLY8) this site illustrates the former vegetation of the area.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016

**References**

Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Third Maleny Butter Factory (former)**

<b>Local Place ID Number</b>	MLY17	
<b>Street Address</b>	27 Coral Street, Maleny	
<b>Title Details/GPS Coordinates</b>	2RP233903, ARP233903	No GPS Coordinates
<b>Other Names</b>	Maleny Co-Operative Dairy Association's Third Butter Factory, Maleny Veterinary Services	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Third Maleny Butter Factory (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It is the third butter factory built in Maleny, reflecting the continued growth and prosperity of the dairy industry in the district across the first half of the twentieth century. The dairy industry and the butter factories were integral to the development of Maleny.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Third Maleny Butter Factory (former) demonstrates a rare aspect of the Sunshine Coast Council area's history, as the only extant butter factory in the Sunshine Coast Council area.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Third Maleny Butter Factory, former, is important to the Sunshine Coast because of its aesthetic significance. Its design, volume and construction from brick clearly mark the building out as a factory. The Art Deco features also reflect the period of its construction and illustrate the care and attention given to even highly practical buildings such as factories in this period.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Third Maleny Butter Factory (former) has a special association with the Maleny Co-Operative Dairy Association, an important organisation and business (and comprised at various times of key public and commercial figures) in the history of Maleny.

### Historical Context

The dairy industry became increasingly important in Maleny and the surrounding districts from the 1890s. Joseph McCarthy, an early settler noted for timber getting, 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 in Maple Street. 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 1912 with a new factory building located in Coral Street (originally called Factory Road). The new factory was positioned on the slope of a hill so that all of the manufacturing stages could proceed with the aid of gravity to reduce handling and labour. It was also a much larger structure, capable of four times the output of the original factory. However, in 1937 the factory was declared dilapidated by the State Inspector of Butter Factories and plans were immediately drawn up for a new factory.

The third and final factory was opened in 1940 adjacent to the second building. As with the second factory, the slope was used to assist the manufacturing process. Unlike the first and second factories, however, the new factory was air-conditioned. The design also incorporated a 'double decking of operations, which is claimed to be new to Australia' (Nambour Chronicle and North Coast Advertiser, 13 September 1940: 4). In 1978, The Maleny Co-operative Dairy Association merged with the Caboolture Co-operative Dairy Association. The factory continued to produce butter until 1981. The second factory building was demolished, but the third factory remains extant.

### Description

The Third Maleny Butter Factory (former) is located on the southern side of Coral Street south of the town's CBD. Originally, the sloping site was much larger and included both the second and third butter factory, however, the current lot and adjoining easement (south) contain only the former third butter factory and car parking areas at the front and rear.

The former factory building addresses the street and consists of a tall, lowset square face brick structure covered by a corrugated iron clad roof; a large rectangular roof lantern with corrugated iron clad gable roof rises from the centre. The façade is designed with Art Deco style elements including clear geometrical configuration and speed lines. The originally open front loading area featuring brick columns, accentuated lintel and stepped parapet has been enclosed at some stage with bricks and banks of windows, however, the columns are still distinguishable and the speed lines on the corners and in the centre are extant; the central flagpole is missing. A wide steel-suspended awning covers the lintel and replaces the original short awning. Access is from the front via some steps. A face brick extension with corrugated iron clad gable roof joins onto the western corner at a perpendicular angle. A tall metal chimney, visible in historic images, is no longer extant and a band of clerestory windows has been added. A flat roofed extension takes up the remainder of the western side. A skillion roof extension has been added to the eastern elevation.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	15/03/2016
<b>References</b>	
Gympie Times and Mary River Mining Gazette, 25 January 1912, 3. Nambour Chronicle and North Coast Advertiser, 1 October 1937, 5. Nambour Chronicle and North Coast Advertiser, 13 September 1940, 4. Picture Sunshine Coast	

### Woolston Wood

<b>Local Place ID Number</b>	MLY14	
<b>Street Address</b>	Off Mary Cairncross Drive, Maleny	
<b>Title Details/GPS Coordinates</b>	290MCH3977	No GPS Coordinates
<b>Other Names</b>	Glasshouse Parade Park.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Woolston Wood is important in demonstrating the pattern of the Sunshine Coast Council area's history. As remnant rainforest, it symbolically reflects the clearing of the majority of the surrounding land in the region for timber getting, farming and settlement in the nineteenth and twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Woolston Wood is important because of its aesthetic significance. The remnant rainforest demonstrates natural beauty, but this is also contrasted with the surrounding landscape that has been modified by timber getting and farming, creating an evocative quality and symbolic meaning.

### Historical Context

Prior to European occupation, the Blackall ranges were covered with rainforest. Most of the vegetation had disappeared by the early 1900s following timber getting and the establishment of dairying. Small pockets of rainforest survived including this area to the north of Maleny township.

It is understood that Woolston Wood is named after Frank Woolston (1911-1998), a prominent optometrist and amateur anthropologist who lived in the Maleny area.

### Description

Woolston Wood is located east of the Mary Cairncross Scenic Reserve and consists of remnant rainforest vegetation once covering the Blackall Ranges.

Together with Porter's Wood (ID#MLY11) and the Mary Cairncross Scenic Reserve (ID#MLY8) this site illustrates the former vegetation of the area.

<b>Other Statutory Listings</b>	No statutory listings	
<b>Non-Statutory Listings</b>	No non-statutory listings	
<b>Inspection Date</b>	15/03/2016	

### References

*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

### Yarunga, Maleny

<b>Local Place ID Number</b>	MLY15	
<b>Street Address</b>	10 Cedar Street, Maleny	
<b>Title Details/GPS Coordinates</b>	1RP179881	No GPS Coordinates
<b>Other Names</b>	Yurunga, Fassifern	





**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Yarunga is important in demonstrating the evolution of the Sunshine Coast Council area's history. The building was originally a prominent early Maleny residence (later converted to a medical centre).
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Yarunga is important to the Sunshine Coast Council area because of its aesthetic significance. The building and significant mature vegetation occupy a prominent street corner location in Maleny.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Yarunga has a special association with the Grigor family, a pioneer family on the Sunshine Coast as well as the McLean family, a prominent family in the Maleny area from the early 20 <sup>th</sup> century.

**Historical Context**

No. 10 Cedar Street is the site of 'Fassifern', a house built by Andrew and Frances Jane McLean in 1914. Margaret Wiley Burnett (nee McLean) was born in the house in 1915 and went on to be Maleny's first librarian and a prominent figure in the Maleny community.

Andrew and Frances later went on to establish McLean's Café (formerly Vetter's Bakery) in Maleny, a prominent local business, in 1916. The top floor of the business premises also became their home and continued to operate until 1951 when it was destroyed by fire (along with the Maleny School of Arts).

The site is also closely associated with John 'Jack' Andrew Grigor and his wife, Jessie. Jack was the son of John and Elizabeth Grigor, both of whom were Maleny (and Sunshine Coast) pioneers. John was the eldest son of William and Mary Grigor, who established Bankfoot House on the Gympie Road in 1868 and before that managed various timber depots in the region. John was born in what became Mooloolaba in 1864 and was the first person of European descent to have been born in the region. Elizabeth was the daughter of Joseph and Maria McCarthy, Maleny pioneers and after whom McCarthy's Shute Road is named.

Jack was born in 1895 and married Jessie Moodie in 1918. The newlywed couple moved into 'Fassifern', now renamed as 'Yarunga' in Cedar Street, provided by John and Elizabeth as a wedding gift for the nuptials (it is unclear if additional building work was undertaken at the time the house was renamed).

Jack became a local butcher. His first shop was located on Maple Street near Obi Obi Creek. It was destroyed by fire in 1926. He built a new butcher shop after the fire which is also listed on the Sunshine Coast Heritage Register.

'Yarunga' was originally a stately Queenslander house, with open verandahs on two sides, a pyramid roof and views down Maple Street. The house was substantially altered in the 1940s, transformed from a Queenslander style to a modern bungalow style, with gabled projections, enclosure of the verandahs and various internal alterations. Under the house was also built-in at this time. Analysis of historic aerial photographs indicate further extensions and alterations occurred after the 1950s. Some of the large trees in the garden may date from the c1950s. The former house is now a medical centre.

**Description**

Yarunga is located on a triangular, sloping site next to the Maleny Presbyterian Church (ID#MLY12) and close to the former Maleny Baptist Church and Hall (ID#MLY3) and the former Maleny Masonic Hall (ID#MLY9). The house is set in landscaped gardens on the south-western boundary, a car parking area joining to the east; mature vegetation covers the remainder of the site.

Yarunga addresses the street and consists of a single storey weatherboard clad timber structure on low to high stumps and is partially enclosed underneath. The core of the building has a corrugated iron clad truncated pyramid roof with two front gables, one side gable (east) and a gable-roofed extension at the rear. The protruding front gable towards the south-western corner has a boxed roof gable with jettied joists and a bank of recent sliding windows covered by a straight hood on decorative timber brackets. A smaller gable on the south-eastern corner shows simple weatherboard cladding; there is also a similar window without hood. The main entrance is via a recent ramp onto a verandah, set in between the two front gables. The eastern gable, supported on high stumps, mirrors the appearance of the western front gable and also includes a window with straight hood. The extension at the rear includes a covered verandah/deck with side access via stairs. There are several windows on the side elevations, none of which appear to be original.

The building has recently been renovated and converted into a medical surgery.

<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	15/03/2016
<b>References</b>	
<a href="https://www.facebook.com/historicalsocietymaleny/photos/a.1789615217939392.1073741865.1430008417233409/1793563437544570/?type=3">https://www.facebook.com/historicalsocietymaleny/photos/a.1789615217939392.1073741865.1430008417233409/1793563437544570/?type=3</a> , accessed 7/06/2018. <a href="https://www.realestate.com.au/sold/property-house-qld-maleny-113714403">https://www.realestate.com.au/sold/property-house-qld-maleny-113714403</a> , accessed 7/06/2018. Hinterland Grapevine, "Maleny Matriarch' is farewelled' <a href="http://www.hinterlandgrapevine.com/range-news/range-news-2007/-maleny-matriarch-is-farewelled.htm">http://www.hinterlandgrapevine.com/range-news/range-news-2007/-maleny-matriarch-is-farewelled.htm</a> , Thursday 6 September 2007. Maleny Historical Society, 'McLean's Café and Bakery 1916-1951', <a href="http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/mclean_family.pdf">http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/mclean_family.pdf</a> Maleny Historical Society, 'The Jack Grigor Family History' by Doris Jones (nee Grigor), <a href="http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/grigor_jack.pdf">http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/grigor_jack.pdf</a> Maleny Historical Society, 'Yarunga', <a href="http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/yurunga.pdf">http://www.historicalsocietymaleny.com/uploads/2/3/9/6/23964979/yurunga.pdf</a> , accessed 15/06/2018. Picture Sunshine Coast QImagery	

## 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 Famers' 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 Kureelipa. 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.

### Further references

Lindsey Wareham, Mapleton 100 Years: A Tribute to our Pioneers, Queensland Complete Printing Services, 1988.

### Harry Johnson's House (former)

<b>Local Place ID Number</b>	MPN2	
<b>Street Address</b>	13 Flaxton Drive, Mapleton	
<b>Title Details/GPS Coordinates</b>	3RP114787	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Harry Johnson's House demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage, as it includes pit-sawn timber used to construct the first provisional school in Mapleton, in 1896. Residences with pit-sawn timber are rare in the region, as this method of timber production was associated with the early selection of land in the district and therefore usually the first houses, which were typically replaced over time.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Harry Johnson's House has a special association with Harry Johnson, who was one of the first settlers in Mapleton and was a key figure in the district for nearly fifty years.
<b>Historical Context</b>	
<p>Harry Johnson's House is named for Harry Johnson, who built the house in 1909. Johnson selected land in Mapleton in 1892, making him one of the earliest settlers in the district. He planted strawberries and bananas, and called his farm 'Mountain View'. Johnson did not focus exclusively on farming; he became a stage coach proprietor, running three coaches between Nambour and Mapleton, and he also built and ran the 'Strongarra' guest house, one of two guesthouses in the town (the other being 'Elanora'). Strongarra was destroyed by fire in 1939.</p> <p>Johnson selected the land the same year he built the house (it adjoined his original selection). Johnson built the core of his house using the pit-sawn timber recovered from the provisional school, which was replaced in 1908. He and his wife moved to Kedron Brisbane, to retire, probably in the late 1930s, concluding an association with Mapleton and its development that spanned nearly fifty years.</p> <p>The house was purchased by Mr and Mrs Appleby, who operated a transport service between Mapleton and Nambour following the demise of the tramway. The house was modified circa mid-century, the enclosure of the verandah the most obvious change (the windows on the verandah enclosure appear mid-century, but they may be later and simply have been recycled from elsewhere). Aside from a more recent extension on the eastern elevation of the building, the house externally appears largely intact.</p>	
<b>Description</b>	
<p>Harry Johnson's House (former) is located on the eastern side of Flaxton Drive on a steeply sloping site in the centre of town. The property is delineated from the street by a recent picket fence. Besides the original house, the site contains a large extension attached to the eastern side of the building and a free-standing garage; the extension and the garage are not of heritage significance.</p> <p>The building is set along the street frontage and consists of a rectangular timber structure with hipped corrugated iron clad roof. It is low-set at the front and enclosed underneath towards the rear. A verandah with separate skillion roof, enclosed with weatherboard to waist height and fibrous cement sheeting in the upper section, spans the front and northern side. There are several windows in the enclosed verandahs including five-light casement configuration with coloured glass and banks of louvre windows. A glass and timber front entrance door is covered by a metal window hood. On the southern elevation is a further casement window with metal hood (side of enclosed verandah) and a sash window, also with metal hood, albeit with different design.</p> <p>It is unclear, whether any of the original pit-sawn VJ beech cladding of the core of the building and any of the French doors are extant.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016
<b>References</b>	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.  Lindsey Wareham, Mapleton 100 Years: A Tribute to our Pioneers, Queensland Complete Printing Services, 1988.  Queensland Heritage Register, 'St Isidore's', Place ID 601467.  Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</p>	

### Mapleton Bakery (former)

<b>Local Place ID Number</b>	MPN15	
<b>Street Address</b>	9 Obi Obi Road, Mapleton	
<b>Title Details/GPS Coordinates</b>	16RP841395	No GPS Coordinates
<b>Other Names</b>	Old Mapleton Bakery, Mapleton Pharmacy.	



**Heritage Significance**

Criteria	Definition
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Mapleton Bakery (former) demonstrates a rare aspect of the Sunshine Coast Council area's history. It is the earliest extant example of a commercial shop front in Mapleton.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Mapleton Bakery (former) is important to the Sunshine Coast Council area because of its aesthetic significance. Its timber construction, window awnings and overall form evokes an appreciation of the early commercial premises in Mapleton and contributes to the streetscape, particularly relative to the Mapleton Tavern.

**Historical Context**

The Mapleton Bakery (former) was established in 1924 by Fred Hall. A residence and shop front faced the street and the bakehouse was located at the rear. The buildings were located in the centre of Mapleton, close to the hotel, school and post office. The bakehouse was destroyed by fire in 1959 and not rebuilt. Bread was instead brought in to the settlement from Nambour. The residence appears to have been replaced by shop space over time. The building is currently used as a chemist.

**Description**

The Mapleton Bakery (former) is located on the northern side of Obi Obi Road in the centre of town on an elongated block containing the former bakery at the front and an open shed at the rear; the shed is not considered in this assessment.

The building addresses the road and consists of a rectangular lowset timber structure with corrugated iron clad roof, gabled at the front and hipped at the rear. The gable is clad with weatherboard and the lower section of the façade is clad with chamferboard and has a large shop windows either side of the recessed entrance with access via a recent ramp. A bullnose awning with side panels and supported on simple posts spans the front and extends over the footpath. The side elevations are clad with weatherboard and there are several sash windows with metal hood. A small hipped roof protrusion joins onto the north-western corner at the rear.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Lindsey Wareham, Mapleton 100 Years: A Tribute to our Pioneers, Queensland Complete Printing Services, 1988.
- Queensland Heritage Register, 'St Isidore's', Place ID 601467.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Mapleton Cemetery**

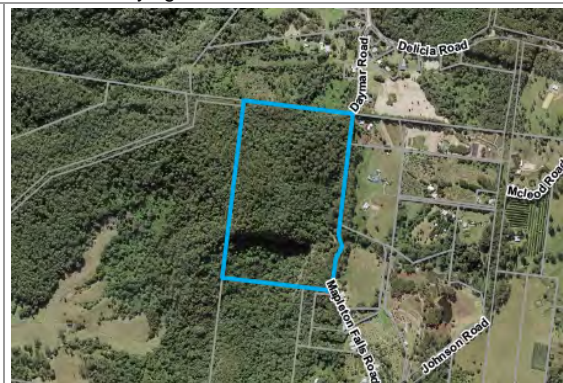
<b>Local Place ID Number</b>	MPN6	
<b>Street Address</b>	181 Delicia Road, Mapleton	
<b>Title Details/GPS Coordinates</b>	21SP265545	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Mapleton Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history. Cemeteries were typically established following the development of settlements in the region, reflecting an established pattern.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Mapleton Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Mapleton Cemetery has aesthetic significance, as it is surrounded by mature vegetation that evokes a sense of the conditions faced by early settlers to the district, and creates a pleasing setting for the contemplation of the deceased.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Mapleton Cemetery has a special association with current and former residents of the Mapleton, Blackall Range and Hinterland community.
Historical Context	
The Mapleton Cemetery was officially surveyed in 1900, with William and Thomas elected the unofficial trustees of the cemetery (it is alleged that the first official trustees were not recognised until 1918). The first burial occurred in 1901, but the cemetery was largely abandoned in 1921, with burials occurring in the Nambour General Cemetery rather than Mapleton. (The shift was probably facilitated by the tramway.) The Maroochy Shire Council became trustee of the cemetery in 1961. Residents began using the cemetery again in the 1990s and a memorial wall for ashes was installed in this period.	
Description	
The cemetery is located on a reserve spanning just under two hectares of sloping bushland west of the township. The marked graves are situated in a small rectangular grassed clearing bordering onto the road in the northeast and there is a columbarium wall at the edge of the clearing. The graves are arranged in rows and include grave ornaments that reflect the changing funerary customs over more than hundred years. Grave surrounds are mainly rendered brick, however there are also some post and pipe surrounds. Headstones include mainly stelae and there are also desk mounted tablets and a larger obelisk mounted on a tiered pedestal; some of the earlier grave stones and surrounds show signs of weathering and are in need of maintenance. Early wooden ornaments were reportedly destroyed by frequent bush fires that swept through the cemetery. The bush setting and the presence of weathered grave ornaments gives the cemetery an evocative contemplative ambience.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016
References	
Berenis Alcorn, Maroochy Heritage Study, 2006. Queensland Heritage Register, 'St Isidore's', Place ID 601467. Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016. Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	

### Mapleton Falls National Park

<b>Local Place ID Number</b>	MPN8		
<b>Street Address</b>	78 Mapleton Falls Road Mapleton		
<b>Title Details/GPS Coordinates</b>	137NPW674	No GPS Coordinates	
<b>Other Names</b>	Mapleton Falls National Park and Ex-Flying Fox Giant Box Tree.		



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Mapleton Falls National Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. The gazettal of the falls as a recreational reserve in 1893 marks it as one of the earliest of the natural features on the Blackall Range to be recognised for its scenic value. Its development and popularity is also tied to the development of Mapleton as a district in the late nineteenth and early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Mapleton Falls National Park is important to the Sunshine Coast Council area for its aesthetic significance. The natural beauty and grandeur of the falls and the surrounding national park, including views and vistas, has been recognised by visitors since at least the 1890s, and possibly as early as the 1880s.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Mapleton Falls National Park has a strong association with the community of Mapleton for social reasons important to the Sunshine Coast Council area. It was the Mapleton community that initially used and developed the reserve, and the falls in particular have been a significant element of tourism promotion to the district (and therefore an integral part of its economic prosperity) since the early twentieth century.

#### Historical Context

Local history sources claim that the first proposal to create a reserve where the falls are located was by Alfred Delisser in 1883. Delisser surveyed sections of the Blackall Range and other areas in the Sunshine Coast for the Queensland Government in the 1880s. The reserve was not officially gazetted and it appears to have been returned to freehold land by 1891. However, the Queensland Government reversed this designation in 1893, creating a 60 acre reserve around the falls, known as the 'Baroon Falls' or 'Fall'. The Mapleton district had only recently been selected, but even by this time the falls were clearly a feature of note. A journalist with the *Queenslander* wrote an article about a trip to the falls in 1893. Reaching the destination was nonetheless difficult: he described the road to the falls as 'cut through the scrub, covered with exposed roots, [and] slippery through a coating of moss' (*Queenslander*, 21 January 1893: 127). It was an early recognition of the scenic value of the range's natural features – in contrast, Kondalilla Falls was not gazetted as a reserve until 1906.

The popularity of the falls increased in the 1910s, undoubtedly with the appearance of the Ocean View Hotel and the opening of the tramway in 1915. First, the State Government renamed the falls 'Mapleton Falls' in 1915. A local history source claims the name change occurred following a request by local residents; though this may have indeed occurred, newspaper reporting of the name change claimed the Government believed there was confusion with 'Barron Falls' near Cairns (*Brisbane Courier*, 22 January 1915: 6). In 1919, a major local event was planned to be held at the falls and the first infrastructure was installed, including a swing, see saw, and lookout platform. The event attracted visitors from around the region, including Montville and Nambour.

Perhaps the most ambitious item of improvement was the construction of an aerial tramway, built by the local pioneer Thomas Smith. The tramway consisted of a metal cage that ran along rope stretched across the ravine, with the rope attached to large trees at either end. The rope allegedly had a breaking strain of 11½ tons; perhaps some comfort to those who utilised what would have been a thrilling, if nerve-wracking, experience. Indeed, Smith was apparently regularly called to rescue terrified users of the tramway and it was removed in the 1920s due to concerns about safety. One of the trees from which the tramway were suspended is still extant, and it contains evidence of the system, including large bolts.

The falls have remained a popular local and tourist destination across the twentieth and early twenty-first century. Indeed, confirmation of their popularity was illustrated when the State Government proclaimed the Mapleton Falls Road a tourist road in 1935 (around the time the Bruce Highway was constructed, emphasising the importance of new roads and motor vehicles to the development of tourism in the Sunshine Coast in that decade). The reserve was proclaimed a national park in 1975 and facilities in the park have been upgraded and added to over time.

#### Description

Mapleton Falls National Park is a recreational and scenic reserve comprising 26 hectares located west of Mapleton. Like the Kondalilla Falls National Park (ID#FXN4) and Mary Cairncross Scenic Reserve (ID#MLY8), the park contains remnant forest, including riparian rainforest and open eucalypt forest, once covering the Blackall Ranges and provides opportunities to encounter, learn about and enjoy the flora and fauna as well as stunning views of the falls/gorge and over the ancient volcanic landscape.

Over time, infrastructure has been added to the park, including an aerial tramway/flying fox on a wire rope spanning the gorge (dismantled in the 1920s due to safety concerns, however, anchor bolts from the structure are reportedly still lodged in a box gum on the eastern side of the falls). Today, improvements include sealed and unsealed walking tracks, walks, viewing platforms, interpretation signage, picnic facilities and toilets.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	16/03/2016

#### References

Berenis Alcorn, *Maroochy Heritage Study*, 2006.  
*Brisbane Courier*, 22 January 1915, 6.  
*Chronicle and North Coast Advertiser*, 3 October 1919, 2.  
Lindsey Wareham, *Mapleton 100 Years: A Tribute to our Pioneers*, Queensland Complete Printing Services, 1988.  
*Queensland Heritage Register*, 'St Isidore's', Place ID 601467.  
*Queenslander*, 21 January 1893, 127.  
Sunshine Coast Council, *Thematic History of the Sunshine Coast*, 2016.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.  
*Telegraph*, 31 July 1893, 6.  
[www.nprsr.qld.gov.au/parks/mapleton-falls/about.html](http://www.nprsr.qld.gov.au/parks/mapleton-falls/about.html).

#### Mapleton Forestry Office (former)

<b>Local Place ID Number</b>	MPN7
<b>Street Address</b>	52 Delicia Road, Mapleton
<b>Title Details/GPS Coordinates</b>	733CG2787 No GPS Coordinates
<b>Other Names</b>	Mapleton Men's Shed.



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Mapleton Forestry Office (former) is important in demonstrating the pattern of the Sunshine Coast Council area's history, as one of a number of State forests established in the region in the 1920s and also one of a number of offices and barracks built in the late 1940s. State forests were an important part of the timber industry in Queensland and some of the largest and earliest were located in the Sunshine Coast.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Mapleton Forestry Office (former) is important in demonstrating the principal characteristics of forestry office and barracks, which is important to the Sunshine Coast Council area.

**Historical Context**

Timber getting was a major industry in the Sunshine Coast region, dating from as early as the 1840s. Throughout the nineteenth century, loggers simply exploited the available natural resources, primarily softwoods such as Hoop and Bunya pines and Beech and Cedar. By the late nineteenth century, the forests in the region (and elsewhere in Southeast Queensland) were largely depleted of timber stock. This concerned the State Government and in 1897 it passed legislation that enabled the creation of State Forests and then, in 1900, created a Forestry Branch in the Department of Public Lands. The aim of the Branch was the regeneration of native timber, as well as the introduction of native and exotic plantations to secure the timber supply. State forests were largely established in the 1920s, including one at Mapleton.

Forestry staff responsible for managing the State forests were typically housed in tents. In the late 1940s, unions representing timber workers demanded better accommodation and, by 1950, 85 timber barracks had been constructed across the State, including at Mapleton. The Mapleton forestry barracks (and office) were originally located on the corner of Mapleton Forest Drive and Oakey Creek Road, but were moved to their current location sometime after the 1950s due to the mechanisation of the industry, which removed the need for barracks to be within the forest.

**Description**

The Mapleton Forestry Office is located on the corner of Delicia and Mapleton Forestry Roads on the south-western outskirts of town. The sloping, elongated block is partially fenced and includes some remnant bush vegetation on the northern boundary. Structures on the site include an office/workshop, barracks and amenities.

The office/workshop is situated along Mapleton Forestry Road and consists of a rectangular low-set, single-storey timber structure with corrugated iron clad gable roof. The office at the front (south) is clad with weatherboard while the workshop has vertical slatted timber walls and large double doors of the same design. A skillion roof annex is attached at the eastern elevation. Windows include sash configuration, some with skillion hood on timber brackets. A front and a side door lead into the office, the front one is covered by a hood of the same design as on the windows.

The barracks address Delicia Street and consist of a rectangular weatherboard clad timber structure on low to medium height stumps with a corrugated iron clad gable roof, extending to an awning over the partially enclosed front verandah. Access to the three single bedrooms is via braced and ledged, tongue-and-groove timber clad doors. Windows are sash configuration, covered by hood of the same design as at the office. A communal eating and outside cooking area joins onto the barracks at the rear (northern) corner and consist of joined corrugated iron clad timber structures incorporating a galley with a tall range hood-shaped chimney (built to 1949 Forestry Department standards). Two corrugated iron water tanks on high tank stands, situated to the west of the barracks, have recently been removed, assumed to be replaced with polyethylene rainwater tanks.

A small toilet block showing the sign 'CEDAR CREEK' and consisting of a weatherboard clad timber structure with short sheeted corrugated iron clad gable roof is located next to the office (east).

A vehicle ramp, formerly located to the north of the office/workshop, has been removed.

The former forestry office is currently used as the Mapleton men's shed.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Judith Powell, People and Trees, QLD Government, 1998.
- Lindsey Wareham, Mapleton 100 Years: A Tribute to our Pioneers, Queensland Complete Printing Services, 1988.

Queensland Heritage Register, 'St Isidore's', Place ID 601467.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### Mapleton Hall, Sportsground and Memorial Trees

<b>Local Place ID Number</b>	MPN10	
<b>Street Address</b>	31 Obi Obi Road, Mapleton	
<b>Title Details/GPS Coordinates</b>	1RP25191, Road Reserve	No GPS Coordinates
<b>Other Names</b>	Mapleton Public Hall, Mapleton Hall & Sports Ground and Trees.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Mapleton Hall, Sportsground and Memorial Trees is important in demonstrating the evolution of the Sunshine Coast Council area's history. The settlement of the Mapleton district progressed slowly from the late 1880s and the construction of the hall in 1910 reflected a key milestone in the maturation of the community.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Mapleton Hall, Sportsground and Memorial Trees is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council region. The characteristics are defined by the relatively modest design and materials used in the construction of the hall, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Mapleton Hall, Sportsground and Memorial Trees has a special association with the Mapleton community since its construction, as a focus of community activities and social events. The memorial trees also contribute to this significance.

**Historical Context**

The first Mapleton public hall (the current building is the second) was built in 1910. Until this time, public meetings were held at the local provisional school. The hall was built on land donated by an early settler, William Rosser, who also opened a local sawmill (1909) and the Ocean View Hotel (1910). The grounds of the new hall also included a sports field. A bushfire in 1915 destroyed the hall and the current building was built in 1916 on the same location. Memorial trees were planted in the grounds of the hall in 1918 at the conclusion of World War I to commemorate fallen soldiers from the district. The local honour board erected after the war and commemorating men who served in the war, is also located in the hall.

The hall and grounds remained relatively unchanged until the second half of the twentieth century. A supper room was added to the building in 1967, built using timber from the recently closed Dulong State School. Tennis courts were also installed in the grounds, possibly in the 1960s – popular tennis courts before this decade were located in the grounds of the local boarding houses and the school. An early house was moved to the hall grounds in 1992-3. Memorial trees commemorating early settlers to the district, consisting of banksias, jacarandas, Poinciana and cassius trees, were planted in 1979 and plaques installed at the base of the trees. A 'lone pine' tree from Turkey was also planted in the grounds, and further 'memorial' tree planting occurred along the footpath and in the hall grounds by long time residents.

**Description**

The Mapleton Hall, Sportsground and Memorial Trees is located on a sloping site in the centre of town. A stone retaining wall runs along the street front with access from Obi Obi Road via a driveway and steps. The site contains the hall, the sportsground (including cricket pitch) towards the rear, tennis courts and an ancillary building at the south-western corner as well as a former residence, moved to the site in the 1990s on the south-eastern boundary. At the western boundary and the rear of the tennis courts are exotic tree plantings commemorating early settlers to the region each with a plaque at the base and also reportedly a 'Lone Pine' tree grown from a seedling from the Lone Pine Cemetery in Gallipoli (not located during site visit). Further commemorative trees have been planted by residents in the mid-1980s at the street front including Bunya and Hoop pines.

The hall consists of a rectangular chamferboard clad timber structure on low to medium height stumps with a corrugated iron (trapezoidal profile) clad gable roof. Front access is via a small weatherboard clad porch with gable roof. Either side of the entrance is a five-light casement window with fanlight, ornate window aprons and skillion window hood on decorative timber brackets. There are a number of similar windows without window hoods on the western elevation. A chamferboard clad annex with skillion roof spans most of the eastern elevation, joining onto a gabled protrusion at the north-eastern corner. At the rear is an extension with skillion roof.



<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016
<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Lindsey Wareham, Mapleton 100 Years: A Tribute to our Pioneers, Queensland Complete Printing Services, 1988.	
'Mapleton: Tree Planting', Chronicle and North Coast Advertiser, 27 September 1918, 3.	
Picture Sunshine Coast.	
Queensland Heritage Register, 'St Isidore's', Place ID 601467.	
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.	
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	

### Mapleton Monument and RSL Memorial Park

<b>Local Place ID Number</b>	MPN14	
<b>Street Address</b>	Flaxton Drive, Mapleton	
<b>Title Details/GPS Coordinates</b>	Road reserve, 189MCH2658 (part of)	No GPS Coordinates
<b>Other Names</b>	Monument Stone, Soldier's Park, Mapleton Park, RSL Park, Mapleton RSL Memorial Park.	



<b>Heritage Significance</b>	
Criteria	Definition
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Mapleton Monument and RSL Memorial Park demonstrates an uncommon aspect of the Sunshine Coast area's cultural heritage. Although installed relatively late in the century (well after the two World wars), the location of the monument in the middle of the road was nonetheless uncommon. The continued presence of the memorial in the road provides material evidence of the density of settlement in the town in the 1950s and relative increase by the 1970s, when Anzac Day ceremonies moved to the (future) RSL Park.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Mapleton Monument and RSL Memorial Park has a special association with the Mapleton community as the focus of Anzac Day ceremonies from the 1950s through to the 1970s, and as a continuing monument to fallen soldiers from the Mapleton district.

### Historical Context

The memorial stone cairn was unveiled in 1958. The first soldier's memorials in Mapleton were an honour board, currently located in the hall, and trees planted in the hall grounds by school children in 1918 (in connection with Arbour Day). After World War II, local returned servicemen suggested that a suitable monument to commemorate their service should take the form of amenities for children at the local school. 'Memorial' play equipment – a set of swings – was subsequently installed in the school grounds.

A Mapleton sub-branch of the Returned Sailor's Soldier's, Airmen's Imperial League of Australia (RSSILA) was formed after World War I, but it lapsed and a new sub-branch was created in 1956. The (reformed) sub-branch members decided that a public memorial should be erected to the memory of fallen soldiers from the district, and a stone cairn was unveiled in the middle of Flaxton Street in 1958, occupying the space once previously marked by a garden plot. The location of the monument in the middle of the road was unusual. This was a more common practice after World War I, when car ownership was very low (in 1921 there was one car for every fifty people). The presence of the memorial in the middle of road in Mapleton provides material evidence of the relative density of the town's population in the 1950s compared with the 1970s - that is, it was not an issue to hold Anzac Day ceremonies on the road itself in the 1950s and 1960s.

By the 1970s, road traffic had increased to the extent that it was no longer feasible to hold Anzac Day services around the cairn, and the services began to be held in a disused section of road reserve between the school grounds and the Mapleton Tavern. The new location became permanent: it was called 'Soldier's Park' by 1979 and in 1984 plans were prepared for the erection of a new memorial and gardens in the park. The park is now called RSL Park.

### Description

The Mapleton Monument is located on a median strip in the road fronting the Mapleton State School and in close proximity to the Mapleton RSL Memorial Park. The monument consists of a dark stone cairn with accentuated mortar gaps and concrete pyramidal cap. It is set on a concrete base, formerly stepped and currently level with the median strip paving, and is surrounded by a recent low pipe and chain fence. A flagpole is situated to the north.

A small marble tablet with the words 'LEST WE FORGET' is fixed to the northern side and two further metal plaques with the same inscriptions are on the east and south. A metal plaque providing information on the unveiling of the monument is fixed to the western side. The metal plaques are not original.

The Mapleton RSL Memorial Park is located on a block stretching from Flaxton Drive in the east to Obi Obi Road in the west in the centre of town. Also located on the sloping site is the Mapleton Community Library on the eastern side – this building is not included in the assessment.

The landscaped park contains a memorial to the fallen from both World Wars consisting of a large boulder from the Dulong Quarry set on a concrete slab. A plaque lists the names of nine members of the community under the words 'MAPLETON REMEMBERS'. The memorial is flanked by two flagpoles. The park also includes picnic facilities and amenities.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	16/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Lindsey Wareham, Mapleton 100 Years: A Tribute to our Pioneers, Queensland Complete Printing Services, 1988.
- 'Mapleton: Soldiers Memorial Project', Nambour Chronicle and North Coast Advertiser, 21 February 1947, 5.
- 'Mapleton: Tree Planting', Chronicle and North Coast Advertiser, 27 September 1918, 3.
- Picture Sunshine Coast.
- Queensland Heritage Register, 'St Isidore's', Place ID 601467.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Mapleton State School**

<b>Local Place ID Number</b>	MPN12	
<b>Street Address</b>	24 Flaxton Rd, Mapleton	
<b>Title Details/GPS Coordinates</b>	11SP110640	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Mapleton State School is important in demonstrating the evolution of the Sunshine Coast Council area's history. Symbolically, the school reflects the emergence and growth of Mapleton in the early twentieth century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Mapleton State School is important for its association with the Mapleton community. The school has been an integral part of the community for more than 120 years demonstrated by activities like agricultural education, commemorating the sacrifice of war through memorial play equipment and more recently the construction of an observatory in the school grounds.

**Historical Context**

Following the government's reservation in 1893 of approximately 5 acres for a school reserve, a decision was made at a public meeting at Mapleton in 1896 to erect a dual purpose building on the reserve, to be used both as a hall and a school. The Mapleton Provisional School commenced on 17 July 1899 with teacher, Miss Lizzie Fitzgerald and 15 pupils on the first day. By 1907, the school was in poor condition and a new building, partially funded by the government, was constructed and opened on 15 May 1908. The previous structure was removed from the site. In 1909, the school was gazetted as Mapleton State School, restricting the use of the building to teaching purposes. A teachers residence was added to the reserve in 1916 (removed to Obi Obi Road in 1997 and converted into a community centre). In 1923, a new structure was joined to the existing school building by a short walkway and in 1929, a playshed was erected.

By the 1960's, the front and rear verandahs of the school buildings had been enclosed to make a storeroom and a library. During the 1960s, a new 8 foot wide room was added to the east side of one classroom and by 2006, this had been converted to the front office and lobby. The playshed was closed in at some stage and became a storeroom in the 1990s.

In 1981, the school was officially regarded in the region as one of the worst examples of temporary and very old buildings. In 1982, a major building plan was implemented, and new permanent structures were added to the southwest of the existing buildings. In 2002, an observatory was constructed in the school grounds near the new structures.

The original 1908, 1923 and 1929 structures remained forming a small complex in the northeast. The buildings have been modified over time with the most recent change being the construction of an additional building post 2006 to the north, cutting into the 1923 building.

The site was extended in 1922 when swampy land near the tram station was exchanged for a smaller amount of land, giving the school reserve its present-day size and shape.

An agricultural plot was established on site in 1917 with crops including citrus, sugarcane, bananas and corn; the activities drew attention from neighbouring schools. Students received fruit packing lessons conducted on local farms and teams successfully competed in fruit packing competitions in the 1930s.

The War Memorial Committee decided to commemorate the community members that had died in World War II with play equipment for the school. The memorial completed in 1952 consisted of a triple boat swing, a slippery slide and a tennis court. The necessary funds of £200 were raised by the community and subsidised by the Department of Education. In 1957, the school committee built a level playing field from the former horse paddock.

In 1923, the brass bell from the Mapleton locomotive was purchased from the Maroochy Shire Council and mounted adjacent to the western verandah. It has been subsequently moved within the site.

**Description**

Mapleton State School is located on the eastern side of Obi Obi Road and the western side of Flaxton Drive in Mapleton. The site includes a number of buildings. This assessment is for the 1908 and 1923 school buildings and the 1929 playshed.

The buildings form a small complex in a landscaped setting with mature trees to the west. The 1908 building is located towards the south facing the road while the 1923 building is set on a north-south axis to the north. A recent (post 2006) extension joins onto this building, partially cutting into the northern wall.

Both early school buildings have a corrugated iron gable roof, weatherboard walls and are set on medium high stumps. The buildings have a variety of window types, such as double hung and casement configuration as well as glass louvres, indicating progressive changes over time. The original verandahs of the buildings have been filled in. Building air vents have been formed by wedged weatherboards at gable peaks.

The buildings are connected via a walkway at the front and via stairs at the rear. A wide skillion roof awning spans a concreted court yard between the school buildings and the playshed to the west.

The former playshed consists of a wide timber structure with corrugated iron clad gable roof. The walls are clad with weatherboard. A large door on the south side provides access and there are four windows located on the north side.

<b>Other Statutory Listings</b>	No statutory listings.
<b>Non-Statutory Listings</b>	No non-statutory listings.
<b>Inspection Date</b>	11/12/2019.

**References**

- Wareham, Lindsey, Tribute to our Pioneers – Mapleton 100 years, 1988.
- Mapleton State School: History, in: <https://mapletonss.eq.edu.au/Ourschool/History/Pages/History.aspx>, accessed 18/12/2019.
- Nambour Chronicle and North Coast Advertiser, 23 January 1948, p8.
- Nambour Chronicle and North Coast Advertiser, 20 June 1952, p2.
- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Mapleton Tavern**

<b>Local Place ID Number</b>	MPN13	
<b>Street Address</b>	2 Flaxton Drive, Mapleton	
<b>Title Details/GPS Coordinates</b>	2RP26935	No GPS Coordinates
<b>Other Names</b>	Ocean View Hotel, Mapleton Hotel Motel.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Mapleton Tavern is important in demonstrating the evolution of the Sunshine Coast Council area's history. The Blackall Range emerged as a prominent tourist destination in the early 1900s and Mapleton Tavern was the earliest hotel to focus on attracting tourists rather than simply accommodating travellers, marking the beginning of tourist facilities on the Range. It was also the first and only hotel in Mapleton.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Mapleton Tavern demonstrates a rare aspect of the Sunshine Coast Council area's history. It is the oldest extant resort hotel in the Sunshine Coast, albeit no longer providing accommodation.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Mapleton Tavern is important to the Sunshine Coast Council area because of its aesthetic significance. The original external core of the building remains largely intact, including projecting gables, exposed timber framing and some decorative features, creating a pleasing impression commensurate with its original function as a mountain tourist hotel. The substantial views from the hotel to the ocean remain intact, which were integral to the location and popularity (and for a time, the name) of the hotel since its establishment in 1910.

#### **Historical Context**

The first hotel to take advantage of tourism in the district was the Ocean View Hotel, opened in 1910. It remained the only hotel in Mapleton, although boarding houses appeared to supplement tourist accommodation in the 1920s, namely 'Strongarra' and 'Elanora', both located near the hotel (but no longer extant). While all hotels in this period were built to accommodate guests, the Ocean View Hotel appears to have been the first hotel on the Blackall Range to have been built exclusively to attract tourists. Indeed, it was known from its first year of operation as a 'resort'; a 1910 advertisement for the hotel claimed it was the 'coolest, best resort in Qld' and reinforcing the sanatorium aspect, the advertisement was under the heading 'Board and Residence. Health Resorts. Invalid Homes' (Brisbane Courier 8 March 1910: 2; emphasis added). The Maleny Hotel, which opened three years earlier (1907), was by its design and function less about tourists and more travellers, an important distinction. Therefore, the Ocean View has an important place in the development of tourism on the Blackall Range.

The hotel has operated continuously since opening and indeed, as it opened as a resort, it has the distinction of the being the oldest extant resort hotel in the Sunshine Coast (although it no longer provides accommodation). It has undergone various alterations over time, including extensions and internal changes. Nonetheless, key elements of the original building remain intact: the overall form of the original building, in particular the entrance, remains substantially intact; the timber cladding survives in the original section of the hotel, key decorative features such as the projecting gables remain, and the principal attraction of the hotel – the view, from which its original name was derived – remains likewise intact. The hotel was known as the Mapleton Hotel from the 1920s. It was renamed the Mapleton Hotel Motel in 1979 and today it is known as the Mapleton Tavern.

#### **Description**

Mapleton Tavern is located on an elevated, sloping triangular block on the prominent corner of Obi Obi Road and Flaxton Drive in the centre of town. The site includes the hotel and a carpark on the western side. Landscaping including mature trees is located at the corner section and on part of the western and southern boundary.

The Mapleton Tavern is set along Flaxton Drive and addresses Obi Obi Road. The building consists of a single-storey timber structure on stumps, varying from low to high, which is bricked in underneath in some sections. The building has a corrugated iron clad complex roof including gable and hip configurations. A protruding gable extends from the north-western corner (Obi Obi Road) and features a bay window (replacing an earlier bank of three windows) with skillion window hood. The roof gable shows decorative bargeboards, reminiscent of a feature of the hotel in historic images, albeit less ornate. A verandah joins onto the protrusion, spanning the front and wrapping around the corner, continuing along the eastern side. A roof gable with decorative bargeboards (not original) extends above the verandah towards the corner and further roof gables with similar style are located on the side elevation. The main access is via timber stairs (not original) and a timber entrance door featuring fan and side lights. The verandah back wall shows exposed framework and VJ cladding. There are several sash windows at the front and the side elevation (set in banks of five). The verandah has been extended at the front to include two gazebo style sections and at the side elevation a ramp has been added.

A bottle shop has been added to the rear of the building mirroring style elements of the earlier structure including gables with decorative bargeboards and chamferboard cladding.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

#### **References**

Lindsey Wareham, Mapleton 100 Years: A Tribute to our Pioneers, Queensland Complete Printing Services, 1988.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Queensland Heritage Register, 'St Isidore's', Place ID 601467.  
 Brisbane Courier, 8 March 1910, 2.

#### **Remnants of Mapleton Tramway**

<b>Local Place ID Number</b>	MPN16
<b>Street Address</b>	10 Delicia Road, 8, 10 & 12 Shay Lane, 68, 70 & 72 Post Office Road, 40 Lantana Lane and 894-914 Nambour-Mapleton Road, Mapleton
<b>Title Details/GPS Coordinates</b>	Part of lots 11SP110640, 2RP128245, 3SP109934, 1 & 2RP42915, No GPS Coordinates

	2RP197049, 1RP220186, 1RP226350, 3, 4, 5 & 6RP801761, 4RP200797, 31, 33 & 34SP209327, 32RP214818, part of Delicia Road reserve, and part of Obi Obi Road reserve, BRP167293
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<b>Other Names</b>	N/A
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**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Remnants of the Mapleton Tramway is important in demonstrating the evolution of the Sunshine Coast Council area's history. The tramway was an early and substantial tramway that facilitated the growth of settlement and the economy of Mapleton and the surrounding district (and those areas along the length of the line) by providing a secure and efficient connection to Nambour and markets for produce, as well as supporting the Moreton Central Sugar Mill.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Remnants of the Mapleton Tramway has the potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular examples of land modification that reflect the design and functioning of the tramway and remnant archaeological material such as tramway spikes.

**Historical Context**

The Mapleton Tramway was opened on the 3rd of December, 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. The Mill constructed a series of tramways to connect surrounding cane farms to the mill to expedite the transport of sugar cane. By the early 1910s, the Mill was also using the lines to transport goods and people. The service was available to Dulong farmers, prompting the Mapleton Progress Association to approach the Mill Board and request that the Mill extend the tramline to Mapleton. The Mill declined the proposal, but suggested the Association might convince the Maroochy Shire Council to purchase the line to Kureelipa. This suggestion appears to have served the interests of the Mill, as cane production in the Dulong district was declining and, strategically, the Board was interested in developing the tram network to the east rather than the west. The Council was for its part concerned that the Mill might close the western line and it secured a loan from the Queensland Government to purchase the line and its branches in 1910.

The Council immediately began planning for an extension of the line to Mapleton. To undertake the work, Council applied for a £27,000 loan, the largest in the Shire's history. The extension officially opened the same year as the Palmwoods to Buderim Tramway, although it had been operating as early as 1914. Both lines illustrated the importance of tramways in an era before the motor car and decent roads, particularly connecting mountainous settlements to the railway. The line terminated in Mapleton opposite the local hall.

The tramway operated until 1944, a period of 29 years. Services ran three times a week and carried passengers along with a variety of goods between Mapleton and Nambour. A special service ran once a month to convey visitors from Brisbane to the mountain resort, in particular to visit the Mapleton Falls. The journey up the range was an experience in-itself, particularly because of the steep gradient (1:18) and the views across the Sunshine Coast. It was also a particularly slow journey, taking approximately 1½ hours to complete. The steady improvement of roads connecting the hinterland with the railway rendered the line increasingly expensive and inefficient when compared with the journey via motor vehicles. The Maroochy Shire Council closed the track in 1944 and sold the line the following year, with most of the fabric removed shortly thereafter.

Although most of the tracks and related material were removed, various sections of the tramway remain extant. Parts of the tramway easement are still located in Mapleton, and the entrance to Lilypond Park marks an original section of the line.

**Description**

The Mapleton Tramway ran along the contour lines of the escarpment between Dulong and Mapleton. All infrastructure has been removed over the years since its closure in December 1944. Reportedly there were some remnants of formwork extant in 2007. Part of the former route led along the Mapleton Lilyponds Park and interpretation panels have been installed during the tramway centenary in 2015.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

Berenis Alcorn and Robin Dunn, Moreton Sugar Mill: Sweet Heart of Nambour, Nambour, Self Published, 1997.  
 Berenis Alcorn, Maroochy Heritage Study, 2006.

Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
<http://www.starfieldobservatory.com/MapletonTramway/Index.htm>, accessed 10 January 2017.  
 Lindsey Wareham, Mapleton 100 Years: A Tribute to our Pioneers, Queensland Complete Printing Services, 1988.

### St Isidore's (State heritage place)

<b>Local Place ID Number</b>	MPN19	
<b>Street Address</b>	42 Post Office Road, Mapleton	
<b>Title Details/GPS Coordinates</b>	2RP860540	No GPS Coordinates
<b>Other Names</b>	Mapleton Homestead, Seaview Guesthouse, St Isidore's Farm College, Seaview House.	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	St Isidore's, erected in the early 1900s [in at least two stages] as the residence on Seaview Orchard, has historical significance for its association with the successful development of the Blackall Range as one of the principal citrus-producing districts in Queensland in the early 20th century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	It is also significant as one of the few remaining substantial homes of this era left on the Range.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The house is important in demonstrating the principal characteristics of a substantial and well- detailed early 20th century rural residence.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	It has a number of aesthetic qualities, including the gabled form; decorative façade with wide verandahs intended to take advantage of the breezes and views over the Maroochy plains to the Pacific Ocean; extensive use of decorative pressed metal panelling and coloured glass; and the garden setting.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The place is significant for its association with WJ Smith and his family and their important contribution to the establishment and growth of Mapleton and to the development of fruitgrowing in Queensland in the late 19th and early 20th centuries.

#### Historical Context

Refer to Queensland Heritage Register Place ID#601467.

#### Description

Refer to Queensland Heritage Register Place ID#601467.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** No non-statutory listings

**Inspection Date** 16/03/2016

#### References

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

## MAROOCHY RIVER

### Dick Ashton's House and Wharf (former)

<b>Local Place ID Number</b>	MRV2	
<b>Street Address</b>	20-24 Apps Road, Maroochy River	
<b>Title Details/GPS Coordinates</b>	1RP26496, Road Reserve	No GPS Coordinates
<b>Other Names</b>	Gracemere, Ashton's House.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Dick Ashton's House and Wharf is important in demonstrating the evolution of the Sunshine Coast Council area's history. The house reflects the closer settlement of the north bank of the Maroochy River in the early twentieth century as the large pastoral stations established in the nineteenth century were progressively broken up by the Queensland Government. The house was also part of a property that was dedicated to sugar cane production, illustrating the importance of the Moreton Central Sugar Mill and its effect on the agricultural production of the surrounding region. The remnants of the wharf and tramway further illustrate this significance, and the historic importance of the cane tram network to the economic viability of the mill.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Dick Ashton's House and Wharf has the potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. The remnants of the wharf provide evidence of its prior function, as well as material, design and construction methods. The approach to the wharf may also yield evidence of the former tram line including relevant landscape modifications required to install and maintain the line (embankments, culverts and so on). Evidence of former structures such as the shelter shed built in 1944 may also be extant.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Dick Ashton's House and Wharf has a special association with Harold and his son, Dick Ashton. Harold Ashton in particular was a prominent member of the local community and his property was clearly substantial, demonstrated by the naming of Ashton's Wharf after Harold in the 1930s. As the son of Harold, Dick was also an important community member, illustrated by the historic association between Dick and the house.

**Historical Context**

Dick Ashton's house is located on land that was originally part of the Yandina station established by Daniel and Zachariah Skyring in the 1850s and taken up by Robert Fleming c1870. The large cattle stations in Queensland were progressively broken up by the Queensland Government to facilitate closer settlement and Yandina was substantially reduced in size in 1906. John Thompson selected 156 acres that included the site of Dick Ashton's house. Thompson named his property Gracemere and built a homestead. The architectural style of Dick Ashton's house is indicative of houses built in the early twentieth century and it is therefore probably Thompson's house.

The property was purchased by Harold Ashton in 1932. By this time, the property was planted with sugar cane, supplying the Moreton Central Sugar Mill in Nambour. Ashton appears to have been a prominent local citizen and was frequently mentioned in newspaper articles in the Nambour Chronicle and North Coast Advertiser. Indeed, the wharf located adjacent to his property was known as 'Ashton's Wharf' from the 1930s and it appears to have been used for recreational purposes, as a shelter shed was constructed there by the Maroochy Shire Council in 1944. Harold's son, Dick, assumed management of the property in 1958 and Harold died in 1961. The Ashton's no longer lived in the house by the early 2000s.

The wharf adjacent to the house was connected to a cane tramway that supplied sugar cane to the Moreton Sugar Mill. The mill was opened in 1897 and its management immediately moved to install tramlines to facilitate the supply of cane to the mill. Lines were constructed from Nambour to Bli Bli, Mapleton and eventually Coolum, the latter instrumental in the development of Coolum as a tourist destination. A small section of line was established on the north bank of the Maroochy River and servicing various cane farms, including Ashton's. The line in this section was not physically connected to the broader network; the cane was sent by tram to Ashton's Wharf and then punted across the river and loaded onto another cane tram, which then travelled along the network all the way to the sugar mill. The tram line and Ashton's Wharf remained in use until 2003, when the sugar mill closed and the tram network was largely dismantled (although a major exception are the lines still extant in Nambour). Remnants of Ashton's Wharf remain in situ, as well as discarded sections of the tramline.

**Description**

The Dick Ashton's House and Wharf (former) is located on the northern bank of the Maroochy River and encompasses the residence in the east and Ashtons Wharf Road in the west.

A gravel road leads from Apps Road to the river through the road reserve that includes grassed areas and mature vegetation. Access to the river is via a cutting. There is archaeological potential for remnants of the wharf to be present.

The residence is located towards the northeast corner of the block amidst established gardens. The house consists of a timber framed chamferboard clad Queenslander with truncated pyramid roof, covered with corrugated iron sheeting. A verandah with separate corrugated iron sheeted roof runs along three sides of the building. Decorative features include metal window hoods covering the windows on the northwest side.

A shed with corrugated iron clad gable roof is located to the northwest of the residence.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016
<b>References</b>	
'Ashton's Wharf', <a href="http://www.zelmeroz.com/albumquery/_search.php">http://www.zelmeroz.com/albumquery/_search.php</a> , accessed November 2017.	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Lynn Zelmer, Moreton Sugar Mill: Maroochy River Depot and Bridge, <a href="http://www.zelmeroz.com/album_rail/qld/lz_moret/riverdepot_03.pdf">http://www.zelmeroz.com/album_rail/qld/lz_moret/riverdepot_03.pdf</a> , accessed November 2017.	
Nambour Chronicle and North Coast Advertiser, 30 June 1944, 1.	

### Dunethin Rock (State heritage place)

<b>Local Place ID Number</b>	MRV1	
<b>Street Address</b>	Dunethin Rock Road Park, 24 Lake Dunethin Road, Maroochy River	
<b>Title Details/GPS Coordinates</b>	981CG3467 (part), Road Reserve	No GPS Coordinates
<b>Other Names</b>	N/A	



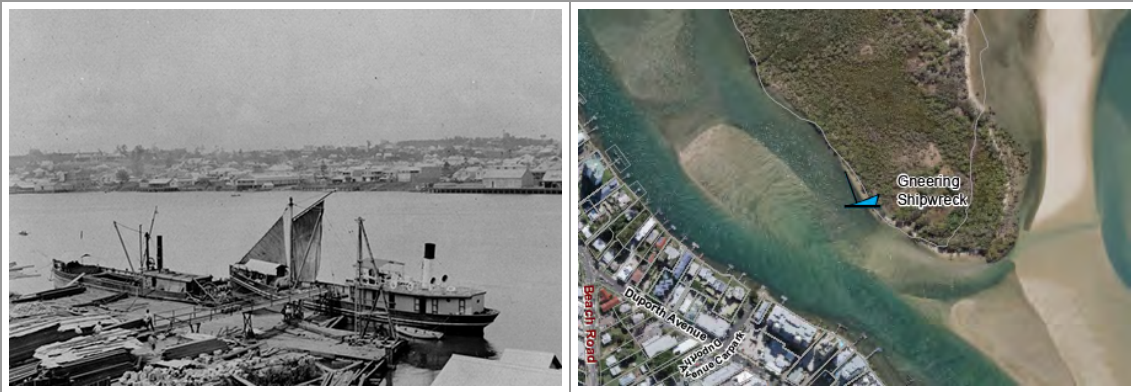
Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	As a popular picnic spot and destination for excursionists, Dunethin Rock was associated with North Coast (now Sunshine Coast) tourism from as early as 1910. Gazetted as a scenic reserve in 1924, when the North Coast was emerging as a holiday destination for outside visitors, Dunethin Rock's increased popularity as a tourist destination from this period was enhanced through the provision of access by motor launches on the Maroochy River and Moreton Mill tram line, key components of Maroochy Shire's early tourist transport network. Road access to Dunethin Rock was improved during the 1950s in response to the rise of motor transport that occurred Australia-wide in this period.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Dunethin Rock illustrates the principal characteristics of an early beauty spot primarily accessed by means of a river cruise from a seaside resort, including scenic amenity and opportunities for leisure and relaxation.  Accommodating picnic tables and seats within a robust timber framed and clad structure, the picnic shed near the summit of the rock is a fine example of this shelter type designed in the 1950s and commonly found in picnic areas in south-east Queensland.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Situated on a tranquil stretch of the upper Maroochy River, viewed from land and river Dunethin Rock is the dominant feature of this place, long valued for its natural beauty. From its summit, Dunethin Rock offers a fine panorama extending from the Blackall Ranges to the coast, offering expansive views of the mountains Ninderry, Coolum and Cooroy, sugarcane fields, native vegetation and the winding Maroochy River. The esplanade between Dunethin Rock and Dunethin Lake offers the opportunity for relaxation in a river setting.

<b>Historical Context</b>	
Refer to Queensland Heritage Register Place ID#602695.	
<b>Description</b>	
Refer to Queensland Heritage Register Place ID#602695.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Gneering Shipwreck

<b>Local Place ID Number</b>	COT3	
<b>Street Address</b>	Goat Island, Maroochy River, Maroochydhore	
<b>Title Details/GPS Coordinates</b>		(E: 509275 N: 7052419)
<b>Other Names</b>	John, Granite City.	





**Heritage Significance**

Criteria	Definition
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Gneering Shipwreck has the potential to provide information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular information about coastal trading ships operating in the late 19th century.

**Historical Context**

The 'Gneering' was built near the mouth of the Logan River at Talbarnin in the mid-1850s and originally named the 'John'. The original shape was described as 'London barge', a commercial sailing ship with flat bottom, and the original owner was John Williams. In 1860, sawmiller William Pettigrew, Captain James Low and William Grigor, a timber-getter, bought the vessel and modified it for transporting timber, including adding a crane for loading timber logs. They renamed the ship 'Granite City', believed to be in reference to James Low's Scottish origin from the granite city of Aberdeen. They based their timber depot at Mooloolah Heads on the mouth of the Mooloolah River, today's Mooloolaba. The ship made regular trips from its home base to Brisbane delivering cedar and bringing back supplies for the early settlers establishing themselves in the region. Passengers travelling on the ship included timber-getters and cattlemen.

In 1863, the 'Granite City' was converted into a stern-wheel paddle steamer, extended by 18 feet, and was the first of its kind on the Brisbane River. The name was changed to 'Gneering', reportedly being the Aboriginal term for 'wild duck'. The vessel was equipped with a steam winch for loading and unloading and became an integral part of the timber industry. The 'Gneering' was also used to transport goods to and from larger vessels waiting in the Moreton Bay. Captain Watson took over from James Low in the mid-1860s until he tragically drowned in 1881. In 1866, Pettigrew became the sole owner of the ship after buying out Low and Grigor who both got into financial troubles.

The 'Gneering' had encountered difficulties crossing sand bars, including at the Maroochy River and the Noosa bar and got grounded while trying to cross the bar of the Mooloolah River in 1866. In 1891, after nearly thirty years of service, the ship was grounded and abandoned in the Maroochy River on the opposite site of Pettigrew's sawmill, and in 1892, she was dismantled and condemned. In 1997, parts of the hulk, steel cable and timber beams were exposed. Today, the vessel is identified as an historic shipwreck near Goat Island in the mouth of the Maroochy River at Maroochydoore.

For additional information, refer to Australian National Shipwreck Database ID#2557.

**Description**

Refer to Australian National Shipwreck Database ID#2557.	
<b>Other Statutory Listings</b>	Australian National Shipwreck Database
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.

**References**

Australasian Underwater Cultural Heritage Database, <https://dmzapp17p.ris.environment.gov.au/shipwreck/public/wreck/wreck.do?key=2137>, accessed 11/12/2019  
 Blyth, Audienne, Celebrating 150 years: The Story of James and Christina Low, 2014.

**Tramway Lift Bridge Over Maroochy River (State heritage place)**

<b>Local Place ID Number</b>	NMB19	
<b>Street Address</b>	Maroochy River (near 70 River Store Road, Maroochy River)	
<b>Title Details/GPS Coordinates</b>	Road reserve, Maroochy River	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Moreton Central Sugar Mill operated between 1897 and December 2003. During the 20th century, sugar growing was the most important primary industry in the Maroochy district. It was a key factor in the development of Nambour and the Maroochy Shire and important in the growth of the sugar industry in Queensland. The cane tramway, which brought cane from many farms to the mill for crushing, was an essential part of the operation of the mill. The line between Nambour and Coolum was also used for passengers in the 1920s and 30s and was instrumental in the development of the tourist industry in the area, by linking the QR station next to the Nambour mill with resort areas at Coolum and Maroochydoore.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The timber lift bridge that carries the tramway across the Maroochy River is rare and may be the only surviving bridge of its type in Queensland.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The bridge, though small in scale, demonstrates the principle and working of a lift bridge well, having a moveable span set between two towers and pulleys and counterweights which raise the span to allow river traffic to pass underneath.
Historical Context	
Refer to Queensland Heritage Register Place ID#602527.	
Description	
Refer to Queensland Heritage Register Place ID#602527.	
Statutory Listings	Queensland Heritage Register
Non-Statutory Listings	No non-statutory listings
Inspection Date	Not inspected.
References	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

## MAROOCHYDORE

The prominent timber getter William Pettigrew selected the land on which the principal settlement of Maroochydoore proceeded, in 1872. Pettigrew built numerous stores and wharves, and a sawmill, to support his timber trade in the region. At Maroochydoore, 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 Maroochydoore 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 Maroochydoore 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 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 region was officially 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 Maroochy.

**Further references**

'Maroochy', Chronicle and North Coast Advertiser, 23 May 1908, 4.  
 Berenis Alcorn, 'Maroochy Towns: A Study of Factors Contributing to the Formation and Growth of Towns in a Queensland District', Masters Thesis, University of Queensland, 1991.

**Maroochy River Boathouse Jetties**

<b>Local Place ID Number</b>	MRD6	
<b>Street Address</b>	Maroochy River, opposite 157-205 Bradman Avenue, Maroochy	
<b>Title Details/GPS Coordinates</b>	Maroochy River, Road Reserve	No GPS Coordinates
<b>Other Names</b>	Maroochy River Boat Houses, Maroochy River Boat Sheds.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maroochy River Boathouse Jetties are important in demonstrating the pattern of the Sunshine Coast Council area's history. The sheds and associated jetties began to be constructed in the 1920s and 30s as the popularity of Maroochy as a town and resort increased, and they continued to proliferate up until the 1970s. They reflect the popularity of the Maroochy River for sailing and fishing since the establishment of the town as a seaside resort in the early twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Maroochy River Boathouse Jetties demonstrate an endangered aspect of the Sunshine Coast Council area's history. Once common, there are now only five sheds still extant. Moreover, some of the material associated with the sheds may be particularly early.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Maroochy River Boathouse Jetties demonstrate the principal characteristics of boat sheds and associated jetties constructed from at least the mid-twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Maroochy River Boathouse Jetties are important to the Sunshine Coast Council area because of their aesthetic significance. The sheds and associated jetties create an iconic scene that evokes the history of recreational use of the Maroochy River.

### Historical Context

Jetties and boat sheds were first erected along the foreshore of the Maroochy River along present-day Bradman Avenue from the 1920s and 30s, when tourism at Maroochy - and the first residential development - began to take shape along this stretch of the river.

By the 1960s, jetties proliferated along the river, many of which were in poor condition and prevented public access to the foreshore. Such was the state of jetties and sheds, the Queensland Government ceased issuing permits for jetties from 1979, unless the section of the foreshore was privately owned. Five boathouses remain, the fabric of which generally dates from the late 1960s through to the early 1990s (although one shed may date to the late 1940s). A number of the boat sheds have been extensively refurbished over time, but collectively continue to reflect the historical use of the reach of the Maroochy River from the 1920s.

### Description

The Maroochy River Boathouse Jetties are located on the southern bank of the Maroochy River, east of the Sunshine Motorway Bridge with access from Bradman Avenue. There are five sheds in total, varying in design, size and condition, all connected to the shore by a timber jetty supported on pylons (timber/concrete).

The westernmost shed is clad with chamferboard and has a gable roof, clad with corrugated iron (trapezoidal profile). A residential timber entrance door with arched glass panel provides access. The jetty has simple balustrades on both sides. The shed following to the east is similar in style to the first one, albeit with a less decorative door. The jetty has a balustrade only on one side.

The last three sheds to the east are in close proximity to each other. The westernmost of the three is clad with weatherboard and has a corrugated iron clad gable roof. Above the simple timber entrance door is a depiction of a boat's wheel followed by the inscription 'WHEEL HOUSE'. There is a porthole on the eastern side. The jetty has a single balustrade. The middle shed (including its jetty) is in need of repair and consists of a larger structure with battened walls on three sides (some battens missing) and open towards the river. The gable roof is clad with timber slats and has partially collapsed. The jetty has no balustrade. The easternmost shed has a corrugated iron clad gable roof and is clad with chamferboard of different width at the front and sides, suggesting repairs at some stage. Two small portholes, covered up with circular plates, are located on the western side. Access is via a simple timber door surmounted by an arched panel. The jetty has a metal balustrade with decorative insets.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

### References

<http://www.sunshinecoastdaily.com.au/news/mysterysurroundspiecesofourriverhistory/2822966/> accessed 14/11/2016.  
Picture Sunshine Coast

### Maroochy Sands

<b>Local Place ID Number</b>	MRD7	
<b>Street Address</b>	110 Sixth Avenue, Maroochydore	
<b>Title Details/GPS Coordinates</b>	0BUP592	No GPS Coordinates
<b>Other Names</b>	CMS14483.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Maroochy Sands is important in demonstrating the evolution of the Sunshine Coast Council area. The first high rise in the Sunshine Coast Council area, it reflects changing architectural trends in the second half of the twentieth century, especially regarding holiday accommodation (which previously had consisted of flats, boarding houses and hotels) and the influence of this style of development in the seaside resort of Surfers Paradise on the Gold Coast. The high rise is also symbolic of the resistance to the so-called 'Gold Coast' style of development in the Sunshine Coast Council area, a prominent theme that continues to frame public discussion of development on the Sunshine Coast today.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Maroochy Sands is important in demonstrating the principal characteristics of integrated high rise holiday accommodation built from the 1970s in the Sunshine Coast Council area. In addition to its Modernist design, features such as shops, pool and the multi-level parking garage reflect the prominent design considerations of such a development in the period.

## Historical Context

Tourism on the 'North Coast' increased substantially in the 1930s with the construction of the Bruce Highway and the improvement of the road from Landsborough to Caloundra. Property sales reached record figures by the second half of the decade and new development – houses, flats and caravan parks – began to change the urban landscape of the coastal towns. World War II interrupted this trajectory, but it continued in the post-war period, aided by booming population and economic growth, the latter generated by post-war immigration from Britain and Europe.

New and more substantial hotels were built, especially in Caloundra, and the successive Landsborough and Maroochy Shire Councils saw in tourism an industry that could eliminate the peaks and troughs of a predominantly agricultural economy. The region was officially renamed 'Sunshine Coast' in 1967, although the term had been in use since the 1950s. Development was actively encouraged by councils and the first substantial infrastructure projects since the Bruce Highway were undertaken in the 1950s and 60s, including the construction of the airport at Marcoola, the David Low Bridge and Way and Nicklin Way. These developments opened up the resorts north of Caloundra and spurred development at Mooloolaba, Maroochydhore and Coolum, and the relatively empty spaces in-between.

The fact that development on the Gold Coast preceded the Sunshine Coast meant that residents in the north had an idea about the potential impact of development, especially the so-called 'high rise' apartment and canal estates. The first Gold Coast high-rise was 'Kinkabool', completed in 1960. The trend toward high-rises continued on the Gold Coast and as developers turned to the Sunshine Coast, residents and councils debated the future of urban development. A strong feeling developed among many in the local community that the Sunshine Coast should not replicate the Gold Coast.

Meanwhile, the first high-rise to match 'Kinkabool' - Maroochy Sands – was opened in Maroochydhore in April 1971. At eleven storeys it was the tallest building erected in the Sunshine Coast, dwarfing the surrounding urban development in Maroochydhore at the time. The building was designed by Colin Balchin & Associates and built by Kinkora Constructions, the developer of the building, at a cost of just over \$1 million. The building opened with 50 fully-furnished apartments, four shops, swimming pool, restaurant and charcoal grill. The building thus boasted 'resort' features that were becoming increasingly popular at the Gold Coast. Maroochy Sands was officially opened by John Herbert, the Queensland Minister for Labour and Tourism, on the 4th of April 1971. The presence of the tourism minister highlighted the significance of the building and tourism on the Sunshine Coast more generally at the time.

The precedent had been set with the construction of Maroochy Sands. 'Surfair International Hotel' at Marcoola opened seven months later and the Maroochy Shire Council allowed 'virtually unrestricted' development along the coast line, including buildings up to 17 storeys, in its 1973 town plan (Fitzgerald 1984: 483). Caloundra City Council approved Westaway Towers, completed in 1974 - which became the tallest building on the Sunshine Coast. Opposition to high-rise development continued to grow and in 1980 a petition signed by 16,000 Maroochy Shire residents - over 70% of the population - called for the removal of the Council and a referendum on coastal development in the Shire. Although both of the requests did not eventuate, they nonetheless revealed the divisiveness of the issue; so much so that public concern about development on the Sunshine Coast continues to be framed in opposition to the Gold Coast. Despite the protests, the new style of accommodation was popular and high-rise buildings continued to be built on the Sunshine Coast.

## Description

Maroochy Sands is located on the north-western side of the intersection of Sixth Avenue and Aerodrome Road in the southeast of the city, about 200 metres from the beach in the east. The site contains the apartment block, a pool/BBQ area in the northwest, shops and covered car parking.

Maroochy Sands is positioned parallel to Aerodrome Road and consists of an elongated rectangular eleven storey high-rise building comprising fifty self-contained units, influenced by modernist design principles, including material, scale and clear geometric form. The exterior walls include half-height splitface and smooth masonry blocks, offset by the exposed edge of the individual concrete bases of each storey. The exterior of the apartment block has undergone extensive refurbishment in 2013, including redesign of the balconies, installation of panels/screens at the façade and sides and decorative geometrical features, bringing the building in line with a more current architectural style, however, impacting on the original design to some degree.

The apartment windows and balconies face north, allowing views of the ocean or pool, while access is provided via stairwell/lift towers at either end of the building and covered passageways on the southern elevation. A row of single-storey lowset shops front the apartment block at the Sixth Avenue elevation, consisting of glass and aluminium fronts with cantilever awnings with straight parapet. The entrance to the multi-level car parking garage is located on the Aerodrome Road side and also features half-height splitface masonry block walls. Maroochy Sands is located on the north-western side of the intersection of Sixth Avenue and Aerodrome Road in the southeast of the city, about 200 metres from the beach in the east. The site contains the apartment block, a pool/BBQ area in the northwest, shops and covered car parking.

Maroochy Sands is positioned parallel to Aerodrome Road and consists of an elongated rectangular eleven storey high-rise building comprising fifty self-contained units, influenced by modernist design principles, including material, scale and clear geometric form. The exterior walls include half-height splitface and smooth masonry blocks, offset by the exposed edge of the individual concrete bases of each storey. The exterior of the apartment block has undergone extensive refurbishment in 2013, including redesign of the balconies, installation of panels/screens at the façade and sides and decorative geometrical features, bringing the building in line with a more current architectural style, however, impacting on the original design to some degree.

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<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	01/03/2016
<b>References</b>	
<a href="http://allfab.com.au/projects/maroochy-sands-refurb">http://allfab.com.au/projects/maroochy-sands-refurb</a> , accessed 15/11/2016. <a href="http://maroochysands.com.au/wp/">http://maroochysands.com.au/wp/</a> , accessed 14/11/2016. Kinkabool, <a href="https://environment.ehp.qld.gov.au/heritage-register/detail/?id=601477">https://environment.ehp.qld.gov.au/heritage-register/detail/?id=601477</a> , accessed 14/11/2016. Picture Sunshine Coast Torbreck, <a href="https://environment.ehp.qld.gov.au/heritage-register/detail/?id=601256">https://environment.ehp.qld.gov.au/heritage-register/detail/?id=601256</a> , accessed 14/11/2016.	

### Maroochyodre Methodist Church and Hall (former)

<b>Local Place ID Number</b>	MRD3
<b>Street Address</b>	22-26 Beach Road, Maroochyodre
<b>Title Details/GPS Coordinates</b>	11RP856630 No GPS Coordinates
<b>Other Names</b>	N/A



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Maroochyodre Methodist Church and Hall (former) is important in demonstrating the pattern of the Sunshine Coast Council area's history. Churches were typically built when a settlement had reached a certain stage of growth. The place is also important in demonstrating the evolution of the region's history, as it was one of three churches built in Maroochyodre in the 1920s, illustrating the importance of that decade in the development of the town.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Maroochyodre Methodist Church and Hall (former) demonstrates a rare aspect of the Sunshine Coast Council area's history, as the church is the oldest extant building in Maroochyodre. This rarity is reinforced by the scale of development in Maroochyodre, particularly in the second half of the twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Maroochyodre Methodist Church and Hall (former) is important in demonstrating the principal characteristics of churches in the Sunshine Coast Council area, in particular the simple design of relatively early timber churches (allowing for later additions).
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Maroochyodre Methodist Church and Hall (former) has a strong association with the former Methodist (and later, Uniting) denomination in Maroochyodre, as the principal place of worship for over sixty years.

### Historical Context

The Maroochyodre Methodist Church was built in 1924, with modifications to the building occurring in the 1950s. It was the second church erected in Maroochyodre. The first was the Roman Catholic Church, in 1922. An Anglican church was built in 1925. Before this date, Methodist services were held at Cotton Tree from 1918.

The sudden appearance of three churches in such a relatively small time further reinforces the pace of development in Maroochyodre in the 1920s, in addition to Murtagh's (later Nonmus') Dance Hall (1924), Nonmus' Maroochyodre sawmill (1924), the Picture Palace (1925) and Jazzland (1928). An indication of the change is found in a 1924 newspaper article about the recent New Years celebrations at Maroochyodre. The journalist wrote that 'Maroochyodre has lost its placarded [sic] axiom of years ago, "Come to Tent Town"' (Nambour Chronicle and North Coast Advertiser, 4 January 1924, 7).

Improvements to the church building were completed in 1951. The building was moved to its current position (within the original allotment); a new porch fitted with leadlight windows replaced the original entrance porch; transepts were added to the church, making the building resemble a cross; and a concrete fence and paths were installed. The church was also restumped with concrete stumps, new joinery was made from silky oak and the exterior painted in cream and green. The transepts in particular served a practical as well as aesthetic purpose: they provided additional room for Sunday School, which experiencing growth in demand at the time, and to accommodate increased numbers of church goers during the holiday season. A church hall was installed at the rear of the church in 1956.

The Methodist Church became a member of the Uniting Church in 1977. In 1985, the congregation moved to a new church and sold the original building and hall. The former church building has become home to a variety of businesses since the 1990s.

Description	
<p>The Methodist Church and Hall (former) are located on a triangular site (with an add-on on the south-western corner) on the junction of Duporth Avenue and Beach Road in the centre of town. The footprint of the buildings extends to most of the north-western part of the site and the remainder is taken up by a carpark. A rendered brick pillar and panel fence with curved entrance section, installed in the early 1950s, runs along the corner section.</p> <p>The church addresses the corner and consists of a lowset cruciform weatherboard clad timber structure on a splitface masonry block base with a corrugated iron clad gable roof. The front and side gables are clad with narrow weatherboards and have jettied rafters. A curved porch in 'Spanish Mission' style with mitred corners, enclosed with narrow weatherboards and clad with Marseilles tiles, has been added to the front. Access is from both sides via concrete steps with rendered curved balustrades. There are tall leadlight windows at the front and sides of the porch. Similar windows, added to the front gable, are either no longer extant or hidden behind a large board. The side windows consist of straight single casement configuration.</p> <p>The hall is set on an east-west axis behind the church and consists of a lowset rectangular weatherboard clad timber structure with corrugated iron clad gable roof. Like the church, the hall rests on a splitface masonry block base and the gables are clad with weatherboard and show jettied rafters. The main access is via a weatherboard clad gabled porch on the north-eastern corner. A double storey brick building with corrugated iron clad gabled roof is attached to the south-western side of the hall.</p> <p>Although the church and hall have been modified over time and are no longer used by the church community, the design and setting is highly interpretable of the former use.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	01/03/2016
References	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.            Berenis Alcorn, 'Maroochy Towns: A Study of Factors Contributing to the Formation and Growth of Towns in a Queensland District', Masters Thesis, University of Queensland, 1991.            'Church Property Improved: Dedication at Maroochyore', Nambour Chronicle and North Coast Advertiser, 15 June 1951, 1.            Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.            'Maroochyore Methodist Church: Dedication and Opening', Nambour Chronicle and North Coast Advertiser, 25 April 1924, 5.            'Maroochyore', Chronicle and North Coast Advertiser, 23 May 1908, 4.            Nambour Chronicle and North Coast Advertiser, 29 December 1922, 5.            Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.            Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</p>	

### Maroochyore Scouts' and Guides' Site

<b>Local Place ID Number</b>	MRD2	
<b>Street Address</b>	12-14 Beach Road, Maroochyore	
<b>Title Details/GPS Coordinates</b>	5RP27742, 58RP27743	No GPS Coordinates
<b>Other Names</b>	Gunn Memorial Grounds	



Heritage Significance	
Criteria	Definition
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Maroochyore Scout's and Guides' Site has a special association with the Maroochyore Scouting and Guides community, as the location of the Scouting Den since the 1930s.

Historical Context	
<p>The Maroochyore Scout Group was established in 1937. The first meetings of the Group were held at various houses. The following year, Henry and Grace Dunn, two local residents, donated land to the group on Beach Road, to be held in trust for the use of the Scouts and Girl Guides. The Group acquired a former army hut, presumably associated with a local militia (as the building appears to date to after World War I and World War II had not yet commenced – the exact origin has not been determined). The building was supposedly used during World War II by the Red Cross and the Home Comfort Fund as a venue to prepare care packages for service personnel. The Maroochyore Lions Club erected a new hut in the 1950s (demolished in 2019), although the original ex-army building was retained. The amenities block was built in the 1970s and the storage shed in 1984. The grounds were named the Gunn Memorial Grounds in 1962 in recognition of the donation of the land by Henry and Grace Gunn.</p>	

Description	
<p>The Maroochy Scout Den is located on the Gunn Memorial Grounds spanning two lots in the centre of town. The rectangular cleared, grassed site is fenced and comprises the scout den, an amenities block and a storage shed.</p> <p>The scout den, a former army building, is set along the south-eastern boundary and consists of a rectangular lowset timber structure with corrugated iron clad hipped roof. The walls are clad with fibrous cement sheeting with cover strips and weatherboard to sill height at the front. The main entrance is via a partially enclosed porch with separate hipped roof at the front. There are further entrances from the sides. The windows are three-light casement configuration.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	01/03/2016
References	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.            Berenis Alcorn, 'Maroochy Towns: A Study of Factors Contributing to the Formation and Growth of Towns in a Queensland District', Masters Thesis, University of Queensland, 1991.            Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.            'Maroochy', Chronicle and North Coast Advertiser, 23 May 1908, 4.            Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.            Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</p>	

## MOFFAT BEACH

### Moffat Beach Queen of the Colonies Monument

<b>Local Place ID Number</b>	MFB1
<b>Street Address</b>	Moffat Beach Park, Queen of Colonies Parade, Moffat Beach
<b>Title Details/GPS Coordinates</b>	1RP58314 No GPS Coordinates
<b>Other Names</b>	N/A



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Queen of the Colonies Monument is important in demonstrating the evolution of the Sunshine Coast Council area's history. Although not the original pandanus tree, the monument has a special association with the stranding of some of the passengers and crew of the 'Queen of the Colonies', an event that made a lasting impact on the history of the Sunshine Coast Council area, in particular Moffat Beach.

Historical Context	
<p>The Queen of the Colonies Monument commemorates the ordeal of a fourteen people stranded at Moffat Beach in 1863. The people were members of a burial party from the ship 'Queen of the Colonies', which was bound for Brisbane. One of the passengers on the ship died towards the end of the voyage and her husband pleaded with the captain of the ship to bury her on land rather than at sea. The captain relented and on entering Moreton Bay, he commissioned a burial party to set out for Moreton Island and bury the woman there. A storm appeared while the party was on the island and their boat was blown wildly off-course while attempting to return to the ship.</p> <p>The stranded party washed ashore at Moffat Beach and spent the next sixteen days attempting to reach Brisbane – unsuccessfully – before being rescued. Two of the party died from the ordeal. One member carved 'Queen of the Colonies' in a pandanus tree to aid rescuers, although a pioneer of the region, Ewen Maddock, claimed he made the carving in the 1880s after hearing the story at school. The Landsborough Shire Council installed a fence around the tree in c1920 and it became a tourist attraction. The tree grew old and declined in health, and the section of the trunk with the inscription was removed and installed at Newstead House in 1949. A concrete memorial replicating the base of the trunk and inscription was erected on the Moffat Beach headland in 1963 and the esplanade running parallel to the site was named Queen of the Colonies Parade.</p>	
Description	
<p>The Queen of the Colonies Monument is located on a concreted platform overlooking the foreshore area of Moffat Beach. The monument consists of a stylised Pandanus tree trunk mounted on top of a large trapezoid-shaped base. The words 'QUEEN OF THE COLONIES' are engraved into the tree trunk section. A metal plaque presented by the descendants of Captain Robert Cairncross, the captain of the 'Queen of the Colonies' at the time, is fixed to the front of the base and provides information of the 1863 event.</p>	



<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	02/03/2016
<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006. Caloundra City Library, Chronological List of Events in the History of Caloundra, compiled by A Wilson, 2003. Nambour Chronicle and North Coast Advertiser, 23 December 1949, 2. Picture Sunshine Coast	

## No. 8 Campbell Street

<b>Local Place ID Number</b>	MFB2
<b>Street Address</b>	8 Campbell Street, Moffat Beach
<b>Title Details/GPS Coordinates</b>	2RP92784 No GPS Coordinates
<b>Other Names</b>	Orana.



<b>Heritage Significance</b>	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	No. 8 Campbell Street is important in demonstrating the pattern of the Sunshine Coast Council area's history. The construction of the flats in the 1960s continued the development of tourist accommodation and overall tourism focus of Moffat Beach in the post-war period, a trend that was initiated in the 1930s.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	No. 8 Campbell Street demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. Although modified internally, the building nonetheless is one of the last surviving holiday flats in Moffat Beach. Such accommodation was more prevalent in the twentieth century, but it has been progressively replaced with newer forms of accommodation, primarily apartments including low to medium height apartment buildings.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	No. 8 Campbell Street is important to the Sunshine Coast Council area because of its aesthetic significance. It is a good example of a set of holiday flats built in the immediate post war period, illustrated by key elements of architectural detail including the extensive use of fibro sheeting, lattice work, and the original verandah.

### Historical Context

Moffat Beach is named after JC Moffat, who purchased the land in which the suburb is located in the 1880s. It appears to have been subdivided in the 1890s, but substantial development did not occur until the 1930s, when Caloundra was in the midst of a building and investment boom due to the construction of the Bruce Highway and the improved road to Caloundra. Development of Moffat Beach was somewhat more modest at this time, and only a small number of residential houses were built in the subdivision in that decade. Nonetheless, it became a holiday destination, illustrated by the establishment of the Tooway Caravan Park on the bank of Tooway Creek, now 'Raintrees Resort', in 1938. Richard and Beatrice Overland established a café near the beach in 1937.

The 1930s boom was interrupted by World War II, but it returned with vigour in the post-war period as wartime austerity measures were relaxed and car ownership grew along with the economy. The majority of land in the suburb was developed in the period between the 1950s and 1970s, consisting primarily of 'beach houses', which tended to be used on weekends and for holidays rather than as a permanent place of residence. No. 8 Campbell Street was built as a set of two flats in 1961, further emphasising the tourist value of development in the suburb. The preferred architecture for beach houses and flats tended to emphasise simplicity: in particular, timber frame construction and a preference for 'fibro', such as Hardie's Fibrolite and Super Six. Landscaping was similarly informal, with a lack of fences and preference for retention of large native trees rather than exotic gardens.

Facilities continued to be developed at Moffat Beach in the post-war period to cater for tourists staying in the houses, flats or caravan park. A general store and post office was established in 1948 and the Loch Theatre was opened in 1956, which over time became an informal local hall. Development increased in the suburb toward the end of the twentieth century and older flats and houses were replaced by newer buildings, including high-rises. No. 8 Campbell Street was purchased by Sally and Roger Todd in 1984 and was renovated (primarily internally) and extended, whilst retaining the overall form and material of the original building.

<b>Description</b>
No. 8 Campbell Street is located on the western side of Campbell Street in a predominantly residential area close to the oceanfront of Moffat Beach. Along the western and northern boundaries are some mature plantings and a large Poinciana tree is located at the street front in the east.

The building addresses the street and comprises the original 1960s holiday flats to the north and the 2007 office extension to the south.

The original section consists of a rectangular double-storey fibro cement clad beach house with low pitched asymmetrical gable roof. The original configuration of two flats, a larger one on the upper level extending to the right and a smaller one and garage/carport on the lower level is still recognisable. Features include the use of lattice work for a valance and the northern wall of the carport. Timber stairs next to the carport lead to the upper level. Part of the upper level is recessed and fronted by a verandah typical for the era of construction, featuring a slanting front and balustrade with horizontal panels and extending past the lower level creating an awning. There is a large bank of awning windows on the upper level above the garage and banks of vertical pivot windows on both levels. Front access to the lower level is via a glass door (not original).

The office extension, clearly identifiable as a new, albeit sympathetic, addition, replaces the southern elevation of the original building and consists of an elongated double-storey structure with skillion roof. The front protrudes towards to street and features tilted concrete panels with slanted walls on the upper level. The use of recycled material from the 1960s including porthole and silky oak casement windows and the incorporation of style elements of the era i.e. slanting walls and a skillion roof line create a harmonious unit with the original fabric.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**  
<http://www.sunshinecoastplaces.com.au/caloundra/moffat-beach/campbell-st/8-campbell-st>, accessed 06/02/2017.  
 Picture Sunshine Coast.

## MONS

### Palmwoods to Buderim Tramway Track Foundation and Formwork Remnants (State heritage place)

<b>Local Place ID Number</b>	BDM14	
<b>Street Address</b>	4A Telco Road, Mons	
<b>Title Details/GPS Coordinates</b>	4RP28211	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Palmwoods to Buderim Tramway (1914-35), through the transport and communication facilities it provided, played a central role in the development of the region, and as such is important in demonstrating the pattern of Queensland's history. The tramway was a specific response to the economic and social pressures encountered by Australian settlers at a particular phase of the twentieth century. The influence of World War I and the following economic depression on the establishment, operation and closure of the tramway is also of historical significance.  The tramway was funded by the Maroochy Shire Council, partly through additional levying of local ratepayers, and remained under the control of the council for the entire period of its operation.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The tramway foundation and framework remnants demonstrates an uncommon aspect of Queensland's cultural heritage as evidence of a tramway with a gauge of two feet, six inches, and being of 'private' (local government) construction.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The environment through which the tramway route traverses is of considerable visual appeal, particularly in the steeper hilly section, lending the place aesthetic significance. The appeal of the environment is complemented by the technological grandeur of the construction modifications to the landscape, especially as they were achieved in a horse-powered era. There remains a pleasing unity in the track remnants.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The place has a special association with the local communities serviced by the tramway for social and cultural reasons. The tramway, as the transportation hub for the region, facilitated community participation in sporting and cultural events, and provided a connection to Nambour and Brisbane.

Historical Context	
Refer to Queensland Heritage Register ID#601711.	
Description	
Refer to Queensland Heritage Register ID#601711.	
Statutory Listings	Queensland Heritage Register
Non-Statutory Listings	National Trust of Queensland
Inspection Date	04/03/2016
References	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	
Gallery	
	

## 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 region 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.

### Further references

Montville State School, Montville State School 1896-1996 Centenary History, 1996.

'Buderim, Montville and Mapleton', Brisbane Courier, 7 December 1926, 6-8.

'The Lachlan, Montville', Brisbane Courier, 11 December 1926, 10

### Belbury House

Local Place ID Number	MTV1		
Street Address	7, 9 & 17 Western Avenue, Montville		
Title Details/GPS Coordinates	53SP116528,	54SP116528,	No GPS Coordinates
	55SP237543		
Other Names	Eastnor.		



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Belbury is important in demonstrating the evolution of the Sunshine Coast Council area's history. The house, with various additions and embellishments made until the 1940s, reflects the increasing growth and prosperity of the Smiths and by extension, Montville, from the 1890s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Belbury is important to the Sunshine Coast Council area because of its aesthetic significance. The house, including the various additions and embellishments, is a good example of a late nineteenth century house that has been extended over time as the wealth of the owners has increased.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Belbury has a special association with the life of Henry and Jane Smith. Both Henry and Jane were pioneers of the Montville district and some of its earliest settlers.

**Historical Context**

'Belbury' was built by Henry Smith in 1895. He and his wife, Jane, called the house 'Eastnor'. The Smiths were instrumental in the community, responsible in particular for the establishment of the provisional school and, later, the primary school – especially as they had twelve children. The Smiths appear to have operated the first store in the settlement on the same property as their house, from at least the early 1900s until they opened a new store on Main Street in 1912. Indeed, Main Street was originally located on the Smith's selection. The Smiths are also credited as the pioneers of the citrus industry in Montville. Jane died in 1943 and Henry in 1951.

The Smith's house reflects the growing prosperity of the settlement over time. The house replaced a slab hut – the transformation from a simple dwelling to a substantial house illustrates the changes that occurred in Montville from the 1880s through to the mid-1890s (allowing also for the fact that the first school was opened in 1896). The building was also added to and embellished from around 1910 through to the 1940s, at which time it had effectively become the house as it is today. The house has had a number of owners since Henry's death in 1951. It was renamed 'Belbury' in 1996.

**Description**

Belbury House is located on a large sloping site spanning three lots on the southern outskirts of town. The house and associated buildings are set towards the southern boundary within landscaped gardens including various mature plantings.

The residence consists of an early Queenslander of substantial size and representation with a number of extensions added over time. The core of the building on low to high stumps has a corrugated iron clad truncated pyramid roof with two weatherboard clad dormers with skillion window hoods, placed on an east-west axis. The building is fronted by a verandah with separate bullnose roof at the front and eastern elevation. Verandah features include stop-chamfered posts with crown and collar mould and ornate brackets. The verandah back wall shows exposed framework and cross-bracing. A chamferboard clad extension with flying gable protrudes from the south-western corner, featuring fretwork gable panels with central finial and bracing, tripartite sash window with skillion hood and a skillion roof verandah on the western side incorporating a chimney. A gable roofed extension joins onto the rear on the north-western corner. Many of the decorative features and the general design of the front of the building are consistent with historic images taken in the 1940s.

A further building, reportedly a workers cottage, is located to the west of the residence and consists of a lowset timber structure with bullnose roofed enclosed verandah.

An existing shed structure is located in the north-eastern corner which does not have heritage significance.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Montville State School, 1996, Montville State School 1896-1996 Centenary History.
- Queensland Heritage Register, 'Montville Memorial Precinct', Place ID 602616.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Lachlan Guesthouse (former)

<b>Local Place ID Number</b>	MTV3	
<b>Street Address</b>	134 Main Street, Montville	
<b>Title Details/GPS Coordinates</b>	1RP800176	No GPS Coordinates
<b>Other Names</b>	Bloom'n Gifts Art & Fashion of Montville, Gracemere, Rothley, Pottingers.	



### Heritage Significance

Criteria	Definition
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<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
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<b>Statement</b>	The Lachlan Guesthouse (former) is important in demonstrating the pattern of the Sunshine Coast Council area's history. It was the third guesthouse established in Montville, reinforcing the village as a major tourist destination in 'Queensland's Blue Mountains'. It is currently the oldest extant former guesthouse in Montville.
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### Historical Context

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') where logs were 'shot' down the mountain to be hauled away to sawmills in the region or in Brisbane, such as 'Lander's' and 'Remington's'. 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. This was due in part to the construction of the North Coast Railway – 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.

The former Lachlan Guest House was built c1923 by Miss E Sheridan. The 'Lachlan' as it was called was described in a 1926 newspaper article: 'The popularity of Montville as a holiday resort is rapidly increasing, and boarding establishments during the impending holidays are sure to be heavily taxed. Miss E. A. Sheridan is in charge of the 'Lachlan' establishment, which is right on the top of Montville and handy to all the sights' (Brisbane Courier, 11 December 1926: 10). It was the third major guesthouse in the village, after Manjalda and Elston (although built in 1902, the building was originally a private residence). It is alleged to have become a private house in 1947, although references to 'Lachlan' disappear from newspapers by the end of the 1920s (it may have continued as a guesthouse under a different name from that time). The building became a commercial premises in c1987. It is the oldest guesthouse in Montville that remains extant.

### Description

The former guesthouse is located on a sloping site on the western side of Main Street in the centre of town. The building addresses the street and consists of a lowset weatherboard clad timber structure with corrugated iron clad truncated pyramid roof on stumps, level with the footpath at the front and low at the rear. An enclosed verandah covered under the main roof wraps around the building and joins onto a weatherboard clad gable roof extension on the south-eastern corner. The extension has a flying gable with batted panel, central finial with bracing and decorative bargeboards. A tripartite sash window, featuring coloured textured panes is situated in the centre and covered by a skillion window hood on timber brackets. Access is via two simple double timber doors from the front. The verandah is enclosed with weatherboard and banks of casement windows at the front and north-western corner,

followed by weatherboard cladding to waist height and boarded-up lattice set in-between the extant posts with decorative brackets.

The interior walls are lined with VJ tongue-and-groove cladding and French doors with fanlights (consisting of horizontal five-light casement windows) lead from the former verandah into the rooms.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Brisbane Courier, 11 December 1926, 10  
 Brisbane Courier, 7 December 1926, 8.  
 Montville State School, 1996, Montville State School 1896-1996 Centenary History.  
 Queensland Heritage Register, 'Montville Memorial Precinct', Place ID 602616.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Montville Memorial Precinct (State heritage place)**

<b>Local Place ID Number</b>	MTV9 Montville Memorial Precinct9	
<b>Street Address</b>	135, 137 & 139 Memorial Close, 141-143 Main Street and road reserve at the corner Main Street and Memorial Close, Montville	
<b>Title Details/GPS Coordinates</b>	281MCH4616, 10RP26417, 11RP26417, 211MCH2121, Road Reserve	No GPS Coordinates
<b>Other Names</b>	Memorial Hall, Montville Village Hall (School of Arts), St Mary's Church Hall and Community Centre, Memorial Gates, Village Green and memorial trees.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Montville Memorial Precinct is important in demonstrating the pattern of Queensland's history, being associated with Australia's involvement in two world wars and with the national expressions of grief that followed. The World War I memorials at Montville (1921 gates and 1923 memorial trees) reflect a period of strong and widespread Australian patriotism and nationalism when most Queensland communities erected a public memorial to honour local participation in the war.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Montville Memorial Gates (1921) are rare in Queensland insofar as they include the names of men who volunteered for service in World War I but were rejected. Associations of rejected volunteers often petitioned for their names to be included on memorials. However, while they appear on a number of honour boards, it is rare for them to be included on monuments.  The Montville Precinct, containing memorial gates and trees, Memorial Close, a soldiers' memorial hall, and honour rolls, is uncommon for the variety of memorial types located in close proximity to each other.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The area is important in demonstrating the principal characteristics of war memorials. Designed for commemorative ceremonies, it contains a prominent monument: the memorial gates, which display the names of the local enlisted and dead and forms the centre-piece of memorial services. Memorial Close forms an open space in front of the monument that accommodates the people who participate in these services. The memorial trees display the names of the dead as well as providing a leafy canopy over the whole area. Behind the gates, the Montville Hall, containing honour rolls, provides for activities after the services.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Visually dominated by the spreading memorial fig trees ( <i>Ficus benjamina</i> ), the Montville Memorial Precinct with its well composed stone memorial gates, rustic timber and iron buildings and green lawns displays strong picturesque qualities. In a busy commercial area frequented by tourists from all over Australia, it forms a leafy, peaceful enclave.

**Historical Context**

Refer to Queensland Heritage Register Place ID#602616.

Description	
Refer to Queensland Heritage Register Place ID#602616.	
Statutory Listings	Queensland Heritage Register
Non-Statutory Listings	No non-statutory listings
Inspection Date	16/03/2016

References	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Gallery



### Montville Primary School and Former Residence

Local Place ID Number	MTV11	
Street Address	149-157 Main Street, Montville	
Title Details/GPS Coordinates	758SP144743	No GPS Coordinates
Other Names	Montville State School Residence (Former), Razorback House, School Resource Centre.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Montville Primary School and former Residence is important in demonstrating the evolution of the Sunshine Coast Council area's history. The current school building is the first State school in Montville, replacing the earlier provisional school. The transition from a provisional to State school (and the erection of a teacher's residence) marked an important milestone in the development of Montville.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Montville Primary School and former Residence has a special association with the Montville community, as the school for the district for over a century.

### Historical Context

The original provisional school was replaced by a new school building in 1908. The school became a State school at this time, illustrating that the settlement had grown sufficiently for education facilities to outgrow its 'provisional' status. The provisional school was converted into a teacher's residence at the same time.

Both buildings, and the school grounds, have undergone additions and alterations over time. The school building verandahs were enclosed; the building was extended in the 1950s and divided into two classrooms; a library and store room were added around this time; the area under the building was concreted in the late 1950s; and a servery was installed in 1967, becoming the tuckshop. The use of internal space has also changed over time, primarily from the 1970s. The residence is still largely intact; a verandah was added and later enclosed, but very few other changes are notable. Sports grounds were added to the school in 1930, tennis courts constructed in the same year and a shelter shed later added to the grounds. Two demountable buildings were also added to the grounds (these are more recent).

### Description

The Montville Primary School and former Residence is located on a large triangular, sloping block adjacent to the Village Green in the centre of town. The site includes sportsgrounds and tennis courts in the centre and to the south

and a number of buildings towards the northern boundary (bordering onto the Razorback Lookout access road), including the main building (1908), the former residence (1908), a shelter shed and a number of later structures not included in this assessment. The site contains a number of mature plantings, mainly on the boundaries.

The main building is situated on the north-western corner of the site and consists of a rectangular highset weatherboard clad timber structure with corrugated iron clad gable roof on concrete stumps (the originally lowest building was re-stumped and raised in the 1960s and the area underneath concreted). The area under the building is partially enclosed. The building was extended and modified over time (including enclosing of verandahs, removal of the original roof ventilation and addition of extensions), demonstrated amongst other things by differences in height and roof configuration. The original windows have been replaced over time and consist predominantly of banks of awning windows. On the western gable the window is covered by a skillion hood on slatted timber brackets. A modest timber bell tower is located on the boundary with the access road to the Razorback Lookout. The bell was previously used in the Buderim Sugar Mill and was donated to the school by the Dixon family (who were based at Flaxton at the time).

The former residence is situated towards the north-eastern corner of the site bordering onto mature plantings and the school gardens (including shed). The building addresses the road and consists of a lowset weatherboard clad timber structure on stumps with corrugated iron clad truncated pyramid roof. An extension with gable roof protrudes from the south-eastern corner (rear). A partially enclosed verandah, covered under the main roof, spans the front and wraps around to the eastern elevation (this part was added 1919). The front verandah back wall shows exposed framework including cross-bracing, and tongue-and-groove VJ cladding, while the side verandah back wall is clad with chamferboard. Windows are sash configuration and there are French doors with fanlights providing access on the side verandah.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	16/03/2016

<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Montville State School, 1996, Montville State School 1896-1996 Centenary History.	
Queensland Heritage Register, 'Montville Memorial Precinct', Place ID 602616.	
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.	
<i>Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</i>	

### Montville Uniting Church

<b>Local Place ID Number</b>	MTV12	
<b>Street Address</b>	152 Main Street, Montville	
<b>Title Details/GPS Coordinates</b>	2RP176240	No GPS Coordinates
<b>Other Names</b>	Methodist (Uniting) Church, Montville.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Montville Uniting Church is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first of the major denominational churches erected in Montville, and thereby illustrative of the growth of the settlement in the early twentieth century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Montville Uniting Church has a strong association with the former Methodist (and later, Uniting) denomination in Montville, as the principal place of worship for over a century.

**Historical Context**

The Montville Uniting church was opened in 1912. Some of the earliest families to settle in Montville were Methodist, including the Smiths. Services were originally held in yards (under trees) and then homes. In 1903, land was purchased by a local settler, Ralph Dart, with the intention of erecting a church. The allotment was later swapped for the current site, which was preferred by the congregation. A church building committee was established in 1907 and a local builder, FW Thompson, erected the church, with the timber supplied by the Mapleton Sawmill. It was the second church in the settlement; the Salvation Army had erected a barracks in 1897, but the building was destroyed by a cyclone in 1903.

The building underwent significant alterations in the 1970s. Before this decade, a room was added to the rear of the



church for Sunday School and meetings. In 1974, the architect John Parker designed a new porch; an extension to the vestry created a hall and the exterior cladding was replaced with asbestos cement sheeting. The building was also put on new foundations. Despite the changes, some original elements were retained, including the ornate bargeboards. The Methodist Church became a member of the Uniting Church in 1977. The church remains in use.

**Description**

The Montville Uniting Church is located on a triangular, sloping block in the centre of town. The site includes the church with a number of extensions and some ancillary structures at the rear (not included in this assessment). The grounds are landscaped and there is a simple timber cross at the front as well as a face brick wall, functioning as a noticeboard towards the side.

The church addresses the street and consists of a modest timber structure, clad with profiled fibrous cement sheeting (replacing the original exterior timber walls cladding). The gabled roof is clad with small ribbed corrugated iron sheeting and decorated with finials at the front and rear and ornate bargeboards at the front gable. An oculus gable vent with fretwork depicting a cross is no longer extant and the emblem of the Uniting Church is displayed in its place. A face brick porch with skillion roof, modern sliding windows and access via steps, replaces the former timber porch and spans the entire front. It appears that two original pointed arch windows at the front were removed in the process of the conversion; similar windows on the side elevation, however, are intact. An extension with skillion roof was added on the south-western corner and also at the rear.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Montville State School, 1996, Montville State School 1896-1996 Centenary History.  
 Queensland Heritage Register, 'Montville Memorial Precinct', Place ID 602616.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Remington's Shute**

<b>Local Place ID Number</b>	MTV18	
<b>Street Address</b>	111-145 Balmoral Road, Montville	
<b>Title Details/GPS Coordinates</b>	3CG2093 (part of)	No GPS Coordinates
<b>Other Names</b>	Remington Chute	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Remington's Shute is important in demonstrating the pattern of the Sunshine Coast Council area's history. 'Shutes' were a common solution to the problem of transporting felled trees down the escarpment of the Blackall Range, primarily in the nineteenth century. Other prominent shutes included Lander's and McCarthy's.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Remington's Shute demonstrates a rare aspect of the Sunshine Coast Council area's history. Although other shutes existed in the past, and some may still do so, it is unlikely other shutes are so clearly marked by their previous use as Remington's, providing a unique opportunity to understand the historical configuration and purpose of the shute.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Remington's Shute has a special association with Richard Proctor Remington, an early settler in the Palmwoods district.

**Historical Context**

Remington's Shute was used to slide timber logs down the escarpment of the Blackall Range for transport to sawmills. Timber getting was the first major European industry on the Blackall Range and it continued even as settlement began and fruit and dairy farms were gradually established in the late nineteenth century. Timber shutes (or 'chutes') were long shutes gouged out of the side of the hill by, and to enable, the passage of timber from the top of the range to the bottom, where it would be floated down one of the rivers or creeks or hauled by bullocks to a sawmill for processing. Shutes made the transport of logs down the range much simpler, particularly in the absence of, or poorly constructed, roads. The shutes gradually became unnecessary as roads improved and sawmills were established along the range. Well-known shutes in the region included Lander's Shute, McCarthy's Shute and

Remington's Shute.

Remington's Shute is named after Richard Proctor Remington, an early settler in the Palmwoods district. Remington selected land in the Palmwoods district as early as 1883, and the land where the shute begins (near Montville) in 1889. Remington and his wife were possibly the first European settlers in the Palmwoods district, settling on land on the Gympie Road, near the road to Montville. The Remington's established a store and sawmill at Palmwoods - thus the shute was presumably used to bring timber from the range to the sawmill. 'Remington Shute Road' still exists, indicating that Remington possibly created a track to the base of the shute so as to haul the timber the remainder of the distance to the mill. The Remingtons eventually retired to Caloundra, and Richard died in 1918.

**Description**

Remington's Shute is located on the southern side of Balmoral Road to the southeast of Montville on a steep escarpment. The site is heavily vegetated.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected

**References**

Chronicle and North Coast Advertiser, 18 January 1918, 5.  
 FJ Fink, Land Selection in the Maroochy Shire, Volume 1: 1860-1888, Self published, 1989.  
 FJ Fink, Land Selection in the Maroochy Shire, Volume 2: 1884-1911, Self published, 1989.  
<https://sites.google.com/site/genealogysunshinecoastinc/Home/gsc-projects/publications---take-a-walk-through-palmwoods>, accessed 29/08/2016

**Gallery**



**St Mary's Anglican Church**

<b>Local Place ID Number</b>	MTV10	
<b>Street Address</b>	135 Main Street, Montville	
<b>Title Details/GPS Coordinates</b>	12RP26417	No GPS Coordinates
<b>Other Names</b>	St Mary's Anglican Church, Montville.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	St Mary's Anglican Church is important in demonstrating the pattern of the Sunshine Coast Council area's history. It was an established pattern for churches to be erected when settlements (and the concomitant congregation) had reached a point of development that warranted the expense of construction of a church.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	St Mary's Anglican Church is important in demonstrating the principal characteristics of early, modest timber churches in the Sunshine Coast region. These were commonly built in the Sunshine Coast Council area in the early twentieth century. Modifications to the building undertaken by the Church have not substantially altered or removed these characteristics.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	St Mary's Anglican Church is important to the Sunshine Coast Council area because of its aesthetic significance. The church building is adjacent to the Montville Memorial Precinct, which includes the Montville Memorial Hall, St Mary's Hall and the 'Village Green'. The building style and fabric of the church contribute to the precinct, despite not being included in the Queensland Heritage Register citation. The church is similar in construction to the adjacent memorial hall and along with the St Mary's Hall, the three buildings form a cohesive collection of pre-1950s buildings. The 'Village Green', by its name and nature, supports this cohesion, promoting a sense of a 'village' in a more traditional sense of the term, which is aesthetically pleasing.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	St Mary's Anglican Church has a special association with the Montville Anglican community, as the principal place of worship for most of the twentieth century.

**Historical Context**

St Mary's Anglican Church was opened in August 1914. The first Anglican services in Montville were held in 1908 in the School of Arts. The land for the church was donated by Edward Smith. The church was built by the local builder, FW Thompson, who also erected the Methodist (now Uniting) church two years earlier. The St Mary's Hall was originally a soldiers' memorial, opened by the Montville sub-branch of the Returned Soldiers', Sailors' and Airmen's Imperial League of Australia (RSSAILA, now RSL). The hall was given to the St Mary's congregation in 1978 and from that time has been known as St Mary's Hall. (The hall is included in the Queensland Heritage Register place, 'Montville Memorial Precinct', Place ID602616 – see the citation for further information.) A new site was considered for the church in 1985, it appears because the building was in poor condition, but a public meeting quashed the idea, with people pointing to the significance of the church's historical connection with the nearby 'village green'. Work was then undertaken to restore the church, including the replacement of the inner wall lining and ceiling. The church continues to be used for services.

**Description**

St Mary's Anglican Church borders onto the Montville Memorial Precinct in the centre of town. The precinct is listed on the Queensland Heritage Register and contains several elements, including the St Mary's Church Hall (also known as the Montville School of Arts), the Memorial Gates, the Montville Memorial Hall and a row of memorial fig trees and the Village Green in the centre. The sloping site contains the church building towards the southern boundary and landscaped gardens featuring mature plantings and incorporating St Mary's Memorial Garden towards the rear.

The church is placed on an east-west axis and consists of a lowset chamferboard clad timber structure on stumps with corrugated iron clad gabled roof with two ridge ventilators. The building shows Carpenter Gothic style elements including its modest size and construction method as well as pointed arch door and windows. Access on the south-western corner is via a porch (with front steps and side ramp) with corrugated iron clad gable roof with a cross at the ridge. The double entrance door is clad with VJ boards and features a pointed arch. There are three pointed arch windows on the southern side of the nave; one three-light double casement window is located on either side of an ornate leadlight window with side- and top light in the centre. All are covered by ornate metal window hoods. A small sanctuary with gable roof joins onto the eastern side. A gable roof vestry with entrance via steps joins onto the north-western corner. The northern side of the nave also has three windows (without hoods), two ornate leadlight windows with side- and top lights and one three-light double casement window. The leadlight windows appear to be a later addition (at least one was installed in 2002) and are slightly taller than the original windows and two are missing the window sills.

Internally, the walls are lined with tongue-and-groove VJ boards (recent) and the coved, timber lined (recent) ceiling has ceiling roses.

An open frame bell tower with gable roof is located at the south-eastern corner.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	16/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://www.cumminsstehnstainedglass.com.au>, accessed 16/09/2016.  
 Montville State School, 1996, Montville State School 1896-1996 Centenary History.  
 Queensland Heritage Register, 'Montville Memorial Precinct', Place ID 602616.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

**T.H. Brown Park, Montville**

<b>Local Place ID Number</b>	MTV16	
<b>Street Address</b>	Main Street, Montville	
<b>Title Details/GPS Coordinates</b>	282MCH4616	No GPS Coordinates
<b>Other Names</b>	Village Green Park	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	T.H. Brown Park is important in demonstrating the evolution of the Sunshine Coast Council region's history. It represents the growth and development of Montville.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	T.H. Brown Park is important to the Sunshine Coast Council region because of its aesthetic significance. The park occupies a prominent location and its mature landscaping compliment and contributes to the Montville Memorial Precinct.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	T.H. Brown Park has a special association with Thomas Henry Brown, an active community member and Councillor of Maroochy Shire.

**Historical Context**

T.H. Brown Park is named after Thomas Henry Brown, a prominent Montville resident. Brown moved to Montville in 1916 at the age of 25. His first job was managing a citrus and pineapple farm for William and Betsy Dart. Brown went on to marry their daughter, Ruby, and the couple purchased part of the Dart's property and built a house. William died in 1931 and Betsy in 1932. Thomas and Ruby continued to farm citrus and pineapple until the 1940s, at which time they switched to dairying. Brown was elected to the Maroochy Shire Council in 1944, serving as Councillor until 1950. He died in 1966.

Brown became a prominent advocate for the development of Montville. He was a founding member of the Palmwoods, Buderim and Montville Amalgamated Fruit Growers' Association, which helped promote the produce of the region. He was a member of the local committee elected to lobby for an improved road to Montville, eventually built by the State Government and opened in 1929. He continued his focus on roads as Councillor. He instigated the Montville Bowling Green and held every office in the bowling club. He helped bring about the Montville Sportsground (also being a patron of Montville Rugby League Club) and worked tirelessly in the Methodist Church, holding all lay positions. He eventually became known as the 'Champion of Montville'.

A section of the Montville School playground was named the T.H. Brown Park in Brown's honour. T.H. Brown Park was relocated near the Town Green, part of the original road reserve – appropriate given Brown's contributions to road infrastructure in the district. The date of establishment of either park is unknown, or why the new park was created.

**Description**

T.H. Brown Park is located on a small triangular lot bordered by Razorback Road and Main Street in the town centre. The paved footpath runs through the park. Although separated by Razorback Road, visually the park forms part of the Village Green located to the north. The landscaped park includes grassed areas and small shrubs and trees in front of the backdrop of the memorial trees on the Village Green.

<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	16/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Montville Historical Group, <http://montvillehistory.org.au/projects/montville-place-names/>, accessed 9 May 2018  
 'Mrs B H Dart of Montville Passes', Nambour Chronicle and North Coast Advertiser, 16 December 1932, 7.

**The Lookout**

<b>Local Place ID Number</b>	MTV6	
<b>Street Address</b>	142 Main Street, Montville	
<b>Title Details/GPS Coordinates</b>	8RP25995	No GPS Coordinates
<b>Other Names</b>	Misty's Mountain Restaurant, 'Wedding Cake Shop'.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Lookout is important in demonstrating the pattern of the Sunshine Coast Council area's history. The addition of an observatory to the building for the benefit of tourists illustrates the significance of Montville as a tourist destination from the early twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Lookout demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage. The distinctive architectural style of the building and the observatory are unique on the Blackall Range and indeed the Sunshine Coast.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Lookout is important to the Sunshine Coast Council area because of its aesthetic significance. The distinctive architectural style of the building makes a unique contribution to the Main Street streetscape.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Lookout has a special association with the life of Alfred Smith, son of pioneers of Montville and in his own right as a prominent retailer in Montville for over fifty years.

### Historical Context

The Lookout was originally a single storey residence and store built by Alfred Smith in 1920. Smith was the son of Henry and Jane Smith, Montville pioneers and the proprietors of the first store in Montville (originally outside their property on Western Avenue, and then by 1912 on the corner of Western Avenue and Main Street) - their son's was the second store. Smith also served in World War I. He added a second level to the shop sometime in the early 1920s, and then added a third storey in 1927. Smith opened the third level as an observatory, importing a Zeiss telescope and charging tourists to look at the view all the way to the ocean. Smith named the building the 'Lookout', but local residents nick-named it 'The Wedding Cake Shop' after its distinctive, tapering design. Smith operated his business for over fifty years. It was purchased in 1975 and the interior was remodelled to include a restaurant on the ground floor, called Misty's Mountain Restaurant. The observatory was retained, but the telescope removed. The building continues to operate as a restaurant, and also a microbrewery, the latter retaining the 'Misty's' moniker.

### Description

The Lookout is located on a sloping elongated site on the western side of Main Street in the centre of town, containing two further buildings at the rear and a gabled structure at the northern side – these are not included in this assessment.

The Lookout addresses the street and consists of a large rectangular timber structure with corrugated iron clad gable roof including a shop at the front. The shop raises to three stories high, each level forming a distinct tier resulting in the nickname 'The Wedding Cake Shop'. The ground floor walls are chamferboard clad and include sash windows and a recessed entrance door. An awning supported by timber posts creates a verandah at the front. The first floor raises above the front gable and consists of a square-shaped tapered structure with a stub corrugated iron clad roof, decorated with acroteria on the corners. The walls are covered by brick patterned pressed metal cladding. A verandah with skillion roof (also with acroteria) fronts this section; the verandah has been extended at some time and now covers the awning below. Access from the verandah is via French doors, flanked by sash windows. On the northern and southern side are sash windows with skillion window hoods on slatted timber brackets. The former square-shaped telescope lookout, now enclosed with weatherboard to waist height and windows in the upper section, forms the third tier and is covered by a corrugated iron clad pyramid roof, also decorated with acroteria on the corners.

Internally, the first floor includes exposed framework walls and slanted architraves to the door and windows.

The building has been extended at the rear and the interior and some aspects of the exterior have been modified to convert the former shop into a restaurant; however, the original design and the stages of the early development are easily identifiable.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	16/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<https://www.facebook.com/WildRocket>, accessed 16/08/2016.  
 Montville State School, 1996, Montville State School 1896-1996 Centenary History.  
 Picture Sunshine Coast.  
 Queensland Heritage Register, 'Montville Memorial Precinct', Place ID 602616.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## 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 area in the early 1860s and vessels such as the steamer Gneering took timber from the river to Brisbane. The depot at Mooloolaba 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. 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, having a significant impact on the development context of Mooloolaba and surrounding areas.

### Charles Clarke Park

<b>Local Place ID Number</b>	MBA1	
<b>Street Address</b>	13-47 River Esplanade, Mooloolaba	
<b>Title Details/GPS Coordinates</b>	530SP104281	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Charles Clarke Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. Originally selected as the site of a depot for the sawmiller, William Pettigrew, it developed in the early twentieth century into a popular camping and recreational venue, especially in the first half of the twentieth century when tourists tended to prefer calm water, rather than the surf. Its current use as a park reflects yet another aspect of the place's evolution, as tourist accommodation is now focused on high rise apartments facing the ocean rather than tents and cabins along the river bank.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Charles Clarke Park demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. It is relatively unique in that the area has been consistently used since the 1860s (the earliest period of European settlement in the Sunshine Coast), but has nonetheless not been subject to major development and also remains open to the public. The park thus offers a rare opportunity to interpret the historical use of the river bank in this section.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Charles Clarke Park has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular archaeological material associated with the use of the site since the 1860s, including building footings, rubbish and other artefacts.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Charles Clarke Park has a special association with the life of Charles Clarke, after who the park is named. Clarke was a major figure in the development of tourism in Mooloolaba in an early and formative period of the town's history.

### Historical Context

Charles Clarke Park is named in honour of Charles Clarke, an early tourism entrepreneur in Mooloolaba. However, the history of the site of the park extends back to the 1860s and marks the park as one of the earliest sites of European occupation in the Sunshine Coast.

The site of the park was selected by William Pettigrew in 1864 on which to construct a depot and store for his timber getting operation in the Sunshine Coast hinterland. By 1866, Pettigrew had drained and fenced the site, installed two boilers and built a store shed and two houses. James and Christine Low managed and lived at the depot (and a second depot Pettigrew established opposite Dunethin Rock, on the Maroochy River) before leaving and establishing a hotel and store on the newly-built Gympie Road in 1868.

Holidaying at Mooloolaba became increasingly popular in the 1920s. Holiday makers had utilised Pettigrew's shed

since the 1890s, but in 1920 the Maroochy Shire Council leased this section of the foreshore, which it now owned, to John Burnett, who then sublet it to a number of other people, including Herbert Foote (after who Foote Street is named) and Charles Clarke. (This particular section of Charles Clarke Park comprises the southern end of the park, where the carpark is located). Holiday shacks were built along the shore, surrounding Pettigrew's shed. A public wharf was erected near where a creek fed into the river (the creek was filled in to create Foote Street) and holiday-makers parked their cars further along the esplanade. The shore was dotted with small boats and fishing was especially popular. Pettigrew's shed appears to have been demolished in the mid-1920s and the Council purchased the adjoining sections of the foreshore in that decade, creating a public reserve.

Charles Clarke took advantage of the interest in Mooloolaba by developing tourist facilities. Clarke began a carrying service from Buderim to Mooloolaba and Alexandra Headland in 1924, conveying passengers and mail to the fledgling settlements (he later expanded the service and included Nambour). He then built a boarding house and store, which he called 'Bondoola', in 1928 on the River Esplanade. The building was located on what is now the corner of River Esplanade and Foote Street, directly opposite from the public wharf. Charles and his wife, Minnie, managed the business until 1942, when Minnie passed away. The boarding house ceased to operate at this time, but Charles and Minnie's daughter, Gertrude, continued to run the shop until 1976. The building was renovated in the late 1980s, but eventually demolished in 2002. The development that replaced the building is named 'Bondoola'.

The park has been steadily developed over time. A rock wall was built along the shoreline after damage caused by a cyclone in the 1950s. A new public jetty was built in the early 1960s, presumably replacing the original wharf. The recreational reserve in front of 'Bondoola' was named Charles Clarke Park in 1965 at the request of the Mooloolaba-Alexandra Headland Progress Association. Clarke died three years later, in 1968.

**Description**

Charles Clarke Park is located on the western bank of the Mooloolah River, bounded by River Esplanade in the west, within the tourist precinct in the east of town. The landscaped park stretches along the waterfront and includes grassed areas, shade trees, a playground, amenity blocks and open shelter/BBQ/picnic structures. An earlier picnic shelter consists of a timber structure with sloping timber posts (rectangular profile) with brackets and corrugated iron clad hipped roof. The lower part of two walls is clad with weatherboard.

A feature wall at the street entrance at the northern corner bears the lettering 'CHARLES CLARKE PARK' and there is also a metal arch.

A number of plaques mounted on an upright boulder commemorate members of the Lions Club.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	03/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Brown, Pettigrew thesis.
- Picture Sunshine Coast

**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 region, 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 region, 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 Sunshine Coast region, 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.

### Dularcha Railway Tunnel (State heritage place)

<b>Local Place ID Number</b>	MLH2	
<b>Street Address</b>	1.5 km South of Mooloolah township, Mooloolah	
<b>Title Details/GPS Coordinates</b>	453NPW1114 (part)	No GPS Coordinates
<b>Other Names</b>	North Coast Line No 1: Mooloolah tunnel.	
		
<b>Heritage Significance</b>		
<b>Criteria</b>	<b>Definition</b>	
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>	
Statement	The Dularcha Railway Tunnel is significant as part of the original formation of the track between Brisbane and Maryborough. The Tunnel provides evidence of the importance of the railway as a means of transportation, and its expansion north, in the late 1880s. Dularcha Railway Tunnel is significant for its association with the gazettal of the Dularcha National Park in 1922. The boundaries of the Park were created around the railway line enabling steam train travelling passengers to view a part of Queensland's forests.	
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>	
Statement	The Dularcha Railway Tunnel is significant as one of only two tunnels constructed along the entire North Coast Line and is good example of a concrete lined tunnel constructed for Queensland's narrow-gauge railway lines.	
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>	
Statement	The Dularcha Railway Tunnel is significant as one of only two tunnels constructed along the entire North Coast Line and is good example of a concrete lined tunnel constructed for Queensland's narrow-gauge railway lines.	
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>	
Statement	Under review.	
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>	
Statement	Under review.	
<b>Historical Context</b>		
Refer to Queensland Heritage Register Place ID#601522.		
<b>Description</b>		
Refer to Queensland Heritage Register Place ID#601522.		
<b>Statutory Listings</b>	Queensland Heritage Register	
<b>Non-Statutory Listings</b>	No non-statutory listings	
<b>Inspection Date</b>	Not inspected.	
<b>References</b>		
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.		

### Ewen Maddock House Site

<b>Local Place ID Number</b>	MLH3	
<b>Street Address</b>	Maddock Park, 177 Connection Road, Landsborough	
<b>Title Details/GPS Coordinates</b>	106C311616, 105C311616	No GPS Coordinates
<b>Other Names</b>	Koongamoon, Ewan Maddock Cottage Site, Trees on Site of Ewan Maddock Cottage.	





**Heritage Significance**

Criteria	Definition
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Ewen Maddock House Site has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, principally archaeological material associated with the house site and dating from the late nineteenth century, including, but not restricted to, rubbish material and features relating to previous structures, including sections (if any) of the farm complex that were not subsumed by the nearby Ewen Maddock Dam. The alleged former coach house may also yield comparative information about early buildings constructed in the region, although it is considered unlikely it is in fact the original coach house built in 1868.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Ewen Maddock House Site is important to the Sunshine Coast Council area because of its aesthetic significance, principally the mature trees that mark the location of the former homestead and the surrounding yard.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Ewen Maddock House Site has a special association with the life of Ewen Maddock, a well-known pioneer of the Mooloolah region and son of Thomas and Barbara Maddock, amongst the earliest European settlers in the Sunshine Coast Council area.

**Historical Context**

Ewen Maddock was the son of Thomas and Barbara Maddock. Thomas was a member of the party that drove the first head of cattle into the region in 1863, which in addition to Maddock consisted of William and Richard Westaway, Edmund Lander and Thomas Laxton. Maddock worked for John Westaway on the Moolooloo Plains run until 1867, the year he married Barbara. Thomas and Barbara had eight children, including Ewen, who was born in 1873. Ewen was old enough to attend the Mooloolah Plains School in the first year it operated (1878). The family's house at this time was situated where the Mooloolah Valley Country Club is now located, and the area taken up by the Ewen Maddock Dam was a large swamp. The swamp filled with water during the widespread flooding in 1893. Ewen selected land adjacent to his parent's property in 1897, choosing a higher position to prevent flooding of the house, based on his family's experience four years earlier (although not clear, it is possible he built the house for him and his parents – Ewen did not marry until 1922 and he did not have any children). Ewen named the house 'Koongamoon'. Barbara died in 1911 at the age of 63 and Thomas died much later, in 1938 – 95 years old. Barbara and Thomas are buried in the Mooloolah Cemetery.

Ewen worked with his father fencing and timber getting, and even helped build a section of the North Coast line in 1890. He then cut sleepers and managed a bullock team, and later worked at the local sawmill. Ewen married Harriet Poole, a teacher at the nearby Glenview School, in 1922. He and Harriet established a poultry farm, and then switched to dairy. Harriet died in 1952, but like his father, Ewen was long-lived, reaching one hundred years of age. He is buried with his parents in the Mooloolah Cemetery. The Ewen Maddock Dam was opened in 1976, three years after Ewen's death. 'Koongamoon' remained in situ, but fell into disrepair and was eventually demolished and removed. A replica of the house was built for the Ewen Maddock Dam Camp, located on the edge of the dam (far removed from the original house site). Large, mature trees mark the location of the former house, along with an interpretative plaque.

A building located in the parkland close to the former house site is purported to be Lander's original coach house, erected in 1868. It was saved from demolition in 1997 and moved to the current site with the assistance of the Caloundra City Council. It is unlikely that it is the original coach house. Although it is acknowledged that alterations and modifications to the building have been undertaken over time, the basic design and fabric suggest a building from c1870s onward, not the late 1860s. The original 1868 coach stop erected on the grounds of Bankfoot House (not the current house, which was built in the twentieth century) is a better example of the style that Lander's original coach house more than likely looked like. Further documentary and fabric analysis would assist in clarifying the provenance of the building.

**Description**

The Ewen Maddock House Site is located on the north-eastern bank of Ewen Maddock Dam and encompasses two lots. The western lot comprises dense bush vegetation and the eastern lot contains a landscaped area with open grassed sections, some mature vegetation mainly to the south, access roads, car parking and ancillary buildings.

The house site is located in the eastern section, identified by mature trees including Hoop and Bunya pines and also a Mango tree associated with the homestead. An interpretation panel provides information on the Maddock family and the former house.

The alleged former Cobb & Co coach house of Thomas Lander has been relocated to the park and is situated towards the eastern boundary. The house has been restored (and modified) and consists of a low-set weatherboard clad timber structure on stumps with a corrugated iron clad truncated pyramid roof. A verandah with separate skillion roof spans three sides and is partially enclosed with weatherboard. The verandah back walls show exposed framework and tongue-and-groove VJ cladding. Access is via French doors with fanlights and a timber door with fanlight. Windows include sash configuration, some covered by ornate metal window hoods. The building is used as a community meeting place and information centre. It is debatable that this is actually the coach house (see the history above).

A replica of Ewen Maddock's house has been erected on the southern bank of the dam in the Ewen Maddock Dam camp and functions as an office.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
<http://www.ewenmaddockdamcamp.com.au/about-us/>.  
 Information panels on site.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Mooloolah Public Hall**

<b>Local Place ID Number</b>	MLH5	
<b>Street Address</b>	42 Bray Street, Mooloolah	
<b>Title Details/GPS Coordinates</b>	2RP164793	No GPS Coordinates
<b>Other Names</b>		



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Mooloolah Public Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. The construction of the hall in c1905 reflected a key milestone in the maturation of the Mooloolah community. It is also potentially the oldest extant public hall in the Sunshine Coast Council area.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Mooloolah Public Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council area. The characteristics are defined by the relatively modest design and materials used in the construction of the hall, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Mooloolah Public Hall has a special association with the Mooloolah community since its construction, as a focus of community activities and social events.
<b>Historical Context</b>	
<p>The Mooloolah Public Hall was built c1905. The building was built on land donated by Thomas Hall and constructed by local residents. Like most community halls, the opening of the new building was celebrated with a dance. Indeed, the hall apparently became well-known for dances, attracting people from surrounding towns, including Palmwoods, Landsborough, Beerwah and Maleny. The building was also used for various other purposes, including public meetings, religious services (in particular the local Methodist congregation) and showing movies.</p> <p>Improvements to the hall were undertaken in 1934, including the replacement of the original floor and the addition of a supper room and kitchen. The alterations were completed by Jack Brandenburg, an early settler and building contractor. The floor, believed to have been Crow's Ash (<i>Flindersia australis</i>), was replaced (at least part of) in 1989, possibly with Satinay (<i>Syncarpia hillii</i>), a tree found on Fraser Island and the adjacent Cooloola Coast. Other alterations included the addition of a front verandah, replacement of sash windows with hopper windows, installation of a loading dock and double door on the side of the building and a cupboard under the stage to store tables.</p>	
<b>Description</b>	
<p>Mooloolah Public Hall is located on the northern side of Bray Street on an elevated sloping site containing the hall, a car parking area and brick amenity block in the west, mature vegetation in the north and west and terraced garden beds and concrete steps at the front.</p> <p>The hall addresses the street and consists of a lowset rectangular weatherboard clad timber structure on stumps of varying heights. The building is covered by a corrugated iron clad gable roof. A verandah with separate skillion roof wraps around the front and sides, fully enclosed at the front and eastern elevation and partially enclosed (rear) on the western side. A sign reading 'MOOLOOLAH PUBLIC HALL, EST. 1905' is attached to the front gable. Access is provided via an additional verandah with skillion roof (1993) and double timber doors. A side entrance via timber steps leads into the northern section of the eastern side and there are also steps leading onto the verandah on the western elevation with double doors (1993) providing access into the hall. At the rear of the building is a skillion roofed extension.</p> <p>The former sash windows have been replaced with awning windows (1993). Other alterations and extensions include a supper room and kitchen in 1934 and a new kitchen at the front in 1993.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
<p>Mooloolah State School Centenary 1894 – 1994, 112. Picture Queensland.</p>	

### Mooloolah Railway Shelter

<b>Local Place ID Number</b>	MLH4	
<b>Street Address</b>	Bray Road Mooloolah	
<b>Title Details/GPS Coordinates</b>	3CP827039 (part of)	No GPS Coordinates
<b>Other Names</b>	Mooloolah Railway Station.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Mooloolah Railway Shelter is important in demonstrating the evolution of the Sunshine Coast Council area's history. The construction of the North Coast Railway had an enormous impact on the development of the Sunshine Coast. Although the shelter shed is not the original station building, it clearly dates from the construction of the North Coast Railway (or is built using material from that time).
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Mooloolah Railway Shelter is important in demonstrating the principal characteristics of railway station architecture dating from the construction of the North Coast Railway in 1890, particularly decorative elements such as brackets and VJ boards and bench seats.

<b>Historical Context</b>	
<p>A railway station was constructed at Mooloolah in 1890. It was a '3rd Class Shelter Shed' and it was identical to sheds built at Eudlo, Palmwoods (known as Palm Tree Creek at the time), Woombye and Nambour. A cream shed was also added to the station some time prior to the 1930s. The local Memorial Roll of Honour for local men who died in World War I was placed in the station building, despite there being a local public hall. The current railway shelter appears to be only part of the original station building, or it was replaced at some point in the later twentieth century when the station was no longer as busy as it once was. In any case, the surviving structure reflects the design of the original railway structures (including decorative features) and therefore it reflects the development of the North Coast Railway in the late nineteenth century.</p>	
<b>Description</b>	
<p>The Mooloolah Railway Shelter is located on the northern side of the North Coast Railway line in the town centre and the pedestrian bridge crosses the line at the intersection with Bray Street. There are also a recent shelter structure and a masonry block building within the boundary – these structures are not of heritage significance.</p> <p>The Railway Shelter consists of a low-set rectangular weatherboard clad timber structure on stumps with corrugated iron clad gable roof extending to an awning over the platform (western side). Arched, stop-chamfered brackets support the awning and also feature in the front corners of the building. The shelter is open towards the platform. Internally, the sides are lined with VJ boards with a rail at waist height while the rear shows a low seat integrated into the exposed framework. On the northern side is an opening with decorative metal window hood. It is possible that the shelter is the remaining part of a former station building.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
<p><i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.  The Brisbane Courier, Thursday 28 October 1915, 10.</p>	

### St Thomas Anglican Church

<b>Local Place ID Number</b>	MLH6	
<b>Street Address</b>	31 Bray Street, Mooloolah	
<b>Title Details/GPS Coordinates</b>	56SP201511	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The St Thomas Anglican Church is important in demonstrating the evolution of the Sunshine Coast's history. It was an established pattern for churches to be erected when settlements (and the concomitant congregation) had reached a point of development that warranted the expense of construction.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The St Thomas Anglican Church is important in demonstrating the principal characteristics of early, modest timber churches in the Sunshine Coast region. These were commonly built in the Sunshine Coast in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The St Thomas Anglican Church is important to the Sunshine Coast because of its aesthetic significance. It is a quaint example of small timber church, which evokes an appreciation of small, rural community in the early twentieth century. It is also located on a quiet street and close to a mature fig tree that further reinforces the small country aspect the church.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The St Thomas Anglican Church has a special association with the Mooloolah Anglican community, as the principal place of worship since the 1920s.

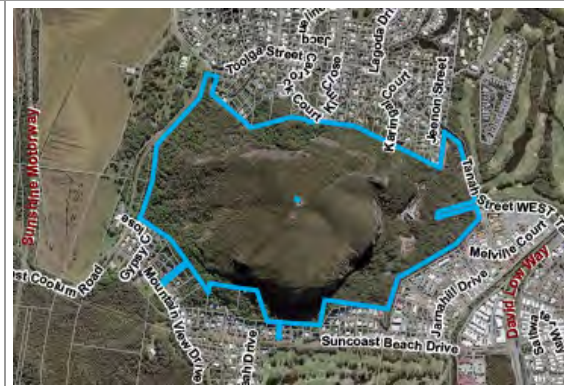
<b>Historical Context</b>	
<p>The St Thomas Anglican Church held its first service in April 1927. The idea for the church was conceived by the guild of prominent local women, with one – Mrs C Rogers - donating the land for the church. Numbers of worshippers declined in the 1930s and the local Methodist congregation, which up until that time held services in the public hall, sought permission to hold services in the Anglican church. The proposal was accepted and both denominations contributed to the maintenance of the building and the grounds.</p>	

Description	
<p>St Thomas Anglican Church is located on the southern side of Bray Street, separated from the road by a short cul-de-sac and a narrow reserve. The grassed site includes the church and an ancillary structure (toilet?) in the north and mature vegetation along the western boundary and at the rear. A large flat boulder and a timber board with the inscription 'ST THOMAS' are located at the front of the church.</p> <p>The church is set on an east-west axis and consists of a lowset T-shape painted weatherboard clad timber structure on stumps with corrugated iron clad ventilated gable roof. The roof gables feature barge boards and gable brackets, the king posts extending to a cross. The building displays Carpenter Gothic style elements including its modest size, construction method, arched windows and doors. Access is via a small gabled porch with timber steps, slatted balustrade and seating. The gable is enclosed with weatherboard and has similar features as the main roof. An arched tongue-and-groove VJ clad double door, set in a rectangular architrave, leads into the church. The arched windows on the nave are three-light casement configuration, also set in rectangular architraves, and have rippled glass panes. The enclosed protruding gable on the southern side shows similar roof gable features and also has a small arched window.</p> <p>A small gable roofed building clad with corrugated iron sheeting is located at the rear of the church.</p> <p>Originally, the timber cladding of the church appears to have been oiled only, accentuating the painted architraves. Despite some changes occurring to the building over time (including painting of external walls and restorations) the church appears to be highly intact.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	10/03/2016
References	
<p>Mooloolah State School Centenary 1894 – 1994, 112. Picture Sunshine Coast.</p>	

## MOUNT COOLUM

### Mount Coolum National Park

<b>Local Place ID Number</b>	MTC1	
<b>Street Address</b>	via Tanah Street Mount Coolum	
<b>Title Details/GPS Coordinates</b>	154NPW867 (Part)	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Mount Coolum National Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. The State Government's designation of the mountain as a national park was a direct result of environmental concerns expressed by the local community regarding development plans for the mountain. This concern was part of a broader shift of public awareness of the scale and impact of development in the Sunshine Coast Council area generated by the rapid and substantial development in the post-war period.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Mount Coolum National Park is important to the Sunshine Coast Council area for its aesthetic significance. The mountain is a substantial and important landmark in the Sunshine Coast Council area, especially in Coolum and surrounding districts.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Mount Coolum National Park has a special association with the work of the 'Save Mount Coolum Committee', the members of which successfully fought to prevent the development of the mountain and incorporate it into a national park.

Historical Context	
<p>Mount Coolum is a distinctive feature of the Coolum landscape. It was formed approximately 25 million years ago, when the Australian continental plate began moving north and passed over a mantle hot spot, creating volcanoes in the process – including, for example, the Glass House Mountains.</p> <p>The mountain is an integral part of the Kabi Kabi dreaming story for the region. The story associated with the</p>	

mountain is: Coolum was a warrior who loved a woman called Maroochy. A warrior from a different tribal group, Ninderry, also loved Maroochy and one day he kidnapped her while Coolum was away. Coolum was incensed with his loss and took after Ninderry and Maroochy. He found them both and waited until night fell so he could creep into the camp and free Maroochy. When Ninderry woke in the morning, he in turn set off after Coolum and Maroochy. He caught up with them and threw his boomerang at Coolum, cutting his head off. Coolum's headless body is represented by Coolum Mountain and Mudjimba Island his head; the gods were angry with Ninderry and turned him into stone – hence Mount Ninderry – and Maroochy, in her grief, retreated to the Blackall Range and her tears formed the Maroochy River.

The population of Coolum increased rapidly in the 1970s and 80s as part of the broader growth of the Sunshine Coast. For example, in the twenty years between 1961 and 1981 the population of the area increased from 190 to 2954, with most of the growth occurring in the 1970s. The tourism potential of Coolum also attracted developers. The first high rise resort development – 'Coolum Caprice' – was completed in 1982. The relative isolation of Coolum from Maroochy and Caloundra explains why the first high-rise took so long to appear (Maroochy Sands, the Sunshine Coast's first high rise resort, was built in 1971). As with Maroochy and Caloundra, some residents expressed concern about the impact of high rise development on the natural amenity of Coolum, whilst others saw the buildings as markers of progress and contributors to the local economy. High rise apartments were not the only developments that divided the community in the 1980s. In late 1985, the Maroochy Corporation (the exact purpose and composition of which is unclear, but presumed to be an entity established to promote economic development in the former Maroochy Shire) proposed an idea for a cableway and other tourism facilities to be erected on Mount Coolum. The cableway would convey visitors via gondolas up to the top of the mountain and a series of lookouts, café and restaurant. A Council-owned quarry at the bottom of the mountain would be converted into a 'colonial theme park' along with a pool and tennis courts, and adventure activities would be offered to visitors such as abseiling and hang gliding. The former Maroochy Shire Council gave provisional approval for the plan.

The proposal immediately drew public criticism. The 'Save Mount Coolum Committee' was created in 1986 to combat the plan, with the support of other local organisations, including: Sunshine Coast Environmental Council (SCEC), Yaroomba Progress Association and Fair Go Maroochy. The principal objection by the Committee was the environmental impact of the proposal. The destruction of natural habitats along the coast south of Coolum due to development – beginning with Kawana in the 1960s – had galvanised local advocates of the environment (culminating with the creation of the SCEC in 1980) and meant that opposition to the proposal was rapid and well-organised. The Committee produced a report detailing the value of the flora and fauna found on the mountain and within its vicinity – while others simply wanted the prominent landmark left untouched.

The campaign was ultimately successful. The former Maroochy Shire Council withdrew its approval for the project and recommended to the State Government that the mountain become a national park. The Government – comprised of the National Party governing in its own right – did not accede to Council's request. Labor won the 1989 election and the national park was created in late 1990. Crown land further south (closer to Maroola) was added to the national park later (circa early 2000s).

**Description**

Mount Coolum is located in the northern section of Mount Coolum National Park south of Coolum Beach and a short distance inland from the ocean. The large site is bordered by residential areas in the north, south and east and farmland to the west. There is a carpark entrance in the east with access via Tanah Street.

Mount Coolum is a tabletop mountain formation rising out of the flat surrounds of the coastal plains. The fauna on the summit is described as montane heath containing a variety of rare and threatened species including the endangered and unique to the area Mount Coolum she-oak (*Allocasuarina thalassocopica*). The section at the foothill includes wallum, paperbark wetlands, open eucalypt forest and remnants of rainforest.

A steep walking track leads to the summit offering spectacular views across the landscape and the ocean.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

**References**

EG Heap, 'In the Wake of the Raftsmen: A Survey of Early Settlement in the Maroochy District up to the Passing of the Crown Lands Alienation Act, 1868', Part III, Queensland Heritage, Volume 1, Nos 3-5, 1966, 9-20.  
 Elaine Green, Green Legends: People Power on the Sunshine Coast, Sunshine Coast Environment Council, Nambour, 2009.  
 Frances and John Windolf, An Island Surrounded by Land: The History of Earlier Coolum, Coolum, Zusammen Books, 2004.  
<http://www.nprsr.qld.gov.au/parks/mount-coolum/> (also as image source)

**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's 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 region 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 Maroochy, 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.

### Chadwick Chambers

<b>Local Place ID Number</b>	NMB4	
<b>Street Address</b>	89-97 Currie Street, Nambour	
<b>Title Details/GPS Coordinates</b>	2RP84156	No GPS Coordinates
<b>Other Names</b>	Chadwick's Chambers	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Chadwick Chambers is important in demonstrating the evolution of the Sunshine Coast Council area's history. The building was erected after the disastrous 1924 Currie Street fire and, along with other new buildings in the street, was constructed in brick rather than timber, contrasting with the earlier timber buildings that lined the street. The substantial size of the building and ornate features marked a significant period in Nambour's history and the economic prosperity in particular evident in the 1920s.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Chadwick Chambers demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. There are a number of buildings erected after the 1924 fire that remain extant in this section of Currie Street. However, Chadwick Chambers – at least externally – is the most substantial and intact of the buildings from that period.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Chadwick Chambers is important to the Sunshine Coast Council area because of its aesthetic significance. It is a fine example of a commercial building erected in the mid-1920s, with its size and ornate decorative features reinforcing the relative wealth and prosperity of Chadwick's and by extension Nambour itself in the 1920s.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Chadwick Chambers has a special association with the life of Mr and Mrs Chadwick, who established a prominent local drapery business in Nambour in a relatively early period of the town's history.

### Historical Context

Chadwick Chambers was built in 1925 for Thomas Chadwick. Chadwick worked for a pioneer merchant of Nambour, William Whalley, in the latter's 'Universal Store' in Currie Street. Whalley's family moved to Nambour in 1884, when William was only thirteen years old. William left the settlement to learn a trade – becoming a plumber – and he returned in 1896 to open his Universal Store. Chadwick and also probably his wife, who was a milliner, then opened their own drapery, calling it 'Chadwick's', possibly in 1915 (based on newspaper advertisements). They rented a premises in Currie Street, but also appear to have owned a building in the same block.

The Chadwick's store was destroyed by fire in 1924, as was the premises they owned. The fire was one of the worst in Nambour's history, affecting a large number of premises on the east side of Currie Street and including seventeen separate businesses. All of the commercial buildings in Nambour at this time, save for one bank building, were built from timber. Chadwick erected a new brick premises after the fire, calling it 'Chadwick Chambers' (although it was

also referred to as 'Chadwick's Chambers'). The two-storey building contained twelve offices and four shops. As with the Chambers, the other buildings rebuilt in that section of Currie Street after the fire were masonry, illustrating the economic growth and prosperity of Nambour in the 1920s. Symbolically, the only other building constructed after the fire that rivalled Chadwick's was Whalley's new building, called 'Whalley Chambers' (and which is still extant).

When the building was completed, Chadwick's moved into one of the shops on the ground floor, while other businesses, including a photographer, dentist and café, took up tenancies. The construction of the building became a minor sensation in Nambour. The builder claimed that Chadwick owed them £3,500 for additional work, which Chadwick disputed. The matter was taken to court, and during the hearing Chadwick collapsed and died. The store continued to operate for a number of decades; the business was apparently renamed Chadwick Clothing and Millinery, but a photograph of the building in 1975 shows 'Chadwick's' on one of the awnings, just as the business had been called from its inception. The exterior of the building was rendered in 1975 and painted white.

**Description**

Chadwick Chambers is located on an elongated lot in the CBD of the town. The building is set to the footpath of Currie Street, abutting both neighbouring buildings and following the direction of the road, creating an angled front section. The building extends to approximately 1/3 of the block and the remainder of the site is taken up with car parking spaces.

The two-storey commercial brick building contains shops at ground level and commercial rooms on the first level and has a low-pitched (flat?) corrugated iron clad roof with a covered external staircase attached at the rear. The roof is concealed by a stepped parapet, spanning the façade and wrapping around the sides. Originally, the building was face brick with decorative elements on the parapet, including stylised banners with stucco wreaths, the inscription 'CHADWICK CHAMBERS' (also on a stylised banner) and brick bas-relief panels with diamond motif. There were also face brick bas-relief panels on the first floor as well as a rendered stringcourse. Currently, the façade is rendered (1975) and painted, however, the decorations are still visible (except for the stringcourse), albeit less pronounced. An awning with parapet incorporating an arched pediment (with stylised banner motif) covers the footpath and is supported by double steel posts (2000s) and spans the whole street front. Originally, the awning was steel-suspended (the anchor points are still visible) and did not have a parapet. The windows on the first level are recent and are protected by skillion window hoods (not an original feature). The ground level shop fronts feature recessed entrances flanked by shop windows and partially tiled walls with decorative elements (not original). There is also an entrance leading to the commercial rooms on the upper level of the building.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- <http://www.starfieldobservatory.com/Nambour/Index.htm>, accessed 26 August 2016.
- Picture Sunshine Coast.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.
- Telegraph, 3 July 1925, 2.
- Truth, 7 March 1926, 10.

**Club Hotel Nambour**

<b>Local Place ID Number</b>	NMB5	
<b>Street Address</b>	78-84 Currie Street, Nambour	
<b>Title Details/GPS Coordinates</b>	2RP26511	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Club Hotel is important in demonstrating the pattern of the Sunshine Coast Council area's history. The construction of the hotel in brick continued the established pattern in Nambour of building in masonry, a trend that illustrated the continued progress and development of the town and region.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Club Hotel is important to the Sunshine Coast Council area because of its aesthetic significance. Its distinctive Art Deco architectural design and prominent corner location ensure it is a landmark building in the centre of Nambour and illustrative of the progress and sense of modernity that pervaded Nambour in the 1920s and 1930s.



### Historical Context

The Club Hotel was built in 1939. It replaced an earlier, timber Club Hotel that was erected in 1911. The first version of the hotel was originally called the 'Residential Hotel' and then, one year later, changed to the 'Club Hotel'. The building was destroyed by fire in 1938, leading to the construction of the current premises. The owner at the time of building was Castlemaine Perkins, the prominent Brisbane Brewer of the XXXX brand of beer. The hotel was designed by the prominent Brisbane architects, Addison and MacDonald, who were noted designers of Art Deco hotels, in particular the Waterloo Hotel in the Fortitude Valley, which was built in the same period. Particular attention was drawn to the interior fitout in newspaper articles, including the extensive use of silky oak timber from the Tesch Bros sawmill at Witta.

The new hotel was a thoroughly modern building, designed to reflect the Art Deco architectural idiom. The design of the hotel reflected the substantial changes that had occurred in Nambour, and indeed the Sunshine Coast, since the erection of the original building. Newspapers at the time drew attention to its construction in concrete and brick as emblematic of the continued progress of Nambour. The facilities also contributed to increasing tourism in the town and region. Nambour was situated on the Bruce Highway and the design and prominence of the hotel was calculated to appeal to tourists using the road and visiting the district. The contribution to the town's progress and value to the tourist trade were encapsulated by the local newspaper at the time of the hotel's opening: 'The rapid advancement of the district – the popularity of its tourist attractions – has been responsible for establishing a house equal to the best and regarded as affording facilities and comfort coinciding with the standard of recognised ordinary home comforts, and a place in which travellers and tourists may reside whilst touring the various scenic holiday venues of the district' (Nambour Chronicle and North Coast Advertiser, 10 March 1939, 8). The hotel was extended and refurbished in the 1960s.

### Description

The Club Hotel occupies the prominent corner of Mill and Currie Streets in the town's CBD. The footprint of the building (including extensions and ancillary structures) extends to the majority of the site. The hotel has strong Art Deco style influences including the use of concrete masonry and face brick, a streamlined curved corner section and clear geometrical lines.

The U-shaped two storey masonry building has a hipped corrugated iron clad roof. The walls on the ground floor are constructed with rendered concrete blocks while the first floor originally featured face bricks that were rendered at some stage. The most striking feature of the hotel is an Art Deco style curved façade on the corner with a decorative parapet extending along the street frontages and displaying strong horizontal and vertical lines in form of bandings, and reeded horizontal and vertical mouldings in bas-relief and the hotel name at the corner. A steel-suspended awning with pressed metal soffit spans the footpath on the corner, following the contour of the building to the end on Currie Street. The first level has a band of sash windows running along the Mill Street side and double sash windows on the corner. On the Currie Street elevation is a recessed balcony with access via glass panel doors with side lights.

The ground level has been extensively renovated (last time in 2008) and doors and windows are recent.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

### References

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- <http://kparchitects.com.au/portfolio/nambour-club-hotel/>, accessed 16/09/2016.
- Ivan McDonald, Waterloo Hotel, in: Kimberley Wilson, (Ed.), Brisbane Art Deco: Stories of our Built Heritage, 2015, Brisbane.
- Nambour Chronicle and North Coast Advertiser, 10 March 1939, 8.
- Picture Sunshine Coast.
- Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.
- Truth, 19 March 1939, 30.

### Drill Hall (former)

<b>Local Place ID Number</b>	NMB6		
<b>Street Address</b>	20-22 Price Street, Nambour		
<b>Title Details/GPS Coordinates</b>	9RP26586, 20RP26586, 3RP104604	No GPS Coordinates	
<b>Other Names</b>	N/A		



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Drill Hall (former) is important in demonstrating the pattern of the Sunshine Coast Council area's history. It was one of two purpose-built facilities in the Sunshine Coast for the defence of Southeast Queensland, beginning a pattern of defence installations that accelerated after the entry of Japan into the war in 1941.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Drill Hall (former) demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage. The construction of the Drill Hall is associated with the formation of the 9/49th Battalion, which was based in Nambour and created specifically in relation to the threat of war in Europe in 1939. The Drill Hall, along with the Drill Hall in Yandina, are uncommon to the extent that they were built specifically for locally-raised militia and were not specifically associated with the large-scale occupation of the region following the entry of Japan into the war in 1941.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Drill Hall (former) has a strong association with the 9/49th Battalion, which was formed on the Sunshine Coast and based in Nambour.
<b>Historical Context</b>	
<p>The Drill Hall was built by the Maroochy Shire Council for the 9/49th Battalion, which was based in Nambour. The 49th Battalion was raised in World War I. After the end of the war, the Australian Imperial Force (AIF) was demobilised and citizen militia were created based on the same structure as the AIF. By the late 1930s, people were concerned about the potential for war in Europe and the possibility that Australia would once again need to support Britain. Volunteer militia existed, but authorities determined that more soldiers were necessary, particularly to defend Southeast Queensland (the militia could only be used in Australian territory; they were distinct from the 2nd AIF, which was a purely volunteer force). In this context, military authorities created the 9/49th Battalion in Nambour and began recruiting men by January 1939. The 9/49th was drawn from the region and a major camp was held at Caloundra in April that year. Despite the military co-ordination, the drill hall was funded by the Maroochy Shire Council. Another drill hall was built in Yandina, and completed in the same period.</p> <p>By the time the hall was completed in 1939, the war in Europe had already started. The battalion was transferred to the training ground at Redbank, near Ipswich, in January 1940, to train conscripts. The threat to Australia became Japan, rather than Germany. Japan attacked Southeast Asia and the American naval base at Pearl Harbour, Hawaii, in December 1941 and then advanced south into the then Australian Territory of Papua New Guinea. The battalion disembarked in Port Moresby and participated in the defence of the territory from Japanese attack, most famously on the Kokoda Track. Back in Nambour, the building was used by the local 'Area Officer', part of the broader defence plans for the Sunshine Coast. The Drill Hall does not appear to have been used in a military capacity again until 1959, when it was leased by Defence – by this time Australia's strategic concern was almost entirely focused on Asia, in particular the war in Vietnam and the communist insurgency in Malaya. Outside of its military function, the hall has served various community purposes.</p>	
<b>Description</b>	
<p>The former Drill Hall is located on the southern corner of a large site spanning three lots on the northern side of Price Street. The southern part of Petrie Park takes in the majority of the site, consisting of grassed sportsgrounds. A building used by the Petrie Park Craft Group is located close to the former Drill Hall to the east – this building is not part of this assessment.</p> <p>The former Drill Hall is set along Price Street on an elevated site in sloping terrain and consists of a highset rectangular timber structure, clad with weatherboard and flat fibrous cement sheeting and enclosed with corrugated iron sheeting underneath. The hall has a corrugated iron clad hipped roof. The main access is via wide timber stairs and a covered landing through double timber doors with fanlight from the south-eastern elevation and there is a side entrance on the north-eastern elevation. Windows are six-light sash configuration. The door and windows are fitted with security screens.</p> <p>The building has been modified for use as a community hall.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	09/03/2016
<b>References</b>	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.  <a href="https://en.wikipedia.org/wiki/49th_Battalion_(Australia)">https://en.wikipedia.org/wiki/49th_Battalion_(Australia)</a>, accessed 31 August 2016.  Nambour Chronicle and North Coast Advertiser, 13 January 1939, 5.  Nambour Chronicle and North Coast Advertiser, 20 January 1939, 5.  Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  Telegraph, 26 January 1940, 13.</p>	

### Moreton Central Sugar Mill Weir

<b>Local Place ID Number</b>	NMB8
<b>Street Address</b>	In Petrie Creek approximately 420 metres downstream from Arundell Avenue Bridge, Nambour
<b>Title Details/GPS Coordinates</b>	Petrie Creek, 5RP907803 (part), No GPS Coordinates 2RP898333 (part)
<b>Other Names</b>	Moreton Mill Weir



### Heritage Significance

Criteria	Definition
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Moreton Central Sugar Mill Weir has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular the material and technique used to construct the dam wall in 1935 (and any remnant of earlier dam infrastructure potentially dating back to 1896), as well pump infrastructure from the general vicinity of the weir related to the weir's original function supplying water to the sugar mill.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Moreton Central Sugar Mill Weir has a strong association with the Moreton Central Sugar Mill, which was an immensely important enterprise in the history of the Sunshine Coast Council area.

### Historical Context

The selection of the site for the Moreton Central Sugar Mill in the 1890s included an allotment of land that spanned Petrie Creek. The availability of water was crucial for the operation of the mill, both for the processing of the sugar cane and, in the period the mill was established, for steam-driven equipment.

Alcorn (2006) claims that a low dam wall was constructed in the location of the current weir in 1896, and that sandbags were used at various times to help dam water in the early twentieth century. However, the first substantial reference to a dam is in the late 1920s. In 1928, the Board of the sugar mill realised a dam was necessary on Petrie Creek to guarantee the water supply (indicating that earlier infrastructure may not have been permanent or particularly substantial). Despite the realisation, it was not built until 1935 – which is the basis of the weir that remains extant today. Water was pumped from the dam to a large water tank, which then supplied the mill. The level of the dam/weir was raised twice since its construction, in 1969 and in the 1980s. There is a small, but important difference between a weir and dam; both can be used to provide an increased source of water, but a weir is designed more to regulate the flow of a water course, while a dam is specifically designed to impound water behind its wall. The current structure is most certainly a weir, defined in particular by the 'v' notch in the middle of the wall, which enables water to flow over the weir at that point. The original structure was, however, referred to as a dam.

Petrie Creek was, as expected, an important water source for early Nambour. The extra supply of water may have also been used by the Railway Department from the late 1930s, as it was concerned that the supply of water at Palmwoods (now Kolora Park) might not be sufficient. Alcorn has also suggested that the mill supplied water to the town's two hotels (the Club and the Royal George).

### Description

The Moreton Central Sugar Mill Weir is situated in a section of Petrie Creek close to the former Moreton Central Sugar Mill. The area has been developed into a park and includes some landscaping. The weir consists of a concrete construction reportedly with a possible earlier timber structure used as formwork.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Courier Mail, 12 February 1937, 15.  
 Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### Moreton Central Sugar Mill Worker's Housing (former) (State heritage place)

<b>Local Place ID Number</b>	NMB7	
<b>Street Address</b>	5 & 7 Mill Street and 14 Bury Street Nambour	
<b>Title Details/GPS Coordinates</b>	2SP263819, 3SP263819,	No GPS Coordinates
	4SP263819, Road reserve	
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	As rare surviving evidence of the Moreton Central Sugar Mill, the mill staff housing is important in illustrating the development of the sugar industry in Queensland, and the impact of the sugar industry on the settlement of the North Coast region. The sugar industry influenced the pattern of growth of Nambour as a prominent mill town and regional centre, and influenced the pattern of settlement of the associated farms and townships of the region during the twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The sugar industry was an important and vital part of the economy of the region and very little physical evidence survives of the industry particularly the mill and its associated infrastructure. The mill staff housing is rare surviving evidence of the sugar industry in the region illustrating a way of life that was once common but has now vanished. It is known that Moreton Central Sugar Mill constructed a number of staff houses and a bachelors' quarters. These three surviving dwellings remain as the only evidence of staff housing purpose-built by the Moreton Central Sugar Mill within the mill precinct.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	As a group the houses are good examples of purpose-built staff accommodation. The houses demonstrate the practice common to a number of industries of providing housing to encourage workers to an area especially in isolated areas or new towns where accommodation is not readily available. Provision of accommodation for senior staff and some of the mill workers was the usual practice for the company or co-operative within the central mill system in Queensland. In form and setting, the houses illustrate the practice of providing a hierarchy of size and amenity in housing corresponding with seniority within the company, e.g. the manager's residence is more substantial and set in a larger garden reflecting its function as accommodation for the manager in comparison to the cottages which were for less senior staff. In their close proximity to the mill site, the houses illustrate the practice of constructing staff accommodation close to the mill or place of work or within an associated precinct.

**Historical Context**

Refer to Queensland Heritage Register Place ID#602648.

**Description**

Refer to Queensland Heritage Register Place ID#602648.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** No non-statutory listings

**Inspection Date** 10/03/2016

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Nambour High School**

<b>Local Place ID Number</b>	NMB9	
<b>Street Address</b>	7 Carroll Street, Nambour	
<b>Title Details/GPS Coordinates</b>	729CG3675	No GPS Coordinates
<b>Other Names</b>	Nambour Rural School.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Nambour High School is important in demonstrating the evolution of the Sunshine Coast Council area's history. The construction of a larger school in Nambour in 1931 reflected the continued growth of the town and the success of the rural school model of education in Queensland in the first half of the twentieth century. These elements also reflected the fact that Nambour was the principal town in the region.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Nambour High School is important because of its aesthetic significance. The original main school building is a pleasing example of Queensland educational architecture of the interwar period, in particular the application of 'Californian Bungalow' features to the entrance porch.
<b>Historical Context</b>	
<p>The first school in Nambour opened in 1890. The school building was removed from Lemon Tree, between Nambour and Yandina, and positioned on the site of Carroll's hotel, now the Nambour Showgrounds. A new school site (and building) was selected in 1892, closer to the growing urban centre of the town, based around the railway station. Five years later, the Moreton Central Sugar Mill was established on land adjacent to the school.</p> <p>Nambour received the first 'rural school' in Queensland in 1917. 'Rural' schools were the culmination of several decades of interest in fostering a more practical syllabus for Queensland students, particularly in areas of high agricultural value. In addition to the standard school subjects at the time, such as English, arithmetic and history, students learnt about 'agriculture and gardening, milk and cream testing, bee keeping, poultry raising [and] keeping of farm records and accounts' (Burmester, Pullar &amp; Kennedy 1996: 50). The curriculum was very popular and families sent children to the school from throughout the region, even as far north as Gympie. The Rural school was located on the grounds of the existing State school.</p> <p>By the late 1920s, the school was overcrowded and pollution from the nearby sugar mill was becoming intolerable. The State Government had purchased land from Mathew Carroll in 1925 located near the showground, and it erected a new school on the site in 1931 for primary, secondary and rural education. When it opened, the school consisted of the main building, teaching building, manual arts and domestic teaching buildings (behind the main building), tennis courts and various paths and gardens. Although unremarked on at the time, the entrance to the main building incorporated interwar architectural features consistent with the 'Californian Bungalow' style, which was unusual for State school buildings in this period.</p> <p>The school has continued to grow since its inception in 1931. The main school building remains extant, although the manual arts and domestic buildings, if present, may have been extensively modified. The remainder of the buildings in the grounds date from the post-war period onward.</p>	
<b>Description</b>	
<p>Nambour High School is located on the south-eastern side of Coronation Avenue in the north of the town centre. The large site includes several buildings of a variety of styles reflecting the development of the school over time. The sloping site borders onto sportsgrounds in the east (not included in the curtilage). This assessment is for the 1931 timber building set along Carroll Street.</p> <p>The school building addresses the street and the core consists of a large rectangular highset weatherboard clad timber structure on stumps with a corrugated iron clad hipped roof; the original fleche is no longer extant. A wide centrally positioned protruding entrance gable is designed in Californian Bungalow style, generally only used in connection with residential buildings of that era. Features include a half-timbered box gable with jettied ceiling joists and scalloped barge boards, followed by a verandah with a flared weatherboard clad valance supported by double timber columns with long arched solid brackets set in-between. A slatted two-rail balustrade with higher section in-between the columns runs along the front and sides with access via timber steps from the front. The verandah back wall has exposed framework and is clad with tongue-and-groove VJ cladding. High-waisted timber/glass double doors with fanlight lead into the building and are flanked by three-light sash windows with fanlights. The sections to the left and right of the entrance are closed-in underneath and have banks of two-light casement windows with fanlights. A highset elongated wing (enclosed underneath) with hipped corrugated iron clad roof joins onto the south-eastern and north-western side of the core. Access is via covered timber steps onto the partially enclosed front verandahs covered under the main roof. The rear of the building (north-east) also has a protruding gable and banks of casement windows on both wings.</p> <p>Many of the features of the school appear to be original or sympathetically restored.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected
<b>References</b>	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.  Nambour Chronicle and North Coast Advertiser, 5 June 1931, 3.  P Burmester, M Pullar and M Kennedy, Queensland Schools – A Heritage Conservation Study, Conservation Management, A Report for the Department of Education, 1996.  Picture Sunshine Coast.</p>	

### Nambour Masonic Temple

<b>Local Place ID Number</b>	NMB10	
<b>Street Address</b>	9-11 Blackall Terrace, Nambour	
<b>Title Details/GPS Coordinates</b>	2RP119656	No GPS Coordinates
<b>Other Names</b>	Masonic Lodge, Nambour Masonic Centre.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Nambour Masonic Temple is important in demonstrating the evolution of the Sunshine Coast's Council area's history. The construction of a Modernist brick temple in the 1960s (versus the extant timber Masonic halls found in other towns in the Sunshine Coast Council area) reflected the prominence of Nambour as the principal town in the Sunshine Coast and its continued growth in the second half of the twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Nambour Masonic Temple is important because of its aesthetic significance. Although some key elements of the original design have been modified, the building nonetheless reflects pleasing Modernist design elements, which are moreover consistent with other major buildings constructed in Nambour in the post-war period.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Nambour Masonic Temple has a special association with the Rosslyn Lodge and Nambour Lodge, both of which were established in Nambour in the early twentieth century.

**Historical Context**

The Nambour Masonic Temple was officially dedicated on the 13th of April, 1962. The temple serves two lodges; Rosslyn and Nambour. Both lodges originated in Nambour, with Rosslyn practicing a Scottish variation of Masonry. The lodges maintained separate temples in the early twentieth century, but the Rosslyn Temple was destroyed by fire in 1918. The Nambour Lodge invited the Rosslyn members to use its lodge, which was located on Blackall Terrace (although not the current site). The two lodges formed a close relationship and Rosslyn was invited to become a co-owner of the Nambour Lodge. In 1957, the two lodges purchased land close to the original Nambour temple in order to build a new temple. The new building was thoroughly Modernist (as noted in the description below), reflecting the general architectural approach in Nambour in the post-war period. Externally, the building has undergone various changes since its construction; a portico was added to the entrance and the array of windows on the front elevation have been covered over or removed – alterations that have affected the Modernist approach of the original design.

**Description**

The Nambour Masonic Temple is located on an elevated, sloping site in the centre of town. The footprint of the building extends to most of the landscaped site with some mature vegetation located at the rear. A wide set of stairs set into a stone retaining wall leads onto a paved area at the front of the building.

The temple addresses the street and displays Modernist style elements, including simplicity of design and form, straight lines and grouped elements. The Masonic Temple consists of a T-shaped, double-storey face brick building with a low pitched gable roof. The façade is visually divided into three vertical parts. On the left and in the centre are recessed, tall panels of corrugated iron, replacing the original window panels, set in-between face brick columns. On the right side is a roughcast rendered feature wall with two elongated windows (now boarded-up) and the lettering 'MASONIC TEMPLE' as well as the Masonic square and compasses emblem. Access is via a double timber door that is not original and has been retrofitted with a gabled awning supported by round columns. There are a number of windows on the side elevations, small hopper configuration on the lower level and larger sized windows at the upper level.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://rosslyn102.org/wp/history/>, access 11 January 2017.  
 Picture Sunshine Coast

**Nambour Section of the Moreton Central Sugar Mill Cane Tramway (State heritage place)**

<b>Local Place ID Number</b>	NMB12	
<b>Street Address</b>	Mill Street, Currie Street & Howard Street, Nambour	
<b>Title Details/GPS Coordinates</b>	Road Reserve, 1RP123337, 2RP72793, 8RP28029, 6SP251383, 7SP251383, 1RP103927, 2RP82280	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Moreton Central Sugar Mill operated between 1897 and December 2003. During the 20th century, sugar growing was the most important primary industry in the Maroochy district. It was a key factor in the development of Nambour and the Maroochy Shire and important in the growth of the sugar industry in Queensland. The cane tramway, which brought cane from many farms to the mill for crushing, was an essential part of the operation of the mill. The line between Nambour and Coolum was also used for passengers in the 1920s and 30s and was instrumental in the development of the tourist industry in the area, by linking the QR station next to the Nambour mill with resort areas at Coolum and Maroochydore.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Although it is very uncommon for a cane tramway to pass through the centre of a town, as the line at Nambour does, the line otherwise demonstrates the features of its type well, being a narrow gauge (2 foot or 610mm) track laid without formation and links the site of the mill to the marshalling yards from where it fanned out in many separate lines forming a large network across farms, roadways and over the Maroochy River.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Although it is very uncommon for a cane tramway to pass through the centre of a town, as the line at Nambour does, the line otherwise demonstrates the features of its type well, being a narrow gauge (2 foot or 610mm) track laid without formation and links the site of the mill to the marshalling yards from where it fanned out in many separate lines forming a large network across farms, roadways and over the Maroochy River.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The section of the tramway that passes through the town is an important characteristic of Nambour. Laden cane trains travelling between Nambour's shops and commercial buildings featured on many post card views of the town; the sight was popular with tourists and was part of annual cane harvest festivals until very recently.

**Historical Context**

Refer to Queensland Heritage Register Place ID#602522.

**Description**

Refer to Queensland Heritage Register Place ID#602522.

The local heritage register boundary includes the Queensland Heritage Register boundary and extends to the former marshalling yards and sidings to the north of Howard Street at the termination of the state heritage boundary. Adjacent to the road is a commercial premise including a large industrial shed and car parking spaces. The remainder of this area comprises grassed areas and an access path leading to the north.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** No non-statutory listings

**Inspection Date** 10/03/2016

**References**

Aerial imagery accessed on <https://qimagery.information.qld.gov.au/>.

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**



## Nambour Showgrounds

<b>Local Place ID Number</b>	NMB23		
<b>Street Address</b>	Coronation Avenue, Nambour		
<b>Title Details/GPS Coordinates</b>	738RP810778, 6RP220222, 2RP184379	3RP131905,	No GPS Coordinates
<b>Other Names</b>	N/A		



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Nambour Showgrounds is important in demonstrating the evolution of the Sunshine Coast Council area's history. The establishment of the showgrounds in Nambour in 1909 illustrated the growth of Nambour following the establishment of the Moreton Sugar Mill in the late 1890s. The transfer of the show from Woombye to Nambour also underscored the subsequent growth of Nambour at the expense of Woombye, where the district agricultural show was first held.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Nambour Showgrounds has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly archaeological material associated with Mathew Carroll's hotel, which dates from the 1880s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Nambour Showgrounds is important in demonstrating the principal characteristics of a showground in the area, including a show ring, grandstand and associated buildings.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The place also has a special association with the Nambour community as the venue for the agricultural show since 1909.

### Historical Context

It appears likely that 'Naamba' (Nambour) was in fact the Kabi Kabi name for a large camp site and meeting place, which only later became part of a cattle station (Nambour) and then the town itself. Moreover, the camp site was located on what is now the show ring of the showgrounds. Mathew Carroll Jnr, the son of one of Nambour's earliest settlers, Mathew Carroll (the latter established a hotel on the showgrounds site, somewhere near the caretaker's house and former school building) confirmed the use of the nearby ground as a campsite, particularly during the Bunya nut festivals held every 3-4 years. The length of time the site was used by the Kabi Kabi People is unclear (it could extend back hundreds or even thousands of years).

In terms of European contact, the castaway ex-convicts Finnegan and Pamphlet may have stayed at the camp in the 1823 (the men were later found by John Oxley during his exploration of Moreton Bay that same year), and Thomas Petrie may have also sojourned at the camp in 1862 during his survey of the area for timber reserves (and after whom Petrie Creek is named). As noted above, the earliest European use of the showgrounds site was probably Mathew Carroll's hotel, the first such establishment in Nambour and potentially the earliest evidence of European settlement in the area (alongside the pastoral station).

However, it has been the function of the place as showgrounds that constitutes most its historic use. The first agricultural show took place in Nambour in 1909, although the show was first held at Woombye from 1900-9. The first pavilion was built 1909 and replaced in 1922 by the current main pavilion (although the structure has been modified over time - and is intended to be demolished, based on the *Nambour Showgrounds Master Plan 2013-2023*, which was adopted by council following public notification). By the 1940s the showground consisted of the pavilion, show ring, cricket pitch and surrounding horse track. Pine trees may have been planted in the late 1930s and drains were installed in the late 1940s. A caretaker was appointed in 1947. The remaining structures on the site, including the grand stand, were presumably constructed sometime after the mid 1950s. The current caretaker's house appears to have been built c1960s (this building is understood to have been relocated to the site), and the former school building is believed to have been removed from the original rural school, located near the Moreton Central Sugar Mill and dates from the late nineteenth or early twentieth century. It is unknown when the building was removed to the site.

### Description

Nambour Showgrounds is located on the eastern side of Coronation Avenue to the northeast of the town centre on a large fenced, sloping site bordering onto Petrie Creek in the south. There are two access roads connecting to a number of bitumen roads leading throughout the site; the main entry is via Showground Way from Coronation Avenue in the southwest and there is also a northern entry point via Crusher Park Drive off Nambour-Bli Bli Road.



The grounds include landscaped areas including feature trees and mature plantings along the boundary, along roads and on the perimeter of the northern oval area. Also included is a community garden.

The showgrounds comprise a number of discrete areas including:

- main arena with grandstand
- multi-purpose ovals
- equestrian area
- tennis courts

There are several buildings of various ages and construction techniques including:

- main pavilion – intended for demolition
- school building (former)
- scout hall
- caretaker's residence (former)

as well as further pavilions, administration building, sport and ancillary structures.

The centrally located main arena comprises a grassed oval (with cricket pitch) with outer track, delineated by a high timber fence with a number of gates. The JD Grimes grandstand is situated in the northwest and consists of a modern double-storey concrete structure with cantilevered skillion roof and catering / dining facilities on ground level. Two joined ovals are situated to the north of the main arena. The equestrian area is situated in the east and comprises a number of arenas, rodeo ground with announcer's box, stables and yards. The tennis courts and club house are situated in the south.

With the exception of the former school building, no other structures on the site are of specific heritage significance. The former school building was relocated to a sloping site north of the entrance and consists of a rectangular weatherboard clad timber structure on low/medium stumps with a corrugated iron clad vented gable roof with spire. Access is via stairs on the northern side onto a partially enclosed verandah covered under the main roof. The verandah back wall shows exposed framework with diagonal bracing and horizontal tongue-and-groove cladding. A ramp provides access to a verandah of similar design on the southern side. On the western side is a bank of windows with skillion window hood on timber brackets.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2017

**References**  
 'Nambour Showgrounds Master Plan 2013-2023' in: <https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Nambour-Showgrounds-Master-Plan>, accessed 06/02/2017.  
<https://mysunshinecoast.com.au/news/news-display/nambour-showgrounds-upgraded-in-time-for-the-show>, 43819, accessed 06/02/2017.  
 Nambour Chronicle and North Coast Advertiser, 2 November 1945, 2.  
 Nambour Chronicle and North Coast Advertiser, 27 June 1947, 1.  
 Picture Sunshine Coast  
 Ray Kerkhove, Aspects of Nambour's Indigenous History, August 2016, unpublished manuscript.  
 Telegraph, 4 March 1938, 7.

**Gallery**



**Nambour St John the Baptist Church of England**

<b>Local Place ID Number</b>	NMB13	
<b>Street Address</b>	176 Currie Street, Nambour	
<b>Title Details/GPS Coordinates</b>	1SP269473 (part)	No GPS Coordinates
<b>Other Names</b>	St. John the Baptist Anglican Church	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The St John the Baptist Church of England is important in demonstrating the evolution of the Sunshine Coast Council area's history. Its construction in 1959 and brick, Modernist design reflects the economic growth and prosperity of Nambour in the 1950s and the replacement of remaining timber buildings in Currie Street with new brick buildings.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The St John the Baptist Church of England is important to the Sunshine Coast Council area because of its aesthetic significance. The church building is a good example of a 1950s Modernist design and it forms an integral part of the broader transformation of the town centre of Nambour from timber to brick, a process that began in the 1920s and culminated in the 1950s.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The St John the Baptist Church of England has a special association with Nambour's Anglican community, as the principal place of worship since 1903 (and the current building since 1959).

**Historical Context**

The current St John the Baptist church was opened in 1959. The first Anglican church in Nambour was built in 1903, on the same site as the current church. The Church organisation purchased the adjoining allotment in 1912 and the house on the site was converted into a rectory. A new rectory was built behind the church in 1948 and the old rectory became the St John's Hall, opened in 1949.

Planning for a new church began in the 1950s. The timing of the plans correlates with a major economic and population boom in Nambour and the region more generally in that decade. For example, Nambour's population grew from 3,000 in 1945 to 5,000 by 1955 and a building boom followed, with almost all of the remaining timber buildings in Currie Street replaced with brick structures. The Anglican parish population also increased dramatically over this time along with the corresponding population growth.

The Modernist architectural design of the new church, and its construction in brick, reflected these economic and demographic changes. The new building included the leadlight window from the original church; a new pipe organ and carillon system (a musical instrument utilising bells) were installed in 1960 and 1963 respectively. Alterations and additions were also undertaken to the hall in 1957 and it was reopened as St John's Memorial Hall. Modernist architecture became a hallmark of new building design in Nambour from this period through to the 1970s and the church is a relatively early example of the architectural approach.

**Description**

The church and hall are located in a landscaped setting on three adjoining lots on the western side of Currie Street in the centre of town. A low to medium height face brick fence with metal loop top panels in some sections (recent) delineates the property from the street.

The church addresses the street and features Modernist style elements, including straight, clean lines and minimal adornments. The building consists of a lowset face brick structure, level with the footpath at the front and enclosed with face bricks at the rear, with low pitched corrugated iron clad gable roof with extended roof beam at the façade. The main feature of the façade is a protruding cross shaped brick element, clad with decorative mosaic tiles, in front of large leadlight windows. Currently, two triangular palms planted in front of the church obstruct the view of this feature. The main entrance is on the southern elevation and features a flat roofed porch, supported by a mosaic tiled column and a brick wall with cross-shaped cutouts. There are banks of clerestory windows above the porch roof. The nave widens on both sides and features a number of tall windows and a covered area on the southern side.

The hall is set back from the street and consists of a rectangular lowset chamferboard clad timber structure (partially enclosed underneath) with low pitched corrugated fibrous cement clad gable roof. Access is from the front via an awning covered double glass door (recent) and also from the side. There are banks of windows on the northern elevation. A gazebo featuring lace wrought iron balustrade panels and brackets is situated in front of the entrance – this appears to be a recent addition and does not fit-in particularly well with the appearance of the hall and church.

At the street front in-between the two buildings is a tall three-legged Modernist inspired bell tower decorated with a tall cross on each side and fitted with loudspeakers at the top and a small bell at the lower section.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Nambour Chronicle and North Coast Advertiser, 14 November 1952, 9.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

## Nambour St Joseph's Roman Catholic Complex

<b>Local Place ID Number</b>	NMB14	
<b>Street Address</b>	173-179 Currie Street, Nambour	
<b>Title Details/GPS Coordinates</b>	1RP66783, 2RP66783, 1RP28102, 1RP28109, 1RP28110, 695CG4978	No GPS Coordinates
<b>Other Names</b>	N/A	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The St Joseph's Catholic Complex is important in demonstrating the evolution of the Sunshine Coast Council area's history. The construction of the convent and school in 1925 reflects the growth and prosperity of Nambour in that decade. The brick, Modernist church completed in 1951 also reflects the development of the town and region in the post-war period, in particular the 1950s. This process was illustrated by the replacement of remaining timber buildings in the town with new brick buildings. The church building is also a relatively early example of the Modernist architectural approach to new building design (and church buildings) in Nambour, which became increasingly prominent throughout the 1950s and through to the 1970s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The St Joseph's Catholic Complex is important in demonstrating the principal characteristics of modern church design in the Sunshine Coast Council area, which focused on increased light and ventilation relative to earlier church design. The prominence of new church buildings built along these guidelines in the region since the 1950s reflects the importance of the new architectural approach, and St Joseph's is the first of these churches in the Sunshine Coast.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The St Joseph's Catholic Complex is important to the Sunshine Coast Council area because of its aesthetic significance. The convent and school building is an impressive structure that conveys the relative wealth and importance of Nambour in the 1920s as the centre of the Catholic Church in the Sunshine Coast. The church building is a good example of a 1950s Modernist (church) design and it forms an integral part of the broader transformation of the town centre of Nambour from timber to brick, a process that began in the 1920s and culminated in the 1950s.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The St Joseph's Catholic Complex has a special association with Nambour's Catholic community, as the principal place of worship and education since the late nineteenth century.

## Historical Context

The first Catholic Masses in Nambour were held at Carroll's Hotel. In the 1870s and 80s, Catholics from anywhere between Brisbane and Gympie relied on travelling Friars and Mass was only held three to four times a year. One of Nambour's earliest settlers, Daniel Currie, donated land to the Church and Nambour's first Catholic church was built in 1893. As the population of the region, and in particular Nambour, grew, so did the Catholic community, resulting in the creation of the Parish of Nambour in 1921.

The 1920s was a period of rapid growth in Nambour and surrounding districts. Reflecting this, St Joseph's grew in size and function. A convent and school, designed by the Brisbane architects, Cavanagh and Cavanagh, was opened in 1925. The new building reflected the optimism of the 1920s; the article about the opening of the building in the local newspaper noted that the school 'is proof of stability and a sign of progress' (Nambour Chronicle and North Coast Advertiser, 11 December 1925, 2). In line with educational developments in Queensland in the first half of the twentieth century, the Church opened the school to secondary education in 1940. The building was extended c1952.

By the late 1940s, the original church building – although extended and updated over time – was proving to be inadequate. Planning began for a new, modern church. The timing of the plans correlates with a major economic and

population boom in Nambour and the region more generally. For example, Nambour's population grew from 3,000 in 1945 to 5,000 by 1955 and a building boom followed, with almost all of the remaining timber buildings in Currie Street replaced with brick structures. The Catholic Parish population also increased dramatically over this time along with the corresponding population growth.

The Modernist architectural design of the new church, and its construction in brick, reflected these economic and demographic changes. Designed by the prominent Brisbane architect, Frank Cullen, the church was completed in 1951. The Queensland Catholic Archbishop, Dr James Duhig, who blessed and dedicated the church, claimed it was 'the finest in Queensland outside the bigger areas of the State. This site at Nambour deserved a fine building and it was now crowned with one of rare beauty' (Nambour Chronicle and North Coast Advertiser, 6 July 1951: 2). The grandeur of the building was reflected in its cost: £24,000. It was one of the earliest of the new, modern buildings erected in Nambour in the post-war period, and it also reflected a changing attitude to church design in Queensland, one that was more suited to the local climate. The church was designed to allow more light and ventilation into the building. A 1952 Sunday Mail article analysed the new architectural direction, citing St Joseph's and the new Anglican church in Surfers Paradise as exemplars of the new style (Sunday Mail, 6 January 1952: 7).

The church and convent form the basis of a complex of buildings and facilities on the land originally donated by Daniel Currie. A grotto was added to the complex in 1958. The old Presbytery (the priest's house) was demolished in 2007 and replaced with a Parish Community Centre. The church was also renovated in 2000.

#### Description

The Nambour St Joseph's Roman Catholic Complex is situated on a large, elevated, steeply sloping site encompassing six lots on the eastern side of Currie Street in the centre of town. The built structures are located towards the western boundary and extend to the centre while the eastern section is taken up by grassed areas, sportsgrounds including a tennis court, and some mature vegetation. There are also a number of car parking areas along the south-western boundary. The complex consists of the convent, the church, the Grotto of 'Our Lady of Lourdes', the primary school and the recently completed community centre. This assessment is for the convent, the church building and the grotto.

The convent is situated towards the north-western corner of the site on a north-south axis facing Currie Street. The building consists of a two-storey face brick structure with an extension on the north-eastern corner and has a corrugated iron clad hipped roof with a gable on the north-western corner. The gable has typical interwar design elements in the roof section in form of half-timbered framing. There are two sash windows with accentuated lintel on both levels. On the upper level, a verandah, covered under the main roof and partially enclosed with horizontal cladding and banks of windows at some stage, joins onto the gable section and wraps around the corner. Access is via timber doors with fanlights and there is a bay window and a sash window. On ground level are two small single-storey gabled projections framing a verandah with scalloped valance and bay window; the entrance porch on the left and a small altar recess on the right. Decorative features of the porch include decorative gable (similar to roof gable), double arched windows and an arched doorway with stylised columns and keystone, an integrated balustrade, decorative steps with curved sides and a leadlight oculus window facing the verandah; it is unclear whether the original tiled flooring is extant. Decorative features on the altar projection include quoining, a leadlight oculus window, inlaid crosses and the dedication plaque at the front, and a sash window with decorative architrave on the side. A double-storey verandah with timber balustrades and scalloped timber valance spans the northern elevation.

The church is situated to the south of the convent on an east-west axis facing Currie Street and has strong Modernist style elements, including straight, clear geometrical lines, tall narrow windows and minimal embellishments, a trend popular with new church buildings in the 1950s. The tall rectangular cream coloured face brick building has a tiled gable roof. A projection, slightly narrower than the building, is situated at the façade and extends to a parapet with central pediment with a cross at the apex. A bas relief, mirroring the projection on a smaller scale and featuring a tall cross in the centre is set at the front. The entrance is via wide front steps leading to tall timber doors either side of a Virgin Mary statue on a brick pilaster. On both sides of the nave are single-storey extensions/verandahs with separate tiled skillion roof and on the upper level are single and sets of double tall, narrow windows. Attached at the rear are a tall hipped roof sanctuary and single-storey side wings. The church has been modified over time and amongst other things, a tall Postmodernist entry foyer with battened front feature has been added on the southern side, connecting the church to the adjacent community centre.

The Grotto of 'Our Lady of Lourdes' is situated in between the convent and church towards the western boundary in a garden setting and consists of a replica of the rock cave at Massabielle in Lourdes and depicts the apparition of the Virgin Mary as witnessed by Bernadette Soubirous, a 14 year old girl, in 1858.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006. <http://nambourcatholics.net>, accessed 17/08/2016  
<http://www.stjosephsnambour.qld.edu.au/about-us/Pages/Facilities.aspx>, accessed 17/08/2016  
 Nambour Chronicle and North Coast Advertiser, 11 December 1925, 2.  
 Nambour Chronicle and North Coast Advertiser, 18 December 1925, 4.  
 Nambour Chronicle and North Coast Advertiser, 6 July 1951, 2.  
 Picture Sunshine Coast.  
 'St Joseph's Catholic Parish Nambour', Information leaflet, n.d.  
 Sunday Mail, 6 January 1952, 7.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Gallery**



**Nambour Uniting Church**

<b>Local Place ID Number</b>	NMB15
<b>Street Address</b>	37-39 Coronation Avenue, Nambour
<b>Title Details/GPS Coordinates</b>	5RP806977 (Part of Lot) No GPS Coordinates
<b>Other Names</b>	St Andrews Presbyterian Church, Uniting Church Nambour.



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Nambour Uniting Church are important in demonstrating the evolution of the Sunshine Coast Council area's history. In particular, the construction of the substantial brick church building in 1958 reflects the economic growth and prosperity of Nambour in the 1950s and the replacement of remaining timber buildings with new brick buildings in the town.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Nambour Uniting Church demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage. The construction of a substantial Gothic style church was in direct contrast to the architectural approach to the other church buildings erected in Nambour in the 1950s, the latter adopting Modernist designs that emphasised light and ventilation. The Nambour Uniting church therefore represents an unusual anomaly in church design in the region in the decade it was built.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Nambour Uniting Church is important to the Sunshine Coast Council area because of its aesthetic significance. It is a good example of a substantial, Gothic-style church. The later additions and extensions to the building are complementary and do not diminish the overall aesthetic impact of the original design.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Nambour Uniting Church has a special association with Nambour's Uniting Church (and previously, Presbyterian) community, as the principal place of worship since the 1950s.

**Historical Context**

The first Presbyterian church in Nambour was opened in 1910 and was located on Church Hill, the section of Currie Street where the Anglican, Catholic and Baptist churches are and where the Methodist church was located. The church, a Gothic timber building, remained in this location until 1951. The Church decided to move to a new location and an allotment on Coronation Avenue was purchased by the Church in 1951. The original church was then moved to the new site and a new manse (resident for the minister) was built. It was not long, however, until the congregation decided it needed a new church building. Plans were drawn by the architects, Cook and Kerrison, for a large brick church in a Gothic design. It was an unusual choice: all of the other congregations in Nambour (Catholic, Anglican and Baptist) also built new churches in the 1950s, but they each opted for modern designs instead.

The new church was completed in 1958, and the original church became a hall. Despite the anachronistic building design, the timing of the plans correlates with a major economic and population boom in Nambour and the region more generally. For example, Nambour's population grew from 3,000 in 1945 to 5,000 by 1955 and a building boom followed, with almost all of the remaining timber buildings in Currie Street replaced with brick structures. The Presbyterian parish also clearly increased over this time along with the corresponding population growth, prompting the plans for the new church.

The Presbyterian Church became a member of the Uniting Church in 1977. From this date, there have been substantial additions and changes to the church and the site. A new church hall was built in 1980. The church itself was then extended (c1990) to include a larger space for worship, a hall and office accommodation. The architectural firm of Thompson and Adsett designed the extensions. Stained glass windows were added; some were commissioned at the time, others were retrieved from the former Methodist church in Maud Street, which had been damaged by fire and sold in 1989.

**Description**

Nambour Uniting Church is situated on an L-shaped lot with access via sealed driveways from Coronation Drive and also from Donaldson Road in the northern part of town.

The church addresses Coronation Drive and consists of a cathedral style face brick structure in modified cruciform shape (with an additional gable) with a tiled gabled roof. The building has simplified Gothic style elements, including buttresses, parapet, large pointed arched windows and doors and an airy interior. At the left front corner is a tall face brick tower featuring stepped buttresses with accentuated rendered caps, tall narrow windows and a copper steeple. Access is via a recessed pointed arched doorway. The façade shows similar buttresses and the gable extends to a parapet with accentuated coping. A large pointed arched tripartite leadlight window is set above a single-storey height projection with mitred corners, situated at the centre front and featuring an ornate parapet with accentuated string course and coping as well as pointed arched windows. The gables at the side elevations show similar features as the front gable. There are several pointed arched leadlight windows set in-between buttresses that extend beyond the roof line, ending in accentuated caps. Internally, the church has heavy timber trusses without bottom chords, creating a soaring 'cathedral' volume.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Nambour War Memorial**

<b>Local Place ID Number</b>	NMB24	
<b>Street Address</b>	Coronation Avenue, Nambour	
<b>Title Details/GPS Coordinates</b>	215SP102281 (Part), Road Reserve	No GPS Coordinates
<b>Other Names</b>	Nambour Soldiers' Memorial, Cenotaph.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Nambour War Memorial is important in demonstrating the pattern of the Sunshine Coast Council area's history, as it was common for local communities to establish memorials for soldiers from the local district who fought in World War I.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Nambour War Memorial demonstrates an uncommon aspect of the Sunshine Coast Council area's history, as it was unusual for obelisks or statues to be erected to commemorate the local district's involvement in the war, with most Sunshine Coast Council area communities choosing parks, gates and memorial halls instead.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Nambour War Memorial is important to the Sunshine Coast Council area because of its aesthetic significance. Although the setting of the park has been progressively impacted by the widening of the main road (including the loss of the original entrance stairs to the memorial), it nonetheless continues to occupy a prominent position, further emphasised by the remnant park setting and surrounding mature trees.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Nambour War Memorial has a special association with the Nambour community as a memorial for soldiers from the district who served during World War I. This association exists despite the creation of a replica of the memorial in nearby Quota Memorial Park that has since become the focus of Anzac and Remembrance Day ceremonies.

### Historical Context

The Nambour War Memorial was officially unveiled on Anzac Day (25th of April) 1928. Planning for a memorial had begun as early as 1921, and various plans were considered, before the war memorial committee decided to proceed with a simple obelisk – a less expensive option that was feasible with the money raised by the committee. The earlier lack of action on a memorial by the committee was mitigated by private efforts. The first memorial was a fig tree planted near the railway bridge over Petrie's Creek, which commemorated the declaration of the Armistice in 1918 – from which location the notice was given by a local council officer. Several willow trees were planted along the banks of the creek and to the west of the railway bridge, in an area known as Burpi Park, in 1923. The trees were a memorial to local servicemen – name plaques were also installed, and a service held on the site on Anzac Day in 1923. Five months later, Nu Lu Park was opened. The park (now A Lions Park and also included in the Sunshine Coast Council local area as a *local heritage place*) was established as a memorial park dedicated to the memory of eight servicemen from the district who died in World War I.

The location of the Nambour War Memorial was selected only after the committee was assured that the memorial would not be affected by planned work on the main road by the Main Roads Board, especially the approach to the bridge over Petrie Creek. The park around the memorial was created before the unveiling, consisting of shrubs, trees and grass. Steps leading up to the memorial were also installed, although it is not clear whether they were present at the time of unveiling or were constructed at a later date (they were nonetheless in place by the 1960s). Although the memorial was officially unveiled in 1928, it was first used for Remembrance Day in 1927. Over four hundred people attended the unveiling of the memorial in 1928, a record for Nambour.

The setting of the war memorial has been substantially impacted by the widening of Coronation Road. The original steps leading up to the memorial have been removed and the memorial can no longer be accessed from the road, as was originally intended. Indeed, presumably due the changed road conditions, a replica of the memorial was created and installed at Quota Memorial Park so that it instead would be the focus of Anzac and Remembrance Day ceremonies. Nonetheless, much of the park remains intact, including mature trees planted at the time of construction and since.

### Description

The Nambour War Memorial is located on the north-western side of Coronation Avenue in the town centre on an elevated site within a narrow landscaped park with grassed areas and mature plantings. A set of wide concrete steps originally leading up to the monument from street level is no longer extant and the formerly grassed embankment has been replaced by a stone retaining wall and secured by a timber post-and-diamond-rail fence. The reconfiguration of the site in the 1990s resulted in the memorial being positioned close to the road. The timber fence has since been replaced with a metal fence.

The Nambour War Memorial consists of a tall painted obelisk set on a three tiered base. A scroll with the names of those who enlisted from Maroochy Shire is buried within the monument.

A marble tablet with the inscription 'THEIR NAMES LIVETH FOR EVERMORE' followed by the inscriptions and dates of World War I and II, the Korean War and the Vietnam War was originally attached at the front and has been replaced by a small metal plaque. The original tablet is reportedly stored at the Nambour Museum. A light, either original or sympathetically restored, is attached at the top of the obelisk to illuminate the memorial and the plaque.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	17/03/2016

### References

<http://statements.qld.gov.au/Statement/Id/77606>, accessed 06/12/2016.  
Picture Sunshine Coast

### Nurse Bade's Maternity Hospital (former)

<b>Local Place ID Number</b>	NMB22	
<b>Street Address</b>	3 Petrie Creek Road, Nambour	
<b>Title Details/GPS Coordinates</b>	2RP114729	No GPS Coordinates
<b>Other Names</b>	Rosemount Nursing Home	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Nurse Bade's Maternity Hospital (former) is important in demonstrating the evolution of the Sunshine Coast Council region's history. The building is significant for its historical association with the provision of private nursing care in an era before public maternity hospitals.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Nurse Bade's <i>Maternity Hospital (former)</i> demonstrates a rare aspect of the Sunshine Coast Council region's cultural heritage. It is a fine example of a building used as a private hospital dating from the early twentieth century.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Nurse Bade's Maternity Hospital (former) has a special association with the life and work of Nurse Martha Bade, a midwife. The contribution made by the early midwives of the Sunshine Coast meant that local babies were safely delivered, in often difficult circumstances.

#### Historical Context

Nurse Bade's Maternity Hospital was established by Martha Bade in 1924. Bade became a qualified midwife in 1913 and she began her practice in Ma Ma Creek near Gatton. She and her family moved to Nambour in 1924, purchased the current property (built in 1914) and converted the lounge and dining room into two wards. Two other rooms in the house were also used as wards. Bade named her practice 'Rosemount Nursing Home'. The nursing home operated until 1945, over which time she delivered more than 1000 babies. The house was converted into flats and more recently became a private residence. Bade passed away in 1974 at the age of 94.

#### Description

The former maternity hospital is set in landscaped gardens with some mature plantings on the northern side of Petrie Creek Road on the eastern outskirts of town on a sloping site delineated from the road by a timber fence.

The square weatherboard clad timber structure has a corrugated iron clad truncated pyramid roof and is set on stumps, level with the ground at the front and highset at the rear (enclosed underneath). A partially enclosed verandah, covered under the main roof, wraps around the building. The main entrance, covered by a flying gable with decorative bargeboards, collar beam and finial, is at the centre front verandah via a lattice privacy door. Decorative features of the verandah include stop-chamfered posts with ornate brackets, lattice screens and three-rail broomstick balustrades. The verandah back wall has exposed framework (stop-chamfered belt rails) and is clad with vertical tongue-and-groove boards. Doors include a timber front door (reportedly with stained glass fanlight) and French doors. There is a sash window with decorative metal window hood at the enclosed verandah on the south-eastern corner.

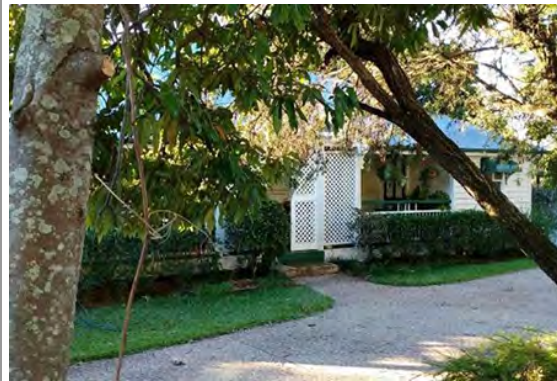
The building has been modified over time and is currently used as a residence.

<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	17/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Sunshine Coast Council, 'Backward Glance: Fetch the midwife',  
<https://www.sunshinecoast.qld.gov.au/sitecore/content/Global-Content/News/Media-News/Backward-Glance-Fetch-the-midwife-0915>

#### Gallery



#### Nu Lu Park

<b>Local Place ID Number</b>	NMB1	
<b>Street Address</b>	Corner Lamington Terrace & Park Road, Nambour	
<b>Title Details/GPS Coordinates</b>	Road Reserve adjacent Lot 11RP28112	No GPS Coordinates
<b>Other Names</b>	A Lions Park.	





### Heritage Significance

Criteria	Definition
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Nu Lu Park is important in demonstrating the principal characteristics of memorial plantings and parks commemorating World War I, which are important to the Sunshine Coast Council area.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Nu Lu Park is important to the Sunshine Coast Council area because of its aesthetic significance. The mature fig trees are substantial and collectively create a shady and tranquil park setting, despite the location of the park adjacent to a busy road.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Nu Lu Park has a special association with the families of the servicemen commemorated in the park and their descendants, and also the Lions Club for their renewal of the park in the late 1950s.

### Historical Context

Nu Lu Park was established in 1923. It was, from its inception, a memorial park dedicated to the memory of eight servicemen from the district who died in World War I. The parcel of land became a reserve when a road was surveyed in 1881, and before that it was part of Daniel Currie's original selection – after which Currie Street is named. The site was overgrown with lantana and various working parties associated with the project cleared the land and also made eight tree guards, to protect the fig trees that were to be planted on the day of the park's opening. Name plaques identifying the fallen were attached to the tree guards. The park was given the name 'Nu Lu', which was believed to mean 'little' in the language of the Aboriginal people from Bribie Island. The park was officially opened on the 30th of September.

The opening was a relatively small affair, comprising only thirty people (and believed to have largely been relatives of the men commemorated in the park). The small turnout may be explained by an analysis of commemorative initiatives in Nambour in the 1920s. Nu Lu Park was one of three different projects to commemorate the war service of Nambour's citizens, and indeed one of four memorials in total to World War I. The first memorial was a fig tree planted near the railway bridge over Petrie's Creek, which commemorated the declaration of the Armistice in 1918 – from which location the notice was given by a local council officer. Several willow trees were planted along the banks of the creek and to the west of the railway bridge, in an area known as Burpi Park, in 1923. The trees were a memorial to local servicemen – name plaques were also installed, and a service held on the site on Anzac Day in 1923. Five months later, Nu Lu Park was opened; and in 1927, a memorial column was opened on the site of the current war memorial on Coronation Avenue.

Nu Lu Park fell into disrepair over the course of the next few decades. The Nambour branch of the Lions Club, formed in 1957, undertook maintenance to the park and renamed it 'A Lions Park'. A local citizen, HJ Howard, noted that the park was originally called 'Nu Lu Park', but the new name was retained. Facilities were eventually added to the park, including a picnic shelter, toilets, playground and even a disused tramway locomotive used by the Moreton Central Sugar Mill; the toilets, playground and tramway locomotive are no longer extant. There is no longer any reference in the park that it originally served a memorial purpose.

### Description

The park is located on a sloping, elevated triangular site on the intersection of Lamington Terrace and Park Road in the town's centre and is delineated from the street frontages and the adjoining lot by a timber post and diamond rail fence. The designated entrance is on the street corner via a gate with the inscription 'A LION'S PARK'. Of the original eight fig trees, only six survive, and it appears that the memorial plaques are no longer extant. Picnic facilities are provided and a former toilet block, playground and tramway locomotive have been removed from the park.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	09/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Nambour Chronicle and North Coast Advertiser, 11 November 1927, 6  
 Nambour Chronicle and North Coast Advertiser, 27 April 1923, 5  
 Nambour Chronicle and North Coast Advertiser, 5 October 1923, 1.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Old Nambour Cemetery

<b>Local Place ID Number</b>	NMB16	
<b>Street Address</b>	926 Nambour Connection Road, Nambour	
<b>Title Details/GPS Coordinates</b>	679C8221	No GPS Coordinates
<b>Other Names</b>	Nambour Cemetery (old).	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Old Nambour Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history, as cemeteries were typically established following the development of settlements.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Old Nambour Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the 1890s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Old Nambour Cemetery is important in demonstrating the principal characteristics of a monumental cemetery in the Sunshine Coast Council area. The variety of headstones and monuments reflect the principal approach to burial practice in the region from the late nineteenth century through to the 1950s, when local councils began to encourage lawn cemeteries.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Old Nambour Cemetery is important to the Sunshine Coast Council area because of its aesthetic significance. The arrangement, variety and age of monuments evoke feelings of mourning and contemplation, which are important attributes of monumental cemeteries. The mature trees that surround the cemetery also contribute to its picturesque qualities and overall aesthetic appreciation of the setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Old Nambour Cemetery has a special association with the Nambour community as the principal place of burial until the 1950s, with sporadic use since that time.

### Historical Context

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's Creek near contemporary Nambour. Petrie's 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's 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, and two brothers. 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 region 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 town continued to grow rapidly in the twentieth century, in particular the interwar period (1919-1939). 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. Reflecting the growth of the town in this decade, the region's newspaper, the Chronicle and North Coast Advertiser, was renamed the Nambour Chronicle and North Coast Advertiser from 1922. 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 decade's long process of economic changes in the region.

The Old Nambour Cemetery was gazetted by the Queensland Government in 1891. Up until this time, local settlers utilised burial grounds at Woombye or Yandina. Cemeteries in this period were typically managed by Trustees, and the first Trustees included some of the earliest and most prominent residents of Nambour, including John Currie, George Etheridge and James Whalley. The first burial occurred in 1892. The Maroochy Shire Council became Trustee of the cemetery in 1920.

The original reserve consisted of ten acres. Two acres had been cleared and fenced by 1907. Water reticulation and pathways in the cemetery were improved in the late 1930s. A portion of the reserve was removed in 1948 and added to the Bruce Highway, and some graves were relocated in the process. The Nambour Lawn Cemetery was opened in 1960 and from that time only reserved grave sites have been utilised in the old cemetery. The shift to a lawn cemetery reflected a broader trend in cemetery management from the 1950s, where local governments moved away from monumental cemeteries, primarily because of logistical issues associated with their maintenance (such as mowing), issues solved by lawn cemetery design.

#### Description

Old Nambour Cemetery is located on the eastern side of Nambour Connection Road in the northeast of the town on an elevated, partially cleared sloping site containing bush vegetation along a creek in the north and northeast, and extending to the centre and south-western boundary.

The marked burials are situated in a cleared, grassed area on the western part of the site, delineated from the road by a timber post and pipe fence and framed by mature trees. The gravesites are arranged in rows. The majority of graves are surrounded by concrete/rendered brick borders, some with elaborate decorations, however, there are also some wrought iron fencing surrounds. Headstones include stelae, desk mounted tablets, stone crosses and some more elaborate statues.

The cemetery is closed for new burials and only reserved gravesites are available.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

#### References

- Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
 Sunshine Coast Council, Sunshine Coast Cemetery Plan 2012-2027: Part 1, in:  
<https://www.sunshinecoast.qld.gov.au/Council/Planning.../cemeteryplanac.doc>, accessed 22/08/2016.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### Petrie Creek Railway Bridge

<b>Local Place ID Number</b>	NMB17	
<b>Street Address</b>	Coronation Avenue, near the intersection with Price Street, Nambour, extending north-east to Blackall Terrace	
<b>Title Details/GPS Coordinates</b>	216SP102280 (Part)	No GPS Coordinates
<b>Other Names</b>	N/A	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Petrie Creek Railway Bridge is important in demonstrating the evolution of the Sunshine Coast Council area's history. The advent of the North Coast Railway transformed the settlement of the Sunshine Coast in the 1890s, facilitating the development of new towns along the line and improving the economic viability of key industries in the region, including farming, sugar production and tourism.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Petrie Creek Railway Bridge demonstrates a rare aspect of the Sunshine Coast Council area's history. It is one of the only surviving examples of original rail bridge infrastructure built in the nineteenth century that remains extant in the region. It is also unusual that it remains intact given its location in the centre of Nambour, providing a unique opportunity for public appreciation and interpretation.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Petrie Creek Railway Bridge has the potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly the design and construction of railway infrastructure from the original North Coast line, constructed in the early 1890s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Petrie Creek Railway Bridge is important in demonstrating the principal characteristics of rail bridge construction on the North Coast line in the 1890s, with later modifications that updated the functionality of the infrastructure without unduly modifying the original design and purpose.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Petrie Creek Railway Bridge is important to the Sunshine Coast Council area because of its aesthetic significance, particularly the ornate features applied to the original pylons. These features clearly identify the period of construction of the pylons; decorative elements were important even for utilitarian structures in the nineteenth and early twentieth century, a practice that gradually disappeared as the twentieth century progressed.

**Historical Context**

The North Coast Railway has been one of Queensland's most enduring and successful railway projects. The line was designed to connect Gympie with Brisbane and plans were formulated for the line in the 1880s. The construction of the line was an enormous task, requiring more than 900 workers to complete the job. The line required two tunnels and four bridges, of which the Petrie Creek Bridge is one. The bridge was completed in 1890, with this section of the line (to Yandina) opened in 1891. The line remains in use today and as rail technology has changed over time, alterations were required to continue using the rail infrastructure, including the rail bridge at Petrie Creek. The changes include the following works: the railway atop the bridge supports was altered and raised in 1925; wooden supports in sections of the bridge were replaced by concrete in 1932, with additional concrete support added more recently.

**Description**

The Petrie Creek Railway Bridge forms part of the North Coast Railway Line and runs parallel (on the western side) to Coronation Avenue in between Blackall Terrace and including Price Street, spanning Petrie Creek. The bridge consists of a box girder structure supported by concrete pylons, including pairs of octagonal columns with later diagonal bracing, supporting an entablature with bullnose edges and round corners. Other, less decorative pylons include straight concrete 'blades'. Additional girder trusses are situated on either side at the creek crossing section. The approaches consist of concrete with bullnose coping (similar to entablature finish).

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	09/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
Picture Sunshine Coast.  
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Vogue Theatre (former)**

<b>Local Place ID Number</b>	NMB20	
<b>Street Address</b>	94-98 Currie Street, Nambour	
<b>Title Details/GPS Coordinates</b>	7RP43338	No GPS Coordinates
<b>Other Names</b>	Dimmeys, Maranatha House, The Plaza, Northern Warehouse, Paddys.	



**Heritage Significance**

Criteria	Definition
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Vogue Theatre (former) demonstrates a rare aspect of the Sunshine Coast Council area's history. It is the oldest extant purpose-built cinema in the region and it is the only former cinema building that demonstrates the form of like buildings from this period – the extended, arched auditorium – extant in the Sunshine Coast.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Vogue Theatre (former) has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, principally the design of cinemas constructed in the region in the 1950s and which are now lost, with the exception of the former Vogue Theatre. The design elements

	include the structure, form, use of internal space, areas used to house cinema equipment and retail sales, including tickets and refreshments.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Vogue Theatre (former) has a special association with the life of the Vernados Brothers, in particular Bill Vernados, the latter becoming a prominent local politician in the former Maroochy and Landsborough Shire Councils from the early 1960s through to the mid-1980s.

#### Historical Context

The Vogue Theatre was a purpose-built cinema and opened in 1957. The building was the second purpose-built cinema in Nambour, with the first, also called the Vogue, showing movies from 1949. Prior to this time, movies were shown in halls and, after 1929, in the auditorium of the new town hall. In the 1940s, when the first iteration of the Vogue Theatre was built, the only cinema in Nambour was the Savoy, which consisted of a company that played films in the town hall auditorium. After the end of World War II, a returned soldier, Eric McCorkell, moved to Nambour and applied to the Maroochy Shire Council to build the town's first dedicated cinema building.

McCorkell's plans for a cinema proved difficult to implement. At the time, cinemas could only operate under license, granted by the Picture Theatres and Films Commission. While the Council approved the new cinema, the owner of the Savoy, Christy Freeleagus, persuaded the Commission that there was insufficient justification to grant a license for a second cinema in Nambour. McCorkell proceeded with construction, naming the cinema 'Vogue'. However, on its completion, he was unable to show films as he had no license. Thus, he used it instead as a theatre with live shows and plays. McCorkell continued to apply for a cinema license and, as a returned soldier, received significant public support – all to no avail. Then, in 1948, a fire broke out in the town hall auditorium and Freeleagus was forced to move his cinema to the so-called 'Diggers' Hall', a public hall. Within months, McCorkell had purchased the Savoy Company and the Diggers' Hall, now becoming the sole cinema license holder in Nambour. Six months later, the Vogue was granted a license and the first film was shown on the 9th of March 1949, eighteen months after the building had been completed. Such was McCorkell's popularity, he was elected to the Maroochy Shire Council in 1949, one of three returned soldiers on the new Council.

McCorkell sold the Vogue in 1953 to the Venardos Brothers, William (Bill) and Mick. Bill became an important politician in the Sunshine Coast in the second half of the twentieth century (Mick was also the former Mayor of Gympie City and later Cooloolo Shire). Bill was born in Kythera, Greece and moved to Sydney in 1926. He worked in Greek cafes in New South Wales, and then central Queensland up until 1935. When a café he owned in Jericho failed, he became a railway fettler, then a cook in the 42nd Infantry Battalion in World War II. After the war, he and Mick bought a café and then the Barcoo Hotel, both in Blackall. He served as a Councillor on the Blackall Shire Council from 1952-3, and then he and Mick moved to Nambour. They purchased the Vogue, known locally as the 'tin shed', suggesting it was not a particularly opulent building. The brothers then built a new Vogue Cinema in Currie Street (the original Vogue was where the Fred Murray Building is now located). The building cost £70,000 to build and the Maroochy Shire Council Chairman, David Low, described its opening as 'one of the brightest occasions in Nambour for years' (quoted in starfieldobservatory.com).

The brothers expanded, opening drive-in cinemas in Caloundra and Gympie. Bill then served as a Councillor with the Maroochy Shire Council from 1961-76 and deputy Chairman from 1967-70. Bill was a prominent advocate for the planting of trees and establishment of parks in town. In 1976, Bill moved to Caloundra and he once again ran for office. He was elected to the Landsborough Shire Council in 1979, serving until his death in 1986. He was buried in the Caloundra Cemetery and his contribution to the Landsborough Shire Council is recognised through the naming of the Bill Venardos Park in Caloundra. The Vogue continued to operate until 1976, when it was renamed 'Maranatha Arcade' and reopened as an entertainment and family centre. Films were shown from 1978 to 1980, but it was then converted into a retail building in 1980. The main part of the former theatre is occupied by Dimmeys and remaining shop fronts occupied by different businesses.

#### Description

The former Vogue Theatre is located on the western side of Currie Street in the town's CBD. The footprint of the building extends to the whole site. The core of the building (former auditorium) takes in three-quarters of the site and consists of a rectangular lowset timber framed structure on brick base, recently covered with aluminium cladding, replacing/covering the original weatherboards including louvre windows on the side elevations. This part of the building has a gambrel roof, recently clad with corrugated iron sheeting replacing the original corrugated fibre cement sheeting and also replacing/covering the original ridge ventilator with corrugated iron sheeting. Attached at the front is a slightly lower structure with gable roof and front projection, followed by a further, again slightly lower, masonry extension set at an odd angle to the original building and following the line of the footpath. This part has a low pitched gable roof running in a north-west direction, concealed by a parapet and fronted by a straight awning with short parapet.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Dennis Conomos, 'Venardos, William Emmaniol (Bill) (1911–1986)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/venardos-william-emmaniol-bill-15890/text27091>, published first in hardcopy 2012, accessed online 14 September 2016.  
Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
<http://www.starfieldobservatory.com/Nambour/Index.htm>, accessed 26 August 2016.  
Picture Sunshine Coast.  
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Gallery



## Whalley's Building

<b>Local Place ID Number</b>	NMB25	
<b>Street Address</b>	65-71 Currie Street, Nambour	
<b>Title Details/GPS Coordinates</b>	4RP222074	No GPS Coordinates
<b>Other Names</b>	Whalley's General Store, Whalley's Universal Providers, Whalley's Motor and Engineering Works, Whalley's Chambers.	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Whalley's Building is important in demonstrating the evolution of the Sunshine Coast Council area's history. The building was erected after the disastrous 1924 Currie Street fire and, along with other new buildings in the street, was constructed in brick rather than timber, contrasting with the earlier timber buildings that lined the street. The substantial size of the building and ornate features marked a significant period in Nambour's history and the economic prosperity in particular evident in the 1920s. The alterations undertaken to the building after another fire in 1946 were substantial, but the building nonetheless retained the overall scale, mass and material of the 1924 design.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Whalley's Building is important to the Sunshine Coast Council area because of its aesthetic significance. It is a fine example of a commercial building erected in the mid-1920s with alterations undertaken in the mid-1940s, with its size and ornate decorative features reinforcing the relative wealth and prosperity of Whalley and by extension Nambour in the 1920s and 1940s.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Whalley's Building has a special association with the life of William Whalley, a significant figure in the retail, political and cultural life of Nambour from the nineteenth through to the twentieth century.

## Historical Context

Whalley's Building was a retail store built for the prominent Nambour businessman, William Whalley, in 1924. Whalley moved to Nambour with his parents in the 1880s and, at the age of 14, worked in a local sawmill and also ran mail from the mill to the town and nearby Cobb's Camp (Woombye). At 17, he accepted an apprenticeship with the Brisbane plumbing and galvanised iron firm, Watson Bros. Whalley returned to Nambour in 1896 and established a plumbing business in Mitchell Street. Amongst his first contracts was the plumbing work for the Moreton Central Sugar Mill, which opened that year, and the Royal Hotel. He moved the business to Currie Street in 1901 and Whalley progressively added different stock, thus becoming a general store. Business was strong; he opened a branch of his 'Universal Store' (as it was called) in Mapleton in 1910, the year he commissioned an architect to design his home, 'Stoneleigh', built on Lower Blackall Terrace later that year. 'Stoneleigh' is listed on the Sunshine Coast Council local heritage register under the place name Whalley's Residence.

Whalley's business continued to grow in the first half of the twentieth century. A disastrous fire in Currie Street in 1924 destroyed his shop. The fire was one of the worst in Nambour's history, affecting a large number of premises on the east side of Currie Street and including seventeen separate businesses. All the commercial buildings in Nambour at this time, save for one bank building, were built from timber. Along with other building owners, Whalley erected a larger, brick building to replace his earlier shop – known as 'Whalley Chambers'. The store became the most

important retail outlet in Nambour. A journalist writing in the local paper in 1941 stated that the business 'has become part and parcel of the traditions of Nambour. It has, as it were, grown up with the town' (Nambour Chronicle and North Coast Advertiser, 25 July 1941: 11).

Whalley also became a prominent local figure and member of various organisations. He was a Director of the Moreton Central Sugar Mill from 1913 to 1948, and the Chairman of the Board until his death; President of the Maroochy Show Society; foundation member of the Nambour branch of Rotary; and foundation member of the Rosslyn and Nambour Masonic Lodges – amongst other roles. Whalley died at his residence in 1952 at the age of 81.

The building was severely damaged by another fire, this time in 1946, and substantially rebuilt. The business continued to trade until 1965. Since that time, the building has been occupied by a variety of different tenants. The only major change to the building since its reconstruction in 1946 appears to be the installation of a panel across the upper section of the façade.

**Description**

Whalley's Building is located on the eastern side of the northern end of Currie Street. The footprint of the former store extends to the whole of the lot and abuts the adjoining premises to the north and south.

The former store addresses the street and consists of a large rectangular two-storey brick structure following the outline of the road and resulting in a slanting front elevation. The building is covered with a corrugated iron clad gable roof, concealed by a stepped parapet (two-steps) with slanting sides. The façade of the building is of face brick with rendered panels on the parapet bearing the name of the business. There were a number of iterations of the parapet over time including straight and three-stepped configuration. A bank of windows spans the front and in one iteration had a combined skillion window hood. The façade was later covered with panels in the upper section extending to the parapet, and included a band of grille panels in the window section.. In 2019, the panels covering the façade were removed, revealing the original façade. A steel suspended awning with straight parapet covers the footpath in front of the modern shop front on the lower level. The side and rear elevations are rendered and there are short straight parapets on the sides. At the south-eastern corner is a double-storey extension with skillion roof.

Windows include tall sash configuration at the southern side and rear and what appears to be a former loading hatch is located at the rear gable.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	24/09/2019

**References**

- Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.
- Nambour Chronicle and North Coast Advertiser, 20 December 1946, 1.
- Nambour Chronicle and North Coast Advertiser, 25 July 1941, 11.
- Nambour Chronicle and North Coast Advertiser, 5 December 1952, 3.
- Picture Sunshine Coast

**Whalley's Residence**

<b>Local Place ID Number</b>	NMB21	
<b>Street Address</b>	37 Blackall Terrace, Nambour	
<b>Title Details/GPS Coordinates</b>	2RP94123	No GPS Coordinates
<b>Other Names</b>	Stoneleigh.	



**Heritage Significance**

Criteria	Definition
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Whalley's Residence is important to the Sunshine Coast Council area because of its aesthetic significance. It is a good example of a large Federation-era house with corresponding timber detailing, illustrating the wealth and importance of Whalley and his family in Nambour at the time it was constructed.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Whalley's Residence has a special association with the life of William Whalley, who was a major business and community leader in Nambour from the late 1890s through to the 1950s in a key period of the town's development. His department store was closely associated with Nambour and its growth, becoming a local institution. Whalley's role in various boards and community organisations meant that he played a central role in the commercial and public life of Nambour.

## Historical Context

'Whalley's Residence' was called 'Stoneleigh', built for the prominent Nambour businessman, William Whalley c1910. Whalley moved to Nambour with his parents in the 1880s and, at the age of 14, worked in a local sawmill and also ran mail from the mill to the town and nearby Cobb's Camp (Woombye). At 17, he accepted an apprenticeship with the Brisbane plumbing and galvanised iron firm, Watson Bros. Whalley returned to Nambour in 1896 and established a plumbing business in Mitchell Street. Amongst his first contracts was the plumbing work for the Moreton Central Sugar Mill, which opened that year, and the Royal Hotel. He moved the business to Currie Street in 1901 and Whalley progressively added different stock, thus becoming a general store. Business was strong; he opened a branch of his 'Universal Store' (as it was called) in Mapleton in 1910, the year that he commissioned an architect to prepare plans for the house. The house itself can be described as an asymmetrical hip roof design, which was popular from the 1890s through to the 1910s. This period is typically designated 'Federation', as it represents a distinct design approach that coincided with the creation of the Australian Commonwealth and the emergence of a strong national identity. The asymmetrical design generally refers to the addition of a projecting gable, which added decoration, but also additional room to the core of the house, making a larger residence.

Whalley's business continued to grow in the first half of the twentieth century. A disastrous fire in Currie Street in 1924 destroyed his shop. The fire was one of the worst in Nambour's history, affecting a large number of premises on the east side of Currie Street and including seventeen separate businesses. All of the commercial buildings in Nambour at this time, save for one bank building, were built from timber. Along with other building owners, Whalley erected a larger, brick building to replace his earlier shop – known as 'Whalley Chambers', the building remains extant. He also opened a motor garage next to the shop, which also still exists (As an aside, Whalley was the first owner of a car in Nambour, having purchased a Ford – presumably the famous Model T – in 1913). The store became the most important retail outlet in Nambour. A journalist writing in the local paper in 1941 wrote that the business 'has become part and parcel of the traditions of Nambour. It has, as it were, grown up with the town' (Nambour Chronicle and North Coast Advertiser, 25 July 1941: 11). As his business expanded, so did his house; Whalley employed Robert Whitecross, who had built Whalley Chambers, to construct an extension to the house in the 1930s.

Whalley also became a prominent local figure and member of various organisations. He was the Director of the Moreton Central Sugar Mill from 1913 to 1948, and the Chairman of the Board until his death; President of the Maroochy Show Society; foundation member of the Nambour branch of Rotary; and foundation member of the Rosslyn and Nambour Masonic Lodges – amongst other roles. Whalley died at his residence in 1952 at the age of 81. His wife passed away six years later and their house was then sold. Sections of the property were transferred to the Maroochy Shire Council and added to Petrie Park. The house was restored in 1990 and by the mid-2000s it was occupied by a medical business.

## Description

Whalley's Residence is located on the southern side of Blackall Terrace on a sloping site close to the centre of town. The building is set within established gardens including mature plantings and delineated from the Blackall Terrace by a scalloped timber picket fence, featuring a trellis pergola at the entrance.

The residence addresses the street and consists of a rectangular chamferboard clad timber structure on stumps, medium height at the front and high at the rear. The building has a corrugated iron clad hipped roof with three projecting gables; a large hipped gable at the rear (south-eastern corner), a gable roof projection at the eastern elevation and a gabled front projection. An ornate rendered brick chimney is located at the rear of the main roof. The front projection has a flying roof gable, extending to the adjacent entrance section on the left and featuring decorative bargeboards depicting a five-point star in the centre and Star of David motif on either side. Underneath is a bay window with separate roof and three sash windows featuring nine-light and six-light stained glass top panels at the front and sides respectively. A wrap-around verandah covered under the main roof joins onto the projection with access via some steps. Decorative features include stop-chamfered posts with crown and collar moulds and cast iron lace brackets and balustrade panels. The verandah back wall has exposed framework and tongue-and-groove VJ cladding. The main entrance door features highly decorative timber mouldings and side- and top lights. Further access is via French doors and there are also a number of sash windows. Side access is via a staircase leading to the eastern verandah. The eastern projection joins onto an enclosed section of the verandah and features a flying gable and a bay window with separate roof, flared shingle clad panel and sash windows with diamond-shaped lead lighting.

Many of the features of the residence are visible in an undated historic image and are most likely original/early.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
Nambour Chronicle and North Coast Advertiser, 25 July 1941, 11.  
Nambour Chronicle and North Coast Advertiser, 5 December 1952, 3.  
Picture Sunshine Coast.  
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

## NORTH ARM

North Arm is so-called for its location on the 'north arm' of the Maroochy River. North Arm is close to Yandina, which was one of the key stops along the Gympie Road when it was opened in 1868. In c1876, Thomas Chambers selected land in the district and felled timber, rafting the logs down the Maroochy River to its mouth. Chambers Island in the Maroochy River is named after Thomas. More selections were taken up in the 1880s, prompted by the survey of the proposed North



Coast Railway, and sugar cane was planted – probably to supply the mills at Buderim. The growth of North Arm was tied to the development of Yandina and indeed Ninderry, the latter emerging as a Government-selected agricultural village in 1888 (the village was located on the corner of Ninderry and Fairhill roads). The Fairhill Provisional School was built in 1885, adjacent to the village settlement.

By the 1910s, the Fairhill school building was in poor condition, and the District Inspector of Schools noted that there was settlement in North Arm – the first tangible references to North Arm appear around this time in newspapers. The Inspector determined that a site closer to North Arm would be more central to the children of the district, and so the North Arm School was established in 1915 (the original school building remains extant in the school grounds). A School of Arts building was erected the following year, providing a library and public hall for the community. A town soon developed and the area was noted for its agricultural output, including bananas and dairy cattle, and its sawmill. Surprisingly, the district was also noted for its gold, with a gold mine operating throughout the 1930s and re-opening for a short period in the early 2000s.

#### References

North Arm School, 'Timeline North Arm History', <https://ntharmss.eq.edu.au/Ourschool/History/Pages/History.aspx>.

#### North Arm Hall

<b>Local Place ID Number</b>	NRM1	
<b>Street Address</b>	52 North Arm Road, North Arm	
<b>Title Details/GPS Coordinates</b>	978C311442	No GPS Coordinates
<b>Other Names</b>	North Arm School of Arts.	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The North Arm Hall is important in demonstrating the evolution of settlement of the North Arm district developed from the 1910s and construction of the School of Arts hall in 1926 and its replacement in 1954 by the current hall reflected key milestones in the maturation of the community.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The North Arm Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council area. The characteristics are defined by the relatively modest design and materials, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The North Arm Hall has a special association with the North Arm community as a focus of community activities and social events.

#### Historical Context

North Arm is so-called for its location on the 'north arm' of the Maroochy River. North Arm is close to Yandina, which was one of the key stops along the Gympie Road when it was opened in 1868. In c1876, Thomas Chambers selected land in the district and felled timber, rafting the logs down the Maroochy River to its mouth. Chambers Island in the Maroochy River is named after Thomas. More selections were taken up in the 1880s, prompted by the survey of the proposed North Coast railway, and sugar cane was planted – probably to supply the mills at Buderim. The growth of North Arm was tied to the development of Yandina and indeed Ninderry, the latter emerging as a Government-selected agricultural village in 1888 (the village was located on the corner of Ninderry and Fairhill Roads). The Fairhill Provisional School was built in 1885, adjacent to the village settlement.

By the 1910s, the Fairhill school building was in poor condition, and the District Inspector of Schools noted that there was settlement in North Arm – the first tangible references to North Arm appear around this time in newspapers. The Inspector determined that a site closer to North Arm would be more central to the children of the district, and so the North Arm School was established in 1915 (the original school building remains extant in the school grounds). A School of Arts building was erected the following year, providing a library and public hall for the community. A town soon developed and the area was noted for its agricultural output, including bananas and dairy cattle, and its sawmill. Surprisingly, the district was also noted for its gold, with a gold mine operating throughout the 1930s and more recently.

The School of Arts was the social core of the North Arm settlement. It was the library, public hall and place of worship (as there were no churches erected in North Arm). However, a cyclone hit the town in 1954, destroying the School of Arts. The building was rebuilt and renamed the North Arm Hall – the name change resulted from the fact that a library

was not reinstated in the building, removing the essential function of a School of Arts (which by this period were increasingly replaced by Council-operated libraries). A skillion extension was added to the side of the hall in 2007.

**Description**

North Arm Hall is located on the eastern side of the Bruce Highway and the North Coast Railway Line within a rural setting. The hall addresses the street and is set in the centre of the grassed site with some mature shrubs and trees that also includes a car parking area at the front.

The lowset rectangular timber structure on stumps has a corrugated iron clad gable roof and is clad with weatherboard (to three-quarter height) and fibrous cement sheeting with cover strips (not original). The name of the hall is painted onto the façade above the entrance that comprises a recessed porch with ticket window, exposed framework, tongue-and-groove VJ cladding and a simple double timber door. A gable roofed portico visible in a historic image taken before the reconstruction of the hall is no longer extant. Either side of the entrance are original/early sash windows. An extension with similar wall configuration as the main hall spans the southern elevation and is extended by a later add-on clad with sheeting with cover strips. Both are covered under the same skillion roof. A side entrance and a number of recent windows are located on the northern elevation, joining onto a recent masonry amenities block. A small annex formerly located on the north-western corner is no longer extant. There is a rainwater tank on medium height stumps located at the rear of the hall.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 North Arm School, 'Timeline North Arm History', <https://ntharmss.eq.edu.au/Ourschool/History/Pages/History.aspx>, accessed 15 September 2016.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**North Arm State School**

<b>Local Place ID Number</b>	NRM2	
<b>Street Address</b>	130 North Arm-Yandina Creek Road, North Arm	
<b>Title Details/GPS Coordinates</b>	11RP845440, 1RP52190	No GPS Coordinates
<b>Other Names</b>	Fairhill School	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The North Arm State School is important in demonstrating the evolution of the Sunshine Coast Council area's history. Symbolically, the school reflects the emergence and growth of North Arm in the early twentieth century, contrasted with the decline of Ninderry and the lack of success of the village scheme established there in the late nineteenth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The North Arm State School demonstrates a rare aspect of the Sunshine Coast Council area's history, as a substantially intact example of an early twentieth century school. Most other early school infrastructure in the region has either been lost or substantially altered over time.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The North Arm State School is important in demonstrating the principal characteristics of education architecture in the Sunshine Coast Council area in the early twentieth century, based on standard designs developed by the Queensland Department of Education.

**Historical Context**

The Fairhill Provisional School was built in 1885, adjacent to the Ninderry Village settlement. By the 1910s, the Fairhill school building was in poor condition, and the District Inspector of Schools noted that there was settlement in North Arm. The Inspector determined that a site closer to North Arm would be more central to the children of the district – reflecting the ultimate failure of the Ninderry Village Scheme – and the North Arm School was established in 1915. The school's name was changed to reflect its new location. The school was becoming overcrowded by the mid-1920s and an extension was constructed in 1926. A school master's residence was added to the grounds in 1934. Although the school has continued to grow over time, the original building, extension and residence remain in situ and quite intact.

Description	
<p>North Arm State School is located on the southern side of the intersection of the North Arm Yandina Creek Road and Fairhill Road. The site includes a number of buildings and there are further recent structures and sporting facilities in the west on an additional lot (not included in the curtilage). There are a number of mature trees on the parameter and also some shade trees within the site especially in the south-eastern corner and at the front of the original school, Camphor Laurel trees along the fence (1926) and Kauri Pines (1938). This assessment is for the 1915 school building and 1926 &amp; 1934 additions.</p> <p>The 1915 school building addresses the road and consists of a highset weatherboard clad timber structure on medium high stumps covered by a corrugated iron clad gable roof. The standard single class room building has a front and back verandah with two-rail dowel balustrade covered under the main roof. The verandah back wall is clad with weatherboard. Access is via centrally located timber stairs. A centrally positioned door, flanked by casement windows, provides access into the building. On the eastern elevation is a bank of casement windows covered by skillion window hood with battened side panels. Most features of the building appear either original or sympathetically restored.</p> <p>Two similar structures are located to the southeast and southwest and are joined directly (east) or by a short connection (west) to the original building – extra class room (1926) and school master's residence (1934).</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected
References	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.  <a href="https://www.facebook.com/northarmschoolreunion/">https://www.facebook.com/northarmschoolreunion/</a>, 22/11/2016.            North Arm School, 'Timeline North Arm History', <a href="https://ntharmss.eq.edu.au/Ourschool/History/Pages/History.aspx">https://ntharmss.eq.edu.au/Ourschool/History/Pages/History.aspx</a>, accessed 15 September 2016.            Picture Sunshine Coast.  <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.</p>	

### Obi Obi and Kidaman Creek District Community Hall

<b>Local Place ID Number</b>	OBI1	
<b>Street Address</b>	856 Obi Obi Road, Obi Obi	
<b>Title Details/GPS Coordinates</b>	1RP26317	No GPS Coordinates
<b>Other Names</b>	Obi Obi School of Arts	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Obi Obi and Kidaman Creek District Community Hall is important in demonstrating the evolution of the Sunshine Coast Council region's history. The construction of the hall in 1913 reflected a key milestone in the maturation of the Obi Obi community (and likewise the Kidaman community in 1921 when its hall was built).
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Obi Obi and Kidaman Creek District Community Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council region. The characteristics are defined by the relatively modest design and materials used in the construction of the hall, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Obi Obi and Kidaman Creek District Community Hall has a special association with the Obi Obi community since its construction (and later the Kidaman Creek community), as a focus of community activities and social events.

Historical Context	
<p>The Obi Obi and Kidaman Creek District Community Hall was originally the Obi Obi Public Hall. The Obi Obi and Kidaman (also spelt Kidamann) districts each had their own hall; the Obi Obi building was opened in 1913 and the Kidaman hall in 1921. The Kidaman hall was in use until 1995, when a storm blew the hall off its stumps, resulting in the demolition of the building.</p>	

The Obi Obi hall was erected on land donated by a local landowner, AH Goeth, who was also Chairman of the hall committee. On its opening, a journalist covering the event drew attention to the Crow's Ash (*Flindersia australis*) floor and the posts set on either side of the hall, creating a boundary beyond which people who had finished dancing could retire. A stage was added to the hall in 1933, and this appears to have constituted the only major alteration to the building in the twentieth century. The building was substantially renovated in 2012, including the addition of a rear porch and the extension of the roof. The hall, owned by the Obi Obi and Kidaman Creek communities (via the Obi Obi and Kidaman Creek District Community Hall Association Inc.) continues to be patronised today.

**Description**

Obi Obi and Kidaman Creek District Community Hall is located in a rural setting on the corner of Obi Obi and Staves Road on a cleared grassed site. A large shed of the Obi Obi Rural Fire Brigade is situated towards the western boundary. This assessment is for the hall.

The hall addresses Obi Obi Road and consists of a large rectangular weatherboard clad timber structure on low stumps with a wide corrugated iron clad gable roof with three ventilators (not original, however, a sympathetic addition). The front access is via an enclosed porch with gable roof; signs reading 'OBI OBI HALL, EST. 1913' are attached at the front. Either side of the porch is a tall narrow sash window with metal window hood.

A side entrance is provided on the south-western corner via a small verandah covered under the main roof; a ramp joins onto the verandah from the rear and there is a further entrance. There are several sash windows on both side elevations.

Historic images suggest that the building has been renovated over time (and probably extended at the rear during renovations in 2012) to guarantee ongoing use, however, the hall appears to be generally intact and is used for its original purpose.

<b>Other Statutory Listings</b>	No statutory listings
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<b>Non-Statutory Listings</b>	No non-statutory listings
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<b>Inspection Date</b>	15/03/2016
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**References**

Chronicle and North Coast Advertiser, 24 October 1913, 2.

<https://kidobi.wordpress.com/about/history-kidaman-hall/>, accessed 24/01/2017.

Nambour Chronicle and North Coast Advertiser, 1 December 1933, 1.

**PACIFIC PARADISE**

Pacific Paradise was originally unselected land when European settlers first began to take up pastoral runs in the region. Inland from the coast was comprised of enormous cattle runs such as Yandina and Moolooloo Plains – the head station of the latter located near Bli Bli. However, the stretch of land directly along the coast was not included in the runs. By the late 1860s, the Queensland Government progressively broke up the pastoral runs and created smaller units of land to encourage closer settlement. By the early 1880s, settlers were increasingly taking up land around Diddillibah and Bli Bli, running cattle and growing sugar cane to supply the two sugar mills at Buderim (established in 1876 and 1880 respectively).

The Queensland Government surveyed the land along the area including Pacific Paradise into small holdings to encourage agriculture. The survey occurred in 1888, but selectors began to take up land from 1887. Settlers first grew fruit, then over time dairies and sugar cane farms were established. Broader changes occurred in 1950s. David Low was elected the Maroochy Shire Council Chairman in 1952 on a platform of developing the tourist potential of the region and the transport infrastructure required to support it, including a coast road connecting Caloundra with Coolumb. Land was set aside for an airport at Mudjimba in 1954; the David Low Bridge was completed in 1959, providing the first road (and tram) connection between the north and south banks of Maroochy River at Bli Bli and work began on the coast road, later named the David Low Way, in 1959. The construction of the road relied on funds derived from land sales to developers, who would then subdivide the land and build estates. The first of these proposals was for Kawana Waters, approved by Landsborough Shire Council in 1960. Pacific Paradise soon followed. The Sunshine Coast's first high-rise building, Surf Air, was erected on the David Low Way in 1971.

**Blazed Tree Boundary Marker**

<b>Local Place ID Number</b>	PPS1	
<b>Street Address</b>	End of Godfreys Road (eastern side of Sunshine Motorway), Pacific Paradise	
<b>Title Details/GPS Coordinates</b>	2RP103117 (Part) and adjacent road reserve	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Blazed Tree Boundary Marker is important in demonstrating the evolution of the Sunshine Coast Council area's history. The blazed Moreton Bay Ash tree ( <i>Eucalyptus tessellaris</i> ), marked during an April 1888 survey of the area, is evidence of the early development of the Pacific Paradise area for farming purposes.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Blazed Tree Boundary Marker demonstrates a rare aspect of the Sunshine Coast Council area's history, as a tangible remnant of the early selection and settlement of the area in the late nineteenth century. As well as this, it is one of very few known trees of its kind locally, reflecting an early surveying practice no longer used in the Sunshine Coast area.

**Historical Context**

In 1876, the flat dry land where the tree boundary marker grew was predominantly covered with bloodwood, eucalyptus and oak trees. W P Clarke selected 359 acres as pastoral land, Portion 51 Parish Maroochy County Canning, on which to graze cattle. The venture was unsuccessful. When the Land Agent for the Brisbane District visited in 1886, the selection was not improved as required under the terms of the lease. The selection was declared forfeited. The Crown Land Commissioner pronounced that the black sandy soil flats and the large expanse of swampland that could be drained were more suitable for agriculture. The land was thrown open to selection before survey.

In 1887 William Godfrey applied to select 117 acres and in January 1888 James Thomas Lowe applied to select 162 acres of the forfeited land. The Surveyor-General commissioned G C Reid in April 1888 to survey Portion 51 into two portions 51B and 51C. In the course of the survey, 4 acres of land were set aside for roads. One of the roads was surveyed running north and south in order to separate the two selections and give access to the river by selectors on their northern boundaries. To survey the eastern boundary of the road and the western boundary of the portion 51C, Surveyor G C Reid marked a Moreton Bay ash tree (*Eucalyptus tessellaris*) growing on north-east corner of the road reserve and portion 51C as sight tree No 15 from which he took his bearings. He also scored several nearby saplings as reference trees in case the Moreton Bay ash tree was cut down or blown down by wind. An axeman blazed the trees by slicing a piece of the bark and the sapwood off the side of them. A broad arrow and the number of selection 51C in numerals would have been incised into the sight tree on the boundary line.

The tree is also significant for Aboriginal people (Kabi Kabi First Nation), who have strong associations with this area. Kabi Kabi First Nation people also worked for European pioneer families in the general area around the site during the era in which the Blazed Tree Boundary Marker was created.

**Description**

The blazed tree is believed to be either the original sight tree or one of the original reference trees. Fire has created a hole in the trunk. Bark has grown back over the blaze and a sawn timber peg driven into the ground acts as the boundary marker. Other eucalyptus and other native shrubs form a small clump of vegetation around the Moreton Bay Ash tree.

<b>Other Statutory Listings</b>	No statutory listings.
<b>Non-Statutory Listings</b>	No non-statutory listings.
<b>Inspection Date</b>	20/07/2017

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Gallery



Source: Maroochy Heritage Study 2006-07

## Settlers' Park

<b>Local Place ID Number</b>	PPS2	
<b>Street Address</b>	Corner Ocean Drive & David Low Way, Pacific Paradise	
<b>Title Details/GPS Coordinates</b>	8RP812125	No GPS Coordinates
<b>Other Names</b>	Settler's Park.	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Settlers' Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. The mature mango trees, planted in the 1890s during a period of early settlement in the district, are now located in Pacific Paradise, a suburban development that occurred following the construction of the David Low Way in the early 1960s. The trees reflect the evolution of the area, from isolated farms in the late nineteenth century to tourism and suburban housing in the second half of the twentieth century, along with the development of amenities such as parks.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Settlers' Park demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage, as a tangible remnant of the early selection and settlement of the area in the late nineteenth century.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Settlers' Park has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, primarily archaeological material such as evidence of former structures, refuse and other common materials associated with the selection and development of the site in the late 1880s and 1890s. This material, if present, would provide a helpful insight into the life of selectors in the district in this period.

## Historical Context

The area in which the Settlers' Park is located was originally unselected land when European settlers first began to take up pastoral runs in the region. Inland from the coast was comprised of enormous cattle runs such as Yandina and Moolooloo Plains – the head station of the latter located near Bli Bli. However, the stretch of land directly along the coast – and in the vicinity of Settlers' Park, on the north bank of the Maroochy River – was not included in the runs. By the late 1860s, the Queensland Government progressively broke up the pastoral runs and created smaller units of land to encourage closer settlement. By the early 1880s, settlers were increasingly taking up land around Diddillibah and Bli Bli, running cattle and growing sugar cane to supply the two sugar mills at Buderim (established in 1876 and 1880 respectively).

Land in the vicinity of Settlers' Park may have been used to run cattle in the late 1870s and early 1880s, but by the mid-1880s there were no reported improvements to the land. The Government then decided to survey it into smaller holdings to encourage agriculture. The survey occurred in 1888, but selectors began to take up land from 1887 (see, for example, the place card for 'Godfrey's House'). The area occupied in part by Settlers' Park was taken up by Frederick John Peatling in 1888. Peatling erected a house on high stumps, erected stockyards and planted a fruit orchard, including the mango trees that remain extant today. Peatling sold the land in the 1890s (sometime after 1894, when it became freehold) and the new owner, Alfred Dennis, established a dairy on the property.

The land was then purchased by Eddie De Vere in 1964, who cultivated sugar cane (the dairy industry was contracting in the region by this decade). De Vere became the Maroochy Shire Chairman in 1967, holding that position until 1982. The former Maroochy Shire Council Chambers (1978) in Nambour is named after him. Broader changes occurred in the vicinity of the property from the 1950s. David Low was elected the Maroochy Shire Council Chairman in 1952 on a platform of developing the tourist potential of the region and the transport infrastructure required to support it, including a coast road connecting Caloundra with Coolum. Land was set aside for an airport at Mudjimba in 1954; the David Low Bridge was completed in 1959, providing the first road (and tram) connection between the north and south banks of Maroochy River at Bli Bli and work began on the coast road, later named the David Low Way, in 1959. The construction of the road relied on funds derived from land sales to developers, who would then subdivide the land and build estates. The first of these proposals was for Kawana Waters, approved by Council in 1960. Pacific Paradise, in which Settlers' Park is now located, soon followed. The Sunshine Coast's first high-rise building, Surf Air, was erected on the David Low Way in 1971.

Descendants of Frederick Peatling approached De Vere in the 1970s and asked him to donate a quarter acre of land, on which the mango trees were located, to the Maroochy Shire Council and for it to be used as a park. This appears to have occurred, as the land became known locally as 'Settler's Park', although it was not officially named as such until the 1990s, following interest in the preservation of the site by the Pacific Paradise Progress Association.

#### Description

Settlers' Park is located on the southern side of David Low Way on the southern boundary of Pacific Paradise and adjacent to farmland in the south. The main feature of the small landscaped area is a stand of four mango trees, reportedly planted by the first European settlers to the area. Recently, two shelters with tables and benches, interpretation panels and art installations have been added to the park.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
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 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## 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 Sunshine Coast region, 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 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'.

#### Further references

Palmwoods State Primary School Parents and Citizens Association, Schooling in Palmwoods: The first hundred years, Nambour, Palmwoods State Primary School Parents and Citizens Association, 1989.  
 'Landmark Going', Chronicle and North Coast Advertiser, 7 October 1911, 2.  
 'Licensed Victuallers', Brisbane Courier, 20 November 1912, 10.  
 'Palmwoods Hotel', Chronicle and North Coast Advertiser, 22 November 1912, 6.

### Palmwoods Anglican Church and Manse

<b>Local Place ID Number</b>	PMD2	
<b>Street Address</b>	9-13 Hill Street, Palmwoods	
<b>Title Details/GPS Coordinates</b>	205SP105646	No GPS Coordinates
<b>Other Names</b>	St Augustine's Church of England, Palmwoods Anglican Church	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Palmwoods Anglican Church and Manse is important in demonstrating the evolution of the Sunshine Coast Council area's history. The church was the first purpose-built church in Palmwoods, and therefore demonstrates the evolution of the settlement to a thriving town.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Palmwoods Anglican Church and Manse is important in demonstrating the principal characteristics of churches, which are important to the Sunshine Coast Council area. In particular, the original 'Carpenter Gothic' church is consistent with the design of churches in the settlements in the region, as most of the settlements were relatively small and the scale of the local churches reflected this.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Palmwoods Anglican Church and Manse has a strong association with the Anglican community in Palmwoods, as the church has been the principal place of worship since 1925 and the associated hall has been the venue for the Anglican community since its erection in 1931.

**Historical Context**

The prospects for Palmwoods seemed good as soon as the railway had been completed – the Anglican Church purchased land in the nascent town in 1891. However, a church was not built until 1925. Nonetheless, the construction of the church at this time reflected the broader prosperity of Palmwoods after the construction of the tramway. It was also the first purpose-built church in the town. The building was designed and built by Vince Battwood, of Palmwoods, and several items of furniture including the lectern, altar ornaments and a prayer desk were donated by Mrs M Smith in memory of her son, Private C Smith, who died in World War I.

The site has expanded and alterations have taken place since the erection of the church. Palmwoods was selected as the location of the parish rectory, which was built in 1928. A hall was built at the rear of the church in 1931. The hall was later moved parallel to the church and a physical connection established between the two buildings.

**Description**

Palmwoods Anglican Church is located on the southern side of Hill Street on a large, sloping, landscaped block framed by mature plantings. In front of the church is a large metal cross of modern design, set in a circular, paved area. The site includes the church, the hall and the manse.

The church (1925) is set parallel to the street and consists of a rectangular lowset timber structure on stumps, clad with weatherboard to window sill height and sheeting with cover strips in the upper section. The roof is corrugated iron clad, hipped at the front (southwest) and gabled at the rear (northeast) with a cross placed at the northern end. The entrance porch on the south-western side has been removed at some stage and been replaced with an awning spanning a verandah that extends to the adjacent structures in the southeast. The wall on this side is clad with weatherboard to full height and incorporates the adjacent buildings. A timber and glass panel door leads into the church. A sanctuary with similar style but slightly lesser height than the nave joins onto the building at the rear and also features a cross at the end of the roof gable. The windows on the nave and sanctuary are six-light casement configuration with arched top, set in a straight topped frame.

The hall (1931) is set parallel to the church in the southeast and consists of a rectangular weatherboard clad timber structure with corrugated iron clad gable roof. The awning, continuing on from the church, spans the front. In 2007, an infill was constructed in between the church and hall connecting the two buildings, leaving the south-eastern wall of the nave including its windows intact. Access is via glass sliding doors.

The church has been modified over time and some of the alterations, i.e. the replacement of the porch with an extended awning and the south-eastern infill are not sympathetic to its aesthetic significance.

The manse (1928) is situated to the north of the church and consists of an interwar weatherboard clad residence on stumps of varying heights (enclosed underneath) with truncated pyramid roof with projecting gable at the front and adjacent verandah. The roof gable features jettied rafters and half-timbered framing. There are a casement window with skillion window hood and an oculus window at the front. The verandah is covered by skillion roof and has a slatted balustrade. An annex on low stumps with skillion roof is attached at the western elevation and has a number of casement windows.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016



## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<https://sites.google.com/site/genealogysunshinecoastinc/Home/gsc-projects/publications---take-a-walk-through-palmwoods>, accessed 29/08/2016  
 Nambour Chronicle and North Coast Advertiser, 29 May 1925, 3. Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Palmwoods ES&A Bank and Residence (former)

<b>Local Place ID Number</b>	PMD3	
<b>Street Address</b>	36-38 Main Street, Palmwoods	
<b>Title Details/GPS Coordinates</b>	45RP903227	No GPS Coordinates
<b>Other Names</b>	N/A	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Palmwoods ES&A Bank and Residence (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The bank was the first purpose-built bank in Palmwoods and its construction coincided with the opening of the Palmwoods to Buderim Tramway, reflecting the bank's confidence in the town and Shire resulting from the substantial infrastructure investment.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Palmwoods ES&A Bank and Residence (former) demonstrates a rare aspect of the Sunshine Coast Council area's history. It is the last and earliest extant ES&A bank and residence and possibly the only former bank and residence still extant in the region. This rarity is demonstrated by the fact that it is one of only two banks entered on the Sunshine Coast local heritage register and the only bank to still include a residence, illustrating a practice that was once common, but is no longer prevalent in the region.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Palmwoods ES&A Bank and Residence (former) has the potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. The style of bank building and separate residence are rare and may assist in the comparative analysis of similar places if identified, for example banks with residences.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Palmwoods ES&A Bank and Residence (former) is important in demonstrating the principal characteristics of small rural banks, particularly the small bank service area and construction of a residence for the bank manager. Banks performed an important function in the pattern of the region's history and bank buildings and residences (combined or detached) have made a noticeable contribution to the evolution of the Sunshine Coast Council area's development.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Palmwoods ES&A Bank and Residence (former) is important to the Sunshine Coast Council area for its aesthetic significance. The bank and residence are substantial landmarks in the early town core of Palmwoods. They also possess evocative qualities; the bank building is quaint in its proportions and evokes a sense of a small rural settlement and bank in an early phase of the region's history. The house is evocative as a large and imposing residence expressing the status of the bank manager in a small town, a situation that naturally evokes a sense of the past, as this is no longer a common feature in the region.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Palmwoods ES&A Bank and Residence (former) has a special association with the Palmwoods community for cultural reasons important to the region. The recent 100th anniversary of the bank's opening celebrated by the Palmwoods community and concern exhibited for the proposed removal of the residence demonstrate that the former ES&A Bank and Residence has a special association with the Palmwoods community as a key place reflecting the history and heritage of Palmwoods.

## Historical Context

The English, Scottish & Australian (ES&A) bank and residence were built in 1915. The land on which the bank and residence were built was owned by JT Lowe, who was a Maroochy Shire Councillor and Shire Chairman at various times. Lowe appears to have built the buildings and leased them to the bank. 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 was 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 bank and residence were also conveniently located near the railway station, hotel and store, forming the urban core of early Palmwoods. The ES&A Bank was a prominent banking institution in the Sunshine Coast region, opening branches in Palmwoods, Landsborough, Maleny, Yandina, Nambour, Kenilworth, Eumundi, Caloundra, Eudlo and Beerwah.

The erection of the bank closely coincided with 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 Maroochy Shire Council, operated until 1935. Planning for the tramway had begun as early as 1911. 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. It is in this context that the 'confidence' expressed by the bank in 1915 should be understood.

The ES&A Bank eventually merged with the ANZ Bank and the branch was closed when the bank moved to another location in Palmwoods. It has been privately owned since that time. The residence was used for a period of time as an office. The bank building and residence are important landmarks in the Palmwoods community. Community interest in the bank and its heritage value was reflected in the 100th anniversary event held at the Country Women's Association building across the road from the former bank in 2015, as well as recent community interest in protecting the former bank and residence.

The bank and residence were modified over time. Modifications include an extension to the rear of the bank building, enclosure of verandahs on the residence, loss of one set of stairs leading up to the house, and some internal modifications associated with the use of the residence as office space after 1971. However, it is unknown precisely when most of these modifications occurred, and it is likely that key modifications to the residence, primarily the enclosure of the verandahs, occurred during the bank's ownership of the property.

#### Description

The Palmwoods ES&A Bank and Residence (former) is located on the western side of Main Street close to the Palmwoods railway station and adjacent to the Palmwoods Hotel. The narrow sloping block includes the former bank building at the street front and the former manager's residence set towards the rear of the property. A driveway runs along the southern boundary leading to car parking spaces at the rear of the residence. There is a garden at the front and rear of the residence including mature trees. The residential section of the street frontage is delineated by a picket fence.

The bank building consists of a rectangular single storey chamferboard clad timber structure on low stumps covered by a corrugated iron clad roof, gabled at the front and hipped at the rear. The façade shows a simple framed timber parapet featuring a pediment in the centre. A straight awning (possibly installed in the 1950s or 60s) spans the entire front, replacing the original individual window hoods that covered the entrance door on the right and the double sash window on the left. The door and window configurations appear unchanged and indicate original fabric. There are three sash windows with individual window hoods similar to the front on both side elevations. The windows are barred on the inside. A small, later timber clad extension with corrugated iron clad roof joins onto the rear of the bank building. The original strongroom is still extant.

The residence consists of a single storey timber structure on medium height stumps with truncated pyramid roof, clad with short sheeted corrugated iron. A partially enclosed verandah wraps around the front and side elevations. What appears to be a detached kitchen joins onto the rear of the building. The front access is via timber stairs, reconfigured from double sided to single side access, and through a lattice privacy screen door onto the verandah. The verandah back wall shows exposed framework and VJ tongue-and-groove cladding. Features include stop chamfered posts, decorative brackets, single stump three rail dowel balustrade and an Edwardian style entrance door with fielded panels, bolection mouldings, fanlight and sidelights. French doors lead into the building. There are several sash windows on the enclosed verandah and detached kitchen, some with skillion hood on decorative brackets, and a number of later louvre and casement windows. Internal features include tongue-and-groove VJ cladding, hardwood floors and fretwork breeze panels above doors.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Chronicle and North Coast Advertiser, 1 October 1915.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

#### Palmwoods General Store

<b>Local Place ID Number</b>	PMD1	
<b>Street Address</b>	7-9 Main Street, Palmwoods	
<b>Title Details/GPS Coordinates</b>	1SP170766	No GPS Coordinates
<b>Other Names</b>	General Store.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Palmwoods General Store is important in demonstrating the evolution of the Sunshine Coast Council area's history. The appearance of the store in 1912, along with the hotel, signalled the growth and progress of Palmwoods in a critical decade of its history. The changes that occurred over time to the store are also important in demonstrating the continuing evolution of the town and retail shopping across the twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Palmwoods General Store is important to the Sunshine Coast Council area because of its aesthetic significance. The building forms an unusual shape, primarily due to the 1930s additions that more fully orientated the building toward Main Street. Moreover, the store continues to make a strong contribution to the streetscape of Palmwoods, indicating the original urban core of the town along with the ES&A Bank and Residence and Palmwoods Hotel.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Palmwoods General Store has a special association with the Collins family, in particular Walter Scott Collins, who owned the store from c1916 through to 1978, a period of 62 years. The length of ownership and service meant the family was an integral part of the early development and growth of Palmwoods in the twentieth century.

**Historical Context**

The Palmwoods General Store was built by Henry Williams. It is located in what is the original town centre of Palmwoods – which continues to be readable given the presence of the hotel (1912) and ES & A Bank (1915) along this stretch of Main Street. The early town centre necessarily developed around the railway, which these three buildings continue to demonstrate. The growth of shops and civic facilities along Margaret Street is illustrative of the importance of the motor car from the 1920s onward and the connection between Montville and Palmwoods.

The store apparently changed hands soon after; 'H Smith General Storekeeper' of Palmwoods and Montville is painted on the building in a 1916 photograph. It was then purchased by Walter Scott Collins c1916 and from this time it remained in the Collins family until 1978. Scott is credited with expanding the store range to include groceries, drapery and ironmongery and petrol – the timing coinciding with the period immediately after the construction of the tramway to Buderim, further illustrating the growth of the town.

Collins undertook a major addition and alterations to the shop in 1939, adding a new façade facing Main Street (including four plate glass windows) and remodelling the interior of the store. Outbuildings were also added to store oil and petrol (reflecting a broader trend in this period for increased motor vehicle travel, in particular due to the completion of the Bruce Highway in the 1930s). The 1930s shop front remains largely intact.

Collins died in 1949 and his sons continued to run the business. In 1972, the grocery section of the store was once again remodelled, including the installation of refrigeration units and self-serve shelving – the latter a significant change to grocery stores in this period (previously shop assistants completed the order as all stock was behind the counter). Along with the internal work, the shop was renamed 'Collins & Co Four Square Store'. The Collins family sold the business in 1978. It became the Palmwoods IGA in 2006.

**Description**

Palmwoods General Store is located on a prominent triangular-shaped sloping corner block on the intersection of Main and Church Streets and in close proximity to the Palmwoods Railway Station to the east. The footprint of the building extends to most of the site with a car parking area situated towards the south.

The store is set at an odd angle to the street and consists of a single-storey rectangular weatherboard clad shop building on stumps, low at the front and high at the rear, with a corrugated iron clad gable roof. A triangular shaped extension fronts the building, bringing it in line with the footpath, and is covered with a skillion roof, concealed by a stepped parapet with a decorative panel towards the top reading 'EST. 1914'. An awning with straight parapet covering the footpath and supported by straight timber posts, spans the front. To the left is a shopfront with recessed entrance and large windows. The front entrance towards the right is via an internal porch and is flanked by large glass panels, indicating a modified recessed shopfront.

Additions over time include a large gabled projection and a weatherboard enclosed verandah with skillion roof on the north-eastern corner, and a flat roofed masonry extension on the north-western side. There are also extensions at the rear of the building (southeast) including a weatherboard clad skillion roofed annex and a free-standing gable-roofed timber and corrugated iron clad shed.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Nambour Chronicle and North Coast Advertiser, 28 July 1939, 12.	
Palmwoods State Primary School Parents and Citizens Association, Schooling in Palmwoods: The first hundred years, Nambour, Palmwoods State Primary School Parents and Citizens Association, 1989.	
Picture Sunshine Coast.	
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.	
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	

## Palmwoods Hotel

<b>Local Place ID Number</b>	PMD4	
<b>Street Address</b>	28-34 Main Street, Palmwoods	
<b>Title Details/GPS Coordinates</b>	1SP170745	No GPS Coordinates
<b>Other Names</b>	Railway Hotel.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Palmwoods Hotel is important in demonstrating the evolution of the Sunshine Coast's history. It was the first (and only) hotel built in Palmwoods, and the date of construction in 1912 signalled the growth and progress of Palmwoods in a critical decade of its history.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Palmwoods Hotel is important to the Sunshine Coast because of its aesthetic significance. It retains much of the architectural design and ornate features that marked the original hotel, including lattice work, decorative brackets and prominent two-storey projections marking the original façade of the building. The hotel also continues to make a strong contribution to the streetscape of Palmwoods, indicating the original urban core of the town along with the ES&A Bank and Residence and Palmwoods Hotel.

### Historical Context

Palmwoods Hotel was originally planned to be built on the site of an 'old' sawmill – which was possibly located on the northern side of the Woombye Palmwoods Road (the precise date the mill opened is unclear, but presumably the early 1890s). The mill was sold off in parts in 1905, but the main shed was still extant in 1911; it was rumoured at the time that timber from the shed would be used in the construction of the hotel. Nonetheless, when the hotel was built it was situated on land opposite the railway station, a much more strategic location. Along with the store, it was one of the first commercial buildings constructed in Palmwoods and, with the store and ES & A Bank and Residence, formed the original town centre of Palmwoods.

Tourism was a key selling point for the hotel when it opened. An advertisement in the Brisbane Courier in November 1912 claimed the hotel possessed 'Excellent facilities [sic] sketching parties, artists and tourists' (Brisbane Courier, 20 November 1912: 10). The tourism market was guaranteed by Palmwoods' strategic position as the gateway to two key resorts: Buderim and Montville. Visitors would arrive by rail and then either take the tramway to Buderim or travel by road to Montville. Guesthouses began to appear in Buderim and Montville in the 1910s, but visitors were making their way to the mountain resorts well before this time – a fact clearly recognised by the proprietor of the hotel.

The hotel remained largely unchanged throughout much of the twentieth century, with a low brick wall installed around the foundation of the building and drive through bottle shop built at the rear of the hotel by the 1970s. The hotel has undergone more changes since that time, including the removal of the original entrance, changes to the ground floor verandahs and substantial extensions to the southern elevation of the building. Nonetheless, much of the original hotel remains intact and the approach to the building from the north along Main Street remains much as it was when the hotel opened in 1912. It was the first – and only – hotel in Palmwoods.

### Description

Palmwoods Hotel is located on the prominent corner of Church and Main Streets in close proximity to the railway station on a large sloping block containing the hotel on the northern corner and large car parking areas framed by vegetation.

The hotel is set along Main Street and consists of a double-storey L-shaped weatherboard clad timber structure on a rendered brick base of varying height, covered by a corrugated iron clad hipped roof. A double-storey open tower

with pyramid roof is attached at the northern corner and features double timber posts, lattice panelling and a three-rail slatted balustrade on both levels, a lattice frieze on the upper level and decorative brackets and a slatted frieze on ground level. These features are either original or sympathetically restored. The tower is integrated into a wrap-around verandah on both levels featuring the same balustrade on both levels and the decorative brackets on ground level. The front verandah joins onto a double-storey weatherboard clad projection towards the south-eastern corner, originally the end of the building. Features include a flying gable with slatted roof gable panel and a bay window with a bank of three four-light sash windows.

Extensions and alterations to the façade over time include a double-storey weatherboard clad extension and a further gable in the southeast and a single-storey enclosed add-on fronting the gable and extending to the south-eastern corner. The original entrance via steps into the tower and the south-eastern projection has also been remodelled at some stage, and the verandah has been extended and covered with a skillion roof. The upper level verandah on the Church Street elevation is enclosed with weatherboard towards the northwest and has a bank of sash windows similar to the front projection. The ground level verandah has been extended towards the footpath and is covered by a skillion roof. At the rear are a number of extensions, generally constructed sympathetically to the original building and including a beer garden and a bottle shop.

Although Palmwoods Hotel has been altered and modified over time, the exterior of the building greatly resembles the original fabric.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/0/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Brisbane Courier, 20 November 1912, 10.  
 Chronicle and North Coast Advertiser, 22 November 1912, 6.  
 Chronicle and North Coast Advertiser, 7 October 1911, 2.  
<https://sites.google.com/site/genealogysunshinecoastinc/Home/gsc-projects/publications---take-a-walk-through-palmwoods>, accessed 29/08/2016  
 Palmwoods State Primary School Parents and Citizens Association, Schooling in Palmwoods: The first hundred years, Nambour, Palmwoods State Primary School Parents and Citizens Association, 1989.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Palmwoods Memorial Hall**

<b>Local Place ID Number</b>	PMD5	
<b>Street Address</b>	1 Main Street, Palmwoods	
<b>Title Details/GPS Coordinates</b>	1RP107111, Road reserve	No GPS Coordinates
<b>Other Names</b>	Memorial Hall, Palmwoods.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Palmwoods Memorial Hall is important in demonstrating the pattern of the Sunshine Coast Council area's history. As settlements grew the local community required public facilities and halls were typically built to satisfy this need, also often serving as a 'practical' war memorial. To that extent, the erection of the memorial hall in Palmwoods represents a key milestone in the development of the town and district in addition to its commemorative function.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Palmwoods Memorial Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council area. The characteristics are defined by the relatively modest design and materials used in the construction of the hall, reflecting the means of a small rural community in the early twentieth century, when such halls were commonly constructed.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Palmwoods Memorial Hall is important to the Sunshine Coast Council area because of its aesthetic significance. Its location was, from its opening, deemed symbolic – within the town, but also separate from it, emphasising its symbolic purpose. Its location also ensures the building makes a strong contribution to the streetscape of Palmwoods.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Palmwoods Memorial Hall has a special association with the Palmwoods community since its construction, as a focus of community activities and social events, including memorial services associated with its function as a memorial hall.

**Historical Context**

The Memorial Hall was opened in May 1922, with planning for the hall beginning approximately one year earlier. The hall was dedicated at its opening to the men from the district that had served in World War I, a popular choice of memorial in the region (there is a distinct lack of statues and similar stone memorials from this time, but plenty of memorial halls, parks and trees). The Federal Member for the region, GH Mackay, addressed the crowd and drew attention to the importance of the hall in reminding the citizens of the district of the example set by those who volunteered to fight; the grief experienced by the families of those who died during the fighting; and the obligation the community had to care for those who returned. It became the venue for the commemoration of Anzac Day, and even the location of the building was symbolic: it was 'quite a landmark in Palmwoods, situated on a triangular reserve surrounded by streets and thus kept apart from the rest of the township' (Chronicle and North Coast Advertiser, 12 May 1922: 5). As with all community halls, it also became the venue for events such as balls, dinners and meetings. Its construction in the early 1920s also marked a key milestone in the development of the town and district, reflected in the growth of the town centre in this period (a School of Arts was located on the Montville Road, but the Memorial Hall appears to have supplanted the School of Arts as the key public venue in Palmwoods).

The hall required upgrading by the late 1930s. A letter to the editor of the Nambour Chronicle and North Coast Advertiser written under the nom-de-plume of 'Sunny Jim' argued that the hall needed improvements to accommodate non-dancers, protect the floor (from the effect of sand tramped in by would-be dancers, damp, scraping of the chairs used for movie night on Saturdays and chewing gum) and provide better dining and kitchen facilities. 'Sunny Jim' concluded the letter: 'Now, wake up, Palmwoods! For fourteen years we have had the big hall and the big crowds, now let us have some big improvements to give the big band of lady workers some encouragement to carry on in the future' (Nambour Chronicle and North Coast Advertiser, 12 June 1936: 8). The letter conveys just how central the hall was to the Palmwoods community, but it appears the author's sentiment reflected a broader consensus, as the rear of the building was extended in 1939, possibly to accommodate updated kitchen and dining facilities.

The hall continued to grow larger in the second half of the twentieth century, and more tangible memorials of the soldiers' sacrifice were installed. Honour boards were placed inside the hall in 1943. The hall was enlarged in 1967, along with other improvements, including the construction of a new entrance porch. A cairn was erected in the grounds at this time, as was presumably the arch and flag poles that surround the monument.

**Description**

Palmwoods Memorial Hall is located on a prominent triangular sloping block in the centre of town bounded by Margaret, Main and Hill Streets. The terraced site includes the hall and the war memorial; an amenity block, adjacent to the hall in the north, is situated on a separate lot and not included in this assessment. A number of mature plantings are located on the Main Street boundary.

The hall is set on a north-south axis and consists of a rectangular timber structure on stumps, level with the footpath at the western side and high at the eastern elevation. The core of the building has a ventilated, steeply pitched corrugated iron clad gable roof with an elongated ridge ventilator. A verandah, enclosed with weatherboard and covered with a skillion roof spans the western elevation and joins onto the refurbished entrance area (southern side) that replaces the original small gable roofed porch. The new portico has a low pitched gable roof and consists of face brick walls, framing an asymmetrical panel, featuring a bank of modern sliding windows set into sheeting. A skillion roof verandah on high stumps and enclosed with weatherboard spans the eastern elevation. At the northern side (rear) is a weatherboard clad extension with a corrugated iron clad gable roof with a lesser pitch than the main roof, followed by a skillion roof extension, also weatherboard clad. Besides the main entrance in the south, there are entrances at the sides and also at the rear. There are several windows on the sides and rear, all appear not to be original.

The war memorial is located in a landscaped area at the western street frontage and consists of a black stone cairn with memorial plaques attached to the front, commemorating the fallen of both World Wars and also the Vietnam War. A decorative wrought iron metal arch frames the cairn and carries the inscription 'LEST WE FORGET, 1914- 1918 and 1939-45' at the top, and the war campaigns are listed on the side panels. Either side of the arch is a flag pole.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Chronicle and North Coast Advertiser, 12 May 1922, 5.  
Nambour Chronicle and North Coast Advertiser, 12 June 1936, 8.  
Palmwoods State Primary School Parents and Citizens Association, Schooling in Palmwoods: The first hundred years, Nambour, Palmwoods State Primary School Parents and Citizens Association, 1989.  
Picture Sunshine Coast.  
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Palmwoods Railway Complex

<b>Local Place ID Number</b>	PMD6
<b>Street Address</b>	3-5 Main Street, Palmwoods and 3 Hill Street, Palmwoods
<b>Title Details/GPS Coordinates</b>	171SP102276 (Part), 21RP178340 No GPS Coordinates
<b>Other Names</b>	Palmwoods Railway Station and Goods Sheds, Railway Station and Goods Shed.



### Heritage Significance

Criteria	Definition
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<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
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Statement	The Palmwoods Railway Complex is important in demonstrating the evolution of the Sunshine Coast Council area's history. The railway itself had an enormous impact on the settlement and economic development of the region from its construction in the late 1880s and early 1890s. Palmwoods in particular became a major station on the line as the railhead for Buderim (via the tramway) and Montville, both in receiving produce to transport to southern markets or as a connection for tourists to the mountain resorts. The railway was thus central to the economic development of the town and district and the steady development of infrastructure in the complex over time reflected this.
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<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
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Statement	The Palmwoods Railway Complex demonstrates an endangered aspect of the Sunshine Coast Council area's cultural heritage. Although the complex as a whole has been substantially reduced over time, the extant structures, including the railway station building and the Palmwoods, Montville and Buderim Amalgamated Fruit Growers Association (PMB) sheds and two former residences constitute the most substantial and intact early twentieth century railway complexes that remain extant in the region. Some of the buildings, such as the PMB sheds, are nonetheless in a state of neglect with consequent dilapidation and other factors currently endangering the integrity of the complex.
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<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
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Statement	The Palmwoods Railway Complex has potential to yield information that will contribute to an understanding of the scale and function of an early twentieth century railway complex in the Sunshine Coast Council area, including (but not limited to) the design and use of goods sheds, station design (for a substantial regional railway station) and connection to the nearby lagoon for water for steam trains (and the design of the two former residences, in particular the night officer's residence). Evidence of the former Palmwoods to Buderim Tramway may also be present.
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<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
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Statement	The Palmwoods Railway Complex is important to the Sunshine Coast Council area because of its aesthetic significance. This significance applies primarily (but not exclusively) to the former PMB sheds that line Main Street. The sheds make a strong visual contribution to the street at an important entry to the early urban core of Palmwoods, which is defined by key historic buildings (the general store, Palmwoods Hotel and the former ES&A Bank and Residence). The overall scale of the former rail yards, although largely empty due to the removal of structures over time, nonetheless, provides visual evidence of the size of the complex at its peak of use.
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### Historical Context

The railway connecting Brisbane and Gympie was called the North Coast Railway and construction of the line began in the 1880s. The current site of Palmwoods was selected as a station on the route in 1887 and the Government initially called it 'Palmtree' after the 'Palmtree Gully' in close proximity. The name of the station was changed to Palmwoods by the time the railway opened in 1891. The station itself was relatively small at the time of opening, consisting of a simple shelter shed and goods shed.

The North Coast Rail Line eventually became the State's busiest and traffic on the line at Palmwoods was very busy, reaching up to 30 trains every 24 hours by the 1920s. Part of the reason for the traffic was Palmwoods' connection with Montville and Buderim – the produce from these districts had to pass through Palmwoods before going to market. This relationship was encapsulated by the establishment of the 'Palmwoods, Montville and Buderim (PMB) Amalgamated Fruit Growers Association. Palmwoods was thus one of the more important railway stations on the North Coast line in the Sunshine Coast, especially when tourists also used the town to disembark on their way to the mountain resorts of Montville and Buderim.

The station infrastructure was progressively improved and added to as the amount of traffic on the line increased. Changes included a new station building to replace the original shelter shed, the erection of a second station building on the town side of the line, a station master's residence, relieving railway night officer's residence, water tanks (which drew water from Kolora Park Lagoon – the water supply led to the station becoming a scheduled water stop for the steam trains) and additional goods sheds, including for the PMB Amalgamated Fruit Growers Association. The Palmwoods to Buderim Tramway entered Palmwoods along the eastern side of the railway complex.

Much of the railway complex is no longer extant, primarily due to the increased reliance on road transport and the electrification of the line. Remaining structures within the railyard include the second station building (non-town side, replacing the original shelter shed), a goods shed opposite the station building, and the PMB Amalgamated Fruit Growers Association sheds. These are in addition to other infrastructure, including branch lines and platforms. The station master's and night officer's residences are also still extant, located on Main Street directly opposite the PMB sheds. The relative integrity of the complex is in direct contrast to all other railway stations along the line and within the Sunshine Coast, including Landsborough and Nambour.

#### Description

The Palmwoods Railway Complex is located on the North Coast Rail Line in the town centre; the railway station is towards the south on the eastern side of the tracks and a row of goods sheds adjacent to Main Street on the western side towards the north. A further shed is situated opposite the station building. The site includes more recent masonry sheds and remnant concrete walls, presumably loading ramps or platform remains, in the northeast. There are some mature trees on the northwest boundary close to the sheds and also along the south-western boundary, and bush vegetation on the eastern boundary. The former station master's and night officer's residences are located on the opposite side of Main Street, on an elevated sloping site with stone retaining walls. Access is via steps. There are a number of mature plantings and the buildings are obscured by vegetation.

The railway station is set along the platform with access from Chevallum Road and consists of a lowset rectangular weatherboard clad structure with corrugated iron clad gable roof, extending to an awning over the platform. The awning is supported by arched stop-chamfered brackets resting on decorative mouldings (some missing). The building contains amenities, a station master's office with ticket window and also a VJ lined waiting area with integrated bench, open to the platform and featuring similar brackets at the front. Set parallel to the tracks opposite the station building with access from Main Street is a lowset rectangular weatherboard clad storage shed with corrugated iron clad gable roof. There are large timber doors on both side elevations and boarded-up windows on the gable sides.

The row of goods sheds, including the former Palmwoods-Montville-Buderim Amalgamated Fruit Growers' shed, is set on a sloping site in-between Main Street and the railway tracks and includes a number of joined weatherboard clad structures on stumps/masonry base with corrugated iron clad gable roofs of varying heights; the weatherboard and corrugated iron cladding is of varying age and condition. Large timber and roller doors open toward the street. On the eastern side, the roofs extend to an awning covering a loading platform. A separate shed with corrugated iron clad walls and gable roof is connected by a low infill on the southern side, followed by a recent tall, free-standing rib-deck clad structure on masonry base. A further free-standing small shed structure with corrugated iron clad walls and gable roof is located close-by to the south.

The former station master's residence addresses the street and consists of a highset timber structure on stumps with a corrugated iron clad gable roof at the core. Over time, a skillion roofed extension and an infill connecting the core to the former detached kitchen at the rear as well as a verandah at the southern and northern side have been added.

The former night relief officer's residence is located to the south of the former station master's residence and addresses the street. The building consists of a small weatherboard clad timber structure on medium height stumps covered by a corrugated iron clad gable roof.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<https://sites.google.com/site/genealogysunshinecoastinc/Home/gsc-projects/publications---take-a-walk-through-palmwoods>, accessed 29/08/2016  
 National Trust QLD, Submission of Palmwoods Station Master's House (former) for Entry to the LHR, 15/08/2013.  
 Palmwoods State Primary School Parents and Citizens Association, Schooling in Palmwoods: The first hundred years, Nambour, Palmwoods State Primary School Parents and Citizens Association, 1989.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

### Palmwoods Uniting Church

<b>Local Place ID Number</b>	PMD7	
<b>Street Address</b>	10-12 Church Street, Palmwoods	
<b>Title Details/GPS Coordinates</b>	1RP45853, 14RP45853	No GPS Coordinates
<b>Other Names</b>	Palmwoods Methodist Church.	





**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Palmwoods Uniting Church is important in demonstrating the evolution of the Sunshine Coast Council area's history. Although it was an established pattern for churches to be erected when settlements (and the concomitant congregation) had reached a point of development that warranted the expense of construction, the church was also a tangible illustration of the evolution of the region's history. It represented the creation of the Palmwoods Circuit, distinct from Nambour, demonstrating the growth of the Sunshine Coast Council area in the 1920s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Palmwoods Uniting Church is important in demonstrating the principal characteristics of early, modest timber churches in the Sunshine Coast Council area. These were commonly built in the Sunshine Coast in the early twentieth century. Modifications to the building undertaken by the Church have not substantially altered or removed these characteristics.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Palmwoods Uniting Church is important to the Sunshine Coast Council area because of its aesthetic significance. The church building occupies a commanding position near the top of 'Church Hill', a deliberate position selected by the Church at the time of construction (and the other churches in the town).
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Palmwoods Uniting Church has a special association with the Palmwoods Uniting Church community, as the principal place of worship for most of the twentieth century.

**Historical Context**

The Uniting Church building was originally built for the Methodist Church. The Methodist community in the Palmwoods district began worship in the 'Union Church', situated just outside Palmwoods (and what was essentially Palmwoods' first church) from 1902. In 1924, the Church purchased land in Margaret Street with the intent of building a church. However, in 1927 the Church purchased land in Church Street, on what was known as 'Church Hill' (where three other denominations had already erected churches: Catholic, Anglican and Presbyterian - note also that the two principal streets on the rise, and in which the churches are located, are called 'Church' and 'Hill').

The Methodist church was opened in November 1928. It was designed by the Brisbane architects Cook & Kerrison, who appear to have been regularly commissioned by the Church. The building itself was built by the local builder, Vince Batt, who was also responsible for erecting the Anglican Church in Hill Street. Significantly, the opening of the new church closely coincided with the creation of the Palmwoods Circuit (in other words, church district), which was created out of the Nambour Circuit. The design of the building elicited high praise and it was dubbed the 'cathedral of the Palmwoods Circuit' (Nambour Chronicle and North Coast Advertiser, 9 November 1928: 8). A manse was built the following year, but not on the same allotment as the church; it was located rather on the corner of Church and Churchill Streets.

The Church – and church building – experienced change over the twentieth century. The Methodist Church became the Uniting Church in 1977 along with several other denominations. The church building itself was extended and a kitchen added in 1965; in 1998, a new entry, ramp and toilets were added and the worship area reversed. The additions in 1998 were relatively sympathetic, being much smaller in scale and complementary to the original church building.

**Description**

Palmwoods Uniting Church is located on a landscaped sloping site spanning two lots on the northern side of Church Street. The eastern lot contains some mature trees.

The church addresses the street and consists of a rectangular lowset weatherboard clad timber structure on stumps. The gable roof is clad with short sheeted corrugated iron and features a typical interwar gable with accentuated half-timbered framework, however, modified for a church building and incorporating an arched leadlight window. A gable roofed porch, also with accentuated framework and a stained glass window and access via double timber doors is located at the centre front. A new entrance (1998), a rectangular weatherboard clad gable roofed structure is situated parallel to the northeast side of the nave and is connected by an awning. Access is via timber stairs onto a wraparound verandah and there is also a ramp at the rear. The windows on the nave are tall with a three-light arched top panel set in a rectangular frame.

The church has been extended and altered over time, including installation of a kitchen, restumping and lowering of the building and construction of a new entrance porch, toilet facilities and reconfiguration of the nave and altar.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Nambour Chronicle and North Coast Advertiser, 9 November 1928, 8.	
Palmwoods State Primary School Parents and Citizens Association, Schooling in Palmwoods: The first hundred years, Nambour, Palmwoods State Primary School Parents and Citizens Association, 1989.	
Picture Sunshine Coast.	
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.	
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	

## Row of Shops

<b>Local Place ID Number</b>	PMD8		
<b>Street Address</b>	2, 4-6, 8 & 10 Main Street, Palmwoods		
<b>Title Details/GPS Coordinates</b>	1RP153805, 2RP153805, 10RP40559, 2RP111965	No GPS Coordinates	
<b>Other Names</b>	Main Street Palmwoods - Row Of Shops.		



<b>Heritage Significance</b>	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Row of Shops is important in demonstrating the evolution of the Sunshine Coast Council area's history. The shops were built over a period stretching from the 1910s through to the 1930s, in some cases replacing earlier buildings, establishing this section of Main Street as an integral part of Palmwoods' commercial precinct in an early and important period of the town's history.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Row of Shops is important in demonstrating the principal characteristics of early twentieth century commercial precincts in the Sunshine Coast Council area, which (outside of the major centre of Nambour) generally consisted of modest timber shops buildings with a variety of parapet styles.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Row of Shops is important to the Sunshine Coast Council area for its aesthetic significance. The collection of buildings has remained largely unchanged since construction and collectively they form a cohesive representation of a rural commercial precinct developed in the early twentieth century.

<b>Historical Context</b>	
<p>The Row of Shops in Main Street were built in stages from c1916. The earliest of the extant building are the two structures addressed as 8 Main Street. The smaller of the two buildings was the first post and telegraph office in Palmwoods (prior to its location in the building, these functions were carried out at the railway station). The larger of the two shops was a grocery store owned by SJ Hobson. There appear to have been earlier structures adjacent to these two buildings, and indeed the post and telegraph office was located on the site of an earlier building. By the 1920s, two buildings at the southern end of the row (down from the post and telegraph office) were demolished and new buildings erected in their place, consisting of Page's Café (on the corner of Main and Hill Streets), a two storey residence and smaller building, which was allegedly a bakery outlet – then the post and telegraph office and Hobson's grocery store. At this time there were no other buildings north of Hobson's – what appears to have been the residence next to Hobson's must have been removed or demolished. The next two shops were then erected later, probably in the late 1920s or 1930s (the fabric and design of the buildings certainly indicates construction in the interwar period, in other words prior to 1939).</p> <p>The 'core' of Palmwoods developed initially around the railway complex and was symbolically represented in particular by the Palmwoods Hotel (1912) and also a general store (1912) and the ES&amp;A Bank (1915). Based on historical images – and the dates are not absolutely clear – the row of shops appeared in the mid-1910s, but generally on a more modest scale than the other commercial buildings in Main Street. Commercial development continued along Main Street in the late 1910s and through to the 1930s, including the row of shops. The buildings in the row became more substantial, reflecting the growth and economic development of Palmwoods in this period, and confirming the section of Main Street as an integral part of the commercial precinct of the town. Although internal modifications have occurred in the shops, the external appearance has remained largely unchanged from the first half of the twentieth century. Their centrality in Palmwoods' central business district was further attested by the installation of a memorial clock to Frank Nicklin, former Premier of Queensland (1957-1969) and member for Landsborough, who had purchased a pineapple farm in Palmwoods on his return from World War I.</p>	

**Description**

The Row of Shops incorporates four lots (some with rear access via a small laneway from Margaret Street) and extends from the corner of Margaret and Main Streets along the western side of Main Street in sloping terrain. All buildings address Main Street and are set to the footpath; the rear of the lots are generally taken up by gardens. The Sir Francis Nicklin Memorial Clock is located on an elevated traffic island in the centre of Main Street, opposite the southernmost shop.

The shop at the north-eastern corner consists of a weatherboard (formerly cement sheeting) clad interwar building on low stumps with stepped double front gable and has a corrugated iron clad roof, gabled at the front and hipped at the rear. The roof gables feature accentuated half-timbered framing. A straight awning, supported on timber posts, spans the footpath. Two shop windows with fanlights frame the recessed timber and glass entrance door, also with a fanlight. It appears that the building has been extended and modified over time, particularly at the rear.

The following building (the former barber's building) is a large terraced structure on low stumps following the sloping terrain and comprising three individual shops. The shops are covered by corrugated iron clad skillion roofs, concealed by a combined stepped parapet covered with sheeting. A single and a double awning with corrugated iron clad skillion roof, supported by timber posts, extend over the footpath. The shopfronts are clad with chamferboard/sheeting and consist of recessed entrances with timber and glass doors, flanked by large shopwindows.

The next building (the former Hobson's shops) follows on from a small gated laneway and comprises two attached rectangular structures on low stumps with corrugated iron clad gable roof, concealed by a combined sheet covered parapet with two arched pediments. An awning with corrugated iron clad skillion roof, supported on timber stumps and concealed by a straight parapet, spans the footpath. The shopfronts are recessed with large shopwindows.

Adjacent is a rectangular single shop (the former post office) on low stumps with corrugated iron clad roof, concealed by a sheet covered parapet with central pediment. A corrugated iron clad skillion awning with straight parapet and supported on timber posts spans the footpath. This building also has a recessed shopfront with central entrance door, flanked by large shopwindows.

A small, narrow rectangular weatherboard clad building (a former bakery outlet) on low stumps with corrugated iron clad gable roof follows to the south. Features include decorative bargeboards and a finial. A modern retractable awning spans the front and protects a four-light window and the eight-light double glass entrance doors.

Following is a double-storey square weatherboard clad timber structure (the former Page's Café) on low stumps with truncated corrugated iron clad pyramid roof. A verandah with skillion roof spans the front at the upper level forming an awning over the footpath, supported by stop-chamfered posts with decorative brackets. The verandah is enclosed with sheeting and sliding windows; the balustrade is still in place, however, with a different design as visible in historic images. On ground level are three shopfronts with recessed entrances and large shopwindows. Windows on the side elevations include awning and casement configuration, covered by decorative metal window hoods.

A small building, abutting the double-storey former café, forms the southern end of the row of shops and consists of a rectangular chamferboard clad timber structure on low stumps with corrugated iron clad roof, gabled at the front and hipped at the rear. The front gable is concealed by a chamferboard clad parapet with central arched pediment. A wide corrugated iron clad skillion awning with straight parapet supported by timber posts spans the footpath and wraps around the southern corner. The recessed shop front features large shopwindows on the left corner, smaller windows on the left (replacing earlier sash configuration) and a timber and glass entrance door. The southern elevation has exposed framework.

The current Sir Francis Nicklin Memorial Clock (in a faux heritage style) replaces the original Modernist styled clock erected in 1979.

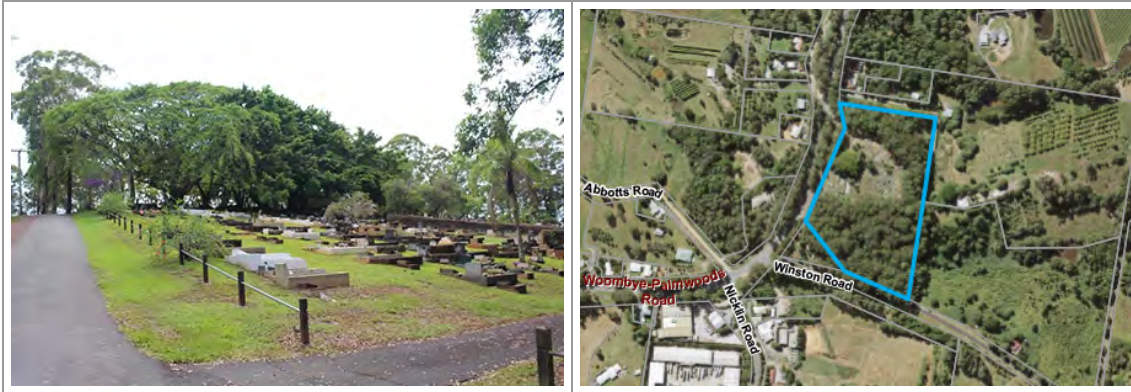
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<https://sites.google.com/site/genealogysunshinecoastinc/Home/gsc-projects/publications---take-a-walk-through-palmwoods>, accessed 29/08/2016  
 Palmwoods State Primary School Parents and Citizens Association, Schooling in Palmwoods: The first hundred years, Nambour, Palmwoods State Primary School Parents and Citizens Association, 1989.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

**Woombye-Palmwoods Cemetery**

<b>Local Place ID Number</b>	WMB8
<b>Street Address</b>	154-172 Woombye-Palmwoods Road, Palmwoods
<b>Title Details/GPS Coordinates</b>	746C8193 No GPS Coordinates
<b>Other Names</b>	Woombye Cemetery Including War Cemetery



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Woombye-Palmwoods Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history. Cemeteries were typically established following the development of settlements in the region, reflecting an established pattern.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Woombye-Palmwoods Cemetery demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage, as it is one of only two cemeteries in the region that include war graves (the other being Nambour), and it is the largest of the two Commonwealth War Graves sections.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Woombye-Palmwoods Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Woombye-Palmwoods Cemetery has aesthetic significance, as it is surrounded by mature vegetation that evokes a sense of the conditions faced by early settlers to the district, and creates a pleasing setting for the contemplation of the deceased.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Woombye-Palmwoods Cemetery has a special association with current and former residents of the Woombye and Palmwoods communities.

**Historical Context**

The Woombye-Palmwoods Cemetery was gazetted in 1889 and the first burial occurred in that year. Newspaper references to the shared responsibility of the cemetery between Woombye and Palmwoods are rare; it is often simply referred to as either the 'Woombye Cemetery' or 'Palmwoods Cemetery', although there is a reference to the 'Woombye-Palmwoods Cemetery Trust' in the 1920s. Certainly both towns were present (or at least gazetted) in 1889, so it is likely that the cemetery was always intended to serve both communities, given its location almost halfway between the two towns. There were twenty four burials up until 1899 and 223 from then to 1928, illustrating the growth of the Palmwoods and Woombye districts over that period.

The cemetery was reportedly in poor condition in the early 1920s, but the situation had improved by the 1930s. In 1936, approval was given by the Cemetery Trustees to erect a new shelter shed – more than likely the structure that currently spans the main path into the cemetery, otherwise referred to as a 'lychgate'. It is unknown when the large fig trees were planted, although it is possible this occurred at the same time the shelter shed was installed.

The cemetery includes a war cemetery, established in the early 1940s following the death of a soldier stationed in the region. The Imperial War Graves Commission leased a section of the cemetery in the event further burials were necessary – this proved necessary, as a total of 26 service personnel were buried in the section, with one other buried in the general section of the cemetery (bringing the total to 27). The Commission was renamed the Commonwealth War Graves Commission after the war ended.

**Description**

The Woombye-Palmwoods Cemetery is located northeast of the junction of Woombye-Palmwoods and Winston Roads, approximately 2.5 kilometres southeast of the town centre of Woombye and 1.4km northeast of the town centre of Palmwoods on a partially cleared steeply sloping site. The marked graves are located in the northern half of the block. An avenue of mature fig trees leads into the cemetery via a lychgate/shelter shed in the form of a wide timber structure with low pitch corrugated iron clad gable roof and half-timbered gable and lattice panels at the front and rear. On the southern side is an extension with skillion roof.

The graves are arranged in rows and are generally surrounded by a concrete/rendered brick border, however, there is also wrought iron fencing. Grave ornamentation is mostly modest and includes stelae, desk mounted tablets and also some crosses.

A designated war cemetery is delineated by a low hedge and terraced garden beds.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://www.interment.net/data/aus/qld/maroochy/woombye/woombye.htm>  
 Picture Sunshine Coast.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.  
 'Woombye Cemetery Trust: First Constituted Fifty Years Ago', Nambour Chronicle and North Coast Advertiser, 3 February 1939, 8.  
 'Woombye Cemetery Trust: New Shelter Shed to be Erected', Nambour Chronicle and North Coast Advertiser, 28 February 1936, 2.

## 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.

### Further references

WPH Harden, 'The History of the Peachester and Crohamhurst District', in *The Journal of the Historical Society of Queensland*, vol 3 (2), 1940,  
[https://espace.library.uq.edu.au/view/UQ:207890/s18378366\\_1940\\_3\\_2\\_123.pdf](https://espace.library.uq.edu.au/view/UQ:207890/s18378366_1940_3_2_123.pdf).

### Crohamhurst Observatory (former) (State heritage place)

<b>Local Place ID Number</b>	PEA2	
<b>Street Address</b>	131 Crohamhurst Road, Crohamhurst	
<b>Title Details/GPS Coordinates</b>	576CP883202	No GPS Coordinates
<b>Other Names</b>	SEQ-1F4	



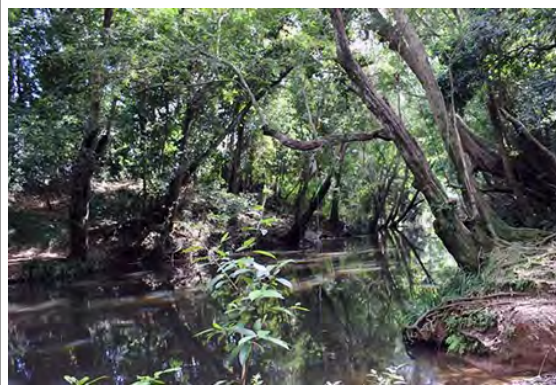
### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	<p>Crohamhurst Observatory with its observatory building and surviving meteorological equipment dating from the 1930s is important in demonstrating the evolution of weather forecasting and recording in Queensland. It is the site of nationally-recognised long-range weather forecasting undertaken for dissemination throughout Australia and provides important early evidence of the techniques used.</p> <p>The establishment and funding of the Crohamhurst Observatory with support from businesses, government departments and individuals demonstrates the growing community belief, starting in the nineteenth century, that through scientific research and understanding, humans could solve all problems, including withstanding future weather events through long-range weather prediction.</p> <p>It also demonstrates the importance of long-range weather forecasting to the rural communities of Australia which encouraged and largely financed the observatory. This enthusiasm and demand is evidenced by the</p>

	wide distribution of these forecasts throughout Australia in journals, newspapers, published material and correspondence.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Crohamburst Observatory is rare as the only known long-range weather forecasting observatory in Queensland. Its purpose-built observatory building and surviving open-air meteorological apparatus including deep earth temperature pits, Stevenson Screen and other meteorological devices provide rare surviving evidence of the early practice of long-range weather forecasting, an uncommon aspect of Queensland's cultural heritage.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Crohamburst Observatory has a strong association with the life and work of Inigo Jones, well-known long-range weather forecaster throughout Queensland and Australia, from the 1920s until his death in 1954.
<b>Historical Context</b>	
Refer to Queensland Heritage Register Place ID#602682.	
<b>Description</b>	
Refer to Queensland Heritage Register Place ID#602682.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Peach Trees Settlement Site

<b>Local Place ID Number</b>	PEA5	
<b>Street Address</b>	Peachester Road, Peachester	
<b>Title Details/GPS Coordinates</b>	100SP129482	No GPS Coordinates
<b>Other Names</b>	Stanley River Park.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Peach Trees Settlement Site is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the site of the first, albeit temporary, European settlement in the Peachester district and it was from this place that the district was so-named, after the peach trees that grew there. The first major industry in the district besides farming, William Grigor's sawmill, also operated from this site, further contributing to the economic development of Peachester. The sawmill reflected the change in the district, from a period where timber getters felled trees and took them to the sawmill at Campbellville on Coochin Creek.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Peach Trees Settlement Site has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, primarily archaeological material associated with the use of the place as a camping site and, later, a sawmill, as well as the presence of any extant peach trees (which, if present, may be related to the original peach trees that grew in the site).

**Historical Context**  
The Peach Trees Settlement Site refers to a former timber getters camp located at this site. 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.

**Description**  
The Peach Trees Settlement Site is located on the southern side of Peachester Road northwest of the town in a forested area within farmland and bordered by the Stanley Rivers in the west.  
  
The site contains endangered rainforest and riparian vegetation, including Black Bean (*Castanospermum australe*), Weeping Lilly Pilly (*Syzygium floribunda*), Native Elm (*Aphananthe philippinensis*), Flooded Gum (*Eucalyptus grandis*) and Moreton Bay Fig (*Ficus macrophylla*). A track with stone reinforced embankment leads to the riverbank. Picnic facilities, car parking areas and a walking circuit have been established in recent years.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016
<b>References</b>	
<p>Peachester Hall Committee Facebook page.  Sunshine Coast Council interpretive signage for Stanley River Park.  Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.  WPH Harden, 'The History of the Peachester and Crohamhurst District', in <i>The Journal of the Historical Society of Queensland</i>, vol 3 (2), 1940, pp in: <a href="https://espace.library.uq.edu.au/view/UQ:207890/s18378366_1940_3_2_123.pdf">https://espace.library.uq.edu.au/view/UQ:207890/s18378366_1940_3_2_123.pdf</a>, accessed 30 August 2016.</p>	

## Peachester Cemetery

<b>Local Place ID Number</b>	PEA1	
<b>Street Address</b>	Cemetery Road, Crohamhurst	
<b>Title Details/GPS Coordinates</b>	6CG114	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Peachester Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history. Cemeteries were typically established following the development of settlements in the region, reflecting an established pattern.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Peachester Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Peachester Cemetery has aesthetic significance, as it is surrounded by mature vegetation that evokes a sense of the conditions faced by early settlers to the district, and creates a pleasing setting for the contemplation of the deceased.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Peachester Cemetery has a special association with current and former residents of the Peachester and Crohamhurst communities.

<b>Historical Context</b>
<p>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.</p> <p>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 &amp; 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.</p> <p>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.</p>

The Peachester Cemetery was gazetted in 1905. It is unclear where people from the area were buried before this date – possibly on private land. Various additions and improvements have been made to the cemetery over time, including the addition of a lawn section, columbarium and memorial walls, all of which date from the second half of the twentieth century.

#### Description

Peachester Cemetery is located approximately 3km northwest of the town on a large forested reserve in sloping terrain. The marked graves are situated in a cleared, grassed, terraced semi-circular area on the western boundary delineated from the road by a timber fence. The front entrance is via a gable roofed lychgate with slatted gable panel with the lettering 'PEACHESTER CEMETERY' and finial. The burials are arranged in rows and are generally surrounded by concrete/rendered brick borders. Headstones are modest and include desk mounted tablets and stone crosses.

The cemetery also includes a lawn burial section, columbarium walls and memorial walls (one section commemorating residents buried in the cemetery who served in World War I).

A number of early settlers are buried in the Peachester Cemetery, including Inigo Jones.

The picturesque setting of the modestly decorated graves in a clearing with a forest backdrop is highly evocative.

**Other Statutory Listings** No statutory listings

**Non-Statutory Listings** No non-statutory listings

**Inspection Date** 15/03/2016

#### References

Peachester Hall Committee Facebook page.

Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.

Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

WPH Harden, 'The History of the Peachester and Crohamhurst District', in The Journal of the Historical Society of Queensland, vol 3 (2), 1940, pp in: [https://espace.library.uq.edu.au/view/UQ:207890/s18378366\\_1940\\_3\\_2\\_123.pdf](https://espace.library.uq.edu.au/view/UQ:207890/s18378366_1940_3_2_123.pdf), accessed 30 August 2016.

### Peachester Hall

<b>Local Place ID Number</b>	PEA3	
<b>Street Address</b>	Peachester Road, Peachester	
<b>Title Details/GPS Coordinates</b>	7CP851932	No GPS Coordinates
<b>Other Names</b>	The Old School of Arts.	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Peachester Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. As the second iteration of the district hall, incorporating various additions and alterations, it reflects the continued prosperity of the community over the twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Peachester Hall is important in demonstrating the principal characteristics of public halls, which are important to the Sunshine Coast Council area. The core of the timber building is a very simple design, reflecting the rural context in which it was built.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Peachester Hall has a special association with the Peachester and Crohamhurst community since its construction, as a focus of community activities and social events.

#### Historical Context

The current Peachester Hall was built in 1947, replacing the original School of Arts building. The new hall allegedly incorporates material from the former building. When built, the hall was a very simple, rectangular structure. The entrance remains relatively intact, although a concrete path, stairs and sign have been added. The windows have also been altered. The overall form of the hall has changed substantially as a result of extensions to both sides and the rear of the building. The extensions appear to have been added around the late twentieth and early twenty-first century.



Description	
<p>Peachester Hall is located on the northern side of Peachester Road adjacent to Peachester School in the west and the Uniting Church in the east. The grassed cleared site contains some mature plantings on the western and north-eastern boundary and is fronted by a car parking area in the south. A memorial to the first settlers, consisting of a plaque mounted on a small boulder, is located at the front of the hall next to a flag pole.</p> <p>The hall addresses the car park in the south and consists of a lowset rectangular weatherboard clad structure on stumps with a corrugated iron (rib deck) clad vented gable roof. Access is via concrete steps into a recessed portico, featuring tongue-and-groove VJ cladding, and exposed framing at the back wall, framing the timber double doors. There is a small ticket window on the left side. Either side of the entrance is a sash window, protected by a straight, narrow awning spanning both windows and also the entrance. A sign above the door reads 'PEACHESTER HALL EST 1889'.</p> <p>A weatherboard clad extension with corrugated iron clad skillion roof spans the eastern elevation and continues at the rear. There are two covered entrances on this side, one with access via a ramp. A sash window is located at the front (south) and on the side are recent sliding windows. There is also a further entrance and a number of windows (some with skillion metal hood with valance) at the rear. On the western elevation is a secured entertainment area with skillion roof.</p> <p>Further structures on site include concrete water tanks and a weatherboard/corrugated iron clad amenities block with skillion roof.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016
References	
<p>Nambour Chronicle and North Coast Advertiser, 14 November 1947, 2.  Peachester Hall Committee Facebook page.  Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.  WPH Harden, 'The History of the Peachester and Crohamhurst District', in <i>The Journal of the Historical Society of Queensland</i>, vol 3 (2), 1940, pp in: <a href="https://espace.library.uq.edu.au/view/UQ:207890/s18378366_1940_3_2_123.pdf">https://espace.library.uq.edu.au/view/UQ:207890/s18378366_1940_3_2_123.pdf</a>, accessed 30 August 2016.</p>	

### Peachester Public Dip (State heritage place)

<b>Local Place ID Number</b>	PEA6	
<b>Street Address</b>	Peachester Road, Peachester	
<b>Title Details/GPS Coordinates</b>	489CG3957	No GPS Coordinates
<b>Other Names</b>	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Peachester Public Dip (built 1915) is important in demonstrating the evolution of the Queensland government's response to the threat to its cattle-based industries that the spread of tick fever caused from the 1890s by providing public dips on reserved land. Peachester Public Dip was an important component in the management of dairy cattle within the North Coast region, one of the major dairy production areas in Queensland.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Peachester Public Dip is important as rare surviving evidence of the practice of plunge dipping cattle at locally-developed, small public dips that was common in the first few decades of the 20th century. This practice has been largely superseded by large public dips at the borders of tick-free areas and technological innovations in the treatment of cattle tick infestation.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Peachester Public Dip demonstrates the principal characteristics of a plunge cattle dip used to combat cattle tick in the early part of the 20th century. These characteristics include the rectilinear dip formed in concrete with a stepped concrete ramp up from the dip; a timber-framed, gabled roof clad in corrugated iron sheeting and posts of the associated holding yards.

<b>Historical Context</b>	
Refer to Queensland Heritage Register Place ID#602705.	
<b>Description</b>	
Refer to Queensland Heritage Register Place ID#602705.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Peachester Uniting Church

<b>Local Place ID Number</b>	PEA7	
<b>Street Address</b>	956 Peachester Road, Peachester	
<b>Title Details/GPS Coordinates</b>	1RP40185	No GPS Coordinates
<b>Other Names</b>	Peachester Methodist Church, Uniting Church.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Peachester Uniting Church is important in demonstrating the evolution of the Sunshine Coast Council area's history. As the second church in Peachester, it reflects the growth of the district and, in particular, the Methodist community.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Peachester Uniting Church demonstrates a rare aspect of the Sunshine Coast Council area's history, as the last extant church in Peachester.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Peachester Uniting Church is important in demonstrating the principal characteristics of early timber churches in the region, which were typically very simple timber buildings that reflected the modest means of the community that erected them in an early period of the Sunshine Coast Council area's history.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Peachester Uniting Church has a special association with the Peachester Uniting (and former Methodist) Church community as the principal place of worship since 1922.

**Historical Context**  
The Methodist Church appears to have remained largely unchanged over time. The Methodist Church became a member of the Uniting Church in 1977 and the Peachester Church therefore also became a Uniting Church. The Anglican Church, St Andrews, appears to be no longer extant.

**Description**  
The Peachester Uniting Church is located next to the Peachester Hall on the northern side of Peachester Road on a cleared grassed block fronted by an access road in the centre of town.

The church addresses the access road in the south and consists of a small rectangular lowset weatherboard clad timber structure on stumps with steeply pitched gable roof clad with short sheeted corrugated iron. The building features Carpenter Gothic style elements including its size, construction material and pointed arched windows. Access is via a small weatherboard clad gabled porch, featuring a cross at the front. There are three tall louvre windows with pointed arch top section on either side of the nave. A straight louvre window on the north-eastern corner (rear) replaces a former door, the lower part of the opening has been closed with weatherboard.

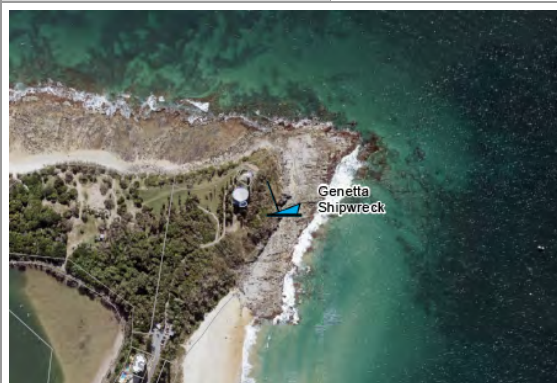
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016

<b>References</b>	
Brisbane Courier, 16 December 1922, 4.	
Chronicle and North Coast Advertiser, 22 June 1906, 4.	
Peachester Hall Committee Facebook page.	
Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.	
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	
WPH Harden, 'The History of the Peachester and Crohamhurst District', in The Journal of the Historical Society of Queensland, vol 3 (2), 1940, pp in: <a href="https://espace.library.uq.edu.au/view/UQ:207890/s18378366_1940_3_2_123.pdf">https://espace.library.uq.edu.au/view/UQ:207890/s18378366_1940_3_2_123.pdf</a> , accessed 30 August 2016.	

## POINT CARTWRIGHT

### Genetta Shipwreck

<b>Local Place ID Number</b>	PCW1
<b>Street Address</b>	Point Cartwright
<b>Title Details/GPS Coordinates</b>	(E: 513830 N: 7048999)
<b>Other Names</b>	N/A



Heritage Significance	
Criteria	Definition
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Genetta Shipwreck has the potential to provide information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular information about coastal ships operating in the late 19th century.
Historical Context	
Refer to Australian National Shipwreck Database ID#7975.	
Description	
Refer to Australian National Shipwreck Database ID#7975.	
<b>Other Statutory Listings</b>	Australian National Shipwreck Database
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.
References	
Australian National Shipwreck Database citation	

### Hoolet Shipwreck

<b>Local Place ID Number</b>	PCW2
<b>Street Address</b>	Parrearra Channel, Point Cartwright
<b>Title Details/GPS Coordinates</b>	(E: 513332 N: 7048889)
<b>Other Names</b>	N/A



Heritage Significance	
Criteria	Definition
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Hoolet Shipwreck has the potential to provide information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular information about coastal trading ships operating in the late 19th century.
Historical Context	
Refer to Australian National Shipwreck Database ID#2609.	
Description	
Refer to Australian National Shipwreck Database ID#2609.	

<b>Other Statutory Listings</b>	Australian National Shipwreck Database
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.
<b>References</b>	
Australian National Shipwreck Database Citation.	

### Maria Ann Shipwreck

<b>Local Place ID Number</b>	PCW3
<b>Street Address</b>	Parrearra Channel, Point Cartwright
<b>Title Details/GPS Coordinates</b>	(E: 513233 N: 7049000)
<b>Other Names</b>	N/A



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Maria Ann Shipwreck has the potential to provide information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular information about coastal trading ships operating in the mid 19th century.

<b>Historical Context</b>	
Refer to Australian National Shipwreck Database ID#2819.	

<b>Description</b>	
Refer to Australian National Shipwreck Database ID#2819.	



<b>Other Statutory Listings</b>	Australian National Shipwreck Database
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.
<b>References</b>	
Australian National Shipwreck Database Citation.	

### PUMICESTONE PASSAGE

#### Cowie Bank Site

<b>Local Place ID Number</b>	BBM7
<b>Street Address</b>	Tripcony Bight, Pumicestone Passage
<b>Title Details/GPS Coordinates</b>	1RP93905, 25AP22461 (part), 24FTY1877 (part), Road Reserve, Pumicestone Passage Esplanade
<b>Other Names</b>	Cowie Bank, Cowrie Bank Site.



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Cowie Bank is important in demonstrating the evolution of the region's history. The property, established in 1861, is a very early example of European settlement in the Sunshine Coast region, predating the creation of the region's first major road (between Brisbane and the Gympie Goldfields in 1869) and the North Coast Railway (late 1880s and early 1890s). The property also illustrates the importance of the oyster industry in the Sunshine Coast region, and it is also an early example, thus contributing to the evolution of the industry.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Cowie Bank has potential to yield information that will contribute to an understanding of the region's history. The potential in particular is represented by archaeological evidence of the homestead, associated buildings, structures and plantings dating from the early 1860s onward, and any remnant of the oyster lease located on the property.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Cowie Bank has a special association with the life and work of Thomas and Catherine Tripcony and their sons, Andrew and Constantine. The Tripconys' were early settlers and pioneers in the Sunshine Coast region, responsible for the survey of the Pumicestone Passage and also associated with the oyster industry and the growth and development of Caloundra.
<b>Historical Context</b>	
<p>Cowie Bank was the home of Thomas Tripcony who was a prominent identity in the Bribie and Pumicestone Passage area in the nineteenth century. Tripcony was a sailor in the Royal Navy and he fought in the Crimean War (1853-6). He sailed to Melbourne in 1859 and sought his luck on the Victorian goldfields. Unsuccessful, he turned north, working his way to Brisbane. He selected 1100 acres of land on the Pumicestone Passage in 1861, between Glass Mountain and Hussey Creeks. He and his wife, Catherine, built a house there and they called the property 'Cowie Bank' after the farm in Scotland where Catherine was born.</p> <p>Tripcony took up an oyster lease in 1874 on the Passage near his house. The oyster trade was a valuable commodity in Queensland in this period (supported by popular 'oyster bars') and it was also an early and important industry in the Sunshine Coast region, along with timber. Tripcony also played an important role in the mapping of the region; he had the Pumicestone Passage surveyed and shipping beacons established in 1879.</p> <p>Tripcony died in 1896, but his family continued to farm oysters into the twentieth century. His three sons, Andrew, Constantine and Thomas Jr., were prominent Caloundra figures; Andrew operated the first store in Caloundra, opened in 1910; Constantine continued the oyster trade and operated a fleet of boats between Caloundra and Brisbane; and Thomas Jr. owned cargo and recreational boats. The Tripcony house at Cowie Bank was first destroyed by cyclone in around 1923, it was rebuilt and then destroyed by fire in 1990.</p>	
<b>Description</b>	
The Cowie Bank Site borders onto the western bank of the Pumicestone Passage. The site is partly located in the Pumicestone National park. There is a forest plantation on the western part of the site. The site contains remnant maritime structures as well as evidence of its earlier use in the cleared portion of the site, most notably through the presence of the brick fireplace and chimney that was associated with previous residential structures located on the site. It is understood that the site contains both Aboriginal and European burial sites.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	Not inspected.
<b>References</b>	
Sunshine Coast Heritage Library, pers. Comm.	
<b>Gallery</b>	
	

## SIPPY DOWNS

### University of the Sunshine Coast Library Building

<b>Local Place ID Number</b>	SPD1	
<b>Street Address</b>	90 Sippy Downs Drive, Sippy Downs	
<b>Title Details/GPS Coordinates</b>	2SP239743 (part), 6SP239743 (part)	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The University of the Sunshine Coast Library Building is important in demonstrating the evolution of the Sunshine Coast Council area's history. The design of the building reflects architectural principles associated with the so-called Sunshine Coast School of Architecture and it is therefore uniquely connected to the area in which it is built. The application of the style naturally demonstrates an evolution of architectural styles for buildings in the region, in this case a public building.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The University of the Sunshine Coast Library Building is important to the Sunshine Coast Council area for its aesthetic significance. It is a landmark building in the campus grounds. Moreover, the design of the building, in particular the 'verandah', is distinctive and striking.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The University of the Sunshine Coast Library Building has a special association with John Mainwaring, a prominent architect closely associated with architectural innovations of the Queensland house developed in the Sunshine Coast from the 1960s colloquially referred to as the Sunshine Coast School of Architecture.

**Historical Context**

The University of Sunshine Coast Library Building was co-designed by the prominent architect, John Mainwaring and Lawrence Nield. The library was the first major building erected at the university, which was established in 1996 (the first so-called 'greenfield university' in Queensland since 1971).

John Mainwaring, along with Gabriel Poole and Lindsay and Kerry Clare, is a key figure in the so-called Sunshine Coast School of Architecture – not an actual school, but a group of architects that represent a design philosophy that developed on the Sunshine Coast. Each of the architects combine modernist architectural design with an interpretation and enhancement of the function of vernacular Queensland architecture – in particular the verandah – focusing on key elements such as light, ventilation and lightweight materials to design houses that suited the State's subtropical climate. Mainwaring's connection to the Sunshine Coast began with his employment by Poole in the late 1970s through to 1985 – when he opened his own practice (based in Noosa), John Mainwaring and Associates (JMA).

The library was built the year the university opened in 1996, and it was intended from the beginning to be a landmark feature of the campus. Mainwaring designed the library based around a 'grand Queensland verandah', the central feature of the building (Architecture Australia archives, 'Sir Zelman Cowen Award for Public Buildings'). Likewise, the interior of the building was designed to maximize natural light, further emphasising the values gained from his mentoring from Poole. The building was awarded the Sir Zelman Cowen Award for Public Buildings in 1997 by the Australian Institute of Architects. The jury drew attention to the verandah, lauding Mainwaring for taking 'this feature from the traditional Queensland house to a new dimension' (Architecture Australia archives, 'Sir Zelman Cowen Award for Public Buildings'). An extension was added to the library in the 2000s, a possibility envisaged at the time of the building's original construction. The University Recreation Club, likewise built in 1996, was designed by Clare Design.

Mainwaring won a series of architectural awards for his residential designs throughout the 1990s. He was also responsible for the design of the refurbished Queen Street Mall in Brisbane (1998). He continues to practice today.

**Description**

The University of the Sunshine Coast Library Building is the focal point of the campus and is set on a northwest- southeast axis within landscaped grassed areas. Further buildings are situated to the northeast and southwest of this axis.

The library building consists of a three-storey articulated contemporary structure comprised of joined elongated structures with individual skillion roofs reminiscent of industrial saw-tooth roof constructions. Construction material includes steel framing, glass, timber slats, plywood, concrete and corrugated steel. A main feature is a large tall verandah space, resonant of vernacular Queensland architecture albeit on a much grander scale, with a skillion timber-battened sunshade spanning the northeast elevation on the first level. The façade consists of large banks of windows, glass doors and timber panels on the first and second floor and concrete masonry walls on the lower level. Wide concrete steps on the northwest corner lead into the first floor of the building via the verandah. The northwest elevation is characterised by a juxtaposition of steel and glass with vertical corrugated steel sunshades. The southeast side includes further access to the verandah via stairs on the northeast corner adjacent to a full height glass paneled internal staircase and wall sections of banks of windows and corrugated steel panels. The southwest elevation features two protruding structures on high slanted upright concrete blades, creating colonnades on ground level. These structures are also clad with corrugated steel, covered with a skillion roof and featuring clerestory windows. A recent extension, set in between, connects the library building to the newly added ICT building in the southwest.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	23/03/2017.
<b>References</b>	
Bill MacMahon, The Architecture of East Australia: An Architectural History in 432 individual presentations, 2001, Edition Axel Menges, p213.	
Centre for the Government of Queensland, Sippy Downs, <a href="http://queenslandplaces.com.au/sippy-downs">http://queenslandplaces.com.au/sippy-downs</a> , accessed 13/02/2017.	
Heather Gordon (2003) Function Changes Form: Evolution of the Sunshine Coast University Library, Australian Academic & Research Libraries, 34:3, 169-176, DOI: 10.1080/00048623.2003.10755231, <a href="http://dx.doi.org/10.1080/00048623.2003.10755231">http://dx.doi.org/10.1080/00048623.2003.10755231</a> , accessed 13/02/2017.	
Heather Gordon, Designing a contemporary classic, in: incite: Magazine of the Australian Library and Information Association, March 1998, p16-17, <a href="http://www.austlii.edu.au/au/journals/inCiteALIA/1998/58.html">http://www.austlii.edu.au/au/journals/inCiteALIA/1998/58.html</a> , accessed 13/02/2017.	
<a href="http://www.jma-arch.com/proDetail.asp?proCategory=1&amp;proID=31">http://www.jma-arch.com/proDetail.asp?proCategory=1&amp;proID=31</a> , accessed 13/02/2017.	
Philip Goad and Julie Willis (ed.), The Encyclopedia of Australian Architecture, Cambridge University Press, 2012, p148-149.	
Sir Zelman Cowen Award for Public Buildings, in: <a href="http://architectureau.com/articles/sir-zelman-cowen-award-for-public-buildings-6/">http://architectureau.com/articles/sir-zelman-cowen-award-for-public-buildings-6/</a> , accessed 13/02/2017.	

## TWIN WATERS

Twin Waters was originally unselected land when European settlers first began to take up pastoral runs in the region. Inland from the coast was comprised of enormous cattle runs such as Yandina and Moolooloo Plains – the head station of the latter located near Bli Bli. However, the stretch of land directly along the coast was not included in the runs. By the late 1860s, the Queensland Government progressively broke up the pastoral runs and created smaller units of land to encourage closer settlement. By the early 1880s, settlers were increasingly taking up land around Diddillibah and Bli Bli, running cattle and growing sugar cane to supply the two sugar mills at Buderim (established in 1876 and 1880 respectively).

The Queensland Government surveyed the land along the area including Twin Waters into small holdings to encourage agriculture. The survey occurred in 1888, but selectors began to take up land from 1887. Settlers first grew fruit, then over time dairies and sugar cane farms were established. Broader changes occurred in 1950s. David Low was elected the Maroochy Shire Council Chairman in 1952 on a platform of developing the tourist potential of the region and the transport infrastructure required to support it, including a coast road connecting Caloundra with Coolum. Land was set aside for an airport at Mudjimba in 1954; the David Low Bridge was completed in 1959, providing the first road (and tram) connection between the north and south banks of Maroochy River at Bli Bli and work began on the coast road, later named the David Low Way, in 1959. The construction of the road relied on funds derived from land sales to developers, who would then subdivide the land and build estates. The first of these proposals was for Kawana Waters, approved by Landsborough Shire Council in 1960. Pacific Paradise soon followed. The Sunshine Coast's first high-rise building, Surf Air, was erected on the David Low Way in 1971.

## Parsons Bank Park

<b>Local Place ID Number</b>	TWW1	
<b>Street Address</b>	Parsons Bank Drive, Twin Waters	
<b>Title Details/GPS Coordinates</b>	862SP144483	No GPS Coordinates
<b>Other Names</b>	Cheddar Farm.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Parsons Bank Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. The mature mango trees and grave, established in the 1890s during a period of early settlement in the district, are now located in Twin Waters, a suburban development that occurred following the construction of the David Low Way in the early 1960s, and more specifically Twin Waters, developed in the 1990s. The trees and grave reflect the evolution of the area, from isolated farms in the late nineteenth century to tourism and suburban housing in the second half of the twentieth century, along with the development of amenities such as parks.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Parsons Bank Park demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage, as a tangible remnant of the early selection and settlement of the area in the late nineteenth century.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Parsons Bank Park has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, primarily archaeological material such as evidence of the grave site, former structures, refuse and other common materials associated with the selection and development of the site in the late 1880s and 1890s. This material, if present, would provide a helpful insight into the life of selectors in the district in this period.
<b>Historical Context</b>	
<p>The area in which Parsons Bank Park is located was originally unselected land when European settlers first began to take up pastoral runs in the region. Inland from the coast was comprised of enormous cattle runs such as Yandina and Moolooloo Plains – the head station of the latter located near Bli Bli. However, the stretch of land directly along the coast was not included in the runs. By the late 1860s, the Queensland Government progressively broke up the pastoral runs and created smaller units of land to encourage closer settlement. By the early 1880s, settlers were increasingly taking up land around Diddillibah and Bli Bli, running cattle and growing sugar cane to supply the two sugar mills at Buderim (established in 1876 and 1880 respectively).</p> <p>Land in the vicinity of Parsons Bank Park may have been used to run cattle in the late 1870s and early 1880s, but by the mid-1880s there were no reported improvements to the land. The Government then decided to survey it into smaller holdings to encourage agriculture. The survey occurred in 1888, but selectors began to take up land from 1887 (see, for example, the place card for 'Godfrey's House' and 'Settler's Park'). The area occupied in part by Parsons Bank was taken up by William Parsons and his family in 1888. Parsons erected a house, stockyards and planted a fruit orchard, including mango trees. Parsons manufactured goats cheese which he then sold to surrounding settlers. One of Parsons' children died and is allegedly buried on the former property.</p> <p>Parsons and his family left the property and moved to Eudlo Flats in the late 1890s. (Other settlers appear to have left within a decade or so of selection, reflecting the lack of development in the region and the difficulty reaching markets – a problem not fully overcome until the opening of the David Low Bridge over the Maroochy River in 1959). It is understood the buildings were abandoned, and the mango trees continued to spread over time. The land was purchased by Lend Lease in the early 1990s, which was responsible for the development of Twin Waters, a canal estate based around the Novatel Resort Golf Club (opened in 1990). Lend Lease designated the portion of land a park in 2002 in order to protect the mango trees, grave site and some (allegedly) original fence posts. A plaque was also installed to commemorate the occupation of the site by the Parsons family.</p>	
<b>Description</b>	
Parsons Bank Park is a small park located on the southern side of Parsons Bank Drive in a recently developed residential area and borders onto bushland on the northern bank of the Maroochy River. The north-western corner of the site (street front) is cleared and delineated from the road by bollards. A plaque, illustrating the historic context of the park, is fixed to a small stone/concrete monument set in a grassed area. The majority of the site is covered with mature plantings (reportedly planted in the late 19th century), including mango trees. Reportedly, the site contains remnants of a timber fence and a grave site, which have not been located during the site inspection.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016
<b>References</b>	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.  Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  Picture Sunshine Coast – background info in caption text.  Queensland Places, 'Twin Towns', 'Mudjimba' and 'Marcoola', <a href="http://www.queenslandplaces.com.au">www.queenslandplaces.com.au</a>, accessed 16 September 2016.  Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.</p>	

## 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.

**Further references**

'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
<https://blogs.archives.qld.gov.au/2016/05/23/whats-in-a-name-teutoburg-or-teutoburg-no-its-witta>.

**Bergann's Farm House, Witta**

<b>Local Place ID Number</b>	WTA1	
<b>Street Address</b>	89 Berganns Road, Witta	
<b>Title Details/GPS Coordinates</b>	2RP188056	No GPS Coordinates
<b>Other Names</b>	Tardis Cottage	



**Heritage Significance**

Criteria	Definition
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Bergann's Farm House is important in demonstrating the principal characteristics of a modest timber house built in the Sunshine Coast Council region in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Bergann's Farm House is important because of its aesthetic significance. The house includes elements consistent with early twentieth century timber houses in the region, including a front verandah, VJ tongue-and-groove cladding and decorative features such as stop-chamfered posts, brackets and slatted balustrade. These elements represent pleasing and expressive attributes that combine to create a strong aesthetic quality (especially in contrast to surrounding development) and streetscape contribution. The mature trees at the front of the property also contribute to the aesthetic appreciation of the house, evoking reflection of the earlier context of the property as a farm.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Bergann's Farm House, Witta, has a special association with the Bergann family, a significant family of German migrants who settled in the area, then known as Teutoberg, in the late 1880s.

**Historical Context**

Bergann's Farm house was built for Carl (Charlie) Bergann in the early 1920s. Bergann was the son of Ludwig and Auguste Bergann, German immigrants who migrated to Queensland in the 1880s, selecting land on the Logan River before eventually settling in Witta in 1887. The couple established a dairy farm. Early pioneers of the Witta district, the couple donated land to the Lutheran Church. Ludwig died in 1895 and Auguste carried on management of the farm with her children, Carl, Otto, William and a daughter (noted only as 'JH Tanner' of Maryborough in newspapers). Carl was born c1886. His mother, Auguste, died in 1931. Carl and his brother William inherited the family property.

Carl Bergann's house is located on Bergann Road, named presumably after Ludwig and Auguste. Carl is believed to have built his house in the 1920s, probably on land originally owned by his parents. He also operated a dairy farm. Bergann died in 1941 at the age of 55 and his wife, Bertha, assumed ownership of the property. Carl was described as 'the most successful and industrious farmer of the Maleny district' at his death (Nambour Chronicle and North Coast Advertiser, 24 January 1941, 5). He was buried at the Witta Cemetery.

His death briefly made headlines in the local community and throughout Queensland because when he died he was found to have unusually high levels of arsenic in his body. An inquest concluded that the level of arsenic was not high enough to have caused his death. Instead, the chemical probably accumulated in Bergann's system from operating the farm, specifically the solution he used in the cattle dip.

Description	
<p>Bergann's Farm House is located on the western side of Berganns Road in Witta on a slightly sloping site. The rectangular block contains the building including recent ancillary structures towards the road (east) fronted by an established garden delineated from the road by a low fence/hedge. Mature trees including native and exotic species are situated on the perimeter and at the front and rear of the building, while the rear of the property (west) is taken up by lawn.</p> <p>The building consists of two joined timber weatherboard clad structures on stumps of varying heights (partially enclosed), both with corrugated iron clad roofs.</p> <p>The front part addresses the street and has a truncated pyramid roof. Access is via stairs onto the front verandah covered under the main roof. Decorative features include stop-chamfered posts with ornate brackets and a cricket stump three-rail dowel balustrade. The verandah back wall shows exposed framing and there is a sash window either side of the central timber entrance door. The side windows are casement and sash configuration and are covered by decorative metal window hoods. A small skillion roof annex is attached on the northwest corner at the junction with the rear part.</p> <p>The rear part of the building faces north and consists of an interwar style building with hipped roof at the rear (south), gabled at the front and a protruding gable with bay window at the northwest corner. Access is via stairs onto a verandah (north) with skillion roof featuring a similar balustrade as the verandah at the front part. An extension with skillion roof on high stumps is attached on the southern side and a carport is attached at the western side of the building. Original/early windows include casement configuration, some protected by window hoods.</p>	
Other Statutory Listings	N/A
Non-Statutory Listings	N/A
Inspection Date	03/07/2017
References	
<p>Domain.com.au <a href="https://www.domain.com.au/property-profile/89-berganns-road-witta-qld-4552">https://www.domain.com.au/property-profile/89-berganns-road-witta-qld-4552</a>, accessed 11/06/2018.</p> <p>'Mrs A. H. Bergann', Brisbane Courier, 14 July 1931, 10.</p> <p>'Maleny Farmer's Death Investigated', Nambour Chronicle and North Coast Advertiser, 24 January 1941, 5.</p> <p>Margaret Holzheimer-Denman, The Bergann Family Witta Pioneers – Who were they? 1998.</p> <p>Queensland Government,  <a href="http://www.archivesearch.qld.gov.au/Image/DigitalImageDetails.aspx?ImageId=2386&amp;ExhibitionId=42">http://www.archivesearch.qld.gov.au/Image/DigitalImageDetails.aspx?ImageId=2386&amp;ExhibitionId=42</a>, accessed 17 May 2018.</p>	

### Good Shepherd Lutheran Church

Local Place ID Number	WTA3	
Street Address	295 Witta Road, Witta	
Title Details/GPS Coordinates	1W4633	No GPS Coordinates
Other Names	N/A	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Good Shepherd Lutheran Church is important in demonstrating the evolution of the Sunshine Coast Council area's history as the second iteration of the Lutheran church in Witta in the early twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Good Shepherd Lutheran Church is important in demonstrating the principal characteristics of early timber churches in the region, which were typically very simple, timber buildings that reflected the modest means of the community that erected them in an early period of the Sunshine Coast Council area's history.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Good Shepherd Lutheran Church has a special association with the Witta Lutheran church community as the principal place of worship since 1911 (and on this site since 1893).
Historical Context	
<p>The Maleny district was first settled by Europeans in the 1870s. Settlers were attracted to the area because of the extensive stands of 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</p>	

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.

**Description**

The Good Shepherd Lutheran Church is located on a triangular-shaped sloping site on the western side of Witta Road. The mostly cleared, grassed site is partly delineated from the road by a post-and-three-rail timber fence and includes mature plantings on the northern corner of the block and on the south-eastern side of the church.

The church, set on a northeast-southwest axis, addresses the road and consists of a tall lowset rectangular weatherboard clad timber structure on stumps with a corrugated iron clad gable roof. The church features Carpenter Gothic style elements, including its size, construction method and pointed arched windows and front door. Access is via a weatherboard clad porch with corrugated iron clad gable roof, featuring a timber cross at the gable front; there is also a larger timber cross at the roof gable front of the main building. There is a front- and a side entrance into the porch and a stained glass sash window on the south-eastern side. A sign in the shape of a shield is attached next to the entrance reading 'WITTA LUTHERAN CHURCH 1910' followed by the 'Lippish rose, the Coat of Arms of the German state of Lippe that includes the Teutoburg forest. Three tall sash windows with pointed arch top panel are located on either side of the nave. The sanctuary at the rear of the building also has a corrugated iron clad gable roof. A sacristy is attached at the south-western corner and consists of a weatherboard clad annex on medium high stumps with skillion roof with access from the front and a window on the side.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	15/03/2016

**References**

<https://blogs.archives.qld.gov.au/2016/05/23/whats-in-a-name-teutoberg-or-teutoburg-no-its-witta>.  
 Queensland Places, 'Witta', <http://www.queenslandplaces.com.au/witta>, accessed 21 September 2016.  
 'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
 Queensland Places, 'Witta', <http://www.queenslandplaces.com.au/witta>, accessed 21 September 2016.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Nothing's Homestead**

<b>Local Place ID Number</b>	WTA4	
<b>Street Address</b>	223 Curramore Road, Curramore	
<b>Title Details/GPS Coordinates</b>	4RP163542 (Part)	No GPS Coordinates
<b>Other Names</b>	Nothlings House.	



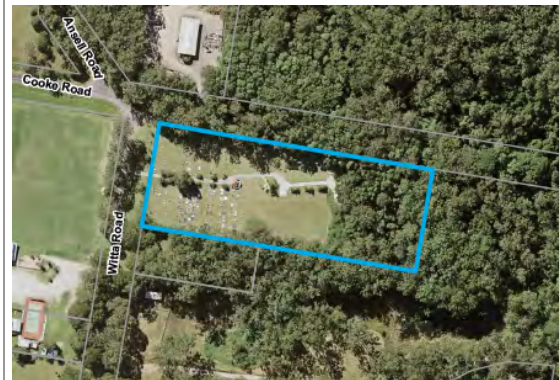
<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Nothing's Homestead is important in demonstrating the evolution of the Sunshine Coast Council area's history. Although the precise date of its construction is unclear, it was probably built in the early 1890s and as such it demonstrates an early residence in Witta, reflecting the settlement and growth of the district in a formative period of its history.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Nothing's Homestead is important in demonstrating the principal characteristics of early farm cottages in the Sunshine Coast Council area, particularly the simple, gable design, which was common up until the 1890s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Nothing's Homestead is important to the Sunshine Coast Council area because of its aesthetic significance. The house design and its rural setting evoke an appreciation of the early settlement of the Witta district in the nineteenth century and the centrality of farming in the district's history and development.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Nothing's Homestead has a special association with the life of Carl Nothing, one of the first European settlers in the Witta district and an important community member and politician in the Sunshine Coast Council area.
<b>Historical Context</b>	
<p>Nothing's Homestead belonged to Carl Nothing, one of Martin Nothing's sons. Carl was born in Berlin in 1873 and he came to Australia with his family, settling first at Beenleigh and then moving to Witta. There appears to be some confusion as to when Carl moved to Witta and took up land. His obituary in the Nambour Chronicle and North Coast Advertiser claims he moved to the locality 34 years ago – Carl died in 1939, which would entail a date of 1905 (see Nambour Chronicle and North Coast Advertiser, 17 February 1939: 14). However, other sources claim he moved to the district a few years after his father. Carl was the Secretary of the Maleny School Committee and a letter sent by him to the Queensland Government regarding the name of the district is dated 1892, suggesting an earlier date for his arrival is more accurate.</p> <p>Certainly the design of the house suggests an earlier, rather than later, date. Its simple gable form indicates that it was built in the earlier phase of settlement in Witta when the district was still being formed, understood to be c1887, rather than later, when the area was more economically dynamic and surer income meant new houses could be bigger and adopt a more standard 'Queenslander' form. A barn located near the original house also appears to date from a relatively early period, warranting designation of the property as a 'homestead' (and thus implying a primary residential building and other buildings on the property related to its occupation and use).</p> <p>Carl's position as Secretary of the school committee was indicative of his interest in the development of Witta. The author of his obituary claimed that 'He was connected with practically every committee for the advancement and welfare of the Witta area'. He was elected to the Landsborough Shire Council in 1921 and served as Councillor for seventeen years. He was also very active economically. Notations on historic photographs of Carl's homestead show that he maintained a vineyard. He also took up dairying and was a Director of the Maleny Co-operative Dairy Association for many years.</p>	
<b>Description</b>	
<p>Nothing's Homestead is located on the south-western side of Curramore Road on the north-western fringe of Witta on a large block in cleared sloping terrain within farmland. The buildings are set back from the road on a rise delineated by rural fences including timber post-and-slab and barbed wire configuration. The fences are of varying ages and provenance. There are several mature plantings. The site includes the homestead, a barn and sheds, as well as yards and the former milking bails towards the north.</p> <p>The homestead consists of a lowset rectangular weatherboard clad timber structure on stumps with a high-pitched corrugated iron clad gable roof. A verandah with skillion roof wraps around the building and is partially enclosed with weatherboard and also with banks of sash windows featuring coloured panes and metal window hoods with scalloped valance; there is also a single sash window with metal hood at the northern side. Access is via steps onto the verandah on the eastern side.</p> <p>The barn is located to the northwest of the homestead and consists of a small lowset weatherboard clad structure with high-pitched corrugated iron clad gable roof. On both sides of the core section are skillion roof extensions, also weatherboard clad. A casement window is situated next to the timber entrance door at the front (north); the door is covered by a metal hood.</p> <p>In-between the two buildings is a small shed, the former wash house, clad with sheeting (asbestos and corrugated iron) and covered by a curved corrugated iron roof.</p> <p>The former milking bails appear to be early and show varying stages of repair. The rectangular bails consist of a timber structure on a concrete base and are clad with timber boards and corrugated iron sheeting, open on the northern side and featuring several doors on the southern side. The bails have a corrugated iron clad skillion roof.</p> <p>Adjacent to the southern boundary is a rectangular timber structure with corrugated iron clad roof, used as a chook shed in the past. The shed appears to be of considerable age and shows varying stages of repair. It is clad with weatherboard and features a row of large timber doors, likely to be of a later date, on the northern side.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	11/12/2019

## References

Nambour Chronicle and North Coast Advertiser, 17 February 1939, 14.  
 Picture Sunshine Coast.  
 Queensland State Archives, 'What's in a name – Teutoberg or Teutoburg? NO ... it's Witta!', Stories from the Archives, 23 May 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

## Witta Cemetery

<b>Local Place ID Number</b>	WTA2	
<b>Street Address</b>	360 Witta Road, Witta	
<b>Title Details/GPS Coordinates</b>	188C8229	No GPS Coordinates
<b>Other Names</b>	Teutoberg cemetery.	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Witta Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history. Cemeteries were typically established following the development of settlements in the region, reflecting an established pattern.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Witta Cemetery has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Witta Cemetery has aesthetic significance, as it is surrounded by landscaping that creates a pleasing setting for the contemplation of the deceased.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Witta Cemetery has a special association with current and former residents of the Witta community.

## Historical Context

The first burial in the cemetery occurred in 1899. Since that time, the cemetery has developed along with changes in burial practices. There are two sections: one section consists of headstones and the other section of a lawn cemetery, the latter becoming more popular in Queensland from the 1950s. The cemetery includes the graves of early pioneers in the district, including the Nothing family, as well as a grave for 'Mitchell', a local Aboriginal man who died from the so-called Spanish Influenza in 1919 (the disease was spread worldwide by soldiers returning from service in World War I).

## Description

Witta Cemetery is located on a partially cleared sloping site in a forested area in the northeast of the town. An avenue of trees leads into the cemetery from the entrance in the west through a metal gate, featuring the words 'WITTA CEMETERY', set in a short brick pillar-and-panel fence. The marked graves are located in a grassed area and include a monumental section, lawn section and columbarium walls (arranged in a circular set-up with a pyramid roof covered centre). There is a World War II memorial in the centre of the cemetery, consisting of a plaque fixed to a large boulder set in a landscaped setting.

Graves are arranged in rows and grave surrounds are mostly concrete/rendered brick, some with decorative elements. Headstones include desk mounted tablets and stelae, and there are also a number of timber crosses. The cemetery also includes a headstone dedicated to an Aboriginal person named Mitchell, who died in 1919.

Members of early European settler families, including the Nothing and Bergann family are buried in the cemetery.

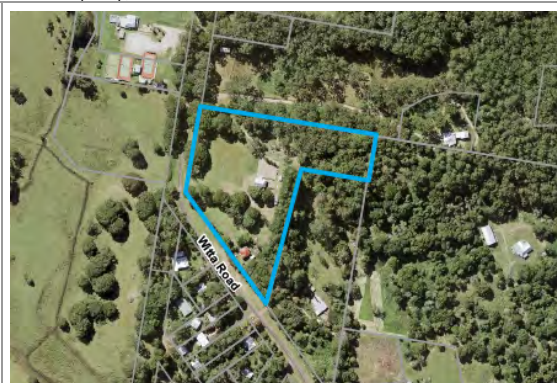
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	National Trust of Queensland
<b>Inspection Date</b>	15/03/2016

## References

<https://blogs.archives.qld.gov.au/2016/05/23/whats-in-a-name-teutoberg-or-teutoburg-no-its-witta>  
 Queensland Places, 'Witta', <http://www.queenslandplaces.com.au/witta>, accessed 21 September 2016.  
<https://cs.billiongraves.com/grave/Mitchell-Aboriginal/7797441>, accessed 2 September 2016.  
 'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
 Queensland Places, 'Witta', <http://www.queenslandplaces.com.au/witta>, accessed 21 September 2016.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*

## Witta School (former)

<b>Local Place ID Number</b>	WTA5	
<b>Street Address</b>	316 Witta Road, Witta	
<b>Title Details/GPS Coordinates</b>	4MCH3566	No GPS Coordinates
<b>Other Names</b>	Witta School Community Centre (Old), Witta State School	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Witta School (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It is the second school building in the district, replacing the original school, thereby illustrating the growth and development of the district in the first quarter of the twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Witta School (former) is important in demonstrating the principal characteristics of a sectional school building, a standard (and typical) school building design used in Queensland schools in the first half of the twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Witta School (former) is important because of its aesthetic significance, in particular the setting of the small timber school building within landscaped grounds defined by mature trees.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Witta School (former) has a special association with former pupils of the school and the community more generally as the site of the current local community centre.

**Historical Context**

The Witta School (former) is the second school building built in Witta, erected in 1925 and replacing the original 1892 school. The school operated until 1974, when it was closed. The building has since been used as a public hall and more recently a community centre. The grounds of the school are landscaped with a variety of mature trees, many (or most) of which were planted as part of Arbor Day celebrations, an event to beautify the environment through the planting of trees. The school grounds also include a forestry plot (consisting of hoop pines), a common feature of regional schools and reflecting the importance of the forestry industry in the district and wider region.

**Description**

The Witta School (former) is situated on the eastern side of Witta Road on a large, slightly sloping block measuring over 3ha. The oddly shaped site includes the former school building towards the eastern boundary in the northern half of the block, overlooking a sportsgrounds/cricket pitch to the west. Concreted areas and an amenities block are located to the north and east. This area is roughly square-shaped and delineated by mature trees on the boundaries, including a forestry plot consisting of mature hoop pines on the eastern boundary. A rectangular section containing dense mature vegetation joins onto the north-eastern corner. The southern part of the block has a triangular shape and contains a highset timber-and-tin residence, which may have been the school master's residence, in a garden setting and dense mature vegetation in the south-eastern corner.

The former school was originally a standard sectional school building, a design used from 1914/20 that consisted of two classrooms and a wrap-around verandah on two sides and allowed for later extensions and additions to be made should the need arise. Although modified over time, the building is still easily identifiable and consists of a high-set timber chamferboard clad structure with corrugated iron clad gable roof, extending to the north to cover the now partially enclosed verandah. The area under the building has been partially enclosed. Access is via steps onto the northern verandah. The verandah on the eastern elevation has also been enclosed with cladding and windows.

The building is currently used as a community centre.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	15/03/2016

**References**

Brisbane Courier, 5 June 1925, 11.  
'Maleny's Early Settlement', Nambour Chronicle and North Coast Advertiser, 28 December 1923, 6.  
P Burmester, M Pullar and M Kennedy, Queensland Schools – A Heritage Conservation Study, Conservation Management, A Report for the Department of Education, 1996.  
Queensland Places, 'Witta'.  
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## 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 Gympie starting in 1868. The company erected the 'Cobb's Camp Hotel' in 1871, and the hotel remained operating until the construction of the Criterion Hotel in 1900. The hotel was a modest, single storey structure, comprised primarily of pit-sawn timber and a shingle roof.

Closer settlement of Woombye accelerated in the 1880s. The first school in the district was opened in 1885. Work on the North Coast Railway began in the late 1880s and Cobb's Camp was selected as a station on the route. The name of the settlement was then changed to Woombye – to avoid confusion with the many other 'Cobb's Camps' located throughout the colony – and a 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, as that town rapidly developed following the opening of the Moreton Central Sugar Mill. Relations between the residents of the two towns fared poorly as a result.

The Woombye district became synonymous with fruit growing, especially pineapples. The first commercial crop of pineapples was grown at Woombye in 1895 and the strength of the connection between the fruit and district eventually culminated in the erection of the 'Big Pineapple' on Nambour Connection Road Woombye in 1971. Woombye also had the distinction of initiating the 'special fruit train', which consisted of chartered trains that transported excess fruit to southern markets. The first train departed Woombye station in 1919 and the scheme was an immediate success. A pineapple pulping plant was also established in 1920 and Woombye farmers even formed a Pineapple Protection League in the 1930s to protect the price paid for the fruit. Other crops grown in the district included sugar cane (possibly as early as the 1870s), bananas, strawberries and citrus. Timber was also an early industry and the town boasted a sawmill from the late 1890s.

### Further references

'History of Woombye', Daily Mail, 27 August 1925, 14.

'Nambour in Ninety Seven: Woombye of that Period', Chronicle and North Coast Advertiser, 4 October 1918, 6.

'Progress of Woombye', Daily Mail, 26 November 1924, 16.

'Woombye and District: Reminiscences of the Early Days', Nambour Chronicle and North Coast Advertiser, 21 December 1923, 8.

### Criterion Hotel

<b>Local Place ID Number</b>	WMB2	
<b>Street Address</b>	Blackall Street, Woombye	
<b>Title Details/GPS Coordinates</b>	5SP156931 (Part of Lot)	No GPS Coordinates
<b>Other Names</b>	The Woombye Hotel, The Woombye Pub.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Criterion Hotel is important in demonstrating the evolution of the Sunshine Coast Council area's history. The hotel replaced the Cobb's Camp Hotel in 1900. The new hotel illustrates the growth of Woombye from the 1890s following the construction of the North Coast Railway. Its location and orientation also demonstrate the importance of the railway to the trade of the hotel.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Criterion Hotel is important in demonstrating the principal characteristics of early timber hotels in the Sunshine Coast Council area. These characteristics are demonstrated by, but not limited to, extensive use of weatherboard and chamferboard, exposed framing and bracing, verandahs on both levels, decorative gable and bargeboards, stop-chamfered posts and railed balustrade. The additions and alterations from the 1960s and more recently also demonstrate the imperative for owners of hotels to modernise and provide new facilities, although these elements are not as significant as the original fabric.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Criterion Hotel is important to the Sunshine Coast Council area because of its aesthetic significance. It is a prominent landmark in Woombye, particularly as it occupies a corner and addresses the railway station. It is also a good example of a Federation-era hotel and key original decorative (and functional) elements remain intact (as described for Criterion D), further reinforcing the aesthetic value of the building. The juxtaposition between Federation-era fabric and 1960s alterations also contributes to the aesthetic value of the hotel.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Criterion Hotel has a special association with the life of Frederick Schubert, an important figure in the early history and development of Woombye.
<b>Historical Context</b>	
<p>Cobb's Camp Hotel was purchased by Frederick (Friederich) Schubert in c1884, taking over the license from the Stumpf family, which had managed the hotel for Cobb &amp; Co from 1877 and then on their own after the company gave up the hotel (and the coach run) in 1880. Schubert became a major figure in the early development of Woombye. He purchased a substantial amount of land in the district (apparently when it was auctioned by the Government in 1889), was instrumental in establishing the school and also became a member of the Maroochy Divisional Board in the 1890s. He also created a residential estate in 1909, from land he had purchased in the late 1880s.</p> <p>Schubert erected the Criterion Hotel in 1900, apparently using some of the material from the original Cobb's Camp Hotel in the construction. Interestingly, Cobb's Camp Hotel was built on the former Gympie Road (part of which is now presumably Blackall Street, or thereabout), while the Criterion Hotel was clearly designed to address the railway station – illustrating the shift from coaches to trains in the nineteenth century as the primary means of transport through the region. Schubert soon after sold the hotel and he died in 1917. The hotel has been extended and modified over time, but it remains substantially intact.</p>	
<b>Description</b>	
<p>The Criterion Hotel is located on a sloping corner block on the intersection of Blackall and Barts Street close to the railway station in the main street of town. The hotel occupies the western section of a U-shaped lot that also includes a number of ancillary structures (including a drive-through bottleshop) to the north and east. This assessment is for the hotel only.</p> <p>The hotel addresses the corner (and by extension the railway station, which would have been a primary consideration when constructed in 1900) and consists of a lowset double-storey weatherboard clad timber structure with corrugated iron clad Dutch gable roof featuring ornate soffit brackets. A Federation style brick chimney with double cowl extends from the ridge on the south-eastern side. A verandah wraps around the front elevations on the upper level, creating an awning underneath. The verandah is integrated under the main roof and features a decorative gable on the corner with fretted bargeboards, slatted curved gable bracket and stop- chamfered posts. A timber flagpole extends in front of the gable. There is a three rail balustrade with timber slats. These features are visible in an early (c1900) image, suggesting that they are either original or sympathetically restored. Ornate brackets on the timber supports are not original. The verandah back wall is clad with horizontal chamferboards and shows exposed framework with diagonal bracing. Part of the western verandah section has been enclosed with sheeting and recent windows. Access is via French doors with fanlights. The verandah back wall on the lower level is similar to the upper level and there are a number of French doors with fanlight leading into the building. The floor is tiled in a design fashionable in the 1960s, creating an interesting juxtaposition to the original 1900 fabric. The side elevations include sash windows with metal window hoods.</p> <p>The front of the building has been modified over time and alterations include an additional awning and single storey extension at the Blackall Street front and enclosing of the verandah on the corner and at Barts Street. A number of single storey extensions have been added over time to the rear and the sides of the original building, however, this does not detract from the overall appearance of the building.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.  'History of Woombye', Daily Mail, 27 August 1925, 14.  'Nambour in Ninety Seven: Woombye of that Period', Chronicle and North Coast Advertiser, 4 October 1918, 6.  'Progress of Woombye', Daily Mail, 26 November 1924, 16.  <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.  'Woombye and District: Reminiscences of the Early Days', Nambour Chronicle and North Coast Advertiser, 21 December 1923, 8.</p>	

### No. 45 Blackall Street

<b>Local Place ID Number</b>	WMB1	
<b>Street Address</b>	45 Blackall Street, Woombye	
<b>Title Details/GPS Coordinates</b>	316W4181	No GPS Coordinates
<b>Other Names</b>	N/A	





**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	No. 45 Blackall Street is important in demonstrating the evolution of the Sunshine Coast's history. As a particularly early residential house in Woombye constructed at the turn of the twentieth century, it reflects the steady growth and development of the town and district in this period.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	No. 45 Blackall Street demonstrates a rare aspect of the Sunshine Coast's history, as one of only a small number of houses constructed in Woombye at the beginning of the twentieth century that is still extant.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	No. 45 Blackall Street is important in demonstrating the principal characteristics of a modest timber house built in Woombye in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	No. 45 Blackall Street is important because of its aesthetic significance. The house includes elements consistent with early timber houses in the region, including a pyramid roof (a particularly distinctive architectural feature), front verandah, exposed framework across the external wall cladding and decorative features such as brackets. These elements represent pleasing and expressive attributes that combine to create a strong landmark quality (especially in contrast to surrounding development) and streetscape contribution.

**Historical Context**

No. 45 Blackall Street appears to have been constructed in c1902. The house was more than likely built for Joseph Rose Jnr, the son of Joseph Rose who, along with his wife and family, was amongst the first settlers at 'Cobb's Camp' in the early 1880s. The building was used as a boarding house for approximately a decade from 1913; since that time it has remained a single residential dwelling. An early photograph of Blackall Street (c1922) on Picture Sunshine Coast includes the building and at this time it appears to be one of the only houses in this section of the street. Certainly, surrounding houses in the street today appear to have been erected from the interwar period (1919-1939) onward. Although it would not have been one of the earliest houses in Woombye, it appears to be one of the earliest extant houses still used as a residence (14 Blackall Street was a former residence associated with an adjacent bakery and was built around the same time, but it is now a commercial premises).

**Description**

No. 45 Blackall Street is located on the northern side of the street close to the intersection with the Nambour Connection Road in the east of town. The sloping site is delineated from the street by a timber fence and contains an established garden and mature vegetation.

The building addresses the road and consists of a square weather and chamferboard clad timber cottage with corrugated iron clad truncated pyramid roof, lowset at the front and built-in underneath with concrete blocks towards the rear. A verandah with separate bullnose roof supported by posts with decorative brackets spans the front elevation and features a diagonal-cross balustrade. The verandah back wall has exposed framework and is clad with chamferboard. The front door and windows are fitted with metal bars and the side windows are protected by ornate metal window hoods.

At the rear (northwest corner) is a weatherboard clad extension with corrugated iron clad roof, followed by further add-ons to the east and north.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Picture Sunshine Coast.

**North Coast Roadside Rest Areas – Paynters Creek Rest Area (State heritage place)**

<b>Local Place ID Number</b>	WMB4
<b>Street Address</b>	399 Nambour Connection Road, Woombye
<b>Title Details/GPS Coordinates</b>	1RP98305   No GPS Coordinates
<b>Other Names</b>	North Coast Roadside Rest Area – Paynters Creek Rest Area



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The old Bruce Highway (and feeder road) Rest Areas [Petrie, Jowarra and Paynter's Creek] (1951-1960) are among the earliest known places of this type associated with a highway that was, at the time, Queensland's most important tourist road. As such, they demonstrate an important phase in the evolution of the State's road network and tourist industry. The early 1950s saw a major increase in medium to long-distance car travel and tourism. The road rest areas were developed to accommodate this trend by providing places at convenient locations where motorists could rest or camp.  The rest areas are also evidence of the early development of caravanning. When caravanning became popular from the early 1950s relatively few sites in Queensland offered the appropriate infrastructure and rest areas throughout the North Coast became important as short term caravanning sites.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Petrie, Jowarra and Paynter's Creek road rest areas are fine examples of this place type. Designed to provide a place for travellers to stop to rest, eat and drink before continuing on their journey, they are located in road reserves and/or scenic spots, being easily accessible from a roadway, providing convenient parking for vehicles and accommodating picnic tables and barbeque facilities. Petrie and Jowarra also provide camping and van parking spaces and toilets.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Shady havens, these road rest areas are valued as restful spaces providing travellers with opportunities to relax and enjoy picnicking and other informal leisure activities in pleasant surroundings.

**Historical Context**

Refer to Queensland Heritage Register ID#602698.

**Description**

Refer to Queensland Heritage Register ID#602698.

**Statutory Listings** Queensland Heritage Register

**Non-Statutory Listings** No non-statutory listings

**Inspection Date** 10/03/2016

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

**Gallery**



**St Margaret's Anglican Church**

<b>Local Place ID Number</b>	WMB6	
<b>Street Address</b>	16 Blackall Street, Woombye	
<b>Title Details/GPS Coordinates</b>	104W4181	No GPS Coordinates
<b>Other Names</b>	St Margaret's Anglican Church, Woombye	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	St Margaret's Anglican Church is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first purpose-built church in Woombye, illustrating the growth of the town in the 1890s following the construction of the North Coast Railway.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	St Margaret's Anglican Church demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage. The design and construction of the church, particularly the use of plaster and concrete render, are highly unusual for the region, particularly in a period when so-called 'bush churches' were built using timber.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	St Margaret's Anglican Church is important to the Sunshine Coast Council area because of its aesthetic significance. The church remains 'pretty' in the manner in which it was originally described at its opening in 1898, displaying quaint attributes defined by its modest size and aspect – and its location in the heart of the main street of Woombye.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	St Margaret's Anglican Church has a special association with the Anglican community of Woombye and the surrounding district, as the principal place of worship since its construction in 1898.

### Historical Context

St Margaret's Anglican Church was built in 1898, primarily by volunteer labour. It was the first purpose-built church in Woombye. Its construction drew interest at the time – the walls were constructed using laths, horse hair and plaster, and finished in cement (originally with an Ashlar pattern, which has since been rendered over). Even the altar and font were made from cement. This approach was in contrast to the more typical building style for churches in the late nineteenth and early twentieth century, which were built entirely from timber. The building was described as a 'pretty little bush church'. The interior was also remarked on: the walls were 'prettily tinted' and the ceiling painted blue and studded with gold stars (Brisbane Courier, 2 April 1898, 6). Moreover, it was from its inception a small church, a fact noted at the time.

The church has survived despite concerns that the materials used in the construction may not stand the test of weather and use by the congregation. Nonetheless, improvements to the building contributed to this outcome: in 1923, the original timber stumps were replaced with concrete, and the shingle roof replaced with galvanised iron. Since that time, the original arched windows were replaced with casement windows, making an impact on the original aesthetic of the church. The original porch was also replaced, presumably sometime in the second half of the twentieth century, also detracting from the 'pretty' nature of the early church. Nonetheless, it retains its quaint design and aspect to the street.

### Description

St Margaret's Anglican Church is located on the southern side of Blackall Street on an elongated narrow block within the main commercial and cultural street of town. The site contains the church and ancillary structures to the north, and the remainder is taken up by grassed areas and includes mature plantings on the southern boundary. The church is set on an east-west axis, slightly off-set from the street front, and is fronted by a landscaped garden including a small memorial rose garden section (recent) towards the eastern boundary. A low masonry pillar-and-panel fence, incorporating breeze blocks, with access via metal gates, replaces the original picket fence.

The church consists of a lowset rectangular rendered timber structure on concrete brick foundation (incorporating breeze blocks). The unusual wall construction of the building reportedly included a timber frame clad with laths internally and externally and covered with plaster and horsehair and rendered with cement. Early photos suggest that an Ashlar effect was created on the external walls by cutting horizontal grooves into the render. Currently, the walls are rough rendered cement without embellishments.

The building has a high pitched vented gable roof covered with short sheeted corrugated iron (replacing the original shingle cover in 1923). At both gable ends are Celtic crosses. The original shingle covered gable roofed portico with timber framing has been replaced at some stage by a flat roofed metal awning supported by metal posts connected to metal balustrades. The original tall narrow pointed arched tripartite awning windows have been replaced with two-light casement windows with straight top, double at the nave and single at the sanctuary. The church retains its original layout and position, however, alterations over the years have impacted on the aesthetic value and fabric of the building.

A small freestanding belltower consisting of a bell suspended between three timber posts is located near the rose garden.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Nambour Chronicle and North Coast Advertiser, 12 October 1923, 5.	
'Opening of a Church at Woombye: An Interesting Experiment', Brisbane Courier, 2 April 1898, 6.	
Picture Sunshine Coast.	
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	

### The Big Pineapple (former Sunshine Plantation) (State heritage place)

<b>Local Place ID Number</b>	WMB7	
<b>Street Address</b>	76 Nambour Connection Road, Woombye	
<b>Title Details/GPS Coordinates</b>	197CG2939 (part)	No GPS Coordinates
<b>Other Names</b>	Sunshine Plantation.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Big Pineapple complex, including the iconic Big Pineapple structure and associated tramway, train, nut mobile, attractions, activities, plantations and buildings, is important in demonstrating the development of agri-tourism and roadside attractions in Queensland. The establishment of the Sunshine Plantation and its continued operation as the Big Pineapple combines the operation of a tourist attraction and the promotion of tourism in the Sunshine Coast with the promotion of the area's tropical fruit production. The uniqueness of the project was well documented in the contemporary local press and other promotional and tourist material as well as in the newsletters and annual reports of various agricultural industry associations. The working plantation sections of the complex provide visitors with an opportunity to learn about the growing of various tropical agricultural products in Queensland, especially pineapples and sugar cane, which used to be the predominant agricultural crops in the area. In addition, the complex reflects a response to the increased use of motor cars for family holidays in Australia since World War II and the associated development of tourist attractions to cater for this. Important in accommodating one of the earliest "Big Things", the complex also reflects the growth of the phenomenon of the Big Thing as a tourist attraction and destination in Australian tourism.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Big Pineapple complex is important in demonstrating the characteristics of an agri-tourism attraction combining the entertainment of tourists with the promotion of the features, facilities and industries of the region. Accommodating a nationally recognised iconic "Big Thing" the complex combines leisure and retail activities and attractions with educational displays and experiences. The plantings of many varieties of fruits, nuts, spice and cane provide a place for visitors to see and learn about tropical agricultural production. The panoramic layout of the plantation is designed to show visitors from vantage points around the main building complex the diversity of crops grown in the region. The Big Pineapple structure is important in demonstrating the principal characteristics of an outdoor cultural object or "Big Thing" in its fabric and setting. Big Things represent flora or fauna, are larger- than-life size, are constructed from materials like fibreglass and steel, are associated with a tourist attraction and occupy a roadside location to entice tourists to visit the attraction. Big Things often advertise the produce of the area in which they are located, and the Big Pineapple is located on a working pineapple farm, in a region where the pineapple industry once predominated. This authenticity contributes to its enduring appeal. As one of Queensland's first Big Things, the Big Pineapple structure is generally intact and retains its interior displays, internal staircase and distinctive fibre-glass shell. The associated retail and restaurant buildings and the plantation setting remain.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	As a popular and landmark tourist attraction and through representation in tourist guides and brochures, the Big Pineapple complex is a highly identifiable and recognised place, both nationally and internationally. The Big Pineapple tourist attraction has a special association with thousands of tourists who have experienced road trips on the old Bruce Highway and have enjoyed a stop at the iconic tourist attraction. The Sunshine Plantation also attracted support from the local community, and had close associations with key regional and state agricultural industry associations. The Big Pineapple structure has iconic and landmark status as one of Australia's most well-known Big Things. Its most recent recognition is inclusion in a special stamp issue of Big Things by Australia Post.

<b>Historical Context</b>	
Please refer to Queensland Heritage Register ID#602694.	
<b>Description</b>	
Please refer to Queensland Heritage Register ID#602694.	
<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.	

### Waverley-Palmwoods Masonic Lodge

<b>Local Place ID Number</b>	WMB9	
<b>Street Address</b>	8 Hill Street, Woombye	
<b>Title Details/GPS Coordinates</b>	1RP64786	No GPS Coordinates
<b>Other Names</b>	Woombye Masonic Centre, Woombye Masonic Hall.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Waverley-Palmwoods Masonic Lodge is important in demonstrating the evolution of the Sunshine Coast Council area's history. It is the first purpose-built masonic lodge in Woombye, and its construction reflects the continuing importance of the Freemasons in the Sunshine Coast community across the twentieth century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Waverley-Palmwoods Masonic Lodge has a strong association with the Woombye and Palmwoods Freemason community.

**Historical Context**

The Waverley-Palmwoods Masonic Lodge was built in 1951 by Vickers, a Mooloolaba firm, and was designed by the architect Walter Burgher. The Woombye Masonic Lodge was formed in 1906 and meetings were initially held in the School of Arts building. The Lodge purchased the first Methodist church building, located on the Gympie Road, in 1911. After acquiring the former church, the Lodge turned the building around so that one side faced the road and raised it up. The Lodge continued to use the former church until the 1940s when it was sold. For the remainder of the decade, Lodge members met at the Palmwoods Lodge. The two Lodges then merged, forming the Waverley-Palmwoods Masonic Lodge, leading to the acquisition of the current site and construction of the new Lodge building.

**Description**

The Masonic Lodge is located on the western side of Hill Street in an area characterised by sporting and cultural activities. The sloping site contains the lodge along the southern boundary and a large Poinciana tree taking up most of the northern half.

The building addresses the street and consists of a simple rectangular chamferboard clad timber structure on stumps, low at the front and enclosed with masonry blocks at the rear. The building has a corrugated iron clad gable roof, concealed at the front by a stepped parapet that wraps around the front corners. The façade has recently been modified including the removal of two windows and also two vents in the gable section; the design of the square and compasses emblem was changed and the emblem was relocated from above the entrance to the right front. The centrally located entrance consists of an open porch raised on a two stepped base and is covered by a gable roof, replacing the former low pitch skillion roof, supported by two octagonal columns. Access to the hall is via a simple timber door. At the southern elevation is a further entrance via a high-waisted timber door with glass panel, typical for the post war era. There are four small highset awning windows on both sides, reflecting a common window configuration in Masonic buildings.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Picture Sunshine Coast.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

## Woombye Memorial Park

<b>Local Place ID Number</b>	WMB3	
<b>Street Address</b>	Blackall Street, Woombye	
<b>Title Details/GPS Coordinates</b>	387CG1225	No GPS Coordinates
<b>Other Names</b>	Memorial Park, Soldiers' Memorial Park.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Woombye Memorial Park is important in demonstrating the pattern of the Sunshine Coast Council area's history, as it was common for local communities to establish memorials for soldiers from the local district who fought in World War I, including the development of memorial parks.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Woombye Memorial Park is important to the Sunshine Coast Council area because of its aesthetic significance. The park occupies a prominent location in the main street of Woombye and the mature trees and landscaped setting of the park contribute to the solemn purpose of the memorial and commemoration ceremonies.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Woombye Memorial Park has a special association with the Woombye community as a memorial for soldiers from the district who served during World War I.

### Historical Context

The Woombye Memorial Park was established in 1921, when the vacant land on which it is located was set aside as a memorial park. Funds were then collected during Anzac Day services (held at the showgrounds across from the railway station, or the School of Arts building if the weather was inclement) in order to erect a war memorial. The memorial was unveiled in 1925 by the Queensland Governor, Sir William Glasgow. The park appears to have been relatively undeveloped, even at this time; memorial gates were installed the following year and the ground in the park was levelled and grass and trees planted in 1928. The idea for a memorial park was a popular one in the Sunshine Coast, with similar proposals developed in Landsborough and Nambour.

The park has undergone some minor changes since its establishment in the 1920s. The State member for Landsborough, George Francis (Frank) Nicklin, unveiled a plaque commemorating local soldiers who died in action in World War II in 1958, adding to the list of World War I servicemen. Local residents undertook improvements to the park in 1960. It is possible the arch over the entrance, with the words 'Memorial Park', was installed at this time. The reasoning for the supposition is that references to the memorial gates in 1926 were plural rather than singular (as the arch would be). Moreover, the configuration of the fence (which is probably original) at the entrance to the park suggests the earlier presence of a set of large gates, flanked by two smaller gates – a common approach to memorial gates in the 1920s in other places and settings. Another plaque was added later still, commemorating service personnel who fought in military campaigns after 1945.

### Description

Woombye Memorial Park comprises a small landscaped park on a triangular site at the prominent intersection of Blackall, Barts and Keil Streets opposite the Criterion Hotel. The park is delineated by a timber diamond post-and-two rail fence and features mature plantings on the boundaries. The entrance is on the eastern corner via memorial gates consisting of a metal arch with the lettering 'MEMORIAL PARK' and wrought iron decorations resting on timber posts; the provenance of the gates is unknown. In the centre of the park is a sandstone monument by AL Petrie & Sons featuring a broken obelisk with laurel wreath on an ornate tiered square pedestal, showing the Australian Army's Rising Sun badge at the front.

Dark granite plaques commemorating the fallen from both World Wars and also those who returned are attached at the front and sides and replace earlier white marble tablets (pre 1994). A separate desk mounted tablet was added (1994) in front of the monument at the base and commemorates Australian service personnel who served after 1945, especially in conflicts in Asia.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	10/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Chronicle and North Coast Advertiser, 29 April 1921, 4.  
 'Dedication Service: Woombye War Memorial', Nambour Chronicle and North Coast Advertiser, 10 July 1925, 8.

<http://monumentaaustralia.org.au/themes/conflict/multiple/display/92956-woombye-war-memorial/>  
<http://www.qldwarmemorials.com.au/memorial/?id=1365>  
 Picture Sunshine Coast.  
*Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.*  
 'Woombye', Brisbane Courier, 18 May 1926, 14.  
 'Woombye: Memorial Park Improvements', Nambour Chronicle and North Coast Advertiser, 5 October 1928, 9.

**Woombye Post Office (former)**

<b>Local Place ID Number</b>	WMB10	
<b>Street Address</b>	5-7 Blackall Street, Woombye	
<b>Title Details/GPS Coordinates</b>	3RP65629, 4RP65629	No GPS Coordinates
<b>Other Names</b>	Woombye Post Office, Old Woombye Post Office.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Woombye Post Office (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first purpose-built post office in Woombye and its construction reflected the continuing growth of the town since its establishment, illustrated in particular by the construction of a residence along with the post office.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Woombye Post Office (former) demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage, as the building includes a residence, which is now rare in the remaining post offices built in the first half of the twentieth century in the Sunshine Coast Council area.

**Historical Context**

The former Woombye Post Office was erected in 1934. The postal service in the period of Cobb's Camp was managed from a cottage on the Woombye-Nambour Road; the cottage was destroyed by fire in 1937. The post office was then located in the railway station when the North Coast Railway was completed in 1891.

Locating the post office in the station building was common throughout the region, but it was not without its problems. The residents of Woombye approached the Postal Inspector in 1909 and requested a separate post office, primarily because the station master attended to railway work first before post and telegraph business – out of necessity – but due to the busyness of the station, this often meant that it was all but impossible to send telegraphs. Despite the strength of their pleas, the residents were compelled to wait until 1914 before their request was granted. The post office was located along Blackall Street and it was only designated as an 'allowance office', which meant demand was not sufficient to justify a full-time postmaster. It is not clear whether the post office was located in a purpose-built building, but it is likely that this was not the case given its status.

The former Woombye Post Office was therefore the first purpose-built post office in Woombye. Construction of the post office was approved by the Posts and Telegraph Department in 1934 and the building was erected shortly thereafter. The office included a residence – illustrating that the volume of mail in the district had grown substantially since the opening of the first separate post office in 1914 (it also appears to be the only extant post office with an attached residence in the Sunshine Coast). It included a telephone exchange, reflecting the increasing use of telephones over the older technology of telegraphs. The post office was in use until at least the late 1970s, and has been used for commercial purposes since that time. The current Woombye post office is located in 12 Blackall Street.

**Description**

The former Woombye Post Office is located on the northern side of Blackall Street on a sloping grassed site comprising two lots. The footprint of the building extends to half of the western lot and the remainder of the site is vacant. A high mesh fence delineates the site from the street; two earlier timber gate posts remain extant.

The building comprises two joined structures; the former post office and the former post master's residence. The post office addresses the street and is set back a small distance from the boundary. The square weatherboard clad timber building on medium/low stumps has a corrugated iron clad pyramid roof. A verandah, covered under the main roof with some original/ early ornate brackets on the support posts, spans the front with access via centrally located stairs. The balustrade consists of weatherboard cladding, a feature visible in images dated 1955. The verandah has been extended by a short length on the eastern side (probably 1955) impacting also on the fabric of the residence. The verandah back wall has exposed framework and VJ tongue-and-groove cladding. There is a sash window either side of the timber-and-glass entrance door and a further sash window with metal window hood on the western side.

The residence joins onto the north-eastern corner of the post office and consists of a rectangular weatherboard clad

structure on low stumps with corrugated iron clad hipped roof. A truncated bay window with flat roof is located next to the extended office verandah on the southern side. A verandah covered under the main roof and enclosed with weatherboard to sill height and banks of two-light casement windows and louvre windows spans the eastern elevation. A later skillion roof awning on steel support covers the entrance on this side.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Chronicle and North Coast Advertiser, 18 September 1914, 2.  
 Nambour Chronicle and North Coast Advertiser, 19 November 1937, 5.  
 Nambour Chronicle and North Coast Advertiser, 26 January 1934, 5.  
 Nambour Chronicle and North Coast Advertiser, 29 May 1909, 4.  
 Picture Sunshine Coast.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  
 Week, 4 April 1934, 26.

**Woombye School of Arts**

<b>Local Place ID Number</b>	WMB11	
<b>Street Address</b>	1-3 Hill Street, Woombye	
<b>Title Details/GPS Coordinates</b>	1CG838777	No GPS Coordinates
<b>Other Names</b>	School Of Arts, Woombye.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Woombye School of Arts is important in demonstrating the pattern of the Sunshine Coast Council area's history. School of Arts were typically built in towns and settlements throughout the Sunshine Coast in the nineteenth and early twentieth century and they served the local community both as a library and public hall, two important social and cultural functions in this period.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Woombye School of Arts is important in demonstrating the principal characteristics of School of Arts buildings in the Sunshine Coast Council area. This is typified by the design of the building, particularly the project wings off the entrance and the remainder of the building occupied by the hall and stage.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Woombye School of Arts has a special association with the Woombye community, as a community facility that continues to function much as it has done for over a century.

**Historical Context**

The first Woombye School of Arts was constructed in 1900. It consisted of a small hall and lending library, and the building was constructed by volunteers using locally-milled timber. Schools of Arts provided a local library for subscribers before libraries were managed by local councils (generally from the 1960s). More broadly, Schools of Arts promoted reading as a means of self-improvement and cultivation of civic virtue. The building also performed a variety of public functions, including public and organisational meetings, lectures, concerts, balls and dances, and showing movies.

The current School of Arts building was erected in 1910, replacing the original hall. As with other School of Arts in the region, it adopted a unique design consisting of a T-shape. Two rooms flanked the entrance, one of which was the library and reading room and the other set aside for various purposes – in the case of Woombye, as an agency for the London Bank of Australia (the hall was later the premises for two bank agencies, and a solicitor). The public hall occupied the remainder of the building.

Illustrating the centrality of the School of Arts to the local community, the Maroochy Pastoral Agricultural Horticultural and Industrial Society was formed at a meeting in the building and the Maroochy region's first horticultural and agricultural show was held in the grounds of the School of Arts, with the building used as a pavilion. (The show continued to be held at the School of Arts until 1909, when it was transferred to Nambour.) It was also the venue for meetings of the Woombye District Fruitgrowers' Association, and later the Woombye Fruitgrowers' Cooperative Association.



The building and grounds have undergone various alterations and additions over time as the needs of the community have changed. In 1948, the Woombye Bowling Club was formed and the bowling green constructed on the School of Arts' reserve, where the local show was originally held. A supper room, now referred to as the lower hall was added in 1958 (and extended in 1966). The current front porch and ramp was also added in 1969, apparently a controversial decision at the time. The hall continues to be used today for various events and as a venue for community organisations. Importantly, the local community library remains in the building (in the space previously occupied by the bank) – an important connection with the original function of the School of Arts.

**Description**

The Woombye School of Arts is located on a triangular sloping site on the prominent corner of Blackall and Hill Streets. The site contains two structures; the School of Arts building and an associated hall. The footprint of the buildings extends to most of the site, the remainder being grassed areas, some mature plantings on the western boundary and landscaped front garden including two mature palm trees.

The School of Arts building addresses Blackall Street and consists of a lowset chamferboard clad T-shaped timber structure on low stumps with gable roof, clad with short sheeted corrugated iron. The front elevation features decorative soffit brackets and a gable bracket. The lettering '1898 WOOMBYE SCHOOL OF ARTS' is painted on the gable; two arched vents and a central louvre window, formerly in that place, are no longer extant. Access is via a portico (with ramps /stairs) on a brick base, covered by a flat roof with metal post support and metal pipe balustrade (1970s), replacing a small porch with low gable roof supported by decorative brackets. Two sash windows are located either side of the central double entrance door. The corners of the side gables feature accentuated pilasters with crown and collar moulds, decorated with soffit brackets supporting the eave returns of the gable. Originally, similar pilasters marked the joint of the side gables with the main building, however, these are no longer extant. There is a single sash window on each gable. Similar to the front gable, arched vents are no longer extant. An enclosed verandah with skillion roof spans most of the eastern elevation and features a number of single- and two-light sash windows as well as two entrances. Access is via a ramp/stairs onto a later verandah with separate skillion roof supported by timber posts with decorative brackets and crown moulds. There is also a side entrance via stairs on the western elevation flanked by three three-light windows.

The hall is set back and connected to the School of Arts towards the rear. This building is comparatively plain and consists of a lowset rectangular chamferboard clad structure on low stumps with a corrugated iron clad box gable roof. Access is via a porch with wide low pitched gable roof supported on columns resting on a concrete base. Front and side entrances are via double timber doors and windows are triple awning configuration.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Picture Sunshine Coast.  
 Roger Todd Architects, Woombye School of Arts – Report on Proposed Addition, 2015.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Woombye Wesleyan Church (former)**

<b>Local Place ID Number</b>	WMB12	
<b>Street Address</b>	34 Wilson Avenue, Woombye	
<b>Title Details/GPS Coordinates</b>	4RP110226	No GPS Coordinates
<b>Other Names</b>	Blue Church.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Woombye Wesleyan Church (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. In addition to being one of the earliest churches built in Woombye (and the first Methodist church), its location on the road to Gympie – rather than in Blackall Street – reflected the continuing importance of the Gympie Road at the turn of the twentieth century and contrasts with the growth of the Woombye town centre along Blackall Street, which developed relative to the railway station.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Woombye Wesleyan Church (former) is important in demonstrating the principal characteristics of churches, which are important to the Sunshine Coast Council area. This 'Carpenter Gothic' church is

	consistent with the design of churches in the settlements in the region, as most of the settlements were relatively small and the modest scale of the local churches reflected this. Moreover, the design was common for small regional church buildings in the nineteenth and early twentieth century.
<b>Historical Context</b>	
The Woombye Methodist community purchased the current allotment in 1895 with the intention of erecting a church. The building was completed and ready for services in 1900. The church building was sold in 1911 to the local Masonic Lodge, and the congregation moved to a new church, which opened in the following year (which is no longer extant). The Masonic Lodge owned the former church building until the 1940s, moving it so that one side faced the road and raising it. The Lodge then sold it and the former church became a private residence. The Evangelical Lutheran Church then purchased the building and used it for services until the early 1960s, moving the church back to its original position. The building was then sold again; this time it became, and remained, a private residence. The interior of the former church has apparently undergone various alterations as its use changed over time, but the exterior remains recognisably an early church building.	
<b>Description</b>	
The former Wesleyan Church is located on the western side of Wilson Avenue. The sloping site includes the former church towards the eastern boundary and mature vegetation on the western half of the block.	
The building addresses the street and consists of a lowset weatherboard clad timber structure with corrugated iron clad gable roof on stumps, low at the front and high at the rear, displaying Carpenter Gothic style elements including its modest size, construction technique and arched windows. Front access is via a gable roofed porch, partially enclosed with weatherboard. Decorative features include ornate brackets and finial. A single light casement window with straight metal hood is located above the porch and surmounted by a small triangular window – these are later additions. A number of two-light casement windows with arched top are extant on the side elevations.	
The building has been converted into a residence, however, it is still interpretable as a former church.	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016
<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006. Picture Sunshine Coast. <i>Sunshine Coast Planning Scheme 2014</i> Appendix 6.10A Significance Statements for local heritage places.	

## 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 region. 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 region 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 region. 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.

### Further references

Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.

### Block A Yandina State School

<b>Local Place ID Number</b>	YDA2	
<b>Street Address</b>	48 School Road, Yandina	
<b>Title Details/GPS Coordinates</b>	9CP862421	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina State School is important in demonstrating the evolution of the Sunshine Coast Council area's history. Symbolically, the school reflects the development of Yandina from the early twentieth century. The integration of the school building from Yandina Creek within the site demonstrates the practice of relocating and re-using of surplus structures by the Department of Education in the past.

### Historical Context

The first school building for Yandina students was constructed by the community and completed in October 1889. In 1890, a state school reserve measuring 10 acres (4.046ha) was gazetted along School Road in the north of town. With student numbers increasing the School Committee asked for the provisional school to be converted into a state school, a request that was granted by the department on the condition that one fifth of the cost for a new school building be contributed by the community and assistance be provided to the amenities.

By 1901, the committee had raised sufficient funds for the school to be built after plans to include a teacher's residence had been given up due to limited finances. The tender by Thomas Cusack for £390 was accepted, however his brother Lawrence completed the building in February 1902 after Thomas' death in November 1901. The one-room school measured 34 feet by 20 feet with 12 feet high ceilings and a 9 foot wide front verandah, fitted with 'four-holer lavatories' (wash basins with taps) on either side. Access was via stairs at the front and back. The Yandina State School was officially opened by the Minister for Public Instruction, John Murray, on the 23 April 1902 in attendance of JD Campbell, local MLA. The building was described as 'a very nice little building, capable of accommodating eighty scholars'.

Over time, improvements and alterations were made. In 1916, the wash basins were removed from the front verandah, a back verandah was added, and the interior was lined. By 1923, student numbers had more than doubled from 65 in 1902 to 132 and it was decided that more space was needed. Alterations and expansions included dividing the school room in two, addition of two new rooms, shifting of the back verandah to the front, placing the building on high blocks and turning the building to face north. During the seven months of refurbishment students attended school in the School of Arts building. In the 1950s a library, staffroom and a storeroom were added and in 1964, the Yandina Creek School (opened in 1914) was relocated to the site to provide additional space. Other buildings and infrastructure have been added to the site over time.

### Description

Yandina State School is located on the eastern side of School Road in the northern part of the town. The rectangular site comprises a large grassed sportsground in the east and a number of school buildings and related infrastructure of varying age in the west. Along the boundaries are mature trees and there are also some signature trees throughout the site. This assessment is for the 1902 school building (Block A).

Block A is located towards the western boundary and set on an east-west axis. The highset timber framed building with a corrugated iron gable roof has weatherboard clad walls. A verandah spans the northern side and is enclosed with metal sheeting to half-height followed by sliding windows. Access is via stairs to the enclosed verandah in the north. The building is connected to a further smaller school building in the south and to the relocated Yandina Creek school building in the east via walkways. The building is partially enclosed underneath with weatherboard cladding and louvre windows. Window types differ according to age, from three-light casement configuration with fanlights and sliding windows (at the enclosed verandah) to glass louveres.

As a functioning school building, it has been progressively changed and upgraded. The earliest portions of the building date from 1902, with alterations and additions in 1916, 1923, the 1950's and 1964.

<b>Other Statutory Listings</b>	No statutory listings.
<b>Non-Statutory Listings</b>	No non-statutory listings.
<b>Inspection Date</b>	11/12/2019

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  
Brisbane Courier, 4 December 1900, p4.  
Brisbane Courier, 28 April 1902, p6.

## Bowder's House

<b>Local Place ID Number</b>	YDA3	
<b>Street Address</b>	44 Fleming Street, Yandina	
<b>Title Details/GPS Coordinates</b>	2RP190653	No GPS Coordinates
<b>Other Names</b>	Dear Holme, Colsterworth, Kyalami.	



## Heritage Significance

Criteria	Definition
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Bowder's House is important because of its aesthetic significance. It is a pleasing example of a relatively substantial early twentieth century house in the Sunshine Coast Council area. Its substantial decorative elements and architectural features reflect its importance as the residence at the centre of a major farm in the district. The context for the house, including the rambling garden and surrounding land, reinforces its historic rural setting.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Bowder's House has a special association with Andrew Bowder, a significant figure in the Yandina farming community in the early twentieth century.

## Historical Context

'Bowder's House' was built for Andrew Bowder in c1910. Bowder moved to Yandina with his wife and family in 1904, having recently emigrated from England. Bowder purchased the land on which the house is located in 1909 and over this time established a sugar cane farm. By 1913, Bowder's farm was the largest sugar cane farm between Maryborough and Brisbane (Alcorn 2006-7, 'Bowder's House' citation). The extent of his farm reflected Bowder's importance in the local agricultural community. He was responsible for establishing the North Coast Sugar Company, which aimed to build a sugar mill at Yandina (a plan that was ultimately unsuccessful) and also the so-called 'Bowder's Siding', opened in 1920. This was a railway siding south of Yandina that was located adjacent to sugar cane plantations planted by Bowder and a number of other farmers (with Bowder's being the largest area). He was also noted for his agricultural experimentation, creating a breed of maize that was widely distributed throughout Queensland. Two of Bowder's children, Daisy and Kathleen, continued to live in the house after Bowder's death in 1944 and when they eventually sold the house, the money was used to endow 'Bowder Lodge' at the Sundale Nursing Home in Nambour.

## Description

Bowder's House is located on a large triangular block to the east of the railway tracks. The residence is set in an established garden with a number of mature trees within and on the boundaries. This assessment is based on Berenis Alcorn's study and images from 2015 published on the realestate.com website.

The building consists of a highset chamferboard clad timber structure on stumps; the core of the building is covered by a corrugated iron clad hipped roof with a projecting gable on both sides of the southern elevation, gabled in the west and hipped in the east. The western gable has a decorative gable bracket with king post. A partially enclosed wrap-around verandah extends along the west, north and east sides; features include three-rail dowel balustrade, crown moulds and lattice panels. Access is via timber stairs onto a covered porch at the western gable. The verandah back wall has exposed framework and tongue-and-groove VJ cladding. The front entrance is via a door with sidelights and fanlight and there are also a number of French doors. Windows include casement, sash and awning configuration, some with metal window hoods (2006).

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016.

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Chronicle and North Coast Advertiser, 19 November 1920, 3.  
Daily Mail, 28 November 1924, 11.  
<https://www.realestate.com.au/property/44-fleming-st-yandina-qld-4561>, accessed 02/12/2016.

## Carinya

<b>Local Place ID Number</b>	YDA7	
<b>Street Address</b>	82 Farrell Street Yandina	
<b>Title Details/GPS Coordinates</b>	4SP161925	No GPS Coordinates
<b>Other Names</b>	Orangerania, Wilkston.	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
<b>Statement</b>	Carinya is important because of its aesthetic significance. It is an excellent example of a substantial house from the Sunshine Coast Council area, reflecting the wealth and importance of its original owner, David Williams, and the prominence of the fruit industry on the Blackall Range in the late nineteenth and early twentieth century. This significance is retained despite its removal from its original location.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	Carinya has a special association with David Williams, an early and successful pioneer of Mapleton.

**Historical Context**

'Carinya' was originally located in Mapleton and built for a pioneer of that district, David Williams. Williams selected land in Mapleton in 1892 and planted banana and citrus trees. He and his wife first built a slab hut, then a pit-sawn timber house – allegedly the first of its kind in the area. Williams' farm, called 'Orangerania', was clearly successful, for in 1911 he commissioned the erection of a large and ornate house. He sold the property in 1917, and it was described thus in the local paper: 'This property always commands attention, from its prominent position, its splendid state of cultivation, and the palatial residence which adorned the surrounding grounds' (Chronicle and North Coast Advertiser, 24 August 1917: 5). One of the later owners of the house gave it the name 'Carinya'.

The house was relocated to Yandina in 1984. It was broken down into three sections and rebuilt and allegedly restored. It apparently formed a part of a tourist attraction at the time, which included the so-called 'Ginger Bread Cottage'. 'Carinya' became an art gallery and antique furniture store. In 2003, the house once again became a private residence. The relocation of the house coincided with an increased public interest in local history in the lead-up to the Australian Bicentenary celebrations in 1988, and the establishment of the Buderim Ginger Factory in Yandina in the mid-1980s.

**Description**

Carinya was relocated to a site in between the North Coast Railway line and Farrell Street in the north of Yandina, set in recent gardens. The site is delineated from the road by a picket fence and contains two further structures in the northwest and southeast corners. This assessment is for the residence. This assessment is based on Berenis Alcorn's study and images published on the Day & Grimes Real Estate website.

Carinya addresses Farrell Street in the west and consists of a chamferboard clad timber structure on medium high stumps, covered by a complex corrugated iron clad Dutch gable roof incorporating several gables and extensions. The gable peaks are decorated with ornate finials. A verandah with separate bullnose roof wraps around most of the building; decorative features include double stop-chamfered timber posts with collar mould and cast iron lace balustrade, brackets and valance. The verandah back wall shows exposed framework and tongue-and-groove VJ cladding. Front access is via an elaborate timber door with sidelights (coloured/textured), fanlights, fielded panels and bolection moulding. Other doors include a panelled timber door with ornate architrave, timber and glass (coloured/textured) door and recent French doors. There are large bay windows in sash configuration with coloured and textured side- and fanlights. Internal features include pressed metal ceilings, ornate timber brackets and architraves, vented ceiling roses and fretwork.

Carinya has reportedly been restored to 'as new' condition.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Chronicle and North Coast Advertiser, 24 August 1917, 5.  
<https://www.realestate.com.au/property/82-farrell-st-yandina-ql-4561>, accessed 23-01-2017.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Chambers Crossing Bridge and George Best Park

<b>Local Place ID Number</b>	YDA22	
<b>Street Address</b>	Ninderry Road, Yandina	
<b>Title Details/GPS Coordinates</b>	Road Reserve, Water Reserve	-26.548760, 152.963852
<b>Other Names</b>	Old Rattley.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Chambers Crossing Bridge and George Best Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. Although altered over time, the bridge nonetheless was the first such structure to span the Maroochy River at this point, with access previously achieved by simply crossing the river (hence Chambers Crossing). The construction of the bridge reflected the increasing settlement on the other side of the river from Yandina, particularly North Arm, and the continuing importance of a road connection with Yandina for settlers in the surrounding district.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Chambers Crossing Bridge and George Best Park demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage, as one of the earliest extant timber road bridges in the Sunshine Coast Council area.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Chambers Crossing Bridge and George Best Park has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular remnant structures inclusive of rocks formed to facilitate crossing of the river at this point prior to the construction of the bridge.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Chambers Crossing Bridge and George Best Park is important in demonstrating the principal characteristics of early road bridges in the Sunshine Coast Council area, in particular the wooden decking, girders and tracks.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Chambers Crossing Bridge and George Best Park is important to the Sunshine Coast Council area because of its aesthetic significance. Its setting across the river and adjacent to the George Best Park – and now separate from the new road and bridge – creates a pleasing context that evokes earlier (and simpler) modes of travel in the region.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Chambers Crossing Bridge and George Best Park has a special association with Thomas Chambers, one of the Sunshine Coast Council area's (and Yandina's) earliest European settlers and after who the bridge and original crossing is named.

### Historical Context

The Chambers Crossing Bridge was built in 1896. The bridge is named after Thomas Chambers, who selected land beside the crossing in 1876. Thomas and his brother, Charles, came to the Maroochy region in the 1860s and felled cedar, beech and pine trees and sold the timber to William Pettigrew – either at his depot on the Maroochy River or, later, his sawmill, both located near modern-day Maroochydhore. As a measure of their early influence in the region, Chambers Island is named after Thomas and Charles.

The river adjacent to Thomas's property was originally crossed without the aid of a bridge. The population on the north bank of the river grew steadily in the late nineteenth and early twentieth century (in particular North Arm) and a bridge was built in 1896. Local historian, Audienne Blythe, wrote that the bridge has undergone replacements and repairs over time, although judging by the extant fabric such alterations that may have been undertaken occurred in the first half of the twentieth century at the latest. The current Chambers Crossing Bridge was opened in 1996, a century to the year after the original bridge was built. The original bridge is now part of George Best Park, named after a prominent local butcher, George Best, who moved to Yandina in 1892. Best was a Maroochy Shire Councillor from 1916-1918.

### Description

Chambers Crossing Bridge and George Best Park is located on the southern side of Ninderry Road on a grassed landscaped site bounded by a pedestrian path/bikeway to the south. The North Maroochy River traverses through the western part of the site in a north-south direction. There are some feature trees within the site that is bounded by mature vegetation in the south, west and east.

The bridge spans the river on the south-western boundary of the site as part of the pedestrian/bike path and consists

of a timber structure comprising timber pylons and bearers, wooden decking and girders, the fittings reportedly including brass bolts. The tracks consists of timber planks and are partially filled-in in between with bitumen. The bridge is in a fair to poor condition, the decking showing signs of deterioration and grass overgrowth.

George Best Park consists of a landscaped area featuring a picnic shelter, playground and car parking area.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

<b>References</b>	Audienne Blyth, Streets and Roads of Yandina and District: Their History and Origins, Yandina, 2003, pp95, 100 and 102.
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### Christina Low Park

<b>Local Place ID Number</b>	YDA23
<b>Street Address</b>	1538 Nambour North Connection Road, Yandina
<b>Title Details/GPS Coordinates</b>	10Y16412, 1048CG6171, 999RP228262, No GPS Coordinates 998CP895706, Road Reserve, Water Reserve
<b>Other Names</b>	N/A



<b>Heritage Significance</b>	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Christina Low Park is important in demonstrating the evolution of the Sunshine Coast Council area's history. The park was the site of the first European settlement in the Yandina district and some of the earliest settlement anywhere in the Sunshine Coast. It was located on the Gympie Road, which contributed to the development and closer settlement of the region. The presence of the Aboriginal camp opposite the Low's premises further highlights this evolution in the Sunshine Coast's history, as the continuing presence of new settlers in the region had a profound impact on the first people of the Sunshine Coast.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Christina Low Park demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. Along with Charles Clarke Park in Mooloolaba, it is one of the few sites of early European occupation in proximity to a major town or city in the region that has remained relatively undeveloped since the 1860s.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Christina Low Park has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. This information may include, but is not limited to, archaeological and landscape evidence of the development of the place by the Lows in the 1860s and also the presence of local Kabi Kabi people during the pre- and post-contact periods. Evidence may include building footings, middens (both Aboriginal and European) and other artefacts associated with the use of the site by both cultural groups over time.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Christina Low Park has a special association with the life of James and Christina Low, early European settlers in the Sunshine Coast Council area and responsible for some of the earliest commercial development of the region in its history.

### Historical Context

The Christina Low Park was opened in 1985. The park is located on the north and south banks of the South Maroochy River. The river in this section includes a natural ford that was utilised as part of the original Gympie Road. The first bridge across the Maroochy River was located at this point and was opened in 1878. The bridge was destroyed during a flood event in 1928 and a new, concrete bridge replaced it in 1929. The current James Low Bridge was completed in 1970 and a footbridge was constructed over the 1929 bridge at the request of local residents.

### Description

Christina Low Park is located on the eastern side of Nambour North Connection Road south of the town's centre. The South Maroochy River runs through the slightly sloping site in a northeast-southwest direction with mature native vegetation lining the river banks (reportedly including replanted beech trees). Old Cobb and Co Lane (pedestrian only in the northern section) crosses through the park in a north-south direction.

The landscaped section north of the river contains grassed areas and mature vegetation including feature trees.

Access is via a car parking area in the northern corner. A playground is situated towards the northern border. Old Cobb and Co Lane leads along the western boundary and crosses the river at a natural ford via a footbridge on trapezoid concrete panel supports.

Vehicular access to the southern sections of the park is via Old Cobb and Co Lane. The south-western part comprises grassed areas and some shade trees and has been developed into a picnic area with barbeque facilities, shelter structures and benches and tables. The section in the northeast consists of extensive grassed areas with mature vegetation on the river bank and on the eastern boundary.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected

#### References

Audienne Blyth, Streets and Roads of Yandina and District: Their History and Origins, Yandina, 2003, pp95, 100 and 102.  
 Helen Gregory, Making Maroochy: A History of the land, the people and the Shire, Brisbane, Boolarong Publications, 1991.  
 Picture Sunshine Coast  
 Queensland Heritage Register, 'Dunethin Rock', Place ID 602695. Queensland Heritage Register, 'Koongalba', Place ID 601613.  
 Sunshine Coast Council, Thematic History of the Sunshine Coast, 2016.  
 Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.

### Koongalba (State heritage place)

<b>Local Place ID Number</b>	YDA4	
<b>Street Address</b>	12 Wharf Street, Yandina	
<b>Title Details/GPS Coordinates</b>	1RP26457	No GPS Coordinates
<b>Other Names</b>	John Low's House.	



#### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Criterion under review.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The residence, with its landscaped grounds and plantings of mature trees, makes a considerable contribution to the amenity of the Wharf Street streetscape and the Yandina townscape.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	As a building erected on land which has been continuously owned by members of the Low family from the late 1860s, Koongalba is important for its association with the family which was influential in the development of the timber industry in the Mooloolah-Maroochy area, and in the development of Yandina as a commercial centre from the late 1860s.

#### Historical Context

Please refer to Queensland Heritage Register Place ID#601613.

#### Description

Please refer to Queensland Heritage Register Place ID#601613.

<b>Statutory Listings</b>	Queensland Heritage Register
<b>Non-Statutory Listings</b>	National Trust of Queensland, Register of the National Estate (archived)
<b>Inspection Date</b>	08/03/2016

#### References

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System.

### Maroochy Co-Op Store (former)

<b>Local Place ID Number</b>	YDA24	
<b>Street Address</b>	2 and 2a Stevens Street, Yandina	
<b>Title Details/GPS Coordinates</b>	4RP167389, 2RP175853	No GPS Coordinates
<b>Other Names</b>	McNab's Store, Yandina IGA	





**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Maroochy Co-Op Store (former) is important in demonstrating the pattern of the Sunshine Coast Council area's history. Co-operative associations became increasingly common in the region from the late 1910s and the Maroochy Co-Op Store is a relatively early example. Although the shop was not originally built or owned by the Co-Op, its significance under this criterion is defined by the duration of its occupancy of the building and the importance of the association in Yandina's history.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Maroochy Co-Op Store (former) is important to the Sunshine Coast Council area for its aesthetic significance. The building makes a strong contribution to the streetscape of Stevens Street, reinforcing the predominantly timber and tin building materials and style of shops built in the street in the early twentieth century, many of which remain largely intact.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Maroochy Co-Op Store (former) has a special association with the work of the Maroochy Co- Operative Cash Stores, a significant organisation in the history of Yandina from the 1910s through to the 1960s.

**Historical Context**

The former Maroochy Co-Op Store was built in 1909 for John McNab, a prominent early citizen. McNab first owned a store in Landsborough and then opened a general store in Yandina in the late 1880s or early 1890s, which he sold in c1895. He then re-entered the retail business with the construction of the former Maroochy Co-Op Store building in 1909, operating it as a general store. He was also a Councillor and Chairman of the Caboolture Shire Council (of which Landsborough was a part until the formation of the Landsborough Shire Council in 1912). He then went on to serve in the former Landsborough Shire Council.

McNab sold his new store in 1911 and after two new owners, the shop was purchased by the Maroochy Co-operative Cash Stores Ltd. in 1919. The Co-Operative was formed in 1918, with the main shop in Yandina and a branch on the Maroochy River. Approximately 60 farmers were present at the meeting when it was decided to proceed with the creation of the store (at which time various options were considered, including joining the Kenilworth co-operative store, which had a shop in Eumundi). The principal advantage to the scheme was that customers became shareholders and any profit generated by the store was divided up amongst the shareholders. Interestingly, McNab was the Chair of the committee formed to discuss the co-operative scheme in 1918. The Maroochy Co-operative Cash Store continued to operate from the building for around fifty years. The co-operative spirit that motivated the establishment of the store extended to the period of the Great Depression, when farmers in the district struggled to survive and the shop provided twelve months' credit. The most profitable period of the store's history was the 1940s; perhaps reflecting this, the Store built an extension to the building in the 1950s. However, the store struggled to survive financially in the early 1960s and in 1963 it merged with the Nambour and District Co-operative Society. The Maroochy Co-operative Cash Store was the longest operating co-operative store in Queensland at the time it merged with the Nambour society. The building continues to function as a grocery store today.

**Description**

The former Maroochy Co-Op Store is located on the corner of Steven and Railway Streets within the Yandina character area in the centre of town. A later shop building joins onto the original store in the west, forming a shopping complex. At the northern boundary of the slightly sloping site is a car parking area.

The buildings address Stevens Street and consist of single-storey chamferboard (front) and weatherboard (sides and rear) clad timber structures. The building on the corner is clad with a corrugated iron double roof, gabled at the front and hipped at the rear. A straight chamferboard clad parapet with two roof gables runs along the façade and continues around the corner section and eastern elevation. Decorative features include timber soffit brackets (on the parapet and gables) and slatted gable panels. The section to the west is slightly shorter and covered by a corrugated iron roof, also gabled at the front and hipped at the rear. The façade shows similar features as the earlier building albeit less ornate and with only one gable. A corrugated iron clad skillion awning on post supports (with brackets in the western section) spans the footpath at the front and wraps around the corner.

The shop front of the former Maroochy Co-Op Store has large shop windows featuring bands of textured glass windows above that appear either original or sympathetically restored. The two former recessed entrances have been remodelled; one has been converted to a shop window and the second is in line with the footpath via a recent glass/aluminium double door. The shop front of the later building shows simple large shop windows and a modern entrance door. There are several small windows with metal window hoods in the upper section of the eastern elevation as well as sash windows and a bank of recent windows with fanlights. A loading deck with roller door access fronts the rear and there are further sash windows and small windows in the upper section.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016
<b>References</b>	
'Obituary, Mr J McNab', Nambour Chronicle and North Coast Advertiser, 28 October 1932, 7. Picture Sunshine Coast Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.	

### No. 11 North Street

<b>Local Place ID Number</b>	YDA21	
<b>Street Address</b>	11 North Street, Yandina	
<b>Title Details/GPS Coordinates</b>	46Y1642	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The house is significant as a good representative example of a modest scale timber house from an early phase of the town's development.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	No 11 North Street is important to the Sunshine Coast Council region because of its aesthetic significance. The building and its timber construction and modest scale are evocative of an early phase of the town's development.

### Historical Context

No. 11 North Street was surveyed as part of the Township of Yandina in 1890. However, according to an earlier heritage study (Alcorn 2006), for some reason it appears it was not offered for sale until 1902 and even then, it did not attract any interest from buyers. It was eventually sold in 1919 to A. Fredin. The allotment was located directly across from the Yandina Race Course.

Joe Ivins, a Yandina builder, constructed the house on site in 1930. His daughter, Lorna, was born in the house in 1932. The house was sold in 1935 and the Ivins family moved to a house which Joe Ivins had also built about 200 metres away on Cooloolabin Road.

The house at 11 North Street was occupied for a considerable time in the 1940s and 1950s by Vic Cordwell and his family.

### Description

No. 11 North Street is located on the southern side of North Street in a residential area in the northwest of the CBD. The rectangular block contains the original building in the northern half and a number of additional structures attached to the rear. There are a large number of mature trees at the street front, the sides and also the rear. The property is delineated from the street and neighbouring blocks by a timber fence.

The building addresses the street and is fronted by mature vegetation and a grassed area. The low-set timber framed cottage on stumps has weatherboard clad walls and a truncated corrugated iron clad pyramid roof. Access is via some steps onto the front verandah covered under the main roof. Verandah features include stop-chamfered posts with ornate brackets and crown collar moulds, and a broomstick balustrade. The central entrance door with fanlight is flanked by French doors. The verandah back wall shows exposed framing and vertical tongue-and-groove timber board cladding. The windows are reportedly sash configuration with corrugated iron sheeted window hoods with side battens.

It is noted that the house was mounted on high blocks until the 1970s, with the front of the house having a long, straight staircase.

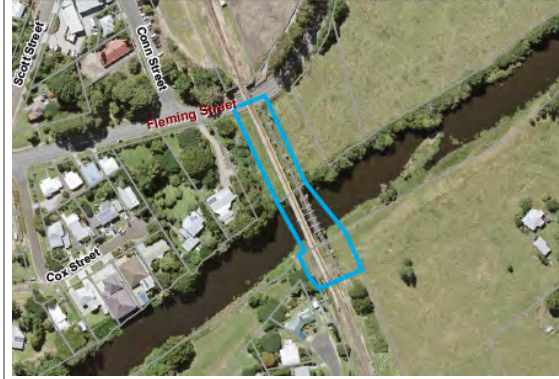
<b>Other Statutory Listings</b>	N/A
<b>Non-Statutory Listings</b>	N/A
<b>Inspection Date</b>	17/07/2017

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
QImagery

## Old Railway Bridge

<b>Local Place ID Number</b>	YDA5	
<b>Street Address</b>	Conn/Fleming St, Yandina & northern termination of Koongalba St, Yandina	
<b>Title Details/GPS Coordinates</b>	234SP102284, 30CP895706, 231RP102283 (Part), Maroochy River (Part)	No GPS Coordinates
<b>Other Names</b>	N/A	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Old Railway Bridge is important in demonstrating the evolution of the Sunshine Coast Council area's history. The railway itself had an enormous impact on the settlement and economic development of the region from its construction in the late 1880s and early 1890s. The various iterations of the bridge therefore illustrate the continuing importance of the railway in the region across the nineteenth and twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Old Railway Bridge demonstrates an uncommon aspect of the Sunshine Coast Council area's cultural heritage. It is the most substantial of the original/early bridge spans across a creek or river in the Sunshine Coast Council area.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Old Railway Bridge is important in demonstrating the principal characteristics of railway bridges constructed in the late nineteenth and early twentieth century in the Sunshine Coast Council area, in particular the detailing of concrete columns, timber supports, concrete bases and steel bridge girders.

### Historical Context

The North Coast Railway has been one of the Queensland's most enduring and successful railway projects. The line was designed to connect Gympie with Brisbane and plans were formulated for the line in the 1880s. The construction of the line was an enormous task, requiring more than 900 workers to complete the job. Once completed, the railway provided a more efficient means to transport the produce from the region, including fruit, vegetables, sugar and timber, as well as encourage tourists to visit the various resorts along the line, on the Blackall Range or by the coast.

The Old Railway Bridge was constructed in 1913. Based on historical photographs, the 'new' bridge was simply the span, while the original foundations built in 1890, including timber supports and concrete columns, remained intact. The bridge remained in use until 1995, when the line was realigned and a new concrete bridge was built adjacent to the original bridge.

### Description

The old railway bridge spans the Maroochy River between Fleming Street in the northwest and the northern termination of Koongalba Street in the southeast and runs parallel in the east to the concrete bridge constructed in the 1990s. The bridge has a length of 33 meters and consists of steel beams resting on solid concrete columns with moulded capitals, and a steel truss superstructure. The timber approaches are supported by three-legged cross-braced timber supports on concrete bases.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	10/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
Picture Sunshine Coast.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.  
Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.

## Railway Gatehouse (former)

<b>Local Place ID Number</b>	YDA6	
<b>Street Address</b>	44 School Road, Yandina	
<b>Title Details/GPS Coordinates</b>	2RP198736	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Railway Gatehouse (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The North Coast Railway fundamentally altered the economy and development of the Sunshine Coast Council area from the time of its construction. The gatekeepers' houses were a core element of the urban landscape generated by the railway construction and, along with the railway stations and associated infrastructure, reflected the shift from road and river transport to the railway at the end of the nineteenth century. The continued presence of the house illustrates the original/early road network in Yandina and, relative to the current conditions, demonstrates the evolution of the road system in the district across the twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Railway Gatehouse (former) demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. It is possibly one of only two extant gatehouses in the Sunshine Coast Council area, when in the past such cottages were more common.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Railway Gatehouse (former) has potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history, principally (together with the second railway gatehouse in Yandina) offering comparative information in the event other similar houses are discovered, and also for revealing the road network in Yandina around the turn of the twentieth century.

**Historical Context**

The North Coast Railway has been one of the Queensland's most enduring and successful railway projects. The line was designed to connect Gympie with Brisbane and plans were formulated for the line in the 1880s. The construction of the line was an enormous task, requiring more than 900 workers to complete the job. Once completed, the railway provided a more efficient means to transport the produce from the region, including fruit, vegetables, sugar and timber, as well as encourage tourists to visit the various resorts along the line, on the Blackall Range or by the coast. The Yandina Railway Station, consisting of a railway shelter (station building) and goods shed was opened in 1891. Gatekeepers' houses were constructed in 1889, with two built in Yandina, one in School Road and the second in Wharf Street. The gatekeepers were responsible for managing the gates at level crossings, closing them when a train was scheduled to arrive to prevent accidents. There were four level crossings in the Yandina district: one at the railway station, one associated with this former gatehouse, one at Bridges and the other at Wharf Street.

A 1902 map of the district showing where school students lived and the distance they needed to travel to school clearly marks the gatekeeper's cottage at the southern boundary of the school grounds. The road configuration is different to that today; Ninderry Road angled more gently toward the level crossing and then crossed the railway, to what became Gympie Road at the time (now Farrell Street, although this was not the alignment of the original Gympie Road, which turned northwest just after crossing the South Maroochy River). There appears to be evidence of the level crossing still extant in the form of a bitumen lane leading to the pedestrian crossing from the western side of the line (which replaced the level crossing); the former gatekeeper's house is directly opposite on what is now School Road. The small lane and the location of the gatekeeper's house more than likely indicate the road configuration of Yandina at the turn of the twentieth century, which was markedly different than that which exists today. The house has undergone alterations over time. The house was raised by the Railway Department in 1937.

The house was under renovation in 2006 and various changes have been effected as a result. However, the original form of the building, principally the small, gable-roofed cottage, remains clearly recognisable (see for comparison a similar cottage listed on Picture Sunshine Coast), and its location continues to mark the location of the level crossing, particularly in relation to the small lane on the opposite side of the railway.

**Description**

The former Railway Gatehouse is located on the eastern side of the railway line in the north of the town. The building is set parallel to the road within a garden and consists of a highset weatherboard clad timber structure on stumps, covered by a corrugated iron clad gable roof. The former verandah, covered under the main roof on the western elevation, is enclosed and fronted by an additional verandah on metal supports and covered with a corrugated iron clad skillion roof. A timber structure with gable roof is attached at the eastern elevation and comprises a weatherboard clad section and a verandah. It appears that all windows have been replaced with aluminium sliding windows over time.

Historic imagery suggests that the gatehouses were originally lowset cottages with open front verandah, brick chimney and sash windows, indicating that the former gatehouse in School Road has been significantly altered, however, its original form is still recognisable.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016
<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006. Picture Sunshine Coast. <i>Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</i>	

### Starlight Community Hall

<b>Local Place ID Number</b>	YDA10	
<b>Street Address</b>	399 Browns Creek Road, Bridges	
<b>Title Details/GPS Coordinates</b>	12SP254387 (Part)	No GPS Coordinates
<b>Other Names</b>	N/A	



<b>Heritage Significance</b>	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Starlight Community Hall is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was one of the first 'alternative' communities established on the Sunshine Coast, with other prominent examples such as the Chenrezig Institute and Frog's Hollow (and the Maleny co-operatives) also created in the 1970s. Starlight is one of the leading communities that helped establish Sunshine Coast's alternative reputation and the hall is the symbolic manifestation of the communal intent that forms the core of the community.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Starlight Community Hall is important because of its aesthetic significance. The layers of construction and the methods employed to build the hall reflect the nature and ideals of the community that it serves. It is also nestled in a rainforest setting and near a creek, which contributes to the purpose and symbolism of the hall.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Starlight Community Hall has a strong association with the current and former residents of the community.

### Historical Context

In the 1970s, the Sunshine Coast became popular with people wishing to establish intentional or 'alternative' communities. Prominent examples include the Chenrezig Institute, a Buddhist retreat located west of Eudlo (established 1974), Frog's Hollow at Maleny, from where the famous hinterland co-operative community was developed, and also Crystal Waters, a permaculture community at Conondale.

Starlight was one of the first of these communities, with so-called 'hippies' (according to the parlance of the time) taking up land along Brown's Creek near Yandina in 1971. At first the land was an undifferentiated whole, consistent with the philosophy of sharing the land. However, this approach did not prove immediately viable. One of the early members of the community was a surveyor and he subdivided the land into large blocks and a communal area. The subdivision was technically illegal; however, the Maroochy Shire Council was sympathetic and rezoned the land, and the community engaged a law firm to create a legal company to protect the structure of the community and land use. The community's focus has been predominantly on self-sufficiency and sustainability, and conservation of flora and fauna.

The early iteration of the Starlight Community Hall was built around this time, and improved over the next few decades. The community's most famous resident, the Australian author Peter Carey, wrote about how it retained its original beauty, derived from the bloodwood poles and pitched roof. However, it had been transformed by 'a beautiful verandah rail and an arched slatted skirt for the underfloor', with the changes reflecting the 'Queensland vernacular and hippy-chainsaw architecture'. The hall is the focus of community activities, hosting every conceivable social event in the community. By its nature, and location, it is literally and symbolically the communal heart of the Starlight Community and its architecture reflects the ad hoc and organic development of the community since the early 1970s.

### Description

The Starlight Community Hall is located on the eastern side of Browns Creek Road approximately 4km distance (straight line) from the outskirts of Yandina within the large forested area of the Starlight Community.

The hall consists of a rectangular highset open-walled structure on medium height timber stumps with a gable roof,

clad with short sheeted corrugated iron. A skillion roofed verandah joins onto the core structure at the front and rear. Both the main and verandah roofs are supported by round bush timber posts and the main roof has an open ceiling with exposed round ceiling joists. A balustrade, comprising dowels and round timber top and bottom rails, runs along the edge of the hall. In between the stumps is a tall arched valance consisting of timber slats. Access is via double timber stairs covered under a separate roof and featuring a similar balustrade and valance as the main building. The hall has a timber floor and a number of benches fitted in-between the uprights.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

<b>References</b>	
Berenis Alcorn, Maroochy Heritage Study, 2006.	
Bill Metcalfe, 'Utopian Communities', in Queensland Historical Atlas, <a href="http://www.qhatlas.com.au/content/utopian-communities">http://www.qhatlas.com.au/content/utopian-communities</a> , accessed 8/11/2016.	
<a href="http://www.starlightcommunity.com">http://www.starlightcommunity.com</a> , accessed 10/10/2016	
<a href="https://www.facebook.com/Starlight-Hall-101892046521239/">https://www.facebook.com/Starlight-Hall-101892046521239/</a> , accessed 10/10/2016	
Peter Carey, Home and Away, The Age, 29/01/1995, accessed 10/10/2016 online at <a href="http://newsstore.fairfax.com.au/apps/viewDocument.ac?page=1&amp;sy=age&amp;kw=peter+carey&amp;pb=all_ffx&amp;dt=selectRange&amp;dr=entire&amp;so=relevance&amp;sf=author&amp;rc=10&amp;rm=200&amp;sp=nrm&amp;clsPage=1&amp;docID=news950129_0119_5674">http://newsstore.fairfax.com.au/apps/viewDocument.ac?page=1&amp;sy=age&amp;kw=peter+carey&amp;pb=all_ffx&amp;dt=selectRange&amp;dr=entire&amp;so=relevance&amp;sf=author&amp;rc=10&amp;rm=200&amp;sp=nrm&amp;clsPage=1&amp;docID=news950129_0119_5674</a>	
Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.	
Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.	

### Yandina All Saints Church of England

<b>Local Place ID Number</b>	YDA1	
<b>Street Address</b>	3 Farrell Street, Yandina	
<b>Title Details/GPS Coordinates</b>	5RP841819	No GPS Coordinates
<b>Other Names</b>	Anglican Church, All Saints Anglican Church (Including Surrounding Trees).	



<b>Heritage Significance</b>	
<b>Criteria</b>	<b>Definition</b>
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina All Saints Church of England is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the first church built in the former Maroochy Shire and its construction in Yandina, which was located on the road to Gympie, marked the town as the principal settlement in the former Shire at the time.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Yandina All Saints Church of England demonstrates a rare aspect of the Sunshine Coast Council area's history, as the oldest extant church in the former Maroochy Shire area and one of the oldest churches constructed in the Sunshine Coast.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Yandina All Saints Church of England is important in demonstrating the principal characteristics of small, timber churches typically constructed in rural parts of the Sunshine Coast Council area in the nineteenth and early twentieth century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Yandina All Saints Church of England has a special association with the Yandina and district Anglican congregation, which has used the church as a place of worship since the nineteenth century.

<b>Historical Context</b>	
The Yandina All Saints church was built in 1881. As with other nascent settlements in the region, church services in Yandina were originally provided by a travelling parson, in this case Reverend Joseph Buckle. A local settler, Arthur Gawthorn, erected the All Saints Church in 1881 originally as a non-denominational church. That is, all congregations, whether they were Anglican, Catholic, Baptist, Methodist or Presbyterian (the common denominations in the region at this time) could use the church for their services. The church was the first building of its kind in the Maroochy Divisional Board (later the Maroochy Shire), and one of the earliest churches in the entire Sunshine Coast. It was apparently constructed from pit-sawn Beech timber and had a shingle roof at the time it was built. A non-denominational church was also erected for the residents of Ninderry and North Arm in 1899.	
Gawthorn died in 1919 and he bequeathed the land and church building to the Nambour Anglican Parish in his will.	

By this time, the church was exclusively used as a Church of England.

The church was extended in the 1950s and 60s. A vestry and new font were added in 1951, at the time of the 70th anniversary of its construction. (The celebration of the anniversary was a significant event in the region. Mathew Carroll, associated with the early settlement of Nambour, gave an address – he was present at the time the church was built.) The font was a memorial to two children. A memorial cross was also installed in memory of a local man, Corporal Ken Clark, who died in World War II. A baptistry and porch were added in 1961. The church has remained relatively unchanged since this time and it is believed to be the oldest church still in use in the Sunshine Coast region.

**Description**

The Yandina All Saints Church of England is situated on the western side of Farrell Street in the centre of town. The site is framed by mature trees on three sides, the church being located in a grassed area in the centre. The church addresses the street and consists of a small lowset weatherboard clad timber structure on metal stumps with a corrugated iron clad gable roof with timber crosses. An enclosed porch (1961) fronts the nave and features a corrugated iron clad gable roof with flying gable without any embellishments. The gable is clad with sheeting while the sides are weatherboard clad. Access is from the northern side via French doors with coloured panes. At the front (east) is a three-light casement window, also with coloured panes and on the southern side is a single-light casement window. The nave has single casement windows. A weatherboard clad vestry (1951) with corrugated iron clad gable roof joins onto the nave at the rear (west) and is accessed via some steps and timber door. At the rear is a five-light casement window with coloured panes. A narrow weatherboard clad annex with skillion roof joins onto the building towards the southwest. Access was from the south, however, the door has been boarded-up and the stairs have been removed. A small skillion roofed shed with corrugated iron cladding is located at the rear of the church. The Yandina All Saints Church of England is situated on the western side of Farrell Street in the centre of town. The site is framed by mature trees on three sides, the church being located in a grassed area in the centre.

The church addresses the street and consists of a small lowset weatherboard clad timber structure on metal stumps with a corrugated iron clad gable roof with timber crosses. An enclosed porch (1961) fronts the nave and features a corrugated iron clad gable roof with flying gable without any embellishments. The gable is clad with sheeting while the sides are weatherboard clad. Access is from the northern side via a French door with coloured panes. At the front (east) is a three-light casement window, also with coloured panes and on the southern side is a single-light casement window. The nave has single casement windows. A weatherboard clad vestry (1951) with corrugated iron clad gable roof joins onto the nave at the rear (west) and is accessed via some steps and timber door. At the rear is a five-light casement window with coloured panes. A narrow weatherboard clad annex with skillion roof joins onto the building towards the southwest. Access was from the south, however, the door has been boarded-up and the stairs have been removed. A small skillion roofed shed with corrugated iron cladding is located at the rear of the church.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Brisbane Courier, 15 March 1919, 7.
- Nambour Chronicle and North Coast Advertiser, 2 February 1951, 2.
- Nambour Chronicle and North Coast Advertiser, 9 February 1951, 11.
- 'New Church Opened', The Week, 30 June 1899, 11.
- Queenslander, 15 January 1881, 90.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.
- Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.

**Yandina Cemetery**

<b>Local Place ID Number</b>	YDA12	
<b>Street Address</b>	33 Cordwell Road, Yandina	
<b>Title Details/GPS Coordinates</b>	1024CG6069	No GPS Coordinates
<b>Other Names</b>	Maroochy General Cemetery.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina Cemetery is important in demonstrating the pattern of the Sunshine Coast Council area's history, as cemeteries were typically established following the development of settlements.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Yandina Cemetery has potential to yield information that will contribute to an understanding of the region's history, particularly an understanding of burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the 1890s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Yandina Cemetery is important in demonstrating the principal characteristics of a monumental cemetery in the Sunshine Coast Council area. The variety of headstones and monuments reflect the principal approach to burial practice in the region from the late nineteenth century through to the 1950s, when local councils began to encourage lawn cemeteries.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Yandina Cemetery has a special association with the Yandina and district community as the principal place of burial until the 1950s, with sporadic use since that time.

#### Historical Context

The Yandina Cemetery was gazetted in 1882. It was originally known as the Maroochy General Cemetery, a name that persisted until the 1950s when the Maroochy Shire Council assumed control of the cemetery and renamed it. The earliest burial is that of James Low (1883), the earliest of the European settlers in the district. The cemetery was, at various times, in poor condition. A beautification program was undertaken in the early 1950s, resulting in the planting of Cypress pines on the southern fence line, Jacaranda trees along the fence line facing the former Bruce Highway (which at the time passed directly in front of the cemetery – and planted by the Main Roads Commission at the time), a garden for roses and other flowers, a 'motor pathway' to facilitate car access and a new set of gates at the southwest corner of the reserve. The only evidence of the improvement is at least one Jacaranda Tree. The Maroochy Shire Council assumed management of the cemetery in 1956 and a shelter shed (still extant) was erected some time after this date. The entrance was restored in 2001 by the Yandina & District Historical Society. The Kulangoor Lawn Cemetery was established in 1987 and it is now the principal burial ground for Yandina.

#### Description

The Yandina Cemetery is located on the corner of Cordwell Road and Central Park Drive within an industrial estate in the south of town. The mostly cleared site contains some mature trees in the north-eastern corner and on the eastern boundary, as well as some signature trees throughout. Two Jacaranda trees of the eight planted in 1951 are remaining along Cordwell Street. The cemetery is delineated from the roads by a timber post and pipe fence with the main access from Cordwell Street via a wrought iron gate set into a timber portal with the inscription 'YANDINA CEMETERY EST 1882' and followed by an avenue of trees leading to a shelter shed. The shelter shed consists of a lowset rectangular timber structure on a concrete base covered by a corrugated iron clad hipped roof. A skillion roofed annex is attached at the southern side. The shed is partially enclosed with weatherboard and shows exposed framework with cross-bracing. Low seating is fixed to the enclosed walls.

The marked burials are located in a grassed area in the western half of the cemetery and are arranged in rows. Grave surrounds include rendered brick/concrete edging, some with ornate corners and piping, as well as wrought iron fencing. There are a number of large family plots, some surrounded by elaborate fencing. The gravestones reflect the changes in funerary custom over more than 130 years and include stelae and some elaborate monuments as well as modest desk mounted tablets and crosses. Many of the older grave ornaments show a patina acquired over time.

The cemetery includes burials of a number of early settler families including Best, Browne, Chambers, Coulson, Dyne, Galt, Goeths, Low, Meldrum, Sommer and Stevens.

**Other Statutory Listings** No statutory listings

**Non-Statutory Listings** No non-statutory listings

**Inspection Date** 08/03/2016

#### References

Berenis Alcorn, Maroochy Heritage Study, 2006.

<http://www.interment.net/data/aus/qld/maroochy/yandina/yandina.htm>, accessed 11/10/2016.

Nambour Chronicle and North Coast Advertiser, 16 February 1951, 1.

Picture Sunshine Coast.

*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.

#### Yandina Historic House

<b>Local Place ID Number</b>	YDA11	
<b>Street Address</b>	3-11 Pioneer Road, Yandina	
<b>Title Details/GPS Coordinates</b>	3Y16431 (Part)	No GPS Coordinates
<b>Other Names</b>	Kenaldare, Tillstead, Tilstead.	





### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Yandina Historic House is important in demonstrating the evolution of the Sunshine Coast Council area's history. The removal of the house from its original location in the 1990s reflected the increasing impact of upgrades to the Bruce Highway and road infrastructure more generally on the historic landscape of Yandina and the Sunshine Coast.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Yandina Historic House is important in demonstrating the principal characteristics of a substantial, turn of the century farm house in the region, in particular the design of the house, its internal layout and extensive use of decorative timber elements.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	Yandina Historic House has a strong association with the Yandina & District Historical Society Inc., as the location of the Society's headquarters since 2003.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Yandina Historic House has a special association with the life of John Gustave Sommer, who was a prominent settler in Yandina in a formative period of the district's development.

### Historical Context

Yandina Historic House was built as 'Tillstead' for John Gustave Sommer in c1899. Sommer purchased land in the district in 1882 and he built a house on his property and cultivated crops by at least 1887, at which time he also married. His family moved to the district as well, and his father owned property adjacent to Sommer's farm. In addition to his farm, Sommer owned land in the town of Yandina and in 1888-9 he erected a hotel, called the Australian Hotel from at least 1892. He purchased an allotment across from the new railway station in 1891 and moved his hotel there in the following year. Sommer appears to have lived in the hotel after its construction (one of his sons was born in it as it was being moved), but he sold it in the late 1890s and returned to his farm. It was at this time 'Tillstead' is believed to have been built, possibly by Sommer himself. The name of the house relates to either the birth place of Sommer's wife or mother, both of whom were named Fredericka, of Tellingstedt, in Germany.

Sommer subdivided his property in 1910 and sold 'Tillstead' and the farm, and built a new house called 'Rosemere'. The property was occupied by a variety of people from this period, with names including Sommerville, Sharpe, Somerset and Williams. Ben Williams purchased the property in 1923 and reportedly renamed it 'Kenaldare'. It was in poor condition at the time, and Williams undertook repairs and also built new kitchen and dining rooms. The house has undergone a variety of alterations over time, including the addition of a rear verandah in 1935, new front porch in the interwar style (c1941-2), modernisation of the interior from the 1950s (new internal cladding and ceilings) and a new rear deck in 1978. Williams farmed sugar cane, and they were apparently the first cane farmers in the district to practice soil conservation, using a form of contour cultivation. He was also a prominent community member, including acting as Director of the Maroochy Co-operative Society for thirty-four years. The Williams children were also prominent community members.

The house remained in the Williams family until 1995, when the property was resumed by the Queensland Government for the construction of the Yandina Bypass. The Government offered the house to the Maroochy Shire Council, which accepted the offer, and proposed to use the house as a tourist information centre and driver reviver facility. The Yandina & District Historical Society Inc assumed the lease for the house in 2003 and renamed it 'Yandina Historic House'.

### Description

Yandina Historic House was relocated to Teatree Park on the corner block bounded by Pioneer and Coulson Roads in the northeast of the town centre and is situated towards the northern boundary of the grassed site; the curtilage includes the immediate surrounds of the house and an ancillary structure in the northwest.

The former residence consists of an L-shaped lowset timber framed building on stumps with corrugated iron clad hipped roof. A verandah with separate bullnose roof, supported on stop-chamfered posts, wraps around the front and sides. Decorative features include ornate post brackets and decorative timber slats in the balustrade, although these appear not to be original. Front access is via a central gabled porch with inter-war style gable panel (c1941/42) and there is also a recent side entrance via a ramp on the eastern elevation. The verandah back walls show exposed framework and tongue-and-groove VJ cladding. A number of French doors with fanlights lead from the verandah into the building. A skillion roofed weatherboard clad extension joins onto the northern corner and features a casement window with metal hood. The north-western section of the verandah is enclosed and has two casement windows,

also with metal window hoods. A small rectangular lowset timber structure with corrugated iron clad hipped roof is located close to the north-western corner.

Yandina Historic House currently houses historic displays, an art gallery, a gift shop, a cafe and an information centre.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Picture Sunshine Coast.  
 Roger Todd Architects, 'Tillstead – Conservation Study for Maroochy Shire Council', 1998.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

**Yandina Hotel**

<b>Local Place ID Number</b>	YDA13	
<b>Street Address</b>	1 Stevens Street, Yandina	
<b>Title Details/GPS Coordinates</b>	21SP205405	No GPS Coordinates
<b>Other Names</b>	Australian Hotel.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina Hotel is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the second hotel in the Yandina district (after the Maroochie Hotel) and the first in the surveyed town of Yandina. The shift of the hotel from the Gympie Road to near the railway also illustrates the importance of the railway to the development of Yandina (and more broadly towns in the region), particularly where those towns pre-dated the railway. The addition of the second building also further demonstrates the evolution of Yandina, presumably in the 1930s when the Bruce Highway was constructed and the region became increasingly popular with motorists.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Yandina Hotel (original building) demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. It is the second-oldest extant hotel in the region, pre-dated only by the Mellum Club Hotel in Landsborough. However, the Yandina Hotel, despite alterations and extensions over time, is the most intact of the two, particularly as it has largely retained its early/original façade, whereas the Mellum Club Hotel façade was modernised in 1970.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Yandina Hotel is important in demonstrating the principal characteristics of hotels in the Sunshine Coast Council area, in particular later nineteenth century timber hotels. These characteristics include, but are not limited to, exposed timber framing on the façade, verandah on the first floor and decorative timber elements on the façade more generally. Taken as a whole, the hotel clearly reflects timber hotels versus the modernist hotel design predominantly used in the region from the 1930s onward. Although the provenance of the second building is unclear, it demonstrates similar characteristics.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Yandina Hotel is important to the Sunshine Coast Council area because of its aesthetic significance. The hotel illustrates pleasing timber detail relating to its design and construction in the late nineteenth century, reflecting the early history of Yandina and the region more generally. Later alterations have not fundamentally affected this effect. The two buildings (in particular the original building) also occupy a prominent corner position that denotes the importance of the railway, hotel and central business district in early Yandina, a significance further reinforced by the close proximity of the Yandina war memorial.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Yandina Hotel has a special association with JG Sommer, the first owner of the hotel. Sommer was an early settler in Yandina and one of its most prominent citizens, also noted for the construction of 'Tillstead' homestead.

**Historical Context**

The Yandina Hotel was originally built c1888-9 for John Gustave Sommer. Sommer purchased land in the district in 1882 and he built a house on his property and cultivated crops by at least 1887, at which time he also married. His family moved to the district as well, and his father owned property adjacent to Sommer's farm. In addition to his farm,

Sommer owned land in the town of Yandina and in 1888-9 he erected a hotel (called the Australian Hotel from at least 1892) originally located on the Gympie Road. He then purchased an allotment across from the new railway station and moved the hotel there in 1892, illustrating the importance of the railway to the emerging Yandina business centre over the road – a process also reflected in Landsborough for the Mellum Club Hotel, albeit much later (1914). He was granted a hotel license in 1892 and the name of the hotel at the time was recorded as the 'Australian'. Sommer appears to have lived in the hotel after its construction (one of his sons was born in it as it was being moved, hauled to its new location by bullock teams), but he sold it in the late 1890s and returned to his farm. It was at this time Sommer built his new home, 'Tillstead' (now known as Yandina Historic House), also recognised as a *local heritage place*.

The hotel was transferred to various owners over the next few decades, culminating in the 1930s with its purchase by Castlemaine Brewery in 1935. Plans for an extension to the hotel were mooted at the time of the sale, and the second building on the site, facing the junction between Stevens and Conn streets, was probably moved to its current location around this time. It is unlike the building is an 'extension' in the typical sense; it appears as a wholly individual building loosely connected to the original hotel. Historical photographs indicate cosmetic elements such as verandah skirting date from the interwar period; however, the core of the building appears to date from around the turn of the century – its original location or purpose are currently unknown. Castlemaine Perkins also purchased the Club Hotel in Nambour in the 1930s, taking commercial advantage of the Bruce Highway. The Courier Mail noted in relation to the purchase of the hotel (and others in the North Coast at the time): 'Since the Bruce Highway was opened there have been many inquiries for real estate and businesses in North Coast townships, many sales being effected' (Courier Mail, 3 May 1935: 6). The addition of a second building is undoubtedly related to the (anticipated) increase in business as a result of the Bruce Highway.

The hotel – both parts of it – has undergone various alterations since the 1930s, but both buildings remains largely intact. Indeed, of the two nineteenth century hotels in the region that remain extant – the Yandina and Mellum Club (Landsborough), the Yandina Hotel is the most intact, as the Mellum Club exterior was substantially altered in 1970, lending the building a modernist aesthetic. The hotel was renamed the Yandina Hotel by 2005. A previous heritage study (2006) suggested the hotel was originally called the Yandina, then Railway and later the Australian. Newspaper records indicate it was called the Australian from as early as 1892 and remained so-called throughout the first half of the twentieth century.

#### Description

The Yandina Hotel is located on a triangular block on the corner of Stevens, Scott and Conn Streets, a short distance to the south from the railway station. The slightly sloping site includes the original hotel and the 1930s extension in the north and northeast respectively, and a number of later extensions (including a bottle shop), a carpark and landscaped areas towards the south. This assessment is for the original hotel and the early extension – other modern buildings on the site are not considered to have heritage significance.

The original hotel is set on an east-west axis parallel to Stevens Street and consists of a double storey weatherboard clad timber structure on low stumps with corrugated iron clad hipped roof. A verandah, extending to both levels, fronts the façade (north) and is covered by a separate corrugated iron clad skillion roof, replacing the original bullnose configuration. Solar panels have been mounted on the roof. Both levels have a balustrade with timber slats and the upper level also features decorative brackets. A scalloped VJ timber valance bearing the lettering 'YANDINA HOTEL ESTABLISHED 1891' runs along the front of the verandah. Based on historic images, the balustrade, brackets and valance are not original, however, they are reflecting the original style of the building. The sides of the upper level have been closed in with weatherboard at some stage, incorporating a door leading to an external staircase on the north-western corner. The verandah back walls show exposed framework with cross-bracing and tongue-and-groove VJ cladding on both levels. Access into the building is via a number of French doors with fanlights on the upper level and timber doors with fanlights on ground level. Windows are mainly sash configuration, covered by metal window hoods on the side elevations.

The 1930s extension is set parallel to Conn Street and joins onto the south-eastern corner of the original hotel building. The two buildings are linked by a small weatherboard clad triangular connection on the upper level and a larger curved corrugated iron clad inset on the lower level. The 1930s building consists of a double storey weatherboard clad timber structure on low stumps, level with the original hotel building, and covered by a corrugated iron clad roof, gabled at the joint (northern side) and hipped at the southern side. Solar panels have been mounted on the roof. The gable shows typical inter-war style elements including half-timbering and jettied joists. A verandah with integrated skillion roof fronts the façade (east) on the upper level, creating an awning over the footpath and has similar brackets as the original building. Panels with half-timbering in the upper section of the sides appear to be original or sympathetically restored. The original panelled balustrade extending to a valance and also featuring half-timbering, has been replaced with a balustrade and valance similar to the original hotel, however, the valance is straight. A curved pediment visible in historic imagery is no longer extant. The verandah back walls on both levels show exposed framework with cross-bracing and tongue-and-groove VJ cladding. Eight-light French doors with fanlights lead into the upper section while a recessed door provides access to the lower level. Windows are mainly sash configuration, with metal hoods on the side elevations.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	27/11/2019

#### References

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- Courier Mail, 3 May 1935, 6.
- Nambour Chronicle and North Coast Advertiser, 22 November 1935, 2.
- Picture Sunshine Coast.
- Roger Todd Architects, 'Tillstead – Conservation Study for Maroochy Shire Council', 1998.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Yandina Masonic Temple

<b>Local Place ID Number</b>	YDA14	
<b>Street Address</b>	39 Farrell Street, Yandina	
<b>Title Details/GPS Coordinates</b>	1RP226353	No GPS Coordinates
<b>Other Names</b>	Maroochy Masonic Lodge.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina Masonic Temple is important in demonstrating the evolution of the Sunshine Coast Council area's history. The rear of the building constitutes the first purpose-built Masonic Lodge in Yandina, and the 1950s extension demonstrates the continuing importance of the Freemasons in the Sunshine Coast community across the twentieth century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Yandina Masonic Temple has a strong association with the Yandina Freemason community.

### Historical Context

Maroochy Lodge was formed in 1906. The title 'Maroochy' reflected the original name for the Yandina area, prior to its survey in 1871. The first lodge meetings were held in the school. A dedicated lodge was built in 1908. The original building was similar in form to a timber church, but elevated and the area underneath the hall was enclosed and used for dances, suppers and banquets.

The hall remained virtually unchanged until 1958, when it was moved within the allotment and an extension built from it. The original building was substantially altered in the process: it was lowered with the removal of the understorey; the front entrance was removed and replaced with a new entrance (or side entrance) that spans the old building and the extension; a small skillion addition was also added to one side and, as a result of this addition and the larger (primary) extension, the original high windows (characteristic of masonic lodges, given the fundamentally secret nature of their ceremonies in this period) were lost. The first lodge subsequently became the dining hall.

### Description

The Yandina Masonic Temple is located on the corner of Farrell and North Streets to the northwest of the CBD. The cleared, grassed, slightly sloping site contains the original Masonic Temple (1908) and the extension (1958).

The original temple building addresses North Street and consists of a tall lowset weatherboard clad timber structure in low stumps, replacing the highset configuration of the original setting. The building has a high pitched corrugated iron clad ventilated gable roof with a battened gable panel incorporating remnants of the former finial (top section missing). The Masonic insignia, square and compasses, are attached to the façade flanked by two tall windows that have been boarded up and are partially obscured by a skillion roofed entrance section extending east that replaces the former gabled entrance porch. A lowset annex with skillion roof spans the western side of the original temple. There are a number of windows including sash configuration in this section as well as a side entrance.

The 1958 extension is set on an east-west axis parallel to North Street and joins onto the original temple on the eastern side. The building consists of a rectangular lowset chamferboard clad structure on medium stumps and is covered by corrugated iron clad gable roof with recent roof vents. The gable on the eastern elevation forms a stylised pediment supported by two round columns on three tiered bases and is clad with sheeting; the Masonic insignia as well as a sign reading 'FREEMASONS CENTRE YANDINA' are displayed at the front. In the centre is a tall boarded-up opening. A number of small rectangular windows are located close to the roof on the side elevations, a feature that is common in Freemason buildings.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Picture Sunshine Coast.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.

## Yandina Post Office (former)

<b>Local Place ID Number</b>	YDA15	
<b>Street Address</b>	11 Stevens Street, Yandina	
<b>Title Details/GPS Coordinates</b>	1SP223697	No GPS Coordinates
<b>Other Names</b>	Yandina QCWA.	



### Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina Post Office (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. It was the final, and most substantial, of the purpose-built post offices constructed in Yandina, illustrating the gradual development of the town and the concomitant need for postal and telegraph/telephony services.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Yandina Post Office (former) is important in demonstrating the principal characteristics of regional timber post offices built in the region in the first half of the twentieth century, which were constructed according to standard designs – in this case the single porch and gable.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Yandina Post Office (former) is important because of its aesthetic significance. The building makes a contribution to the streetscape as a pleasing timber building with key decorative features that reflect the period of its construction, including the projecting gable, entrance porch and VJ walls and exposed framing.

### Historical Context

The Yandina Post Office (Former) was built in c1935. It was the last in a series of post offices for Yandina. The first was the receiving office managed by James and Christine Low on the south bank of the South Maroochy River. The receiving office moved to the railway station building after the opening of the North Coast Railway in 1891. In 1914, the receiving office moved to a premises on the corner of Stevens and Scott Streets. The branch was upgraded to full post office status in 1923 – a good indicator of the growth of the district – and a new building erected on the site of the previous receiving office. The current building was built in c1935, during a period of building activity in Yandina. It also provided a telegraph service and phone exchange, a common practice for post offices in regional areas. The post office closed in 1995. It was used for various commercial purposes, and it is now occupied by the Queensland Country Women's Association.

### Description

The former Yandina Post Office is located on the southern side of Stevens Street in the town centre on a site containing the building towards the northern boundary and a grassed area at the rear. There is a landscaped area at the street front including mature plantings. Picket fence segments are situated to either side of the building; based on historic imagery, these are either original or sympathetically restored.

The former post office displays typical design elements of the 'Single Porch and Gable' post office layout (T22), predominantly used in the late 1920s and 1930s; further examples of this popular type of post office building are extant in Buderim, Eumundi and Palmwoods.

The building addresses the street and consists of a single storey lowset weatherboard clad timber structure with corrugated iron clad roof, gabled at the front and side, with a hipped extension at the rear. The projecting front gable has a half-timbered roof gable panel and a centrally positioned bank of eight-light casement windows with skillion window hood with side battens; this feature appears original or sympathetically restored. A sign reading 'NAMBOUR NORTH COAST DIVISION' and the Queensland Country Womens' Association emblem are displayed at the gable, replacing the original Yandina post office sign. Access is via some timber steps onto a verandah, integrated under the main roof, joining onto the projection to the right and featuring a slatted balustrade. The verandah back wall has exposed framework and tongue-and-groove VJ cladding; two glass panels replace former postal infrastructure. Timber doors lead into the main building as well as into the projection. The side gable also has a half-timbered roof gable panel and a centrally located eight-light window with skillion window hood with side battens. On the eastern elevation are two further similar windows. The building is currently used by the Queensland Country Women's Association.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

## References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Brisbane Courier, 30 July 1923, 10.  
 Nambour Chronicle and North Coast Advertiser, 22 November 1935, 2.  
 Picture Sunshine Coast.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  
 University of Queensland, 1983. Historic Post Offices in Queensland: A National Estate Study, Department of Architecture.

## Yandina Railway Complex

<b>Local Place ID Number</b>	YDA16	
<b>Street Address</b>	School Road, Yandina (accessed from Railway Street, Yandina)	
<b>Title Details/GPS Coordinates</b>	241SP102285 (Part)	No GPS Coordinates
<b>Other Names</b>	Yandina Railway Station.	



## Heritage Significance

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina Railway Complex is important in demonstrating the evolution of the Sunshine Coast Council area's history. The railway itself had an enormous impact on the settlement and economic development of the region from its construction in the late 1880s and early 1890s. The railway was thus central to the economic development of the town and district and the steady development of infrastructure in the complex over time reflected this.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Yandina Railway Complex demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. Although the complex as a whole has been substantially reduced over time, the extant structures, including the railway station building, goods shed, crane and sidings constitute one of only two early and relatively intact railway complexes in the Sunshine Coast Council area (the other is Palmwoods). The complex also includes the only extant railway loading crane in the Sunshine Coast Council area.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The Yandina Railway Complex has potential to yield information that will contribute to an understanding of the scale and function of an early twentieth century railway complex in the Sunshine Coast Council area, including (but not limited to) the design and use of the goods shed, station design (for a substantial regional railway station) and the function of the sidings, elements which are now rare and no longer used for their original purpose.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Yandina Railway Complex is important to the Sunshine Coast Council area because of its aesthetic significance. The station building, goods shed, crane, sidings and mature trees present a quaint and pleasing tableau of early rail infrastructure that, when combined with the proximity to the war memorial, hotel and shops in Stevens Street, illustrates key elements of the urban landscape from the late nineteenth and early twentieth century Yandina.

## Historical Context

The North Coast Railway has been one of the Queensland's most enduring and successful railway projects. The line was designed to connect Gympie with Brisbane and plans were formulated for the line in the 1880s. The construction of the line was an enormous task, requiring more than 900 workers to complete the job. Once completed, the railway provided a more efficient means to transport the produce from the region, including fruit, vegetables, sugar and timber, as well as encourage tourists to visit the various resorts along the line, on the Blackall Range or by the coast.

The Yandina Railway Complex, originally consisting of a railway shelter (station building) and goods shed, was opened in 1891. The railway complex grew over time; by the early 1900s, there was a large iron water tank to supply water to steam trains, a loading crane adjacent to the goods shed and other sheds, one of which was a cream shed to store cream from local dairies. Calls for the extension of the platform and addition of refreshment rooms in the building were made by local residents in 1924. The platform was extended in 1926 and the building was also extended by the early 1940s – changing relatively little since that time. New sidings were introduced in 1924 due to the large amount of traffic on the line and the need to reduce or make up trains at the station. The sidings enabled Yandina to become a terminus for trains from Brisbane, which remained the case until the late 1980s. The additions to the complex in the 1920s reflected the improved economic conditions in that decade and following the end of World War I.

Description	
<p>The Yandina Railway Complex is located on the North Coast Line on the eastern boundary of the CBD and consists of a number of discrete elements including the station building, goods shed, hand-operated crane, track lines and a buffer stop. There are some mature plantings on the western boundary along the entrance to the station and the Yandina War Memorial as well as a row of mature Hoop pine plantings on the School Street boundary.</p> <p>The station building is situated on the western side of the line parallel to the tracks and consists of a lowset elongated weatherboard clad timber structure with corrugated iron clad gable roof. The roof extends to the east and forms an awning over the platform, supported by arched stop-chamfered brackets resting on mouldings (one straight timber replacement). The building appears to have been extended at some time and includes a waiting shelter, open at the front, with arched brackets and clad with tongue-and-groove VJ boards, flanked by enclosed sections with access from the platform via a number of doors with various configurations (some original or early). Access to the waiting shelter on the western elevation is via timber steps. Also located on this side are several windows including sash and three panes configuration, some with security screens or timber louvres, and timber doors towards the north-western corner.</p> <p>A small goods shed is located to the southwest of the station building and consists of a lowset rectangular weatherboard clad timber structure on stumps with a corrugated iron clad gable roof extended to the east, forming an awning over a small loading platform. Similar to the station building, the awning is supported by stop- chamfered arched brackets, albeit without mouldings. A double timber door provides access on both side elevations. A loading crane, mounted on a concrete base, is positioned next to the shed in the south.</p> <p>Single track lines veer off to the east from the main tracks, ending at a buffer stop on the Fleming Street boundary.</p>	
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016
References	
<p>Berenis Alcorn, Maroochy Heritage Study, 2006.            Brisbane Courier, 1 March 1926, 10.            Brisbane Courier, 25 February 1924, 15.            Nambour Chronicle and North Coast Advertiser, 31 October 1924, 9.            Picture Sunshine Coast.  <i>Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.</i></p>	

### Yandina Returned Soldiers Hall

<b>Local Place ID Number</b>	YDA8	
<b>Street Address</b>	24 North Street, Yandina	
<b>Title Details/GPS Coordinates</b>	674CG3560	No GPS Coordinates
<b>Other Names</b>	Yandina RSL Hall, RSL Hall, Yandina-Eumundi RSL Hall.	



Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina Returned Soldiers Hall is important in demonstrating the pattern of the Sunshine Coast Council area's history. It was one of two purpose-built facilities (originally being a drill hall) in the Sunshine Coast Council area for the defence of Southeast Queensland, beginning a pattern of defence installations that accelerated after the entry of Japan into the war in 1941.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The Yandina Returned Soldiers Hall demonstrates an uncommon aspect of the Sunshine Coast's cultural heritage. The construction of the drill hall is associated with the formation of the 9/49th Battalion, which was based in Nambour and created specifically in relation to the threat of war in Europe in 1939. The drill hall, along with the hall in Nambour, are uncommon to the extent that they were built specifically for locally-raised militia and were not specifically associated with the large- scale occupation of the region following the entry of Japan into the war in 1941.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	The Yandina Returned Soldiers Hall has a strong association with the 9/49th Battalion, which was formed on the Sunshine Coast and based in Nambour, and the Yandina sub-branch of the Returned Services League.

### Historical Context

The Yandina Returned Soldiers Hall began as a drill hall built for the 9/49th Battalion, which was based in Nambour. The 49th Battalion was raised in World War I. After the end of the war, the Australian Imperial Force (AIF) was demobilised and citizen militia were created based on the same structure as the AIF. By the late 1930s, people were concerned about the potential for war in Europe and the possibility that Australia would once again need to support Britain. Volunteer militia existed, but authorities determined that more soldiers were necessary, particularly to defend Southeast Queensland (the militia could only be used in Australian territory; they were distinct from the 2nd AIF, which was a purely volunteer force).

In this context, military authorities created the 9/49th Battalion in Nambour and began recruiting men from the region by January 1939. The Maroochy Shire Council built a drill hall in Nambour for the battalion, completed in December 1939, and presumably the Council also constructed the drill hall at Yandina (although this is not confirmed) – which was finished around the same time. The building included space for a lecture hall, staff office, officer's room and Quartermaster's room. The building was located on the edge of the local recreational reserve, and the reserve was presumably used for parade purposes – just as Petrie Park was used in Nambour at this time. Yandina and Eumundi apparently had very high enlistment rates, and a major camp was held at Caloundra in April.

By the time the hall was completed in 1939, the war in Europe had already started. The battalion was transferred to the training ground at Redbank, near Ipswich, in January 1940, to train conscripts. The threat to Australia became Japan, rather than Germany. Japan attacked Southeast Asia and the American naval base at Pearl Harbour, Hawaii, in December 1941 and then advanced south into the Australian territory of Papua New Guinea. The battalion disembarked for Port Moresby and participated in the defence of the territory from Japanese attack, most famously on the Kokoda Track. It is unclear how (or if) the building was used once the battalion had departed the region.

The drill hall was purchased by the Yandina sub-branch of the Returned Services League in 1957. It was named the 'Returned Soldier's Hall' in 1959 – an appropriate use given men from the district had probably learnt drill in the hall before serving in the war. The hall was moved to its current location in 1989 due to a proposed re-alignment of the Bruce Highway (notably, the Bruce Highway did not end being constructed in the original location of the Hall).

### Description

The Yandina Returned Soldiers Hall is located on the northern side of North Street northwest of the CBD, bordering onto sportsfield in the north, having been moved to this location from the corner of North and Farrell Streets in 1989. The site includes the hall towards the eastern boundary and a car parking area in the west, and is delineated from the road by a low hedge.

The hall is set on a north-south axis with a south-facing façade and consists of a highset timber structure on stumps, clad with chamferboard replacing the original weatherboard, and covered with a corrugated iron clad gable roof. The area underneath is enclosed with lattice panels. The insignia of the Returned Services League of Australia is displayed at the gable, replacing/obscuring a roof vent of the original building. A large porch, clad with chamferboard replacing the original sheeting and covered with a skillion roof, fronts the façade with access provided via a ramp. At the front is a large opening and a sign reading 'YANDINA – EUMUNDI R.S.L. HALL'; the stepped parapet of the original building is no longer extant. Double timber doors next to a centrally located window lead into the building; there is a further door to the right. Six-light sash windows are positioned on both front and side corners as well as on both side elevations. A skillion roofed annex is attached at the rear of the building with access via stairs.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

### References

Berenis Alcorn, Maroochy Heritage Study, 2006.  
<http://yandinaeumundirsl.com.au/rsl-hall/hall-history/>, accessed 12/10/2016.  
Nambour Chronicle and North Coast Advertiser, 22 December 1939, 4.  
Picture Sunshine Coast.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.  
Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.

### Yandina School of Arts

<b>Local Place ID Number</b>	YDA17	
<b>Street Address</b>	9-11 Farrell Street, Yandina	
<b>Title Details/GPS Coordinates</b>	1RP6101, 1RP58940	No GPS Coordinates
<b>Other Names</b>	N/A	





**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina School of Arts is important in demonstrating the pattern of the Sunshine Coast Council area's history. School of Arts were typically built in towns and settlements throughout the Sunshine Coast in the nineteenth and early twentieth century and they served the local community both as a library and public hall, two important social and cultural functions in this period.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Yandina School of Arts is important in demonstrating the principal characteristics of School of Arts buildings in the Sunshine Coast Council area. This is typified by the design of the building, particularly the project wings off the entrance and the remainder of the building occupied by the hall and stage.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Yandina School of Arts has a special association with the Yandina community, as a community facility that continues to function much as it has done for over a century.

**Historical Context**

The Yandina School of Arts was opened in 1916. Schools of Arts provided a local library for subscribers before libraries were managed by local councils (generally from the 1960s). More broadly, Schools of Arts promoted reading as a means of self-improvement and cultivation of civic virtue. The building also performed a variety of public functions, including public and organisational meetings (for example, the Country Womens' Association), lectures, concerts, balls and dances, and showing movies. Prior to the building of the School of Arts, the only public hall in Yandina was privately owned – the Excelsior Hall, which was located behind the hotel.

As with other School of Arts in the region, it adopted a unique design consisting of a T-shape. Two rooms flanked the entrance, one of which was typically the library and reading room, and the other used for various (often commercial) purposes – in the case of Yandina, it was first rented by a Commission Agent, and in the mid-twentieth century it was used as a baby clinic. The public hall occupied the remainder of the building. A billiard room and two commercial shops were built underneath the hall.

The building has undergone various alterations and additions over time. For example, the verandah on the southern side of the building was extended in 1926. The billiard room was converted into a supper room and kitchen in 1936. An internal wall between the hall and a verandah was removed in 1938, enlarging the hall space, and the hall itself extended in the 1940s. Other smaller alterations have also occurred over time. The exterior of the building was oiled rather than painted until the 1960s, with only the window frames painted white. In 1961, the exterior of the hall was painted a 'driftwood' colour. The original decorative gable at the front of the building was removed at this time and replaced with Fibrolite. Toilets were built inside the building in the 1970's. In 1988, the casement windows in the verandah were replaced with aluminium frame sliding windows.

The library was closed in 1978, ending one of the core functions of the School of Arts, although the Council's mobile library continued to use the venue. The hall remains in use today, accommodating community groups and organisations, much as it has done for one hundred years.

**Description**

The Yandina School of Arts occupies two lots on the western corner of Farrell and Stevens Streets in the centre of town. The grassed, sloping site contains the School of Arts building towards the corner and a grassed area at the rear with mature vegetation on the western and southern boundaries. The area at the front is landscaped and includes two mature date palms.

The building addresses Stevens Street and consists of a T-shaped chamferboard clad timber structure with corrugated iron clad gable roof on low/medium height stumps at the front and on high stumps at the rear, built-in underneath in this section. Originally, the dark timber of the building was oiled, however, from the early 1960s onwards, the exterior was painted, changing its appearance significantly. A projecting gable extends to either side at the front. The front gable has a sheeted roof gable panel with extended finial and decorative barge boards (similar to the original style); original gable features including ornate valance and brackets are no longer extant. A board reading 'YANDINA SCHOOL OF ARTS ESTABLISHED 1916' is located above the central recessed entrance porch, covered by a skillion awning (rib tec) supported by ornate timber brackets. The entrance also features ornate timber brackets that appear original or sympathetically restored. Internally, the porch has exposed framework. Casement windows with arctic glass panes and coloured margin lights are positioned on either side of the entrance and are covered by skillion roof awnings similar to the entrance; the windows appear to be original or sympathetically restored. Both side gables have slatted gable roof panels with tall finials and decorative brackets and barge boards;

these features appear original or sympathetically restored. At the front of each gable is a window similar to the façade. A highset side entrance with enclosed porch and a ground level double timber door with awning lead into the northern side and there are a number of casement windows including highset three-light configuration towards the rear section (stage). An enclosed verandah on stumps and with skillion roof joins onto the southern projection and spans most of this side. The gable at the rear of the building is clad with weatherboard, changing to chamferboard towards the lower section of the wall. There is a small weatherboard clad skillion roofed extension with add-ons towards the north-western corner. What appears to be a centrally located former entrance with skillion hood is located on the upper level, however, the stairs are missing. Access is via the ground floor on the south-western corner. Some of the former windows on this elevation are boarded up with chamferboard.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

**References**

Audienne Blyth, Yandina School of Arts, 1916 – 2006, Yandina School of Arts Inc, 2006.  
 Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Picture Sunshine Coast.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.  
 Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.

**Yandina Uniting Church (former)**

<b>Local Place ID Number</b>	YDA19	
<b>Street Address</b>	19 Farrell Street, Yandina	
<b>Title Details/GPS Coordinates</b>	24Y1642	No GPS Coordinates
<b>Other Names</b>	Uniting Church Yandina, Methodist Church, Presbyterian Church.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina Uniting Church (former) is important in demonstrating the evolution of the Sunshine Coast Council area's history. The church was the first purpose-built denominational church in Yandina.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	The Yandina Uniting Church (former) is important in demonstrating the principal characteristics of small, timber churches typically constructed in rural areas of the Sunshine Coast Council area in the nineteenth and early twentieth century. The former Presbyterian church, located at the rear of the property, demonstrates similar characteristics.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Yandina Uniting Church (former) has a strong association with the former Methodist, Presbyterian and Uniting Church congregations in Yandina and the surrounding district.

**Historical Context**

The former Uniting Church in Yandina was originally erected as a Methodist church, in 1904. Until this time, services were held in a non-denominational church built by Arthur Gawthorn in 1881 (now the All Saints Anglican Church, entered in the local heritage register and also the oldest church still in use in the Sunshine Coast region) and a similarly non-denominational church erected in 1899 for the residents of Ninderry and North Arm (no longer extant). Nonetheless, the Methodist church was the first purpose-built denominational church in Yandina, predating all other congregations. The church in Yandina was damaged in a storm in 1955 and it was subsequently restored.

The Methodist Church joined with the Presbyterian Church in 1977 to form the Uniting Church. The Yandina Presbyterian Church, St Stephen's, was moved from its original location to the rear of the former Methodist Church, and became the church hall. St Stephen's was built in 1940. Church services at the former Methodist Church building ceased in 2004 after one hundred years.

**Description**

The former Yandina Uniting Church occupies an elongated block on the western side of Farrell Street in the centre of town, joining onto a commercial site in the south and remnant bushland in the north. The site contains two former church buildings on the eastern half of the block; the former Methodist Church at the street front (east) and the former Presbyterian Church building following at the rear. The remainder of the site includes mature vegetation and a grassed area.

The former Methodist Church addresses the street and consists of a lowset weatherboard clad timber structure on a ventilated concrete masonry base. The building has a corrugated iron clad vented gable roof and displays Carpenter Gothic style elements in form of size, construction method and pointed arch windows and internal door. The front gable has pointed arch vents and a decorative arched bracket as well as a finial; these details appear to be original or sympathetically restored. The original gable roofed entrance porch with ornate bargeboards and two pointed arch windows has been replaced by a flat roofed chamferboard clad extension spanning the entire front. Access is via a ramp on the south-eastern corner. There are several pointed arch windows on the sides of the nave. A vestry with side entrance joins onto the nave at the rear. A recent cantilevered awning, resting on a shipping container situated to the north, partially obscures the windows on the northern elevation.

The former Presbyterian Church was relocated to the site and positioned on a north-south axis towards the rear of the Methodist Church, joined by an inset with skillion roof at the south-western corner. The former church consists of a lowset chamferboard clad timber structure on concrete masonry base and is covered by corrugated iron clad gable roof. This building also shows Carpenter Gothic style elements including pointed arch windows with tripartite top section at the front, the sides of the nave and the rear of the vestry. The church is currently used for commercial purposes.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	08/03/2016

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 'New Church Opened', The Week, 30 June 1899, 11.  
 Picture Sunshine Coast.  
 Sunshine Coast Council, 'Yandina All Saints Church of England', draft place citation, 2016.  
 Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.  
 Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.

**Yandina War Memorial**

<b>Local Place ID Number</b>	YDA20	
<b>Street Address</b>	Railway Street, Yandina	
<b>Title Details/GPS Coordinates</b>	20CG6427	No GPS Coordinates
<b>Other Names</b>	Yandina and District War Memorial, War Memorial, Yandina Cenotaph.	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	The Yandina War Memorial is important in demonstrating the pattern of the Sunshine Coast Council area's history, as it was common for local communities to establish memorials for soldiers from the local district who fought in World War I.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	The Yandina War Memorial is important to the Sunshine Coast Council area because of its aesthetic significance. The memorial occupies a prominent location in Stevens Street, across from the Yandina Hotel and railway station. Its presence in this location reflects the fact that this spot was in the centre of Yandina in the early twentieth century, at a time when the railway was the principal infrastructure in the town. The combination of early buildings and infrastructure that still surround the memorial reflects the urban landscape of Yandina at the time of the monument's erection.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
Statement	The Yandina War Memorial has a special association with the Yandina community as a memorial for soldiers from the district who served and died during World War I.

**Historical Context**

The Yandina War Memorial was unveiled on Anzac Day in 1924. As with other communities in the region, a memorial committee was formed to decide on an appropriate memorial to commemorate the soldiers from the district who had died in World War I. The committee decided on an obelisk and preparation of the space for its erection outside the hotel and near the railway station was undertaken in 1922. The site was considered the centre of town at the time. The Brisbane monument firm of AL Petrie was selected to produce the memorial; Petrie was the largest producer of war memorials in Queensland. The choice of an obelisk was similar to that of Woombye and Nambour, although Yandina was the earliest (Woombye's memorial

was unveiled in 1925 and Nambour's in 1927). Other towns in the region chose different forms of memorials, including avenues of trees (for example, Beerburum and Eumundi), halls (for example, the Landsborough Memorial School of Arts) or parks (for example, Peace Park in Landsborough). A plaque was added to the memorial in 1948 commemorating local servicemen who died during service in World War II.

The memorial surrounds have undergone some changes since it was installed. The original fence surrounding the monument was a simple timber construction; this was later replaced by a more substantial concrete fence by the 1940s, which has also now been removed (some time since 1990, based on historical photographs). The monument surrounds have since been landscaped.

**Description**

The Yandina War Memorial is located in a small park on the prominent corner of Railway and Stevens Streets opposite the Yandina Hotel and bordering onto the railway complex. The grassed site includes the war memorial in the south-western corner and a recent concrete masonry amenity block in the northern corner, as well as benches and mature plantings.

The war memorial is positioned in the centre of a circular concrete area facing north and is flanked by garden beds containing rosemary, replacing the original and later fencing. The monument consists of a draped sandstone obelisk on a tiered pedestal resting on a granite base. A bas-relief of crossed rifles is displayed at the front, surmounted by a tasselled shroud. On the pedestal underneath is a marble tablet with the inscription 'IN MEMORY OF THE MEN OF YANDINA AND DISTRICT WHO LAID DOWN THEIR LIVES SERVING THEIR KING AND COUNTRY DURING THE GREAT WAR 1914-1919. THEIR NAME LIVETH FOREVERMORE' followed by tablets on two further sides listing the names of the fallen. A fourth tablet commemorates the fallen from the second World War and reads 'IM MEMORY OF MEN WHO FELL IN WORLD WAR II 1939-1945' followed by their names.

A plaque of the Yandina Heritage Trail is fixed to the bottom tier of the plinth on the western side.

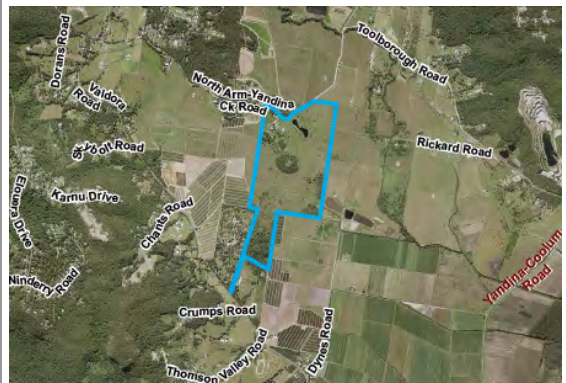
<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	Queensland War Memorial Register
<b>Inspection Date</b>	08/03/2016

**References**

- Berenis Alcorn, Maroochy Heritage Study, 2006.
- 'Diggers' Memorial', Nambour Chronicle and North Coast Advertiser, 27 April 1923, 3.
- 'Memorial Plaque Unveiling at Yandina', Nambour Chronicle and North Coast Advertiser, 16 April 1948, 7. Picture Sunshine Coast.
- 'Soldier's Memorial', Chronicle and North Coast Advertiser, 5 May 1922, 3.
- Sunshine Coast Planning Scheme 2014 Appendix 6.10A Significance Statements for local heritage places.
- 'Yandina Memorial', Brisbane Courier, 9 June 1924, 8.

**Yandina Station Homestead**

<b>Local Place ID Number</b>	YDA18	
<b>Street Address</b>	684 North Arm-Yandina Creek Road, Yandina Creek	
<b>Title Details/GPS Coordinates</b>	2RP221267	No GPS Coordinates
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Yandina Station Homestead is important in demonstrating the evolution of the Sunshine Coast Council area's history. The station represents the first subdivision of the original pastoral stations in the region (established in the 1850s) as part of the Queensland Government's aim to encourage closer settlement. The extant dairy infrastructure also reflects the shift from beef to dairy cattle in the late nineteenth and early twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	Yandina Station Homestead demonstrates a rare aspect of the Sunshine Coast Council area's cultural heritage. The original homestead is one of the earliest extant pastoral homesteads in the Sunshine Coast, predated only by Kenilworth Homestead (c1865). The extant dairy and cream shed are also rare.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	Yandina Station Homestead has the potential to yield information that will contribute to an understanding of the Sunshine Coast Council area's history. Some of this potential is embodied in the extant structures – for example, early construction methods, being in use of pit sawn timber. There is also archaeological

	potential, given how early the station was developed and the extent of former infrastructure that is no longer present. For example, there is likely to be evidence of early rubbish disposal and also other former structures that related to the early use of the station. All of these elements would make a useful contribution to an understanding of life on a cattle station in a formative and early part of the region's history.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
Statement	Yandina Station Homestead is important in demonstrating the principal characteristics of early homesteads in the region, in particular the overall design (including verandahs), manufacture of the timber used in the house construction and unpainted surfaces. The dairy and cream shed also demonstrate these types of infrastructure typically constructed in the late nineteenth or early twentieth century, that were once common throughout the Sunshine Coast Council area.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance.</i>
Statement	Yandina Station Homestead is important because of its aesthetic significance. The buildings - their appearance, design and construction techniques – evoke a sense of an old rural past, which is no longer common in the Sunshine Coast Council area.
<b>Historical Context</b>	
<p>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.</p> <p>The large stations were broken up by the Queensland Government to encourage closer settlement in the 1860s. Yandina cattle station was taken up by Robert Fleming c1870, a smaller selection of the original Yandina station and located on Yandina Creek. When Fleming took the lease there were, it appears, no improvements on the original station. Fleming had a house built in 1872, consisting of a four-roomed cottage surrounded by a verandah and connected by a landing to a detached kitchen. Other improvements included various cattle yards (for stock, drafting and milking) and a garden. The property was managed by George Brown on behalf of Fleming, the latter residing in Brisbane.</p> <p>Fleming put the property up for sale in 1877 and it was eventually leased (or purchased) by Brown, who ran cattle until the early twentieth century – when, it appears, Brown was forced to sell because of the impact of the great 'Federation Drought' that racked the nation at the turn of the twentieth century, resulting in a loss of £500 of stock. An advertisement for the property appeared in 1906. It had been subdivided into smaller allotments (varying between 123 to 379 acres) and the portions were marketed specifically for dairying purposes, the agents in particular spruiking the possibility that a dairy factory might be erected in the district in the near future (it was not).</p> <p>The property with the house was then purchased by William and Elspeth Galt in 1906 (it is unclear whether they purchased the entire former station or only one or more of the allotments). William died in 1911 and management of the property fell to Elspeth, and possibly assisted by her son, Bill and later Bill's wife, Gwen. Bill was still living in the house in 1981. The house appears to have remained largely unimproved during the occupation by the Galts. Minor changes included the removal of a fireplace, with the bricks used to build a storage shed for cream; replacement of the original shingle roof with galvanised iron; and the enclosure of some of the verandah. The former dairy on the property may have also been built by William and Elspeth, somewhere between 1906-1911, therefore the advertisement for the property in 1906 promoted the possibility of dairy farming, rather than it being a function of the property at that time.</p> <p>The property was purchased by the Schmidts (first names unknown) in the 1970s, to run Brahman cattle. They occupied the house in 1993 and undertook renovations, including an extension for a new kitchen. Despite the reference to renovations, the house remained unpainted, and photographs taken by Berenis Alcorn in 2006-7 indicate that much of the exterior and interior remained original. The property became the Yandina Station Restaurant and Function Venue in 1996, although by 2007 it was once again a private residence. It is once more a function venue, especially for weddings, with the dairy typically used as a reception room. New cottages have also been added, named after the original cattle stations in the region. The property remains a working cattle station, with about 200 head of Brahman cattle. The current owners claim it is the oldest working cattle station in the Sunshine Coast, stretching all the way back to 1853; although the type of cattle changed over time (beef to dairy, back to beef), the claim is valid.</p>	
<b>Description</b>	
<p>Yandina Station Homestead is located on the southern side of the North Arm Yandina Creek Road on a large block extending south. A number of buildings of various ages, designs and use (including the homestead, outbuildings, dairy and cooling shed) are situated in the north-western section of the site that also includes several mature trees, including a large fig tree. There are further buildings in a pocket of remnant bushland towards the centre (potentially recent holiday cottages). The remainder mainly consists of grazing/farmland including dams and some further pockets of remnant bushland.</p> <p>The following description is based on photos taken at an in-depth site visit undertaken in 2007.</p> <p>The homestead is surrounded by gardens delineated by a timber slat fence and is set on an east-west axis. The building consists of two distinct parts; the homestead to the east and an extension, the former detached kitchen, to the west. The homestead consists of a lowset rectangular unpainted timber structure on medium stumps covered with a hipped corrugated iron clad roof. The extension is attached to the homestead and consists of a rectangular lowset structure on stumps with steep gable roof. A verandah with two rail dowel balustrade spans the front of both parts, covered under the main roof at the homestead and with a separate skillion roof at the extension, and wraps around both buildings. A skillion roofed awning supported by timber slats joins onto the verandah roof. Access is via a gable roofed porch at the extension. The verandah back wall is clad with wide chamferboard (homestead), reportedly some pit sawn, and weatherboards (extension). Several French doors with fanlights lead into the building. Windows are sash configuration. Internal features of the homestead include wide skirting boards, complex</p>	

architraves and timber lined walls and ceilings. A number of extensions have been added to the building at the rear (south-western corner).

A short distance to the west of the homestead is a cooling shed, consisting of a small lowset square clay brick structure (reportedly using bricks repurposed from the former chimney) with shingle clad pyramid roof.

The Yandina Station homestead has been converted into an events venue in recent years and three holiday cottages have also been added to the site.

<b>Other Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	17/03/2016 & 17/04/2007

**References**

Berenis Alcorn, Maroochy Heritage Study, 2006.  
 Brisbane Courier, 12 July 1867, 4.  
 Brisbane Courier, 19 May 1906, 16. Brisbane Courier, 28 May 1877, 3. <http://yandinastation.com.au>, accessed 17/10/2016. Picture Sunshine Coast.  
*Sunshine Coast Planning Scheme 2014* Appendix 6.10A Significance Statements for local heritage places.  
 Yandina and District Historical Project Group, Yandina: 125 Years 1871-1996, Yandina, Yandina and District Historical Project Group, 1996.

**YAROOMBA**

**Kirkdale Shipwreck**

<b>Local Place ID Number</b>	YAR1	
<b>Street Address</b>	Yaroomba Beach, Yaroomba	
<b>Title Details/GPS Coordinates</b>		(E: 510010 N: 7062958)
<b>Other Names</b>	N/A	



**Heritage Significance**

Criteria	Definition
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Kirkdale Shipwreck has the potential to provide information that will contribute to an understanding of the Sunshine Coast Council area's history, in particular information about coastal trading ships operating in the mid 19th century.

**Historical Context**

Refer to Australian National Shipwreck Database ID#2725.

**Description**

Refer to Australian National Shipwreck Database ID#2725.

<b>Other Statutory Listings</b>	Australian National Shipwreck Database
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	04/03/2016

**References**

Australian National Shipwreck Database Citation.

## Appendix SC6.10B Significance statements for character areas

### Eudlo Rosebed Street Character Area

LHR ID	CHR1
Address	<u>Anzac Street: 2</u> <u>Rosebed Street: 3, 6, 7, 9-11, 13, 15, 17, 19, 21</u>
Lot/Plan details	2RP173221, 21RP173221, 2RP70836, 1RP70836, 5RP28183, 7RP28183, 8RP28183, 3RP28183, 1RP28183, 1RP197847, 50CP848476, 6RP906864.
Protected area	Whole of lots Protected area includes Rosebed Street, Corlis Ave and Anzac Road Reserve.
Statement of significance	<p>The town of Eudlo is located on the original Gympie Road, which was created in 1868. Land was taken up in the vicinity of the town from the 1880s and the railway station was created with the construction of the North Coast Railway in 1890-1. However, the town was not surveyed until 1908 and the first allotments were sold at a public auction in 1913. By 1915, there were two general stores located on either side of the main street, and a number of houses. Olsen's Sawmill, which was established in c1910s, was located on the north bank of Eudlo Creek, adjacent to the railway line.</p> <p>The main street continued to be known as Gympie Road until at least the 1920s. An avenue of trees was planted in the street in 1925 to commemorate local servicemen and it appears to have been unofficially called Memorial Avenue from this time. The commemorative focus of the town centre is reinforced by the connection with Anzac Road and the war memorial in the middle of the street, which was erected in 1955. The street was called 'Rosebed Street' by 1940, presumably in reference to flower beds that were established in the median strip.</p> <p>Due to the nature of the settlement and development of Eudlo, the town centre has taken on characteristics that make it distinct from other small towns along the railway. These characteristics include: the confluence of three roads on Rosebed Street, which create a definable town core rather than a linear 'through' main street; the lack of a clear boundary between the small number of commercial premises, public buildings and residential properties; and the strong sense of enclosure created by surrounding vegetation and the railway. Indeed, the vegetation creates a background panorama that emphasises the rural character of the town.</p> <p>Despite the lack of a clear boundary between the public, commercial and residential elements in the town, key landmarks and urban features contribute to the demarcation of the character area as the core of the town. These include: the former butcher shop (2 Anzac Road), war memorial cairn, public hall and the general store. The store in particular reinforces the rural character of the town centre. The wide, open street also makes a contribution in this regard, as does the small traffic bridge over Eudlo Creek (indeed, the width of the street may be related to the earlier creation of a memorial avenue).</p> <p>The residential premises vary to some degree in design, period of construction and extent of alterations (including height and setback). Nonetheless, they are predominantly constructed from timber and corrugated steel roofing and these broad design features cohere with the commercial and public buildings in the street, further reinforcing the historic rural aspect of the town.</p> <p>Key characteristics of the Rosebed Street character area which are desirable to be retained include:-</p> <ul style="list-style-type: none"> <li>• A wide, open main street.</li> <li>• The existing small scale of commercial development and lack of a distinct central business district.</li> <li>• The Rosebed Street/Corlis Avenue/Highlands Road intersection.</li> <li>• Strong urban edges defined by the railway, Eudlo Creek and vegetation to create a sense of containment and thereby maintain a distinct rural atmosphere.</li> <li>• Continuing emphasis on traditional construction material, scale and bulk, whilst encouraging modern interpretations of the vernacular architecture. Do not mimic existing forms.</li> </ul> <p>In addition to the Eudlo Public Hall, which is a <i>local heritage place</i>, the following places make a strong contribution to the character of the area:-</p> <ul style="list-style-type: none"> <li>• 2 Anzac Road (Former Butcher Shop).</li> <li>• 3 Rosebed Street (Post-War Timber House).</li> <li>• 7 Rosebed Street (House and Post Office).</li> <li>• 9 – 11 Rosebed Street (General Store).</li> <li>• War memorial.</li> </ul>

Map image



### Eumundi Cook Street Character Area

LHR ID	CHR2
Address	<u>Cook Street</u> : 3A, 5 7, 9, 11, 13, 15, 17, 19, 21, 23
Lot/Plan details	3RP26668, 2RP224579, 1RP151041, 1RP216199, 2CG2109, 21RP849428, 12RP226587, 6SP126353, 81SP221086, 10RP803544, 11RP867629,
Protected area	Whole of lots, protected area includes road reserve in Alice Street for the depth of the lots fronting Cook Street.
Statement of significance	<p>The properties along Cook Street were originally part of a single, large block of land owned by Joseph Gridley, an early land owner in Eumundi. It was subdivided between 1909 and 1912 into allotments and commercial premises, houses and a church (1912) were built in the street from this time. The street was recognised as 'one of the largest residential areas in Eumundi' in the 1950s (Nambour Chronicle and North Coast Advertiser, 20 November 1953: 8). Cook Street was named after AE Cook, a local auctioneer and Councillor in the former Maroochy Shire Council. The commercial buildings that used to be located in the street were removed or split up by the 1920s.</p> <p>The character area is represented by a range of early twentieth century detached timber houses of modest size. The houses typically demonstrate traditional Queensland timber house features from the period, including: corrugated iron roofs in hip and gable form at moderate roof pitches; timber-clad walls; a single floor level supported on stumps; and a solid core with attached or integrated verandahs. The houses are also typically located relatively close to the front boundary, reflecting their placement on a ridgeline where the allotments slope down and away from the street. Collectively, the houses form a unified and highly-attractive residential streetscape that reflects the subdivision and residential development of the street in the early twentieth century. Overall the integrity of the street remains highly intact.</p> <p>St George's Anglican Church, opened in 1912, forms a key component of the street. It is entered on the Queensland Heritage Register. It is also constructed from timber and tin, and its architectural style complements the surrounding houses. The former church invests the street with a strong social presence that reinforces the historic residential qualities of the street. The overall height of the former church is also greater than the surrounding houses. The physical prominence of the former church provides a tangible symbol of its significance, and by extension that of the street, in Eumundi's historic urban landscape. The location of the allotment (and street) on a prominent ridgeline would have contributed to the selection of the allotment by the Anglican Church.</p> <p>As the street was predominantly residential, it is likely that gardens and trees were planted relatively early. However, it is also clear that a substantial proportion of vegetation has been planted more recently. With the exception of large, mature trees that can be tentatively dated to the first half of the twentieth century, the existing vegetation does not make a strong contribution to the character of the street and in some cases obscures character features. Selective removal of shrubs and street plantings may enhance, rather than detract from, the street's character.</p> <p>Key characteristics of the Cook Street character area that are desirable to be retained include:-</p> <ul style="list-style-type: none"> <li>• Modest Queensland timber-style houses.</li> </ul>



- Visual prominence of St George’s Anglican Church.

In addition to St George’s Anglican Church, the following places make a strong contribution to the character of the area:-

- 3A Cook Street (House, possibly part of former Beddington’s Boarding House);
- 5 Cook Street (House, possibly part of former Beddington’s Boarding House);
- 9 Cook Street (House);
- 11 Cook Street (House);
- 13 Cook Street (House);
- 17 Cook Street (House);
- 19 Cook Street (House, also possibly part of Beddington’s Boarding House)
- 21 Cook Street (House); and
- 23 Cook Street (House).

Note, regarding the former Beddington’s Boarding House: The Maroochy Heritage Study (2006-7) posited that No 5 was one half of the former Beddington’s Boarding House, owned and managed by Esther Beddington. 3A was also apparently identified in the 1980s as the other half of the boarding house. It is understood from the research for the heritage study that the boarding house – effectively two buildings joined together – spanned Nos 3A and possibly 5. The boarding house and the land it was located on was sold in 1926 and purchased by GE Adams, a local blacksmith, wheelwright and garage owner. Adams’ original blacksmith and wheelwright business was located at the entrance to Cook Street. Some architectural characteristics of No 3A indicate that it may indeed be one half of the former boarding house. However, No 5 does not easily match the extant historical image of the half of the boarding house, and information attached to the image (Picture Sunshine Coast) indicates that the other half was moved toward the end of the street. Certainly, No 19 is a better match than No 5 (and therefore conforming with the statement that it was moved down the street), although there is insufficient evidence to finalise the matter. Nonetheless, the key point is that the two halves appear to have been reverted to residential use from an early period, which is consistent with the historical use of the street.



**Eumundi Memorial Drive Character Area**

LHR ID	CHR3
Address	Caplick Way: 9 Elizabeth Street: 18 Etheridge Street: 1, 2-6 Gridley Street: 3 Lonergan Lane: 7 Memorial Drive: 61, 61A, 63, 65, 67, 69, 71, 73, 75, 77, 78, 80, 84, 85, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 97, 97A, 100, 100, 101-103, 102, 104, 105, 106, 107, 108, 110, 124, Napier Road: 8-16, 18, 20-56
Lot/Plan details	208E4317, 2RP219279, 2RP46504, 5RP50595, 4RP207522, 21E4319, 4RP50595, 6CG1676, 1RP26664, 5E4319, 8RP162172, 1RP70842, 2RP165364, 1RP165364, 1RP69823, 203E4311, 202E4311, 2RP70842, 6RP166383, 204E4311, 109RP898327, 210RP810558, 16CP817354, 1AP1903, 8RP852001, 110RP898327, 205RP802200, 10RP867922, 215CP817354, 7RP852001, 200CP817354, 204RP802200,

	206RP802200, 202RP810558, 208RP810558, 207CP817354, 3RP165364, 5RP207522, 201RP802200, 211RP810558, 16SP242411, 209RP810558, 203RP802200, 5RP810711, 212RP810558, 1SP103951, 1E43112, 2CG1676, 2SP107586, 4SP107586, 0SP107586, 1SP107586, 3SP107586, 5SP115861, 0SP115861, 6SP115861, 4SP115861, 1SP115861, 3SP115861, 2SP115861, 6BUP10280, 2CG803982, 1BUP10280, 5BUP10280, 2BUP10280, 7BUP10280, 3BUP10280, 4BUP10280,\.
Protected area	Whole of lots. Protected area includes the road reserve in Memorial Drive, Etheridge Street, Gridley Street, Pacey Street, Caplick Way and Lonergan Lane.
Statement of significance	<p>The town of Eumundi was created with the construction of the North Coast Railway in 1891. Initially called 'Eerwah', it was renamed Eumundi to avoid confusion with Beerwah. The railway ran along the length of Memorial Drive (so-named in the 1970s) and the railway station was located near the Queensland Country Women's Association (QCWA) building. The large fig trees that dominate the southern section of the street were planted in 1919 as a memorial to soldiers from the district who died in World War I. Etheridge's sawmill was located where Dick Caplick Park is now situated. The town has two hotels; although the original buildings were destroyed by fire, the current buildings replaced them early in the twentieth century. The hotels are taller than the surrounding commercial premises, ensuring they present a visually dominant feature characteristic of a former railway town. The sawmill was also a dominant feature of the streetscape until its closure in the 1930s.</p> <p>The main street developed around the railway. Some commercial premises were located at Cook Street in the early twentieth century, but these were relocated to the main street (Memorial Drive) in the 1920s. Key buildings remain extant from this period and the mix of hotels, small shops, community facilities such as the School of Arts and early twentieth century timber and tin housing reinforce the small-town character of the street. Importantly, most of the public and commercial development occurred on the western side of the street, as the eastern side was dominated by the rail yards, railway station and the sawmill. This division continues to exist, albeit in a modified form. The markets took over the former rail yards and the nature of the enterprise ensures open space is retained and only filled on market days. The sawmill has been replaced by Dick Caplick Park. The former butter factory is visually connected to the sawmill site by the former railway line extending to the northwest.</p> <p>The historical development of the street and the character created as a result is influenced substantially by the local topography. When approaching the town centre from the south, the base of the hill shields the town from view until a sweeping left-hand curve in the road brings the Memorial Drive character area into focus. This provides a heightened sense of arrival in the town centre. Natural topographic features play a similarly important role when approaching the Memorial Drive precinct from the Eumundi-Noosa road. The road gently winds its way past the school, rises slightly, then curves sharply at the Memorial Drive intersection to bring the main streetscape into view. This configuration is extremely important in defining the main street, in heightening the sense of arrival in the town centre and in creating one of Eumundi's most distinctive urban characteristics.</p> <p>Key characteristics of the Memorial Drive character area which are desirable to be retained include:-</p> <ul style="list-style-type: none"> <li>• The current road layout at both the northern and southern ends of the main street;</li> <li>• A wide open main street;</li> <li>• The memorial Camphor Laurel and Fig street trees;</li> <li>• The sections of open space and general lack of commercial development therein on the eastern side of the street, including Dick Caplick Park;</li> <li>• The former railway line connecting the former industrial sites of the sawmill and butter factory;</li> <li>• The large industrial site of the former butter factory;</li> <li>• Small-scale commercial buildings built to the street alignment;</li> <li>• Visual dominance of the hotels over the surrounding commercial premises.</li> <li>• A predominance of street parapets of various shapes together with post-supported street awnings;</li> <li>• Buildings which close the vista at the northern end of the street; and</li> <li>• A dispersion of community facilities along the main street.</li> </ul> <p>As well as individual <i>State heritage places</i> and <i>local heritage places</i> within the character area, buildings which are important contributors to the character include:-</p> <ul style="list-style-type: none"> <li>• 61 Memorial Drive (House);</li> <li>• 65 Memorial Drive (House);</li> <li>• 67 Memorial Drive (House);</li> <li>• 69 Memorial Drive (Dick "Tree-Feller" Caplick's House);</li> <li>• 73 Memorial Drive (specifically the 'Lock Up' building);</li> <li>• 84 Memorial Drive;</li> <li>• 87 Memorial Drive;</li> </ul>

	<ul style="list-style-type: none"> <li>• 88 Memorial Drive;</li> <li>• 92 Memorial Drive;</li> <li>• 95 Memorial Drive;</li> <li>• 97 Memorial Drive;</li> <li>• 97A Memorial Drive;</li> <li>• 100 Memorial Drive;</li> <li>• 102 Memorial Drive;</li> <li>• 105 Memorial Drive;</li> <li>• 106 Memorial Drive (Former Highway Motors);</li> <li>• 107 Memorial Drive (Former Queen Alexandra Lodge);</li> <li>• 124 Memorial Drive (Former Butter Factory); and</li> <li>• 9 Caplick Way and 18 Elizabeth Street (former railway line).</li> </ul>
Map image	

### Kenilworth Elizabeth Street Character Area

LHR ID	CHR4
Address	<p><u>Elizabeth Street</u>: 4, 4A, 5, 6, 7, 7A, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 27</p> <p>Town Park</p>
Lot/Plan details	<p>3RP111378, 9RP13877, 2RP74444, 5RP13877, 4RP74444, 31RP13877, 7RP74444, 1RP103283, 33RP13877, 1RP109781, 32RP13877, 3RP74444, 1RP100768, 2RP13877, 7RP13877, 1RP142927, 2RP100768, 2RP84442, 1RP84442, 6SP141180, 29RP13877, 8RP13877, 1SP187995, 2RP82092, 3RP82092, 2RP92056, 2RP92027, 2RP101713.</p>
Protected area	Whole of lots, Protected area includes road reserve in Elizabeth Street.
Statement of significance	<p>The town of Kenilworth was privately surveyed and development did not begin until the 1920s. The town and district experienced rapid growth in the interwar period (1919-1939) and much of the townscape was established in that time, with a few (although notable) additions in the immediate post-war period. Consequently, the majority of Elizabeth Street reflects a highly intact interwar rural town centre, and comprises a large number of small, single-storey timber premises built to the footpath and characterised by a parapeted street façade, glazed shopfronts and post-supported street awnings. Parapet styles vary, reflecting modest shops erected in the 1920s through to more substantial buildings and parapets built in the 1930s incorporating Art Deco elements (for example, 13 Elizabeth Street).</p> <p>Kenilworth became a key stop on the Sunshine Coast tourist drive, especially promoted following the construction of the Bruce Highway in the 1930s. The tourist route has had a particular impact on the development of the town centre. Weekend travellers, invariably from Brisbane and its surrounds, would drive along the railway towns from Landsborough to Eumundi, then turn towards Kenilworth before continuing to Maleny and then Landsborough, completing the loop. Thus, the approach to Kenilworth from the north was especially important, and this is reflected in the architecture of the town. The Kenilworth Hotel, built in 1939, was erected directly as a consequence of the Bruce Highway and anticipated tourist traffic to the town, and it forms a dominant architectural feature that announces arrival in the town centre. Moreover, it is the biggest building in the town centre, a common feature of hotels in rural towns. The former Sims Brothers Garage, whilst modest in comparison, also reinforces the primary entry to the town. Moved to its current location in 1937, its new position invariably took advantage of the increased motor car traffic created by visitors.</p>

The Boxsells Building located directly opposite the hotel similarly announces arrival in the town. It was built in the 1950s and it marks the growth of the town at the time as a result of the erection of the Kraft cheese factory. The design of the Kenilworth Hotel and Boxsells building makes a strong architectural statement about the development of the town. Both are Modernist in design and their construction spans two distinct approaches to architectural Modernism. The hotel is built with modest Art Deco elements consistent with its design in the late 1930s. The Boxsells building displays a geometric structure and distinct lack of embellishment. The design of the two buildings creates a strong contrast with the remaining commercial premises in the street and they reflect two distinct developments in the history of the town. Any extensions or modifications to these buildings should preserve the Modernist idiom and resist incorporating 'timber and tin' elements more consistent with the other, older premises in the street.

The topography of the town centre also plays a key role. The presence of the two most substantial buildings in the town at the top of a rise contributes to their significance and reinforces a sense of arrival in, or departure from, the town. In historic images – most notably a photograph taken in the late 1960s (see Picture Sunshine Coast) – the northern approach to the street incorporated a clear view to the range in the vicinity of the Maleny National Park. The hills provided a dramatic backdrop when looking along the street and substantially contributed to its rural characteristics and tourist potential. Moreover, the topography was combined with the architecture to reflect the logical development of the centre. The large, Modernist buildings dominate the rise; the smaller commercial premises follow as the street gradually drops, and at the bottom are/were located the prominent town industries: the cheese factory and sawmill (the latter no longer extant). The Kenilworth Town Park, purchased and developed by the residents of the town (rather than the local Council) creates a visual buffer between the commercial centre and the cheese factory.

In the 1960s, and presumably before this time, the street was notable for the absence of street trees and ornamental vegetation. This absence strongly marked the street as the urban centre of the town and ensured views to the commercial buildings and surrounding landscape were relatively unimpeded. Since that time, numerous street trees and gardens have been planted in the street and other trees in the distance have grown so that the historic view has been lost and the impact of the town architecture has been diminished. Whilst street planting can provide amenity, from a historic character perspective their removal could be supported, especially if views to the buildings and the background of hills are restored.

Key characteristics of the Elizabeth Street character area which are desirable to be retained or revealed include:-

- The current road layout at both the northern and southern ends of the main street;
- A wide open main street;
- Visual dominance of the hotel and Boxsells Building at the northern approach to the town centre;
- A clear visual contrast between the Modernist architectural features of the hotel and Boxsells Building and the remainder of the premises in the character area;
- For the remainder, retention of small-scale commercial buildings built to the street alignment and a predominance of street parapets of various shapes together with post-supported street awnings;
- A strong concentration of commercial premises in the street; and
- Consideration of street plantings and opportunities to reveal the surrounding topography to reactivate historical views to the surrounding range and countryside.

As well as individual *local heritage places* within the character area, buildings which are important contributors to the character include:-

- 4 Elizabeth Street (Store);
- 6 Elizabeth Street (Art Gallery);
- 7 Elizabeth Street (Real Estate);
- 7A Elizabeth Street (Pharmacy & Medical Centre);
- 8 Elizabeth Street (Bakery);
- 11 Elizabeth Street (McGinn's Restaurant);
- 12 Elizabeth Street (Top Café);
- 13 Elizabeth Street (4 Square);
- 14 Elizabeth Street (Butcher Shop);
- 15 Elizabeth Street (Newsagent);
- 16 Elizabeth Street (Post Office & Residence);
- 19 Elizabeth Street (Boxsells Real Estate); and
- 24 Elizabeth Street (Former QCWA).

Map image



### Landsborough Cribb Street Character Area

LHR ID	CHR5
Address	<u>Caloundra Street: 1</u> <u>Cribb Street: 18, 20, 22, 24, 26, 28, 32, 34, 38, 40, 42, 44</u> <u>Mill Street: 1</u> <u>Old Landsborough Road: 485, 489</u>
Lot/Plan details	2RP183302, 0BUP7500, 0BUP6643, 4RP217605, 9RP183302, 12RP8439, 1RP3389, 6RP858465, 5RP217605, 12L2588, 2L2588, 0GTP998, 2RP195540, 122CP827064, 2RP62782, 1RP47512, 3RP217605, 3RP62782, 121CP827064 (part) 191SP105000, 1RP62782, 3BUP7500, 1BUP7500, 2BUP7500, 3BUP6643, 1BUP6643, 2BUP6643, 4BUP6643, 2GTP998, 4GTP998, 3GTP998, 1GTP998.
Protected area	Whole of lots. Protected area does not include road reserve.
Statement of significance	<p>Cribb Street was not the original town centre for Landsborough. The first commercial development of the settlement occurred in the early 1870s, following the opening of the road between Brisbane and the Gympie goldfields. A small hotel and store were located on the south bank of Mellum Creek, on the left of what is now Gympie Street South. A new 'centre' appeared in the 1880s with the establishment of the Mellum Club Hotel at the intersection of Gympie and Maleny Roads (on what is now 1 Illing Court). A public hall was soon constructed and Landsborough's first police station and court house were erected directly across from the hotel (still extant and identified as <i>local heritage places</i>). The North Coast Railway was completed in 1891 and a station was established at Landsborough. However, the station was some distance east of Gympie Road –with the land adjacent to the station being privately owned. It was not sold until 1910 and Cribb Street was eventually created in 1914. Businesses were soon moved to the street, most prominently the Mellum Club Hotel. Thus, Landsborough has had three commercial precincts in its history.</p> <p>Cribb Street has undergone substantial changes over the course of the twentieth century, although it still retains elements that contribute to its historic character. The basic form of the street was fixed by the 1950s: the hotel formed the nexus of the street, dominating the streetscape; modest timber shops were located immediately south and north of the hotel, including the ES &amp; A Bank, bakery and butcher. The former 'Dyer's Hall', a public hall located next to the hotel on Gympie Road, was moved near the hotel at its new location in Cribb Street, although it appears to have been replaced with a small timber shop, possibly in the 1930s. A number of Queenslander style homes were located further north, on the western side of the street. In general, buildings were separated by gaps of varying sizes, creating a relatively open and relaxed aesthetic. The street continued south of the intersection with the Maleny Road; a shop was erected on the corner in the 1930s and the School of Arts was built next door – both buildings remain extant.</p> <p>The eastern side of the street was dominated by the railway complex. Historically, this consisted of a range of buildings, including the station building, the station master's house and air raid shelter amongst other structures. This clear delineation of the street was common in other railway towns in the region, including Palmwoods and Eumundi. Up until the end of the twentieth century, the only major change in the street was the conversion of the hotel's façade in the late 1960s, from the more traditional timber aesthetic to a thoroughly modernist one, mirroring changes in architectural trends in the Sunshine Coast Council area at the time.</p>

Until the late twentieth century, this streetscape remained relatively intact. However, changing demographic trends meant that the population of the town increased and the railway station became a so-called 'park 'n' ride' station, resulting in the removal of almost all of the railway complex, with the exception of the station building, and replacement with a large car park. Even the station building was heavily modified from its original state. New shops were erected on the corner of Cribb and Maleny Streets, although they were designed to be sympathetic to the other, earlier buildings in the street, by remaining single-storey with a variety of parapet styles. The former butcher shop was extended recently and further changes were made to the façade of the hotel along with the construction of a drive-through bottle shop, using a faux heritage style that contrasts with the modernist redesign of the late 1960s. Superficially, the street has undergone critical changes that have affected its historic character.

Nonetheless, key elements remain intact or with at least some integrity that ensure the historic character is retained, albeit in a modified form. First and foremost is the continuing spatial relationship between the shops and houses on the western side of the street, and the railway complex on the east. This relationship continues to illustrate the historic development of Landsborough in the early twentieth century and the central importance of the railway to the town's growth.

Most of the key historic buildings remain extant and although subject to modification, they nonetheless continue to make a strong contribution to the streetscape. These include the former butcher and bakery, hotel and ES & A Bank. The shops remain predominantly timber and tin with street parapets, post-supported street awnings and in some cases a narrow frontage, reflecting early twentieth century shops in a small rural town. The former shop on the corner of Cribb Street and Maleny Road, and the School of Arts, also remain extant. Some of the gaps between the premises also remain – for example, the former yard of the bank manager's residence and between the former bakery and butcher shops. The Queenslander houses are still more or less intact; in some cases, later modifications have affected the aesthetic appeal of some of the houses, but collectively they still make an important contribution, illustrating the limits of commercial development in Landsborough's main street throughout the twentieth century – and contrasted with the spread of retail premises along Maleny Street as a consequence when the town grew substantially in the late twentieth and early twenty first century. The absence of trees along the western side of the street is also consistent with its historical character (indeed, trees were more noticeable on the railway side of the street, a situation that continues today).

Key characteristics of the Cribb Street character area that are desirable to be retained or revealed include:-

- The continued demarcation between the commercial and residential premises on the west side of the street and the railway complex on the east.
- Continuation of small shops with narrow frontages and a variety of parapet styles built to the street (and retention of post-supported awnings for older buildings).
- Predominance of the Mellum Club Hotel in the streetscape.
- General absence of vegetation on the west side of the street, continued presence of vegetation, including large mature trees, on the eastern (railway) side.

As well as individual *local heritage places* within the character area, buildings that are important contributors to the character include:-

- 16A Cribb Street;
- 18 Cribb Street;
- 20 Cribb Street;
- 22 Cribb Street;
- 24 Cribb Street;
- 26 Cribb Street;
- 34 Cribb Street;
- Railway station complex; and
- 489 Old Landsborough Road.

Map image



### Landsborough East Character Area

LHR ID	CHR6
Address	Caloundra Street: 8, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30
Lot/Plan details	25L2589, 22SP129708, 23SP129708, 24L2589, 4CG4024, 7RP145460, 4CG4024, 21L2589, 26L2589, 27L2589, 28L2589, 29L2589.
Protected area	Whole of lots
Statement of significance	<p>The Landsborough East character area comprises a group of houses and other buildings located along the southern side of Caloundra Street. These houses are characteristic of Queensland houses in the early 20th century featuring timber frame and cladding (most commonly weather boards), corrugated galvanised iron roofs with hipped roof form on earlier buildings and gable roof form, on later buildings. Each building is set on medium to high set timber stumps and located on allotments of 24 perches or more. The area also comprises the Landsborough Post Office (former), Police Station and Court House (the latter a <i>local heritage place</i>).</p> <p>The character area is located outside of the traditional centres of Landsborough on Caloundra Road. This road link has historic and contemporary significance, connecting the town of Landsborough and the Sunshine Coast Hinterland to Caloundra and the coastal areas. After the Landsborough railway station was established in 1890, mail and passengers were carried along Caloundra Road by Allen King for many years to Caloundra.</p> <p>A 1927 real estate map shows a number of residences located along the southern side of Caloundra Road within the character area.</p> <p>The character area was also the site of Traill's Boarding House, understood to have been open since 1890. G.D. Traill was one of the earliest settlers and the house was moved from his property located at portion 18 Forestry Road where it became the boarding house run by Traill's daughter Miss J Traill. This site was later sold to the Queensland Police for the establishment of a police station, relocating from the original site on Old Gympie Road in order to be located closer to the centre of town and key transport infrastructure. The police station, court house (a <i>local heritage place</i>), telephone exchange and later post office (relocated from Caboolture) are located in this area.</p> <p>The first petrol bowser in Landsborough was located at 24 Caloundra Street (now Wegener's, previously Mellum Motors) and was established in 1915. Caloundra Road formed part of the Bruce Highway from its inception in the 1930's through to the 1960's, when a bypass road was constructed (what is now the Steve Irwin Way).</p> <p>Caloundra Street also contains original residential buildings linked to the Imberger family, a prominent family in the development of Landsborough. Pius Imberger, owner of 20 Caloundra Street, conducted an important cordial factory under the house from 1922-1939. This house then became Morton's Boarding House. 16 Caloundra Street was owned by Albert Imberger, brother of Pius Imberger. The Imberger Family also owned and managed the Enterprise Sawmill in Landsborough.</p>

During World War II, the Caloundra Road area, in particular the Landsborough Court House, was utilised by the military. In this period, the area was the scene of an unfortunate shooting incident. ADF No 1 Garrison Battalion was camped next to the police station. During the early hours of Christmas morning Corporal Joseph R Abbot Q54752 aged 41 was shot dead by Corporal Matthew Peter Higgins aged 47 whilst on guard duty. Corporal Higgins was tried for murder but was acquitted by a jury on 28 April, 1943 in the criminal court Brisbane and he was then discharged by Justice Phillips. The men were friends and Corporal Higgins aged 47 was a veteran of World War I with the British Army.

As well as individual *local heritage places* within the character area, buildings which are important contributors to the character include:

- 21L2589, 14 Caloundra St LANDSBOROUGH
- 22SP129708, 16 Caloundra St LANDSBOROUGH (part – road side stall only)
- 24L2589, 20 Caloundra St LANDSBOROUGH
- 25L2589, 22 Caloundra St LANDSBOROUGH



**Maleny Maple Street Character Area**

LHR ID	CHR13
Address	<u>Beech Street:</u> 2, 11 <u>Bunya Street:</u> 1, 2, 6 <u>Cedar Street:</u> 10, 12, 14 <u>Maple Street:</u> 1, 3, 4, 5, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 23, 25, 26, 28, 29, 30, 31, 37, 38, 39, 40, 41, 42, 43, 45, 46, 47, 48, 49, 50, 51, 53, 53, 56, 58, 60, 66, 68, 70, 72, 74, 72A, 76 <u>Teak Street:</u> 3 Park
Lot/Plan details	1RP82646, 11SP164704, 1RP889581, 5RP805483, 10SP139499, 2RP889581, 4RP52502, 1SP216382, 64MCH2552, 65MCH2552, 21SP185360, 3RP26393, 21RP808717, 2RP76443, 10RP26393, 1RP78932, 3RP218046, 1RP44551, 2RP44551, 5RP889581, 4RP913014, 5RP218044, 4RP43931, 19RP26404, 1RP177306, 1RP179881, 0BUP100077, 4RP26393, 14RP147656, 2RP66485, 2RP224763, 3RP52502, 1RP43238, 60RP26395, 12SP156781, 5RP26403, 6RP218043, 2RP78932, 17RP26404, 13SP164704, 284MCH5364, 27MCH2552, 2RP87487, 7RP218042, 2RP52502, 1RP227545, 3RP43931, 4RP26403, 3RP44551, 1RP52502, 9RP26393, 2RP177306, 1RP76443, 16RP26393, 28MCH2552, 2RP82646, 2RP227545, 0BUP104256, 14RP26404, 22SP185360, 1BUP104256, 3BUP100077, 0SP135057, 10SP135057, 0BUP104255, 1BUP104255, 2BUP104255, 2BUP100077, 0BUP105535, 0BUP10334, 4BUP100077, 0BUP13849, 2BUP104256, 5BUP100077, 1BUP100077, 2SP135057, 1SP135057, 1BUP10334, 1BUP13849, 3BUP10044, 2BUP10044, 1BUP10044, 4BUP10044, 0BUP10044, 4SP220422, 3SP220422, 1SP220422, 0SP220422, 2SP220422, 0BUP104923, 5SP215931, 2SP215931, 3BUP104923, 4SP215931, 1BUP104923, 2BUP102494, 4BUP102494, 7BUP102494, 8BUP102494, 11BUP102494, 3BUP102494, 1BUP102494, 0BUP102494, 9BUP102494, 5BUP102494, 10BUP102494, 6BUP102494, 12BUP102494.
Protected area	Whole of lots including road reserves.
Statement of significance	Maple Street Maleny is a substantial main street that reflects the strong historic growth



and development of Maleny, from a major dairy centre in the early twentieth century through to the changes wrought by demographic and tourism shifts in the second half of the century. The street includes a mix of buildings dating from the early twentieth century, the immediate post-World War II period (when there was a significant population increase) and later twentieth century, with a substantial number of historic buildings still extant. Despite the lengthy evolution, the street has retained its role as the principal business centre of the town and in particular its historic building character. The unique topography of the town, located along a winding ridge line, also contributes to its character.

The primary entrance to the Maple Street character area is from Bunya Street at the intersection with Lawyer Street. The character area begins with the Maleny Hotel on the right and the RSL Hall on the left. These two buildings – in particular the hotel – signal arrival in the town. The hotel has occupied its site since 1907, originally a single-storey building but raised to two storeys in the 1920s. Another key arrival point is the passage over Obi Obi Creek; numerous historic photographs of the town were taken of the bridge and the entrance to the town, reinforcing its role as an entry statement.

Historically, there was a mix of residences and commercial premises along the street, with concentrations of residential premises at the beginning and end of Maple Street. Vestiges of this concentration remain today and the changes in allotments surrounding them illustrate the extent to which the town has grown (with an increase in commercial premises particularly at the western end of the street). In addition to *local heritage places* within the *character area*, the following residences or former residences contribute to the character of the *character area*:-

- 1 Maple Street (former residence c1910);
- 3 Maple Street (former residence, c1910s);
- 47 Maple Street (former residence, c1910s); and
- 60 Maple Street (residence, c1950s).

The commercial precinct now stretches along the entire street, but is still concentrated in between the eastern and western ends of the street (especially in terms of density and also historic buildings), which is historically consistent. One key marker of the extent to which the town of Maleny has grown is the sheer variety of building types along the street. There is a small number of traditional timber and tin single-storey shops with a variety of parapet styles, which was a common building type for shops in the region in the first half of the twentieth century. Early, extant buildings with these characteristics illustrate the development of Maleny in its formative period. Contributing buildings that exhibit this style include:-

- 5 Maple Street (former drapery, some remodelling over 20<sup>th</sup> C);
- 11 Maple Street (Butcher, built c1915) (a *local heritage place*);
- 29 Maple Street (possibly built 1930s, may have included residence);
- 30 Maple Street (bakery, built 1932) (a *local heritage place*); and
- 31 Maple Street (shops built early 1930s).

There are other premises from the first half of the twentieth century that were built for a variety of purposes, such as banks, ambulance buildings, garages and residences, that complement the character of the shops. They are distinguished by different design approaches; for example, gable designs are prominent, rather than parapeted buildings. The more recent iteration of the former ES & A Bank is a modernist design. Not all of these buildings are built to the street; in some cases, they include greater setbacks than other buildings (particularly in the case of former garages, for example). Contributing examples of these buildings include:-

- 9 Maple Street (former garage & residence, c1950s);
- 13 Maple Street (former ES & A Bank – third premises in Maleny. Built 1953. Modernist design. Allegedly on site of original bank premises erected 1908);
- 14 Maleny Street (former blacksmith/garage c1940s-50s);
- 16 Maleny Street (shop/residence, c1940s-50s. Bakery in early 1970s);
- 20 Maple Street (former post office, built 1933);
- 26 Maple Street (Universal Store)
- 28 Maple Street (built c1912 for John Tytherleigh, specifically for manager of adjacent Universal Store);
- 38 Maple Street (second premises for ES & A Bank in Maleny, built 1923);
- 38 Maple Street (Lyon's Garage, built c1930s. Also used as a skating rink in 1940s);
- 39 Maple Street (Possibly also part of Lyon's garage. Owned by Harry Lyons. Present pre-1966);
- 41 Maple Street (Also apparently part of Lyon's Garage, also occupied at various times by Tytherleigh & Freeman, possibly c1930s);
- 46 Maple Street (moved to this location in 1956 – and not including the more recent brick shop, currently in use as a real estate agent);
- 48 Maple Street (former shop/residence? Pre-1966);

- 49 Maple Street (former Maleny Police Station);
- 50 Maple Street (Ambulance Station & Residence, 1947-1993);
- 53 Maple Street (includes several buildings, associated with a former garage and present since at least c1950s); and
- 56 Maple Street (Watson's Garage, c1940s).

An important point about the variety of building types is that there is no one architectural style that should be applied along the street. For example, the former ES & A Bank (1953) – the third such premises for the bank in the town – has a post-supported awning. In its original iteration, it presented a bold Modernist design; flat, geometric and without an awning. It was a statement about the town and its prosperity in the post-war period – Modernist architecture meant progress. However, the design of the awning is consistent with the early butcher shop next door, not the building's original Modernist design. The variety of building types is central to the character of the street and new work on existing places should be considered carefully in the context of its individual location and history rather than applying uniform guidelines.

Likewise, infill should be approached with some degree of flexibility, given the range of styles on display in the street; the focus does not need to be exclusively on single-storey gabled or parapeted shop fronts and thereby diminishing the sense of evolution and development inherent in the street's character. Nonetheless, the more recent infill (since the 1990s in particular) is largely sympathetic to the earlier styles, including a mix of building types and setbacks, such that it does not unduly detract from the character of the street.

Views to the surrounding hills and vegetation are prominent from the western section of the *character area*, in particular because of the topography, but also because of the more dispersed development in this section, consistent with the early concentration of residential properties here. The gradual move away from concentrated development more consistent with the 'centre' of the commercial precinct in the street provides a visual cue that one is gradually exiting the street and therefore the character area.

Key characteristics of the Maple Street, Maleny character area which are desirable to be retained or revealed include:-

- The continuing prominence of the Maleny Hotel, RSL Hall and bridge over Obi Obi Creek as the entrance to Maleny from the east;
- A continued mix of residential and commercial premises in the street, albeit with a predominance of commercial premises;
- Allowance for individual context in the consideration of character, allowing for a variety of setbacks, heights and roof, parapet and awning designs depending on the location of the proposed alteration for infill; and
- Maintenance of the dispersed nature of development at the western end of the area to create a sense of gradual exit from the area and also to maintain views to the surrounding topography and vegetation.

Map image



## Moffat Beach Character Area

LHR ID	CHR14
Address	<p><u>Bryce Street:</u> 2, 4, 6, 8, 10, 12, 14, 16, 18, 23, 24, 24, 25, 26, 30, 32, 34, 36, 38, 40, 42, 44</p> <p><u>Buccleugh Street:</u> 23</p> <p><u>Campbell Street:</u> 1, 2, 2A, 4, 6, 8, 10, 11, 12, 16, 18, 20</p> <p><u>Grigor Street:</u> 1A, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 25, 27, 29, 31, 32, 33, 35, 35A, 39, 41, 43, 45, 47, 49, 51</p> <p><u>Kingsford Smith Parade:</u> 12, 14, 18, 20, 22, 24, 26, 28, 30</p> <p><u>Nothing Street:</u> 1, 2, 3, 4, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 45, 48, 50, 52, 54, 56</p> <p><u>Roderick Street:</u> 1, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 19A, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 48, 50, 52, 54</p> <p>Eleanor Shipley Park</p>
Lot/Plan details	<p>261RP8430, 298RP8430, 22RP81828, 122RP8430, 121RP8430 (part), 244RP8430, 47RP8430, 17RP8430, 112RP8430 (part), 278RP8430, 251RP8430, 0SP265527, 28RP55960, 724CG3092, 299RP8430, 266RP8430, 5RP81828, 1RP144154, 11RP81828, 12RP86595, 294RP8430, 18RP8430, 289RP8430, 2RP165328, 19RP8430, 39RP81828, 273RP8430, 133RP8430, 236RP8430, 237RP8430, 81RP8430, 87RP8430, 1SP127326, 61RP8430, 275RP8430, 101RP8430, 105RP8430, 104RP8430, 118RP8430, 125RP8430, 265RP8430, 46RP8430, 2RP196187, 32RP8430, 96RP8430, 83RP8430, 113RP8430 (part), 116RP8430, 268RP8430, 246RP8430, 243RP8430, 33RP8430, 58RP8430, 103RP8430, 120RP8430, 13RP8430, 238RP8430, 43SP281577, 255RP8430, 264RP8430, 27RP8430, 14RP8430, 3RP165328, 20RP8430, 2RP86288, 2RP92784, 7RP81828, 127RP8430, 21RP86595, 296RP8430, 300RP8430, 22RP8430, 262RP8430, 293RP217619, 1RP196187, 259RP8430, 2RP121361, 108RP8430 (part), 107RP8430 (part), 2RP144154, 23RP86595, 269RP8430, 2SP127326, 79RP8430, 270RP8430, 124RP8430, 126RP8430, 24RP86595, 12RP8430, 106RP8430 (part), 30RP86595, 286RP8430, 130RP8430, 1RP199529, 34RP8430, 23RP81828, 34RP55960, 29RP8430, 21RP8430, 287RP8430, 254RP8430, 49RP8430, 53RP8430, 15RP8430, 1RP113468, 110RP8430 (part), 29RP86595, 131RP8430, 128RP8430, 234RP8430, 59RP8430, 22RP86595, 274RP8430, 24RP81828, 279RP8430, 12RP81828, 117RP8430, 123RP8430, 1RP92784, 1SP239366, 241RP8430, 2RP73185, 30RP8430, 10RP81828, 102RP8430, 132RP8430, 242RP8430, 25RP8430, 23RP8430, 24RP8430, 0SP255696, 80RP8430, 260RP8430, 253RP8430, 1SP146825, 1RP86288, 111RP8430 (part), 6RP81828, 98RP8430, 135RP8430, 134RP8430, 235RP8430, 56RP8430, 32RP55960, 271RP8430, 26RP8430, 28RP8430, 290RP8430, 52RP8430, 288RP8430, 31RP8430, 114RP8430 (part), 28RP86595, 97RP8430, 2SP146825, 78RP8430, 25RP81828, 51RP8430, 44SP281577, 233RP8430, 91RP8430, 30RP55960, 57RP8430, 20RP86595, 115RP8430 (part), 3RP81828, 9RP81828, 13RP86595, 295RP8430, 16RP8430, 50RP8430, 245RP8430, 263RP8430, 267RP8430, 4RP81828, 82RP8430, 77RP8430, 19RP86595, 119RP8430, 45RP8430, 48RP8430, 1RP101600, 277RP8430, 276RP8430, 1RP73185, 90RP8430, 8RP81828, 272RP8430, 129RP8430, 240RP8430, 239RP8430, 92RP8430, 27RP81828, 60RP8430, 26RP81828, 297RP8430, 1SP255696, 88RP8430, 2SP255696, 0SP116486, 1SP116486, 2SP116486, 4SP265527, 3SP265527, 2SP265527, 1SP265527.</p>
Protected area	Whole of lots, including road reserve.
Statement of significance	<p>Moffat Beach is named after JC Moffat, who purchased the land in which the area is located in the 1880s. It was subdivided by the 1930s and a small number of residential houses were built in the subdivision in that decade. The allotments were relatively small and narrow, a feature that has remained largely intact and is a key contributor to the character of the area.</p> <p>Caloundra had slowly developed as a coast resort in the late nineteenth and early twentieth century, and this pace began to accelerate in the 1930s with the construction of the Bruce Highway. For example, the Tooway Caravan Park, now 'Raintrees Resort', was established in 1938 (adjacent to the character area). However, the town boomed in the post-World War II period when incomes rose, roads improved, car ownership increased and annual holidays became a common feature of salaried jobs. Beaches became the favoured destination for tourists and relatively inexpensive land and new architectural styles meant people could often build their own holiday homes.</p> <p>Moffat Beach was primarily developed in the period between the 1940s-1970s, with the largest amount of residential development occurring in the 1950s. By 1972, 85% of the allotments in the character area had been developed. Much of this development focused on so-called 'beach houses', which tended to be used on weekends and for holidays rather than as a permanent place of residence. The narrow allotment size suited the aspirations of owner/developers in this period, as the function of the houses was different to the common family home and they did not need to be as large.</p> <p>The preferred construction methods for beach houses tended to emphasise simplicity,</p>

timber frame construction and generally a preference for 'fibro', such as Hardie's Fibrolite and Super Six (or weatherboard in earlier housing styles). By the late 1950s, houses commonly included skillion roofs, large areas of glazing, sloping walls and 'V' columns. As beach houses, there was no need for extensive facilities more common in the family home; houses tended to be small and were typically based on a rectangular plan to take advantage of the narrow block. Dwellings also tended to address the street. In two-storey houses, the garage was often located under the living area, while carports were commonly located in the setback for single-storey houses. Yards were deliberately simple as the focus of the occupants was the beach, not the garden. This often entailed the retention of larger native plants, such as coastal or wallum banksias. Front and side fencing was likewise uncommon, reinforcing the informality of the houses and the predominant use of the area for holidays. Fully concreted driveways were uncommon.

The relaxed character of the area continues to be reinforced by its popularity as a holiday destination. The presence of a park, beach and small commercial area contributes to the informality of the neighbourhood, ensuring residents and tourists alike can easily walk to cafes, the park and the beach. This experience is enhanced by the fact that the character area is generally not subject to high levels of through traffic. A surge in development in the area has occurred since the early 2000s, but some of this recent development has been sympathetically designed to reflect the surrounding character, by retaining the narrow allotments, a rectangular building plan, use of lightweight materials and key design features such as skillion roofs and garages underneath the house.

Key characteristics of the Moffat Beach character area which are desirable to be retained or revealed include:-

- Narrow allotment size and emphasis on single dwellings. If allotments are amalgamated, new development should maintain the character of the existing built form (i.e. designed to reflect narrow allotments). Existing side setbacks should be maintained to allow for a historical design response to natural light and ventilation.
- Retention of houses built between the 1940s through to the mid-1960s.
- Predominance of timber frame construction and use of lightweight materials i.e. 'fibre cement sheeting'.
- New dwellings should be sympathetic in scale and form to houses built between 1940-1970, in particular the post-war 'beach house', whilst allowing for modern interpretations. Simple, austere design detailing should be incorporated to reflect the development character of the post war holiday homes.
- Scope exists for development at the rear of existing properties, or for new development to use a larger portion of the allotment than was historically the case. Alterations or development to the rear of the allotment should not detract from the character building or its prominence in the streetscape. Mature native vegetation should also be retained, whether at the front or rear of the property. Generous open space at the front of the site as well as at both side boundaries should be retained to reflect the occupation and usage of a post war holiday home.
- Buildings should address the street, including new development, consistent with the historic development of the area. This would include:
  - The provision of generous balconies or covered decks facing the street (where this would contribute to energy efficient building orientation and design).
  - Roof articulation that is seen from the street in the form of skillions (including multiple skillions) running parallel with the street or with the roof apex fronting the street.
  - Roof pitch to match that of a post war 'beach house', i.e. between 7 degrees and 15 degrees. A pitch as low as 3 degrees may be acceptable for garage structures.
  - Window design to be hopper, louvre or casement;
  - Simple landscaping within the front setback that is low and non-screening to the building façade (except where mature vegetation already exists).
  - Car accommodation that is not dominant to the street.
- Hedging or informal planting is encouraged to obscure fences. Front boundary fences are not encouraged, and should be limited to sites with high exposure to vehicular traffic (e.g. Roderick Street frontages).
- Maintenance of the informal and relaxed connection with the commercial precinct, park and beach. Seamless transition between residential and commercial buildings should be retained.
- Retain current boundaries of the commercial precinct to maintain the *character area's* beachside character.

As well as individual *local heritage places* within the character area, buildings which are important contributors to the character include:-

- 30 Kingsford Smith Parade;
- 4 Bryce Street;
- 10 Bryce Street;

	<ul style="list-style-type: none"> <li>• 23 Bryce Street;</li> <li>• 36 Bryce Street;</li> <li>• 1 Roderick Street;</li> <li>• 19-19A Roderick Street;</li> <li>• 24 Roderick Street;</li> <li>• 16 Nothling Street;</li> <li>• 17 Nothling Street;</li> <li>• 19 Nothling Street; and</li> <li>• 15 Grigor Street.</li> </ul>
Map image	

### Nambour Lower Blackall Terrace Character Area

LHR ID	CHR7
Address	<u>Blackall Terrace: 2, 3, 4, 5-7, 6, 8, 9-11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 39, 41</u> <u>Brookes Street: 2</u>
Lot/Plan details	2RP47563, 1RP75371, 1RP82338, 2RP75371, 1RP26574, 3RP26578, 3RP94123, 8RP26575, 10RP26546, 9RP26546, 1RP94123, 5RP94123, 15RP26546, 1RP87374, 8RP26546, 6RP26546, 1RP26578, 2RP94123, 3RP76096, 14RP26546, 7RP26546, 3RP119656, 4RP94123, 1RP26579, 2RP26578, 2RP26579, 2RP42042, 13RP26546, 2RP82138, 6RP94123, 12RP26546, 2RP119656, 958CG4098, 1RP26546, 3RP87374, 1RP76096, 1BUP13669, 11RP26546, 3BUP13669, 2BUP13669, 4BUP13669.
Protected area	Whole of lots. Protected area includes road reserve.
Statement of significance	<p>Lower Blackall Terrace is a predominantly residential street that winds its way up the hillside on a ridgeline immediately north of the Nambour town centre. The section of the street contained within the character area includes a substantial number of early twentieth century houses that demonstrate many traditional Queensland timber house features such as corrugated iron roofs in pyramid, hip and gable form at moderate roof pitches; timber- and fibro-clad walls; a single floor level supported on stumps; and a solid core with attached or integrated verandahs. Early housing stock which makes a contribution to the character of the area includes:-</p> <ul style="list-style-type: none"> <li>• 3 Blackall Terrace;</li> <li>• 4 Blackall Terrace;</li> <li>• 14 Blackall Terrace;</li> <li>• 15 Blackall Terrace;</li> <li>• 17 Blackall Terrace;</li> <li>• 20 Blackall Terrace;</li> <li>• 22 Blackall Terrace;</li> <li>• 24 Blackall Terrace;</li> <li>• 27 Blackall Terrace;</li> <li>• 28 Blackall Terrace; and</li> <li>• 41 Blackall Terrace.</li> </ul> <p>The presence of the early twentieth century houses reflects the strong economic and population growth in Nambour following the establishment of the Moreton Central Sugar Mill in 1897. The elevated position of the street affords excellent views across the town, Petrie Creek and the surrounding landscape to the south and southeast, and the early housing stock highlights how the street was a sought-after location, a trend exemplified by the former Whalley Residence (37 Blackall Street). The Whalley Residence,</p>

originally known as 'Stoneleigh', was built for the prominent Nambour businessman William Whalley in c1910, and is listed as a *local heritage place*.

Although some of these houses have been altered over time (including external recladding and enclosure of verandahs), their basic form and presence in the street continue to exemplify the importance of the street in the suburban development of Nambour. The early suburban character of the street is further reinforced by a variety of mature plantings, including Cocos palms (2 Blackall Terrace), Piccabeen palms and pine trees on the street and within residential yards, as well as decorative shrubs.

The view to the southeast along the road, including across to the War Memorial Park, has been protected by the railway, ensuring the southern section of the street is relatively uncluttered and open. This aspect creates a memorable entrance to the street from the south and a valuable view when approached from the upper section of the street.

Other housing styles appear in the street, predominantly from the interwar to immediate post-war period. Although these styles are aesthetically different to the earlier houses, they do not substantially affect the character of the street and indeed demonstrate the continuing growth and evolution of the street and by extension Nambour.

The precinct also contains stone retaining walls which are a distinctive feature throughout Nambour.



**Nambour Magnolia Street Character Area**

LHR ID	CHR8
Address	Arundell Avenue: 19 Bundarra Street: 1, 3, 5, 7, 11, 15, 19, 21, 25, 27 Elizabeth Street: 3, 6, 7, 8, 10, 11, 12, 16, 17, 20, 21, 25, 29, 31, 33, 35, 37 Magnolia Street: 9, 10, 11, 12, 15, 19, 21, 25 Mary Street: 4, 5, 8, 9, 10, 12, 14, 15, 17, 18, 20, 21, 22, 23, 24, 26, 27, 28, 30, 31, 35, 39, 41 Vernon Street: 5, 6, 9, 10, 11, 13, 14, 15, 18, 19, 22, 23, 26, 27, 30, 31, 34, 35, 38, 39, 42, 43, 46
Lot/Plan details	224RP50913, 2RP79880, 169RP28107, 73RP28106, 98RP28107, 235RP50913, 1RP79377, 1RP111261, 225RP50913, 192RP28107, 198RP28107, 195RP28107, 201RP28107, 137RP28107, 106RP28107, 229RP50913, 148SP217610, 183RP28107, 2RP79377, 144RP28107, 174RP28107, 1RP101402, 155RP28107, 185RP28107, 186RP28107, 170RP28107, 146RP28107, 1RP95899, 100RP28107, 240RP60752, 236RP50913, 71RP28106, 48RP28106, 149SP217610, 190RP28107, 187RP28107, 1RP79880, 160RP28107, 164RP28107, 89RP28106, 7RP848237, 167RP28107, 76RP28106, 50RP28106, 189RP28107, 159RP28107, 163RP28107, 180RP28107, 134RP28107, 239RP60752, 72RP28106, 91RP28106, 90RP28106, 83RP28106, 205RP28107, 206RP28107, 145RP28107, 165RP28107, 6RP95899, 53RP83737, 173RP28107, 87RP28106, 82RP28106, 88RP28106, 94RP28106, 104RP28107, 179RP28107, 194RP28107, 166RP28107, 77RP28106, 110RP28107, 1SP269453, 95RP28106, 135RP28107, 162RP28107, 107RP28107, 152RP28107, 203RP28107, 47RP28106, 182RP28107, 2RP55299, 105RP28107, 234RP60752, 1RP103626, 202RP28107, 171RP28107, 49RP28106, 188RP28107, 2RP101402, 2RP111261, 168RP28107, 154RP28107, 10RP858572, 108RP28107, 151RP28107, 1RP55299,


	<p>3RP892294, 227RP50913, 86RP28106, 99RP28107, 232RP55498, 138RP28107, 74RP28106, 92RP28106, 113RP28107, 196RP28107, 2RP95899, 1RP58648, 191RP28107, 2RP58648, 57RP28106, 0SP223696, 52RP28106, 204RP28107, 133RP28107, 136RP28107, 184RP28107, 161RP28107, 58RP28106, 56RP83737, 51RP28106, 93RP28106, 681M332035, 237RP50913, 175RP28107, 193RP28107, 75RP28106, 153RP28107, 109RP28107, 228RP50913, 4RP95899, 230RP60752, 143RP28107, 172RP28107, 1SP188026, 101RP28107, 197RP28107, 2SP269453, 181RP28107, 4SP223696, 2SP223696, 1SP223696, 3SP223696, 1SP173712, 0SP173712, 2SP173712, 3SP208130, 2SP208130, 0SP208130, 4SP208130, 1SP208130, 1SP208603, 5SP208603, 0SP208603, 2SP208603, 4SP208603, 3SP208603, 2BUP100777, 1BUP100777, 7BUP100777, 178RP865556, 5BUP100777, 3BUP100777, 4BUP100777, 6BUP100777, 3SP166017, 8SP166017, 6SP166017, 2SP166017, 1SP166017, 5SP166017, 0SP166017, 7SP166017, 4SP166017.</p>
Protected area	Whole of lots. Protection includes road reserves in Mary St, Vernon Street, Magnolia Street and Elizabeth Street.
Statement of significance	<p>The Magnolia Street character area was primarily subdivided and developed into a residential area in the interwar period (1919-1939). The land was originally owned by Daniel Currie, one of Nambour's earliest pioneers and after who Currie Street is named. Although some allotments were subdivided and sold prior to World War I, the first major subdivision occurred in 1922. Another, smaller subdivision took place in 1934 (at which time Currie Park was created) and the last subdivision in 1946. A substantial residential area had developed by the mid-1930s and housing in the street predominantly reflects this period, particularly the so-called 'porch and gable' Bungalow style, which progressively replaced the more traditional hipped or pyramid roofs and wide verandahs associated with the earlier Queenslander-style house. The residential area was typically referred to as 'Currie Estate' up until at least the 1950s. Its development occurred at a time of substantial and sustained growth in Nambour.</p> <p>Aesthetically, the character area forms a relatively cohesive set of detached timber houses of modest size. These houses typically demonstrate traditional Queensland timber house features from the interwar period, such as corrugated iron roofs in hip and gable form at moderate roof pitches; timber- and fibro-clad walls; a single floor level supported on stumps; and a solid core with attached or integrated verandahs. A focal point of the area is the Magnolia Street cul-de-sac and the attractive aspect available across the adjacent Currie Park. The corner shop located at No 19 Arundell Ave (Arundell Avenue Store) is also a strong focal point; architecturally it appears to have been erected in the 1930s or 40s and its design and presence marks a key entrance to the residential area, as well as reinforcing the area's relative size (i.e. large enough for a store). Mature street trees contribute to the amenity of the area and reinforce the Queenslander attributes reflected in much of the housing stock.</p> <p>Key characteristics of the Magnolia Street character area which are desirable to be retained include:-</p> <ul style="list-style-type: none"> <li>• Interwar Queensland timber-style houses;</li> <li>• Mature street trees; and</li> <li>• the Arundell Avenue Store.</li> </ul> <p>Buildings which are important contributors to the character include:-</p> <ul style="list-style-type: none"> <li>• 19 Arundell Ave (Arundell Avenue Store);</li> <li>• 5 Bundarra Street;</li> <li>• 21 Bundarra Street;</li> <li>• 10 Elizabeth Street;</li> <li>• 9 Magnolia Street;</li> <li>• 11 Magnolia Street;</li> <li>• 15 Magnolia Street;</li> <li>• 19 Magnolia Street;</li> <li>• 21 Magnolia Street;</li> <li>• 8 Mary Street;</li> <li>• 10 Mary Street;</li> <li>• 23 Mary Street;</li> <li>• 35 Mary Street;</li> <li>• 6 Vernon Street;</li> <li>• 9 Vernon Street;</li> <li>• 10 Vernon Street;</li> <li>• 13 Vernon Street;</li> <li>• 14 Vernon Street;</li> <li>• 22 Vernon Street;</li> <li>• 26 Vernon Street;</li> <li>• 35 Vernon Street;</li> <li>• 39 Vernon Street;</li> <li>• 43 Vernon Street;</li> <li>• 10 Washington Street;</li> </ul>

	<ul style="list-style-type: none"> <li>• 14 Washington Street;</li> <li>• 18 Washington Street;</li> <li>• 22 Washington Street;</li> <li>• 30 Washington Street;</li> <li>• 34 Washington Street;</li> <li>• 46 Washington Street; and</li> <li>• 50-52 Washington Street.</li> </ul>
Map image	

### Nambour Netherton Street Character Area

LHR ID	CHR9
Address	Blackall Terrace: 52, 54-56, 58, 62, 63, 65, 66, 67, 68, 69, 71, 74, 75, 77, 79, 81, 83, 87, 89, 91, 95, 97 Hospital Road: 46-50 Netherton Street: 64, 66, 68, 70
Lot/Plan details	6SP111174, 2RP104419, 10RP26567, 35SP196858, 28RP26587, 15RP165385, 29SP196858, 1RP42635, 15RP26567, 16SP196858, 19SP196858, 22SP196858, 40SP196858, 34SP196858, 20SP196858, 45SP196858, 27RP26587, 3SP111174, 1RP63817, 13RP26567, 36RP26587, 10SP196858, 4RP102262, 6RP26567, 36SP196858, 37SP196858, 13SP196858, 3SP182145, 11RP867935, 5SP111174, 1SP111174, 1RP104419, 2RP42635, 32SP196858, 30SP196858, 8SP111174, 7RP26567, 9RP26567, 2RP56189, 32RP26587, 1RP114194, 44SP196858, 31SP196858, 23SP196858, 3RP199714, 16RP26567, 0SP111174, 12SP196858, 11SP196858, 7SP111174, 2RP68729, 21SP196858, 18SP196858, 42SP196858, 38SP196858, 24SP196858, 41SP196858, 14SP196858, 17SP196858, 25SP196858, 14RP26567, 8RP26567, 28SP196858, 30RP26587, 15SP196858, 43SP196858, 27SP196858, 2SP111174, 29RP26587, 9SP196858, 26RP26587, 33SP196858, 1RP56189, 4SP111174, 46SP196858, 39SP196858, 26SP196858, 1RP63817, 2RP68729, 1RP63817, 2RP68729.
Protected area	Whole of lots. Protection includes road reserves in Blackall Street and Netherton Street.
Statement of significance	<p>Blackall Terrace rises to the north-west of the Nambour town centre and runs east/west along a ridgeline between Netherton Street to the east and the Nambour Hospital to the west. The precinct reflects the suburban expansion of Nambour in the inter-War period. The precinct is characterised by a range of inter-War detached timber houses. These houses typically demonstrate many traditional Queensland timber house features such as corrugated iron roofs in hip and gable form at moderate roof pitches; timber- and fibro-clad walls; a single floor level supported on stumps; and a solid core with attached or integrated verandahs. A number of the traditional houses in the street have been converted for non-residential uses. The precinct also contains a small group of traditional timber shops which terminate the western end of the precinct.</p> <p>Netherton Street is named after the birthplace of James Thomas Lowe in Staffordshire, England. J.T. Lowe, who was a former Maroochy Shire Councillor and Shire Chairman and his wife Sarah lived at 70 Netherton Street while he was Shire Chairman, building a large timber home in the street in 1923. This home was sold by Lowe in 1949 and was later relocated to Tanawha. A townhouse complex is now located on this site.</p> <p>Prior to the end of World War II in the park located at the eastern end of the character area, there existed a war memorial to Private R.A. Roberts, who was killed in 1918. A World War I gun, believed to be a German howitzer, was mounted in the park. Private Roberts was the son of Robert and Betsy Roberts, who had a small crop farm 'Tan-y-</p>



	<p>fford' located across the road from the park. This park was later renamed Jasper Bentley Park, in honour of Jack Bentley, a prominent Nambour businessman and community worker.</p> <p>Buildings which are important contributors to the character of the area include:</p> <ul style="list-style-type: none"> <li>• 3RP199714, 52 Blackall Tce NAMBOUR</li> <li>• 13RP26567, 69 Blackall Tce NAMBOUR</li> <li>• 2RP104419, 95 Blackall Tce NAMBOUR</li> </ul>
Map image	

### Palmwoods Character Area

LHR ID	CHR10
Address	<p><u>Church Street:</u> 1, 4, 6, 8, 10-12, 14  <u>Churchill Street:</u> 4, 16, 18, 20, 26, 28  <u>Hill Street:</u> 4, 5, 5A, 6, 7, 8, 9-13, 10, 12, 15, 16, 17-19, 18, 20, 22  <u>Jane Street:</u> 1-3, 4  <u>Main Street:</u> 1, 2, 4-6, 7-9, 8, 10, 11, 13, 14, 15, 17, 19, 20, 20, 21, 22, 23, 25, 28-34, 36-38, 40-42  <u>Margaret Street:</u> 5, 7, 9, 11, 13, 14, 15, 16, 17-19, 18-20, 21, 22  <u>Fewtrell Street:</u> 1, 3  North Coast Railway Line</p>
Lot/Plan details	<p>212P4451, 10RP40559, 2RP111965, 415CG1621, 103P4451, 201P4451, 45RP903227, 2RP141433, 1RP141433, 21RP178340, 18SP110912, 1SP170745, 4P44517, 5P44517, 2RP132322, 4RP159254, 14RP45853, 1RP132322, 2RP153805, 9RP40559, 1P44512, 15RP159254, 8RP4324, 202P4451, 101P4451, 1RP111965, 207P4451, 1RP107111, 102P4451, 17RP161119, 5RP75925, 2SP170745, 3SP110912, 1RP83457, 1CG4869, 216P4451, 7P44517, 8RP40559, 203P4451, 1SP170766, 6P44517, 205SP105646, 20RP178340, 1RP153805, 1RP45853, 7RP40559, 3P44512, 213P4451, 2RP45853, 2P44512, 2SP227998, 1SP227998, 3SP227998, 5SP227998, 4SP227998, 0SP227998, 2P44518, 3SP150496, 4P4454, 5BUP11050, 0BUP105066, 118P44521, 4BUP105066, 9BUP11050, 4RP40559, 7P4454, 3RP40559, 17CG6170, 2BUP11050, 4BUP11050, 1P4454, 3P4454, 1SP150496, 116CG6375, 1BUP11050, 2P4454, 7BUP11050, 8BUP11050, 3BUP11050, 6RP807498, 6BUP11050, 119CG6375, 0SP150496.</p>
Protected area	Whole of Lot. Protection includes road reserve.
Statement of significance	<p>The town of Palmwoods was progressively developed following the construction of the North Coast Railway in 1890-1 and the establishment of a railway station at Palmwoods. The first substantial commercial buildings appeared in the 1910s (the general store, hotel and ES &amp; A Bank) and churches followed in the 1920s. Higher density residential development clustered behind the main street of the town, which was dominated by the railway station and rail yards. The surrounding landscape consisted of fruit farms, ensuring for much of its history the centre of Palmwoods and the hill on which it is located formed a distinct urban centre for the district. Indeed, the hill forms a unique topographical feature that strongly influenced the character of the settlement.</p> <p>Main Street, Palmwoods was the original commercial centre of the town. The earliest buildings that remain extant (albeit with some alterations) include the general store and hotel (1912) and the former ES &amp; A Bank and Residence (1915). The memorial hall was built in 1924 and the nearby shops were progressively erected from the late 1910s</p>

through to the 1930s. The nearby railway station dates from 1891 and other early railway structures include the former Palmwoods Montville Buderim Fruitgrowers' Association sheds and residences for railway station staff.

Main Street has a distinct character defined by the relationship between the various historical features. The road is winding and it progressively brings features into view. The eastern side of the street is relatively undeveloped, historically because of the rail yards. The western side, which is higher, contains a greater concentration of commercial premises. Nonetheless, there is a relative lack of density across both sides of the street, creating a sense of openness. Although some historic buildings have been lost along the street, the dispersed development has nonetheless been a characteristic of Main Street over time. This means that views to and along the street – and even the hill itself – reveal individual places rather than a concentrated urban centre. Infill in the street should take into account this character by allowing the dominance of key historical buildings to remain intact. The topography of the town has also required the installation of retaining walls. Stone has been extensively used for this purpose, creating a distinctive feature.

The prominence of particular buildings in the landscape extends further up the hill to include the churches. Congregations typically selected high ground in rural towns on which to place their church, for obvious aesthetic and ecclesiastical reasons. This was certainly the case in Palmwoods, and indeed the hill behind main street is often called 'Church Hill' (it is interesting to note that the key streets on the hill are Church, Hill and Churchill). Historic images reveal the extent to which the churches were visible – from the bottom of the hill, but also from across the railway line all the way up Chevallum Road. Although they are now relatively obscured by trees, their original setting remains more or less present – that is, it has not been obscured by subsequent development. Views to the churches should therefore be maintained from various view sheds and further improved where possible.

The residential development of Palmwoods was focused on the hill behind Main Street. The surrounding landscape was dominated by farms, rather than urban development, ensuring the early suburban development of Palmwoods was focused near the railway and commercial centre. The exemplar houses are characterised by a range of detached timber houses of varying sizes and on varying lot configurations. These houses typically demonstrate many traditional Queensland timber house features such as corrugated iron roofs in hip and gable form at moderate roof pitches; timber- and fibro-clad walls; a single floor level supported on stumps; and a solid core with attached or integrated verandahs. The streets are relatively narrow and nature strips are wide; mature trees line the streets; and the location on the hill ensures a relative lack of road traffic. These elements combine to create a relaxed and traditional suburban streetscape that complements the historic character of Main Street and the adjacent railway complex.

The Margaret Street area also includes a range of built elements that reflect the historic character of Palmwoods.

Key characteristics of the Palmwoods character area which are desirable to be retained or revealed include:-

- The historic relationship between the commercial buildings in Main Street and the adjacent railway complex, defined in part by a relative lack of density that enables clear views to and from the railway and the buildings.
- The relative lack of development between the major historic features in Main Street i.e. the memorial hall, row of shops, adjacent railway complex, general store, hotel and former ES & A Bank. Infill should be subordinate to these features.
- The winding nature of the road should be preserved so that historical features are revealed while travelling along its length – and supported by the two points above.
- The churches should remain dominant features of 'Church Hill', notwithstanding mature vegetation that currently obscures them. New development should not impact the prominence of the churches in the landscape and opportunities to further reveal the buildings should be encouraged.
- Queensland timber-style houses should be retained and any new development should retain the character and amenity through appropriate scale, form and fabric, without mimicking or copying the historic housing stock.
- The extensive nature strips, narrow streets and extensive vegetation should be retained. This point should only be modified when considering views to the churches and only then in terms of removing vegetation where appropriate to improve views.

As well as individual *local heritage places* within the character area, buildings which are important contributors to the character include:-

- 7 Hill Street (House);
- 6 Hill Street (House);
- 8 Hill Street (House);

	<ul style="list-style-type: none"> <li>• 10 Hill Street (House);</li> <li>• 15 Hill Street (House);</li> <li>• 22 Hill Street (cnr Churchill St) (House);</li> <li>• 14 Church Street (House);</li> <li>• 26 Churchill Street (House);</li> <li>• 1 Church Street (House);</li> <li>• 5 Margaret Street (former post office);</li> <li>• 15 Margaret Street (specifically the 'Lock Up' building);</li> <li>• 11 Main Street (QCWA Building); and</li> <li>• 1-3 Jane Street (House).</li> </ul>
Map image	

### Woombye Blackall Street Character Area

LHR ID	CHR11
Address	<p><u>Barts Street</u>: 1</p> <p><u>Blackall Street</u>: 2, 4, 5, 6-10, 7, 9, 11, 12, 14, 18, 20, 21-23, 22, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 39, 40, 41, 42, 43, 44, 45</p> <p><u>Hill Street</u>: 1-3, 6, 8</p> <p><u>Pine Grove Road</u>: 4, 6, 8, 10, 12, 14, 16-18</p> <p><u>Wakefield Street</u>: 2, 4, 6, 10</p> <p><u>Wilson Avenue</u>: 32, 34, 36, 38, 40</p> <p>Keil Street Road Reserve (part of).</p> <p>Memorial Park.</p> <p>CWA Park.</p>
Lot/Plan details	<p>5SP156931, 387CG1225, 14W4184, 1RP91872, 4RP137036, 2CG838777, 21RP165485, 2RP61375, 2RP76382, 505CP895096, 1RP64786, 104W4181, 5RP27762, 2RP94883, 18W4184, 2RP27762, 301W4181, 1RP65629, 503CP895096, 2RP81035, 315W4181, 4RP63288, 2RP88969, 193SP141559, 3RP137036, 2RP65629, 316W4181, 6RP27762, 4RP88969, 1RP146520, 1RP81035, 17W4184, 3RP63288, 319W4181, 1CG2824, 2RP64786, 16W4184, 19RP855988, 3RP27762, 20RP165485, 2RP91872, 2RP146520, 2RP76110, 15W4184, 3RP65629, 504CP895096, 1CG838777 (part), 10SP226484, 4RP65629, 6SP195839, 3SP195839, 8SP195839, 7SP195839, 0SP195839, 5SP195839, 4SP195839, 2SP195839, 9SP195839, 1SP195839, 3BUP4610, 3RP110226, 2CG2728, 318W4181, 10RP27762, 13RP132419, 16RP27762, 15RP27762, 11RP27762, 14RP27762, 4RP110226, 12RP132419.</p>
Protected area	Whole of lots. Protected area includes road reserve in Blackall Street, Barts Street, Keil Street and Wakefield Street.
Statement of significance	<p>Woombye was originally established by Cobb &amp; Co as a coach stop along the road to Gympie. The original road more or less followed the alignment of the former Bruce Highway in present day Woombye. The settlement became a railway station on the North Coast Railway in 1891 and consequently the town developed along Blackall Street, stretching west to the station.</p> <p>Woombye was historically a small rural town servicing a large agricultural district, with farmers concentrating primarily on fruit, particularly pineapples (for which Woombye is famous – refer to the Big Pineapple <i>State heritage place</i>). Like other small towns, the main street includes a mix of uses, including commercial premises, public facilities, a church and residences. A key feature of the town centre is the ridge on which it is situated; the topography influences the prominence of the town in the landscape and</p>

the experience of the street. Its historic development has also resulted in three relatively distinct sections of the street, each provoking different aesthetic responses.

The primary approach to the *character area* is from the east, directly off the Nambour Connection Road (former Bruce Highway) via Blackall Street. Blackall Street runs along the ridge of a small spur and affords occasional views to the north as it descends towards the railway line and Paynters Creek valley. This view is facilitated in particular by the modest buildings set back from the road (Nos 45, 39, 31 and 29). Towards the western end of the precinct, Blackall Street falls sharply and a broad vista unfolds to the Blackall Range in the west. A secondary approach to the precinct is from the west via Old Palmwoods Road. This originally crossed the railway line at a level crossing to the south of the station building. The road now diverts along the rail reserve and under the railway line near Paynters Creek.

The approaches to the street constitute distinct points of arrival. Coming from the east off the former Bruce Highway, the view shifts from modest residential houses (a number constructed in the traditional Queenslander style) to the commercial precinct. This shift is marked in particular by the old butcher's shop (established 1935).

The section of Blackall Street between Wakefield and Hill Streets forms the commercial centre of the town, by dint of the concentration of commercial premises (although there are shops further down the street – just not as many). The buildings are generally continuous and relatively uniform in scale and form. Their character is typically defined by key features: single-storey shops built to the street alignment, a predominance of street parapets exhibiting various shapes, and post-supported street awnings. These elements are characteristic of a small town centre in the region. Although this is clearly the commercial centre, the historical mix of premises remains evident, with the St Margaret's Anglican Church and former residence (the latter (No. 14) once associated with a bakery, now used as a commercial premises) providing key visual markers of the early development and use of the street.

The commercial section of the street is heavily planted with street trees. The approach is marked in particular by mature street trees, particularly Poinciana and Leopard trees. The tree species were commonly planted in Queensland from the early twentieth century and they make a strong visual contribution to the streetscape. Further along the street, newer plantings replaced massive Camphor Laurel trees that lined the street, which were planted in the first half of the twentieth century (these were present up until at least 2010). The newer trees appear to be planted to achieve the same effect as the Camphor Laurels, albeit with less impact on the surrounding infrastructure. That is, they reduce the visual prominence of the commercial buildings although not to the same extent as the former Camphor Laurels, and as one progresses west along the street, they also serve to delineate the commercial centre.

The street trees thin out at the approach to Hill Street and consequently the vista opens to the west. Moreover, the end of the street trees marks a subtle shift in the nature of the street. The School of Arts building (a *local heritage place*) provides a clear break from the small-scale commercial premises in the business centre. This large building, with a prominent gable roof form and intricate gable decoration, commands attention. The former Brethren building and Waverley-Palmwoods Masonic Lodge nearby in Hill Street combine with the School of Arts to form a concentration of meeting halls in this location. Importantly, the commercial premises opposite the School of Arts and further down the street are much lower (and some not even visible at this point), further contributing to the aesthetic importance of the building. The Memorial Park provides a visual transition from the eastern approach, as the road curves to the north and buildings in that section are not yet visible. The visual prominence of the School of Arts and Memorial Park in this section of Blackall Street are therefore the primary elements that should be carefully managed.

The Memorial Park continues to dominate the streetscape on the southern side all the way to the railway line, while small detached shops line the northern side until the former post office and residence and Criterion Hotel (*local heritage place*) are reached. Approached from the east, these last two buildings do not have a substantial impact. However, this situation is reversed when approaching from the west. From this direction, the hotel marks the gateway to the street, as does the western end of Memorial Park. The character of the street here is different again, with the alignment of the hotel suggesting a strong relationship with the railway station (not located within the character area). The railway, mature trees and hotel create a different response to the other sections of the street; it is more relaxed and evocative, triggering notions of rail travel and small country towns when compared with the relatively busy and more densely concentrated commercial precinct further up the hill (and which is largely unseen at this point).

The parkland to the south of the Memorial Park also has a strong historic character and includes the Light Horse regiment building, which is a re-purposed railway station building.

Key characteristics of the Woombye Blackall Street character area which are desirable

to be retained or revealed include:-

- Strong delineation at the approach to the commercial centre from the east, marked by mature trees (preferably historically popular species such as Poinciana and Leopard trees) and the old butcher shop.
- Continuous small-scale commercial buildings built to the street alignment and a predominance of street parapets of various shapes together with post-supported street awnings in the commercial precinct of the street.
- Delineation of the commercial precinct with street trees.
- Prominence of the School of Arts and views to the Memorial Park on exiting the core commercial precinct, in particular by continuing the lack of street trees and retaining the small scale and form of commercial buildings in this section relative to the School of Arts and Memorial Park.
- Continue to maintain the impact of the hotel and mature trees in the Memorial Park at the entrance to the street from the west. Also maintain views to and from the railway so that the obvious visual and historical relationship between the hotel and railway is retained.
- Overall, consideration of the topography of the street and its contribution to the street's historical development and use, both of which are largely retained in the contemporary layout and development.
- The continuation of traditional building form and scale flanking the Nambour Connection Road (former Bruce Highway) and the entrance to Blackall Street from both northern and southern sides.”

As well as individual *local heritage places* within the character area, buildings which are important contributors to the character include:-


- 6-10 Blackall Street;
- 9 Blackall Street (part);
- 11 Blackall Street;
- 14 Blackall Street;
- 22 Blackall Street;
- 26 Blackall Street;
- 30 Blackall Street;
- 35 Blackall Street;
- 37 Blackall Street;
- 39 Blackall Street; and
- 1 Ann Street



**Yandina Character Area**

LHR ID	CHR12
Address	<u>Farrell Street:</u> 5, 7, 9, 11, 14, 15, 16, 17, 18 (part) <u>Stevens Street:</u> 1, 2, 2A, 3, 4, 4A, 4B, 5, 7, 9, 11, 13 <u>Railway Street:</u> 9, Railway Station area Railway Street Park
Lot/Plan details	241SP102285 (part), 1RP216211, 1RP51718, 1SP223697, 2RP175853, 2RP6103, 1RP58940, 1RP89512, 1RP187349, 2RP187349, 21SP205405, 3RP95627, 20CG6427, 2RP95627, 1RP95627, 4RP167389, 1RP6101, 1RP175853, 2RP6108, 1RP66151, 2RP66151, 11RP906121 (part), 2BUP103715, 4RP63231, 2RP145726,

	12RP906121, 2BUP105505, 1BUP103715, 6SP262454, 7SP257402, 3BUP105505, 1BUP105505.
Protected area	Whole of lots. Protection includes road reserve on Scott Street, Conn Street, Steven Street, Railway Street and Farrell Street.
Statement of significance	<p>The town of Yandina was surveyed in 1871. The first European settlement was James Low's hotel located on the south bank of the South Maroochy River (established 1868). Low's establishment serviced traffic on the newly-opened road to the Gympie goldfields. The town was slow to develop, but initially it did so along Gympie Road, now Farrell Street – a prominent example was the Australian Hotel. The North Coast Railway was completed in 1891 and its location away from Gympie Road shifted the nascent commercial centre of the town. The Australian Hotel was moved to its current location (now the Yandina Hotel) and from this time Stevens Street developed as the main commercial precinct of Yandina. A large number of the historic buildings and features in the street date from the 1890s through to the 1930s, with a small amount of later (although relatively sympathetic) infill.</p> <p>Stevens Street has two distinct entrance points that reflect the unique development of the street. From Farrell Street, the street is marked by small commercial buildings, one of which is relatively recent (built from brick) and the other the more traditional timber and tin form. These buildings announce the primarily commercial nature of the street, a point emphasised by the connection with busy Farrell Street. The commercial premises continue along the street to the east, with increasingly intact early twentieth century buildings dominating the streetscape. The premises are predominantly timber and tin with street parapets, post-supported street awnings and a narrow frontage, evoking a sense of a main street in a prosperous rural town in the first half of the twentieth century. This character is central to the street's identity up until its intersection with Railway and Scott Streets.</p> <p>The eastern end of the street after the intersection invites a different response than the remainder of the street. This portion is bounded by the railway complex, consisting of the former station building, goods shed and crane. The original railway crossing is still legible (continuing straight from Stevens Street) and by its nature it affords a clear view across to Mount Ninderry. The hotel is a substantial and dominant feature on the corner where the street turns to the south and its traditional form and orientation towards the railway complex reflect its earliness and the significance of the railway in the early history of the town and the development of Stevens Street. These features maintain the central historical function of the railway in the history of the town.</p> <p>The war memorial, erected in the 1920s, rests in between the railway and the hotel, creating a key civic space. The position reflects the importance of the railway and the street itself; it was clearly placed where it was because, at the time, this was the busiest part of Yandina, thus affording a constant reminder of the sacrifice of the district's men in World War I. The intersection of Stevens Street with Scott and Railway Streets marks the beginning of the commercial precinct, but the first of the business premises along with the hotel and railway complex also help create an informal amphitheatre that heightens the visual and civic importance of the war memorial.</p> <p>Approaching Stevens Street from the east therefore has a different impact than from the west and this experience is also a core attribute of the character of the street. Continuing west along the street affords views to the foothills beyond, but returning once more to Farrell Street from this direction brings to the fore the Yandina School of Arts. Although on Farrell Street, it faces the intersection with Stevens Street and it is a key historical feature of the streetscape when travelling along Stevens Street.</p> <p>Farrell Street includes a variety of building elements that are reflective of local character, contributing to the historic feel of the main entrances to the centre of Yandina. Railway Street also makes a notable contribution to local character through the presence of mature eucalypts adjacent to the railway and The Shared at 13 Railway Street. These elements combine with the traditional main street at Stevens Street, contributing to the authenticity of township character.</p> <p>Key characteristics of the Yandina character area that are desirable to be retained or revealed include:</p> <ul style="list-style-type: none"> <li>• Continuous small-scale commercial buildings built to the street alignment with a narrow frontage and a predominance of street parapets of various shapes together with post-supported street awnings (in the commercial precinct between Farrell Street and the intersection with Scott and Railway Streets).</li> <li>• Protection of the area bounded by Scott and Railway Streets, the railway complex and the Yandina Hotel, including the war memorial precinct. This area should continue to reflect the historical relationship between the hotel and railway complex and the civic importance of the war memorial. To this end, all elements should be highly visible; vegetation should be carefully managed not to interrupt views between the elements.</li> <li>• The view to Mount Ninderry and the evidence of the former railway crossing should be retained. Similarly, views to the foothills to the west and the School of Arts on</li> </ul>

	<p>Farrell Street should be preserved.</p> <ul style="list-style-type: none"> <li>• The general lack of street trees in Stevens Street should be maintained to emphasise the variety of premises and parapet styles.</li> </ul> <p>As well as individual <i>local heritage places</i> within the character area, buildings which are important contributors to the character include:</p> <ul style="list-style-type: none"> <li>• 4A Stevens Street;</li> <li>• 5 Stevens Street;</li> <li>• 7 Stevens Street;</li> <li>• 9 Stevens Street;</li> <li>• 13 Stevens Street;</li> <li>• 3 Stevens Street (cnr. Scott Street);</li> <li>• 16 Farrell Street (part); and</li> <li>• 4RP63231, 13 Railway St (part, The Shared).</li> </ul>
Map image	

## SC6.11 Planning scheme policy for the landslide hazard and steep land overlay code

### SC6.11.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide advice about achieving outcomes in the **Landslide hazard and steep land overlay code**;
- (b) identify and provide guidance about information that may be required to support a development application where subject to the **Landslide hazard and steep land overlay code**; and
- (c) identify guidelines that may be relevant to achieving outcomes in the **Landslide hazard and steep land overlay code**.

Note—nothing in this planning scheme policy limits Council’s discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### SC6.11.2 Application

This planning scheme policy applies to development which requires assessment against the **Landslide hazard and steep land overlay code**.

### SC6.11.3 Advice for landslide hazard and steep land outcomes

The following is advice for achieving outcomes in the **Landslide hazard and steep land overlay code** relating to landslide hazard and steep land:-

- (a) compliance with Performance Outcomes PO1 and PO2 of **Table 8.2.10.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** and PO1 to PO5 of **Table 8.2.10.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** of the **Landslide hazard and steep land overlay code** may be demonstrated in part or aided by the submission of a geotechnical assessment report prepared by a competent person in accordance with **Section SC6.11.4 (Guidance for the preparation of a geotechnical assessment report)**.

Note—for the purposes of this planning scheme policy, a competent person is a qualified registered professional engineer (RPEQ) with appropriate and proven technical experience in geotechnical engineering or engineering geology.

### SC6.11.4 Guidance for the preparation of a geotechnical assessment report

- (1) The extent and detail of investigations required to be incorporated in a geotechnical assessment report will depend upon the particular site characteristics and the nature of the development proposed. Council will require each report to demonstrate a method and scope of work appropriate to the subject site and the proposed development.
- (2) **Table SC6.11A (Indicative scope of work for geotechnical investigations)** provides an indication of the scope of work for geotechnical investigations that may be required to be undertaken for different levels of identified landslide hazard.

**Table SC6.11A Indicative scope of work for geotechnical investigations**

Level of identified hazard	Scope of geotechnical investigation
Very high/High	<ul style="list-style-type: none"> <li>• Investigation of existing conditions (including groundwater conditions) and soil strength.</li> <li>• Classification testing.</li> <li>• Walk over survey.</li> <li>• Review of aerial photography.</li> <li>• Site survey.</li> <li>• Numerical modelling such as slip circle analysis to determine the probability of global slip failure.</li> </ul>
Moderate	<ul style="list-style-type: none"> <li>• Walk over survey.</li> <li>• Subsurface investigation.</li> </ul>



Level of identified hazard	Scope of geotechnical investigation
Low/Very low	<ul style="list-style-type: none"> <li>Walk over survey where slopes exceed 15%.</li> <li>Subsurface investigation where slopes exceed 15%.</li> </ul>

- (3) The extent of work actually required should be determined by the geotechnical engineer preparing the geotechnical assessment report, provided that the conclusion of the report is that the lot, site, building or other feature under assessment has a Factor of Safety of at least 1.5.
- (4) The following detailed guidance for geotechnical assessment reports may therefore be adjusted (particularly in respect to investigation of existing conditions) having regard to the scope of work determined to be appropriate in the circumstances.
- (5) A geotechnical assessment report is to:-
- describe the subject land and the proposed development;
  - describe the method and scope of investigations;
  - describe the existing conditions of the development site, including an assessment of land suitability and geotechnical constraints to development in accordance with **Section SC6.11.5 (Investigation of existing conditions for geotechnical assessment reports)**;
  - assess the suitability of the site for the proposed development, having regard to the prevailing geological and topographic conditions, including an assessment of the likely effects or impacts of the development upon slope stability and landslip potential;
  - recommend measures to mitigate impacts, including siting, engineering and other measures required to ensure a satisfactory form of development that does not involve high whole of life cycle costs such as deep sub-soil drainage within single residential lots or public land;
  - incorporate conclusions and recommendations in accordance with **Section SC6.11.6 (Conclusions and recommendations for geotechnical assessment reports)**;
  - use contour plans showing 1 metre contours developed from site survey or low level aerial photographs using objective photogrammetric techniques;
  - have regard and refer to the *Landslide Risk Management and Concepts Guidelines (Australian Geomechanics Society) 2007*;
  - utilise the preferred format outlined in **Appendix SC6.11A (Preferred format for a geotechnical assessment report)**; and
  - be illustrated by photographs and sketches as appropriate.
- (6) Where a geotechnical assessment report has already been prepared for the site and provided as supporting documentation to Council as part of a previous development application (i.e. reconfiguring a lot or material change of use of premises), these documents are to be clearly referenced in the geotechnical assessment report prepared as supporting documentation for the subsequent development application (i.e. operational work or building work).

Note—the guidance provided in this planning scheme policy outlines all matters to be addressed in a geotechnical assessment report, on the basis that such supporting documentation (i.e. earlier geotechnical reports) are not available. In the event that geotechnical assessment reports and certifications for the previous development applications are available, items already covered in these earlier reports/certifications may be referenced and covered in less detail.

### SC6.11.5 Investigation of existing conditions for geotechnical assessment reports

- (1) A geotechnical assessment report is to include an investigation of existing site conditions comprising an assessment of the existing stability of the subject land and details of geotechnical constraints on building and/or other development works on the site.
- (2) The investigation of existing conditions is to include:-
- a description of existing geology (surface and subsurface materials, soil/rock stratigraphy) and geomorphology (slopes, ground contours, natural features, terrain analysis, landslip features) both locally and regionally, including review of published materials;

- (b) the results of field investigations to assess the following factors:-
    - (i) depth of soil overburden within proposed works areas (including roads, infrastructure, building sites, potential swimming pools, tennis courts, garage, access driveways and the like);
    - (ii) classification of surface and subsurface materials to determine:-
      - (A) erosion potential;
      - (B) foundation conditions that could affect structural performance;
      - (C) suitability for wastewater disposal;
      - (D) any other relevant characteristics;
  - (c) the results of any numerical modelling/slip circle analysis to determine the probability of global slip failure;
  - (d) evidence of previous instability (i.e. irregular contours, hummocky topography, scarp faces in area of tension cracks, curved and/or non-vertical tree trunks, broken kerb and gutters, cracked or uneven roadway surfaces, distressed houses or other buildings);
  - (e) a description of the extent and type of any existing occurrences of erosion;
  - (f) an assessment of sub-surface drainage characteristics (i.e. presence of water table, springs, swampy areas, wet grass types, presence/depth to/ special conditions (artesian) of groundwater, and possible presence of confined aquifer beneath site);
  - (g) a description of existing vegetation cover; and
  - (h) a description of any existing site improvements (i.e. buildings, structures and earth works).
- (3) The results of all field and laboratory tests should be included in the geotechnical assessment report, including the location and level (including datum) of field investigations such as boreholes, trench pits and cone penetrometer results.

### **SC6.11.6 Conclusions and recommendations for geotechnical assessment reports**

- (1) The geotechnical assessment report is to include conclusions about the overall suitability of the land for the proposed development, including clear statements about:-
  - (a) whether all existing/proposed lots are presently stable;
  - (b) whether all lots, and associated completed buildings (i.e. dwelling houses) and infrastructure, will remain stable in the long term – that is, has a factor of safety against failure of at least 1.5; and
  - (c) whether any conditions need to be placed on the development of lot/s to maintain long term stability.
- (2) The geotechnical assessment report is to include recommendations that clearly outline the following:-
  - (a) whether the site has a history of landslip;
  - (b) whether the proposed development (including all lots and buildings where applicable) will alter the present state of stability of the subject land;
  - (c) whether any portion of the subject land should be excluded from the development and included in natural, undisturbed or rehabilitated areas;
  - (d) whether the proposed development (including all lots and buildings where applicable) will adversely affect the current state of stability of adjoining land;
  - (e) whether the proposed development (including all lots and buildings where applicable) should allow cuts and fills and if so, to what depth;
  - (f) whether retaining structures are required and if so, provide necessary foundations design parameters, including drainage requirements;

- (g) whether any special design features are required to stabilise or maintain the stability of the subject land, or portions of the subject land (including each lot where applicable);
  - (h) whether any special surface and/or subsurface drainage measures need to be taken to improve or maintain the stability of the subject land, or portions of the subject land (including each lot where applicable);
  - (i) whether on site disposal of liquids should be allowed; and
  - (j) whether any follow up inspections are required by the geotechnical engineer during construction.
- (3) The recommendations of the geotechnical assessment report should also provide guidance on appropriate measures required to make the site suitable for the proposed development, including:-
- (a) preferred locations for buildings, other structures, driveways, etc.;
  - (b) foundation requirements such as bearing pressures, piling parameters, special techniques for expansive clays;
  - (c) pavement type and design;
  - (d) construction methods to avoid problem areas associated with loose materials and groundwater seepage;
  - (e) preferred excavation/retention/stabilisation techniques and suitability of excavated materials for use in on-site earthworks;
  - (f) surface and subsurface drainage requirements;
  - (g) preferred methods of wastewater disposal (deep soil drainage within single residential lots or public land is not acceptable to Council; and
  - (h) vegetation protection and revegetation requirements.

### **SC6.11.7 Guidelines for achieving landslide hazard and steep land overlay outcomes**

For the purposes of the performance outcomes and acceptable outcomes in the **Landslide hazard and steep land overlay code**, the following are relevant guidelines:-

- (a) *Landslide Risk Concepts and Guidelines* (Journal and News of the Australian Geomechanics Society, 2007).

## **Appendix SC6.11A Preferred format for a geotechnical assessment report**

### **1. Introduction**

- 1.1 Details of development
- 1.2 Site location and description (including survey co-ordinates/co-ordinate system)
- 1.3 Method and scope of investigation
- 1.4 Qualifications of company and competent person(s) to prepare report

### **2. Description of existing conditions**

- 2.1 Geology (local and regional)
- 2.2 Topography
- 2.3 Groundwater
- 2.4 Surface drainage
- 2.5 Vegetation
- 2.6 Buildings, other structures

### **3. Assessment of land stability**

- 3.1 Existing conditions
- 3.2 Geotechnical constraints to development

### **4. Description of proposed development**

- 4.1 Site layout
- 4.2 Proposed development components
- 4.3 Potential geotechnical effects

### **5. Assessment of development impacts**

- 5.1 Site layout
- 5.2 Roadworks, driveways and other pavements
- 5.3 Earthworks (excavation, materials usage)
- 5.4 Foundations
- 5.5 Surface drainage
- 5.6 Wastewater treatment and disposal
- 5.7 Overall effect of development on stability

### **6. Recommendations and measures to mitigate impacts**

### **7. Summary and conclusions**

### **8. Site plan**

## **APPENDIX – Field and laboratory test results and modelling results**

## SC6.12 Planning scheme policy for the scenic amenity overlay code

### SC6.12.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide advice about achieving outcomes in the **Scenic amenity overlay code**; and
- (b) identify and provide guidance about information that may be required to support a development application where affecting identified scenic amenity values.

Note—nothing in this planning scheme policy limits Council's discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### SC6.12.2 Application

This planning scheme policy applies to assessable development which requires assessment against the **Scenic amenity overlay code**.

### SC6.12.3 Advice for scenic routes, inter-urban breaks and significant views and vistas outcomes

The following is advice for achieving outcomes in the **Scenic amenity overlay code** relating to scenic routes, inter-urban breaks and significant views and vistas:-

- (a) compliance with Performance Outcomes PO1 to PO6 of **Table 8.2.12.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Scenic amenity overlay code** may be demonstrated in part or aided by the submission of a visual impact assessment report prepared by a competent person in accordance with **Section SC6.12.4 (Guidance for the preparation of a visual impact assessment report)**; and

Note—for the purposes of this planning scheme policy, a competent person is an appropriately qualified and experienced consultant (i.e. architect, landscape architect, urban designer) with appropriate and proven technical expertise in landscape and visual assessment.

- (b) the impacts of development on an element of scenic amenity value may be mitigated by incorporating such design responses as:-
  - (i) retention and/or rehabilitation of vegetation on ridgelines and prominent slopes;
  - (ii) retention and/or rehabilitation of waterways and drainage paths;
  - (iii) locating buildings below the canopy height of surrounding trees or ridgelines;
  - (iv) retaining established mature trees and stands of established vegetation;
  - (v) using non-reflective roofing materials and colours;
  - (vi) using building materials and colours that are drawn from or complement the natural or rural landscape of the locality;
  - (vii) avoiding the use of imported building types and themes that are incompatible with the natural or rural landscape of the locality;
  - (viii) avoiding extended straight lengths of new road or driveway in areas of hilly topography or where inconsistent with the established road pattern of the locality;
  - (ix) avoiding the use of fencing, landscaping and lighting treatments that are 'urban' in scale and appearance in rural or non-urban coastal settings;
  - (x) providing building setbacks to boundaries and spacing between buildings which are in proportion to the size of lots and consistent with the setbacks and spacing of other buildings in the locality; and

- (xi) locating buildings and other structures so as not to obscure or interrupt the significant views referred to in **Table 8.2.12.3.2 (Significant views)** of the **Scenic amenity overlay code**.

#### **SC6.12.4 Guidance for the preparation of a visual impact assessment report**

A visual impact assessment report is to describe, through detailed analysis and assessment, the following as relevant:-

- (a) the likely impact of development on visual qualities and characteristics of the landscape;
- (b) the impact of the development on the views of the coastline, hinterland or rural tablelands;
- (c) how the design of development minimises its impact on surrounding views by siting, stepping, chamfering or breaking up the visible mass of the building form or roofline, or by other design responses; and
- (d) the visual impact of the proposal when seen from roads and other public spaces and how the design of the development seeks to minimise the visual impacts by providing appropriate design responses and landscaping.

## SC6.13 Planning scheme policy for the utility code

### SC6.13.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide advice about achieving outcomes in the **Utility code**; and
- (b) identify and provide guidance about information that may be required to support a development application where subject to the **Utility code**.

Note—nothing in this planning scheme policy limits Council’s discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### SC6.13.2 Application

This planning scheme policy applies to development for a renewable energy facility which requires assessment against the **Utility code**.

### SC6.13.3 Advice relating to the establishment of a renewable energy facility

The following is advice for achieving outcomes in the **Utility code** relating to location and site suitability outcomes where involving development for a renewable energy facility:-

- (a) compliance with Performance Outcomes PO1 of **Table 9.3.21.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Utility code** may be demonstrated in part or aided by the submission of supporting information prepared by a competent person which provides details about:-
  - (i) the amount of electricity likely to be generated by, and the design voltage output of the proposed renewable energy facility;
  - (ii) the proximity of the proposed renewable energy facility to existing electricity infrastructure (e.g. substations, power lines);
  - (iii) whether existing electricity infrastructure has capacity to accept feed in from the proposed renewable energy facility; and
  - (iv) the extent of any new or upgraded electricity infrastructure that would be required to accommodate the proposed renewable energy facility (other than connection to an existing power line in an adjoining road or easement).

Note—for the purposes of this planning scheme policy, a competent person is an appropriately qualified and experienced electrical engineer with appropriate and proven technical experience in providing advice about electricity infrastructure networks and augmentation requirements.

## SC6.14 Planning scheme policy for development works

### SC6.14.1 Introduction

#### SC6.14.1.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide advice about achieving outcomes in the relevant planning scheme codes as contained in the planning scheme; and
- (b) provide guidance for the design and construction of infrastructure works which reflects sound practice in engineering, environmental management and natural resource planning and sustainability, while also addressing considerations relating to whole of life cycle costs, safety, accessibility and aesthetics.

Note—nothing in this planning scheme policy limits Council’s discretion to request relevant information in accordance with the Act.

#### SC6.14.1.2 Application

- (1) This planning scheme policy is to be read in conjunction with all codes in which reference is made to the **Planning scheme policy for development works**.
- (2) This planning scheme policy comprises the following sections that identify development and design standards for works undertaken as part of new developments which require Council approval and details standards and procedures for contributed assets with regard to construction, compliance and acceptance:-

SC6.14.1	Introduction
SC6.14.2	Road infrastructure
SC6.14.3	Stormwater management
SC6.14.4	Water supply infrastructure
SC6.14.5	Sewerage infrastructure
SC6.14.6	Site development management
SC6.14.7	Open space and landscaping infrastructure
SC6.14.8	Coastal and waterfront structures
SC6.14.9	Constructed waterbodies
SC6.14.10	Earthworks
SC6.14.11	Specifications and construction

#### Sections SC6.14.2 to SC6.14.10

- (3) The standards identified in this planning scheme policy apply to all assessable development and to infrastructure, capital assets such as roads, bridges, dams, drainage, water or sewerage systems, which is required to be provided in conjunction with such assessable development.
- (4) When undertaking development, developers and supervising engineers, professionally qualified engineering practitioners who are registered with the Board of Professional Engineers Queensland (supervising RPEQ), should have regard to the standards contained within this document, which are the minimum acceptable to satisfy performance requirements.
- (5) Developers and supervising engineers may propose alternative solutions for Council approval to meet the objectives of these standards including sustainability, safety, legal and environmental considerations.

#### SC6.14.1.3 General advice

- (1) Where published standards, guidelines, and documents are referenced in this planning scheme policy, it is to be interpreted that the reference is the most current version (including any amendments) of that published standard, guideline or document.
- (2) The developer and supervising engineer are responsible for ensuring the current edition of reference documents is used.
- (3) All standard forms (e.g. as-constructed certificates, CWITP etc.) will be made available by Council in both hard copy and electronic forms.



- (4) Council has adopted the IPWEAQ standard drawings for roads and drainage (except where modified).

Note—all Council documents are available for perusal at Council's Customer Service Centres.

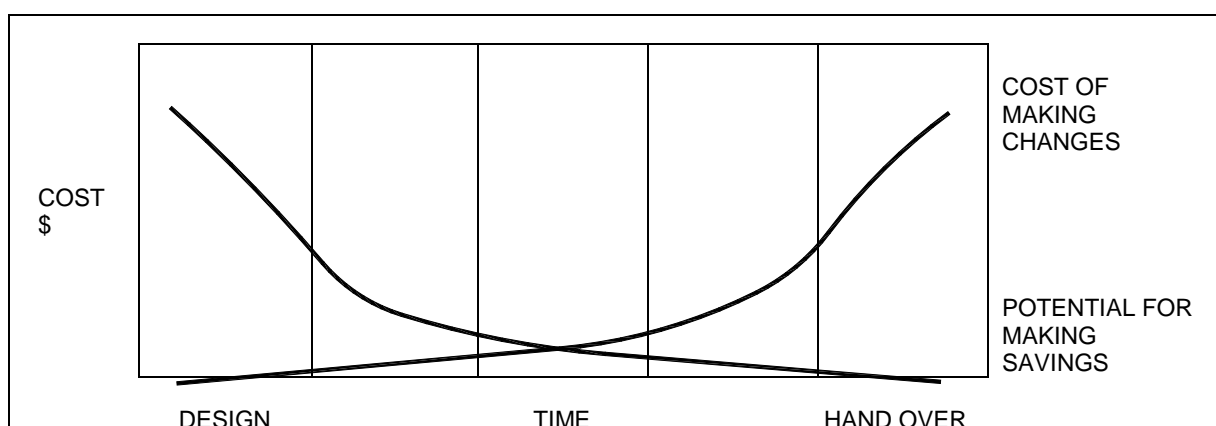
#### **SC6.14.1.4 Place making approach**

- (1) In the application of the standards identified in this policy, developers and consultants should also be aware that Council has adopted a place making approach to the development of designs for its unique community of communities. In certain instances design standards for a locality may have already been developed.
- (2) In greenfield and other situations where no design palette exists, the purpose of a place making approach is to build on the existing character and values of an area rather than contrive it. Accordingly there will be instances where conditions of development approval will specifically require that design of infrastructure be consistent with Council's adopted place making approach for the particular locality.
- (3) Place making is an integrated approach to working with communities on a broad range of issues from infrastructure to town centre management to community capacity building. It has a philosophy and methodology which is holistic, multidisciplinary and requires long term commitments to people, places and partnerships. It is a tool to achieve sustainable outcomes socially, economically and environmentally to provide our communities with a sense of place and belonging.
- (4) Council has adopted the Place Making Charter to ensure that the unique characteristics and needs of our places, local communities and people are recognised and maintained. The Charter outlines Council's vision with 5 key principles and is supported by Council's Place Making Policy - People, Places and Partnerships. The 5 key principles are:-
  - (a) community values and people are at the heart of place making;
  - (b) engaging and collaborating with stakeholders and community;
  - (c) building community capacity to take action;
  - (d) the look and feel of our community centres should reflect the values of the people and place; and
  - (e) achieving integrated and sustainable place outcomes.
- (5) The Placemaking Charter and Placemaking Policy provide an understanding of how Council is undertaking a place making approach to improve its service to each individual community. It outlines Council's vision and highlights a number of place making initiatives and interventions that contribute towards providing a sense of place.
- (6) The overarching philosophy in the design of all works within Council controlled land is to consider these spaces as places, and recognise that they have the ability to strengthen both our identity and our quality of life through good design.

#### **SC6.14.1.5 Life cycle costs and life cycle management plans**

- (1) The service provided by contributed assets ultimately becomes the responsibility of the Council to continue to deliver. To support this delivery, Council may require that during the design phase, a life cycle approach be adopted that considers the ongoing management obligations of the asset.
- (2) The required levels of service for contributed assets should be met in the most cost-effective way, and therefore infrastructure should be provided in a manner which maximises resource efficiency and minimises whole of life cycle costs.
- (3) Early identification of costs enables effective decisions to be made in balancing performance, reliability, maintainability, maintenance support and other goals against life cycle costs. Decisions made early in an asset's life cycle, for example during the design phase, have a much greater influence on reducing life cycle costs than those made post handover, as shown diagrammatically in **Figure SC6.14.1A (Potential savings and cost relationship)**.

**Figure SC6.14.1A Potential savings and cost relationship**



- (4) The preparation of a life cycle management plan and funding options may be requested for those proposed contributed assets that are considered over and above the level of service represented by the standards contained in this planning scheme policy.
- (5) For these assets to be acceptable to Council, the lifecycle costing of the proposed asset needs to be evaluated to determine:-
  - (a) maintenance and operational requirements for the ongoing management of the asset; and
  - (b) the costs associated with the ongoing management of the asset.
- (6) The maintenance, operational and replacement costs of these assets are to be evaluated over the operating life of the asset or for a minimum of 30 years. Applicants should provide:-
  - (a) a detailed assessment of the relevant infrastructure network and how it operates;
  - (b) a detailed management system; and
  - (c) a forecast of ongoing maintenance costs associated with the operating life of the asset.
- (7) A life cycle management plan should consider all management options and strategies as part of the asset lifecycle from planning to disposal. The objective of this is to consider lowest life cycle cost (rather than short term savings) when making asset management decisions.
- (8) Strategies are to be defined for each stage. Recurrent costs, being operations and maintenance, and capital costs, such as renewal/rehabilitation/replacement, upgrade/augmentation, enhancement (new assets) and disposal are referred to in **Table SC6.14.1A (Life cycle expenditure categories)**.

**Table SC6.14.1A Life cycle expenditure categories**

Category	Definition	Typical examples
Maintenance	Expenditure related to the ongoing up keep of assets	Mowing, painting, inspections
Operations	Expenditure on day to day activity of business operations	Power costs, utility costs
Renewals / Rehabilitation / Replacement	Expenditure in maintaining the current level of service by reinstating the original life of the asset	Reseal, replacement
Upgrade / augmentation	Expenditure on upgrading the level of service by investment in an existing infrastructure or service	Widening or sealing of roads, traffic calming
Expansion	Expenditure on increasing the level of service by investment in new assets	New assets or services as part of a new subdivision
Disposal	Any costs associated with the disposal or decommissioning of assets	Sale of material or plant, road closure, removal of assets

Schedule 6

- (9) For proposed contributed assets for which Council requires submission of a life cycle management plan and life cycle costing to facilitate Council's assessment of the development proposal, the applicant's submission to Council should be prepared using:-
- (a) Council's standard Whole of Life template;
  - (b) the asset life for each key component of infrastructure as shown in Council's Whole of Life template guideline document; and
  - (c) the set of financial indicators and criteria as shown in Council's Whole of Life template guideline document.

Note—the above documents are available on Council's website.

#### **SC6.14.1.6 Responsibilities – design and construction of engineering works**

- (1) All engineering infrastructure approved for construction (including works which is to be transferred to private ownership and works which is to be transferred to Council ownership as a contributed asset), is to be designed and supervised during construction by an engineer who is registered with the Board of Professional Engineers, Queensland.
- (2) The engineer is to ensure that all such infrastructure has been designed and constructed in accordance with the standards identified in this planning scheme policy and in accordance with sound engineering practice. Should the engineer propose a design which does not fall within the range of design alternatives which are consistent with the standards identified in this planning scheme policy, the engineer should discuss the proposal with the relevant engineering and environmental assessment staff at an early stage to determine Council's attitude to the proposal.
- (3) Council's standards for engineering design drawings lodged with development applications are detailed in **Appendix SC6.14A (Standards for engineering design drawings) of Section SC6.14.1 (Introduction)**.
- (4) Drawings should be lodged on A1, and/or A3 sized sheets. Where designs are lodged on A1 sized sheets, at least one copy at A3 size should also be lodged. Design details may also be lodged on A4 sized sheets.
- (5) Stormwater catchment plans and drainage design calculations should be lodged as supporting information to the design drawings.
- (6) For development on existing allotments, site development plans should show proposed site layout, existing contours/levels, proposed levels, proposed paved areas, proposed stormwater layout and levels, proposed driveway access and car parking layout with line marking and other relevant details.
- (7) Design drawings should detail existing and planned utility services and should highlight any potential service conflicts.

## **Appendix SC6.14A Standards for engineering design drawings**

### Preliminary

- (1) Standardisation of the presentation of engineering design plans submitted with an operational works (OPW), material change of use (MCU) or reconfiguration (REC) application is necessary for consistency in Council's and other service provider's records and desirable for facilitating Council's assessment.

### Drawings required

- (2) Engineering drawings shall generally include the following:-
  - (a) cover sheet;
  - (b) locality;
  - (c) subdivision layout / staging;
  - (d) earthworks;
  - (e) roadworks and drainage;
  - (f) longitudinal section of each road;
  - (g) standard cross-sections;
  - (h) cross-sections of each road;
  - (i) detail plan of each intersection, cul-de-sac, slow points;
  - (j) details of bikeways and disability points;
  - (k) longitudinal section of each drainline;
  - (l) stormwater device details;
  - (m) sewerage reticulation;
  - (n) longitudinal section of each sewer line;
  - (o) water reticulation;
  - (p) longitudinal section of watermains 300m diameter and greater;
  - (q) interlot drainage;
  - (r) drainage calculations and catchment plan;
  - (s) water quality control system;
  - (t) structural details; and
  - (u) erosion and sediment control.

### Minimum requirements

- (3) Title block is to show:-
  - (a) estate name (if any);
  - (b) real property description and locality;
  - (c) developer's name and consultant's name(s);
  - (d) Council's development application number;
  - (e) scales and reference to AHD;

- (f) plan number and sheet number;
  - (g) schedule and date of amendments;
  - (h) signed design certification, by an experienced designer;
  - (i) signed checking certification by a RPEQ;
  - (j) north point; and
  - (k) amendments from a previous revision must be clouded, or otherwise highlighted.
- (4) Scales used for all plans should preferably be those recommended by the Standards Australia and Austroads, namely:-
- (a) 1:1, 1:2 and 1:5 and multiples of 10 of these scales;
  - (b) although not preferred, the scales 1:25 will be accepted and 1:125 and multiples and submultiples of 10 of these scales;
  - (c) general:-
    - (i) overall layout plans - 1:1000 or 1:500;
    - (ii) longitudinal sections - horizontal - 1:1000 or 1:500; and
    - (iii) longitudinal sections - vertical - 1:100 or 1:50;
  - (d) plans of intersections, cul-de-sacs and slow points:-
    - (i) details - 1:200, 1:100 or 1:250;
    - (ii) cross-sections - 1:100; and
    - (iii) engineering details - 1:20 or 1:10; and
  - (e) water and sewerage plans:-
    - (i) overall layout plans - 1:1000;
    - (ii) detail plans - 1:500;
    - (iii) longitudinal sections - vertical - 1:100;
    - (iv) longitudinal sections - horizontal - 1:1000; and
    - (v) engineering details - 1:20 or 1:10.
- (5) Linear dimensions on all roadwork plans should be in metres, with the exception of some detail plans of small structures (e.g. manholes) and some standard plans (e.g. kerb and channel), which may be in millimetres.
- (6) Standard cross-section intervals should:-
- (a) be provided to roads at 20.0m intervals, with further subdivision of 10.0m to 5.0m intervals where necessary due to horizontal or vertical curvature;
  - (b) be shown at proposed culvert locations on rural roads;
  - (c) show culvert dimensions, levels and cover; and
  - (d) show cross-sections of driveways where access profiles need level control.
- (7) Chainages on plans:-
- (a) shall be expressed to a minimum of 0.01m; and
  - (b) are generally to commence on the bottom left hand corner and increase to the right.
- (8) Levels shall be:-
- (a) reduced to AHD;
  - (b) for reduced levels of bench marks and reference pegs including PSMs, expressed to three decimal places (i.e. 0.001m);

- (c) for reduced levels of road works and stormwater drainage, expressed to three decimal places i.e. 0.001m; and
  - (d) for reduced levels of sewerage reticulation, expressed rounded to two decimal places (i.e. 0.01m).
- (9) Grades, for:-
- (a) roads, shall be shown to two significant figures; and
  - (b) pipes, shall be shown to three significant figures.

Requirements for specific plans

- (10) Locality plan should:-
- (a) be at a scale of 1:25000;
  - (b) locate the subdivision in relation to adjacent towns, main roads, major streets, etc; and
  - (c) be included on layout / staging plan for large jobs or roadworks and drainage plan for smaller jobs.
- (11) Layout /staging on plans should show:-
- (a) for large subdivisions, the relationship of all new roads to each other and to existing roads adjoining the subdivision. For small subdivisions, where all new roads can be shown on one detail plan, the layout plan may be omitted; and
  - (b) where development is to be carried out by stages, the boundaries of proposed stages should be shown on this plan, and the stages identified by numbering and the method of connection (i.e. walkways, bikeways) between stages.
- (12) Earthworks on plans are to show:-
- (a) legend;
  - (b) existing site contours and finished surface levels and contours;
  - (c) limits and levels of major lot cut and fill - distinguish by hatching and/or finished surface levels (FSLs) at corner of lots;
  - (d) fill quantities;
  - (e) location of cut and fill batters relative to lot boundaries;
  - (f) location and levels of retaining walls (if required);
  - (g) batter slopes;
  - (h) defined flood level (if appropriate);
  - (i) flood fill level (if appropriate);
  - (j) planned locations of acid sulfate soils treatment as linked to an Acid Sulfate Soils Management Plan (refer to **Planning scheme policy for the acid sulfate soils overlay code** in the planning scheme); and
  - (k) for small subdivisions, the earthwork details may be included on the roadworks and drainage plans.
- (13) Road works and drainage on plans are to show:-
- (a) legend;
  - (b) road reserve boundaries;
  - (c) lot numbers and boundaries, both existing and proposed;

- (d) centreline, or other construction line;
  - (e) chainages on centreline or construction line;
  - (f) bearings of the centreline or construction line;
  - (g) tangent point chainages of each curve;
  - (h) radius, arc length, tangent length and secant distance of each curve;
  - (i) chainage and the intersection point of road centrelines or construction lines;
  - (j) kerb lines, kerb radii, and chainage of all tangent points of the kerb line;
  - (k) edge of pavement, where no kerb is to be constructed;
  - (l) dimensioned road reserve, footpath, pavement widths and bikeways, where these differ from the standard cross-section;
  - (m) existing contours / levels and finished surface levels, highlighting cut and fill areas;
  - (n) drainage catchment boundaries and identification reference (may be shown on separate catchment plan);
  - (o) drainline locations, diameters and identification;
  - (p) manhole locations, and inlet and outlet invert levels and identification on long sections;
  - (q) gully locations and devices;
  - (r) location of proposed new utilities and existing utilities or other existing works within the site;
  - (s) location and levels of bench marks;
  - (t) north point; and
  - (u) line marking and signing (may be shown on separate plans).
- (14) Longitudinal section of roads on plans are to show:-
- (a) chainages;
  - (b) existing surface or peg levels;
  - (c) design road centreline and kerb lip levels or kerb levels;
  - (d) design grades;
  - (e) chainages and levels of grade intersection points;
  - (f) chainages and levels of tangent points of vertical curves;
  - (g) chainages and levels of crest and sag locations;
  - (h) lengths and radii of vertical curves;
  - (i) super elevation diagrams showing transition lengths and rate of rotation;
  - (j) road classification with ESAs;
  - (k) minimum or nominal AC surfacing and pavement thicknesses;
  - (l) location of other services with cross roads; and
  - (m) sight distance diagram, for each direction of travel, where warranted.
- (15) Standard cross sections on plans are to show:-

- (a) road reserve width;
  - (b) pavement widths;
  - (c) verge widths;
  - (d) crossfalls of pavement and verges;
  - (e) pavement depth - minimal or nominal;
  - (f) type of kerb and channel;
  - (g) type of pavement surfacing (include special surface treatments);
  - (h) subsoil drainage;
  - (i) footpaths;
  - (j) bikeways;
  - (k) above ground services;
  - (l) cross-sections of roads;
  - (m) road reserve boundaries;
  - (n) pavement centreline and/or other construction line;
  - (o) natural surface;
  - (p) design cross-section; and
  - (q) crossfall of pavement and verges, pavement and verge widths and pavement depths wherever these differ from the standard cross-section.
- (16) Longitudinal sections of drains on plans are to show:-
- (a) chainages;
  - (b) existing surface levels;
  - (c) design finished surface and invert levels;
  - (d) manhole chainages and offsets and inlet and outlet invert levels;
  - (e) distances between manholes;
  - (f) grade of each pipe (anchor blocks where required);
  - (g) diameter of each pipe length;
  - (h) class of each pipe length;
  - (i) hydraulic grade line and design storm frequency;
  - (j) manhole diameters and/or reference to separate detail drawing; and
  - (k) water quality treatment device locations.
- (17) Sewerage reticulation plans are based on WSAA Sewerage Code of Australia and include the following changes:-
- (a) Part 1 section 9.2.1 General, add to WSAA requirements. Design drawings are to include:-
    - (i) signed checking certification from an RPEQ.
  - (b) Part 1 Section 9.2.3 Sewers, add to WSAA requirements:-



- (i) clouding of all revision amendments;
  - (ii) clearly defined stage boundaries;
  - (iii) kerb and channel location;
  - (iv) proposed sewerage easements drawn;
  - (v) where removal of trees is contemplated this shall be shown on plans;
  - (vi) size and location of other services located within 1.5 metres of sewerage infrastructure;
  - (vii) dimensioned clearances of services to the sewer main to be included;
  - (viii) finished surface level contours at intervals not greater than 0.5m;
  - (ix) existing surface spot levels at corners of proposed allotments;
  - (x) finished surface spot levels at corners of proposed allotments;
  - (xi) sewer line and maintenance hole numbers; and
  - (xii) details of allotments with zero or reduced building setback alignments.
- (c) Part 1 Section 9.2.4 Structures, add to WSAA requirement:-
- (i) structures are to be referenced to MGA (zone 56) mapping co-ordinates;
- (d) Part 1 Section 9.2.5 Longitudinal sections (profiles), add to WSAA requirement:-
- (i) ensure all revision amendments are clouded;
  - (ii) cut and fill notated;
  - (iii) natural surface and proposed finished surface levels;
  - (iv) bedding and sewer foundation details;
  - (v) pipe size, class and material;
  - (vi) existing and proposed services crossing the sewer main. Size, material and levels of these services;
  - (vii) levels and references to AHD;
  - (viii) chainages and invert levels of all proposed house connections;
  - (ix) sewer line and maintenance hole numbers;
  - (x) pipe bedding type;
  - (xi) depths to pipe invert; and
  - (xii) depth and location of other services including stormwater; and
- (e) Part 1 Section 9.2.6 Title block notation and standard notes, design drawings are to include:-
- (i) estate name (if any);
  - (ii) Council development application number – if available; and
  - (iii) drawing number and revision number.
- (18) Water reticulation plans are based on WSAA Water Supply Code of Australia and include the following changes:-
- (a) Part 1 Section 7.2.2(d):-
- (i) ensure all revision amendments are clouded; and
  - (ii) longitudinal sections are to be prepared for water mains 250mm diameter or larger;
- (b) Part 1 Section 7.2.4 Contents of design drawings, add to WSAA:-
- (i) show angles of bends; and
  - (ii) location of existing or proposed footpaths and other proposed frontage works; and
- (c) longitudinal sections are to include:-
- (i) pegged chainages;
  - (ii) pipe bedding requirements;
  - (iii) invert levels in grades;
  - (iv) surface levels, existing and finished;
  - (v) AHD; and
  - (vi) depths to invert.
- (19) Interlot drainage plans are to include:-
- (a) location and size of interlot drainage lines;
  - (b) invert and surface levels at pits;

- (c) location and size of pits;
  - (d) location and size of house connections;
  - (e) pipe material details;
  - (f) lengths and grades to all interlot drain lines; and
  - (g) label interlot drainage pits and receiving stormwater structures.
- (20) Drainage calculations and catchment plans are to include:-
- (a) north point;
  - (b) a plan of the development showing the road and lot boundaries;
  - (c) existing (where changes may affect adjacent properties) and finished surface contours (in different line types) at an interval close enough to define the terrain and allow definition of the sub catchments;
  - (d) contours are to extend beyond the limits of the development site to fully define the limits of external catchments;
  - (e) subcatchment boundaries, labels and areas;
  - (f) line diagram of drain line, manhole, gully and outlet locations; and
  - (g) labelling of stormwater structures.
- (21) Erosion and sediment control guidelines are contained in **Section SC6.14.6 (Site development management)** of this planning scheme policy.

## **SC6.14.2 Road infrastructure**

### **SC6.14.2.1 Purpose**

The purpose of this section of the **Planning scheme policy for development works** is to:-

- (a) provide guidance on the standards required in relation to the provision of road infrastructure for new development in order to ensure transport infrastructure design construction satisfies Council's requirements;
- (b) provide environmental and safety expectations; and
- (c) make adequate provision for persons with disabilities.

### **SC6.14.2.2 Application**

This section is structured as follows:-

- (a) **Sections SC6.14.2.1 and SC6.14.2.2** provide the framework;
- (b) **Sections SC6.14.2.3 to SC6.14.2.5** detail Council's guidelines and standards to facilitate compliance with the relevant provisions of the **Transport and parking code** and the **Works, services and infrastructure code** and to achieve the purpose of this section of the planning scheme policy; and
- (c) **Section SC6.14.2.6** contains guidelines for achieving compliance with this section of the planning scheme policy.

### **SC6.14.2.3 Transport and road hierarchy**

- (1) Council's adopted road hierarchy is shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** in the **Transport and parking code**.

- (2) The functions, roles and objectives of the various elements of the road hierarchy are detailed in **Tables SC6.17A to SC6.17D** of the **Planning scheme policy for the transport and parking code**.

#### **SC6.14.2.4 Geometric and engineering design**

- (1) The design characteristics and requirements of the various road and street types are detailed in **Tables SC6.17B to SC6.17D** of the **Planning scheme policy for the transport and parking code**, including:-
- (a) minimum reserve width;
  - (b) design speed;
  - (c) stopping and sight distance requirements;
  - (d) maximum traffic volume;
  - (e) number of general traffic lanes;
  - (f) vehicle property access;
  - (g) transit/bus lanes;
  - (h) on-road cycling provisions;
  - (i) pathway facilities;
  - (j) pedestrian and cycle crossing treatments;
  - (k) on-street parking;
  - (l) provision for public transport;
  - (m) intersections (restrictions, minimum spacing, etc);
  - (n) intersection treatments;
  - (o) provision for turning traffic;
  - (p) medians;
  - (q) desirable and absolute maximum grades;
  - (r) longitudinal drainage;
  - (s) freight and dangerous goods route characteristics;
  - (t) LATM treatments; and
  - (u) street lighting categories.
- (2) Type cross-sections for streets and roads, showing required carriageway and verge elements, are included in **Appendix SC6.17A (Typical street and road cross sections)** of the **Planning scheme policy for the transport and parking code**.
- (3) Where there is any discrepancy between guidelines:-
- (a) the requirements specifically detailed in this section take precedence over other published guidelines, standards, or references; and
  - (b) the order of precedence of published guidelines, standards, or references will be in accordance with the order those publications are listed in **Section SC6.14.2.6** of this planning scheme policy.
- (4) Compliance with Acceptable Outcome **AO4.4** of **Table 9.4.8.3.2 (Criteria for assessable development only)** of the **Transport and parking code** may be demonstrated by the preparation and submission of a road safety audit:-

- (a) certified by a qualified road safety auditor; and
  - (b) complying with Austroads Guide to Road Safety for all stages of the design and construction and operation of the transport infrastructure.
- (5) **Table SC6.14.2A (Street and road works)** details Council requirements with regard to streets and road works.

**Table SC6.14.2A Street and road works**

Element	Requirements																		
<b>General</b>	<ul style="list-style-type: none"> <li>• Street and road works comply with:-               <ul style="list-style-type: none"> <li>○ DTMR requirements, where access is proposed onto a State controlled road, or where the proposed development is likely to have significant impact on a State controlled road;</li> <li>○ Austroads Guide to Road Safety for all stages of the design and construction and operation of the transport infrastructure; and</li> <li>○ all other relevant guidelines detailed in <b>Section SC6.14.2.6</b>.</li> </ul> </li> </ul>																		
<b>Horizontal and vertical alignment and grade</b>	<ul style="list-style-type: none"> <li>• Construct all changes to horizontal alignment with curves.</li> <li>• Vertical alignment to comply with:-               <ul style="list-style-type: none"> <li>○ DTMR design manuals; and</li> <li>○ Austroads design manuals.</li> </ul> </li> <li>• Where there is kerb and channel, provide sag vertical curves at low points (with changes in grade <math>\leq 2\%</math>) with vertical curves of radii.</li> <li>• With regard to sag vertical curves on grade, instantaneous changes of grade (i.e. no vertical curve) will be considered where change of grade is <math>&lt;30/V\%</math> (where V is the design speed in km/h).</li> <li>• At intersections, the tangent point of the vertical curve is to be outside the line of the through road and have a minimum length of 10m.</li> <li>• A concrete invert is to be provided where the change in grade is <math>&lt;6\%</math>.</li> <li>• Vertical curves must not mask the commencement of horizontal curves.</li> </ul>																		
<b>Cross fall</b>	<ul style="list-style-type: none"> <li>• 3% cross fall for asphalt and bitumen seal roads.</li> <li>• 5% cross fall for unsealed shoulders.</li> <li>• Cross fall may be varied below general requirements if contoured design detail is provided to demonstrate adequate surface drainage of the pavement.</li> </ul>																		
<b>Medians and islands</b>	<ul style="list-style-type: none"> <li>• Avoid split level roads.</li> <li>• Provide central medians on sub-arterial main streets to reduce delays and conflicts from queuing vehicles in the middle of the road and accompany with intersection upgrades for increased u-turns from eliminated right turns.</li> <li>• Median kerbs to be SM3 type with 200mm wide decorative concrete backing strip.</li> <li>• All medians comply with:-               <ul style="list-style-type: none"> <li>○ Austroads design manuals; and</li> <li>○ MUTCD for delineation and line marking, except for internal residential streets where line marking and signage is reduced for residential amenity, subject to noses of all islands/medians being adequately lit.</li> </ul> </li> </ul> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="background-color: black; color: white;">Element</th> <th style="background-color: black; color: white;">Requirement</th> </tr> </thead> <tbody> <tr> <td>Residual median width</td> <td><math>\geq 1.2\text{m}</math></td> </tr> <tr> <td rowspan="3">Cross fall</td> <td>desirable <math>\leq 1</math> in 6 on landscaped medians on divided roads</td> </tr> <tr> <td>absolute maximum 1 in 4 on landscaped medians on divided roads</td> </tr> <tr> <td>pavement at openings <math>\leq 5\%</math></td> </tr> <tr> <td rowspan="2">Construction</td> <td>where islands are designed to be mountable, provide full depth kerb into the pavement layer or form and pour a monolithic reinforced concrete island</td> </tr> <tr> <td>in existing pavements, cut back the asphalt surface a minimum of 300mm and reinstate to a minimum depth of 40mm</td> </tr> <tr> <td rowspan="3">Surface</td> <td>if <math>&gt;1</math> in 4 cross fall Concrete</td> </tr> <tr> <td>if <math>&lt;2</math> metres wide hard surfaced, with a texture and colour which will provide high level of contrast to the traffic carriageway</td> </tr> <tr> <td>If <math>\geq 2</math> metres wide landscaped</td> </tr> <tr> <td rowspan="2">Landscaping</td> <td>ensures sight distances are not compromised at any stage, from initial planting to maturity</td> </tr> <tr> <td>incorporates perimeter subsoil drainage to the underground drainage system</td> </tr> </tbody> </table>	Element	Requirement	Residual median width	$\geq 1.2\text{m}$	Cross fall	desirable $\leq 1$ in 6 on landscaped medians on divided roads	absolute maximum 1 in 4 on landscaped medians on divided roads	pavement at openings $\leq 5\%$	Construction	where islands are designed to be mountable, provide full depth kerb into the pavement layer or form and pour a monolithic reinforced concrete island	in existing pavements, cut back the asphalt surface a minimum of 300mm and reinstate to a minimum depth of 40mm	Surface	if $>1$ in 4 cross fall Concrete	if $<2$ metres wide hard surfaced, with a texture and colour which will provide high level of contrast to the traffic carriageway	If $\geq 2$ metres wide landscaped	Landscaping	ensures sight distances are not compromised at any stage, from initial planting to maturity	incorporates perimeter subsoil drainage to the underground drainage system
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	pavement at openings $\leq 5\%$																		
Construction	where islands are designed to be mountable, provide full depth kerb into the pavement layer or form and pour a monolithic reinforced concrete island																		
	in existing pavements, cut back the asphalt surface a minimum of 300mm and reinstate to a minimum depth of 40mm																		
Surface	if $>1$ in 4 cross fall Concrete																		
	if $<2$ metres wide hard surfaced, with a texture and colour which will provide high level of contrast to the traffic carriageway																		
	If $\geq 2$ metres wide landscaped																		
Landscaping	ensures sight distances are not compromised at any stage, from initial planting to maturity																		
	incorporates perimeter subsoil drainage to the underground drainage system																		

Element	Requirements						
Verges	<ul style="list-style-type: none"> <li>• Accommodate WSUD devices designed and constructed to ensure they do not negatively impact on verge functions such as property access, pathways and general pedestrian movement (including on residential street verges where a pathway may not be required), street trees and other services.</li> <li>• Verges comply with:- <ul style="list-style-type: none"> <li>○ Council's Standard Drawings for location of services and utilities and cross fall <math>\geq 1</math> in 6;</li> <li>○ <b>Appendix SC6.17A (Typical street and road cross sections)</b> of the <b>Planning scheme policy for the transport and parking code</b> for widths and pathways, modifications to standard profiles may be appropriate in existing road reserves, to address issues with retainment, property access, pedestrian access and stormwater drainage;</li> <li>○ the requirements of <b>Section SC6.14.3 (Stormwater management)</b> of this planning scheme policy relating to WSUD devices;</li> <li>○ SEQ Healthy Waterways design guidelines for WSUD devices;</li> <li>○ incorporate planning considerations identified in <b>Table SC6.17P</b> of the <b>Planning scheme policy for the transport and parking code</b>.</li> </ul> </li> <li>• Achieve minimum verge widths by:- <ul style="list-style-type: none"> <li>○ increasing the width to accommodate any WSUD elements; and</li> <li>○ setting back or truncating allotment boundaries.</li> </ul> </li> <li>• Width may be reduced to an absolute minimum of 3.0m, if on access places, access streets or neighbourhood collector streets, adjacent to speed management devices and a pathway is not required.</li> <li>• Avoid vertical retainment requiring handrails or barriers.</li> <li>• Fully turf, or landscape all verges fronting newly created streets, roads or allotments.</li> </ul>						
Road furniture	<ul style="list-style-type: none"> <li>• Comply with:- <ul style="list-style-type: none"> <li>○ DTMR's Road Planning Design Manual for warrants for installation and location of guardrails;</li> <li>○ DTMR standards for installation of guardrails (guardrails to be in accordance with type specified for Sunshine Coast Council area); and</li> <li>○ MUTCD for road edge guide post posts at all locations where kerb and channel is not constructed.</li> </ul> </li> </ul>						
Lighting	<ul style="list-style-type: none"> <li>• Comply with:- <ul style="list-style-type: none"> <li>○ Council's public lighting plan; and</li> <li>○ street lighting tariff 3</li> </ul> </li> <li>• Provide lighting to sharp bends, bridges, culverts and road black spot areas as required.</li> <li>• Provide Aeroscreen Luminaries for:- <ul style="list-style-type: none"> <li>○ lighting in areas surrounding airports to the requirements of the Civil Aviation Authority; and</li> <li>○ in areas where required to reduce glare where the background is intrinsically dark.</li> </ul> </li> <li>• Non-standard lighting (eg lighting of intersections and curves only) may be accepted on some rural and rural residential collector and access streets.</li> <li>• Lighting levels should be appropriate to the character and function of the area.</li> <li>• Street lights are designed and located to face away from beaches so as not to disorientate turtle nestlings or nesting females.</li> </ul>						
Line marking	<ul style="list-style-type: none"> <li>• Comply with:- <ul style="list-style-type: none"> <li>○ MUTCD, including augmentation of line markings, chevrons and islands with retro reflective pavement markers;</li> <li>○ Council's Standard Specification (Pavement Markings); and</li> <li>○ the materials specified herein, noting that intersections with high turning volumes, may require thermoplastic materials for all pavement and line marking.</li> </ul> </li> </ul> <table border="1" data-bbox="427 1709 1398 2007"> <thead> <tr> <th data-bbox="434 1718 657 1738">Material</th> <th data-bbox="657 1718 1391 1738">Lines</th> </tr> </thead> <tbody> <tr> <td data-bbox="434 1738 657 1883">Paint</td> <td data-bbox="657 1738 1391 1883">Edge lines Continuity lines Turn/direction arrows Diagonals/chevrons Cycle lanes in accordance with TMR supplementary Specification A (Cycleway Coloured Surface Coatings)</td> </tr> <tr> <td data-bbox="434 1883 657 1998">Thermoplastic</td> <td data-bbox="657 1883 1391 1998">Cycle lane symbols Zebra crossings Stop bars and give way lines Holding and exit lines (roundabouts) Turn lines</td> </tr> </tbody> </table>	Material	Lines	Paint	Edge lines Continuity lines Turn/direction arrows Diagonals/chevrons Cycle lanes in accordance with TMR supplementary Specification A (Cycleway Coloured Surface Coatings)	Thermoplastic	Cycle lane symbols Zebra crossings Stop bars and give way lines Holding and exit lines (roundabouts) Turn lines
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Thermoplastic	Cycle lane symbols Zebra crossings Stop bars and give way lines Holding and exit lines (roundabouts) Turn lines						

Element	Requirements
<b>Signage</b>	<ul style="list-style-type: none"> <li>Complies with: <ul style="list-style-type: none"> <li>MUTCD including advance street name and direction signs on district collector streets, sub-arterial and arterial roads; and</li> <li>Council's Standard Drawings, with street and road name signs at all intersections, with a minimum height clearance of 2.2m.</li> </ul> </li> <li>Provide with loc-socket fittings and vandal proof bolts and class 1 anti-graffiti coating.</li> <li>Use standard posts (not federation cast alloy style).</li> </ul>
<b>Utilities and service crossings</b>	<ul style="list-style-type: none"> <li>Comply with Council's Standard Drawings for utility services within verge areas.</li> <li>Bore services under any existing sealed street or road or paving.</li> <li>Cross streets and roads at right angles, or as close to that as practicable.</li> <li>Where existing pavements are disturbed for installation, reinstate the street or road in accordance with Council's standard drawing to match the existing pavement and surfacing.</li> <li>Kerb markers at every service utility/kerb crossing.</li> <li>Utility services on Council owned infrastructure (e.g. culverts, bridges, boardwalks) or Council owned or controlled land, may be permitted subject to:- <ul style="list-style-type: none"> <li>the relevant service authority indemnifying Council against future costs of relocation; and</li> <li>works being undertaken at no cost to Council, and in accordance with Council's specific requirements.</li> </ul> </li> </ul>

### SC6.14.2.5 Road drainage

Table SC6.14.2B (Street and road pavements and drainage) details Council requirements with regard to pavements and drainage.

Table SC6.14.2B Street and road pavements and drainage

Element	Requirement
<b>General</b>	<ul style="list-style-type: none"> <li>Determine on the current and future hierarchy of the surrounding transport network, and the impacts of the proposed development on it.</li> <li>Match existing pavement widths, where works are required on, or to extend an existing street or road and the existing pavement width is greater than specified herein</li> </ul>
<b>Design of flexible pavements</b>	<p>* The depth at which the joint subgrade inspection will be undertaken. The subgrade shall exhibit no visible signs of deformation under proof-rolling by a loaded water cart.</p> <p>MMDD = Modified Maximum Dry Density MDD = Standard Maximum Dry Density</p> <ul style="list-style-type: none"> <li>Comply with:- <ul style="list-style-type: none"> <li>the diagram above;</li> <li>Austroads Guide to Pavement Technology Part 2: Pavement Structural Design;</li> <li>DTMR Pavement Design Manual;</li> <li>the four (4) day soaked California Bearing Ratio (CBR) value of the natural subgrade material (CBR tests must be representative of the subgrade over the various lengths of road at the weakest material between 00-600mm below</li> </ul> </li> </ul>

Element	Requirement																																																																											
	<ul style="list-style-type: none"> <li>subgrade level);</li> <li>o minimum pavement thickness: <ul style="list-style-type: none"> <li>▪ at least the minimum specified herein;</li> <li>▪ base course 125mm;</li> <li>▪ upper sub-base course 100mm;</li> <li>▪ lower sub-base course (where required) 100mm; and</li> <li>▪ full depth on shoulders (where the edge of the carriageway is not defined by kerb and channel); and</li> </ul> </li> <li>o Austroads design manuals for tapers to existing construction, based on the design speed and constructed to the same standards as the road pavements.</li> <li>• Cement stabilised base or sub-base courses are not preferred for new road construction.</li> <li>• If the subgrade, at the time of construction, will not support a load test vehicle without deformation, establish a working platform, where the design of pavement depth is based on a subgrade CBR of 3, ignoring the depth of subgrade replacement or improvement, comprising: <ul style="list-style-type: none"> <li>o excavation of a suitable depth of subgrade material (minimum 250mm) and replacement with a minimum CBR 15 material; or</li> <li>o lime stabilisation of the subgrade; or</li> <li>o another method approved by Council.</li> </ul> </li> <li>• Temporary turnarounds (e.g. at a development stage boundary) to be compacted gravel, minimum 150mm deep.</li> </ul>																																																																											
<p><b>Design traffic loading and pavement thickness</b></p> <p><b>Minimum 50mm AC surfacing at roundabouts regardless of street/road type</b></p>	<ul style="list-style-type: none"> <li>• Design traffic loading using the minimum specified herein and increased: <ul style="list-style-type: none"> <li>o for staged development (where construction traffic for subsequent stages will use pavements constructed in preceding stages), to account for construction traffic, or reconstruct prior to the acceptance of works "Off maintenance" of the last contributing stage of development; and</li> <li>o for industrial development, based on detailed traffic analysis, with a 20 year design pavement life.</li> </ul> </li> </ul> <table border="1" data-bbox="432 1055 1398 1765"> <thead> <tr> <th data-bbox="432 1055 746 1182">Street/road</th> <th data-bbox="746 1055 951 1182">Minimum Design Traffic Loading (Equivalent Standard Axles)</th> <th data-bbox="951 1055 1166 1182">Minimum Pavement Thickness (mm) 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<p><b>Surfacing of flexible pavements</b></p>	<ul style="list-style-type: none"> <li>• Asphaltic surfacing: <ul style="list-style-type: none"> <li>o at least the minimum thickness specified herein;</li> <li>o DG 10 asphalt for up to 35mm thickness;</li> <li>o DG 14 asphalt for &gt;35mm thickness;</li> <li>o 7mm primer seal under all DG asphalt; and</li> <li>o minimum 14 day curing time between primer seal and asphalt.</li> </ul> </li> <li>• All streets and roads with asphaltic surfacing shall be under laid with a primer seal and 7mm pre-coated stone. Grade of bitumen and application rate is to be as required to suit site conditions, but shall not be less than 0.9l/m<sup>2</sup>.</li> <li>• If approved for use, sprayed bitumen seal is to comprise a prime seal plus two (2) coats consisting of CL170 bitumen and a 16mm aggregate and a 10mm aggregate, with all</li> </ul>																																																																											

Element	Requirement
	aggregate to be pre-coated. <ul style="list-style-type: none"> <li>• Use coloured, or colour and stamped asphalt for thresholds and other areas where a contrast in the texture and colour of the pavement is required.</li> <li>• Surface pattern (or pattern formed by the joints of any surfacing) should not cause confusion or be contradictory to the intended traffic flow.</li> <li>• Segmental paving is not an appropriate surface material for road pavements for Council road assets, unless specifically identified in a relevant centres design palette.</li> </ul>
<b>Concrete pavements</b>	<ul style="list-style-type: none"> <li>• Seek approval in principle prior to detailed design.</li> <li>• Comply with Austroads Guide to Pavement Technology.</li> <li>• 40 year pavement design life.</li> <li>• Skid resistant surface (exposed aggregate finishes not permitted).</li> <li>• Colours and textures appropriate for the situation (white or light colours which do not allow white pavement markings to be easily distinguished are not acceptable).</li> <li>• Coloured with oxides only (carbon blacks, organic dyes and painted surface sealants not permitted).</li> <li>• Sub-surface drainage may be omitted in areas with a high water table, if pavements are appropriately designed and constructed.</li> </ul>
<b>Kerb and channel</b>	<ul style="list-style-type: none"> <li>• Comply with <b>Table SC6.17B (Urban transport corridors)</b>, <b>Table SC6.17C (Rural transport corridors)</b> and <b>Table SC6.17D (Industrial transport corridors)</b> of the <b>Planning scheme policy for the transport and parking code</b>.</li> <li>• Barrier kerb is required where parking is to be restricted on the verge and to protect street trees.</li> <li>• Barrier kerb for all roads and streets adjacent to parks and areas of high pedestrian use or other hazards.</li> <li>• Minimum 1 metre transition length from different kerb profiles.</li> <li>• Minimum 1m<sup>2</sup> grouted rock for scour protection at kerb end terminations.</li> </ul>
<b>Bridges and culverts</b>	<ul style="list-style-type: none"> <li>• Surface with a minimum 40mm depth of DG14 AC.</li> </ul>
<b>Subsurface drainage</b>	<ul style="list-style-type: none"> <li>• Comply with Council's approved Standard Drawings and is to extend from underside of kerb and channel to a minimum of 50mm below lower sub-base</li> <li>• Provide cleaning points:               <ul style="list-style-type: none"> <li>○ at the end of each sub-soil drainage line;</li> <li>○ at each stormwater pit; and</li> <li>○ at 50 m intervals longitudinally.</li> </ul> </li> <li>• Provide screw caps and sub-soil drainage line pit entries at the downstream side of all on grade stormwater pits.</li> <li>• In minimum depth pavements, install sub-soil drainage after the placement of the sub-base .</li> </ul>
<b>Surface drainage</b>	<ul style="list-style-type: none"> <li>• Comply with:               <ul style="list-style-type: none"> <li>○ QUDM (neighbourhood and district collector streets and all roads are major roads and all other streets are minor roads when using QUDM);</li> <li>○ Healthy Waterways WSUD Guidelines;</li> <li>○ DTMR Road Drainage Design Manual;</li> <li>○ <b>Section SC6.14.3 (Stormwater Management)</b> of the planning scheme policy, including provision of overland flow pits at all sag locations to a lawful point of discharge;</li> <li>○ <b>Table SC6.17B (Urban transport corridors)</b>, <b>Table SC6.17C (Rural transport corridors)</b> and <b>Table SC6.17D (Industrial transport corridors)</b>, of the <b>Planning scheme policy for the transport and parking code</b> identifying the streets and roads where longitudinal drainage can typically be conveyed via swales. Preference to be given to piped drainage in activity centres and situations where there is medium and high turnover parking adjacent to pathways;</li> <li>○ Council's standard drawing for kerb adaptors:                   <ul style="list-style-type: none"> <li>▪ positioned to avoid conflict with services; and</li> <li>▪ must be full height cast aluminium;</li> </ul> </li> <li>○ Council's standard drawing for gully pits, to be 'lip in line' type and located:                   <ul style="list-style-type: none"> <li>▪ on a straight where possible;</li> <li>▪ to avoid clashes with other services and future driveway locations; and</li> <li>▪ not on the apex of curves, particularly traffic calming deflected tee curves; and</li> </ul> </li> <li>○ Council's standard drawing for drainage pipes from the kerb adaptor to the property boundary, where a concrete pathway is proposed.</li> </ul> </li> <li>• Ensure the downstream drainage system is not adversely affected.</li> <li>• Where the downstream drainage system does not have capacity to accept flows, undertake further investigation to determine upgrades or alternative treatments.</li> <li>• Locate the stormwater line from structure to structure beneath the kerb and channel.</li> <li>• Avoid skewing pipes across the street or road.</li> </ul>



Element	Requirement
	<ul style="list-style-type: none"> <li>• Provide: <ul style="list-style-type: none"> <li>○ anti-ponding pits with a side entry, chamber and grate;</li> <li>○ a concrete edge strip at the edge of the sealed carriageway, where swales are used on rural residential streets;</li> <li>○ diversion drains, spaced 30-100m apart, depending on grade, soil type and diversion opportunities;</li> <li>○ concrete or stone pitched chutes at outlets on steep embankments and batters</li> <li>○ erosion protection in all swales and catch drains liable to scour, which may include concrete inverts on steep grades;</li> <li>○ catch drains/banks at the top of cut and fill batters;</li> <li>○ swales that are diverted away from the carriageway at close intervals to minimise scour; and</li> <li>○ swale outlets: <ul style="list-style-type: none"> <li>▪ clear of likely building sites; and</li> <li>▪ with energy dissipation and flow distribution devices before discharge of the stormwater into vegetated areas.</li> </ul> </li> </ul> </li> <li>• Kerb and channel may be required in cuttings and other particular locations, in lieu of swales.</li> </ul>

### SC6.14.2.6 Guidelines

- (1) For the purposes of achieving compliance with this section of the planning scheme policy, the following are relevant guidelines:-
- (a) Council's standard specifications and Standard Drawings (available on Council's website);
  - (b) DTMR Publications, including:-
    - (i) *Road Planning and Design Manual*;
    - (ii) *Road Drainage Manual*;
    - (iii) *Manual of Uniform Traffic Control Devices*; and
    - (iv) *Pavement Design Manual*;
  - (c) AUSTROADS Publications, including:-
    - (i) *AUSTROADS Guide to Road Design*;
    - (ii) *AUSTROADS Guide to Road Safety Part 6 – Road Safety Audit*;
    - (iii) *AUSTROADS Guide to Traffic Management*;
    - (iv) *AUSTROADS Guide to Pavement Technology*; and
    - (v) *AUSTROADS Design Vehicles and Turning Path Templates*;
  - (d) IPWEAQ Publications:-
    - (i) *Complete Streets: Guidelines for Urban Street Design*; and
    - (ii) *Queensland Streets: Design Guidelines for Subdivisional Streetworks*;
  - (e) *Queensland Urban Drainage Manual*;
  - (f) South East Queensland Healthy Waterways Partnership Publications, including:-
    - (i) *WSUD Technical Design Guidelines for South East Queensland Construction*; and
    - (ii) *WSUD Deemed To Comply Solutions for SEQ*;
  - (g) *Energex Design Guide – Design of Rate 2 Public Lighting Installations*; and
  - (h) Australian Standards, including:-
    - (i) *AS1158*;
    - (ii) *AS1428*;
    - (iii) *AS2890*; and
    - (iv) *AS1100*.

Note—relevant guideline documents in existence or available over the life time of this planning scheme policy should be referenced and used where appropriate. The above list is not exhaustive and the use of locally based guidelines by a recognised authority or agency would take preference to those developed regionally or nationally.

## SC6.14.3 Stormwater management

### SC6.14.3.1 Purpose

The purpose of this section of the **Planning scheme policy for development works** is to:-

- (a) provide guidance on the policy and standards required in relation to the provision of stormwater infrastructure for new development; and
- (b) ensure stormwater infrastructure design and construction satisfies Council's requirements and environmental and safety expectations.

### SC6.14.3.2 Application

This section is structured as follows:-

- (a) **Sections SC6.14.3.1 and SC6.14.3.2** provide the framework for the guidelines;
- (b) **Section SC6.14.3.3 and SC6.14.3.4** provides design requirements relating to development design;
- (c) **Section SC6.14.3.5** provides design requirements relating to stormwater drainage;
- (d) **Section SC6.14.3.6** provides design requirements relating to hydrology and watercourse stability;
- (e) **Section SC6.14.3.7** provides design requirements relating to stormwater quality;
- (f) **Section SC6.14.3.8** provides design requirements relating to stormwater harvesting;
- (g) **Section SC6.14.3.9** provides information requirements for stormwater management plans; and
- (h) **Section SC6.15.3.10** contains guidelines for achieving compliance with this section of the planning scheme policy.

### SC6.14.3.3 Design requirements

#### Adjacent properties and lawful point of discharge

- (1) A lawful point of discharge is to be provided to accommodate all roof and surface water runoff:-
  - (a) originating from and flowing through the development site; and
  - (b) originating from the external up-slope catchment flowing through the development site or diverted by the development;
- (2) An applicant proposing to discharge stormwater runoff from a proposed development site in an altered or concentrated form onto any adjoining and/or downstream property, must provide Council with written consent to a future easement from all property owners through which this runoff may flow. The easement is to be registered prior to Council endorsing the plan of survey for lot reconfiguration, or commencement of use for material change of use. Easements across affected properties are to be in accordance with the QUDM.
- (3) Where stormwater runoff from adjacent or upstream properties enters the proposed development site, a stormwater network is to be provided within the new works to accommodate such flows. The stormwater network must ensure that no stormwater ponding occurs on any adjacent or upstream properties and is to be designed in accordance with the hydrological requirements in **Section SC6.14.3.9 (Stormwater management plans)**.
- (4) The stormwater network is to be designed to accommodate a fully developed upstream catchment. The stormwater network must also be designed so that it can be constructed up to the development site's boundaries and extended in the future to accommodate future development without disturbing existing or recently proposed development.
- (5) The tests and principles of QUDM will be applied in determining if a lawful point of discharge has been achieved. If no lawful point of discharge or if no discharge approval agreement has been obtained, then the design cannot be accepted or approved.

### Stormwater reserves and stormwater easements

- (6) Stormwater reserve or where appropriate park or road reserve will generally be required over all stormwater flow paths and their verges unless specially approved in the following circumstances:-
- (a) development of rural size lots;
  - (b) development of rural residential size lots where:-
    - (i) the catchment is smaller than 5 hectares;
    - (ii) the flow path does not adjoin a park area; and
    - (iii) blockage of the flow path will not cause flooding of adjoining lots; and
  - (c) development of urban land where:-
    - (i) Council-controlled land does not drain into the flow path;
    - (ii) the catchment is smaller than one hectare; and
    - (iii) blockage of the flow path will not cause flooding of adjoining lots.
- (7) Stormwater reserve or where appropriate park or road reserve will be required over all areas containing detention basins, gross pollutant traps and other stormwater quality improvement devices, and verges required to adequately serve or maintain these devices. The reserve will not be less than 5.0m wide.
- (8) Easements are required over all stormwater networks (natural and constructed), which traverse private property. Additional information is provided in QUDM. All costs associated with the provision of an easement are to be borne by the applicant.
- (9) The building of structures over or upon easements is not generally in the interest of the party that is vested in the easement. Accordingly, development applications that involve a proposal to build over or upon easements are required to demonstrate that:-
- (a) the proposal does not conflict with the terms of the easement agreement;
  - (b) the proposed structure or the construction of the proposed structure does not increase loadings on the underground infrastructure assets;
  - (c) the stormwater network through the easement does not include an overland flowpath or an open channel;
  - (d) the proposed structure does not restrict (or prevent) access of maintenance staff and plant; and
  - (e) fencing allows free passage of flow.
- (10) Vestment:-
- (a) all reserves and easements to be vested to Council shall only occur after written consent is obtained from the relevant stormwater asset custodian and land custodians within Council;
  - (b) easements are to be vested in favour of Council for all stormwater networks structures and/or facilities which are or will be the responsibility of Council to preserve and maintain; and
  - (c) roofwater/inter-allotment stormwater systems and associated cut off/swale drains are considered as private drains and future maintenance responsibility will vest with the property owners. An easement in favour of Council will be required over these stormwater systems.
- (11) Easement dimensions:-
- (a) easements to be registered in favour of Council are to comply with QUDM and have a minimum width of 4.0m except where the easement is for inter-allotment stormwater systems; and

- (b) easements over inter-allotment stormwater systems are to be minimum width of 2.0m for pipes up to 300mm in diameter. All pipes 300mm in diameter or larger are to be covered by easements in accordance with QUDM.
- (12) Existing easements in favour of Council will only be extinguished where the need for the stormwater network through the land not in Council control is determined to be no longer warranted. All costs associated with the surrendering of an easement are to be borne by the applicant. In some cases, Council may require compensation for the loss of the rights under the easement.
- (13) Overland flow easements:-
- (a) this type of easement allows for the passage of stormwater runoff or redirection of flow across the natural land surface. These easements prohibit any activities or works which may obstruct or impede the flow of stormwater runoff unless prior approval is provided. Designs of overland flow path must take into account future fencing that may be constructed across the easement. Overland flow easements shall be in favour of Council;
  - (b) any fences to be constructed across easements or along the easement boundary are to provide sufficient access for Council's maintenance or future construction by either the provision of gates or removable sections that are wide enough to allow access;
  - (c) fencing is to allow free passage of flow; and
  - (d) survey levels provided on the design plans will form the basis of the levels required for this overland flow. Survey levels are acceptable on the registered plan of subdivision and provided to AHD.
- (14) Access easements:-
- (a) access easements permit Council to have access from the nearest surveyed road to any stormwater easements, in order to carry out maintenance and/or construction activities or works. This will normally be a requirement of all other stormwater-related easements in favour of Council;
  - (b) in order for stormwater management facilities to function at their designated level of service, most will require some level of periodic inspection, maintenance works, cleaning or repairs. Therefore, consideration is to be given to the maintenance of the stormwater system and stormwater quality management facilities during the design process; and
  - (c) reasonable access for both personnel and equipment is one of the most critical design considerations of both the enclosed and open stormwater networks. Any proposed landscaping should be designed in conjunction with access requirements.
- (15) Maintenance of stormwater reserves and easements:-
- (a) stormwater easements will be covered by a binding agreement between Council and the landholder,
  - (b) trees and understorey vegetation should not be planted on stormwater easements/reserves without the prior written consent of Council;
  - (c) native vegetation is to be retained on the easement/reserve;
  - (d) declared and environmental weeds are to be removed from any easement;
  - (e) no structures, excavation, filling, or stormwater works are to be commenced on an easement or reserve without the prior written consent of Council; and
  - (f) maintenance (including costs) of all stormwater quality management facilities is an important consideration and a detailed management plan or maintenance strategy is to be produced for each facility and submitted to Council for review prior to development approval for operational works.

### SC6.14.3.4 Development design

#### General

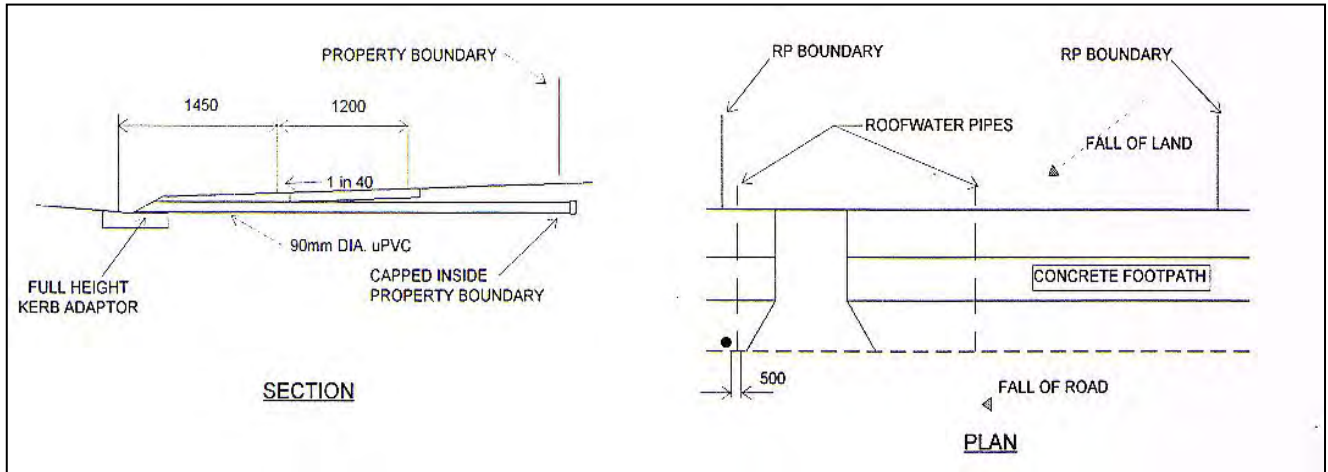
- (1) The design of urban stormwater systems is to be in accordance with the following guidelines with this order defining the precedence of any one document over another:-
  - (a) QUDM;
  - (b) *Water Sensitive Urban Design Guidelines for South East Queensland*; and
  - (c) *Australian Rainfall and Runoff (ARR)*.
- (2) The design of rural stormwater systems is to be in accordance with the following guidelines with this order defining the precedence of any one document over another:-
  - (a) *DTMR – Road Drainage Manual*; and
  - (b) *Australian Rainfall and Runoff (ARR)*.
- (3) The interpretation of urban and rural environments is to be made by reference to the zone within which the land is included in the planning scheme.
- (4) Drainage structures are to be in accordance with the IPWEAQ Standard Drawings.
- (5) Inter-allotment stormwater systems or roofwater stormwater systems that take more than one allotment do not discharge to kerb and channel. The inter-allotment stormwater systems or roofwater stormwater systems are to be connected to a Council gully pit, field inlet or manhole to the satisfaction of Council. Inspection pits or field inlets (constructed at the low point of each allotment) are to be provided at regular intervals along the roofwater stormwater system and must be in accordance with IPWEAQ Standard Drawing D-0110.
- (6) A connection point at the lowest point is to be provided for each property. This connection point is to be a minimum of 100mm in diameter for Urban Residential-Low Density, 150mm for Urban Residential High Density and 225mm for commercial or industrial development as defined in *QUDM*.
- (7) Where there is a requirement for the stormwater management system to connect to an existing Council asset, the connection is to:-
  - (a) not cause structural damage to or failure of the existing asset;
  - (b) be appropriately sealed; and
  - (c) not interfere with or reduce the intended purpose of the existing asset.
- (8) For connecting pipes into enclosed stormwater networks connections are to be made only to gully pits, manholes and field inlets. The connection is to be core-drilled and sealed with a two-part epoxy sealant.

#### Residential zone category

- (9) Land in the Low density residential zone as defined in the planning scheme is to be considered as Urban Residential-Low Density where greater than 5 dwellings per hectare but less than 20 dwellings per hectare in accordance with QUDM and as such, the appropriate minor storm design event and runoff co-efficient as per QUDM will apply.
- (10) Land in the Medium density residential zone, High density residential zone or Tourist accommodation zone as defined in the planning scheme where greater than 20 dwellings per hectare or for multiple dwellings is to be considered as Urban Residential-High Density in accordance with QUDM.
- (11) Allotments which do not fall towards the road reserve must be provided with a rear of allotment roofwater stormwater system in accordance with QUDM. A minimum Level 3 is required for all residential development (except rural and rural residential). This roofwater system will be required regardless of the downhill property type.

- (12) For allotments which do fall towards the road reserve (refer **Figure SC6.14.3A (Residential outfalls towards the road)**), two kerb adaptors are to be provided and are to conform to IPWEAQ Standard Drawing R-0081. One should be located at the centre of the block and the other 500mm from the common boundary on the low side. Where a concrete footpath is to be constructed a 90mm diameter UPVC pipe is to extend from the adaptor to the property boundary in accordance with Council's Standard Drawings.

**Figure SC6.14.3A Residential outfalls towards the road**



- (13) At least one connection point generally at the lowest point is to be provided for each property. This connection point is to be a minimum of 100mm in diameter for Urban Residential – Low Density and 150mm for Urban Residential – High Density (QUDM).

Rural and Rural residential zone category

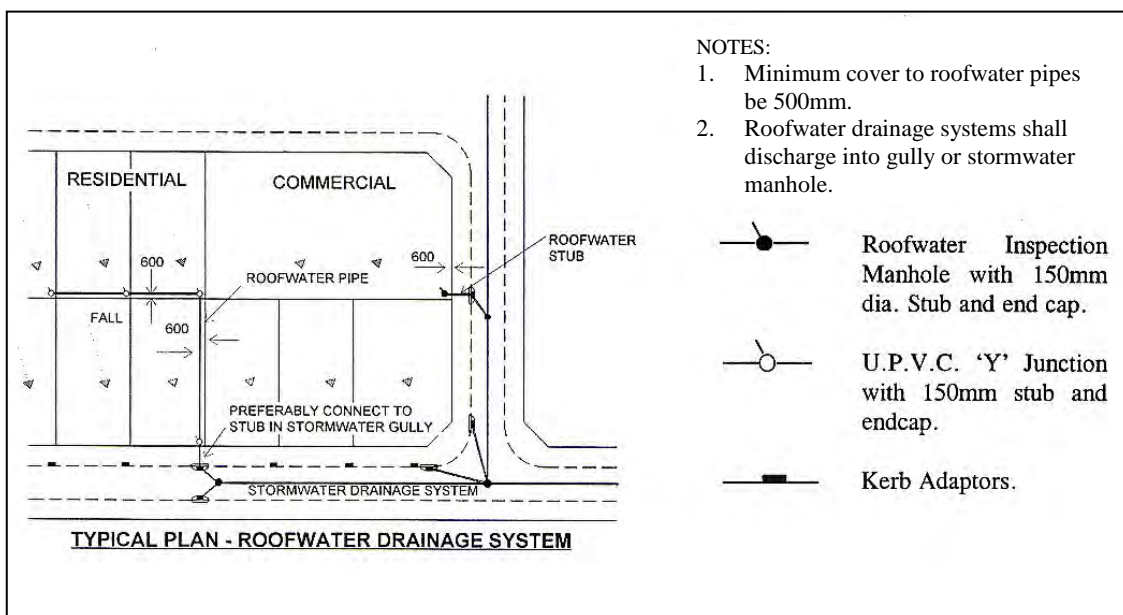
- (14) Development in the Rural zone and the Rural residential zone as defined in the planning scheme is to be considered as Rural Residential in accordance with QUDM.
- (15) For land in the Rural zone or Rural residential zone, stormwater runoff from the road reserve may be discharged directly onto the subject subdivision should it be impossible to direct stormwater to a watercourse.
- (16) A stormwater reserve or easement will be required over the stormwater outlet from the road reserve (refer to **Section SC6.14.3.5 (Design requirements – stormwater drainage)**). A property note informing property owners that stormwater discharges will occur during rainfall and that the amenity of their allotment may be reduced may be applied.
- (17) Allotments which are less than 2000m<sup>2</sup> in area and have on-site effluent disposal require inter-allotment stormwater. This should be designed as per Urban Residential – Low Density (QUDM).
- (18) Access to rural residential and rural building sites is to flood free during a 39% AEP event and ensure that a low hazard criteria is met. The safety of the site can be determined by the following equation: Low Hazard:  $D + 0.3V \leq 0.8$  where D = depth of floodwater in the DFE (m) and must be less than 0.8m and V = velocity of floodwaters in the DFE (m/s) and must be less than 2m/s.

Centre zone category and Industry zone category

- (19) Development in the Centre zone category as defined in the planning scheme is to be considered as:-
- (a) Commercial and Industrial in accordance with QUDM; and
  - (b) Central Business and Commercial in accordance with QUDM.
- (20) Development in the Industry zone category as defined in the planning scheme is to be considered as:-
- (a) Commercial and Industrial in accordance with QUDM; and

- (b) Industrial in accordance with QUDM.
- (21) Should the land fall away from the road reserve, roofwater stormwater system must be provided in accordance with QUDM (Levels, 3, 4 and 5).
- (22) For land which falls towards the road reserve, the roofwater system is to be piped and connected to the trunk drainage system at a manhole or gully. A stub is to be provided in new stormwater networks for this purpose, located 600mm within the front property boundary (refer **Figure SC6.14.3B (Inter-allotment stormwater locations)**). This must also be within 1.2m from the common boundary on the low side (refer Council's Standard Drawings). Where a site is being redeveloped, the lot must be reconfigured to ensure that these requirements are met.
- (23) At least one connection point, generally at the lowest point, is to be provided for each property. This connection point is to be minimum of 225mm for commercial or industrial development (QUDM).

**Figure SC6.14.3B Inter-allotment stormwater locations**



Recreation zone category

- (24) Development in the Recreation zone category as defined in the planning scheme is to be considered as Open Space and Parks in accordance with QUDM.
- (25) The natural stormwater corridor should be retained in land designated for public open space, i.e. park, stormwater, or road reserve.
- (26) Pipe stormwater networks are generally required through parks designated for active use. Care should be taken over the design of surcharge pits and inlet structures, so as to ensure that safety and amenity criteria are satisfied.
- (27) The planning for dual use (e.g. stormwater networks and park) is to integrated within the whole planning process to ensure that the final design provides for amenity, health and safety and stormwater management functions of the development.
- (28) For public safety purposes, all public facilities such as play equipment and BBQs are to be located clear of 1% AEP flood levels and clear of 1% AEP overland flow paths.
- (29) Stormwater standards to be applied to a dual use area must be considered in terms of the mix of functional uses such as:-
- (a) general open space areas with a low to high need for access by pedestrians and cyclists;
  - (b) passive areas with a low to high visitation;
  - (c) active areas in low to high tourist significant areas; and

- (d) natural watercourses with low to high ecological significance.
- (30) Appropriate stormwater standards for particular areas will be required by Council having regard to the following:-
- (a) major flood capacity;
  - (b) convenience flood capacity – minor event in terms of interval event and the time to drain ponded sites;
  - (c) maintenance costs (e.g. batter slopes between 1 in 4 and 1 in 6);
  - (d) safety (e.g. maximum  $D \times V$  of  $0.4 \text{ m}^2/\text{sec}$ );
  - (e) stability factors such as resistance to scour or slip; and
  - (f) ecological considerations such as preserving valuable areas, appropriate planting in waterway areas and minimum impact on existing riparian/aquatic ecosystems.

### **SC6.14.3.5 Design requirements – stormwater drainage**

#### General

- (1) All stormwater quantity discharges are to be calculated in accordance with QUDM unless approved otherwise.
- (2) Roofwater and allotment surface stormwater runoff is to be piped for the minor design storm and must comply with AS 3500.3 and QUDM.
- (3) Discharge from outside of Council's stormwater catchments is not to be directed into Council's stormwater system.
- (4) To reduce sudden increases in roadway flow widths, stormwater runoff discharges in excess of 50 litres per second for the 5% AEP storm event must be piped to a Council stormwater drainage system (i.e. gully (catchpit), access chamber, etc.) and not to the kerb and channel.
- (5) Should any internally collected stormwater runoff be designed to bypass its pre-developed point of discharge into Council's stormwater system, Council's gully which would receive this additional runoff must be analysed to ensure its functionality. This also includes the gully's connection to the trunk stormwater network.
- (6) Should an adjacent property or properties by virtue of topography and/or existing development require current or future gravity fed stormwater discharge through the subject site an easement in favour of that property or properties is to be provided. This easement will extend from the road reserve to the registered boundaries adjoining these properties (refer to QUDM for easement widths). A drain or connection (minimum of 225mm diameter) is to be constructed in this easement so as to reduce future impacts to residents of the subject site.
- (7) Existing overland flow paths are to be preserved.
- (8) The development design may be rejected if it incorporates structures and facilities that:-
  - (a) require considerable maintenance;
  - (b) are difficult to maintain;
  - (c) require specialist maintenance services that are not common to Council's maintenance services; or
  - (d) are small and numerous when there is a viable alternative.
- (9) The stormwater system will not be accepted off-maintenance or connected to an existing downstream canal or waterway until there has been compliance with all aspects of the approved stormwater management plan including water quality objectives and performance criteria.



#### Natural waterways and drainage paths

- (10) The development design and site layout is required to consider the natural waterways and drainage paths to achieve the requirements of the **Biodiversity, waterways and wetlands overlay code**.
- (11) Council's preferred approach is for waterways and drainage paths to remain in their natural state. Some selective clearing and maintenance may only be carried out with the approval of Council.
- (12) The natural waterway and drainage paths are to be analysed for 39%, 18%, 10%, 5%, 1%, 0.5%, 0.2% AEP flows and PMF with the predicted flood contour lines provided on all relevant plans. Council may relax the required AEP events to be modelled dependent on the scale and type of the development and the characteristics of the natural waterway. Land filling is not to occur below these levels unless it can be demonstrated that there will be no detrimental effects to other properties along the waterway/drainage path and there is no net filling below these levels. The waterway's natural state should control the type, volume and placement of fill allowable in a development application.
- (13) For natural waterways and drainage paths, the development is to be planned and designed so that the 1% AEP flood event is contained within a drainage reserve or where appropriate park or drainage easement.

#### Natural channel design

- (14) The design, implementation and/or construction of any natural channel or natural channel rehabilitation works are to be in accordance with the *Brisbane City Council (BCC) Natural Channel Design Guidelines*.
- (15) In addition to the requirements within the *BCC Natural Channel Design Guidelines*, Sunshine Coast's local topography, geology and geomorphology are to be considered in the design of natural channel works or natural channel rehabilitation works.
- (16) An extended maintenance period may be required until the channel has sufficiently stabilised and vegetative cover is well established. The desired style of drainage channel can vary from a grass lined overland flow path for very small catchments, to a fully established river channel for large catchments.
- (17) Desirable bed conditions in a reconstructed watercourse usually depend on the following factors:-
  - (a) catchment areas;
  - (b) catchment soil type (infiltration capacity) and erodibility; and
  - (c) canopy cover.
- (18) Any works within receiving waters, including natural channel design, are not to be included as a treatment device in any stormwater treatment train models.

#### Open channel design

- (19) Open channels are to be designed in accordance with QUDM, with particular attention to the structural design requirements.
- (20) Open channels are to be designed to cater for the major design storm event and are to include freeboard provisions in accordance with this planning scheme policy. Open channels through parkland or open space areas may be designed to cater for 10% AEP flows. The associated overbank flow areas, which cater for the difference between 1% AEP and 10% AEP flows are to be designed to ensure low velocities occur during flood, while enhancing amenity values during non-flood periods.
- (21) Soft lined channels are to be designed to have maximum 1v:4h side slopes for vegetated channels and 1v:6h side slopes for grass lined channels. Soft lined open drains or channels must be designed in a manner that permits maintenance activities such as grass and brush cutting, debris removal, relining and structural repairs.
- (22) Council's minimum landscaping requirements for open channels dictates a minimum Manning's of 0.12 although greater values may be directed by Council where deemed appropriate. A sensitivity analysis should always be undertaken for a Manning's n 50% higher than design

roughness to ensure the freeboard is not exceeded and a sensitivity analysis should always be undertaken for a Manning's n 50% lower than design roughness to ensure scour thresholds are not exceeded.

- (23) **Table SC6.14.3A (Floodplain re-vegetation density guidelines for various Manning's Roughness values)** provides a semi-quantitative approach towards the evaluation of various Manning's roughness coefficients (refer *BCC Natural Channel Design Guidelines*).

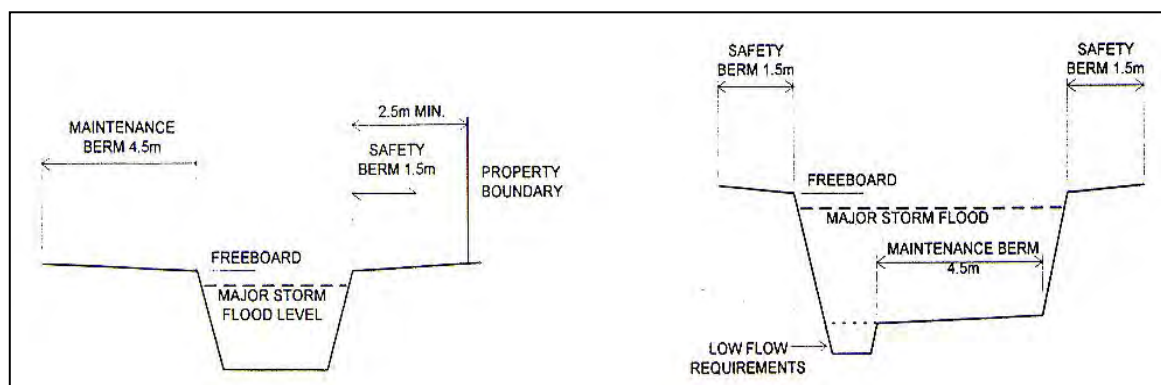
**Table SC6.14.3A Floodplain re-vegetation density guidelines for various Manning's Roughness values**

Manning's n	Description
0.03	Short grass with the water depth >> grass height.
0.04	Short grass with the water depth >> grass height on a slightly irregular earth surface. Trees at 10.0m spacing and areas are easy to mow.
0.05	Long grass on an irregular (bumpy) surface with few trees and irregular ground could make grass cutting difficult. Alternatively, trees at 8.0m spacing on an even, well grassed surface, no shrubs, no low branches.
0.06	Long grass, trees at 6.0m spacing, few shrubs. Easy to walk through vegetation. Area not mowed, but regular maintenance is required to removed weeds and debris.
0.07	Trees at 5.0m spacing, no low branches, few shrubs, walking may be difficult in some areas.
0.08	Trees at 4.0m spacing, some low branches, few shrubs, few restrictions to walking.
0.09	Trees at 3.0m spacing, weeds and long grasses may exist in some locations. Walking becomes difficult due to fallen branches and woody debris.
0.10	Trees at 2.0m space, low branches, regular shrubs, no vines. Canopy cover possible shades weeds and it is difficult to walk through.
0.12	Trees at 1.5m spacing with some low branches, a few shrubs. Slow to walk through.
0.15	Trees and shrubs at 1.0m spacing, some vines, low branches, fallen trees, difficult and slow to walk through. Alternatively, a continuous coverage of woody weeds with sparse leaves and no vines.
0.20	Trees and shrubs at 1m spacing plus thick vine cover at flood level and fallen trees, very difficult to walk through. Alternatively, a continuous coverage of healthy shrubs and woody weeds from ground level to above flood level

Note—maximum possible flow velocities for water passing through/over vegetation is dependant on the Mannings roughness and shall be in accordance with QUDM Table 9.05.1 and Table 9.05.3.

- (24) Designed open channels are to have as minimum a 1.5m safety berm on each side. A 4.5m maintenance berm is also required on one side or both sides, if more than 15.0m between top of banks. This maintenance berm may be located within the open channel above the minor storm flow level or alternatively it may also include the safety berm, provided that the maintenance berm is above the major storm flow level and associated freeboard (refer **Figure SC6.14.3C (Berms)**).
- (25) The top of bank should be a minimum of 3.0m from any private property.

**Figure SC6.14.3C Berms**



Overland flow paths

- (26) Overland flow paths are to be shaped so that the overland flow component of the 1% AEP storm flow is fully contained within the flow path, reserve or easement with a minimum 100mm freeboard to adjoining lots. Flow paths are to also fully contain the 1% AEP storm flow as overland flow to cater for the incidence of a fully blocked underground stormwater network.
- (27) Where an overland flow path is used also for public access the depth by velocity product for the overland flow component of the 1% AEP storm flow does not exceed 0.4m<sup>2</sup>/sec.
- (28) Any proposed development is to take account of existing or created overland flow paths and make due provision in the design. Design maximum overland flow velocity should not exceed 2.0m/sec with depth of flow not exceeding 300mm and depth by velocity product not exceeding 0.4m<sup>2</sup>/sec.
- (29) Overland flow paths should be located in road reserves, parks, pathways or other Council controlled land. Overland flow paths should not traverse private property, but may be permitted through non-Council controlled land with the appropriate easements as detailed in this section.
- (30) Overland flow paths and proposed drainage reserves and easements are to be clearly indicated on the engineering drawings.
- (31) In site developments such as multiple dwellings (apartments/ townhouses) where the sites are filled to provide suitable falls to the roadway, particular attention is to be paid to the preservation of existing overland flow paths, the obstruction of which may cause flooding or ponding of stormwater on adjoining properties.
- (32) Overland flow paths not in designated channels are required to have a velocity depth product of no greater than 0.4 m<sup>2</sup>/sec and a maximum depth of 300mm (applicable to vehicular accommodation and access areas) for the 1% AEP event. Where these values are exceeded, alternative layout or upgrade to the pipe drainage system may be required.
- (33) Where there is no alternative layout (especially in built up areas) or where the overland flow path is completely blocked, underground drainage to PMF capacity will be required. The inlet capacity is to be designed to allow for an additional 50% blockage factor.
- (34) Details and calculations are required for all overland flow paths. Calculations are to demonstrate that overland flow will not enter lots during a 1% AEP flow and that freeboard is achieved during this event. Stormwater calculations, cross sections and plan layouts are to be provided for any proposed overland flow path. The applicant is required to ensure that as-constructed levels are consistent with those shown on the approved engineering drawings.
- (35) The localised overland flow and site drainage in smaller allotment subdivisions or where built to boundary building envelopes apply will also require the applicant to carefully design the stormwater network. Additional pipe stormwater networks, easements and concrete lined drains may be required along the rear boundary of lots including the boundary of the development.

Public safety

- (36) The enclosed stormwater network (including manholes, GPTs, gully manholes and other enclosed structures) is to be designed in accordance with AS 2865: Safe Working in Confined Spaces and particular attention is required in regard to Section 7 of AS 2865.

- (37) Detailed safety requirements for all ponded water bodies proposed for areas of public open space are:-
- (a) side slopes are to be no steeper than 1:6 (H:V), with recommended slopes of 1:8 (H:V);
  - (b) water's edge is to be offset at least 15.0m from allotment boundaries or roadways except where safety fencing is provided;
  - (c) interim fencing is required between the construction and establishment of vegetation within the water body (typically during the on-maintenance period) where any part of the water body is deeper than 350mm; and
  - (d) areas are to be fenced and gated in any areas where the above safety requirements are not met (e.g. in maintenance access areas).
- (38) Urban waterways and stormwater drainage systems can represent a significant safety risk during storms and times of flood. The design of urban waterways and stormwater drainage systems that require safety fencing is strongly discouraged and should only be used if it is impractical or unfeasible to design the system such that it does not represent an unacceptable risk. Risks associated with urban waterways and stormwater drainage systems shall be managed in accordance with QUDM.

#### Stormwater network layout

- (39) The stormwater network layout is to be generally in accordance with QUDM. However, pipe work within the verge is generally not permitted.
- (40) Alignments may vary depending on the location of sewer mains and pits but should generally be located as follows:-
- (a) rear boundary within 2.5m; and
  - (b) side boundary within 1.2m.
- (41) Manhole covers within road carriage ways are to be located to reduce potential noise created by covers that are driven over.
- (42) Gully to gully drain lines are acceptable for pipes 600 mm diameter or less provided that the design complies with all the following:-
- (a) gullies are consistent with Council's Standard Drawings;
  - (b) acute angles in connecting pipes are avoided to minimise head losses;
  - (c) potential interference with other utility services on the footpath is avoided;
  - (d) the major stormwater line (spine) of the gully to gully system is constructed on one side of the road only. Any gullies on the opposite side of the road are to be connected directly across the road. Under no circumstances are spines of gully to gully systems permitted on both sides of the road; and
  - (e) the gully pit is appropriately benched.
- (43) Gully manholes are not considered to be appropriate and are not a preferred solution. However, there are rare instances that gully manholes are necessary. Accordingly, gully manholes may be approved provided that compliance with all of the following is achieved:-
- (a) the inlet and manhole is at the same point (e.g. at the sag of the road);
  - (b) it is the only alternative to a multi-grated inlet;
  - (c) written advice from the responsible utility authority is submitted stating that the existing services will preclude the construction of the conventional herringbone layout without substantial utility service relocation costs;
  - (d) Council's standard components such as lintels and grates are to be used wherever possible;

- (e) hydraulic analysis and structural testing data are to accompany the design if it is proposed to use alternative components;
- (f) the gully manholes are not to pose a public safety risk; and
- (g) the gully manhole complies with the requirements as detailed in this section.

#### Pipes

- (44) Pipes within the stormwater conveyance system shall have a minimum diameter of 375mm including anti-ponding gullies.
- (45) Pipes of 300mm are acceptable for driveway or road culverts providing that if the capacity is exceeded there is no risk to other assets or worsening.
- (46) While Council will approve the use of any structurally sound pipe, prior approval must be sought for the use of any pipe other than steel reinforced (RCP) concrete pipes. Saltwater cover RCP pipes are to be used in locations where the stormwater network may be subject to tidal wetting and drying.
- (47) Rubber ring joint pipes are to be used for all pipes. Prior approval must be sought for the use of external band joint pipes. Butt joint pipes are not permitted.
- (48) Service and construction loadings are to be calculated in accordance with AS 3725: Loads on Buried Concrete Pipes. In many cases, construction loading will be the critical load case for selection of pipe class. AS 4058: Precast Concrete Pipes (Pressure and Non-Pressure) will apply for testing requirements or where standard steel reinforced concrete pipes may be exposed to aggressive conditions.
- (49) To counteract premature pipe cracking, the following are required:-
  - (a) the design and selection of the pipe type and class is to consider construction loading (based upon the calculations described above), which is usually the critical load case for pipes < 900mm diameter;
  - (b) stormwater plans issued for construction are required to indicate for each drain line the following:-
    - (i) pipe type and class;
    - (ii) installation type; and
    - (iii) construction method (layer thickness, compaction plant);
  - (c) design aids available from concrete pipe manufacturers may be used and are recommended. These include software for calculation of loads on pipes to AS 3725, tables and charts. It is recommended that charts showing the relationship between compaction equipment and pipe class are also included with the engineering drawings;
  - (d) no more than two weeks before the on-maintenance inspection and prior to the formal acceptance of on-maintenance, closed circuit television camera (CCTV) inspection is required to demonstrate that the standard of the stormwater network is acceptable to Council. CCTV inspections can be arranged through suitably qualified service providers. Any defects identified by the inspection are to be repaired or replaced or as directed by Council. A follow up camera survey is required to demonstrate that the remediation measures are satisfactory. The CCTV pipe surveys are required to conform to Council's standard inspection and reporting protocols; and
  - (e) cracked pipes shall be rejected. Hairline or crazing cracks associated with concrete shrinkage are permitted.

#### Box culverts

- (50) Box culverts may be used where low vertical clearances exist or as approved; however, circular sections should be used in enclosed stormwater networks wherever possible.
- (51) Box sections are to be constructed from precast reinforced concrete box culvert sections.
- (52) The minimum dimension of a box culvert is to be 375mm.

### Manholes

- (53) Manholes are to be designed and constructed in accordance with Standard Drawings from IPWEAQ or the State Road Authority or equivalent. Any manholes required outside these standards must be structurally certified by a RPEQ.
- (54) Benching is not recommended. However, deflection devices may be used if improved hydraulic efficiency is required.
- (55) Manholes are to be avoided in road pavements and trafficable areas wherever possible. Typically stormwater drainage systems are to be designed from gully pit to gully pit.
- (56) Precast manholes are acceptable.
- (57) The spacing of manholes is to be in accordance with QUDM.
- (58) Where stormwater manholes are located in major stormwater event flow paths or where the design hydraulic grade line is above the top of the manhole, bolt down manhole covers are required.

### Gully pits and catch pits

- (59) Council will permit the following types of gullies or catchpits (or alternative brands that meet the same specifications):-
  - (a) IPWEAQ Gully with cast iron bicycle-safe grate roadway type, lip in line (Refer IPWEAQ Standard Drawing D-0063); and
  - (b) inlets are to be provided with Max Q bicycle-safe grates only. Fluted grates and concrete filled covers will not be permitted.
- (60) Inlet capacity charts for IPWEAQ are available in QUDM. Designers should use these charts and the appropriate provisions for blockage as set out in QUDM.
- (61) All gullies or catchpits are to be designed so as to be Lip-in-line (Refer IPWEAQ Standard Drawings D-0063 and D-0067), except for “anti-ponding” gullies. The minimum outlet pipe for gullies or catchpits is to be 375mm nominal diameter, except for anti-ponding gullies where a 300mm diameter pipe may be used.
- (62) Allowable flow widths and capacity are as follows:-
  - (a) multilane roads (with more than one lane travelling in one direction) – refers to Section 11.2.2 of the *Queensland Department of Transport and Main Roads - Road Drainage Manual 2010*;
  - (b) sub-arterial roads, trunk collector roads, collector streets and access streets, as defined in Queensland Streets;
  - (c) intersections on State controlled roads and side streets connecting to State controlled roads (up to the end of the auxiliary lanes or tapers leading onto the state-controlled road) – refer to Section 11.2.2 of the *Queensland Department of Transport and Main Roads - Road Drainage Manual 2010*; and
  - (d) other intersections - refer to QUDM.
- (63) None of the requirements outlined in this section reduces the depth requirements stipulated elsewhere in these guides.
- (64) On rural roads the design flows or ponding in the table drain is not to encroach upon the shoulder for the longitudinal or cross drainage.
- (65) For gully pit capture charts, refer to Council's Standard Drawings.

### Field inlets and pipe outlets

- (66) General design:-

- (a) for inlets within or outlets to an overland flow path, the design should generally be in accordance with IPWEA Standard Drawing D-0080. Maintenance and amenity factors should also be considered.
- (67) Field inlets:-
- (a) Council will permit the use of IPWEA Field Inlet Type 1 & 2 (Refer Standard Drawing D0050) or alternatives that meet the same specifications;
  - (b) field inlets (and surcharge pits) are to be designed and constructed in accordance with the above mentioned standard drawing or DTMR equivalent;
  - (c) a 50% blockage factor is to be applied during design calculations. When debris is expected, a raised grated inlet is required with a locking device;
  - (d) further design information, including appropriate bar spacing of the grate is provided in QUDM.
- (68) Pipe outlets:-
- (a) energy dissipaters will generally be required at all outlets to reduce velocity to acceptable levels. Refer to QUDM for permissible velocities;
  - (b) drowned outlets are not to be used without prior approval, except where enclosed drains outlet to a canal;
  - (c) for inlet headwalls where the pipe invert is located below the natural channel invert such that a standard field inlet is not warranted (e.g. the drop is less than the pipe diameter), a masonry “inverted curtain wall” is to be constructed across the headwall apron in preference to stone pitching outside the headwall;
  - (d) refer to *BCC Stormwater Outlets in Parks and Waterways* for design of drop structures and stormwater outlets.

Structural design

- (69) Designers are referred to QUDM for the structural design of the enclosed stormwater network. Further information on pipe, RCBC bedding and backfilling can be gained from IPWEAQ Standard Drawings or State Road Authority equivalent.

**SC6.14.3.6 Design requirements – hydrology and watercourse stability**

Waterway stability management

- (1) Development prevents increased channel bed and bank erosion in watercourses by limiting changes in flow rate and flow duration within receiving waters. This will be achieved by limiting the post-development peak 63% AEP event discharge within the receiving waterway to the pre-development peak 63% AEP discharge.
- (2) The waterway stability objective is only applicable when runoff from the site passes through or drains to natural channels, non-tidal waterways or wetlands as detailed in **Table SC6.14.3B (Triggers for application of waterway stability management objective)**.

**Table SC6.14.3B Triggers for application of waterway stability management objective**

Situation	Application of Waterway Stability Management Objective
Runoff from or within the site does not pass through or drain to natural channels, non-tidal waterways or wetlands	Exempt
Runoff from or within the site passes through or drains to natural channels, non-tidal waterways or wetlands	Apply if development type is not exempt from application of stormwater quality design objectives

- (3) Compliance with this design objective can be demonstrated using design procedures detailed in QUDM.

### Frequent flow management

- (4) Development protects in-stream ecology by maintaining pre-development low flow discharge regimes in accordance with the frequent flow management objective detailed in **Table SC6.14.3C (Frequent flow management objective)**.

**Table SC6.14.3C Frequent flow management objective**

Total fraction impervious of proposed development (%)	Capture and manage the following design run-off capture depth (mm/day) from all impervious surfaces of the proposed development
0-40	At least first 10mm
>40	At least first 15mm

Note—Run-off capture capacity needs to be replenished within 24 hours of the run-off event.

- (5) The frequent flow management objective is only applicable when runoff from the site passes through or drains to natural channels, non-tidal waterways or wetlands as detailed in **Table SC6.14.3D (Triggers for application of frequent flow management objective)**.

**Table SC6.14.3D Triggers for application of frequent flow management objective**

Situation	Application of frequent flow management objective
Runoff from or within the site does not pass through or drain to natural channels, non-tidal waterways or wetlands	Exempt
Runoff from or within the site passes through or drains to natural channels, non-tidal waterways or wetlands	Apply if development type is not exempt from application of stormwater quality design objectives

- (6) Compliance with this design objective can be demonstrated by providing a total stormwater capture volume calculated as follows:-
- (a) capture volume (m<sup>3</sup>) = Impervious area (m<sup>2</sup>) X target design runoff capture depth (m).
- (7) The required capture volume may be incorporated within stormwater quality treatment measures, potentially eliminating the need for separate additional storage to meet the frequent flow management design objective. Since the objective required the capture volume to be available each day, the management system (whether infiltration, evaporation, re-use of discharge via bioretention) must be capable of draining the captured stormwater within 24 hours.
- (8) A complying solution for the frequent flow management objective is inclusion of a bioretention device(s) or constructed stormwater treatment wetland(s) sized to achieve the design objectives for stormwater quality management.

### Peak flow management

- (9) Development prevents increased nuisance flooding and potential flood damage by limiting the post-development peak 50%, 10%, 5% and 1% AEP event discharge within the downstream drainage system and/or receiving waterway to the pre-development peak 50%, 10%, 5% and 1% AEP discharge. Refer to **Table SC6.14.3E (Triggers for application of peak flow management objective)**.

**Table SC6.14.3E Triggers for application of peak flow management objective**

Situation	Application of peak flow management objective
Runoff discharges directly to tidal waterway	Exempt
Downstream major and minor drainage system has been sized to accept unmitigated peak flows from the development within acceptable limits	Exempt
All other development	Apply



- (10) Developments for which compliance with the peak flow management objective is required must determine the volume of detention needed and ensure that the required detention volume is provided in the development design. The objective is to ameliorate the impact of urbanisation as much as possible, and to prevent nuisance flooding and flood damage as best as physically practical.
- (11) The required detention volume for the development is to be calculated through the hydrological routing methods. Using such hydrological routing methods, the detention volume for a sub-catchment can be determined across the development site thus allowing the developer to assign detention requirements between separate basins and/or on-site detention requirements.
- (12) Detention basins:-
- (a) the hydraulic design of detention (dry) and retention (wet) basins is outlined in QUDM and further information is provided in various publications;
  - (b) basins are to be analysed for the entire range of design storms (1% AEP). Design procedures are provided in QUDM;
  - (c) the recommended maximum batter for grassed slopes is to be 1v in 6h and for vegetated batters is to be 1v in 4h;
  - (d) the maximum depth of water in a wet basin, lake or dam less than 0.5ha in area is to be 1.2m during dry weather flows;
  - (e) for detention or dry basins:-
    - (i) the maximum depth of water in the basin is to be 1.2m at 5% AEP flows;
    - (ii) subsoil drainage may be required. However, designs which assist the recharge of groundwater are encouraged, provided that the surface does not remain water-logged for more than a few days;
    - (iii) the relevant site soil conditions will determine if this is possible or necessary; and
    - (iv) low flow provisions are to be catered for. This is to be a minimum of 63% AEP and should be piped between the inlet and outlet structure. The basin floor is to have a minimum grade of 1v in 150h;
  - (f) inlet/outlet weirs:-
    - (i) are to have depth velocity products in line with QUDM. In some cases, a number of smaller outlets may be required, instead of one large outlet. The use of multiple outlets will also reduce the likelihood of system blockage. Multiple outlets may also be necessary when limiting outflow to pre-developed rates; and
    - (ii) should employ appropriate landscaping so as to improve the amenity of the area by screening of inlets and outlet(s). Care must be taken to ensure trees or shrubs used do not affect the hydraulics of the structure or increase the risk of blocking by vegetative matter (i.e. small leafed type vegetation is preferred to broad leafed type);
  - (g) for safety:-
    - (i) signs are to be placed at relevant locations warning of the possible hazards such as water depth, piped inlet suction, major spillway effects; and
    - (ii) downstream effects of spillway usage need to be considered during design; and
  - (h) detention basins are also required to comply with the requirements under the *Water Act (2000)*.

### SC6.14.3.7 Design requirements – stormwater quality

#### Design objectives for stormwater quality management

- (1) Development protects or enhances the environmental values and water quality of receiving waters or buffer areas within or downstream of the site by achieving the design objectives for stormwater quality management specified in **Table SC6.14.3F (Stormwater quality design objectives – operational (post construction) phase of development)** prior to discharge to receiving waters or buffer areas within or downstream of the site.

**Table SC6.14.3F Stormwater quality design objectives – operational (post construction) phase of development**

Pollutant	Minimum reductions in mean annual loads from unmitigated development (%)
Total Suspended Solids (TSS)	80
Total Phosphorous (TP)	60
Total Nitrogen (TN)	45
Gross Pollutants > 5mm	90

- (2) The stormwater quality design objectives are only applicable when required by **Table SC6.14.3G (Triggers for application of stormwater quality design objectives)**. For development where the stormwater quality design objectives are not applicable alternative measures appropriate for the scale of development are outlined.

**Table SC6.14.3G Triggers for application of stormwater quality design objectives**

Development type		Application of stormwater quality design objectives	Alternative management measures required
<b>Dual occupancy</b>		Exempt from WSUD load reduction targets	
<b>MCU for urban purposes other than industrial (refer QUDM)</b>	Lot size < 2500m <sup>2</sup>	Exempt from WSUD load reduction targets	Harvesting and reuse of stormwater (rainwater tanks connected to toilet and for outdoor use) and runoff from impervious areas to be sloped to landscaped areas
	Lot size ≥ 2500m <sup>2</sup>	WSUD load reduction targets apply to the developed portion of the site <sup>1</sup>	
<b>MCU for industrial</b>	Lot size < 850m <sup>2</sup>	Exempt from WSUD load reduction targets	Harvesting and reuse of stormwater (rainwater tanks connected to toilet and for outdoor use) and runoff from impervious areas to be sloped to landscaped areas
	Lot ≥ size 850m	WSUD load reduction targets apply to the developed portion of the site <sup>2</sup>	
<b>Reconfiguring a Lot</b>	Reconfiguring that includes a new road <sup>3</sup>	WSUD load reduction targets apply	
	Reconfiguring that does not include a new road	Exempt from WSUD load reduction targets	Harvesting and reuse of stormwater (rainwater tanks). Protect vegetated buffers to waterways

Notes –

1. Sparse or distributed sites (e.g. cabins spread over a site) are exempt from WSUD targets.
2. For sites between 850m<sup>2</sup> and 2500m<sup>2</sup>, the WSUD load reduction targets only apply if it is reasonable to extend the existing piping system to the site. The calculation to determine a reasonable extension is: reasonable length of pipe (m) = site area (m<sup>2</sup>)/50.
3. For rural residential/rural reconfigurations with lot sizes greater than 3,000m<sup>2</sup>, see alternative management measures for stormwater quality management (refer SC6.14.3.7(8)).

Complying solutions for stormwater quality management

- (3) For certain types of development for which application of stormwater quality design objectives is required, deemed to comply solutions will be accepted. The deemed to comply solutions and developments for which they are applicable are detailed in the latest version of the *Water by Design Bioretention Technical Design Guideline*.

- (4) The deemed to comply solutions remove the need to undertake detailed modelling to size the stormwater quality treatment measures. Preparation of a flood and stormwater management plan is still required.

Alternative management measures for stormwater quality management

- (5) Alternative management measures for stormwater quality management are applicable when, in accordance with **Table SC6.14.3F (Stormwater quality design objectives – operational (post construction) phase of development)**, the development is exempt for complying with stormwater quality design objectives.
- (6) For MCU (multiple dwelling, commercial, industrial) development with greater than 25% of site impervious:-
- (a) a minimum of 80% of roof area is to be connected to a rainwater tank in accordance with **Section SC6.14.3.7 (Design requirements – stormwater quality)**. Tank capacity is to be not less than 15 litres per square metre of total roof area and for external use, washing machine and toilet flushing only; and
  - (b) where not precluded by site conditions (steep slopes, inability to achieve free draining outlet) achieve stormwater quality design objectives.
- (7) For MCU (multiple dwelling, commercial, industrial) development with less than 25% of site impervious and sparse:-
- (a) a minimum of 80% of roof area connected to a rainwater tank in accordance with **Section SC6.14.3.7 (Design requirements – stormwater quality)**. Tank capacity not less than 15 litres per square metre of total roof area. Tank to supply external use, washing machine and toilet flushing only;
  - (b) where not precluded by site conditions (inability to separate road runoff from site runoff) achieve stormwater quality design objectives for road runoff;
  - (c) reduce as far as practicable directly connected impervious area by using a combination of stormwater harvesting, vegetated swales and buffers, and infiltration systems. The proposed stormwater management strategy should ensure that no impervious area runoff discharges from the site without appropriate treatment;
  - (d) locate all drainage lines with catchment area greater than 1 hectare within drainage easement and re-vegetate the area of drainage easement to provide vegetated buffer to drainage line. Minimum width of drainage easement to extend 4.0m either side of centre of drainage line; and
  - (e) locate all areas subject to flooding during a 1% AEP flood event within drainage easement and re-vegetate the area of drainage easement to provide vegetated buffer to waterway.
- (8) For REC with proposed lot sizes greater than 3,000m<sup>2</sup> and no internal road:-
- (a) locate all drainage lines with catchment area greater than 1 hectare within drainage easement and re-vegetate the area of drainage easement to provide vegetated buffer to drainage line. Minimum width of drainage easement to extend 4.0m either side of centre of drainage line; and
  - (b) locate all areas subject to flooding during a 1% AEP flood event within drainage easement and re-vegetate the area of drainage easement to provide vegetated buffer to waterway.
- (9) For REC with proposed lot sizes greater than 3000m<sup>2</sup> with internal road:-
- (a) where not precluded by site conditions (inability to separate road runoff from site runoff) achieve stormwater quality design objectives for road runoff;
  - (b) locate all drainage lines with catchment area greater than 1 hectare within drainage easement and re-vegetate the area of drainage easement to provide vegetated buffer to drainage line. Minimum width of drainage easement to extend 4.0m either side of centre of drainage line; and
  - (c) locate all areas subject to flooding during a 1% AEP flood event within drainage easement and re-vegetate the area of drainage easement to provide vegetated buffer to waterway.

### Stormwater quality treatment measures

- (10) CWBs including ponds and lakes are not to be used as stormwater quality treatment measures.
- (11) Source controls such as education, street sweeping and rubbish bins are not considered as stormwater quality treatment measures. Education relates to engendering a social and cultural shift in the attitudes and practices of the community. It is important to note that these source controls are critical to improving stormwater quality, but they cannot be considered as stormwater quality treatment measures to achieve required stormwater quality design objectives.
- (12) Cleanout or maintenance will need to utilise plant and equipment currently in use by Council. The contributed assets are to be designed and constructed so that they can be maintained and operated without specialised equipment that is not currently available to Council's maintenance operations.
- (13) Detailed life cycle costing is required for the entire treatment train system with particular reference to replacement costs of asset parts such as filter media. Treatment systems dedicated to Council as public assets must be designed to minimize maintenance, renewal and adaption costs and the requirement for specialised equipment, materials or maintenance techniques.
- (14) Treatment systems that use natural processes and materials shall be used whenever practicable to enhance biodiversity and landscape benefits.
- (15) Treatment systems are to be designed to eliminate or minimise health, safety and aesthetic hazards.
- (16) Where the maintenance will be carried out by a body corporate the maintenance requirements for the stormwater quality treatment system shall be included within the community titles scheme. The maintenance requirements are to include:-
  - (a) a plan showing the location of the individual components of the system;
  - (b) manufacturer's data and product information sheets for any proprietary devices;
  - (c) location of inspection and monitoring points shown clearly on the plan;
  - (d) a schedule or timetable for the proposed regular inspection, maintenance and monitoring of the devices; and
  - (e) all inspection, maintenance and monitoring requirements are to be fully costed.

### Water sensitive urban design stormwater quality treatment measures

- (17) Conceptual design of water sensitive urban design treatment measures is to be undertaken in accordance with the *Healthy Waterways Water by Design - Concept Design Guidelines for Water Sensitive Urban Design* (2009).
- (18) Detailed design of water sensitive urban design treatment measures is to be undertaken in accordance with:-
  - (a) the latest version of the *Water by Design Bioretention Technical Design Guideline*;
  - (b) IPWEQA Standard Drawings WSUD – 001 to WSUD – 012; and
  - (c) specific Council requirements detailed in this planning scheme policy.
- (19) Safety is to be addressed in the design of all stormwater quality treatment measures without the need for fencing.
- (20) Swales:-
  - (a) for roadside application, when providing access across the footpath to a residential lot, the swale shall be shaped to suit a driveway for travel by a standard car with the necessary clearances. Pipe crossings are not to be located in the swale. The driveway is to be constructed prior to acceptance of the swale "on maintenance";
  - (b) swales are to be designed to ensure that the depth-velocity limit of 0.4m<sup>2</sup>/s is not exceeded for all flows up to the major flow event (or in the case of inter-allotment drainage, the design event as defined above);

- (c) alongside roadway pavements, the swales must be sized so that the water level in the swale during the 39% AEP event is below the base of the roadway pavement (typically in the order of 300mm below the roadway surface); and
  - (d) alternative systems (involving, say, impermeable membranes separating the swale from the pavement) may be considered if it can be demonstrated that these flows will be prevented from seeping into the pavement.
- (21) Bioretention systems:-
- (a) all bioretention systems are required to achieve the following minimum design objectives:-
    - (i) bioretention with saturated zone is not used;
    - (ii) all bioretention systems are provided with a subsurface drainage system irrespective of the hydraulic conductivity of the underlying soils;
    - (iii) subsoil pipes are to be minimum 100mm diameter upvc pipe and slotted pipe is to be proprietary manufactured product not slotted on site;
    - (iv) all bioretention devices with the exception of roadside at source devices are provided with an overflow pit;
    - (v) bioretention devices treating catchments >0.5ha are provided with pre-treatment incorporating either a swale or coarse sediment forebay or GPT if high gross pollutant load;
    - (vi) bioretention devices treating catchments >5ha are provided with pre-treatment incorporating either a sediment basin or sediment basin and GPT if high gross pollutant load; and
    - (vii) do not conflict with other infrastructure including minimum offsets to underground services;
  - (b) bioretention swales are required to achieve the same minimum design objectives as conventional swales;
  - (c) roadside at source bioretention devices are required to achieve the following minimum design objectives:-
    - (i) allow for unimpeded access for pedestrians along the road reserve;
    - (ii) not cause any ponding to extend onto the road pavement when ponding is at the top of the extended detention depth;
    - (iii) filter media must be offset a minimum of 1.0m from the kerb line;
    - (iv) minimum width of 1.5m;
    - (v) driveways either side of the bioretention device must be constructed as part of operational works; and
    - (vi) to not be reliant on safety fencing to address safety risks;
  - (d) bioretention tree pits are required to achieve the following minimum design objectives:-
    - (i) allow for unimpeded access for pedestrians along the road reserve;
    - (ii) only implemented in high density urban and constrained environments where required to achieve streetscape requirements;
    - (iii) to not be reliant on safety fencing to address safety risks;
    - (iv) to have sufficient depth to prevent tree roots from entering the subsurface pipes;
    - (v) to include measures to protect the road pavement from tree roots and seepage from the tree pits;
    - (vi) minimum filter media depth of 0.8m; and
    - (vii) maximum of 1 tree per 20m<sup>2</sup> of filter media;
  - (e) landscaping for bioretention basins is to include a mixture of the following species for planting in the bioretention basin batters at a suitable density and ensuring the species that are taller and/ or have longer denser leaf growth are planted towards the top of the batter (e.g. *Lomandra* and *Ghania*) to minimise shading to the treatment area):-
    - (i) *Carex appressa*;
    - (ii) *Ficinia nodosa*;

- (iii) *Juncus usitatis*;
  - (iv) *Lomandra longifolia*;
  - (v) *Ghania sieberiana*;
  - (vi) *Banksia robur*;
  - (vii) *Dianella brevipedunculata*;
  - (viii) *Themada triandra*;
  - (ix) *Cymbopogon refractus*;
  - (x) *Melaleuca thymifolia*;
  - (xi) *Nandina domestica*; and
  - (xii) *Acmena Allyn Magic*.
- (f) where landscaping/garden beds are proposed adjacent to the bioretention basin, a 900mm deep root barrier is to be installed to the interface between the landscape/garden area and the bioretention basin; and
- (g) mulch to be provided in accordance with the *Water by Design Construction and Establishment Guidelines* Section 3.6.4 Mulching.
- (22) Wetlands:-
- (a) All wetland systems are required to achieve the following minimum design objectives:-
    - (i) due to wet summers experienced on the Sunshine Coast maximum notional detention time of 48 hours.
- (23) Sediment basins:-
- (a) sediment basins are to be used to pre-treat stormwater prior to entering wetlands or large bioretention systems;
  - (b) sediment basins are to be designed in accordance with HWP Guidelines and shall not be either undersized or oversized for the catchment area draining to the basin; and
  - (c) all sediment basins are required to achieve the following minimum design objectives:-
    - (i) sized according to the 63% AEP design operation flow;
    - (ii) sized to capture a target particle size of 0.125mm; and
    - (iii) sediment storage volume sized for 5 year clean out frequency.
- (24) Infiltration systems:-
- (a) generally, infiltration systems are used where stormwater discharge is to a natural system and groundwater recharge and maintaining pre-development runoff volume is required. Stormwater quality design objectives shall be achieved prior to stormwater entering an infiltration device; and
  - (b) to address health, safety and aesthetic hazards infiltration systems shall be designed without any extended detention depth.
- (25) Sand filters:-
- (a) sand filters operate in a similar way to bioretention systems, with the exception that stormwater passes through a filter media (typically sand) that has no vegetation growing on the surface. The absence of vegetation and the associated biologically active soil layer typically created around the root zone of vegetation planted in bioretention systems means sand filters have an increased maintenance requirement and reduced stormwater treatment performance compared to bioretention systems;
  - (b) sand filters shall only be considered for re-development situations where the surrounding urban environment is already developed and site conditions limit the use of bioretention systems; and
  - (c) all sand filters are required to achieve the minimum design objectives.

Proprietary stormwater quality treatment measures

- (26) General:-

- (a) pollutant reduction performance testing is required for all proprietary stormwater quality treatment measures. The testing is to include the following as a minimum:-
  - (i) pollutant reduction performance independently verified using methods to suit conditions within the Sunshine Coast Council area;
  - (ii) performance under dry weather flows;
  - (iii) maintenance frequency representative of current practice;
  - (iv) performance under high flows;
  - (v) testing undertaken of inflow and outflow concentrations over a range of flow rates including the design flow rate, below design flow rate and above design flow rate;
  - (vi) analysis of retained pollutants for GPT when maintenance is due to confirm which pollutants have been retained; and
  - (vii) testing of media for media filtration systems when replacement of media is due to confirm which pollutants have been retained.
  
- (27) Media filtration systems are to be designed and installed in accordance with the manufacturer's guidelines.
  
- (28) Porous pavements:-
  - (a) porous pavement is only to be used to treat stormwater which falls directly onto the porous pavement. Areas of porous pavement do not require any further stormwater quality treatment;
  - (b) porous pavement is designed such that it achieves the same engineering requirements as conventional pavement; and
  - (c) porous pavement is to be provided in car parks and adjacent to mature/existing trees where surrounding hard surfaces do not allow adequate conditions for reasonable growth.
  
- (29) Gross pollutant trap (GPT):-
  - (a) GPTs function to trap gross pollutants (i.e. litter, general garden waste etc.) and coarse sediments (approximately greater than 2mm diameter).
  - (b) GPTs are used as part of the pre-treatment within the overall treatment system in areas where there is a high gross pollutant load (commercial, industrial and high density urban). Low and medium density residential development is typically characterised by low anthropogenic gross pollutants loads and do not require GPTs. GPTs can also be used in existing enclosed minor stormwater systems, where there is sufficient hydraulic capacity for the installation.
  - (c) GPTs are not used for the removal of:-
    - (i) pollutants/fine sediments that are less than 2 mm;
    - (ii) colloidal material;
    - (iii) dissolved chemical pollutants;
    - (iv) nutrients; or
    - (v) hydrocarbons (including oil and grease).
  - (d) GPTs are to be designed and constructed so that:-
    - (i) the GPT can be located in an accessible location (not in swampy areas, at the bottom of embankments or other inaccessible locations);
    - (ii) the GPT is not located near electrical equipment or where a voltaic cell can occur;
    - (iii) the GPT can be fitted with a suitably designed lockable access cover approved by Council that prevent entry of unauthorised persons;
    - (iv) re-suspension of captured pollutants during flows in excess of the SQID design event is prevented;
    - (v) a minimum of 90 percent of pollutants re-suspended by back flushing is recaptured;
    - (vi) grills/mesh have a self-cleansing mechanism to prevent blockage;

- (vii) the GPT does not create surcharge at the pit/manhole immediately upstream of the GPT, unless there is an acceptable overland flowpath or high flow bypass;
  - (viii) the GPT can be suitably located in public road, park or drainage reserve;
  - (ix) the GPT can be hydraulically isolated during cleanout;
  - (x) when located in areas where tidal backflow is present, the downstream drain includes provision of a tide gate to prevent tidal inflow; and
  - (xi) any proprietary products are to be designed and installed in accordance with the manufacturer's guidelines;and
- (e) it is preferred that GPTs are located adjacent to a sewer access point, so that any water that collects in the GPT can be pumped directly to the sewer as trade waste.
- (30) Gully pit GPTs:-
- (a) gully pit GPTs are used as part of the pre-treatment within the overall treatment system in areas where enclosed minor stormwater systems (that is, piped drainage systems) are installed. Gully pit GPTs can also be used in existing enclosed minor stormwater systems, where there is sufficient hydraulic capacity for the installation;
  - (b) the gully pit GPT should not be used in retrofit situations where the existing systems inlet capacity is insufficient for the major stormwater system to take the events greater than the minor enclosed stormwater system (i.e. if there is no overland flowpath from a trapped sag gully);
  - (c) gully pit GPTs are to be designed and constructed so that:-
    - (i) gross pollutants for the SQID design event are captured prior to entry to the minor stormwater system;
    - (ii) sufficient overflow capacity is provided so that the minor storm event enters the minor stormwater system when the gully pit GPT is fully blocked. In certain circumstances, this will mean that additional gully pits will need to be installed;
    - (iii) any proprietary products are designed and installed in accordance with the manufacturer's guidelines;
    - (iv) the pollutant collection chamber is free draining to prevent anaerobic decomposition of collected matter. Anaerobic decomposition may be a source of odour and polluted leachate; and
    - (v) the grates of the gully pit GPT are to be lockable such that a member of the public cannot access the pollutant collection chamber, but so that:-
      - (A) Council maintenance crews can easily clean utilising a vacuum truck or a vacuum street cleaner; and
      - (B) for work, health and safety reasons manual lifting or cleaning of gully pit GPTs can be minimised through appropriate design and development.
- (31) Grease and grit separators:-
- (a) oil and grit separators are intended to remove the bulk of hydrocarbons and grit flushed from commercial areas, industrial areas, carparks and other land uses where oil spills may potentially occur or where hydrocarbons and sediment can accumulate;
  - (b) land uses where oil spills may potentially occur are to have a spill containment system which is separate to the stormwater system;
  - (c) oil and grit separators are not accepted as Council assets but may be used as part of a private stormwater treatment system;
  - (d) key issues involved with the implementation of oil, grease and grit separators include:-
    - (i) limited removal of fine sediments or soluble pollutants;
    - (ii) potential re-suspension of sediments and/or entrainment of floating oil with turbulence;
    - (iii) trapped debris is likely to have high concentrations of pollutants, possibly toxicants;
    - (iv) potential safety hazard to maintenance personnel;
    - (v) require frequent maintenance to provide continued performance;
    - (vi) potential release of nutrients and heavy metals from sediments;
    - (vii) total suspended solids minimum 85% removal efficiency at 150µm;
    - (viii) oil removal based on specific gravity of 0.82 – 0.87: >95%;
    - (ix) installation of units is to be performed in strict accordance with the manufacturer recommendations and specifications;



- (x) the installation of the device must account for prevailing soil pressures and must be designed to prevent hydrostatic uplift when the water table is at or close to the ground surface; and
  - (xi) the installation must be designed to prevent damage by vandals;
- (e) a range of devices are commercially available for installation in appropriate situations. A list of these devices can be supplied on request.
  - (f) maintenance requirements for oil and grit separators are regularly cleaned out and removed to appropriate disposal points.
  - (g) Council requires that discharges from these traps including overflows are diverted to wastewater treatment facilities under a trade waste permit or to a holding tank;
  - (h) oil and grease separators are not suitable for the removal of dissolved or emulsified oils and pollutants such as coolants, soluble lubricants, glycols and alcohols. There is significant risk of re-suspension of accumulated sediments during heavy storm events. Accordingly, Council requires that oil and grease separator units be installed off line with a high flow by-pass.

### SC6.14.3.8 Design requirements – stormwater harvesting and reuse

- (1) The following documents provide design requirements with respect to stormwater harvesting and reuse systems:-
  - (a) *HWP Water by Design - Stormwater Harvesting Guidelines* (2011); and
  - (b) *Queensland Development Code* Mandatory Part 4.2 & 4.3.
- (2) For systems that are to be dedicated to Council as public assets it is to be demonstrated that there is an overriding community benefit resulting from the stormwater harvesting system. A detailed operations and maintenance budget is required to be prepared for the project life and financial assurances must be in place to operate and maintain the system for the project life.
- (3) Private stormwater harvesting schemes may be implemented at the applicant's discretion as part of achieving the outcomes of the **Stormwater management code**. However, there are no specific requirements mandating use of these systems or specific stormwater capture and reuse targets.

### SC6.14.3.9 Stormwater management plans

- (1) This section sets out the information requirements for Council to assess the development application in the context of the development design standards and in reference to the planning scheme codes. Hydraulic and flooding issues that affect a development site are considered to be a constraint for the site, and consequently the submission of a report addressing concerns of flooding needs to be submitted in response to the codes at REC and/or MCU stage and not left to be addressed at OPW stage.
- (2) Stormwater Management Plans (SWMP) are required to document how the development will achieve the Acceptable Outcomes of the codes. The core principle in preparing a SWMP is to provide all the necessary information for Council to be able to make a decision. The detail required with a SWMP may differ for the various types of development applications.
- (3) SWMPs may not be approved by Council if they incorporate open drains that will demand considerable maintenance, will be difficult to maintain, or utilise specialised equipment or if other alternatives are physically possible. Background information and design approach are provided in the QUDM.
- (4) Stormwater runoff water quality controls and best management practices are to consider whole of life costs prior to adoption. A management plan or proposed maintenance schedule is to be supplied to Council for these facilities.
- (5) The site development requirements set out in **Section SC6.14.3.5 (Design requirements – stormwater drainage)** are to apply in all cases.
- (6) Where a SWMP is required for a development the following information must be included:-
  - (a) a plan or plans at a scale of 1:200, 1:500 or 1:1000 showing:-

- (i) site location;
  - (ii) existing contours at sufficient intervals to adequately define general drainage paths, catchment boundaries and estimated 1% AEP flood contours for local area and regional flood plans;
  - (iii) physical improvements on the site;
  - (iv) location, dimensions, elevations and details of the stormwater network and any stormwater quality management devices;
  - (v) location of proposed stormwater discharge point(s) from the site, both during construction and following completion of the development;
  - (vi) location and size of any proposed land disturbance works in relation to existing stormwater corridors, or proposed stormwater network or facility;
  - (vii) any proposed natural channel designs, including incorporation of existing natural vegetation;
  - (viii) any proposed easements or reserves internal or external to the site;
  - (ix) details, including location and sizing, of any proposed detention/retention storages, including on-site detention schemes; and
  - (x) details of proposed stormwater and/or wastewater recycling scheme, including water balance calculations;
- (b) supporting information including:-
- (i) description of how stormwater runoff is to be managed for the entire site, whether or not a staged development is proposed. This may include a flood study on any relevant watercourse;
  - (ii) description of the topographic, vegetative and soil conditions for the site;
  - (iii) description of the adjacent properties (in particular, the upstream catchment and the downstream receiving properties) and any existing structures, buildings, stormwater infrastructure or improvements located on these properties;
  - (iv) a letter of approval from the adjacent (or downstream) property owner(s) accepting that the development proposes to discharge an altered or concentrated flow of stormwater runoff onto their property. Failing this, stormwater flows must be kept to pre-developed runoff peak rates and overall catchment response, or else the development will not be permitted to proceed;
  - (v) description of the method used in selection of soil erosion and sediment control measures for the development and commencement and completion dates of any stages; and
  - (vi) sufficient engineering detail to demonstrate that the proposed infrastructure meets the requirements of design;
- (c) depending on the nature of the development application, the following additional information to that described in (a) and (b) above may be required:
- (i) plans to include:-
    - (A) the enclosed stormwater system (shown on plan, long section, watershed and details);
    - (B) construction and design details for structural controls. These should generally be in accordance with information provided by the IPWEAQ Standard Drawings – Drainage Section;
    - (C) detailed modeling on the determination of detention/retention requirements for the site; and
    - (D) longitudinal and cross sections of the open stormwater system including natural watercourses are to be provided;
  - (ii) additional supporting information may include:-
    - (A) all calculations needed to design the system and associated structures, including pre and post development velocities and peak rates of discharge of stormwater runoff at all existing and proposed points of discharge from the site;
    - (B) inflow and outflow hydrographs for all stormwater retarding facilities;
    - (C) the expected timing of flood peaks through the downstream stormwater system to be assessed when planning the use of retarding facilities;
    - (D) in determining downstream effects from the stormwater system and stormwater quality management facilities of the development, hydrological-hydraulic engineering studies are to extend downstream to a point where the proposed development represents less than 10% of the total catchment;
    - (E) if the SWMP and/or design report indicates that there may be a stormwater or flooding problem at the exit from the proposed development or at any location between the exit point and the point downstream where the

development represents less than 10% of the total catchment, Council may require:-

1. water surface profiles plotted for the conditions of pre and post development for the minor system design event;
  2. water surface profiles plotted for the conditions of pre and post development for the major system design event;
  3. elevations of all structures potentially damaged by the minor and/or major system design event flows; and
  4. roughness factors (n) used for the main channel and overbank areas of the stormwater system including natural waterways is to be shown on the longitudinal and cross sections. Photographic reference is also to be provided to assist the maintenance of the vegetation to ensure the roughness factor is maintained to prevent flooding from overgrown drainage systems and natural waterways;
- (F) analysis of all stormwater management facilities and all major portions of the conveyance system through the proposed development (that is, channels, culverts and the like), using the minor and major system design events and for design conditions and operating conditions which can reasonably be expected during the life of the facility;
- (G) designation of all easements needed for inspection and maintenance of the stormwater system and stormwater management facilities;
- (H) evidence that upstream and/or adjacent flood levels will not be aggravated;
- (I) evidence that the existing downstream stormwater network will adequately cater for the altered stormwater runoff conditions (if any);
- (J) geotechnical advice on the stability of any basin or dam wall and any soft-lined batters steeper than 1(v) in 2.5(h) and greater than 2.0m deep;
- (K) the estimated 1% AEP flood contours for all flows on natural stormwater corridors, designed channels or overland flowpaths;
- (L) details, including hydrological, hydraulic and structural, of any interim stormwater requirements for staged subdivisions or developments; and
- (M) all model files are to be submitted electronically accompanying the written report.

#### Stormwater quality requirements

- (7) While under-treatment which achieves less than the targets is an acceptable compromise for a particular sub-catchment (on the basis that overall the targets are met), no treatment at all for a sub-catchment is not acceptable. If under-treatment or no treatment is proposed for an area, then compelling justification of why the constraints prevent this is required.

#### Stormwater quality modelling

- (8) Stormwater quality modelling must be undertaken in accordance with the HWP Water by Design MUSIC Modelling Guidelines.
- (9) The performance of the MUSIC Version 5 bioretention treatment node is heavily dependent on the Total Nitrogen (TN) and orthophosphate content of the filter media. TN and orthophosphate concentrations of the filter media is to be representative of the TN and orthophosphate concentrations of the filter media over the design life of the filter media. Test results are to be submitted to support the TN and orthophosphate concentrations of the filter media used. Alternatively the MUSIC V3 treatment node may be used without submitting any test results.

#### Hydrological requirements

- (10) Design flows are to be determined assuming the catchment is fully developed. Catchment development is to be in accordance with the appropriate stormwater management plan or catchment management plan in the first instance or in areas where these do not exist, the planning scheme.
- (11) Council specific information is to be used to determine catchment responses.
- (12) For major/minor stormwater system requirements refer to QUDM. A minor road in the Council area is defined as one with < 3000 AADT while a major road is defined as having > 3000 AADT.
- (13) QUDM presents the concept of major system and minor system design. It presents appropriate AEPs and notes that a local authority may vary the design AEPs to suit local conditions.
- (14) The boundaries of catchments and sub-catchments are to be determined in accordance with QUDM. Council has additional information within its GIS system to assist in the determination of

catchment and sub-catchment areas. Boundaries should be verified by site inspection and certified as correct.

- (15) For urban catchments, the coefficient of runoff will be determined in accordance with **Table SC6.14.3H (C<sub>10</sub> vs development category)**.

**Table SC6.14.3H C<sub>10</sub> vs development category**

Development Category	C <sub>10</sub>	f <sub>i</sub>
Central business	0.90	1.00
Commercial and industrial	0.88	0.90
Significant paved areas e.g. roads and carparks	0.88	0.90
Urban residential - High density	0.88	0.90
Urban residential - Low density (including roads)		
Average lot		
< 450m <sup>2</sup>	0.86	0.80
≥ 450m <sup>2</sup> and < 650 m <sup>2</sup>	0.82	0.60
≥ 650 m <sup>2</sup>	0.76	0.30
Urban residential - Low density (excluding roads)		
Average lot		
< 450m <sup>2</sup>	0.86	0.80
≥ 450m <sup>2</sup> and < 650 m <sup>2</sup>	0.81	0.55
≥ 650 m <sup>2</sup>	0.75	0.25
Rural or Rural residential	0.74	0.20
Open space and parks, etc.	0.70	0.00

- (16) For developments that include rural or bushland catchment areas, the Queensland DTMR Road Drainage Design Manual section 3.5.3.3 Table 3.5 is to be used in determining the coefficient of runoff.

- (17) Time of concentration for urban catchments:-

- (a) is to be calculated in accordance with QUDM;
- (b) where inlets are applied, the standard inlet times (QUDM) will be applied for urban areas, except where approval is given to utilise other methods. The average slopes referred to are the slopes along the predominant flow paths for the catchment in its developed state; and
- (c) the kinematic wave and the Bransby-Williams equations are not to be used. The time of concentration must take due account of partial area effects in accordance with QUDM, particularly where there is open space within a residential area or for developments with significant directly connected impervious areas.

- (18) Time of concentration for rural catchments is to be calculated in accordance with the Queensland DTMR Road Drainage Design Manual section 3.5.3.2.

#### Hydrological modelling

- (19) The catchment is to be modelled using a hydrological modelling package. The applicant will be required to justify to Council the advantages of any particular model chosen for the analysis. The applicant will need to demonstrate to Council's satisfaction that the chosen software is suitable to model all open channel components within the catchment. (Council requires the choice of model to be an off-the-shelf item, standard software, such that Council can access the model data in future through the purchase of its own software).
- (20) The model network should include all major stormwater and waterways in the catchment and is to take into account the physical characteristics of the catchment and waterways for all cases assessed. The sub-catchment areas need to be confirmed to best represent flow estimates at critical locations.
- (21) Comparison of the computed peak flows (hydrological model) against the Rational Method is required. Availability of recorded flood level information for calibration purposes is to be determined and is the responsibility of the applicant. Where no recorded flood level information is available, a Rational Method check will be used to confirm estimated discharges at key locations throughout the catchment.

- (22) Determination and assessment of the peak discharges for the 39%, 18%, 10%, 5%, 1%, 0.5%, 0.2% AEP and PMF events under existing and defined development conditions is required. Council may relax the required AEP year events to be modelled dependent on the scale and type of development. These peak flows should be calculated at all critical locations to allow assessment on the impact of future developments.
- (23) The applicant is required to ensure the hydrological model is detailed enough for use in conjunction with the Rational Method to calculate the design peak discharge for the assessment of minor or local piped stormwater systems.
- (24) The applicant is required to state all assumptions and justify the adoption of all parameters used in the modelling process as part of the detailed design component of the development application phase.

#### Hydraulic requirements

- (25) A detailed hydraulic grade line (HGL) is required for the analysis of the enclosed and open drainage system (refer to QUDM for details).
- (26) Stormwater networks, both open and closed, servicing catchments having sub-catchments with varying AEPs (e.g. a stormwater network servicing a roadway with 10% AEP with an abutting residential subdivision with a 39% AEP) are to comply with the following:-
  - (a) the whole network is to be analysed for each AEP within the catchment. In the above example this means that the 39% AEP sub-catchment would have a 10% AEP rainfall intensity applied to it so that the HGL can be proved for the 10% AEP area and the 10% AEP sub-catchment would have a 39% AEP rainfall intensity applied to it;
  - (b) surcharge bypass from the lower AEP sub-network during the greater AEP analysis is to be taken into consideration;
  - (c) separate catchment calculation tables are to be provided for each of the AEPs;
  - (d) HGLs and tailwater levels are to be shown for each AEP on the long sections; and
  - (e) hydraulic grades levels are to be shown for each AEP on the cross sections of open stormwater networks.
- (27) All hydrologic and hydraulic calculations for major watercourses or creeks for the purpose of determining ultimate flood levels and development and flood levels are based on:-
  - (a) 1% AEP flows for a fully developed catchment. The effects of lesser flows are to be investigated; and
  - (b) a fully vegetated waterway corridor using a Manning's n of 0.15, unless the scope of full vegetation is not possible due to an unacceptable increase in flood levels. The restricted vegetation areas are usually identified in available Council studies such as stormwater management plans, waterway management plans and flood studies. In general, the planting of trees and shrubs impedes the passage of flow, thereby leading to increased flood levels. The high vegetal roughness coefficient allows for generally unrestricted planting of vegetation.

#### Hydraulic modelling

- (28) The purpose of the hydraulic model is to assess existing stormwater systems, determine flood levels, and design mitigation options to minimise the impact of future developments on flooding and the environment.
- (29) The hydraulic modelling is to include analysis of the complete piped system and all open stormwater components.
- (30) The model should incorporate all relevant hydraulic structures and physical constraints including culverts and bridges.
- (31) A sensitivity analysis should be undertaken to verify the adopted flood level parameters of the model when historical flood levels have not been recorded, or are unavailable for the catchment.

- (32) Determination and assessment of flood levels along the main waterways for the 39%, 18%, 10%, 5%, 1%, 0.5%, 0.2% AEP and PMF design events under existing and defined development conditions is required. Council may relax the required AEP year events to be modelled, dependent on the scale and type of development.
- (33) Depending on development location the hydrological and hydraulic models are to produce comparable peak discharges with similar timing for the same event at all locations, so that the information from the hydrological model can be utilised for Council flood warning systems in the future.
- (34) A hydraulic analysis of the complete piped stormwater network should be undertaken, and shall include the existing network to receiving waters and other hydraulic control.

As-constructed information

- (35) As-constructed information for all contributed assets is to provide an accurate capture of the condition and construction of the asset.
- (36) As-constructed information is to be provided to Council in accordance with **Section SC6.14.11 (Specifications and construction)** of this planning scheme policy. The following information is to be supplied:-
  - (a) the as-constructed survey of the final location and levels to AHD of all elements of the following:-
    - (i) stormwater management system(s);
    - (ii) stormwater network(s);
    - (iii) inter-allotment stormwater system(s);
    - (iv) water harvesting system(s); and
    - (v) rehabilitated or constructed natural channel(s); and
  - (b) any changes that were made to the design during the construction process (i.e. size of facilities, materials used, additions to or elimination of facilities); and any variation between the original plans and specifications and the final installed facilities.

**SC6.14.3.10 Guidelines**

For the purpose of achieving compliance with this section of the planning scheme policy, the following are relevant guidelines:-

- (a) *Queensland Urban Drainage Manual (QUDM) Vol. 1 Second Edition (2007);*
- (b) *Road - Drainage Manual (Queensland Department of Transport and Main Roads, 2010);*
- (c) *Australian Rainfall and Run-off (ARR);*
- (d) *ADAC – Asset Design & As Constructed;*
- (e) Aus-Spec Specifications;
- (f) Institute of Public Works Engineering Australia (IPWEA) Standard Drawings;
- (g) Institute of Municipal Engineering Australia Queensland (IMEAQ) Standard Drawings;
- (h) Brisbane City Council Guidelines:-
  - (i) *Natural Channel Design Guidelines;* and
  - (ii) *Stormwater Outlets in Parks and Waterways;*
- (i) South East Queensland Healthy Waterways Partnership Publications, including:-
  - (i) *Concept Design Guidelines for Water Sensitive Urban Design;*
  - (ii) *MUSIC Modeling Guidelines;*
  - (iii) *Water Sensitive Urban Design Technical Design Guidelines for South East Queensland;* and
  - (iv) *WSUD Deemed to Comply Solutions for South East Queensland.*

Note—relevant guideline documents in existence or available over the life time of this planning scheme policy should be referenced and used where appropriate. The above list is not exhaustive and the use of locally based guidelines by a recognised authority or agency would take preference to those developed regionally or nationally.

## SC6.14.4 Water supply infrastructure

### SC6.14.4.1 Purpose

The purpose of this section of the **Planning scheme policy for development works** is to provide guidance on standards applying where potable water is to be provided for development.

### SC6.14.4.2 Application

- (1) Council through Unitywater (a business jointly owned by the Council and Moreton Bay Council) provides reticulated water to the region.
- (2) The Level of Service Impact Assessment Specification is the framework by which Unitywater may require information to assess development applications, due diligence requests or other information that may impact upon Unitywater's ability to achieve the desired standard of service (DSS) for customers as defined in Unitywater's current water supply and sewerage growth management strategies.
- (3) The specification sets out information requirements essential to assess the existing and future effects on the performance and capacity of water assets including the identification of infrastructure needs, costs and timings associated with deviation from population assumptions/sequencing underpinning Unitywater's current long term infrastructure planning.

### SC6.14.4.3 Standard drawings

- (1) The *Water Supply Code of Australia* WSA 03-2002 drawings detail a number of infrastructure options and arrangements. A number of these options are not compatible with current Unitywater practice. The acceptance, modification or deletion of the WSA drawings is set out in **Table SC6.14.4A** below.

**Table SC6.14.4A WSA drawing numbers**

WSAA Drawing Numbers	Status	Remarks
WAT-1100	Not adopted	Use SCW 385 – drawing under development
WAT-1101	Not adopted	Use SCW 380 – drawing under development
WAT-1102	Adopted	Valve to be directly off tee
WAT-1103	Adopted	Valve to be directly off tee
WAT-1104	Adopted	1.) 63 OD PE water mains in cul de sac heads only. 2.) 63 OD PE water mains to be looped using entire head of Cul de sac.
WAT-1105	Adopted	
WAT-1106	Not adopted	Use SCW 350, MWD 355 and SCW 360.
WAT-1107	Not adopted	Use SCW 355
WAT-1108	Not adopted	Use SCW 360
WAT-1109	Not adopted	Use SCW 350
WAT-1200	Adopted	
WAT 1201	Adopted	
WAT-1202	Adopted	
WAT-1203	Adopted	
WAT-1204	Adopted	
WAT-1205	Adopted	
WAT-1206	Not Adopted	
WAT-1207	Adopted	Hydrant tees are to be restrained in accordance with socketed valve restraints.
WAT-1208	Adopted	
WAT-1209	Adopted	
WAT-1210	Adopted	
WAT-1211	Adopted	
WAT-1212	Adopted	
WAT-1213	Adopted	
WAT-1214	Adopted	
WAT-1300	Not adopted	Use SCW 365
WAT-1301	Not adopted	Use SCW 320

WSAA Drawing Numbers	Status	Remarks
WAT-1302	Not adopted	Use SCW 320 & SCW 325
WAT-1303	Not adopted	Use SCW 320 & SCW 325
WAT-1304	Not adopted	Use SCW 320 & SCW 325
WAT-1305	Not adopted	Use SCW 320 & SCW 325
WAT-1306	Not adopted	Use SCW 320 & SCW 325
WAT-1307	Adopted	
WAT-1308	Not adopted	
WAT-1309	Not adopted	Use SCW 330
WAT-1310	Adopted	
WAT-1311	Adopted	
WAT-1312	Adopted	
WAT-1313	Adopted	
WAT-1400	Adopted	
WAT-1401	Adopted	
WAT-1402	Adopted	
WAT-1403	Adopted	
WAT-1404	Adopted	
WAT-1405	Adopted	
WAT-1406	Adopted	
WAT-1407	Adopted	
WAT-1408	Adopted	
WAT-1409	Not adopted	

- (2) The alignments and details for water and sewerage mains and service conduits should be in accordance with **Table SC6.14.4B (Service corridors and alignments)**.

**Table SC6.14.4B Service corridors and alignments**

Public Utilities – Typical Service Corridors and Alignments	Remarks
SEQ R-100	Public utilities in Verges, Service Corridors & Alignments
SEQ R-101	Public Utilities – Typical Service Conduit Sections

#### SC6.14.4.4 Planning and design

- (1) The standards in this section have been developed to define the particular requirements of Unitywater in relation to the *WSAA National Codes*. Only details that differ from that of the *WSAA National Codes* are provided.
- (2) These standards shall be read in conjunction with, and take precedence over, the *WSAA Water Supply Code of Australia – WSA 03-2002* to define the technical requirements of Unitywater in relation to the planning, design and construction of water supply systems (refer **Table SC6.14.4C (Variations to the WSAA national codes)**).

**Table SC6.14.4C Variations to the WSAA national codes**

Part	Variations
Pt 1 – 1.5.2 Water Agency	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>For development proposals, Unitywater may request that a water supply network analysis be undertaken to determine (a), (b) and (c).</li> </ul>
Pt 1 – 2.1 System Planning Process	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>The designer shall liaise with Unitywater prior to commencement of the design.</li> </ul>
Pt 1 – 2.2 Demands	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>Water demands shall be determined in accordance with Unitywater's "Level of Service Impact Assessment Specification".</li> </ul>
Pt 1 – 2.2.3 Peak Demands	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>The designer shall liaise with Unitywater to obtain the peak demand factors.</li> </ul>
Pt 1 – 2.3 System Configuration (a) & (b)	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Where deemed necessary by Unitywater, existing asbestos cement water mains shall be replaced along the full frontage of any proposed development site.</li> <li>Replacement of existing water mains will be required in commercial and</li> </ul>



Part	Variations
	<p>industrial and high density residential precincts where existing mains fronting any proposed development are less than 150mm diameter.</p> <ul style="list-style-type: none"> <li>Mains shall be replaced along the full frontage of the proposed development site prior to the placement of any site sheds or construction materials over or adjacent to the water main.</li> </ul>
Pt 1 – 2.4.2 Network Analysis	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Unitywater will undertake, at the designer's applicant's expense, an assessment, and establish any adverse impacts of the proposed developments on the existing system using Unitywater's hydraulic model.</li> <li>The designer applicant shall provide details of the proposed system development and demands to allow completion of this assessment. Alternatively, Unitywater may require the applicant to carry out this assessment. Network analyses are to include all pipes in the network model and comply with Unitywater's "Level of Service Impact Assessment Specification".</li> </ul>
Pt 1 – 2.4.3 Operating Pressures	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>The minimum desirable service pressure shall be 220kPa at the water meter. The maximum service pressure shall be 800kPa.</li> </ul>
Pt 1 – 3.2.2 Minimum Pipe Sizes	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Pipe sizes shall not be less than DN150mm diameter for high density residential, commercial, industrial and rural residential precincts.</li> </ul>
Pt 1 – 3.2.4 Fire Flows	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Fire flows shall comply with the requirements specified in Chapter 6 of the Department of Environment and Resource Management "Planning and Guidelines for Water Supply and Sewerage".</li> <li>The water supply scheme must be capable of supplying the following fire flow demands above maximum hour demand:- <ul style="list-style-type: none"> <li>commercial and industrial precincts – 30 litres per second at 12.0m residual pressure; and</li> <li>residential precincts – 15 litres per second at 12.0m residual pressure.</li> </ul> </li> <li>Conduits shall be provided under all roads to carry water services to properties on the opposite side to the main. Conduits shall be as follows: <ul style="list-style-type: none"> <li>Residential living zone – 1 x 100mm diameter conduit for every second lot</li> <li>Residential choice zone – 1 x 100mm diameter conduit for each lot.</li> </ul> </li> </ul>
Pt 1 – 3.7.2 Minimum Pressure Class	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>The minimum pipe and fitting pressure class for reticulation mains shall be Class 16.</li> </ul>
Pt 1 – 6.1.1 Design Tolerances	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Horizontal alignment shall be referenced to MGA (zone 56). Survey must be based on true MGA co-ordinates.</li> </ul>
Pt 1 – 6.3 Location of Water Mains	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Reticulation water mains shall generally be located within the road reserve on a 1.5m alignment from the property boundary.</li> <li>In general, water mains are not to be constructed on private property. However, in instances where this is unavoidable, it will be necessary to provide an easement of minimum 3.0m width registered for the benefit of Unitywater on the title of the land. The main is to be constructed centrally within the easement. A wider easement may be necessary in some instances, as determined by Unitywater to ensure adequate access for maintenance purposes.</li> </ul>
Pt 1 – 6.3.2 Water Mains in Road Reserves	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Landscape planting within 1.0m of Unitywater's water supply infrastructure or within a water easement shall be low growing when mature and be suitable approved varieties.</li> <li>Consideration shall be given at land reconfiguration stage to ensure road reserves are of adequate width to provide required clearances between all services and improvements.</li> </ul>
Pt 1 – 6.4 Shared Trenching	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Water mains shall not be co-located with other services.</li> </ul>
Pt 1 – 6.5 Duplicate Mains	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Water mains are to be provided on both sides of the road in the case of divided carriage ways, commercial, industrial and high density residential precincts.</li> </ul>
Pt 1 – 6.7 Connection of	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>All works on the existing reticulation system shall be considered "live works"</li> </ul>

Part	Variations
New Mains to Existing Mains	<p>and will be constructed by Unitywater at the applicant's cost. These works shall be clearly delineated on the drawings and shown in sufficient detail such that the works can be readily constructed.</p> <ul style="list-style-type: none"> <li>The connection point to the existing system shall be located to minimise disruption of supply to customers and be subject to Unitywater's approval.</li> </ul>
Pt 1 – 6.8.3 Temporary Ends of Water Mains	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Water mains shall be constructed across the full frontage of any property being developed. Dead end mains are not desirable and Unitywater may require linking to a nearby existing main.</li> </ul>
Pt 1 – 6.9 Property Services	<p>Replace WSAA Standard Drawings WAT – 1106, WAT – 1107 and WAT – 1109 with:-</p> <ul style="list-style-type: none"> <li>Unitywater's Standard Drawings SCW 350, SCW 355 and SCW 360.</li> </ul>
Pt 1 – 6.9 Property Services	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Ductile iron pre-tapped fittings and service pipework shall be installed by the developer at the time of lot reconfiguration in accordance with Unitywater's Standard Drawing SCW 360. Conventional tapping bands may be utilised for pipe diameters where pre-tapped fittings are not available. Property service connections shall only be installed on reticulation mains with a diameter of 300mm or less. Property connections shall be installed in accordance with Unitywater's Standard Drawings. Water service pipework shall be provided for the full length of access strips and access easements serving lots (25mm NB min).</li> <li>Conduits shall be provided under all roads to carry water services to properties on the opposite side to the main. Conduits shall be as follows:- <ul style="list-style-type: none"> <li>Neighbourhood and Hill Slope Residential Precincts – 1 x 100mm diameter conduit for every second lot; and</li> <li>Mixed Housing Precinct – 1 x 100mm diameter conduit for each lot.</li> </ul> </li> <li>Conduits shall be installed in accordance with Unitywater's Standard Drawings and at an alternate position to power and/or telecommunication services.</li> <li>Kerb markers shall be placed in accordance with Unitywater's Standard Drawings. Where electrical pillar boxes are located on both side boundaries, the property service connection shall be placed at the registered plan boundary truncation point. Community title schemes shall be provided with a single service immediately within the boundary of the property. All internal works will be privately owned and the responsibility of the body corporate.</li> <li>All new unit type development whether single or multi-storey are to be provided with individual water meters. The cost of the installation of the water meters will be at the developers cost and the water meters may be supplied by Unitywater. Primary water meters shall be located within the immediate title boundary.</li> <li>Unitywater may request that in multi-storey strata title unit developments of three (3) storeys or more, individual meters shall be connected with remote reading counters located at the ground floor level or, for two storey unit developments, all individual meters shall be located at the ground level above ground.</li> <li>Water meters shall be installed by the developer prior to plan of subdivision release. Unitywater will advise the type and supplier of the approved water meters. Meters shall be installed in accordance with Unitywater's Standard Drawings SCW 350, SCW 355, SCW 360.</li> </ul>
Pt 1 – 6.10.4 Clearance from Structures	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Other structures deemed satisfactory to be constructed over or adjacent to Unitywater's water supply must be designed and constructed to protect the infrastructure from physical damage and to allow Unitywater access when necessary.</li> </ul>
Pt 1 – 5.4.2 Pipe Cover	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Where site works either reduce the depth of cover below the minimum, or increase the depth of cover to invert above 1.5m, the water main shall be re-laid to maintain the required depth.</li> </ul>
Pt 1 5.5.1 Geotechnical Considerations – General	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Considerations to include the existence of acid sulphate soils (ASS) and potential acid sulphate soils (PASS).</li> </ul>
Pt 1 – 6.1.4 Installation	<p>Replace WSAA Standard Drawings WAT– 1301, WAT – 1304 and WAT – 1309 with:-</p> <ul style="list-style-type: none"> <li>Unitywater's Standard Drawings SCW 320, SCW 365 and SCW 330.</li> </ul>
Pt 1 – 6.2.1.1	<p>Replace first paragraph of WSAA requirement:-</p>

Part	Variations
Stop Valves – General	<ul style="list-style-type: none"> <li>When extending an existing water main, a stop valve may only be installed at the junction of the existing and new water mains if approved by Unitywater.</li> </ul>
Pt 1 – 6.2.3 Stop Valves for Reticulation Mains	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Stop valves are required on each side of all mains crossing railway reserves, major roads and on mains traversing easements.</li> <li>Valves shall be resilient seated, coated, o-ring stem sealed, anticlockwise closing class 16 and conforming to AS2638. The wedge shall be totally encapsulated in an approved synthetic rubber conforming to AS1646. The body shall be internally and externally coated with fusion bonded epoxy (FBE) or a thermoplastic polyamide such as Rilsan Nylon 11. Valves shall be installed in accordance with SCW 320 and WAT 1207.</li> </ul>
Pt 1 – 6.2.5 1 Stop Valves – Location and Arrangements – General	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Stop valve locations shall be in accordance with Arrangement 1.</li> <li>Zone valves shall be in accordance with Arrangement 3(b).</li> </ul>
Pt 1 – 6.3.2 Pressure Reducing Valves (PRVs),	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>PRVs shall be designed in accordance with Unitywater's Standard Drawing SCW 330.</li> </ul>

- (3) The following provisions in **Table SC6.14.4D (Variations to products and materials)** and **Table SC6.14.4E (Approved water pipe materials)** relate to variations to products and materials.

**Table SC6.14.4D Variations to products and materials**

Part	Variations
Pt 1 - 6.4.1 Air Valves – Installation Design Criteria	Replace WSAA Standard Drawing WAT – 1302 with:- <ul style="list-style-type: none"> <li>Unitywater's Standard Drawings SCW 320 and SCW 325.</li> </ul>
Pt 1 – 6.7 Swabbing Points	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Swabbing points will generally only be required on large diameter or lengthy transfer mains. Unitywater will advise any requirements on a case by case basis.</li> </ul>
Pt 1 – 6.8 Hydrants	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Hydrants shall be installed as follows:-               <ul style="list-style-type: none"> <li>location – opposite common boundaries, generally installed at crests or sags and end of mains;</li> <li>spacing – maximum 80.0m;</li> <li>orientation – spring hydrants shall be oriented with bolts parallel to the water main; and</li> <li>hydrants shall comply with AS3952-1991 for DN80 spring hydrants and shall be fusion bonded epoxy (FBE) or thermoplastic polyamide (Rilsan Nylon 11) coated. All fasteners are to be 316 stainless steel.</li> </ul> </li> <li>Pt 1 6.8.8 Hydrant Locations:-               <ul style="list-style-type: none"> <li>Replace WSAA Standard Drawings WAT –1300 with Unitywater's Standard Drawing SCW 365;</li> <li>Replace WSAA Standard Drawing WAT 1301 with Unitywater's Standard Drawing SCW 320; and</li> <li>Replace WSAA Standard Drawing WAT 1302 with Unitywater's Standard Drawings SCW 320, SCW 325.</li> </ul> </li> </ul>
Pt 2 – 8.4 Product Standards and Specifications	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>The following materials (refer Table SDC6.14.4E (Approved water pipe materials)) are approved for use in the construction of water reticulation and trunk main systems.</li> </ul>

**Table SC6.14.4E Approved water pipe materials**

Diameter - mm (DN)	Function	Material				
		Copper	PVC-O	PE 100	DICL	MSCL (Sintakote)
20	Water Service	Approved	NA	PE100B - PN16	NA	NA
50-100	Water Service	Approved	NA	NA	NA	NA
63	Water main cul- de-sac only	NA	NA	PE100B - PN16	NA	NA
100-150	Water Main	NA	PN16 - SN10	PN16	PN35 *	Approved
200-300	Water Main	NA	NA	PN16	PN35 *	Approved
375-750	Water Main	NA	NA	PN16	PN35 *	Approved
<b>WSAA Purchase Specification</b>		<b>AS3500</b>	<b>PS-210</b>	<b>PS-207</b>	<b>PS-234</b>	<b>PS-203</b>

\* Requires RPEQ validation

- (4) The following provisions in **Table SC6.14.4F (Variations to construction)** relate to variations to construction:-

**Table SC6.14.4F Variations to construction**

Part	Variations
Pt 3 – 10.2 Personnel Qualifications	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• Pipe layers shall be accredited by the pipe manufacturer including “Century Plus” accreditation for DICL, “Pipelines Installation” for PVC and “Electrofusion/Butt Welding” for Polyethylene Pipe.</li> </ul>
Pt 3 – 11.5.4 2 Traffic Management	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>• A traffic management plan shall be prepared for all projects.</li> </ul>
Pt 3 – 15.1.4 Laying	Replace WSAA Standard Drawing WAT –1101 with:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawing SCW 380.</li> </ul>
Pt 3 – 15.5 Thrust and Anchor Blocks and Restrained Joints	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawing SCW 310.</li> <li>• Hydrant tees are to be restrained in accordance with socketed valve restraint standard. Refer WAT - 1207.</li> <li>• Delete WSAA Standard Drawing WAT– 1206</li> </ul>
Pt3 – 15.6 Property Services and Water Meters	Replace WSAA Standard Drawings WAT–1106 to WAT – 1109 inclusive with:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawings SCW 350, SCW 355 and SCW 360.</li> </ul>
Pt3 – 15.11.1 Installation	Replace WSAA Standard Drawings WAT- 1301 to WAT – 1306 with:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawings SCW 320 and SCW 325.</li> </ul>
Pt3 – 15.11.2 Valve Chambers for Large Diameter Mains	Replace WSAA, Standard Drawings WAT – 1308 and WAT – 1309 with:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawing SCW 330.</li> </ul>
Pt3 – 15.16 Location Markers	Replace WSAA Standard Drawing WAT – 1300 with:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawing SCW 365.</li> </ul>
Pt 3 – 22 Connections to Existing Water Mains	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>• All works that may involve connection to or modifications of the existing water supply system shall be undertaken by Unitywater at the applicant’s expense. Water mains are considered to be live once accepted “on maintenance” by Unitywater.</li> <li>• No person, other than authorised Unitywater employees shall operate any existing valve or draw water from any existing main without the authority of Unitywater.</li> </ul>

### SC6.14.4.5 Guidelines

All relevant guidelines are applied under the *Water Services Association of Australia (WSAA) National Code*.

## SC6.14.5 Sewerage infrastructure

### SC6.14.5.1 Purpose

The purpose of this section of the **Planning scheme policy for development works** is to provide guidance on standards applying where sewerage is to be provided for development and requirements in non-sewered areas.

### SC6.14.5.2 Application

- (1) Council through Unitywater (a business jointly owned by the Council and Moreton Bay Council) provides sewerage services to the region.
- (2) The development design standards in this document have been developed to define the particular requirements of Unitywater in relation to the WSAA National Codes. Only details that differ from that of the *WSAA National Codes* are provided.
- (3) All on-site sewerage systems require the relevant approval from Council. All applications are to comply with the *Plumbing and Drainage Act (2002)*, *Standard Plumbing and Drainage Regulation (2003)*, *AS1547:2000 - On-site domestic-wastewater management ()*, and *Queensland Plumbing and Wastewater Code* (Department of Infrastructure and Planning).
- (4) These standards shall be read in conjunction with and take precedence over the *WSAA Sewerage Code of Australia – WSA 02-2002*, to define the technical requirements of Unitywater in relation to the planning, design and construction of reticulated sewerage systems.
- (5) Unitywater generally does not support the construction of buildings or structures over sewers.

### SC6.14.5.3 Standard drawings

The *Sewerage Code of Australia WSAA* standard drawings detail various infrastructure options and arrangements. A number of these options are not compatible with current Unitywater practice. The acceptance, modification or deletion of the WSA drawings is set out in **Table SC6.14.5A (WSAA drawing numbers)** below.

**Table SC6.14.5A WSAA drawing numbers**

WSAA Drawing Numbers	Status	Remarks
SEW-1100	Not Adopted	Drawing under development
SEW-1101	Adopted	
SEW-1102	Not Adopted	
SEW-1103	Not Adopted	
SEW-1104	Not Adopted	Use SCW 125
SEW-1105	Not Adopted	Use SCW 160 - Drawing under development
SEW-1106	Not Adopted	Use SCW 125, SCW 130
SEW-1107	Not Adopted	Use SCW 125, SCW 130
SEW-1108	Not Adopted	Use SCW 125
SEW-1109	Not Adopted	Use SCW 125 and SCW130
SEW-1200	Adopted	
SEW-1201	Adopted	
SEW-1202	Adopted	
SEW-1203	Adopted	
SEW-1204	Adopted	
SEW-1205	Adopted	
SEW-1206	Adopted	
SEW-1207	Adopted	
SEW-1208	Adopted	
SEW-1300	Adopted	
SEW-1301	Adopted	
SEW-1302	Adopted	
SEW-1303	Adopted	
SEW-1304	Adopted	

WSAA Drawing Numbers	Status	Remarks
SEW-1305	Adopted	
SEW-1306	Adopted	
SEW-1307	Not Adopted	
SEW-1308	Adopted	
SEW-1309	Adopted	
SEW-1310	Adopted	
SEW-1311	Adopted	
SEW-1312	Adopted	
SEW-1313	Adopted	
SEW-1314	Adopted	
SEW-1315	Not Adopted	
SEW-1316	Adopted	
SEW-1317	Adopted	
SEW-1400	Not Adopted	
SEW-1401	Adopted	
SEW-1402	Adopted	
SEW-1403	Adopted	
SEW-1404	Adopted	
SEW-1405	Adopted	
SEW-1406	Adopted with Modification	Excluding Option 2
SEW-1407	Adopted	
SEW-1408	Adopted	
SEW-1409	Not Adopted	
SEW-1410	Not Adopted	
SEW-1411	Not Adopted	
SEW-1412	Not Adopted	Use SCW 135
SEW-1500	Adopted	
SEW-1501	Adopted	
SEW-1502	Not Adopted	

#### SC6.14.5.4 Planning and design

- (1) The following provisions in **Table SC6.14.5B (Variations to the WSAA National Codes)** relate to variations to the *WSAA National Codes*:-

**Table SC6.14.5B Variations to the WSAA National Codes**

Part	Variations
Pt 1 – 1.4.2 Objectives of the Sewerage System	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Sewerage system provisions to include:- <ul style="list-style-type: none"> <li>extension of sewers to upstream property boundaries of development sites; and</li> <li>sewage pumping stations will not be approved where a reticulated gravity system could be provided.</li> </ul> </li> </ul>
Pt 1 – 2.3 – Planning Parameters	Replace WSAA loading rates with:- <ul style="list-style-type: none"> <li>Average daily loading shall be determined by the product of the estimated EP draining to the point of design interest and the loading rate in L/EP/day. The equivalent population and loading rates shall be determined in accordance with the Unitywater’s “Level of Service Impact Assessment Specification”.</li> </ul>
Pt 1 – 3.2.2 – Traditional design Flow Estimation Method	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>Design flows shall be determined in accordance with Unitywater’s “Level of Service Impact Assessment Specification”.</li> </ul>
Pt 1 – 6 – Detail Design	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>The minimum pipe size for sewer reticulation shall be 150mm diameter.</li> </ul>

Part	Variations										
Pt 1 – 6.2.3 – Sewer Layout	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Where practicable all sewers are to be located as shown below:</li> </ul> <p><b>Preferred Sewer Alignments</b></p> <table border="1" data-bbox="616 360 1350 645"> <thead> <tr> <th>Location</th> <th>Alignment</th> </tr> </thead> <tbody> <tr> <td>Roadway</td> <td>On application</td> </tr> <tr> <td>Footpath</td> <td>On application – not usually favoured, except for commercial areas</td> </tr> <tr> <td>Private Properties (side boundaries)</td> <td>1.0m</td> </tr> <tr> <td>Private Properties (rear and front boundaries)</td> <td>1.5m</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>Sewers shall be located:- <ul style="list-style-type: none"> <li>in lots with zero lot boundaries at the front of lots where possible;</li> <li>in industrial zones, at the front of lots where possible; and</li> <li>in commercial zones, within the road reserve, where possible.</li> </ul> </li> <li>Sewers are to be constructed to serve the entire area of each lot within the development site and are to be extended to the boundaries of the site to serve existing lots and potential development sites upstream.</li> <li>Where sewers are located in road reserves, they shall be located on the opposite side to water mains, electricity and communications cables.</li> <li>Sewers shall be constructed to serve the entire area of the allotment using a fall of 1:60 for the internal allotment drains allowing 300mm cover to top of pipe at head of drain.</li> <li>Sewers shall be designed to follow the natural grade of the land and be located to allow future access for maintenance and repair.</li> </ul>	Location	Alignment	Roadway	On application	Footpath	On application – not usually favoured, except for commercial areas	Private Properties (side boundaries)	1.0m	Private Properties (rear and front boundaries)	1.5m
Location	Alignment										
Roadway	On application										
Footpath	On application – not usually favoured, except for commercial areas										
Private Properties (side boundaries)	1.0m										
Private Properties (rear and front boundaries)	1.5m										
Pt 1 – 6.2.5 – Easements	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>All sewers located within private property shall be contained within a minimum 3.0m wide easement. Sewers in excess of 3.0m deep shall be contained within a minimum 4.0m wide easement. Unless otherwise agreed with Unitywater, sewers shall be located centrally in the easement.</li> </ul>										
Pt 1 – 6.3.4 – Public and Private Property	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Maintenance structures on private property shall generally be 1.0m from side boundaries and 1.5m from front and rear boundaries and be a minimum of 500mm clear of the property boundary.</li> <li>Landscape planting within 1.5m of Unitywater’s sewerage infrastructure or within a sewer easement shall be low growing when mature and be suitable approved varieties.</li> </ul>										
Pt 1 – 6.3.5 – Changes in Direction Using a Maintenance Hole	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>The maximum change in direction at a maintenance hole shall be 90 degrees unless otherwise approved by Unitywater.</li> </ul>										
Pt 1 – 6.3.7 – Horizontal Curves in Sewers	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Horizontal curves in sewers are not permitted.</li> </ul>										
Pt 1 – 6.3.8 – End of Lines (NEW),	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Sewers are to be designed to terminate at a MH or TMH, except for branch lines less than 15.0m in length that serve no more than one lot.</li> </ul>										
Pt 1 – 6.4.4 – Clearance from Structures	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Buildings must provide at least 1.5m clearance from the outermost projection of the structure to the nearest edge of any existing or proposed infrastructure.</li> <li>Other structures deemed satisfactory to be constructed over or adjacent to Unitywater’s sewerage infrastructure must be designed and installed to protect the infrastructure from physical damage and to allow Unitywater access when necessary.</li> </ul>										

<b>Part</b>	<b>Variations</b>												
Pt 1 – 6.4.5 – Underground Structures and Services	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Sewerage mains crossing stormwater culverts or pipes in excess of 225mm diameter are to be laid or replaced with PVC-U class 12 pipe for the full extent of the crossing plus 1.5m either side. Spigot ends of the class 12 pipe are to be chamfered to provide a smooth transition of flows.</li> <li>A minimum horizontal separation of 1.0m shall be maintained between stormwater pipes greater than 225mm diameter and any sewerage pipes.</li> <li>Stormwater infiltration and filtration devices, and soakage trenches shall be located to provide a minimum 1.5m horizontal clearance to any sewerage infrastructure.</li> </ul>												
Pt 1 – 6.5.3 – Minimum Air Space for Ventilation	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Minimum air space in sewer mains shall be in accordance with Unitywater’s “Level of Service Impact Assessment Specification”.</li> </ul>												
Pt 1 – 6.5.7 – Minimum Grades for Self Cleansing	<p>Replace WSAA table 4.6 with:-</p> <ul style="list-style-type: none"> <li>Minimum grades for reticulation sewers shall be as shown as below:-</li> </ul> <table border="1"> <thead> <tr> <th>Diameter</th> <th>Minimum Grade</th> </tr> </thead> <tbody> <tr> <td>150mm (up to 2 lots)</td> <td>1 in 80</td> </tr> <tr> <td>150mm (3 – 5 lots)</td> <td>1 in 100</td> </tr> <tr> <td>150mm general (6 or more lots)</td> <td>1 in 150</td> </tr> <tr> <td>225mm</td> <td>See WSA02 Table 6.6</td> </tr> <tr> <td>300mm</td> <td>See WSA02 Table 6.6</td> </tr> </tbody> </table> <p>Note—Sewers shall not be upsized to take advantage of flatter grades.</p>	Diameter	Minimum Grade	150mm (up to 2 lots)	1 in 80	150mm (3 – 5 lots)	1 in 100	150mm general (6 or more lots)	1 in 150	225mm	See WSA02 Table 6.6	300mm	See WSA02 Table 6.6
Diameter	Minimum Grade												
150mm (up to 2 lots)	1 in 80												
150mm (3 – 5 lots)	1 in 100												
150mm general (6 or more lots)	1 in 150												
225mm	See WSA02 Table 6.6												
300mm	See WSA02 Table 6.6												
Pt 1 – 6.5.8 – Minimum Grades for Slime Control	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Unless otherwise agreed with Unitywater , the minimum grade of sewer mains of 300 mm diameter and greater shall ensure that a slime stripping velocity is achieved.</li> </ul>												
Pt 1 – 6.6.1 – Vertical Alignment of Sewers – General	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Sewers shall not be in excess of 5.0m deep.</li> <li>Junctions in excess of 3.0m in depth shall be “Sugden” type.</li> </ul>												
Pt 1 – 6.6.2 – Long Section Design Plan	<p>Replace first paragraph of WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Vertical alignments of sewers shall be shown on the longitudinal section of the design drawings.</li> </ul>												
Pt 1 – 6.6.3 – Minimum Cover Over Sewers	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Additional sewer depth may be required in lots and footpaths where future access driveways could be constructed. In exceptional circumstances, a minimum 600mm pipe cover may be approved in road reserves subject to construction in DICL or PVC-U Class 18 pipe from maintenance hole to maintenance hole.</li> </ul>												
Pt 1 – 6.6.4 – Lot Servicing Requirements	<p>Add to WSAA requirement:-</p> <ul style="list-style-type: none"> <li>Where development is proposed on allotments currently serviced by combined house drainage systems, the applicant will be responsible to upgrade the system to current sewerage standards. This responsibility may extend to any affected adjacent properties.</li> <li>The use of private sewage pump stations is not acceptable for any proposed development within Unitywater’s sewerage headworks planning areas.</li> </ul>												
Pt 1 – 6.6.5.4 – Depth of Connection Point	<p>Replace part (b) and (d) of WSAA requirement with:</p> <ul style="list-style-type: none"> <li>Sewer connections shall not be in excess of 1.5m deep.</li> <li>Replace WSAA Standard Drawing SEW– 1109 with Unitywater’s Standard Drawings SCW 125 and SCW 130.</li> </ul>												
Pt 1 – 6.6.7 – Vertical Curves	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Vertical curves are not permitted.</li> </ul>												
Pt 1 – 6.6.8 – Compound Curves	<p>Replace WSAA requirement with:-</p> <ul style="list-style-type: none"> <li>Compound curves are not permitted.</li> </ul>												

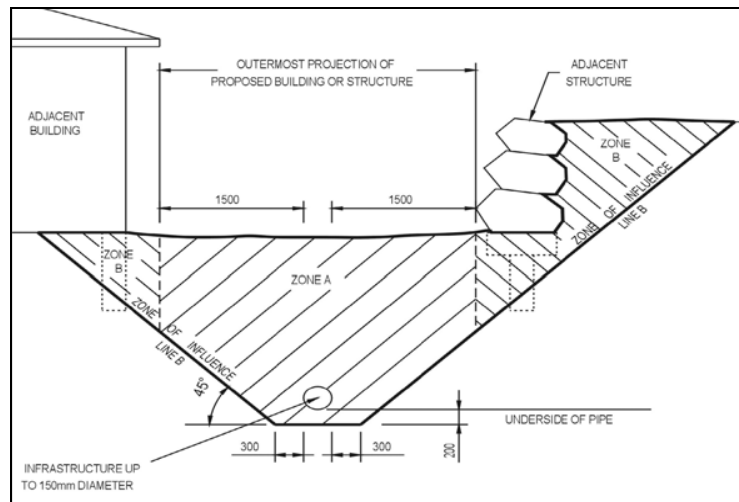


<b>Part</b>	<b>Variations</b>
Pt 1 – 5.2 – Limitations of Connection to Sewers	<ul style="list-style-type: none"> <li>WSAA Standard Drawings SEW – 1409 to SEW – 1411 inclusive are not adopted by Unitywater.</li> </ul>
Pt 1 – 5.3.1 – Methods of Property, Connection – General	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>House drainage connections shall comply with Unitywater's Standard Drawings and approved WSAA Standard Drawing.</li> </ul>
Pt 1 – 5.3.1 – Methods of Property	Replace WSAA Standard Drawing SEW– 1107 with:- <ul style="list-style-type: none"> <li>Unitywater's Standard Drawings SCW 125 and SCW 130.</li> </ul>
Pt 1 – 5.6 – Location of Connection Points	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Connection points shall be located clear of driveways and a minimum of 1.0m inside the property boundary and otherwise in compliance with WSA 02 Section 5.6.</li> <li>For battleaxe allotments, where the sewer house connection lies within the access strip, sanitary house drainage is to be extended from the provided inspection opening along the access strip, at a minimum grade of 1 in 60, to a point 1.0m inside the main body of the lot prior to construction of the driveway.</li> </ul>
Pt 1 – 5.7 – Y – Property Connections	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>Property connections shall be in accordance with Unitywater's Standard Drawing SCW 125.</li> </ul>
Pt 1 – 5.8 – Length of Property Connection Sewers	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>The maximum length of a house connection, measured from the reticulation sewer to the boundary of the property to be served, shall be 5.0m.</li> </ul>
Pt 1 – 6.1 - Types of Maintenance Structures	<ul style="list-style-type: none"> <li>WSAA Standard Drawings SEW – 1307 and SEW – 1315 are not adopted by Unitywater.</li> </ul>
Pt 1 – 6.3.2 - Maintenance structure spacing – Reticulation Sewers	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>For reticulation sewers, the maximum distance between any two consecutive maintenance structures shall be 90.0m subject to the provisions of Clause 6.3.1. Plastic maintenance structures shall not be used at junctions of mains.</li> </ul>
Pt 1 – 6.5 - Special Considerations for Connection of New Sewers to Existing Sewers	<ul style="list-style-type: none"> <li>WSAA standard Drawing SEW – 1502 is not adopted by Unitywater.</li> <li>Where pressure sewers discharge to a gravity system, the receiving structure shall be a plastic maintenance hole or approved alternative. Connection to Unitywater's sewer system shall be by gravity only to a maintenance hole with an approved H<sub>2</sub>S gas inhibiting product. The two maintenance holes immediately downstream and one immediately upstream are also to be treated with an approved H<sub>2</sub>S gas inhibiting product.</li> </ul>
Pt 1 – 6.6.2 – Types of MH Construction	<ul style="list-style-type: none"> <li>WSAA Standard Drawing SEW – 1307 is not adopted by Unitywater.</li> </ul>
Pt 1 – 6.6.8 – Ladders, Step Irons and Landings	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>Fixed internal access arrangements are not required in maintenance holes servicing sewers. Stainless steel safety bars and landings shall be provided in maintenance holes servicing sewers of 400mm diameter and greater.</li> </ul>
Pt 1 – 6.6.9 – MH Covers	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Bolt down metal access covers (water tight type) shall be specified on MHs located:-               <ul style="list-style-type: none"> <li>on all MH covers below the 1% AEP flood level;</li> <li>on all MH covers on sewers of 450mm diameter or greater;</li> <li>on all MH covers within roadways; and</li> <li>on all MH covers designated by Unitywater.</li> </ul> </li> </ul>
Pt 1 – 7.2 – Boundary Traps	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>Boundary traps are not required.</li> </ul>
Pt 1 – 7.3 – Gas Check MHs	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>Gas check MHs are not required.</li> </ul>
Pt 1 – 7.9.2 Design Parameters for Emergency relief Structures (ERS)	Replace WSAA Standard Drawing SEW –1412 with:- <ul style="list-style-type: none"> <li>Unitywater's Standard Drawing SCW 135.</li> </ul>
Pt 1 – 8 – Structural Design	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>Concrete encasement of sewerage mains is not permitted.</li> </ul>
(Pt 1, Section 9.2.1) General	Add to WSAA requirement:-

Part	Variations
	<ul style="list-style-type: none"> <li>Design Drawings are to include signed checking certification from an RPEQ.</li> </ul>
Pt 1, Section 9 Design Review and Drawings	<ul style="list-style-type: none"> <li>Refer to Section 10, Appendix B – Plan Presentation</li> </ul>

- (2) Proposals to construct within 1.5m of infrastructure – 150mm diameter or less:-
- (a) Unitywater’s consent is required to construct within 1.5m of water supply or sewerage infrastructure and will only be considered where it is demonstrated that clauses (i) or (ii) below cannot be achieved:-
- (i) the building or other structure is redesigned, or relocated to provide a minimum 1.5m horizontal clearance from the existing infrastructure to the outermost projection of the proposed structure; or
- (ii) existing infrastructure is relocated, with the approval of Unitywater, to provide a minimum 1.5m horizontal clearance from the outermost projection of the proposed building or other structure.
- (b) where it is demonstrated that clauses (i) and (ii) above cannot be achieved, Unitywater may consider giving consent to construct within 1.5m of the infrastructure subject to any or all of the following requirements:-
- (i) submission of a structural footing design prepared and certified by a registered professional engineer, demonstrating that the building or other structure does not impose any load on the infrastructure;
- (ii) any footings of the building or structure which are within the zone of influence of the infrastructure are to extend below Line B (refer Figure SC6.14A (Zone of influence)) either with piers or a continuous footing located a minimum horizontal distance of 1.0m clear of the pipe;
- (iii) replacement of the existing pipe work with DICL or an approved PVC-U pipe material to ensure a future life in excess of 50 years;
- (iv) design of the building or structure to permit its easy removal for access to Unitywater’s infrastructure if required;
- (v) a pre and post construction video inspection of the affected sewerage infrastructure;
- (vi) lodgement of a security bond, as determined by Unitywater under bonding requirements, to cover potential damage to the infrastructure as a result of the proposed building works;
- (vii) construction of a maintenance hole immediately upstream and/or downstream of the structure;
- (viii) completion of a Deed of Indemnity, by the property owner/s, legally indemnifying Unitywater against any future structural failure, repair or reinstatement works; and
- (ix) payment of the prescribed application fee.
- (3) Proposals to construct within 1.5m of infrastructure larger than 150mm diameter:-
- (a) for infrastructure larger than 150mm diameter, building within 1.5m of infrastructure is not permitted. The infrastructure is to be relocated or the building designed to provide a minimum 1.5m horizontal clearance from the outermost projection of the structure to the nearest edge of the pipe.
- (4) Proposals to construct 1.5 metres or greater from infrastructure:-
- (a) the foundations of any structure, located 1.5m or a greater horizontal distance from water supply or sewerage infrastructure, but within Zone B (refer **Figure SC6.14.5A (Zone of influence)**) are to extend below Line B either with piers or a continuous footing; and
- (b) there are no requirements for structures outside the zone of influence.

**Figure SC6.14.5A Zone of influence**



- (5) The following structures do not require consent from Unitywater. However, the design considerations of this planning scheme policy still apply:-
- (a) any structure located 1.5m, or greater horizontal distance, from water supply or sewerage infrastructure;
  - (b) any lightweight demountable fence;
  - (c) masonry fences up to 1.8m high, located on the road frontage boundary and constructed parallel to the sewer with a minimum horizontal distance from the fence foundation of 1.0m clear of the sewer pipe;
  - (d) retaining walls less than 1.0m high; and
  - (e) a single demountable lightweight garden shed with wall lengths of less than 3.0m with lightweight roof and concrete floor no greater than 100mm thick. The shed shall be easily removable from the concrete pad.
- (6) Other considerations:-
- (a) where masonry fences greater than 1.0m high cross a sewer, the fence shall be self-supporting for a minimum of 1.0m either side of the sewer main;
  - (b) no excavation or filling shall be undertaken over or adjacent to sewerage infrastructure without the consent of Unitywater;
  - (c) where consent is obtained, any affected maintenance holes or fittings shall be adjusted as required;
  - (d) ground surface levels must not be altered in a way causing ponding of water over any maintenance hole;
  - (e) a sewer connection point must have:-
    - (i) a clear area encompassing a 1.0m radius around the connection point;
    - (ii) minimum horizontal clearance of 1.0m from any building; and
    - (iii) a minimum unobstructed vertical clearance of 2.4m; and
  - (f) Unrestricted access must be maintained to sewerage infrastructure at all times.
- (7) The following provisions in **Table SC6.14.5C (Approved sewer pipe materials)** and **Table SC6.14.5D (Approved sewer pressure mains materials)** relate to variations in products and materials in Part 2 - 10.4.1 Product Standards.

**Table SC6.14.5C Approved sewer pipe materials**

Diameter mm (DN)	Function	Material							
		PVC-U	VC	Concrete PVC Lined	ABS (Acrylonitrile Butadiene Styrene)	Poly-propylene	PE100	DICL	MSCL (Sintakote)
100	House connection	SN6	CS 34	NA	NA	NA	SDR 21	PN35 *	NA
150	House connection	SN8	CS 34	NA	SN 8	NA	SDR 21	PN35 *	NA
150	Sewer Main	SN8	CS 34	NA	SN 8	NA	SDR 21	PN35 *	Approved
225	Sewer Main	SN8	MCN 160	NA	SN 8	NA	SDR 21	PN35 *	Approved
300	Sewer Main	Min Class PN12 AS1477	MCN 120	NA	SN 8	SN 10	SDR 21	PN35 *	Approved
375-450	Sewer Main	NA	MCN 95	NA	SN 8	SN 10	SDR 21	PN35 *	Approved
525	Sewer Main	NA	MCN 95	NA	SN 8	SN 10	SDR 21	PN35 *	Approved
600	Sewer Main	NA	MCN 95	Class 3	SN 8	SN 10	SDR 21	PN35 *	Approved
<b>Applicable Notes</b>		1, 2, 3, 4	1, 4	1, 4,	1, 4, 5	1, 4,	1, 5,	1, 4, 7, 8	1, 5
<b>WSAA Purchase Specification</b>		<b>PS-230</b>	<b>PS-231</b>	<b>PS-232</b>	<b>PS-234</b>	<b>PS-238</b>		<b>PS-234</b>	<b>PS-203</b>

\* Requires REPQ validation

**Table SC6.14.5D Approved sewer pressure mains materials**

Diameter - mm (DN)	Function	Material	
		PE100	DICL
100	Sewer Main	SDR 21	PN 35 *
150	Sewer Main	SDR 21	PN 35 *
225	Sewer Main	SDR 21	PN 35 *
300	Sewer Main	SDR 21	PN 35 *
375-450	Sewer Main	SDR 21	PN 35 *
525	Sewer Main	SDR 21	PN 35 *
600	Sewer Main	SDR 21	PN 35 *
<b>Applicable Notes</b>		<b>1, 5,</b>	<b>1, 4, 7, 8</b>
<b>WSAA Purchase Specification</b>		<b>PS-207</b>	<b>PS-234</b>

\* Requires REPQ validation

Notes to tables of materials–

1. Pipe classes specified are minima only. The designer shall confirm pipe class suitability by structural analysis.
2. Class SN 8 is acceptable for sewers up to max. 3.0m depth. Sewers in excess of 3.0m deep to be constructed from PVC-U PN 12 series 1 pipework.
3. Pipe to be solid wall type, maximum 3.0m lengths.
4. Rubber ring seal only.
5. Suitable for specific uses only, as approved by Unitywater.
6. Allowable in sewerage pressure pipeline systems.
7. Sewerage pressure pipeline fittings shall be fusion bonded polymer encapsulated ductile iron cement lined.
8. DICL pipes shall be protected against chemical attack by an approved method such as Calcium aluminate cement mortar lining
9. WSSA Product Purchase Specifications are available to download at [www.wsaa.asn.au](http://www.wsaa.asn.au)

- (8) The following provisions in **Table SC6.14.5E (Variations to construction)** relate to variations to construction.

**Table SC6.14.5E Variations to construction**

<b>Part</b>	<b>Variations</b>
Pt 3 – 12.2 Personnel Qualifications	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• Pipe layers shall be accredited by the pipe manufacturer including “Century Plus” accreditation for DICL, “Pipelines Installation” for PVC and “Electrofusion/Butt Welding” for Polyethylene Pipe.</li> </ul>
Pt 3 – 13.5.4.2 – Traffic Management	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>• A traffic management plan shall be prepared for all projects.</li> </ul>
Pt 3 – 17.1.4 Laying	<ul style="list-style-type: none"> <li>• WSAA Standard Drawing SEW – 1103 is not adopted by Unitywater.</li> </ul>
Pt 3 – 17.7 Property Connection Sewers	Replace WSAA Standard Drawing SEW 1109 with:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawings SCW 125 and SCW 130.</li> </ul>
Pt 3 – 17.8 – Dead Ends	Replace WSAA Standard Drawing SEW – 1109 with:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawings SCW 125 and SCW 130.</li> </ul>
Pt 3 – 17.9 – Marking of Property Connection Sewers and Dead Ends	Replace WSAA Standard Drawings with:- <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawings SCW 130 and SCW 125.</li> </ul>
Pt 3 – 17.12 – Bored Pipes Under Roads, Driveways and Elsewhere:-	<ul style="list-style-type: none"> <li>• WSAA Standard Drawing SEW – 1400 is not adopted.</li> </ul>
Pt 3 -18.1 – Maintenance Holes (MHs) – General:-	<ul style="list-style-type: none"> <li>• WSAA Standard Drawing SEW 1307 is not adopted by Unitywater.</li> <li>• WSAA Standard Drawing SEW – 1400 is not adopted by Unitywater.</li> </ul>
Pt 3 - 19.1 – Maintenance Shafts (MS and TMS) and Inspection Openings (IO) – General	Replace WSAA referenced Standard Drawings with: <ul style="list-style-type: none"> <li>• SCW 160, SCW 125, SCW 130, SEW - 1314, SEW - 1316 and SEW – 1317.</li> </ul>
Pt 3 - 19.2 – Sealing Caps	Replace WSAA Standard Drawing SEW – 1106 with: <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawing SCW 125 and SCW130.</li> </ul>
Pt 3 – 19.3 - Covers	Replace WSAA Standard Drawings SEW – 1106 and SEW – 1109 with: <ul style="list-style-type: none"> <li>• Unitywater’s Standard Drawings SCW 125 and SCW 130.</li> </ul>
Pt 3 – 20.6 – Concrete Embedment and Encasement:-	<ul style="list-style-type: none"> <li>• WSAA Standard Drawing SEW – 1400 is not adopted by Unitywater.</li> </ul>
Pt 3 – 22.4 – Air Pressure and Vacuum Testing of Sewers	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• Vacuum testing shall be undertaken on all sewers and maintenance holes.</li> </ul>
Pt 3 – 22.6 – Deflection (Ovality) Testing of Flexible Sewers	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• Deflection testing shall be undertaken on all flexible sewers.</li> </ul>
Pt 3 – 22.6.3 – Flexible Sewers	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>• replace with 22.6.4</li> </ul>
Pt 3 – 22.7 – CCTV Inspection	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• CCTV inspection shall be undertaken on all sewers prior to “on” and “off” maintenance inspections.</li> </ul>
Pt 3 – 24 – Connection to Existing Sewers	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>• All works that may involve connection to or modification of the existing sewerage system are known as “live sewer works”. Typical works include:-               <ul style="list-style-type: none"> <li>○ new connections to existing maintenance holes, and sewers;</li> <li>○ connection of a new maintenance hole over an existing sewer or dead end;</li> <li>○ extension or relaying existing sewers;</li> <li>○ replacement of sewers;</li> <li>○ raising or lowering of existing maintenance holes; and</li> <li>○ other works on existing sewers and maintenance holes.</li> </ul> </li> <li>• “Live sewer works” shall be clearly identified on the drawings. All “live sewer works” shall be undertaken by Unitywater at the applicant’s expense. Sewer mains are considered to be live once accepted “on maintenance” by Unitywater.</li> </ul>
Pt 3 – 27 – Excavation or Filling	Add to WSAA requirement:-

Part	Variations
over Existing Sewers	<ul style="list-style-type: none"> <li>• Where Unitywater's approval is granted to alter the existing ground surface level over an existing sewer:- <ul style="list-style-type: none"> <li>○ house connections on the sewer are to be altered to the minimum depth capable of draining the entire property; and</li> <li>○ maintenance holes affected by the works are to be altered as required.</li> </ul> </li> </ul>

(9) Specifications:-

- (a) All relevant details are applied under *Water Services Association of Australia (WSAA) National Code*.

### SC6.14.5.5 Design and construction of sewerage pumping stations

- (1) This section shall be read in conjunction with and take precedence over the *WSAA Sewerage Pumping Station Code of Australia – WSA 04-2005* to define the technical requirements of Unitywater in relation to the planning, design and construction of reticulated sewerage systems and read in conjunction with *Unitywater Standard Specification Supply and Installation of Electrical Equipment for Pumping Stations*. Where discrepancies exist Unitywater's specification shall have precedence.
- (2) Refer to **SC6.14.5A (WSAA drawing numbers)** for relevant adopted drawings.
- (3) The following provisions in **Table SC6.14.5F (Planning and design)** relate to Part 1: Planning and Design.

**Table SC6.14.5F Planning and design**

Part	Variations
Pt 1 – 5.2.6 Landscaping	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• Landscaping works require an Operational Works approval.</li> </ul>
Pt 1 – 5.3.2 Inlet MH design	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>• House overflow monitoring/telemetry equipment not required.</li> </ul>
Pt 1 – 5.4.2 Sizing	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>• The wet-well diameter shall be a minimum of 2.4m.</li> </ul>
Pt 1 – 6.6.5 Junction Boxes	<ul style="list-style-type: none"> <li>• Junction Boxes are not permitted.</li> </ul>
Pt 1 – 6.8.1 Pump Starters and Variable Speed Drives	<ul style="list-style-type: none"> <li>• Autotransformers are not permitted.</li> </ul>
Pt 1 – 7.3.1 Power and Control Cubicle:	<ul style="list-style-type: none"> <li>• Aluminium/zinc coated steel sheet not permitted.</li> </ul>
Pt 1 – 7.3.2.4 Degree of Protection:	<ul style="list-style-type: none"> <li>• The switching mechanism component shall be rated at a degree of protection of IP42.</li> </ul>
Pt 1 – 8.3.1 Pumping Control	<ul style="list-style-type: none"> <li>• Interlock control is not required.</li> </ul>
Pt 1 – 8.3.5 Pump Starts and Interlocks:	<ul style="list-style-type: none"> <li>• Interlock control is not required.</li> </ul>
Pt 1 – 10.11.2 Discharge Manholes	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• Where pressure sewers discharge to gravity system, the receiving structure shall be a plastic maintenance hole or approved alternative. Connection to Unitywater's sewer system shall be by gravity only to a maintenance hole with an approved H2S gas inhibiting product.</li> <li>• The two maintenance holes immediately downstream and one immediately upstream shall also be treated with an approved H2S gas inhibiting product.</li> </ul>
Pt1 – 15.3.3 Recording of as-constructed information	Add to WSAA requirement:- <ul style="list-style-type: none"> <li>• The <i>Unitywater Asset Manual for Sewerage Pump Station Assets</i> must be completed and submitted to Unitywater prior to the on maintenance inspection.</li> <li>• The Unitywater Asset Record for Water Supply and Sewerage Pump Station Assets must be completed and submitted to Unitywater prior to the "on maintenance" inspection.</li> </ul>
Pt 3 – 21.4.6 (a) Mains Requirements	<ul style="list-style-type: none"> <li>• Item (a) is not required.</li> </ul>

Part	Variations
Pt 3 – 21.4.8.1 Underground Cable Installation	<ul style="list-style-type: none"> <li>Method (b) is the required method.</li> </ul>
Pt 3 – 21.7.2 Control circuit wiring	Replace WSAA conductor requirement with:- <ul style="list-style-type: none"> <li>use flexible PVC coated tinned 30/0.65 copper conductors of minimum size 1.5mm<sup>2</sup> with 250 V grade insulation. Extra low voltage devices are coloured orange.</li> </ul>
Pt 3 – 21.8.2 Conduits	<ul style="list-style-type: none"> <li>Hot dip galvanised saddles are not permitted.</li> </ul>
Pt 3 – 36.4.2.2 Low pressure air testing	Replace WSAA requirement with:- <ul style="list-style-type: none"> <li>Vacuum testing is required for gravity sewers.</li> </ul>

### SC6.14.5.6 Guidelines

All relevant guidelines are applied under the *Water Services Association of Australia (WSAA) National Code*.

## SC6.14.6 Site development management

### SC6.14.6.1 Purpose

- (1) The purpose of this section of the **Planning scheme policy for development works** is to:-
- provide guidance on general management practices relating to development works; and
  - detail environmental performance standards for developments, which when applied, will achieve the protection and enhancement of the environmental values of waters and the healthy functioning of aquatic, marine, and wetland ecosystems from the impacts of land development.

### SC6.14.6.2 Application

- (1) This section of the planning scheme policy applies to all assessable development requiring assessment against the **Works, services and infrastructure code**.
- (2) This section is structured as follows:-
- Section SC6.14.6.1** and **Section SC6.14.6.2** provides the framework;
  - Sections SC6.14.6.3 to SC6.15.6.5** detail the requirements and procedures to facilitate compliance with the relevant provisions of the **Works, services and infrastructure code**; and
  - Section SC6.14.6.6** contains guidelines for achieving compliance with this section of the planning scheme policy.

### SC6.14.6.3 Site management practices

#### General construction activities

- (1) General:-
- all works are to be constructed in accordance with approved plans.
- (2) Construction debris and waste:-
- Construction works are to be undertaken in such a manner so as to prevent the entry of pollutants and waste into the stormwater drainage system, waterways or adjacent land.
  - No wastes are to be disposed to the stormwater drainage system or sewer system.
  - Provision is to be made on site for the orderly collection and temporary storage of all site debris and waste. All construction waste is to be disposed of at an approved waste disposal facility.

- (d) The storage area or areas for site debris and waste are to be kept covered and located away from drainage paths to prevent litter and debris entering the stormwater drainage system.
  - (e) Catch drains are to be installed upslope from stockpiles to divert water around stockpiles.
- (3) De-watering:-
- (a) All ground water overflows from de-watering activity are to be treated before being discharged into the stormwater drainage system. Prior to discharge to the stormwater system or any waterway, discharges are to be tested to meet the requirements of the *ANZECC Guidelines for Fresh and Marine Water Quality*.
  - (b) Copies of testing and monitoring reports for all de watering activities are to be kept on site.
- (4) Concrete works:-
- (a) All residues and wastes generated by the carrying out of concrete works are to be prevented from entering the stormwater system.
  - (b) Site mixing of concrete, either by hand or mechanical means, is to be carried out in a designated area of the site that prevents the chance of wastewaters entering the stormwater system.
  - (c) Concrete mix trucks, pumps and equipment are not to be washed down in roadways, footpaths or reserves. This should be conducted at wash-down bays, either on-site or at the applicant's depot.
- (5) Exposed aggregate or coloured concrete:-
- (a) All slurry from exposed aggregate concrete finishes is to be directed to a contained area on site so that the sediments can be filtered out. At no times is slurry to be allowed to enter the stormwater system, waterways or adjacent land.
  - (b) If colouring is added following the placement of concrete, appropriate methods are to be implemented to prevent the waste which may be blown or washed into the stormwater drainage system.
- (6) Brick works and paver cutting:-
- (a) Mortar is not to be mixed in locations which drain directly to the stormwater drainage system or adjacent land.
  - (b) All wastewater from brick, paver and tile cutting activities is to be prevented from entering the stormwater drainage system.

#### Air pollution and dust control

- (7) At all times, appropriate controls and construction methods are to be employed to prevent air pollution from the construction activities.
- (8) Appropriate methods for dust suppression should include minimising disturbed areas, re-vegetation of disturbed areas immediately after works completed, and the use of dust suppression methods.
- (9) At all times the requirements of the *Environmental Protection Act 1994* for air quality are to be maintained on site, including any odours, dust or air pollution.

#### Noise and construction hours

- (10) Working hours are to be as per relevant State legislation unless otherwise specified in the conditions of the development approval.
- (11) If works are required to be undertaken outside of these hours, requests are to be made in writing to Council's Development Services Branch. Written requests are to outline the reasons why works cannot be undertaken during the times nominated, including consideration of alternate construction methods. Council will review and inform the applicant if works outside the nominated times can be undertaken.



Note—the hours of works nominated includes general works, site set-up, deliveries and any other activities that may generate noise, disruption or inconvenience to the surrounding environment and residents.

#### Vehicular access

- (12) Engineering design plans are to indicate the location, type, size and finish of accesses.
- (13) For site development on all land other than in the Low density residential zone, a heavy duty vehicular access is to be constructed. Accesses are to comply with Council's approved Standard Drawings.
- (14) Accesses are not to cross the footpath or verge in front of adjoining properties, unless otherwise approved.
- (15) A grated drain is required on the inside of the boundary alignment on ascending driveways and may be piped directly to the kerb and channel (a kerb adaptor should be used where practical, refer Council's Standard Drawings). Grated drains are to be bolted down to diminish noise. The piping across the footpath to the kerb and channel is to be constructed of hot dip galvanised rectangular hollow sections (RHS) with a maximum height of 100mm and a minimum width of 75mm. The RHS is to be placed at 45° to the frontage kerb and must not encroach upon the verge fronting any adjoining land.
- (16) Driveway surfaces are to have a non-slip finish, while stamped concrete is not to include edges or lips that compromise pedestrian safety.
- (17) Saw cuts are to be used at existing footpath, kerb and channel and road pavements when constructing a driveway.
- (18) All existing vehicular crossings that will be redundant are to be closed and the footpath reinstated. Kerb and channeling is to be in accordance with Council's Standard Drawings.

#### Traffic management

- (19) A Traffic Management Control Plan (TMCP) is to be prepared to provide for the safe and orderly passage of vehicular, pedestrian and bicycle traffic through and around the site during construction of works and for management of environmental impacts of traffic. TMCPs are to be prepared in accordance with Part 3 of the *Transport & Main Roads Manual for Uniform Traffic Control Devices* (MUTCD) and are subject to Council approval.
- (20) The TMCP is to be prepared by a suitably qualified person and is to:-
  - (a) describe traffic arrangements that provide for the construction of the work while minimising disruption to local traffic from adjacent communities, emergency vehicles, pedestrians and cyclists;
  - (b) provide details of all traffic management changes, including staging of construction activities where required;
  - (c) describe how the construction work zone is to be physically isolated from traffic and pedestrians;
  - (d) provide details of how local access to communities and adjacent businesses will be maintained;
  - (e) provide advance notification to the supervising RPEQ, Police and Emergency Services of proposed significant changes to traffic arrangements on the major network roads;
  - (f) describe measures to effectively minimise any dust which may occur during construction activity including transport of material to and from the site that may affect the safety and general comfort of the public, employees and/or occupants of adjacent buildings;
  - (g) describe measures to ensure access for emergency vehicles to the construction site;
  - (h) describe measures to provide adequate information to ensure the community, including local businesses, are informed of changes to traffic movements as a result of construction; and

- (i) describe where police officers are to be employed to assist with control of traffic, and provide evidence of approval of necessary arrangements with the Queensland Police Service.
- (21) Short duration closures of an entire carriageway may be approved, but are subject to the issue of a permit from Council . For a temporary carriageway closure to be approved, it is to be demonstrated that:-
- (a) partial lane closures are impractical because of:-
    - (i) an unacceptable hazard to motorists or workers; and/or
    - (ii) the extent of delays to motorists or rework occasioned by partial closures over a more extended period; and
  - (b) the duration of any closure is to be the minimum required to affect the critical works.

Public utility plant

- (22) Provision is to be made for the relocation of any public utility plant, being any railway, viaduct, aqueduct, conduit, water channel, pipeline (water, stormwater, oil, gas, sewerage or otherwise), fixed mechanical conveyor, tower, pole, cable, electrical installation or telecommunications plant (including cameras), whether above or below the ground, that is affected by the construction of development works.
- (23) The applicant will be responsible for the management of all work associated with relocation of affected utilities and to ensure that the specific relocation and/or replacement requirements of each responsible public utility authority are met.
- (24) The applicant will be responsible for any damage to any public utility plant (including any completed public utility plant relocation) caused by the execution of work. The applicant is to make arrangements directly with the relevant public utility authority for any such repair work.
- (25) The applicant is to ensure that disruption in disconnecting and reconnecting public utility plant to individual land owners and/or occupiers is kept to a minimum. The applicant is to consult with the relevant public utility authority regarding special requirements regarding continuity of supply of any public utility plant and take all measures necessary to satisfy such requirements.
- (26) The applicant is to notify affected landowners and/or occupiers at least 24 hours prior to planned works commencing.
- (27) The applicant is to provide as-constructed drawings to the standard specified in **Section SC6.14.11.10 (As- constructed)** as soon as practicable after the responsible Public Utility Authority has approved the completed public utility.

**SC6.14.6.4 Stormwater management programs and erosion and sediment control plans**

Information required in support of a development application

- (1) All applications, including material change of use (MCU), reconfiguring a lot (RoL) and operational work (where not previously addressed as part of MCU/RoL application), which will result in a total area in excess of 5000m<sup>2</sup> of either land disturbance and/or exposure of soil and which are included in one of the categories listed in Column 1 of **Table SC6.14.6A (Information required at development application stage)** are required to submit the information summarised in Column 2 at the time specified in Column 3. Further detail of the information required is provided under the heading of **Concept erosion and sediment control plans** in this section of the planning scheme policy.

**Table SC6.14.6A Information required at development application stage**

Column 1	Column 2	Column 3
Applications involving the endorsement of a staging plan	Concept ESC Plan which demonstrates that the proposed staging will facilitate provision of effective ESC during construction and effective WSUD during the operation of each stage.	With application

Column 1	Column 2	Column 3
Applications proposing works below the 1% AEP flood level	<p>Concept ESC Plan which demonstrates that conventional ESC infrastructure is able to be provided to treat runoff from the development site and that exposed areas and ESC infrastructure will not be inundated with flood waters for at least the flood event having a 39% AEP (Q2).</p> <p>Where filling below the 1% AEP is proposed, a construction phase flood study is required to be provided in conjunction with the above and is to demonstrate that the proposed construction methodology will not worsen off-site flood levels at any time during construction.</p>	With application
Applications proposing works or necessitating infrastructure works which cross waterways or are within riparian protection areas identified on relevant overlay maps in the Planning Scheme	Concept ESC Plan which demonstrates how impacts on the waterway have been minimised through appropriate route selection and type of crossing and how construction of the crossing will be managed in accordance with a current best practice manual such as IECA 2008, Best Practice Erosion and Sediment Control – Appendix I.	With application
Applications for which 1ha or greater external catchment area contributes stormwater runoff to the subject site	<p>Concept ESC Plan which demonstrates that clean stormwater from upslope external catchment(s) can be diverted around or through the site without causing either an increase in turbidity of the flow, or erosion on site or offsite.</p> <p>Alternatively, if it is not feasible to divert clean stormwater from upslope external catchment(s) around or through the site the Concept ESC Plan should demonstrate that there is sufficient area to install a sediment basin which is sized to accommodate the stormwater runoff from the whole upslope catchment.</p>	With application
Applications proposing works below 5.0m AHD	<p>Concept ESC Plan which demonstrates that</p> <ul style="list-style-type: none"> <li>• there is sufficient area to install an appropriately sized sediment basin;</li> <li>• the runoff from all disturbed areas can be directed to a sediment basin;</li> <li>• it is feasible to install sediment basins which will have sufficient storage volume to contain design storm event ie the sediment basin(s) will not be inundated with groundwater.</li> </ul>	With application
Applications proposing works on land identified in a planning scheme overlay map as a landslide hazard area or otherwise having a slope of greater than 20%	<p>Concept ESC Plan which demonstrates that:</p> <ul style="list-style-type: none"> <li>• there is sufficient area to install an appropriately sized sediment basin, and</li> <li>• the runoff from all disturbed areas can be directed to a sediment basin.</li> </ul> <p>Preliminary engineering sections of proposed sediment basins showing that they may be practically implemented on the slopes proposed.</p> <p>Preliminary earthworks plan showing proposed extent of land disturbance.</p> <p>Geotechnical Report which assesses the probability of landslip instability as a result of the construction phase ESC measures.</p>	With application

Note—for development not meeting any of the trigger criteria in Column 1, no Concept ESC Plan is required with the application

#### Concept erosion and sediment control plans

- (2) Concept ESC plans are to be submitted with applications for developments involving issues identified in **Table SC6.14.6A (Information required at development application stage)**, to

assist Council in deciding the application. The purpose of concept ESC plans is to demonstrate the feasibility of implementing the required level of protection to receiving waters from the potential impacts of the development using best practice ESC. Normally concept ESC plans do not contain engineering drawings of structures, unless specified in **Table SC6.14.6A (Information required at development application stage)**.

- (3) In addition to the information required by **Table SC6.14.6A (Information required at development application stage)**, concept ESC plans must demonstrate the following:-
- (a) the design, intensity, configuration and establishment of development is compatible with the physical constraints of the site and receiving environment;
  - (b) the feasibility of effective erosion and sediment control measures being implemented is substantiated, including consideration of the impacts of the overall development until permanent stabilisation of the site. A drawing showing a conceptual treatment train and giving preliminary calculations for the sizing of a sediment basin or basins is to be provided; and
  - (c) a contoured site plan showing natural features and location of the proposed control structures, including sediment basins is to be provided with an overview strategy for the site, outlining the sequence of development and temporary and permanent management mechanisms until commissioning of permanent water sensitive urban design features is undertaken.

Information required in support of construction phase

- (4) Any development involving a total area in excess of 5000m<sup>2</sup> of either land disturbance and/or exposure of soil, and included in one of the categories listed in Column 1 of **Table SC6.14.6B (Information required at construction stage)** is required to submit the information summarised in Column 2 at the time specified in Column 3. Further details of the information required are provided under the headings of **Erosion and sediment control plans, Construction phase stormwater management program, Design certificate** and **Inspection certificate** in this section of the planning scheme policy.

**Table SC6.14.6B Information required at construction stage**

Column 1	Column 2	Column 3
All works subject to an Operational Works Development Permit	Erosion and Sediment Control Plan(s) See relevant heading for requirements.	2 business days prior to pre-start meeting or the relevant <sup>1</sup> works commencing
	Design Certificate See relevant heading for requirements	2 business days prior to pre-start meeting or works commencing
All works subject to an Operational Works Development Permit and involving:- <ul style="list-style-type: none"> <li>• a total disturbance area of greater than 5000m<sup>2</sup> and /or</li> <li>• an issue listed in Column 1 of SC6.14.6A</li> </ul>	Construction Phase Stormwater Management Program See relevant heading for requirements	2 business days prior to pre-start meeting or works commencing
	Inspection Certificates See relevant heading for requirements	As indicated in SC6.14.6.4 Quality Assurance (Inspection Certification)
	Schedule of Registered Business Names See relevant heading for requirements	At the pre-start meeting or prior to works commencing

<sup>1</sup>—ESC plans might be required for several different stages of the works such as clearing, civil construction, rehabilitation etc. In which case, the ESC plan relevant to the civil works stage would be required 2 business days prior to commencement of that stage

### Erosion and sediment control plans

- (5) The primary purpose of ESC plan is to inform those constructing the development on what controls need to be implemented throughout all stages of the development from site establishment to plan sealing. Typically a separate ESC plan is required for each phase of the development including the site clearing, bulk earthworks, civil construction, services installation and final stabilisation. These plans could be considered an element of complying with the general environmental duty, that is doing all that's reasonable and practicable to prevent or minimise environmental harm (s319 *Environmental Protection Act 1994*).
- (6) ESC plans should:-
- (a) be consistent with this planning scheme policy and current best practice guidelines (such as Council's Manual for Erosion and Sediment Control or IECA Best Practice Erosion and Sediment Control). For issues where a guideline is not consistent with this planning scheme policy, the policy prevails;
  - (b) be based on an assessment of the physical constraints and opportunities of the development site, including those for soil, landform type and gradient and hydrology;
  - (c) provide a set of contour drawings showing the real property description, north point, roads, site layout, boundaries and features. Contours on and surrounding the site should be shown so that catchment boundaries can be considered;
  - (d) be at a suitable scale for the size of the project (as a guide around 1:1000 at A3 for a 2 hectare development and 1:500 at A3 for a 3000m<sup>2</sup> development);
  - (e) provide background information including site boundaries, existing vegetation, location of site access and other impervious areas and existing and proposed drainage pathways with discharge points also shown;
  - (f) show the location of lots;
  - (g) show the location of stormwater drainage systems;
  - (h) include details on the nature and specific location of works and controls (revegetation, cut and fill, run-off diversions, stockpile management, access protection), timing of measures to be implemented and maintenance requirements (extent and frequency);
  - (i) show the way that works will modify the landscape and surface and subsurface drainage patterns (adding new or modifying existing constraints);
  - (j) show the staging of works and scheduling of progressive and final rehabilitation as civil works progress;
  - (k) identify the riparian buffers and areas of vegetation which are to be protected and fenced off to prevent vehicle access;
  - (l) indicate the location and provide engineering details with supporting design calculations for all necessary sediment basins;
  - (m) include the location and diagrammatic representations of all other necessary erosion and sediment control measures;
  - (n) identify clean and disturbed catchments and flow paths, showing:-
    - (i) diversion of clean runoff;
    - (ii) collection drains and banks, batter chutes and stream crossings;
    - (iii) location of discharge outlet points; and
    - (iv) water quality monitoring locations.
  - (o) show calculated flow velocities, sizing and channel lining protection, and velocity/energy checks required for all stormwater diversion and collection drains, banks, chutes and outlets to streams;
  - (p) show streams (perennial and non-perennial) and detail of stabilisation measures for all temporary stream crossings;
  - (q) locate topsoil stockpiles; and

- (r) provide details of chemical flocculation proposed, including equipment, chemical, dosing rates and procedures, quantities to be stored and storage location, and method of decanting any sediment basin.

#### Construction phase stormwater management program

- (7) A construction phase stormwater management (CPSM) program is a set of documents and plans that describes what controls are required throughout all stages of the development including the integration of post construction stormwater management. In addition to the provision of ESC plans for each phase of the development as described above, the CPSM Program must also:-
  - (a) be prepared by a suitably qualified and experienced professional;
  - (b) be consistent with this planning scheme policy and current best practice guidelines (such as the IECA Best Practice Erosion and Sediment Control). For issues where a guideline is not consistent with this planning scheme policy, the policy prevails;
  - (c) prescribe non-structural controls where applicable, such as minimising the extent and duration of soil exposure, staging the works, identifying areas for protection and delaying clearing until construction works are imminent;
  - (d) include a maintenance schedule for ensuring ESC and stormwater infrastructure is maintained in effective working order;
  - (e) include an adaptive management program to identify and rectify non compliances and deficiencies in environmental performance;
  - (f) include contingency management measures for the site, for example to ensure ESC measures are effective at all times, particularly just prior to, during and after wet weather;
  - (g) for each phase of the works (including clearing, earthworks, civil construction, services installation and landscaping) detail the type, location, sequence and timing of measures and actions to effectively minimise erosion, manage flows and capture sediment;
  - (h) be consistent with current best practice standards, taking into account all environmental constraints including erosion hazard, season, climate, soil and proximity to waterways;
  - (i) be prepared to a sufficient standard and level of detail such that compliance with concept ESC plans section of this planning scheme policy will be achieved if the plans are correctly implemented on site;
  - (j) include an effective monitoring and assessment program to identify, measure, record and report on the effectiveness of ESCs and the lawfulness of releases; and
  - (k) be submitted to Council at least 2 business days prior to the pre-start meeting.

#### Design certificate

- (8) The Design Certificate for Erosion and Sediment Control must be completed using the form provided on Council's webpage and submitted to Council at least 2 business days prior to the pre-start meeting.

#### Inspection certificate

- (9) Refer to **SC6.14.6.5 (Protecting waters from the impacts of development)** - Quality Assurance (Inspection Certification).

#### Schedule of registered business names

- (10) The name and contact details of the land owner, supervising RPEQ and principal contractor, for the purposes of compliance with the conditions of this approval, is to be provided to Council's delegate at the pre-start meeting in writing. The details must include the registered business name and ABN/ACN. Any changes to these parties during construction are to be notified to Council in writing within 5 business days of the change occurring.

### Qualifications

- (11) Concept ESC plans, ESC plans, CPSM programs, design certificates and inspection certificates are to be prepared by a suitably qualified and experienced professional. This person is to have completed an advanced specialised training course in erosion and sediment control, provided under the auspices of a reputable body such as the International Erosion Control Association.
- (12) Where engineering structures (either temporary or permanent) such as inlets, outlets and spillways, form part of an ESC Program, the design and inspection of such structures are to be undertaken and certified by a RPEQ.

## **SC6.14.6.5 Protecting waters from the impacts of developments**

### Quality assurance (inspection certification)

- (1) This section does not apply to developments which have a total disturbance area of less than 5000m<sup>2</sup>.
- (2) The land owner is to ensure that certification is provided at the intervals specified below, verifying that matters pertaining to the environmental management of the development are either:-
  - (a) in compliance with **Avoiding and minimising releases, flow and discharges of prescribed water contaminants** of this section, or
  - (b) where not in compliance with (a) above, specific advice has been given to the land owner, which if implemented, will achieve compliance with **Avoiding and minimising releases, flow and discharges of prescribed water contaminants** of this section.
- (3) Certification is to:-
  - (a) be on the approved form;
  - (b) be undertaken by a suitably qualified and experienced professional, not directly employed by the principal contractor;
  - (c) be undertaken at the following minimum intervals:-
    - (i) prior to the commencement of bulk earthworks;
    - (ii) prior to requesting a Council sub grade inspection;
    - (iii) prior to requesting a Council WSUD hold-point inspection; and
    - (iv) at intervals not exceeding 1 month; and
  - (d) be provided to the land owner, supervising RPEQ, the principal contractor and Council that:-
    - (i) it is a true and accurate assessments of the findings; and
    - (ii) is kept available (copies) on site together with copies of all specific directions issued in relation to the certification for inspection by Council.
- (4) This requirement does not diminish the responsibility of any parties involved in the development to do all that is reasonable and practicable to ensure effective environmental management is implemented on site at all times and in accordance with the requirements of the applicable development permits and the *Environmental Protection Act 1994*.

### Avoiding and minimising releases, flow and discharges of prescribed water contaminants

- (5) Prescribed water contaminants (as defined in the *Environmental Protection Act 1994*) are not to be released from the site or be likely to be released should rainfall occur, unless all reasonable and practicable measures are taken to prevent or minimise the release and concentration of contamination. These measures are to include as a minimum but not limited to the following:-
  - (a) ensure non-essential exposure of soil is avoided by restricting the extent of clearing to that necessary for access to and safe construction of the approved works;
  - (b) vegetation in all other areas of the site is to be protected;
  - (c) the duration of soil exposure is to be minimised by:-

- (i) only clearing vegetation immediately prior to an area being actively worked;
- (ii) staging the works to minimise the area of soil exposed at any one time;
- (iii) effectively stabilising cleared areas if works are delayed or works are not intended to occur immediately;
- (iv) effectively stabilising areas at finished level without delay and prior to rainfall; and
- (v) effectively stabilising steep areas, such as stockpiles, batters and embankments, which are not being actively worked and prior to rainfall;

Note—an effectively stabilised surface is one that does not have visible evidence of soil loss caused by sheet, rill or gully erosion, lead to sedimentation or lead to water contamination.

- (d) ensure clean stormwater is diverted or managed around or through the site without increasing the concentration of total suspended solids or other contaminants in the flow and without causing erosion (on site or off site). If it is not feasible to divert all areas discharging clean stormwater around or through the site, manage the clean stormwater runoff as for contaminated stormwater runoff and ensure that sediment basins are sized to accommodate the additional volume of runoff;

Note—diverting clean stormwater runoff into a sediment basin is an inferior option to diverting clean stormwater around or through the site because it will cause an increase in the volume and frequency of contaminated release from the sediment basin. For this reason, diverting clean stormwater into a sediment basin is not acceptable unless the proponent demonstrates that diverting clean stormwater around or through the site is not feasible.

- (e) ensure sheet flows of stormwater are managed such that sheet and rill erosion are prevented or minimised;
- (f) ensure that all concentrated stormwater flows including drainage lines, diversion drains, channels and batter chutes are managed onto, through, and at release points from the site in all rain events up to and including the AEP event of:-
  - (i) 39% AEP if the disturbed area is open for less than 12 months; or
  - (ii) 18% AEP if the disturbed area is open for between 12 and 24 months; or
  - (iii) 10% AEP if the disturbed area is open for more than 24 months; and
- (g) concentrated stormwater flows are not to cause:-
  - (i) water contamination; or
  - (ii) sheet, rill or gully erosion; or
  - (iii) sedimentation; or
  - (iv) damage to structures or property.

#### Sediment basins

- (6) Each sediment basin should have capacity to treat flows to current best practice standards and as a minimum to contain all the stormwater runoff from the 80<sup>th</sup> percentile 5 day rainfall depth and store 2 months sediment from the receiving catchment, as determined using the Revised Universal Soil Loss Equation.

Note—research has shown that sediment basins designed on a batch or total storm capture approach are only capable of treating a small percentage of the annual runoff volume without basin size becoming excessive. Innovation in sediment basin design to incorporate continuous flow treatment is likely to occur in the future and as this technology becomes available in best practice guidelines it is required to be adopted where a better water quality outcome will result. In the interim, the minimum basin size is as specified above.

- (7) Sediment basins should be maintained with sufficient storage capacity to capture and treat the runoff for the design rainfall depth or event. Where sediment basins are proposed to be oversized for storage of captured water for re-use, install survey markers in each such basin to indicate the level that water within the basin must be lowered to, in order to meet the storage capacity specified in requirement (6) above.
- (8) Sediment basins should be dewatered as soon as practicable after each rainfall event and within 2 days of rainfall ceasing.
- (9) Stormwater captured in sediment basins should be treated prior to discharge to minimise the concentration of contaminants released from the site, having due regard to forecast rainfall and ensuring that releases are in accordance with the release limits as specified in this section.

Note—dewatered flows from sediment basins should be compliant with the release limits as specified, unless it can be demonstrated that a non-compliant release occurred to facilitate a better environmental outcome. For example, higher TSS concentrations may be acceptable in circumstances where further rain is imminent and it can be substantiated that releasing partially treated basin water that has a TSS concentration exceeding the release limit



would minimise the total contamination released from the site, by providing for the capture and treatment of expected runoff. However, releasing waters from sediment basins without treatment is not acceptable.

- (10) Sediment basins and associated structures such as inlets, outlets and spillways are to be constructed to be structurally sound for a 10% AEP rainfall event under normal circumstances and for a 1% AEP rainfall event if failure of the basin poses a threat to downstream dwellings or public safety.
- (11) Accumulated sediment from basins and other controls should be removed and disposed of appropriately without causing water contamination.

#### Erosion and sediment controls (other than sediment basins)

- (12) Measures should be implemented such that the runoff from all disturbed areas flows to a sediment basin or basins. Where it is not feasible to divert runoff from small disturbed areas of the site to a sediment basin, implement compensatory erosion and sediment controls prior to rainfall to ensure that erosion of those areas does not occur, including erosion caused by either splash (raindrop impact), sheet, rill or gully erosion processes.

Note—compensatory controls are erosion controls, flow controls and sediment controls which compensate for the lack of sediment basin and are applied such that the type, timing, placement and management of controls minimise the potential for water contamination and environmental harm. This is primarily achieved by reducing the risk of erosion and subsequent sediment release, for example, by turfing or mulching and managing concentrated flows in the area.

- (13) Where it is not feasible to effectively stabilise cleared areas of exposed soil, such as areas being actively worked, a full suite of erosion and sediment controls should be implemented to maximise sediment capture in those areas and minimise erosion such that all forms of erosion, other than splash erosion (raindrop impact) and sheet erosion, does not occur.
- (14) In areas of exposed soil where it is not feasible to either effectively stabilise the surface or implement a full suite of erosion and sediment controls (for example in the areas being actively worked and where the implementation of some erosion and sediment controls would impede construction activities) ensure contingency measures are available on site and are implemented, prior to rain, to maximise sediment capture in those areas and minimise erosion such that all forms of erosion, other than splash erosion (raindrop impact) and sheet erosion does not occur.

Note—this does not apply to major erosion and sediment controls such as sediment basins. Major controls should be installed before other works commence.

- (15) All stockpiles, batters and embankments should be effectively stabilised without delay. Where it is not feasible to effectively stabilise a stockpile, batter or embankment, such as areas being actively worked, ensure that sediment controls are installed and surface stormwater flows are managed such that erosion of stockpiles, batters or embankments is not caused by concentrated stormwater flows.
- (16) Measures should be taken to ensure sediment does not leave the site on the tyres of vehicles.

#### Work within waterways

- (17) Waterways, including perennial and permanent waterways, are not to be altered, nor riparian (including rehabilitated) vegetation disturbed without prior written approval of the relevant administering authority.
- (18) Work within waterways is to only be:
  - (a) undertaken during the lower rainfall months;
  - (b) promptly rehabilitated conforming to the natural channel form, substrates and riparian vegetation as far as possible; and
  - (c) undertaken in accordance with *Best Practice Erosion and Sediment Control*, Appendix I – Instream works, Sections 14 and 16, (International Erosion Control Association, 2008).
- (19) Temporary vehicular crossings of waterways are to be designed and constructed to convey flows and remain stable for all rainfall events up to the 10% AEP event of critical duration.
- (20) ESCs are not to be constructed within the riparian zone, unless it is not feasible to site them elsewhere.

#### Effective stabilisation prior to plan sealing

- (21) Prior to the sealing of the plan of survey for the development, all site surfaces are to be effectively stabilised using methods that will continue to achieve effective stabilisation in the medium to long term. For the purposes of this requirement, an effectively stabilised surface is one that does not, or is not likely to, result in visible evidence of soil loss caused by sheet, rill or gully erosion or lead to sedimentation, or lead to water contamination.
- (22) A site is determined to be effectively stabilised if at the time of the plan sealing inspection:-
- (a) methods of stabilisation are:-
    - (i) appropriate for slopes and slope lengths; and
    - (ii) are consistent with best practice environmental management practices such as in the *Manual for Erosion and Sediment Control* or the *IECA Manual*; and
  - (b) stormwater runoff from the site is not currently, and is not likely to result in visible evidence of sedimentation or erosion, or lead to water contamination in the short, medium and long term.
- (23) If at the time of request for plan sealing the method of stabilisation has not achieved a stability that has a high probability of enduring in the medium to long term (for example, inadequate grass cover or permanent approved landscape works are incomplete), the following will be taken into consideration in determining whether the site is capable of achieving medium to long-term stability:-
- (a) evidence of soil amelioration having been adequately undertaken;
  - (b) evidence of an adequate seed mix of annual and perennial grass species being applied at an adequate rate; and
  - (c) evidence that appropriate grass strike and growth has been achieved for the type of stabilisation method selected.

Note—while hydromulch can provide an immediate and effective stabilising cover to soils, the protective cover can be relatively short-lived if vegetation fails to establish before the thin layer of mulch decomposes. If hydromulch is selected as the method of temporary stabilisation, it is important that perennial as well as annual grasses are well established at the time of plan sealing to reduce the risk of instability of the site in the medium to long term.

#### Release limits

- (24) All releases of stormwater captured in a sediment basin, unless otherwise noted in this planning scheme policy, are not to exceed the following limits:-
- (a) 50 milligrams litre (mg/L) of TSS as a maximum concentration;
  - (b) turbidity (NTU) value less than 10% above background; and
  - (c) pH value must be in the range 6.5 to 8.0 except where, and to the extent that, the natural receiving waters lie outside this range.

Note—background refers to receiving waters immediately upstream of site waters entry points at the time of release.

- (25) The concentration of TSS released by dewatering may only exceed 50mg/L where it can be demonstrated and supported through documentation that:-
- (a) further significant rainfall is forecast to occur before the TSS concentration is likely to be reduced to 50mg/L;
  - (b) releasing a higher concentration of total suspended solids will result in a better environmental outcome by providing storage for the capture and treatment of runoff from the imminent rainfall and runoff; and
  - (c) flocculent has been applied and the concentration of TSS in the captured water has already significantly decreased.
- (26) For all other stormwater releases, flows and discharges from the site, the release limits prescribed in (24) above are not to be exceeded unless the development is in full compliance with **SC6.14.6.4 (Stormwater management programs and erosion and sediment control plans)**.

Note—it is recommended that a site specific relationship between turbidity and suspended solids is determined for each medium to large scale construction site. Once a correlation between suspended solids and turbidity has been established for a site, testing stormwater for compliance with release limits, prior to release, can be done on site with a turbidity tube. This has the advantage of providing immediate assessment rather than waiting for laboratory results to confirm concentration levels and compliance.

### **SC6.14.6.6 Guidelines**

For the purposes of achieving compliance with the relevant provisions of the **Works, services and infrastructure code** and this section of the planning scheme policy, the following are relevant guidelines:-

- (a) *Queensland Urban Drainage Manual (QUDM)*;
- (b) *Australian Rainfall and Runoff (AR&R)*;
- (c) *Manual for Erosion and Sediment Control*, Sunshine Coast Council, 2008;
- (d) *Erosion and Sediment Control*, IECA, 2008; and
- (e) *Manual of Uniform Traffic Control Devices* (Transport and Main Roads, Qld).

Note—relevant guideline documents in existence or available over the life time of this planning scheme policy should be referenced and used where appropriate. The above list is not exhaustive and the use of locally based guidelines by a recognised authority or agency would take preference to those developed regionally or nationally.

## **SC6.14.7 Open space and landscaping infrastructure**

### **SC6.14.7.1 Purpose**

The purpose of this section of the **Planning scheme policy for development works** is to:-

- (a) provide guidance relating to landscape infrastructure, planting and street trees provided on land which is or is intended to be in the public domain; and
- (b) provide guidance on the standards required to meet the performance criteria nominated in the development codes in relation to landscape infrastructure, open space planting, street tree planting revegetation and habitat works, establishment of buffers, management of weeds, landscape design, management and maintenance, safety and security and energy and water efficiency, pathways and access.

### **SC6.14.7.2 Application**

- (1) Compliance with the guidelines contained in this section will assist to achieve coherency and maintain local distinctiveness throughout the region while also meeting Council's maintenance requirements.
- (2) This section is structured as follows:-
  - (a) **Sections SC6.14.7.1 and SC6.14.7.2** provides the framework;
  - (b) **Sections SC6.14.7.3 to SC6.14.28** detail Council's guidelines and standards to facilitate compliance with the relevant provisions of the **Landscape code** and to achieve the purpose of this section of the planning scheme policy; and
  - (c) **Section SC6.14.7.29** contains guidelines for achieving compliance with this section of the planning scheme policy.
  - (d) **Appendix SC6.14B to SC6.14D** contains NATSPEC Tree Inspection and Certification Form, Industry best practice guide relating to maintenance activities for road reserves and public open space areas and a Landscape Maintenance Checklist.

### **SC6.14.7.3 General**

- (1) The Sunshine Coast region contains a variety of landscape and urban settlement types, ranging from coastal urban, rural town, rural village, rural areas, and dramatic scenic landscapes to

significant environmental reserves. The selection of appropriate landscape infrastructure elements in these guidelines seeks to:-

- (a) provide functional and robust landscape infrastructure elements;
  - (b) reinforce the diverse character within coastal and hinterland regions; and
  - (c) reinforce the individual identity of the particular planning areas and suburbs/localities within those areas.
- (2) These guidelines have been developed in order to ensure ecological, recreational, amenity, social and economic values are protected and enhanced throughout the Sunshine Coast by promoting high quality and cohesive landscape infrastructure. The guidelines identify the preferred landscape infrastructure to be installed within the Sunshine Coast's parks, reserves, open space areas, streetscapes and urban spaces.
  - (3) Landscape infrastructure included in the guidelines has been selected on the basis that it is responsive to the local landscape character, robust, sensitive to the environment and vandal resistant.
  - (4) The core value of such infrastructure can be deemed to provide public amenity and functionality to both public and private spaces, improve or provide the basis for the visual amenity of these spaces as well as improving and protecting both the community lifestyle and ecological value of Sunshine Coast.
  - (5) The SCC Infrastructure Guidelines and Standards provide further guidance with regard to specifications for open space and landscape infrastructure.

#### **SC6.14.7.4 Retention of vegetation and topographic features in layout and design of landscapes**

- (1) All existing vegetation and street trees within road reserves, trees located within the proposed development lots and neighbouring properties should be retained and protected as far as practicable, with the exception of exempt vegetation clearing, as defined in Schedule 1 of the planning scheme.
- (2) All topographic features, including landform, watercourses, drainage paths and other attributes such as rocky outcrops, wetlands and soils should be retained and protected as far as practicable.
- (3) Where a development has the potential to impact upon mature vegetation providing ecological, character or visual amenity to the local area, an arboricultural management plan is required to be prepared to ensure no undue disturbance or loss is encountered. In the event that such vegetation is proposed for removal, the arboricultural management plan must provide appropriate justification for such removal.
- (4) The arboricultural management plan is to be prepared in accordance with AS 4970-2009 Protection of Trees on Development Sites. The management plan must be prepared by a suitably qualified and experienced arborist (minimum ISA certification or Diploma of Arboriculture and a minimum of 3 years current experience in the field of arboriculture) and:-
  - (a) nominate Council as an authorised recipient and confirm that Council is entitled to rely on the management plan;
  - (b) provide the following information:-
    - (i) tree survey plan to include location, species and trunk diameter of trees located on the site. The location of these trees must be overlaid and be easily compared with the proposed works;
    - (ii) clearly identify and include photographs of all trees being retained;
    - (iii) clearly identify and include photographs of any tree considered unsafe for retention along with the arboricultural justification; and
    - (iv) a comprehensive outline of the tree protection measures required (including details of root pruning, hazard reduction, tree protection zones and tree protection fencing) prior to, during and post construction; and

- (c) provide an arboricultural management plan Certification of Compliance form for completion by the project arborist at each identified stage of construction (prior to, during and post construction).
- (5) When development necessitates removal of vegetation (including weeds, woody and otherwise) or topographic features, appropriate measures for the protection of fauna, flora and landform to be retained are employed. To achieve the desired outcomes the following is required:-
- (a) site planning and design is to include:-
    - (i) habitat assessment by a qualified ecologist / environmental scientist / certified fauna spotter-catcher for all affected vegetation;
  - (b) site management is to ensure:-
    - (i) all works are undertaken in accordance with the draft Queensland Code of Practice for the Welfare of Wild Animals Affected by Land Clearing (2009) and the **Biodiversity, waterways and wetlands overlay code** and planning scheme policy;
    - (ii) a certified fauna spotter catcher undertakes pre-clearing inspections and subsequent works from findings, prior to the commencement of any development construction works;
    - (iii) all vacant hollows and nests are rendered unusable to prohibit fauna return during clearing works;
    - (iv) a certified fauna spotter-catcher is present for all clearing activities, and clearing techniques are consistent with the type of habitat and fauna protection requirements;
    - (v) all fauna is relocated or humanely dealt with by a certified fauna-spotter catcher during the pre-clearing inspections or during clearing; and
    - (vi) a certified fauna spotter-catcher is present for the removal or chipping of any stockpiled cleared vegetation;
  - (c) where habitat cannot be retained compensatory habitat such as nest boxes of appropriate design is provided at an agreed location prior to commencement of clearance of any vegetation by a suitably qualified fauna spotter and catcher; and
  - (d) authorities, affected neighbouring residents and businesses are appropriately notified in writing by the developer of the type and extent of approved clearing works, at least 5 business days prior to works being undertaken.

#### **SC6.14.7.5 Management of weeds**

- (1) Management of all weed species is to be undertaken as part of the development works to assist retention and enhancement of endemic vegetation and natural characteristics including natural ground levels, aquifer and above ground hydrology and catchment.
- (2) Declared plants and environmental weeds should be cleared in an ecologically sustainable manner minimising weed regrowth and encouraging natural recruitment. Weed removal should be required to be staged throughout the maintenance period to maintain existing habitat values or prevent erosion or slippage.
- (3) The removal and management of declared plants and environmental weeds detailed in:-
  - (a) the *Land Protection (Pest and Stock Route Management) Act 2002* Declared Plants Class 1,2 and 3;
  - (b) *Invasive Naturalised Plants in South East Queensland* (Queensland Herbarium);
  - (c) the *Australian Government Alert List for Environmental Weeds*; and
  - (d) the *Sunshine Coast Local Government Area Pest Management Plan 2012-2016* prepared in accordance with the *Land Protection (Pest and Stock Route Management Act 2002)*.
- (4) Some species from both Declared Plants Class 3 and Invasive Naturalised Plants in South East Queensland may be assessed as being suitable for use in highly urbanised areas where the risk of proliferation is minimised by the distance between the development and an ecologically important area.

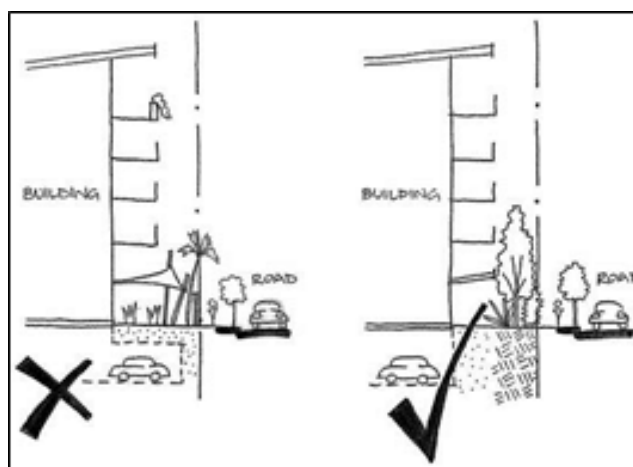
## SC6.14.7.6 Landscape design

### General

- (1) Council encourages the use of sub-tropical design that creatively engages with the local climate, landscape and culture and uses the region's climate-derived character to develop low-energy urban form and welcoming comfortable open spaces. Refer to *Subtropical Design in Southeast Queensland* produced by the Centre for Subtropical Design.
- (2) Good landscape design:-
  - (a) includes the required elements identified in the applicable Local plan code;
  - (b) involves comprehensive Site Analysis as the first step to inform and guide the landscape design process. The site analysis should respond to and include the surrounding area as well as the local site attributes:
    - (i) existing uses, vegetation, views, natural and cultural features, incompatible uses and site elements and bushfire hazard;
    - (ii) streetscape character, aspect and orientation, privacy, security and land capability;
    - (iii) natural landform levels and drainage, solar access (summer shade and winter sun), soil type and conditions;
    - (iv) rainfall, prevailing breezes (cooling summer/ cold winter), climate and microclimate; and
    - (v) communal and private open spaces, pedestrian and vehicular circulation/ access, utility areas and services;
  - (c) looks beyond the boundaries of the site and considers external influences such as character of the surrounding neighbourhood, existing vegetation, desirable and undesirable views, outlooks from neighbouring locations, noise sources such as busy roads and connectivity within the locality;
  - (d) protects native vegetation and vegetation of ecological, cultural, historic and amenity value and national, regional and local landscape values;
  - (e) respects the natural landform and minimises earthworks;
  - (f) improves amenity by creating attractive functional, well used spaces, that are welcoming, legible, robust and comfortable to use, with framing of views, vistas, landmarks and places of significance and screening of undesirable or incompatible features and land uses;
  - (g) has a minimum of half the landscape and recreation area covered by soft landscape (turf and planting areas);
  - (h) provides effective utility through visual and acoustic screening, solar shading and integration with storm water management features;
  - (i) provides safe and secure access and spaces for users of all abilities and adequate spaces for active and passive recreation activities;
  - (j) is sustainable and cost effective to maintain and minimises potable water use for permanent irrigation; and
  - (k) is of an appropriate scale and type relative to the size and nature of the development and its surroundings and provides a unified theme throughout the development.
- (3) Landscape works:-
  - (a) do not adversely affect existing underground or overhead infrastructure, services, buildings or overland flows;
  - (b) assist in integrating pedestrian circulation, car parking areas, driveways and roadways within the development by:-
    - (i) highlighting entry points and enhancing way-finding within the development;
    - (ii) distinguishing private driveways from public roads through the use of paving treatments and landscape;
    - (iii) incorporating street trees and planting along newly created roadways; and

- (iv) ensuring landscaping is designed with appropriate consideration given to traffic visibility and safety and minimising maintenance within areas of high traffic flow; and
  - (c) along and/or near retaining walls, long unbroken walls, blank walls, service areas, car parking areas and recreational areas comprise a combination of trees, shrubs and groundcovers.
- (4) Creditable landscape areas consist of vegetation that is established in sufficient natural ground and does not include:-
- (a) pavement;
  - (b) services and infrastructure (including water treatment devices);
  - (c) built form;
  - (d) landscaping located over a basement;
  - (e) landscaping located within an existing or proposed road reserve;
  - (f) podium landscaping; or
  - (g) built form overhang.
- (5) Landscape works that do not meet these requirements do not contribute to the total site percentage of landscaping required by the relevant planning scheme code/s as shown in **Figure SC6.14.7A (Acceptable landscape area)**.

**Figure SC6.14.7A Acceptable landscape area**



Landscape themes

- (6) The Sunshine Coast is characterised by its natural beauty and Council encourages the use of landscape themes that reflect, enhance and showcase these natural characteristics. Landscape planting should be designed around a theme or style to create a cohesive and attractive appearance. The SCC Infrastructure Guidelines and Standards provide a planting palette which provides performance criteria and standards for landscape planting.
- (7) Designers should use the endemic ecology to inform their landscape design. Landscape species should be selected based on their suitability for the local conditions, with a preference for species from the regional ecosystem specific to the site. Consideration should be given to soil type, rainfall, ground water conditions, access to sunlight and other microclimatic factors. Taking the lead from the natural environment supports biodiversity & native fauna as well as improving the likelihood of a successful landscape with lower maintenance requirements.
- (8) While the use of endemic species is highly desirable they are not always suitable for urban micro-climates. When selecting plants for these situations, plant form, flower, fruit, leaf colour and maintenance requirements should be taken into consideration. There are a number of hybrids/variegates of native species which have been developed to have more compact and

reliable form and lower maintenance requirements. Care should be taken to select hybrids that are suitable for the local conditions. Hybrids/variegates should not be used in environmentally sensitive areas or for the purposes of environmental rehabilitation.

- (9) Creative use of ground covers and understorey plants is important to achieve an overall landscaped effect. The use of native grasses is encouraged particularly for developments in or adjoining natural areas. Consideration should be given as to the most appropriate design outcomes to complement the space, amenity, user and environment.
- (10) Exotic turf grass species are best confined to passive and active recreation areas.

Landscape plan

- (11) Landscape documentation is to be prepared by consultants who are qualified and experienced in their specialist field to ensure all aspects of the design are addressed.
- (12) Acceptable qualifications for landscape consultants include certifications in the following fields of expertise:-
- (a) landscape architecture / landscape design;
  - (b) horticulture;
  - (c) arboriculture;
  - (d) ecology;
  - (e) environmental science;
  - (f) fauna management; and
  - (g) agronomy.
- (13) To assist timely assessment of landscape reports and plans, it is essential that all required information is included with the application for assessment. Dependant on the development requirements, applications may require part or all of the supporting documentation outlined in **Table SC6.14.7A (Landscape documentation)** and **Table SC6.14.7B (Plan styles, sizes and types)**.

**Table SC6.14.7A Landscape documentation**

Type	Detail required
<b>Cartographic conventions</b>	<ul style="list-style-type: none"> <li>• Title, date, drawing number.</li> <li>• Scale.</li> <li>• North point.</li> <li>• Legend.</li> <li>• Details of author (name, qualifications / experience).</li> </ul>
<b>Contextual information</b>	<ul style="list-style-type: none"> <li>• Easements and other encumbrances.</li> <li>• Adjoining land uses.</li> <li>• Street names.</li> <li>• Labeled contours and/or spot levels.</li> </ul>
<b>Existing conditions</b>	<ul style="list-style-type: none"> <li>• Soil types.</li> <li>• Vegetation.</li> <li>• Watercourses.</li> <li>• 1AEP flood event.</li> <li>• Drainage.</li> <li>• Services.</li> </ul>
<b>Extent of works</b>	<ul style="list-style-type: none"> <li>• New vegetation.</li> <li>• Existing vegetation protection and /or removal.</li> <li>• Soft and hard surface materials.</li> <li>• Structures, fencing, retaining walls, entry walls, fixtures and furniture.</li> <li>• Associated elements.</li> </ul>
<b>Planting plan and schedule</b>	<ul style="list-style-type: none"> <li>• Locations of proposed plantings.</li> <li>• Dimensions of planting beds.</li> <li>• Botanic and common names.</li> </ul>



Type	Detail required
	<ul style="list-style-type: none"> <li>Quantities and densities.</li> <li>Planting sizes / size index.</li> <li>Canopy height and spread when mature.</li> </ul>
<b>Landscape specification</b>	<ul style="list-style-type: none"> <li>A description of the overall scope of the landscape works.</li> <li>A schedule of drawings to be read in conjunction with the specification.</li> <li>A list of associated works detailed in other architectural or engineering documentation.</li> <li>Details of standards and guidelines to be followed.</li> <li>Description of site preparation measures including protection of existing vegetation, protection of existing site features, weed eradication and soil preparation and stockpiling.</li> </ul>
<b>As-constructed plans</b>	<ul style="list-style-type: none"> <li>As-constructed plans supplied in electronic format compatible with ArcGIS (such as ADAC Version 4 or later).</li> </ul>
<b>Management plan</b>	<ul style="list-style-type: none"> <li>Identification on a plan of all management areas and extent.</li> <li>A description of all maintenance zones based on the landscape type and maintenance intent.</li> <li>All maintenance activities required within each maintenance zone.</li> <li>Details of maintenance monitoring, inspection and reporting.</li> <li>Proforma schedules for recording maintenance activities.</li> <li>Specifications of products and processes required for each activity.</li> <li>Annual budget costs for each activity across the site.</li> <li>Minimum and maximum maintenance levels.</li> </ul>
<b>Visual impact assessment</b>	<ul style="list-style-type: none"> <li>A description of the purpose and scope of the study.</li> <li>Location of the site.</li> <li>Assessment methodology.</li> <li>Existing visual context and conditions.</li> <li>Description of existing visual setting, visual character areas, visual catchment and visual sensitivity.</li> <li>Photographs and photomontages indicating the visibility of the site and the visual impact of any proposed development.</li> <li>Recommended measures to mitigate visual effects of the proposed development.</li> <li>A visual integration strategy.</li> </ul>
<b>Scenic amenity assessment</b>	<ul style="list-style-type: none"> <li>An explanation of the purpose and scope of the study.</li> <li>A description of the scenic context and methodology and how this addresses the requirements of the south east queensland guidelines.</li> <li>A description of the public scenic preference of the study area and the region.</li> <li>An inventory of viewing locations and the sensitivity of the landscape around viewing locations.</li> <li>A calculation of the visual exposure of the study area and the region.</li> <li>Preparation of scenic amenity mapping.</li> <li>Assessment of the scenic amenity mapping results and recommendations for the protection and enhancement of the scenic amenity of the study area and the region.</li> <li>An identification and analysis of regionally and locally significant view corridors.</li> </ul>
<b>Landscape character assessment</b>	<ul style="list-style-type: none"> <li>Streetscape, urban centres – meaning of character, human influence over nature, indigenous, architecture, cultural plantings, pavements, furniture, historic .</li> <li>A description of the purpose and scope of the study.</li> <li>Location of the site.</li> <li>Assessment methodology.</li> <li>A description of the landscape context and any existing character designations in the region.</li> <li>An assessment of the study areas physical features including topography, drainage, geology, soils, flora and fauna.</li> <li>Photographs and photomontages indicating the landscape character of the site and the landscape impact of any proposed development.</li> </ul>

Type	Detail required
	<ul style="list-style-type: none"> <li>• Recommended measures to mitigate landscape effects of the proposed development.</li> <li>• A landscape integration strategy.</li> </ul>
<b>Cultural heritage assessment</b>	<ul style="list-style-type: none"> <li>• A description of the purpose and scope of the study.</li> <li>• Location of the site.</li> <li>• Assessment methodology.</li> <li>• A description of the cultural context including the cultural influences and the significance of the place to the people who use it and its historical content.</li> <li>• The relationship of the place to other places in respect of design, technology, use, locality, origin.</li> <li>• Document cultural values including vegetation (veteran trees), aesthetic, historic, scientific, social.</li> <li>• An assessment of the effect of the development on cultural heritage values of the study area.</li> </ul>
<b>Bushfire hazard report or bushfire management plan</b>	<ul style="list-style-type: none"> <li>• Refer to <b>SC6.7 (Planning scheme policy for bushfire hazard management overlay code)</b>.</li> </ul>
<b>Rehabilitation/revegetation plan and report</b>	<ul style="list-style-type: none"> <li>• A detailed site assessment to determine the most appropriate approach for rehabilitation/revegetation.</li> <li>• Natural regeneration and assisted regeneration.</li> <li>• Complete species list to be planted. choice of species must reflect the regional ecosystem and forest structure.</li> <li>• Planting strategy, such as soil preparation (soil amelioration requirements / inoculation), spacing, planting schedule, size of stock, choice of fertilisers (if any), type and depth of mulch, planting techniques.</li> <li>• Methods to be used to protect the areas, such as fencing, establishment of buffers.</li> <li>• Monitoring techniques to assess the outcomes of the proposed rehabilitation/restoration works, such as permanent photo points, survival and growth rates of planted species.</li> <li>• Ecological reconstruction including the installation of nest boxes on retained trees or poles, and forest floor habitat including logs, rock piles, temporary and permanent pools and ponds.</li> <li>• Establishment / maintenance schedule.</li> <li>• Cost estimate for construction and establishment phases.</li> <li>• Growth criteria summary.</li> </ul>
<b>Soil/agronomist report</b>	<ul style="list-style-type: none"> <li>• Location of the site.</li> <li>• Existing soil / soil structure / profile.</li> <li>• Description of the native plant community / (i.e. pre-clearing) to be restored. this should include a structural description, regional ecosystem or equivalent classification.</li> <li>• A clear statement of the key aims and objectives and the intended outcomes (performance criteria) of the rehabilitation/restoration works.</li> <li>• Assessment methodology (e.g. research, consultation, site inspection).</li> <li>• Identification of fauna attributes of the site, such as tree hollows, habitat trees, logs, rocky outcrops, leaf litter etc.</li> <li>• List of environmental and declared weeds present on the site, including: <ul style="list-style-type: none"> <li>○ details of weed control, work schedules, types of soil and/or drainage works etc;</li> <li>○ methods to be used to protect the areas, such as fencing, establishment of buffers etc; and</li> <li>○ monitoring techniques to assess the outcomes of the proposed rehabilitation/restoration works (e.g. permanent photo points).</li> </ul> </li> </ul>
<b>Fauna spotter-catcher report</b>	<ul style="list-style-type: none"> <li>• Location of the site.</li> <li>• Findings of pre-clearing inspection.</li> <li>• Summary of works; including clearing times, monitoring during clearing, sequencing of clearing, fauna protection, recovery procedures and inspections.</li> <li>• Habitat compensation calculation.</li> <li>• Fauna relocation and removal strategy.</li> </ul>

Type	Detail required
<b>Arboricultural management plan</b>	<ul style="list-style-type: none"> <li>• Provide a table / summary of spotter-catcher works.</li> <li>• Prepared in accordance with AS 4970-2009 Protection of Trees on Development Sites.</li> <li>• Prepared by a suitably qualified and experienced arborist (minimum ISA certification or diploma of arboriculture and a minimum of 3 years current experience in the field of arboriculture.</li> <li>• The management plan is to nominate Council as an authorised recipient and confirm that Council is entitled to rely on the management plan.</li> <li>• Plan of subdivision to include location and name of trees located on the site. The location of these trees must be overlaid and be easily compared with the proposed works.</li> <li>• Clearly identify and include photographs of all trees being retained.</li> <li>• Clearly identify any tree considered unsafe for retention along with the arboricultural justification.</li> <li>• A comprehensive outline of the tree protection measures required (including details of root pruning, hazard reduction tree protection zones and tree protection fencing) prior to, during and post construction.</li> <li>• An arboricultural management plan certification of compliance form for completion by the project arborist at each identified stage of construction (prior to, during and post construction).</li> </ul>

**Table SC6.14.7B Plan styles, sizes and types**

Plan type	Required sheet size
Landscape Intent	A3
Detailed Landscape Plans	
Site Analysis	
Minor Earth Works	
Construction Details	
Plan type	Required scale
Landscape Site Analysis	1:1000
Statement of Landscape Intent	
Streetscape Plans	1:500
General Detailed Landscape Plans	1:100 or 1:200
Construction Details	1:50 or 1:20

Note—text and information detailed on plan sets must be at a scale that is easily readable when printed on an A3 sheet.

### **SC6.14.7.7 Landscape management and maintenance**

- (1) Landscape schemes should be designed with simple maintenance requirements to achieve a better long-term result. Natural vegetation species are better suited to the local environment and therefore have lower maintenance requirements, especially during the establishment period.
- (2) Landscape maintenance is an integral component of landscape development and best practice long-term maintenance practices must be integrated into the landscape design. This applies to both the vegetative landscape and built structures. It is important to consider Council's maintenance capabilities and programs when designing areas to be handed over to Council.
- (3) Prior to a landscape asset being handed over to Council, a sustainable maintenance regime (programmed and budgeted) is to be developed and implemented. The landscape should be established, self-sustaining and in a state that requires an acceptable level of ongoing maintenance to maintain a high quality landscape.
- (4) Desirable characteristics of a low maintenance landscape design are:-
  - (a) plant species that will retain their health, vigour and form without regular pruning;

- (b) plant species that are resistant to pest, disease and fungal attack;
  - (c) plant species that will tolerate the local climatic conditions and dry periods;
  - (d) use of canopy species that will form a long term vegetation framework;
  - (e) careful preparation of garden beds, to ensure good soil health for plant growth;
  - (f) mass planting garden beds with only two or three species ensures a simpler watering program, with plants achieving a similar growth rate and an even cover of greenery;
  - (g) mulched planting areas to retain water and suppress weeds;
  - (h) remulching at regular intervals, particularly in high use areas;
  - (i) sufficient space and room to manoeuvre ride on mowers, with the use of smooth flowing lines to allow machinery to manoeuvre around assets;
  - (j) appropriate garden edging to minimise the need for spraying or edging and for ease of mowing;
  - (k) robust furniture to withstand heavy use and vandalism;
  - (l) easily replaceable furniture items and elements;
  - (m) use of appropriate sealants and anti-graffiti coatings to enable easy washing;
  - (n) accessibility and safe access for maintenance, especially along roadways; and
  - (o) appropriate selection of plants with consideration of the appropriate size and form for the space, ensuring the plants are able to grow and mature without becoming overcrowded.
- (5) The SCC Infrastructure Guidelines and Standards provide further guidance in relation to landscape design to minimise maintenance issues.
- (6) Council officers will inspect the works as required and as requested by the developer for the purpose of “on maintenance” and off maintenance milestones.
- (7) An inspection can be requested by writing to Council and attaching a completed landscape maintenance checklist and quoting Council’s development application number.

Note—all documentation should be sent to:-  
 Sunshine Coast Council  
 Locked Bag 72  
 Sunshine Coast Mail Centre QLD 4560  
 or email: [mail@sunshinecoast.qld.gov.au](mailto:mail@sunshinecoast.qld.gov.au)

- (8) Once Council has received all required documentation and certifications a minimum of five business days notice is required for the intended date of Council inspection.

#### **SC6.14.7.8 Safety and security**

- (1) Council has legislative obligations with regard to the design of accessible public buildings and amenities, accessible footpaths and road networks to increase accessibility. The relevant legislation that designers should be aware of includes:-
- (a) *Disability Discrimination Act 1992*;
  - (b) *The Disability Services Act 2006* (Queensland);
  - (c) *Disability (Access to Premises-Buildings) Standards 2010*;
  - (d) *Building Code of Australia*;
  - (e) *AS1428.1 – Design for access and mobility – Part 1: General requirements for access – New building work*;

- (f) *AS1428.2 – Design for access and mobility – Part 2: Enhanced and additional requirements – Buildings and Facilities;*
  - (g) *AS1428.4.1 – Design for access and mobility – Part 4.1: means to assist the orientation of people with vision impairment – Tactile ground surface indicators; and*
  - (h) *Sunshine Coast Access and Inclusion Plan 2011-2016.*
- (2) General safety and security considerations/design principles for landscape works include the following:-
- (a) universal access – landscape works are to be designed and constructed to provide safe and secure access for users of all abilities and for maintenance vehicles and workers. Accessibility requirements include the following:-
    - (i) development provides universal access in accordance with AS1428: Design for Access and Mobility;
    - (ii) landscape design should adopt inclusive principles;
    - (iii) continuous accessible paths of travel should be provided in accordance with universal access provisions;
    - (iv) ramps need to have gradual inclines, landings and handrails as outlined in accessibility standards;
    - (v) provision of tactile ground surface indicators to provide pedestrians who are blind or who have a vision impairment with warning information about features such as stairs, ramps or hazards (SCC Infrastructure Guidelines & Standards apply within the road corridor); and
    - (vi) pedestrian surfaces comply with *AS4586 - Slip resistance classification of new pedestrian surface materials* and *AS3661 - Slip resistance of pedestrian surfaces* and be stable and trafficable in all weather conditions;
  - (b) Crime Prevention Through Environmental Design (CPTED) - CPTED is a proven crime prevention approach which has been shown to reduce opportunities for crime and incivility. Aimed at enhancing opportunities for informal surveillance so that antisocial behaviour or crime related incidences might be discouraged, detected and prevented. (Refer to *CPTED Guidelines QLD*). CPTED principles should be adopted when preparing landscape plans and designs for both the public and private realm within the region. Some principles to employ include:
    - (i) landscape enables passive surveillance into, and visibility within, communal recreational spaces, children's playgrounds, pathways and carparks;
    - (ii) landscape defines territory and ownership of public, common, semi-private and private space, and does not create ambiguous spaces adjacent to areas with security issues (such as public toilets and ATMs);
    - (iii) the use of dense shrubby vegetation over 1.5m in height is minimised along street frontages and adjacent to open space areas where the vegetation prevents passive surveillance;
    - (iv) security and pathway level lighting is provided to site entries, driveways, parking areas, building entries and pedestrian pathways; and
    - (v) protecting solid fences from graffiti by incorporating elements such as landscape, creepers, murals or vandal resistant paint;
  - (c) general safety considerations and requirements include:
    - (i) to enable visibility at street corners, near pathways, entry points, throughout parking areas and driveways, trees should have a minimum 1.8 metres clear trunk above the road pavement (and have adequate canopy to allow normal photosynthesis to occur) and groundcovers should be maximum of 0.7 metres in height above the road pavement;
    - (ii) pedestrian and vehicle circulation routes must be separated and defined;
    - (iii) any retaining walls greater than 1.0m in height must be designed and certified by an RPEQ, be designed to include a fall barrier in accordance with **Section SC6.14.10 (Earthworks)** of this planning scheme policy and AS1926 and be in accordance with AS4678-2002 Earth retaining structures; and
    - (iv) To ensure a safe work environment during landscape management, development should have regard to the *Manual of Uniform Traffic Control Devices* and the *Workplace Health and Safety Act 2011*.

### **SC6.14.7.9 Energy efficiency**

Designing to create comfortable environments is important to promote and support the outdoor lifestyle that is enjoyed on the Sunshine Coast. Careful selection and placement of tree species and landscape elements can provide shade during summer and allow for warming sunlight in winter. This not only provides for comfortable landscape environments, but landscape design can also enhance energy efficiency of buildings. Energy efficient design requirements include the following:-

- (a) tree planting can be used to provide shade to playgrounds, seating, shelters, buildings, pathways and lawn areas to ensure that comfortable outdoor spaces are created for all to enjoy;
- (b) shelters should be designed and oriented to block the overhead sun in summer while letting in the slanting rays of the winter sun, selection of tall trees with straight trunks and wide bushy canopies will produce the same outcome;
- (c) landscape embellishments (primarily plantings) are located to keep summer sunshine (particularly western sun) off walls, windows, roofs and paved external areas;
- (d) landscape embellishments facilitate access of winter sun to living areas, north facing windows and to public spaces (including north-east winter morning sun);
- (e) landscaping, fences and walls allow exposure of living and public areas to prevailing north-east to southerly summer breezes and minimises exposure to prevailing west to south-west winter winds;
- (f) landscape elements do not shade solar collector devices during the middle 6 hours of the day; and
- (g) existing street and park trees are to be retained where solar collectors are installed.

### **SC6.14.7.10 Stormwater drainage and water conservation**

- (1) Design and implementation of the landscape area is to successfully integrate with stormwater drainage and water sensitive design elements and also with street tree infrastructure and surrounding landscapes. Landscape areas must achieve multiple outcomes of visual amenity and water treatment. In regard to residential and commercial uses in particular, the provision of shade trees is a key factor in providing useable spaces and a comfortable living environment.
- (2) Landscape design is to incorporate measures to ensure adequate drainage and utilise water wise (conservation) design strategies, through appropriate plant selection and layout and by maximising opportunities for water infiltration. Measures to maximise conservation of water include:-
  - (a) plantings and lawn areas are designed to not require permanent irrigation;
  - (b) permanent non potable irrigation is only installed in designated high profile and high use landscape areas as agreed by Council;
  - (c) water features created purely for aesthetic purposes are avoided in low density areas, but integrally designed as part of urban spaces;
  - (d) naturally occurring waterways, waterbodies or WSUD devices are featured within the landscape design rather than created ponds or pools;
  - (e) solid roof landscape structures (such as shade shelters, toilet and change rooms) are to be designed to harvest water for re-use where appropriate;
  - (f) solid roof structure design includes vandal resistant gutters, downpipes, storage tanks and fittings that complement the aesthetic of the existing and proposed landscape;
  - (g) non-potable water collection, storage and re-use within the landscape meets work, health and safety requirements; and
  - (h) watering regimes during the establishment period should be infrequent and deep, not regular and shallow.
- (3) Measures to maximise infiltration of water and stormwater drainage include:-

- (a) drainage lines and water courses incorporate natural features and materials to create a natural appearance and where possible rehabilitate degraded areas;
  - (b) areas of the site are drained through the provision and/or treatment of swales, spoon drains, field gullies, subsurface drainage and stormwater connections;
  - (c) landscape works do not restrict the flow of water along overland flow paths;
  - (d) the opportunities for water infiltration on site are maximised by:-
    - (i) draining portions of hard surfaced areas to permeable surfaces;
    - (ii) maximising areas of turf, garden beds and pervious paving types;
    - (iii) minimising the area of impervious surface finishes on the site; and
    - (iv) providing permeable surface treatments for spill-over car parking areas; and
  - (e) sediments and chemicals are prevented from entering the stormwater system.
- (4) There are requirements under the Permanent Water Conservation Measures (established under the *South East Queensland Water Strategy 2010*) for irrigation systems to be efficient and to be designed by accredited professionals. There are also requirements for water users to submit water efficiency management plans for approval by the local water authority. Prior to commencing irrigation design, it is recommended that a suitably qualified professional is engaged to prepare the appropriate documentation.
- (5) Council is committed to preserving the supply of potable water and with the exception of sporting fields and some high profile areas is no longer irrigating parks and open spaces with potable water. New parks and landscape areas for future Council management should be designed to survive without formal ongoing irrigation.
- (6) Council encourages the use of non-potable water for landscape irrigation and establishment. Non-potable water can include capture and storage of rainwater and storm water runoff and use of recycled water (treated effluent). Only collected and recycled water graded as suitable for human contact should be used in public spaces.
- (7) For areas for future Council management, approval for installation of an irrigation system that utilises non-potable water will be required. Where Council does not want to maintain such an irrigation system in the long term, it will need to be decommissioned to Council's satisfaction prior to hand over of the area to Council.

### **SC6.14.7.11 Site stability and soil quality**

#### Site Stability

- (1) In order to ensure that landscapes provide for the stability of soils and minimise potential for erosion, landscapes must be sited and designed to respond appropriately to site specific conditions in accordance with an approved landscape plan which addresses the following:-
- (a) the removal of vegetation on steep, sensitive or unstable land, so as to does not undermine the stability of the land or impact unnecessarily on downstream conditions, where vegetation is removed outside the building area, it must be reinstated; and
  - (b) stabilising plant species and supporting establishment materials should be utilised on erosion prone areas, such as batters, slopes and waterway and drainage line edges. Planting should be at a sufficient density and to support stability of the site and where soil is imported onto the site, soils used should be less prone to erosion.

#### Soil Quality

- (2) The quality of the growing medium for vegetation is of the highest importance for the success and longevity of the vegetation. To assist achieving the desired best practice outcomes, the following should be required:-
- (a) natural ground soils:-
    - (i) use of site stripped local topsoil (i.e. soil found on the development site) is favoured where it can be removed from the top soil horizon. Natural ground topsoil is favoured as it contains organic matter, beneficial microorganisms and mycorrhizal fungi which support plant life;

- (ii) natural ground soils must be free from litter, weed propagules, contaminants and rocks larger than 20mm in diameter, comply with *AS4119 - Soils for landscaping and garden use* and be suitable for the successful establishment of the selected plant species;
  - (iii) if the required quantity of local topsoil is unavailable, imported topsoil conforming with AS4419 Soils for landscaping and garden use is to be incorporated and blended with site topsoil to achieve a healthy and active growing medium. Imported topsoil must be similar to naturally occurring local topsoil and suitable for the establishment and ongoing viability of the selected vegetation, free of weed propagules and contaminants; and
  - (iv) local topsoil must be stored in such a way that the soils natural biology is retained;
- (b) podium and planter box soils for areas other than natural ground (e.g. roof top gardens) will be blends of mineral and organic compounds, and will generally have organic matter not greater than 30% by mass;
- (c) soil tests:-
- (i) local and imported topsoil must be tested and proven to comply with AS4419 Soils for landscaping and garden use by an agronomist with sampling to be carried out in accordance with AS4419 Soils for landscaping and garden use at a NATA registered laboratory;
- (d) certifications prior to requesting “on maintenance” inspection must provide:-
- (i) “on maintenance” a report providing detailed analysis of the sampled material along with recommendations of required ameliorants (refer **Table SC6.14.7C (Soil depths)**);
  - (ii) a certification from the agronomist that all works have been carried out in accordance with recommendations, with the soils being suitable for their specified use and for the establishment and ongoing viability of the vegetation; and
  - (iii) certification and photographic evidence of the required soil depths.

**Table SC6.14.7C Soil depths**

Location	Subgrade cultivation depth	Ameliorated site topsoil or imported topsoil combined with ameliorated site topsoil depth
Street Trees	150mm	700mm
Garden Beds	300mm	500mm
Turf Areas	150mm	200mm

Note—subsoil and topsoil should be integrated prior to planting.

- (3) All necessary measures must be taken to prevent fire ants (or any stages of the fire ants life cycle) entering the work site. If fire ants are suspected, the developer must contact the relevant State Government department.

### **SC6.14.7.12 Planting technique, plant selection, stock size and quality**

- (1) A thorough landscape specification is essential to assist delivering sustainable and appropriate vegetation to landscape works.

#### Planting technique and preparation

- (2) In preparation and planting, the following should be undertaken and/ or taken into consideration:-
- (a) all rubbish, rubble, weeds, grass and debris must be removed from planting areas prior to planting;
  - (b) all landscape gardens to turf interface areas associated with the turf verge must be delineated with a durable hard edge able to withstand brush cutters;
  - (c) establish a minimum 100mm of composted forest mulch (which is a combination of leaf, timber and bark) to all garden areas immediately after planting, soil laden tub grindings will not be accepted;



- (d) all necessary measures must be taken to prevent fire ants (or any stages of the fire ants life cycle) entering the work site;
- (e) landscaping must not obstruct overland flow paths and must include adequate drainage to minimise ponding. Mulch or any floatable material must not be located in swales or overland flow paths;
- (f) landscaping must not encroach onto kerb and channel, footpaths, pedestrian or vehicular circulation areas during any stage of growth. Plants should be positioned with consideration to full height and width potential of the plant at maturity, with no requirement for constant pruning to prevent such encroachments;
- (g) landscaping must not restrict access to services; and
- (h) nursery stakes, ties and labels must be removed after planting.

#### Plant selection

- (3) Planting design within urbanised areas positively contributes to the amenity of the development and to the diverse subtropical character and ecology of the Sunshine Coast. Planting palettes are required to:-
  - (a) have regard to the SCC Infrastructure Guidelines and Standards;
  - (b) suit the conditions and landscape character of the area and minimise use of potable water for irrigation;
  - (c) provide shade and shelter to increase user comfort in public and semi-public spaces and provide suitable solar access;
  - (d) favour local and "cultivar" native plants with moderate use of suitable non-invasive exotic species where function requires;
  - (e) be devoid of large thorns or, spines or poison or severe allergy risk to the community;
  - (f) use of palms as an emergent rather than dominant landscape feature and use of species appropriate for the location, consistent with their natural character and occurrence;
  - (g) provide visual interest through form, texture and variations in seasonal colour; and
  - (h) provide compatibility with buildings, hard paved areas, overhead and underground services and scale relative to the size and nature of the development and its setting.

#### Plant stock size and quality

- (4) All tree stock used within the landscape works is to generally conform with the criteria outlined in *NATSPEC Guidelines: Specifying Trees*, with an understorey of shrubs and ground covers within edged and mulched garden beds. Stock should be healthy, vigorous and not pot bound.
- (5) The supervising landscape consultant is to submit the NATSPEC Tree Inspection & Certification Form (**Appendix SC6.14B (NATSPEC tree inspection and certification form)**) to Council prior to request for "on maintenance".

### **SC6.14.7.13 Revegetation and habitat restoration works**

- (1) The desired outcome of rehabilitation works is to return degraded natural areas to a representative and largely self-sustaining condition. At all stages works are to be undertaken in a manner that conserves and retains all endemic vegetation. Works to restore habitat are to be of a high quality, replicating topography and structure of appropriate natural environments (Regional Ecosystems) and ecological linkages. Landform, habitat and plant species of local native provenance are established where available, by appropriate methods to maximise environmental outcomes and minimise ongoing maintenance requirements.
- (2) Self-sustaining ecosystems are created through successional planting and regeneration methods that include pioneer species to stabilise the site, whilst encouraging longer term species establishment. Understorey shrubs and vines relevant to the regional ecosystem should be used in high density edge plantings to effectively seal rehabilitation areas (including waterway/body edges) against degradation and weed infestation.

- (3) Rehabilitation design and species selection should address:-
- (a) landform, topography (in relation to context), slow water;
  - (b) habitat, natural (logs, rocks, leaf litter) and non natural (nest boxes);
  - (c) fauna crossings (under and over) and traffic calming devices as required;
  - (d) fauna fencing, and fencing to exclude human damage, but allow for appropriate maintenance;
  - (e) specific species palette information;
  - (f) matrix / grids, densities, vegetation structure and closing mechanisms (i.e. vines and also Lomandra to waterway banks);
  - (g) reference to standards (regional ecosystems, ratios of pioneers);
  - (h) soil info / amelioration / inoculation;
  - (i) weed management / control;
  - (j) regeneration works; and
  - (k) performance criteria (height, canopies and understorey), maintenance periods.
- (4) Should rehabilitation from recruitment be unlikely, supplementary revegetation should be carried out with site-specific endemic species to replicate the surrounds and original Regional Ecosystem. If revegetation is deemed necessary, use a full suite of site-specific plants from all strata at 1.5m centres minimum.

#### **SC6.14.7.14 Landscape design for wildlife**

- (1) Design for wildlife habitat protection retains and enhances habitats and corridors for native wildlife by integrating environmental design and construction with development.
- (2) Wildlife habitat protection requirements include:-
- (a) replicating adjacent remnant vegetation (regional ecosystem), including understorey vegetation and ground surface habitat logs, rockpiles and melon holes;
  - (b) minimising adverse effects to wildlife such as koalas by planting and retaining appropriate fodder tree species and facilitating koala movement in koala habitat areas;
  - (c) siting landscaped areas to complement and enhance existing vegetation on the site and in the surrounding area;
  - (d) retaining/recreating landform, ephemeral pools, rocks and logs (ground habitat);
  - (e) retaining old trees (including dead trees) with hollows for local native fauna habitat where trees will not provide a public safety risk;
  - (f) providing artificial nesting sites and boxes;
  - (g) retaining/replacing natural leaf litter (forest floor habitat) where appropriate for local native fauna;
  - (h) creating or enhancing vegetation linkages between existing habitats and along waterways;
  - (i) providing exclusion fencing to protect fauna from vehicles;
  - (j) selecting species that provide an all season range of foliage, fruit and flower suitable for local native fauna;
  - (k) design in accordance with the *State Planning Scheme Policy 2013*; and

- (l) providing connectivity across roads via provision of, fauna bridges, ropeways, arboreal road crossings, fauna underpasses, traffic calming and associated signage.

#### Koala food trees

- (3) Landscape design and revegetation works within mapped koala habitat areas, wildlife corridors and urban areas known to support koalas, includes local koala food and habitat trees (refer **Table SC6.14.7D (Koala food trees)**). Koalas predominantly feed on eucalypt tree species, but will also utilise other closely related species such as *Melaleuca* (paperbarks), *Lophostemon* (boxes) and *Corymbia* (bloodwoods) as a secondary source for supplementary food, shelter and resting.

**Table SC6.14.7D Koala food trees**

Botanical name	Common name
Primary koala food trees	
<i>Eucalyptus tereticornis</i>	Queensland Blue Gum (Forest Red Gum)
<i>Eucalyptus microcorys</i>	Tallow Wood
<i>Eucalyptus propinqua</i>	Grey Gum
Secondary koala food trees	
<i>Eucalyptus acmenioides</i>	White Mahogany
<i>Eucalyptus bancroftii</i>	Tubedown Gum
<i>Eucalyptus citriodora</i>	Spotted Gum
<i>Eucalyptus cloeziana</i>	Gympie Messmate
<i>Eucalyptus crebra</i>	Narrow-leaved ironbark
<i>Eucalyptus grandis</i>	Flooded Gum
<i>Eucalyptus pilularis</i>	Blackbutt
<i>Eucalyptus racemosa</i>	Scribbly Gum
<i>Eucalyptus resinifera</i>	Red Mahogany (Red Stringybark)
<i>Eucalyptus robusta</i>	Swamp Mahogany
<i>Eucalyptus seeana</i>	Narrow Leaved Red Gum
<i>Eucalyptus siderophloia</i>	Grey Ironbark
<i>Eucalyptus tindaliae</i>	Queensland White Stringbark
<i>Corymbia maculata</i>	Spotted Gum
<i>Corymbia gummifera</i>	Red Bloodwood
<i>Corymbia intermedia</i>	Pink Bloodwood
<i>Lophostemon confertus</i>	Brush Box
<i>Lophostemon suaveolens</i>	Swamp Box
<i>Melaleuca quinquenervia</i>	Swamp Paperbark

Note – suitability of each species for a subject site will be dependant on the location, topography, soil type and existing or pre-existing vegetation communities.

- (4) Landscape design and selection of koala food and habitat trees should:-
- give preference to primary species over secondary species;
  - select tree species endemic to the immediate local area;
  - select tree species suitable for the sites soil type and topography;
  - locate trees to form corridors or connect to adjacent vegetation;
  - locate trees to provide stepping stones and refuge points for koalas moving between areas;
  - not locate individual food trees in isolation from other trees;
  - only use taller species of eucalypts in large open areas;

- (h) not locate koala food or habitat trees in close proximity to major roads; and
  - (i) not locate koala food trees under power lines or over underground infrastructure.
- (5) For further information on koala ecology, habitat, food trees, threats, mapping, planning issues, policies and legislation refer to the Department of Environment and Heritage Protection (DEHP) website.

### SC6.14.7.15 Landscape buffers

- (1) Landscape buffers are required in certain development situations to mitigate impacts to and from adjoining uses. The following types of buffers may be required by an applicable use code, local plan code or overlay code and in the following circumstances:-
- (a) agricultural buffers – where required by an applicable code in the planning scheme, buffers are to be provided in accordance with the *Draft State Planning Policy Guideline – State Interest – Agriculture*;
  - (b) industrial/ business and commercial buffers – where not otherwise specified by another applicable code in the planning scheme, a 10 metre wide landscape buffer is to be provided, except where alternative measures, including high quality screen fences and acoustic barriers, allow the setback to be reduced;
  - (c) transport buffers - are required under the planning scheme in accordance with the *Road Landscape Manual* (Department of Main Roads) for developments adjacent to heavily traffic roads, the North Coast Railway or other transport routes as required. Heavily traffic roads include all existing major arterial, arterial, sub-arterial roads, the proposed Bells Creek arterial, proposed Multimodal Transport Corridor and proposed Caloundra to Maroochydore dedicated public transport corridor (CAMCOS);
  - (d) environmental buffers - where development adjoins an area of significant vegetation and/or adjoins land located within the Open space zone or the Environmental management and conservation zone. The buffer should comprise plant species common to the adjacent habitat area and demonstrates compliance with ecological planting outcomes;
  - (e) waterway and wetland buffers - where the site contains or adjoins land subject to the **Biodiversity, waterways and wetlands overlay code** (as identified on a **Biodiversity Waterways and Wetlands Planning Area Overlay Map**), the landscape is to comply with buffer widths specified in the abovementioned code and include retention of existing native plant species and planting of additional local native plant species suited to the site;
  - (f) scenic route buffers - where the site adjoins or is within 100 metres of a scenic route (as identified on the Scenic Amenity Overlay Map), the landscape is required to contribute to the integrity of the scenic route by sensitively buffering new development, framing significant views and ensuring continuity of the existing streetscape and the character of the locality as specified in the **Scenic amenity overlay code** and be landscaped in accordance with the *Road Landscape Manual* (Department of Main Roads); and
  - (g) mounding - where earth mounds are incorporated as buffers they are to be planted with local native species except where ambient pollution levels warrant the use of higher pollution tolerant species. Mounding and landscaping is to be located entirely within the subject site and maintained by the property owner and provide no adverse flooding or stormwater drainage implications either on the site or on adjoining sites. Mounds should have a gradient of less than 15 degrees.
- (2) Buffers may consist of:-
- (a) landscaped earth mounding;
  - (b) dense screen planting which has foliage extending to the ground;
  - (c) high quality fences/barriers combined with landscape screening to minimise visual impact; and
  - (d) multiple tiers of low dense plants and high branching taller trees used to screen larger objects.

- (3) Where not otherwise specified by another applicable code in the planning scheme, a site adjoining heavily trafficked roads or the North Coast Railway provides a 60 metre wide buffer unless particular site circumstances (such as topography) mean that a lesser width would achieve the same level of acoustics and visual buffering.
- (4) The required density of screening vegetation within the landscape buffer is as follows in **Table SC6.14.7E (Vegetative buffer densities)**.

**Table SC6.14.7E Vegetative buffer densities**

Vegetation type	Vegetation density
Large Trees	6 metre centres
Small Trees	2 metre centres
Shrubs	1 metre centres
Groundcovers	0.5-1 metre centres

- (5) The required height of screening vegetation relative to the width of the landscape buffer is as follows in **Table SC6.14.7F (Vegetative buffer heights)**.

**Table SC6.14.7F Vegetative buffer heights**

Height of vegetation	Width of buffer
> 8.0m	8.0 – 10.0m
8.0m	5.0m
5.0m	3.0m
Maximum 2.5m	2.0m
Maximum 1.2m	1.0m

### SC6.14.7.16 Landscape screening

- (1) Landscape screening differs from a landscape buffer due to its function of providing solely for visual screening purposes rather than for noise, odour, visual and other impact mitigation. Vegetative landscape works or appropriate fabricated screening are to provide complete or filtered screening to buildings, car parks, driveways, fences, utility / storage areas and incompatible uses in accordance with the requirements of the applicable planning scheme code.
- (2) Selection of suitable plants for landscape screening should give consideration to the available space to accommodate plants at maturity, with plantings allowing sufficient set back from paths and fences to minimise the need for pruning.

### SC6.14.7.17 Engineered planting

Engineered planting generally applies to vertical landscaping, which includes (but is not limited to) podium planting and green walls. It assists in softening and maximising the visual amenity of built form and promoting a more attractive façade for multi-level buildings. It also serves to increase privacy between upper level balconies and units. Vertical landscaping should:-

- (a) be suited to the difficult conditions of exposure;
- (b) be able to be easily maintained, with adequate growing media, drainage and irrigation to ensure vigorous and sustainable plant growth without structural or drainage conflicts;
- (c) be given adequate space, with respect to podium planting, frontages require deep natural ground to allow establishment and sustained healthy growth of larger trees;
- (d) be able to assist with further softening and privacy. Podium planting may be incorporated to private or public open space areas;
- (e) have appropriate structural support, irrigation, drainage and water proofing of planting containers; and

- (f) be carried out in accordance with the planning scheme.

### SC6.14.7.18 Streetscape landscaping

- (1) Continuity of the streetscape and frontage works provides for consistent character of existing and proposed streetscapes. Streetscape treatments are consistent with the applicable local plan area code or any relevant urban design or streetscape master plan.

#### Street Trees

- (2) Street trees are to be consistent with and complement the existing or proposed streetscape and/or natural landscape character and/or any environmental values.
- (3) Street trees shall provide continuous shade to active frontages, pathways and parking, where applicable and practicable (shade trees area provided at 8 metre centres and where coordinated with pathways, provided at 6 metre centres). The provision of shade and amenity to the streetscape receives high priority when locating services, footpaths, driveways, carparking and buildings.
- (4) Street trees of a suitable growth and effective canopy, shading form and stature are required to contribute to the existing tree line, skyline or backdrop effect created by existing vegetation in the locality.
- (5) Street trees and frontage planting are of an appropriate scale relative to both street reserve width, proposed adjacent building bulk (refer **Figure SC6.14.7B (Landscape solutions to lessen impact of building bulk)**), location of services and other structures.
- (6) Landscape design and street tree planting contribute to reinforcing desired traffic speeds and driver behavior.

**Figure SC6.14.7B Landscape solutions to lessen impact of building bulk**



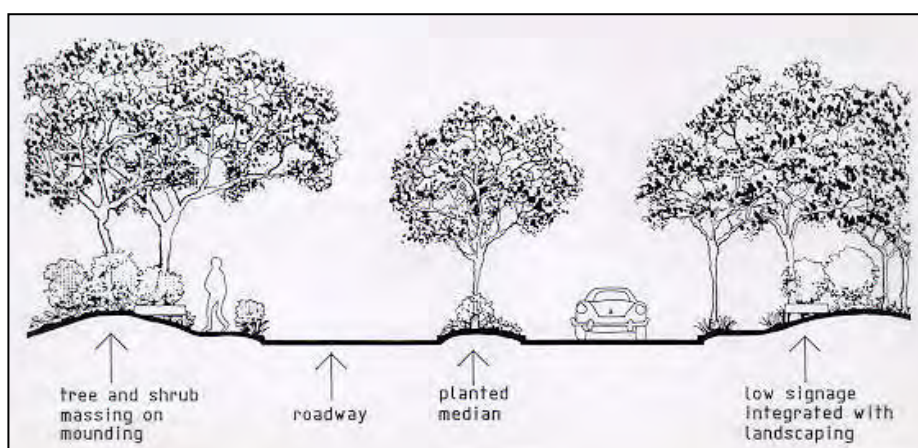
#### Fences and Walls

- (7) Fences, walls and landscaped frontages are to complement existing boundary treatments in the street in terms of scale and design.

#### Entry Statements

- (8) Entrance statements (refer **Figure SC6.14.7C (Typical estate entrance)**) reflect a local character that features vegetation rather than built forms and that integrates with an overall landscape theme.

**Figure SC6.14.7C Typical estate entrance**



- (9) Entrance statement to contribute to legibility of the estate/ suburb, cultural values of local region and demonstrate environmental outcomes. This can be achieved through signage, artistic statements and interpretive elements’.

### **SC6.14.7.19 Provision of natural and built shade**

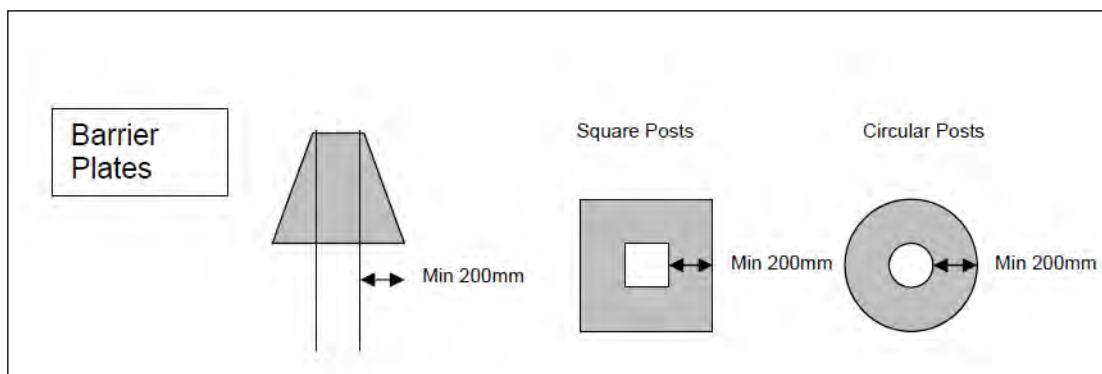
- (1) The Sunshine Coast’s climate is conducive to an active outdoor lifestyle. Responsible design should provide opportunities for people to sit, play and interact in a shady environment during the warmest parts of the day between 9am and 3pm, to lessen exposure to harmful UV radiation.
- (2) All pathways are to be designed to allow for maximum shade opportunities, through the provision of shade trees at 6 metre centres and/or awnings to achieve a shade level consistent with the subtropical climate. The aim is to provide continuous shade (target of 80% shade at tree maturity), which is defined by the trees achieving their mature height/spread with sufficient overlap of canopies.
- (3) All carparking areas are to be shaded by either shade trees at a maximum spacing of 1 shade tree per 4 parking bays or a constructed shade structure where set back from the street and where consistent with the character of the area. The **Landscape code** provides further acceptable outcomes in relation to shade tree planting requirements.
- (4) All public or communal barbeques, picnic table areas, children’s play areas and playgrounds are to be shaded by a constructed shade structure and supplemented with trees.
- (5) As discussed above, shade can be provided by fixed built structures, shade sails/awnings and appropriate tree planting. Shade tree planting to the north and west of playgrounds, picnic areas, seats and other elements that attract high use is encouraged. Selection of fast growing, dense canopy trees with wide spreading foliage and a lifespan in excess of 15 years and minimal limb, leaf and fruit drop are desirable to provide maximum shade. Selection of species should also be suitable to the location, soil and drainage conditions.
- (6) Shade structures and sails should be designed to be non-climbable where possible. Playgrounds should receive a minimum of 50% shade between 10am and 3pm in summer and shade sails should be set a minimum of 3.0m above the highest point of any playground equipment. The shade sail material should block out a minimum of 90% UV radiation and have a minimum structural warranty of 10 years.
- (7) All fabric shade structures must comply with current and relevant Australian Standards as well as the current Building Code of Australia requirements. All shade structures are to be built to a minimum wind rating of N3 (W50) or greater depending on the characteristics of the site and any recommendations specified within the development building approval. The following requirements should be complied with:-
  - (a) frame and rigging:
    - (i) frame & steelworks to be hot dip galvanised after manufacture;
    - (ii) all fasteners of 316 stainless steel;
    - (iii) perimeter wire of 316 stainless steel;

- (iv) all tensioning devices to incorporate double lock nuts with spring washers on all threads;
  - (v) all rigging etc to be "closed", (i.e. no hook/hook turnbuckles, S hooks, snap links etc.); and
  - (vi) all attachment points to carry safety chains, chain and shackles rated to Australian Standards to SWL;
- (b) membrane:-
- (i) membrane to be of shade cloth;
  - (ii) tear strength minimum Warp 172N Weft 196N;
  - (iii) breaking force minimum Warp 799N Weft 2147N;
  - (iv) 90%+ UV protection;
  - (v) 10 years UV warranty on fabric;
  - (vi) shall be fire retardant;
  - (vii) 15 years UV warranty on stitching;
  - (viii) perimeter wire pockets to be PVC reinforced;
  - (ix) corners to be PVC reinforced, reinforcing concealed by shade cloth;
  - (x) all reinforcing patches to be orientated to match the membrane;
  - (xi) any webbing to be concealed by PVC offering 5 years UV warranty;
  - (xii) perimeter wire to be tensioned and adjustable Independently of fabric tension;
  - (xiii) all membranes as sails, or structure covers, to be cut to "form", not stretch to "form"; and
  - (xiv) wire exit points to be reinforced;
- (c) heights and clearances:-
- (i) all shade structures are to be installed at 3.0m above the highest point of the existing or installed playground equipment and should incorporate conical barrier plates (anti-vandal) 1.0m from the top of each supporting arm to discourage climbing of the framework and damage to the surface of the shade cloth; and
  - (ii) any sail connection point shall be a minimum of 4.5m above ground level to limit access to the sail;
- (d) footings, fixings and finishes:-
- (i) all concrete work (footings etc) associated with the installation of shade structures must be at least 25MPA or as nominated by the project engineer;
  - (ii) all fixings, finishes and fittings are to be vandal proof and designed to withstand salt spray and the corrosive environment; and
  - (iii) all fixings are to be of the highest marine grade stainless steel to ensure longevity; and
- (e) the developer is to supply technical specifications for each item of the shade sail and include though not limit to:-
- (i) certified engineering drawings;
  - (ii) specification of materials;
  - (iii) barrier plates min 200mm (refer **Figure SC6.14.7D (Barrier plates)**);
  - (iv) treatment of materials (e.g. galvanisation, powder coating, timber treatments);
  - (v) installation manuals for items specified in the schedule of prices shall be supplied;
  - (vi) the standard resistance to static electricity and ultra-violet radiation and their rating in relation to particular materials and colours used; and
  - (vii) a sample of installation manuals.

Note—the provider shall supply catalogues and brochures of the shade structures specified.



**Figure SC6.14.7D Barrier plates**



- (8) Council is to be provided with written certification that the finished shade structure installations are safe, suitable and fit for the purpose and complies with all current and relevant Australian Standards, Acts, WH&S requirements, Australian Building Codes etc. relevant to WUC and indemnifies the Principal in this regard. Unless otherwise specified, all materials, methods and workmanship shall be in accordance with the relevant Australian Standard or best practice industry standard where no Australian Standard exists.
- (9) The quantities and type of built or natural shade is to be provided in accordance with the *Creating Shade at Public Facilities: Policy and Guidelines for Local Government* prepared by the Australian Institute of Environmental Health.

### **SC6.14.7.20 Pathways and access points**

- (1) Public and communal pathways and access points are to be fit for purpose in terms of intended design, location, width and extent. As well as environmental, engineering, structural and stability requirements, pathways and access points should be constructed to ensure minimal ongoing maintenance and minimal disturbance to existing vegetation.
- (2) The SCC Infrastructure Guidelines and Standards provides guidance with regard to specifications for pathways and access points.

### **SC6.14.7.21 Recreational equipment**

#### Public exercise equipment

- (1) The provision of public exercise stations along pedestrian networks and in parks provide opportunities for people to exercise and interact socially in an outdoor setting. Public exercise stations can contain static/fixed equipment as well as dynamic equipment activated by body weight. Care needs to be taken in selecting and locating equipment to ensure that it is safe for all members of the community and robust enough to withstand climatic conditions (including avoidance of land subject to flooding) and wear of everyday use.
- (2) Installation and on-going maintenance of public exercise equipment include:-
  - (a) six static designed exercise stations installed to manufacturer's specifications. Mechanical fitness equipment may be installed if an approvable risk assessment is submitted to Council. All equipment to meet safety standards and fall zone requirements of AS4685 and AS4422;
  - (b) trowel finished rubberised sofffall to meet AS4422, AS4685 and AS4486 sofffall requirements and FHO (fall heights) over a compacted base with adequate drainage installed under exercise stations;
  - (c) vandal proof signage for exercise station use instructions; and
  - (d) certification from the exercise station manufacturer that all equipment has been installed to their specifications and in accordance with AS4685, AS4486 and AS4422.

### Playground equipment

- (3) Playground design should be in accordance with the SCC Infrastructure Guidelines and Standards.
- (4) Playground design should respond to the local landscape character, demographics, demands and identity, through the choice of infrastructure and colour schemes. Playgrounds are to be safe, fun, interesting and inclusive to all users.
- (5) The following requirements apply to playground design and construction:-
  - (a) playground equipment and under-surfacing must comply with *Workplace Health and Safety Act 2011* and regulations, *Australian Standards AS4685 - Playground safety set* and, *AS4486.1 - Play spaces and play equipment* and all other relevant statutory requirements, guidelines and standards (including *AS/NZS 4422 - Play space surfacing – Specification*, requirements and test method, *AS1547 - On-site domestic wastewater management*, the *Electrical Safety Act 2002* and regulations, *Building Code of Australia* and the SCC Infrastructure Guidelines and Standards);
  - (b) the SCC infrastructure Guidelines and Standards (*Open Space Landscape Infrastructure Manual*) provides comprehensive Council requirements for playspace design, including (but not limited to), requirements for play equipment, planting, shade, pedestrian gates and fencing, signage, seating, bins and pathways;
  - (c) the playground must provide a minimum of 2 seats adjoining the playground under shade for supervision of play. The playground must provide 1 bin adjacent to the playground;
  - (d) the playground must contain adequate subsurface and surface drainage to avoid water ponding / nuisance. A brass marker “D” should be fitted to each side of edging to indicate position of drainage pipes;
  - (e) the playground must have geo-fabric installed under soffitfall. When installing geofabric the matting must be secured with small cable ties or some other approved measures on all joints and around elements to ensure that the matting does not rise to the surface and create a trip hazard and ongoing maintenance issue;
  - (f) the assembly of all playground equipment using nuts and bolts must have thread lock applied so that bolts do not work their way loose and cause maintenance issues and damage to equipment;
  - (g) the playground must have rubberised or synthetic soft fall under play equipment where displacement of soft fall mulches is likely to occur. Soft fall depth must comply with AS 4422. Consideration should be given regarding fall zone soffitfall displacement under swings, fire poles and exit run-out for slides, Spica and rotating elements, carousels or spinning discs etc;
  - (h) the playground must be surrounded with an edge treatment and have a minimum fall zone in compliance with *AS4685* and *AS4422* as a minimum or manufacturers recommendation if these exceed minimum requirements in Australian Standards. In cases where timber sleepers are used as footprint edging then a treatment of Synpave acrylic topcoat Terracotta non-slip/splinter containment paint should be applied to manufacturer's instructions, with a minimum of 2 coats. Concrete edging shall be 200mm deep and 150mm wide with rolled edge;
  - (i) where shade trees are in close proximity at mature size, the developer must ensure that the trees are adequately protected in accordance with *AS4970 - The protection of trees on development sites* and ensure that tree roots do not compromise the soffitfall or create trip hazards in the fall zone;
  - (j) the developer must ensure that slides are installed facing south to reduce the effect of direct sunlight onto the slide surface unless otherwise shaded;
  - (k) swings should be installed facing north / south unless otherwise shaded;
  - (l) the developer must submit to Council certification that the playground equipment has been designed, constructed, and installed according to the manufacturers specifications and is compliant with Australian Standards. Certification must be provided by a certified playground audit or prior to on maintenance;

- (m) the developer must inspect and maintain playground equipment during the 12 month “on maintenance” period to ensure they comply with Australian Standards. Maintenance operations including inspections must be carried out or be directly supervised by personnel with demonstrated qualifications, competency and experience. For playgrounds and playground equipment, *AS/NZS4486.1:1997* refers to three levels of inspection that are required to be carried out on all infrastructure:-
  - (i) routine visual inspections weekly for equipment subject to heavy use or vandalism, otherwise as per manufacturer’s instructions or at least monthly as per *AS4486*;
  - (ii) operational inspections every 2 months for detailed inspection of the operation and stability of the equipment, especially for any wear on bearings and moving joints; and
  - (iii) comprehensive inspections immediately prior to “off maintenance” or minimum annually to establish the overall safety of the equipment, foundations and surfaces. This includes the structural integrity of items subject to effects of weather, corrosion and rotting;
- (n) the developer must provide maintenance instructions, parts and service manuals and manufacturers’ guarantees for the playground equipment or any other documents or items to be handed over to Council (prior to acceptance “on maintenance”);
- (o) the developer must submit to Council a record of inspection and repairs to playground equipment undertaken between the “on and off maintenance” period prior to the acceptance of the works “off maintenance”;
- (p) the developer must provide to Council any construction or maintenance tools supplied with the purchase of the playground equipment prior to acceptance of the works “off-maintenance”;
- (q) the developer must install a playground safety sign adjacent to the playground prior to the acceptance of the works “on-maintenance”;
- (r) the developer must submit to Council certification from a certified playground safety audit or prior to the acceptance of the works “on-maintenance” that:-
  - (i) playground safety surface impact attenuation test for soft-fall as found on site complying with *AS4422*; and
  - (ii) the design, construction and installation of the play equipment are constructed and erected to the manufactures specifications and comply with *AS4685*;
- (s) the developer must provide Council with records of incidents and accidents that occur in the playground prior to “off maintenance” handover along with particulars of any remedial actions, repairs or modifications to any playground equipment; and
- (t) fencing must not have any entrapment points that may present with a partially bound opening on the top rail. An example of a suitable top rail would be flat or cylindrical. Suitable fencing would be heavy duty aluminium 19mm tube 40mm x 40mm top and bottom rail powder coated black.

### **SC6.14.7.22 Landscape structures**

- (1) Landscape structures are to be an integral part of the open space landscape providing local identity and unique space for community and visitor gatherings.
- (2) Built structures, including shelters are required to be:-
  - (a) consistent with the relevant local planning area code and relevant building, engineering and electrical standards;
  - (b) appropriately located within the landscape, being complementary to the immediate landscape and urban design;
  - (c) constructed with impervious roofs that maximise rain and sun protection, where intended to provide shelter and for harvesting of rainwater where appropriate;
  - (d) orientated to maximise shelter from sun, rain and wind; and
  - (e) of construction that requires minimal maintenance and be fit for purpose, durable and safe.

- (3) The SCC Infrastructure Guidelines and Standards provide further guidance with regard to specifications for landscape structures.

### **SC6.14.7.23 Furniture and fixtures**

- (1) Landscape furniture (including, but not limited to, seats, benches, picnic tables, tree guards, bins and bin surrounds, lighting and signage, bicycle racks/rails, balustrades and railings, bollards, maintenance gates, barbeque plates, taps and drinking fountains, beach showers) should be selected or designed so that they are appropriately located, fit for purpose, durable and safe, vandal resistant with parts that are easily replaceable, easy to maintain and comply with relevant standards.
- (2) Non-standard furniture where approved by Council for master planned areas or where Council desires a more unique character or style, should be designed and selected with the following in mind:-
- (a) accessible to users of all abilities;
  - (b) comfortable and suitable for the average person;
  - (c) made from materials that will be durable and can be suitably protected from exterior elements, such as salt spray and UV exposure. Furniture items should come with a minimum 5 year warranty on materials and workmanship;
  - (d) robust and sturdy to withstand constant public use and be resistant to vandalism. Anti-tamper fittings should be used and graffiti protection coatings applied;
  - (e) easily replaceable if they become damaged or stop working. Products should be able to be sourced locally and use standard fittings. Reputable suppliers should be used who will have stock or parts in hand for the life of the product;
  - (f) use sustainable materials, although sustainability needs to be considered over the lifetime of the furniture; and
  - (g) installed on paved, concrete or other hard surfaces.
- (3) Public artwork and community acknowledgements are provided where required by the planning scheme and in accordance with the *Sunshine Coast Council Public Art Policy* and the *Memorials and Plaques Policy* and the *Memorials and Plaques Guidelines*. Artwork and community acknowledgements such as Indigenous recognition and memorial plaques are to be site specific and derived from the meaning of place. Any art work should include a maintenance management plan.
- (4) The SCC Infrastructure Guidelines and Standards provide further guidance with regard to specifications for furniture and fixtures.

### **SC6.14.7.24 Pavements**

- (1) All hard surfacing areas are to comply with current Australian Standards for surface treatments. Hard surface areas that are subject to wetting are to comply with relevant Australian Standards for slip resistance.
- (2) All hard surfacing and areas external to building envelopes must be designed to provide appropriate stormwater management including a minimum cross fall of 1:50 away from built structures to a suitable collection point.
- (3) The selection and design of new hard surfacing must consider the following:-
- (a) the hard surfacing is capable of supporting the volume and weight of expected traffic;
  - (b) durability, such as the rate of wear and tear and susceptibility to discolouration;
  - (c) maintenance costs and long term maintenance requirements;
  - (d) resistance to heaving by tree roots, requiring additional reinforcing, deformable cushioning, rat walls, bridge beaming or flexible paving surfaces such as rubber epoxy compounds;

- (e) porous pavements are mandatory when hard surfacing is required around existing trees to be retained. In high intensity urban areas, where trees are installed in hard surface areas, the use of porous pavement over gap-graded sub-grades is mandatory;
  - (f) pedestrians, wheelchair users and people with mobility constraints require a surface that is comfortable and functional;
  - (g) all unit-paving areas are to be restrained by a hard edge, preferably concrete;
  - (h) in urban centres, all unit paving is to be laid on a structural concrete sub base; and
  - (i) proximity to existing trees and tree protection measures required to reduce potential impacts. (Refer to *AS4970 – Protection of trees on development sites* for tree protection measures when pavements are required adjacent to existing trees).
- (4) The SCC Infrastructure Guidelines and Standards provide further guidance with regard to specifications for pavements.

### SC6.14.7.25 Fencing, walls and screening

- (1) Where fencing, walls or screens are considered necessary and appropriate for a development, they must be constructed to a quality and life expectancy commensurate with the quality of the new building structures (i.e. be durable and vandal and graffiti resistant where appropriate), and be appropriately located and integrated into the landscape, blending in with the character of the local area. **Table SC6.14.7G (Fence and screening type)** describes the minimum requirements of fences in various development applications.

**Table SC6.14.7G Fence and screening type**

Type	Use	Characteristics
Frontage fence	Dual occupancy	Solid fencing to street frontages must not exceed 6 metres in length without articulation, with a minimum 50% of the fence setback 1 metre from boundary.
	Business centre and design	Fencing to street frontages is a minimum of 75% visually and climatically permeable.
	Child care centres	Fencing to street frontages is a minimum of 75% visually and climatically permeable and conforms to <i>Queensland Development Code 2010</i> .
	Community uses	Fencing to street frontages is a minimum of 75% visually and climatically permeable.
	Industry uses	Fencing to street frontages is a minimum of 75% visually and climatically permeable, a maximum of 20m in height and coloured black or a toning complimentary to the local environment.
	Multiple dwelling and accommodation buildings	Fencing to street frontages must not exceed 60m in length without articulation, with a minimum 50% of the fence setback 1m from boundary.
	Relocatable home park and Tourist facilities	Fencing to street frontages is a minimum of 75% visually and climatically permeable.
	Residential care and Retirement facilities	Fencing to street frontages are not to exceed 6m in length without articulation, with a minimum 50% of the fence setback 1m from boundary.
	Rural uses	Fencing to street frontages is a minimum of 90% visually and climatically permeable and must be complimentary to the local environment.
	Service stations	Fencing to street frontages is a minimum of 75% visually and climatically permeable, a maximum of 2m in height and coloured black or in a toning complementary to the local environment.

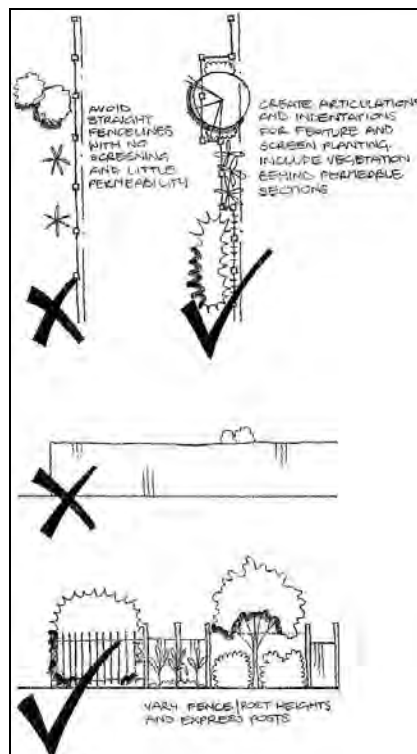
Type	Use	Characteristics
	Sport and recreation uses	Fencing to street frontages is a minimum of 75% visually and climatically permeable, a maximum of 2m in height and coloured black or in a toning complementary to the local environment.  Note—This characteristic does not address pool fence requirements should the pool be located adjoining boundary.
<b>Frontage fence</b>	Telecommunications tower	Fencing to street frontages is a minimum of 75% visually and climatically permeable, a maximum of 2m in height and coloured black or in a toning complementary to the local environment.
	Utilities	Fencing to street frontages is a minimum of 75% visually and climatically permeable, a maximum of 2m in height and coloured black or in a toning complimentary to the local environment.
<b>Boundary fence</b>	Developments adjoining parks and reserves	Fencing adjoining Parks and Reserves is to be designed to restrict domestic animals with a minimum of 75% visually and climatically permeable and a minimum height of 1.2m.
<b>Coastal fence</b>	Development adjoins public use coastal areas	Fences and screens bordering public use areas are dog proof, a minimum of 1.2m and maximum of 1.8m in height, allow for casual surveillance opportunities and are designed to be complementary to the local environment.
<b>Acoustic attenuation fences</b>	Development assessed as requiring noise attenuation barriers	Acoustic fences are to be incorporated where buildings are unable to achieve appropriate noise attenuation. Acoustic fences must be wholly located within private land and set back to allow appropriate vegetative buffering in accordance with planning scheme requirements. Design and construction must be in accordance approved acoustic consultants recommendations. Fence heights must not exceed three metres unless essential for attenuation and where a combination of landscaping and fencing does not meet noise attenuation requirements.
<b>Security fence</b>	Developments requiring security fences	Fencing to street frontages is a minimum of 75% visually and climatically permeable, a maximum of 2.4 metres in height and coloured black or a toning complementary to the local environment.
<b>Fauna fences</b>	Development including roads which adjoin; <ul style="list-style-type: none"> <li>• national park</li> <li>• nature refuge</li> <li>• environment reserve</li> <li>• conservation reserve</li> <li>• conservation covenant</li> <li>• bushland reserve</li> <li>• drainage reserve</li> <li>• natural open space</li> </ul>	An appropriate fence to provide access or exclusion of fauna in accordance with approved fauna management plan.
<b>Fire exclusion fence</b>	Development adjoins bushfire prone land as identified on overlay	Fence to provide fire relief in accordance with approved bushfire management plan.
<b>Utility and storage area screens</b>	Development contains; <ul style="list-style-type: none"> <li>• bin storage</li> <li>• wash down bay</li> </ul>	Areas must be screened from street frontages with use of 1.8m high solid fence.
<b>Retaining walls</b>	Development requires retaining to create private lot	Retaining wall must be wholly built within the subject lot including all elements of the retaining wall, footings and construction access.
<b>Pool fences</b>	Development contains pool, pond or water feature	Pool fences are in accordance with the requirements of the <i>Queensland Development Code 2010</i> and all subordinate regulations, legislation and standards at the time of

Type	Use	Characteristics
		construction.
<b>Playground fence</b>	Recreation equipment	Fencing surrounding playgrounds should be heavy duty aluminium 19mm tube 40mm x 40mm top and bottom rail with 3mm wall powder coated black with a self-latching gate with pool safety type lock.

Note—for fixings for fencing, walls and built screens refer to the SCC Infrastructure Guidelines and Standards.

- (2) Retaining walls where to create private property and acoustic fences are wholly located within private land.
- (3) Fences and screens bordering coastal protection areas are of commercial grade pool type fence construction, a minimum of 1.5 metres and maximum of 1.8 metres in height and coloured to blend with adjacent landscape features.
- (4) Fences and screens bordering public use areas are dog proof, a minimum of 1.2 metres and maximum of 1.8 metres in height, allow for casual surveillance opportunities and are designed to blend with adjacent landscape features.
- (5) Pool fences are in accordance with *Australian Standards AS1926 Swimming pool safety* and Council safety requirements.
- (6) Acoustic fences are constructed:-
  - (a) in accordance with the requirements detailed in the development Acoustic Report; and
  - (b) to incorporate vegetative screening and anti-graffiti measures.
- (7) Timber and fixings are to be of high quality and durable with stainless steel fixings for sites east of the Bruce Highway and hot dipped galvanised for sites west of the Bruce Highway.
- (8) Fencing and screening should avoid straight lines and create articulations and indentations for feature and screen planting (refer **Figure SC6.14.7E (Screen articulation)**).
- (9) The SCC Infrastructure Guidelines & Standards provide further guidance with regard to specifications for fences.

**Figure SC6.14.7E Screen articulation**



### **SC6.14.7.26 Lighting**

- (1) Lighting of landscapes is important for areas that are to be used at night for both functionality, way finding and public safety reasons. Places that are lit at night will attract usage and activity so it is important to only light places where public activity at night time is expected and encouraged. Lighting of areas that are poorly supervised or in quiet neighbourhoods may attract vandalism and other unsociable behaviour.
- (2) Lighting of areas that are adjacent to foreshores where turtle nesting sites occur should not impact on turtle hatching movement.
- (3) The relevant standards for lighting pedestrian areas are:-
  - (a) *ASNZS1158.3.1:2005 - Lighting for Roads and public spaces*; and
  - (b) *AS4282-1997 - Control of the obtrusive effects of outdoor lighting*.
- (4) Lighting P categories are based on the level of activity, risk of crime and need to enhance prestige as well as the type of expected use. Council should be consulted on the level of lighting they require for public pathways or public open spaces. A suitably qualified electrical engineer or lighting consultant will be able to design a lighting arrangement to meet the P category required for that area.
- (5) The maintenance of light fittings, poles and elements is an ongoing cost to Council. For this reason a level of standardisation is required to reduce ongoing costs and simplify maintenance. Standardisation also assists in providing a uniform appearance and ensures that robust and effective lighting elements are used. Refer to SCC Infrastructure Guidelines and Standards for existing palettes and for more information on appropriate light fittings.
- (6) High profile public areas allow for greater flexibility in lighting design and the use of creative lighting treatments enhances the aesthetics and provides visual interest to these areas. Lighting effects can also enhance, or of their own right be public art elements that add to the richness of a place. Lighting should complement and enhance the elements within a space and be incorporated into the overall design, rather than an add-on. Refer to SCC Infrastructure Guidelines and Standards for decorative and architectural lighting standards.
- (7) Council and private consultants are encouraged to keep up to date with the latest advances to ensure that sustainable lighting options are considered. However, care should be taken to ensure that new fittings have the same or improved durability and service life expectancy.
- (8) Light fittings need to be appropriate for use in public spaces. Features to consider are shatter proof and cool to touch glass, durable materials such as stainless steel and brass, suitability for in-ground or exterior locations and impact resistance. In-ground fittings shall be non-slip and impact resistant. Where possible light fittings should be located to minimise the risk of damage, either on a pole, fixed into the ground or wall, fitted into a recess or placed on the underside of furniture.
- (9) Materials and works are to achieve a 20 year installation design life.
- (10) Prior to commencement of construction, an Operational Works development approval must be obtained for all electrical works.
- (11) Following construction, all electrical works must be certified in accordance with the requirements of the Sunshine Coast Council Electrical Services Standard Specification.
- (12) SCC Infrastructure Guidelines and Standards provides guidance with regard to electrical installation and certification.

### **SC6.14.7.27 Signage**

- (1) Landscape signage is to be located in accordance with Council's planning scheme codes. Signs should be located in garden beds where possible.
- (2) Interpretive signing will reflect the cultural or natural values of the precinct, area or district.



- (3) Signs and sign poles, stands or bases are constructed from high quality materials that require minimal ongoing maintenance. Where multiple signs are required in the same location, the signs should be collocated on one structure where possible. Permanent signage of these types in the public estate is not to be utilised for advertising purposes.
- (4) Landscape signage includes although not limited to:-
  - (a) park naming signs;
  - (b) estate entry signage;
  - (c) way finding signs / symbols;
  - (d) educational and interpretive boards;
  - (e) warning / safety signs and information;
  - (f) fauna crossing signs; and
  - (g) playground usage signage.

### **SC6.14.7.28 Roads, services and utilities**

- (1) All landscape works are to maintain adequate safe distance from services and utilities both above ground and below ground to allow maintenance to be undertaken.
- (2) Services that constrain landscape areas are required to be identified on landscape plans, these include:-
  - (a) electrical substations;
  - (b) overhead powerlines;
  - (c) power poles and transformers;
  - (d) street and park lights;
  - (e) stormwater catchment pits;
  - (f) underground power;
  - (g) water;
  - (h) sewer;
  - (i) telephone; and
  - (j) fibre optic cables.
- (3) For tree selection under overhead wires, refer to Appendix D of the *Energex Tree Clearing profiles* and endeavour to select trees that:-
  - (a) are small to medium sized on maturity and normally crown below the height of LV wires;
  - (b) are slow growing so that mature dimensions are not reached for many years and/or the specimen reaches its useful life prior to conflict with overhead wires;
  - (c) have a limited life span and could potentially be removed and replaced before their height reaches specified clearance distances;
  - (d) are decurrent (without a clear leading stem) or multi-branched in nature which are more tolerant of directional pruning techniques or can be effectively shaped while developing to minimise future conflict with overhead services;
  - (e) exhibit a framework of fine branching and are therefore tolerant of hedge type pruning undertaken at a higher frequency; and

- (f) are responsive to formative pruning to provide acceptable line of site to satisfy engineering and CPTED requirements.
- (4) Do not select trees that:-
- (a) are well documented as being undesirable for planting beneath wires due to their large size on maturity, spreading horizontal canopy, rapid growth rates, efficient epicormic response or vigorous regrowth following pruning, poor compartmentalisation and/or pruning response;
  - (b) have poor collar or target pruning point development (for example palm trees, Pandanus, Poinciana); and
  - (c) cannot be pruned without destroying the vegetation's character, amenity or utility.
- (5) In some situations, the planting of trees that may be considered undesirable for planting beneath wires may be necessary to:-
- (a) retain the character of an area;
  - (b) buffer the built landscape;
  - (c) create entry and focal points;
  - (d) provide vertical interest and a sense of scale; and
  - (e) meet community expectations.

#### **SC6.14.7.29 Guidelines**

- (1) For the purposes of achieving compliance with this section of the planning scheme policy, the following are relevant guidelines:-
- (a) *AS1158 - Public lighting (public walkways);*
  - (b) *AS4282 - Control of obtrusive effects of outdoor lighting;*
  - (c) *AS4373 - Pruning of amenity trees;*
  - (d) *AS4970 - Protection of trees on development sites;*
  - (e) *ASNZS1428 - Design for access and mobility;*
  - (f) *AS4419 - Soils for landscaping and garden use;*
  - (g) *AS4454 - Composts, soil conditioners and mulches;*
  - (h) *ASNZS4586 - Slip resistance classification of new pedestrian surface materials;*
  - (i) *AS1926 - Swimming pool safety;*
  - (j) *AS4685:2004 - Playground Equipment Safety Set;*
  - (k) *ASNZ4422:1996 - Playground Surfacing – Specifications, Requirements and Test Method;*
  - (l) *ASNZ4486.1:1997 Playgrounds and Playground Equipment – Development, installation, inspection, maintenance and operation;*
  - (m) *AS4678:2002 - Earth Retaining Structures;*
  - (n) *Workplace Health and Safety Act 1995 and Guide for Building and Construction Industry (Queensland Government Department of Industrial Relations Workplace Health & Safety);*
  - (o) *Environmental Protection Act 1994;*
  - (p) *Soil Erosion and Sediment Control Guidelines (Institution of Engineers Australian (Queensland Division));*

- (q) *Road Planning and Design Manual* (Department of Main Roads);
  - (r) *Subtropical design in South East Queensland – a handbook for Planners, Developers and Decision makers*; and
  - (s) *Energex Tree Clearing profiles (Appendix D)*.
- (2) The following publications provide additional guidance regarding open space and landscaping infrastructure requirements:-
- (a) Sunshine Coast Council Infrastructure Guidelines and Standards;
  - (b) *Sunshine Coast Recreational Trails Construction Guidelines*;
  - (c) Sunshine Coast Council Access and Equity Policy;
  - (d) *Sunshine Coast Council Amenities Guidelines*;
  - (e) *Sunshine Coast Art Works – Sunshine Coast Public Strategy and Procedures Manual*;  
and
  - (f) *Sunshine Coast Open Space Strategy*.

## Appendix SC6.14B NATSPEC tree inspection and certification form

OPW \_\_\_\_/\_\_\_\_/\_\_\_\_

<b><u>Date / Location of inspection</u></b>			
<b><u>Pot sizes inspected</u></b>			
<b><u>Inspected by</u></b>			
	<b><u>YES</u></b>	<b><u>NO</u></b>	<b><u>COMMENTS</u></b>
General health and vigour			
Tree is true to type and pot size			
Pests and disease free			
Free from injury			
Self supporting			
Stem structure			
Stem taper			
Apical dominance for excurrent form			
Crown symmetry			
Pruning to AS 4373			
Included bark / bifurcation?			
Root ball inspection conducted?			
If assessed in situ; have nursery stakes and ties been removed?			
If assessed in situ, tree planted as per FIGURE 4.8.3 rev A and decision notice conditions?			
If assessed in situ; is planting location as per approved plan?			
If assessed in situ; is mulch type and thickness as per decision notice conditions?			
<b><u>NATSPEC COMPLIANT</u></b>			
<b><u>REINSPECTION REQUIRED</u></b>			
<b><u>PASSED</u></b>			

Please note, certification is not effective until the consulting arborist can confirm that any additional works required to achieve NATSPEC compliance have been completed.

## Appendix SC6.14C Guide to industry best practice landscape maintenance activities for road reserves and public open space areas

- (1) Establishment and maintenance requirements:-
- (a) to assist success of the landscape works a regular maintenance schedule are to be specified to include although not limited to:-
- (i) watering as required to establish planting and turf;
  - (ii) regular mowing and edging of turf areas;
  - (iii) control of weeds in turf areas;
  - (iv) topdressing turf areas to ensure even surface;
  - (v) control of weed growth in garden areas;
  - (vi) control of insect or disease in plant materials;
  - (vii) pruning of trees in accordance with AS 4373-2007;
  - (viii) pruning of shrubs and ground covers to maintain amenity and intent;
  - (ix) checking and adjustment of tree stakes and ties;
  - (x) replacement of dead or poorly performing planting;
  - (xi) removal of trees that may become hazardous;
  - (xii) top up of mulch materials to specified depths;
  - (xiii) removal of rubbish, litter or debris from the landscape;
  - (xiv) removal of graffiti if affected;
  - (xv) cleaning of barbeques;
  - (xvi) replacement of any vandalised items; and
  - (xvii) reapplication of timber preservatives and finishing oils.
- (b) "on maintenance":-
- (i) in accordance with the development approval and the **Planning scheme policy for development works**, the developer is required to request an "on maintenance" inspection with Council's delegate after all bonds and required certifications have been lodged, giving seven (7) working days advanced notice prior to the meeting being conducted;
  - (ii) once the landscape works within the road reserves and open space areas are accepted "on maintenance" by Council it is the developer's responsibility to maintain the works for 12 months (or as conditioned in the development approval); and
  - (iii) during the "on maintenance" period the developer is to maintain the landscape in accordance with the development approval and with best industry maintenance practices.
- (c) off maintenance:-
- (i) in accordance with the development approval and the **Planning scheme policy for development works**, the developer is required to request an off maintenance inspection with Council's delegate after all required certifications have been supplied, giving seven (7) working days advanced notice prior to the meeting being conducted;
  - (ii) if the works are satisfactory they shall be accepted "off maintenance" and any bond monies returned; and
  - (iii) if works are unsatisfactory the maintenance period will be extended in 3 month increments until acceptable.
- (d) prior to acceptance of works "off maintenance" Council reserves the right to instruct the developer to remove/replant landscape works that are:-
- (i) not in accordance with conditions of approval;
  - (ii) not healthy, vigorous or performing their desired function;
  - (iii) causing sightline or visibility concern;
  - (iv) in conflict with service infrastructure or residential driveways; and
  - (v) in the event that the maintenance period is extended beyond the 12 months it is the developers responsibility to meet the capital and maintenance costs of any items that require refurbishment.
- (2) Rehabilitation and revegetation areas:-

- (a) establish and maintain the rehabilitation and revegetation works until achievement of growth criteria and weed control conditioned in the development approval is achieved. To assist success of the regeneration/revegetation works a regular maintenance and monitoring schedule is to be specified to include although not limit to:-
    - (i) protection of regenerating seedlings;
    - (ii) initial watering of young stock to aid development;
    - (iii) replacement of dead or poorly performing stock every 3 months;
    - (iv) regular weed control to minimise competition to desired species and reduce influx of weed species;
    - (v) removal of trees that may become hazardous;
    - (vi) top up of mulch to specified depths;
    - (vii) removal of rubbish, litter or debris from the landscape;
  - (b) "on maintenance"
    - (i) in accordance with the development approval and the **Planning scheme policy for development works**, the developer is required to request an "on maintenance" Inspection with Council's delegate after all bonds and required certifications have been lodged, giving five (5) working days advanced notice prior to the meeting being conducted;
    - (ii) once the rehabilitation/revegetation works are accepted "on maintenance" by Council it is the developers responsibility to maintain the works for 12 months (or as conditioned in the development approval);
    - (iii) during the "on maintenance" period the developer is to maintain the landscape in accordance with the development approval and with best industry maintenance practices.
- (3) Rehabilitation and Revegetation Works
- (a) the applicant must implement the rehabilitation and revegetation works as approved prior to the release of the plan of survey or bonded in accordance with Council policy;
  - (b) the applicant must maintain sediment control treatment trains to prevent run-off and sediment from the future residential blocks and revegetation areas;
  - (c) Council may reduce the 36 month establishment period once all off maintenance criteria is achieved;
  - (d) in accordance with the development approval, the applicant must regularly maintain the rehabilitation and revegetation works to achieve the following performance criteria:-
    - (i) performance criteria for Year One: 12 months after the acceptance of the works "on maintenance";
      - (A) adherence to maintenance regime for rehabilitation and revegetation areas;
      - (B) no evidence of re-shooting from stumps or poisoned trees or the regrowth of cut stumps;
      - (C) no evidence of over-weeding or impact on non-target species;
      - (D) signs of indigenous recruitment in rehabilitation areas;
      - (E) weed infestation less than 10% of the rehabilitation areas;
      - (F) a minimum of 95% of planted stock has survived with all displaying vigorous growth. Any plants that have died within the previous twelve-month period have been replaced and established;
      - (G) planted trees have achieved an average height of 1.0 metres;
      - (H) planted shrubs have achieved an average height of 0.4 metres;
      - (I) mulch layer or approved weed control method is effective in weed suppression; and
      - (J) a report to Council is submitted, mapping the condition of the regeneration area, noting where works had been undertaken in the previous year and the percentage cover of indigenous recruitment;
    - (ii) performance criteria for Year Two: 24 months after the acceptance of the works "on maintenance":-
    - (iii) adherence to maintenance regime for rehabilitation and revegetation areas;
    - (iv) no evidence of re-shooting from stumps or poisoned trees or the regrowth of cut stumps;
    - (v) no evidence of over-weeding or impact on non-target species;
    - (vi) signs of indigenous recruitment in rehabilitation areas;
    - (vii) weed infestation less than 5% of the rehabilitation areas;

- (viii) a minimum of 95% of planted stock has survived with all displaying vigorous growth. Any plants that have died within the previous twelve-month period have been replaced and established;
- (ix) planted trees have achieved an average height of 2.0 metres;
- (x) planted shrubs have achieved an average height of 1.0 metres;
- (xi) mulch layer or approved weed control method is effective in weed suppression;
- (xii) a report to Council is submitted, mapping the condition of the regeneration area, noting where works had been undertaken in the previous year and the percentage cover of indigenous recruitment;
- (xiii) performance criteria for off maintenance: 36 months after the acceptance of the works "on maintenance" or once all establishment criteria has been satisfied;
- (xiv) adherence to amended maintenance regime for rehabilitation and revegetation areas;
- (xv) no evidence of re-shooting from stumps or poisoned trees or the regrowth of cut stumps;
- (xvi) weed infestations less than 2% of the rehabilitation areas;
- (xvii) planted trees have achieved an average height of 3.0 metres;
- (xviii) planted shrubs have achieved an average height of 1.2 metres;
- (xix) the ground surface must not display any area devoid of vegetation greater than 1.0 m<sup>2</sup> within any 10.0 m<sup>2</sup> sample;
- (xx) mulch layer around trees and shrubs is a minimum of 100mm deep; and
- (xxi) a report to Council is submitted, mapping the condition of the regeneration area, noting where works had been undertaken in the previous year and the percentage cover of indigenous recruitment.

## Appendix SC6.14D Landscape Maintenance Checklist

OPW \_\_\_\_/\_\_\_\_/\_\_\_\_

<b>Assessment undertaken by:</b> (Name & Company)	<b>Assessor Signature:</b>		<b>On date:</b>
<b>On behalf of developer:</b> (Name & Company)	<b>YES</b>	<b>NO</b>	<b>COMMENTS (or N/A)</b>
<b>APPROVALS:</b>			
Works comply with all approval conditions			
<b>AMENITY TREES:</b>			
Are of good health & form (NATSPEC)			
Have been pruned in accordance with AS 4373			
That have not performed have been replaced with suitable species at 300mm pot size			
Have had all nursery stakes and ties removed			
<b>GARDENS:</b>			
Are weed free			
Plants that have not performed have been replaced			
Plants have been pruned to shape and do not overhang private property, or impede road or footpath access			
<b>TREE AND GARDEN EDGING:</b>			
Is in good order or has been replaced			
<b>MULCH:</b>			
To trees and gardens has been reinstalled to the minimum depth after settlement. Quality "Forest Blend" mulch or similar has been used			
To playground areas meets all Aust. Standards for safety			
<b>TURF:</b>			
Is 90% weed free (broad scale spray if necessary)			
Has achieved 100% cover			
Has been top dressed with washed river sand, so no trip hazard greater than 5mm			
<b>STRUCTURES, FURNITURE &amp; FIXTURES:</b>			
Structures are sound and free of damage			
Street furniture, fixtures and play / exercise equipment are in good order and complete. Any vandalised or missing components have been replaced			
Switchboards, lighting and barbeques are in accordance with Councils requirements and in working order			
Water fountains and taps are in accordance with Councils requirements and in working order			
Play / exercise equipment comply with all relevant Australian Standards for safety			
<b>CLEANING:</b>	<b>YES</b>	<b>NO</b>	<b>COMMENTS (or N/A)</b>
Structures, shelters, furniture, barbeques, bins, play / exercise equipment, fences, pathways etc must be free of debris, mould, cooking residue, insect and bird nests etc			
<b>SERVICES:</b>			
Must not be obstructed by landscape works			
With any broken pit lids must be repaired by the relevant authority			
<b>WATER SENSITIVE URBAN DESIGN:</b>			
Landscape works meet the requirements of approval and SEQ Technical Design Guidelines for Water Sensitive Urban Design			
Landscape works co-ordinate with Engineering and Hydraulic requirements			



<b>REVEGETATION / REHABILITATION:</b>			
Works meet the requirements of First Year Performance Criteria: <i>INSERT PERFORMANCE CRITERIA</i>			
<b>OTHER:</b>			
<b><u>READY TO REQUEST OFF MAINTENANCE INSPECTION</u></b>			

## **SC6.14.8 Coastal and waterfront structures**

### **SC6.14.8.1 Purpose**

The purpose of this section of the **Planning scheme policy for development works** is to:-

- (a) provide guidance on the design and construction standards applicable to waterfront structures (including revetment walls, jetties, pontoons, decks and boat ramps with a private use), which will ensure such structures are structurally sound and safe for their intended uses;
- (b) provide guidance on the design and construction works of waterfront structures to not cause significant adverse impacts on waterways or public use of waterways; and
- (c) provide guidance on the standards applicable to design and construction of non-tidal but navigable waterways.

### **SC6.14.8.2 Application**

- (1) In this section it is expected that a RPEQ would be experienced in the design of waterfront structures and may also be a specialist geotechnical engineer experienced in waterfront development.
- (2) This section is structured as follows:-
  - (a) **Sections SC6.14.8.1 and Section SC14.8.2** which provides the framework;
  - (b) **Sections SC6.14.8.3 to SC6.14.8.6** which outline the guidelines and standards relating to design and construction of waterfront structures and associated works; and
  - (c) **Section SC6.14.8.7** contains guidelines for achieving compliance with this section of this planning scheme policy.

### **SC6.14.8.3 Climate change impacts**

The design of coastal and waterfront structures is to take into account the predicted effects of climate change (including sea level rise) in accordance with the *State Planning Policy Guideline, State-interest - coastal environment* and the relevant provisions of the planning scheme.

### **SC6.14.8.4 Coastal and waterfront structures which are prescribed tidal work**

- (1) All works which are Prescribed Tidal Work are to comply with all provisions of the *IDAS Code for development applications for prescribed tidal work* (contained in Schedule 4A of the *Coastal Protection and Management Regulation*) and the requirements of this planning scheme policy.
- (2) Any coastal structure to service private property should be located wherever practical on private property, is to be private infrastructure, with associated liability and ongoing maintenance and operation being the responsibility of the property owner to which it serves.
- (3) The owner of the property associated with any approved coastal or waterfront structure is required to maintain the structure in a sound state of repair in accordance with the approved plans and the conditions of the approval.

### **SC6.14.8.5 Waterfront structures which are not prescribed tidal work**

#### Application

- (1) The standards and guidelines detailed below apply to the design and construction of jetties and piers, pontoons, decks and boat ramps within non-tidal waterways (i.e. waterfront structures which do not constitute prescribed tidal work).
- (2) These standards and guidelines incorporate a number of key design considerations to endeavour to ensure that waterfront structures:-
  - (a) remain structurally sound throughout their design life;

- (b) do not interfere with the structural stability of the waterway;
- (c) do not restrict the maintenance, hydraulic and flood carrying capacity of the waterway;
- (d) do not interfere with public access or usage of the waterway; and
- (e) allow for navigation where necessary along the waterway.

Responsibility of owners

- (3) The owner of the property associated with any approved waterfront structure is required to maintain the structure in a sound state of repair in accordance with the approved plans and the conditions of the approval.

General requirements applicable to all structures

- (4) The following general requirements apply to the design and construction of any waterfront structure:-
  - (a) any lighting installed, other than lighting which is specifically to aid navigation, should not cause significant adverse amenity effects to nearby residents or properties;
  - (b) the works should be designed and constructed so as to avoid significant adverse impacts on the availability of public access to the foreshore of the waterway;
  - (c) the works should be designed and constructed so as to avoid adversely impacting on the safety of members of the public using the waterway or accessing the foreshore of the waterway;
  - (d) the works should be designed and constructed to ensure they are structurally sound, having regard to relevant Australian Standards and having regard to the impacts of flooding and hydrodynamic changes;
  - (e) the proposed waterfront structure is not to place any additional load on existing revetment walls (a wall erected against an earth bank or rock face to protect it against erosion, or a structural retaining wall at the waterfront edge) and is not to adversely affect the stability of the bed and banks of the waterway. Works constructed within private property behind an existing revetment wall (such as swimming pools, retaining walls, decks, etc.) are to be designed and constructed so that there will be no adverse impact on the structural stability of the revetment wall;
  - (f) the design and construction of the works is to ensure that access will be available for future remedial, repair or maintenance works on revetment walls and foreshore areas;
  - (g) materials which will have a long life in an aquatic environment should be used in the structures;
  - (h) the works are to be located clear of any existing stormwater outlet;
  - (i) the structure is to be designed and constructed so as to ensure the safety of users. Surfaces are not to be slippery or present trip hazards, and barriers or railings should be provided in appropriate locations; and
  - (j) setbacks are to be (the shortest distance) measured horizontally from the outermost projection of the structure concerned to the vertical projection of the boundary of the allotment. The setback from a revetment wall is from the landside of the revetment wall.

Jetties and piers

- (5) Jetties and piers and their associated mooring systems are to be designed and constructed to sustain all relevant loadings including hydraulic pressure, berthing impact, wind, flood flows (including debris), live loads, and other loadings relevant to the structure as assessed by a RPEQ. However, the design loads are in no case to be less than those applicable to a jetty or pier which is prescribed tidal work (as detailed in the IDAS Code for development applications for prescribed tidal work).
- (6) Jetties and piers and their associated shore abutments are to be designed and constructed so as not to impact adversely on the structural stability of the waterway and to be structurally

independent of the revetment wall. RPEQ certification is required that the works will not impose additional loads on existing revetment walls.

- (7) The deck level of the jetty or pier is not to be less than 300mm above the predicted peak water level in the waterway, for a 1% AEP event.
- (8) Low level landings below the predicted peak water level may be incorporated into the structure design but fender piles (a vertical structural member that protects part of a structure from impact, damage or abrasion) or other markers are to indicate their presence when under water.
- (9) The width of the deck of a jetty or pier is to be not less than 900mm and not more than 3.0 metres. Handrails are to be provided along both sides of the jetty stem.
- (10) Jetties and piers are to be designed not to interfere with navigation or the public usage of the waterway, taking into account any vessel moored to the jetty or pier.
- (11) Where piling for jetties or piers is required to be installed through any rock revetment or rock protection, the rocks are to be removed and a neat cut/penetration made to the geotextile fabric under the rocks prior to installation of driven or screw piling, and the geotextile fabric and rock protection reinstated around the piles. The geotextile fabric is to be fastened around the pile with a stainless steel strap.
- (12) Jetties and piers are not to have roofed structures.

#### Pontoons

- (13) Pontoons are to be designed and constructed to sustain all relevant loadings including earth and hydraulic pressure, berthing impact, wind, flood flows (including debris), live loads, and other loadings relevant to the structure as assessed by a RPEQ. However, the design loads are in no case to be less than those applicable to a pontoon which is prescribed tidal work (as detailed in the IDAS Code for development applications for prescribed tidal work).
- (14) Abutments for access walkways are to be structurally independent of the revetment wall (so as not to impose any additional loading on the revetment wall).
- (15) Pontoons are to be designed such that they can accommodate the rise in water level associated with a 1% AEP flood event, and still safely moor the "design" vessel.
- (16) In waterways which will convey flood flows, the flotation unit of the pontoon is to be moored by piles.
- (17) Access walkways are to extend a minimum distance of 500mm onto the pontoon's flotation unit.
- (18) Access walkways are to be constructed with a permanent non-slip surface and handrails along both sides.
- (19) Where piling for pontoons is required to be installed through any rock revetment or rock protection, the rocks are to be removed and a neat cut/penetration made to the geotextile fabric under the rock revetment prior to installation of driven or screw piling, and the geotextile fabric and rock protection reinstated around the piles. The geotextile fabric is to be fastened around the pile with a stainless steel strap.
- (20) Pontoons are not to have roofed structures.

#### Decks

- (21) Decks are to be designed and constructed to sustain all relevant loadings as assessed by a RPEQ. However, the design loads shall in no case be less than those applicable to a deck which is prescribed tidal work (as detailed in the *IDAS Code for development applications for prescribed tidal work*). Decks must be able to withstand periodic total inundation.
- (22) The design and construction of the deck is to be such that it does not unreasonably restrict access for maintenance to the bank, foreshore, revetment wall, retaining wall or other infrastructure associated with the waterway.
- (23) Decks are not to extend more than 3.0m into the waterway, measured from the waterfront boundary of the lot connected to the deck.

- (24) Decks are not to extend any closer than 3.0m to the side boundary, or extended side boundary of the lot connected to the deck.
- (25) Access hatches of minimum size 200mm x 200mm are to be installed in a deck 300mm forward of the face of the revetment wall and located approximately every 4.0m and/or 2.0m from either side of the deck. These access hatches will be used for sand replenishment of the foreshore.
- (26) The finished deck surface is to be no higher than 500mm above the top of the revetment wall and is to have a minimum clearance of 50mm between the top of the revetment wall and any part of the deck.
- (27) All footings, piers, piles and the like associated with the deck are to be located no closer than 1.5m from the landside of the revetment wall and not be connected to or supported by the revetment wall.
- (28) Where piling for decks is required to be installed through any rock revetment or rock protection, the rocks are to be removed and a neat cut/penetration made to the geotextile fabric under the rock revetment, prior to installation of driven or screw piling and the geotextile fabric and rock protection reinstated around the piles. The geotextile fabric is to be fastened around the pile with a stainless steel strap.
- (29) Decks are not to have roofed structures.

#### Boat Ramps

- (30) Boat ramps are to be designed and constructed to sustain all relevant loadings as assessed by a RPEQ.
- (31) The top of each wall at the edge of the boat ramp is to be level with the surface of the land on which the boat ramp is located.
- (32) Side and edge walls of the ramp are to penetrate at least 600mm below natural surface level to prevent damage from scour.
- (33) The surface of the ramp across the foreshore of the waterway is to be no more than 200mm above the design surface of the foreshore.
- (34) Boat ramps are to have a minimum width of 3.6m for vehicular access.
- (35) Boat ramps should be designed and constructed with a gradient generally not steeper than 1(V):8(H). Ramps with slopes as steep as 1:6 may be acceptable provided the surface is appropriate. Steeper slopes will require operation by a winch. Proposals to construct ramps steeper than 1:8 are to be supported by a detailed assessment study that demonstrates the sustainability of the proposal.
- (36) To facilitate safe movement of vehicles and persons, the surface of a boat ramp is to be treated to prevent it from becoming slippery either by forming grooves 40mm wide and 20mm deep at a spacing of 150mm and at an angle of 70 degrees to the centre line of the boat ramp, or by an alternative surface treatment which will provide a similar non-slip surface.
- (37) Boat ramps are to be located a minimum of 1.5m clear of the side boundary and extended side boundary of the property.

### **SC6.14.8.6 Non-tidal waterways and associated works**

#### Application

- (1) Guidance on the standards applicable to the major engineering components of non-tidal waterways (e.g. lake developments and associated facilities) is provided below.

#### Revetment walls

- (2) Revetment walls must be wholly built within the subject lot including all elements of the revetment wall such as footings.
- (3) Revetment walls are to be designed and constructed to ensure they are able to support all intended loads, but in any case should be designed to support a distributed live load of at least 3 kPa in addition to applicable soil loads, with factor of safety of no less than 1.5.

- (4) The level and design of the bottom edge of the revetment wall should be such that it is likely to prevent any adverse effects from erosion for at least 50 years.
- (5) The design and construction of the revetment wall should provide for adequate filter material behind the wall and sufficient drainage holes to relieve hydrostatic pressure.
- (6) Certification of the revetment wall design/construction by a RPEQ is to be provided.
- (7) Maintenance of revetment walls is the responsibility of the owner and a minimum of 1.0m wide setback area behind the wall must be provided to allow maintenance to be performed. Within this area no structure is to be built that would restrict maintenance activities. This area should preferably be grassed, gravelled or loose-paved to allow monitoring of problems as they develop. If other surfacing is installed then it is to be easily removable should any maintenance be necessary.
- (8) Any structure built within the setback area is not to impose further loading on the revetment wall, and RPEQ structural certification will be required that specifically states that the revetment wall will continue to remain structurally sound with the additional loading for its design life.

#### Foreshores

- (9) The foreshore profile is to be constructed for long term stability with due consideration to flood flows, boat wash, wind induced waves and stormwater discharges.
- (10) Suitable access is to be provided to the waterway to enable maintenance activities to be undertaken. A typical access way would consist of a maintenance boat ramp constructed within a waterfront parkland area.

#### Weirs

- (11) Structural design of weirs (a structure which separates a tidal waterway from a non-tidal waterway, e.g. man-made lake) is to take account the impact loading from debris and watercraft, as well as applicable hydrostatic and hydrodynamic loads. Certification is to be provided by a suitably qualified RPEQ. The required design life will be 100 years.
- (12) Downstream scour protection shall be designed using appropriate hydraulic modelling techniques. Rock used for scour protection must have characteristics and qualities which are appropriate for the application.
- (13) Maintenance and operations manuals are to be supplied by the developer upon handover along with as-constructed drawings.

#### Geotextile Fabrics

- (14) Geotextiles shall be non-woven, needle punched fabrics consisting of polyester or polypropylene polymers, having a strength and other characteristics suitable to the particular application.
- (15) Geotextile fabric shall be lapped 500mm minimum and keyed into all edges.

#### Navigation Locks

- (16) Navigation locks, devices that allow boats to pass between bodies of water having different water levels, are to have a minimum design life of 50 years.
- (17) Navigation locks are to be designed and constructed to sustain all relevant loadings, berthing impact, wind, tidal and flood flows (including debris) and other loadings relevant to the structure as assessed by a RPEQ.
- (18) Penstock gates to be Waterman 1300 x 1300 SS211 or equivalent, manufactured in quality 1 mild steel hot dip galvanized.
- (19) Actuators to be Auma SA14.5 – B3/180 or equivalent, gearboxes to be Auma 6K 10.2 – 2/A Level or equivalent.
- (20) Cathodic protection shall be designed as a sacrificial zinc anode system.
- (21) Painted, galvanised coating to fabricated handrails and miscellaneous steelwork including light poles is to be in accordance with **Table SC6.14.8 (Coating to handrails and steelwork)** below.

**Table SC6.14.8A Coating to handrails and steelwork**

Description	Reference	Dry film thickness microns	Volume solids %	Min. coverage rates l/ sqm	Acceptable watty product
Galvanizing	AS1650	NA	NA	NA	NA
Clean, degrease wash & dry	NA	NA	NA	NA	NA
Two pack epoxy primer	Ref 6 Table C1 AS2312.1994	50	57	11.4	Sigma EP Universal Primer
High build E Epoxy	Ref 13 Table C1 AS2312-1994	200	87	4.4	Epinamel HSE 707
Two pack acrylic gloss	Ref 33 Table C1 AS 2312-1994	50	45	9	PAPACRYLIFC

- (22) Operation of the lock is to be by an access card system to be set up through telemetry or phone line (depending on location) to allow administration of cardholder utilisation, with appropriate software to manage the operation.
- (23) Maintenance and operations manuals are to be supplied by the developer upon handover along with as-constructed drawings.
- (24) Concrete grades are not to be less than:-
- (a) footings & base slabs - Grade N40;
  - (b) vertical walls – Grade N50 or S40 as specified; and
  - (c) suspended slabs – Grade N40.
- (25) Required cover to reinforcing steel is not to be less than:-
- (a) faces of vertical walls and other surfaces exposed to tidal or splash action – 65mm;
  - (b) sides and upper surfaces of footings and base slabs – 50mm;
  - (c) undersides of footings and base slabs – 60mm; and
  - (d) elsewhere – 45mm.
- (26) Ladders and brackets shall be fabricated from aluminium alloy 6061 to Temper T6 with:-
- (a) all welds 6mm continuous fillet using filter alloy 5356;
  - (b) welding be in accordance with AS1665;
  - (c) bolts, nuts and washers stainless steel type 316;
  - (d) washers used under all bolt heads and nuts; and
  - (e) slip resistant coating to be applied to all ladder rungs.
- (27) Inlet and outlet port screen and bulkhead:-
- (a) screen and port frame are to be constructed from Grade 316 stainless steel;
  - (b) all welds butt with faces ground flush or fillet, all welds continuous unless shown otherwise; and
  - (c) bulkhead gate to be hot dip galvanized after fabrication.

### Tidal exchange systems

- (28) Tidal exchange systems, a system for maintaining a degree of salinity for suppressing growth of aquatic vegetation and providing continuing water exchange and/or maintaining constant water levels, may be approved by Council where it is demonstrated that is the most efficient means of maintaining appropriate water quality conditions in the proposed waterway (e.g. maintaining a salinity level which will inhibit aquatic plant growth in the waterway, etc).
- (29) Tidal exchange units are to have a minimum design life of 50 years. Whole of life cycle costing will be considered by Council prior to approving any design and will be taken into account in determining an appropriate sinking fund contribution by the developer.
- (30) Detailed hydraulic modelling to demonstrate turnover rates is to be provided.
- (31) Where the exchange system involves an intake structure and pipe:-
- (a) any jetty associated with the inlet facility is to be constructed on reinforced concrete or double treated hardwood piles. All fasteners (bolts, nuts, etc) are to be stainless steel, and all steelwork, brackets, etc. are to be hot dip galvanized with a minimum coating of 600gm/sqm; and
  - (b) the intake structure is to be submerged and only accessible by divers, and the safety grill is to be designed for easy removal for maintenance and is to be fabricated from grade 316 stainless steel.
- (32) Any submersible pumps are to have the following features:-
- (a) high alloy stainless steel impellers and shafts;
  - (b) marine grade epoxy paint system;
  - (c) sacrificial zinc anode cathodic protection system;
  - (d) anti-foul paint protection system; and
  - (e) high density polyethylene pipe (fusion butt welded) is to be used for rising mains.
- (33) Maintenance and operations manuals are to be supplied by the developer upon handover along with as-constructed drawings.

### Navigational Aids

- (34) Where required, navigational lights, buoys, markers and signs are to accord with Maritime Safety Queensland's requirements.

### **SC6.14.8.7 Guidelines**

For the purposes of achieving compliance with this section of the planning scheme policy, the following are relevant guidelines:-

- (a) *AS1141 - Methods for sampling and testing aggregates;*
- (b) *AS1428 - Design for Access and Mobility;*
- (c) *AS1604 - Treatment of piles;*
- (d) *AS1664.1 - Aluminium Structures Code;*
- (e) *AS1665 - Welding;*
- (f) *AS1170.1 and 1170.2 - Loading Codes;*
- (g) *AS1650 - Galvanising;*
- (h) *AS1720 - Timber Structures Code;*
- (i) *AS2159 - Piling Code;*



- (j) *AS2239 - Galvanic (Sacrificial) Anodes for Cathodic protection;*
- (k) *AS2312 - Two Pack Epoxy Paints;*
- (l) *AS2832.3 - Guide to the Cathodic protection of metals-fixed immersed structures;*
- (m) *AS3500 - Part 3.2, Stormwater Drainage – Acceptable Solutions;*
- (n) *AS3600 - Concrete Structures Code;*
- (o) *AS3700 - Masonry Structures Code;*
- (p) *AS3706 - Geotextiles Methods of test;*
- (q) *ANZECC - Guidelines for fresh and Marine Water Quality;*
- (r) *AS4110 - Steel Structures Code;* and
- (s) *AS4133 - Methods of Testing rocks for engineering purposes.*

Note—Relevant guideline documents in existence or available over the life time of this planning scheme policy should be referenced and used where appropriate. The above list is not exhaustive and the use of locally based guidelines by a recognised authority or agency would take preference to those developed regionally or nationally.

## **SC6.14.9 Constructed waterbodies**

### **SC6.14.9.1 Purpose**

The purpose of this section of the **Planning scheme policy for development works** is to:-

- (a) detail what will be considered when determining whether a constructed water body (CWB) proposal successfully demonstrates an appropriate function and need;
- (b) outline what will be considered when determining whether the proposed CWB can be reasonably decommissioned; and
- (c) outline minimum design and reporting standards.

### **SC6.14.9.2 Application**

- (1) This section of the planning scheme policy does not provide a comprehensive treatment of acceptable or critical limits for CWB design, construction or maintenance but serves to identify what considerations are applicable to proposals and assessments. Reference is made to external guidelines where appropriate.
- (2) In this section it is expected that a RPEQ would be experienced in the design of CWBs. Waterfront structures (including revetment walls, jetties, pontoons, decks and boat ramps with a private use) may also require a specialist geotechnical engineer experienced in waterfront development.
- (3) This section is structured as follows:-
  - (a) **Sections SC6.14.9.1 to SC6.14.9.3** provide the framework for this section of the planning scheme policy;
  - (b) **Sections SC6.14.9.4 to SC6.14.9.10** outlines the requirements relating to the demonstration of function and need in addition to specific design and reporting requirements; and
  - (c) **Section SC6.14.9.11** contains guidelines for achieving compliance with this section of the planning scheme policy.

### **SC6.14.9.3 Process**

- (1) CWBs may be:-

- (a) required under a code; or
  - (b) required as a condition of development approval; or
  - (c) proposed by the applicant and demonstrated as satisfying all relevant planning scheme requirements, including the test of overriding public need contained within this policy.
- (2) The process for the design and implementation of a CWB is described as follows:-
- (a) submission and approval of an EMP;
  - (b) CWBs are to be designed in accordance with the standards and guidelines in **SC6.14.9.11 (Guidelines)**;
  - (c) construction of CWBs in accordance with approval conditions; and
  - (d) submission of a CWB Asset Management Plan which includes as-constructed and maintenance plans and approved CWB on-maintenance period submitted as conditioned in the development approval.

#### **SC6.14.9.4 General advice**

- (1) CWBs are artificial waterways, such as:-
- (a) artificial channels, lakes or other bodies of water (this CWB definition specifically exclude sedimentation basins, stormwater treatment wetlands, natural channel design solutions, water supply infrastructure and agricultural waterbodies); and
  - (b) canals connected or intended to be connected to tidal water and from which boating access to the tidal water is not hindered by a lock, weir or similar structure.
- (2) This section is to be read in conjunction with the guidelines contained in **SC6.14.9.11 (Guidelines)**.
- (3) This section applies to the preparation and assessment of CWB proposals.
- (4) Most CWBs require approval from State agencies, in accordance with standards that may be higher than those given in this section of the planning scheme policy. It is advisable to check with the relevant State agencies in addition to Council, to ascertain requirements for loadings, dimensions, construction materials, navigation effects, aquatic vegetation protection, operational requirements and environmental performance in any particular case.
- (5) An EMP is required for all CWB proposals.

#### **SC6.14.9.5 Origins and purpose of CWBs**

- (1) CWBs are typically proposed and constructed under the following circumstances:-
- (a) Type 1 – where onsite fill extraction voids are rehabilitated as CWBs (pit lake and saltwater canal and canal-like CWBs), and are associated with urban development of constrained, reclaimed or other land that is contiguous with the CWB. The rehabilitation of these voids as CWBs normally includes consideration of landscape and recreation values. Type 1 also includes CWBs that are not primarily associated with fill or resource extraction and are not able to be reasonably decommissioned;
  - (b) Type 2 – where resource extraction voids are rehabilitated as CWBs (pit lake fresh or saltwater CWBs), and are associated with extractive industry where the extracted resource is utilised offsite. The rehabilitation of these voids as CWBs normally includes consideration of landscape and recreation values;
  - (c) Type 3 – where a CWBs origins are not associated with the rehabilitation of significant voids and the CWB is able to be reasonably decommissioned and its hydraulic efficiency, dimensions and size relative to its catchment is such that mechanical recirculation or destratification is not required to manage water quality. These CWBs are predominantly associated with delivery of landscape and recreation values or other policy objectives associated with the development of water sensitive communities as identified in the Regional TWCM Plan;

- (d) Type 4 – where a CWBs origins are predominantly associated with stormwater harvesting, being storage infrastructure and which may also be intended to provide landscape and recreation values. Type 4 waterbodies may be considered as water supply infrastructure.

### **SC6.14.9.6 Key guiding principles**

- (1) The primary objective of this section is to ensure that decisions on CWB proposals are based on consideration of comprehensive quantitative information regarding the need for the CWB and associated cost, benefit, risk (including climate change contingencies), responsibility, function, sustainability and alternative measures.
- (2) Type 1 and Type 2 CWBs are to be directly integral to development that demonstrates an overriding need in the public interest (ONPI). The ONPI as referred to in this section of the planning scheme policy is to be established on quantitative information and also address specific site locational requirements for the proposed development.
- (3) Where a Type 1 or Type 2 CWB is proposed in association with a fill or resource extraction activity and the associated development has not demonstrated an ONPI, the CWB proposal itself is to establish the ONPI for the development of the CWB and take into consideration the significance of the associated (or main) development.
- (4) The efficient protection of WQO, environmental and public health and the efficient management of drainage reserves and open space are the core policy objectives associated with CWBs and underpin this section of the planning scheme policy.
- (5) The amount of funding and revenue able to be raised to manage an asset in perpetuity, or until the specific time at which it shall be decommissioned sets the critical design point for financial sustainability assessment. Assets should be designed and funded accordingly. Economic viability is the test that determines whether a CWB may be considered able to be reasonably decommissioned.
- (6) A CWB proposal is to address/demonstrate key design considerations, including:-
  - (a) efficient delivery of a needed function that is identified under the Council endorsed TWCM plan; and
  - (b) its physical dimensions, hydraulic efficiency and size relative to the catchment (100 to 200 m<sup>3</sup>/ha with a maximum depth of 3.0m) such that no mechanical recirculation or destratification is required to manage water quality; and
  - (c) that the CWB is able to be reasonably decommissioned; or
  - (d) an overriding need in the public interest for the development of each new CWB;
  - (e) the CWB is demonstrated as being suitable for its intended use; and
  - (f) CWBs are not considered as water treatment devices and as such inflows must meet the WQO; and
  - (g) the CWB is demonstrated as not contributing to a decline in water quality based on reasonable maintenance levels.

### **SC6.14.9.7 Overriding need in the public interest (ONPI)**

- (1) The ONPI for the development of a CWB is to be demonstrated by the proponent and determined by Council.
- (2) An applicant must quantify and establish to Council's satisfaction the social, economic and environmental benefits of the CWB to the Sunshine Coast, taking into consideration:-
  - (a) adverse impacts upon the natural values of the site and the associated downstream, upstream, groundwater and other environments;
  - (b) the full lifecycle risk, cost and benefit attributable to the Sunshine Coast; the general public and other parties;

- (c) alternatives to deliver the same or similar benefits including alternative sites and opportunity costs; and
  - (d) not undertaking the proposed development.
- (3) Council may determine that an ONPI has been demonstrated when:-
- (a) the proposal and associated development is compliant with all other provisions of the planning scheme and the need for the CWB is demonstrated as being of regional or State significance; and
  - (b) full cost-benefit analysis quantifies the benefits, adverse impacts, risks and lifecycle costs of the proposal and alternatives where:-
    - (i) significant adverse impacts are able to be mitigated and costs reconciled by significant benefits;
    - (ii) the level of cost and risk (i.e., responsibility) carried by Council and other parties is commensurate with the significance of their respective benefits;
    - (iii) the integrity of the claimed functions and the extent to which the CWB is able to sustainably deliver such functions is demonstrated as being achievable under reasonable levels of maintenance in line with Council's asset management framework and policy with respect to service levels, risk and function;
    - (iv) lifecycle costs are assessed over the life of the associated development and sources of reasonably attainable revenue commensurate with these costs are identified; and
    - (v) cost benefit analysis is in line with the Commonwealth Handbook of Cost-benefit Analysis, 2006.
- (4) Example of a project that might demonstrate an ONPI is:-
- (a) a proposed use for which there is an ONPI that satisfies Council's land use planning requirements, and the development of the CWB demonstrates consistency with **Section SC6.14.9.6 (Key guiding principles)**.
- (5) Examples of projects that might be considered exempt from demonstrating an ONPI are:-
- (a) non-assessable development and stormwater harvesting schemes (Type 4 CWBs) that are demonstrated as needed under a significant programme or master plan endorsed by Council; and
  - (b) other small CWBs (Type 3 CWBs) (ponds 100 to 200 m<sup>3</sup>/ha catchment with a maximum depth of 3.0m) that are:-
    - (i) able to be cost-effectively maintained for a functional purpose and practicably decommissioned; and
    - (ii) identified in Council's TWCM Plan and *Open Space and Recreation Strategy* and other planning provisions.

### **SC6.14.9.8 Consideration of beneficial uses and values / functions in demonstrating ONPI**

- (1) The efficient protection of WQO and environmental/public health and the efficient management of drainage reserves and open space are the core policy objectives associated with CWB operations, although not necessarily justification for the creation of CWBs.
- (2) Most CWBs do not primarily exist to advance these policy objectives. Instead, once constructed, ongoing management interventions are required for their preservation.
- (3) Aside from the advancement of the core policy objectives there are other values or functions commonly associated with constructed water bodies:-
  - (a) economic functions (construction/operational phase);
  - (b) resource extraction (e.g. sand/gravel extractive industry; fill for flood immunity and stormwater conveyance);
  - (c) improved marketability of waterfront property;

- (d) navigation;
  - (e) stormwater harvesting;
  - (f) social functions (rehabilitated/water body phase):-
    - (i) landscape; and
    - (ii) recreation;
  - (g) environmental functions (rehabilitated/water body phase):-
    - (i) limited habitat of low ecological value; and
    - (ii) limited, inefficient water treatment functions due to disproportionate maintenance requirements.
- (4) Evaluation of the CWB need and management service (end use) is essential as resources must be used to maintain the service, which has obvious implications for maximising resource efficiency and minimising life cycle costs and risks.
- (5) The integrity of a value is relative to predevelopment conditions and the CWB delivery performance (i.e. net benefit) in light of alternative means to deliver the particular value. A claim to a particular value may not necessarily prove the importance or integrity of that value over other values, but must be seen in the context of the full range of existing and potential future values. Further investigation may be required under cost-benefit analysis to determine the need and significance of net benefits for each CWB and the extent to which managing a CWB for these specific end purposes represents good value.
- (6) For a function or value to be considered applicable or beneficial, its effectiveness, efficiency (both resource/energy use and cost), reliability, and resilience must be demonstrated, preferably have a strong economic, social or environmental dimension and minimal adverse impacts.

### **SC6.14.9.9 Commentary on specific CWB related values**

#### Stormwater conveyance / flood mitigation

- (1) Stormwater conveyance and the achievement of flood immunity is essentially an economic function. This is predominantly attributable to the channel, banks and control structures above the standing water level, or dry ground where no CWB exists. In many cases the fill that constitutes the elevated platforms and channels may have been sourced onsite, creating a void that is rehabilitated into a CWB. However, the underlying reason for the conveyance of stormwater in this way is to allow for greater development through the use of fill. This is the economic function of the stormwater conveyance. The void created to produce the fill material for stormwater conveyance may be of comparatively negligible economic value.
- (2) Flood mitigation is predominantly provided by the capacity of a channel or basin above normal water level. It follows that a CWB is not absolutely necessary for flood mitigation; filling of land and creation of capacity in a channel or basin to a design event delivers a flood mitigation function. The cost benefit associated with the importation of fill should be quantified when considering alternatives to onsite activities that result in the creation of CWB.

#### Fill/resource extraction

- (3) Some water bodies are created as a by-product of resource extraction activities, typically on alluvial floodplains, where resources such as sand and gravel are extracted for use offsite. As with extraction of fill for onsite use in channels and platforms, the primary economic value is delivered during the extraction phase, with on going costs during the rehabilitated phase not being linked to a commensurate ongoing economic benefit.
- (4) The ability to reasonably decommission a CWB declines with increased volumes of extracted material. The main driver for large constructed water bodies is often the provision of fill or other resources. In such cases, the economic function does not continue into the rehabilitated phase where ongoing management costs are associated with the protection of core social and environmental policy objectives or values and not the continued economic activity, i.e. extraction of a resource.

### Stormwater treatment

- (5) CWBs typically perform an inefficient stormwater treatment function, demanding higher relative maintenance and renewal costs than systems designed specifically for stormwater treatment (e.g. best practice sedimentation ponds, bioretention basins, and constructed wetlands).
- (6) CWBs typically exhibit volumes and depths that are not informed by the efficient removal of the critical particle size or other contaminant as required under the WQO. Removal of particles smaller than that required under the WQO may result in net downstream erosion and create unreasonable CWB health and maintenance issues.
- (7) Desilting of a CWB is a major undertaking and carries environmental risk. Additionally, the need for mechanical destratification and recirculation to avoid an increased risk of undesirable events (e.g. odour, algal blooms, release of poor quality water) poses additional environmental risk and economic costs that further undermine claims to treatment efficiency.

### Landscape and recreation

- (8) CWBs and associated infrastructure can provide a range of social values including recreational opportunities (e.g. canoeing, model boating, walking, viewing wildlife) and landscape or scenic values (e.g. waterfront living). Local communities tend to value these local water bodies highly and expect service levels that support these values.

### Habitat and ecology

- (9) While iconic and other native species may utilise CWBs, these habitats are artificial, highly disturbed systems and are considered of low ecological significance.
- (10) In many CWBs, healthy habitat and a good diversity of plants and animals is not practicably achievable in the long term, mainly due to the typical hydrological and increasingly nutrient-rich conditions conducive to high primary-production and eutrophication. Opportunistic or pollution-tolerant species often dominate CWBs, and aquatic fauna can become partly domesticated due to hand feeding.
- (11) Costs and benefits associated with management of CWBs as habitats must consider the relative priority and opportunity costs associated with other, competing biodiversity projects that seek to maintain or improve priority habitats of high ecological value.

### Stormwater harvesting

- (12) Open water storages (lakes and ponds) can be a component of stormwater harvesting initiatives that assist in meeting urban water requirements. However, such initiatives must, among other requirements, be considered within the context of regional integrated water planning, be identified in a Council endorsed integrated water cycle management plan and demonstrate a good value and sustainable service.

### Asset management considerations

- (13) Council recognises CWBs as assets that are subject to principles of asset management planning. CWB proposals must identify and address the associated asset management implications, including:-
  - (a) the preparation of asset management and maintenance plan to professionally acceptable standards;
  - (b) establishment of a service need linked to Council's responsibilities;
  - (c) establishing that the proposed asset delivers or significantly contributes to satisfying the service need; and
  - (d) identification of maintenance requirements tailored to service delivery.

### Funding considerations

- (14) Full lifecycle costs of proposed CWB assets are to include all immediately associated stormwater infrastructure on which the CWB is dependent. Costs are to include management (general and risk – including climate change contingencies), maintenance, renewals and identification of decommissioning requirements. Analysis is to cover the effective life of the development that the

asset is integral to or services (about 80 yrs for urban development). This can equate to 2 to 5 CWB renewals.

- (15) The amount of funding, including contributions and revenue, able to be raised to manage the CWB in perpetuity, or until it is decommissioned at a certain time, determines what assets are financially sustainable.
- (16) Funding and revenue raising mechanisms may include a benefited area levy, general fund, sinking fund, or more innovative forms of generating income such as stormwater harvesting with fit for purpose potable source substitution.

### **SC6.14.9.10 CWB design – minimum requirements**

#### General requirements

- (1) All CWBs require approval, where applicable, in accordance with the *Sustainable Planning Act 2009*, *Coastal Protection and Management Act 1995*, *Water Act 2000*, and the *Fisheries Management Act 1994*, and are to be evaluated and designed in accordance with the requirements of this section of the planning scheme policy and relevant codes of this planning scheme.
- (2) Design, construction and operation of CWBs should be based on protection of ecosystem health, water quality objectives and the intended beneficial uses associated with the design intent.
- (3) CWBs must be designed and managed to maximise resource efficiency and minimise life cycle costs and risks and natural design concepts should be a primary consideration.
- (4) A monitoring program is required to demonstrate the impact and performance of the CWB with respect to the WQO and other requirements.

#### Minimum design requirements for fresh and brackish/saltwater CWBs

- (5) The design and orientation of the proposed CWB is to promote mixing and avoid stratification via passive means such as wind and adequate inflow. The following basic considerations should be fundamental to the design:-
  - (a) CWBs are to be designed to ensure adequate flushing (every 20 to 30 days);
  - (b) CWB depth (both maximum and average) and batters are to be designed to deter the growth of weeds and avoid stratification;
  - (c) the length to width ratio is to be at least of 3:1; and
  - (d) CWBs should be designed so as to not be reliant on pumping or other mechanical intervention to protect ecosystem health, water quality objectives and the intended beneficial uses associated with the design intent.
- (6) Appropriate software is to be used to model the dynamics of each specific CWB, including hydrology and hydraulics, nutrient and other contaminant cycles, thermal and salinity stratification and other project specific considerations.
- (7) Adequate access provisions are to be made to facilitate maintenance activities;
- (8) Landscape design is to integrate open space requirements of Council or the development's endorsed master plans.
- (9) CWB design is to minimise public health risks associated with mosquitoes, midges, nuisance populations of birds and general risks to public safety.
- (10) Creation of islands is to be avoided.
- (11) Engineering design and construction components are to be certified by a RPEQ and other design elements crucial to the sustainability of a CWB is to be certified by an appropriately qualified person.
- (12) CWBs are to be designed so as to not require topping up by external water sources.
- (13) There is to be no net loss of public access to foreshores as a result of the proposal.

Special consideration for brackish/ saltwater CWBs

- (14) CWBs are not to be connected to coastal waterways that are intermittently or permanently closed to the sea.
- (15) Tidal interchange systems are required to achieve a tidal range greater than 0.3m.
- (16) The design is to demonstrate that there is no risk of saltwater intrusion into freshwater environments.
- (17) CWBs are not to contribute to increased tidal prisms that result in erosion due to increased tidal flow, such that river bank protection works are required.

CWB design and management reporting requirements

- (18) Where a CWB containing a permanent or semi-permanent body of water is proposed, detailed design documentation is required to support the application, which should include a CWB design report as part of an integrated water management plan for each separate proposal for a CWB. The report should incorporate the following information:-
  - (a) a summary of the rationale for and the objectives of the design, including whether the CWB is associated with fill, reclamation or resource extraction activity, stating volumes;
  - (b) a summary of any site-specific constraints relevant to the site, or the design, which may affect ongoing maintenance as detailed in the EMP;
  - (c) a summary of the design data and assumptions used for the hydrological study;
  - (d) a summary of the design flows, tidal exchange and predicted operating water levels and variations;
  - (e) summary hydraulic calculations for the design of all inlet and outlet structures;
  - (f) a summary of predicted water balance for each key stage of the development contributing to the CWB;
  - (g) details of water augmentation requirements and source (if required) during extended periods of drought;
  - (h) a summary of the design pollutant loadings and modelling assumptions used to derive the design pollutant loadings;
  - (i) a summary of the design performance criteria;
  - (j) a summary of the predicted water quality outcomes;
  - (k) a brief description and summary of the monitoring program, including sampling site locations, frequency, etc;
  - (l) a summary of the planting details including areas, planting rates, establishment water levels and normal operating water level requirements;
  - (m) a summary of weed control strategies for common weeds. Identify weed species by common name and scientific name and if possible include photographic evidence of the infestation;
  - (n) a summary of operating requirements for the variable water level controls available to the operator;
  - (o) details of any proposed sludge and sediment disposal sites;
  - (p) details of any special requirements for the handling and disposal of materials to be removed from the CWB during routine maintenance and corrective intervention; and
  - (q) a summary of how work, health and safety aspects have been managed with respect to the construction and maintenance of the proposed CWB. These should include:-
    - (i) physical issues such as selection of batter slopes, depth and duration of ponding, and access to structures;



- (ii) public health issues such as possible exposure to chemical and biological contaminants and vectors; and
- (iii) work, health and safety issues related to the ongoing management and maintenance of the system.

CWB asset management plan report requirements

- (19) A CWB asset management plan is required for all CWBs. The applicant will need to provide a CWB asset management plan report prior to acceptance of the water body on-maintenance. The CWB asset management plan report should be self-contained and succinct. The document is to be presented in a form which allows ready and unambiguous interpretation and understanding by a wide range of users.
- (20) The operation and maintenance of the water level control structures and how they affect the weed management strategy needs to be taken into account.
- (21) The report is to contain the following:-
  - (a) a complete copy of the CWB design report revised to include changes made to the wetland during construction and operation;
  - (b) as-constructed plans showing relevant details and levels for all components of the CWB;
  - (c) a summary of water quality test results obtained prior to hand over to Council;
  - (d) a brief comparison and discussion of the possible reasons for any difference between predicted and actual results of the water quality monitoring along with management recommendations to mitigate unacceptable results;
  - (e) briefing notes suitable for maintenance personnel sufficient to satisfy any known work, health and safety issues related to the ongoing management of the site;
  - (f) a summary checklist, including a timetable, for the routine inspection and maintenance of both the hard-scape and soft-scape elements of the water body; and
  - (g) a summary of staff, plant, minor and special equipment and costing information associated with the previous operation and maintenance of the CWB to allow budget preparation for future management and maintenance to be tailored to levels of service.

**SC6.14.9.11 Guidelines**

- (1) For the purposes of achieving compliance with this section of the planning scheme policy, the following are relevant guidelines:-
  - (a) Department of Environment and Resource Management Coastal Development Guidelines:-
    - (i) *Development involving an artificial waterway;*
    - (ii) *Activities in a watercourse, lake or spring carried out by an entity;*
    - (iii) *Reclaiming land under tidal water; and*
    - (iv) *Constructing tidal works.*
  - (b) Building Code of Australia:-
    - (i) *BCA Vol 2 Part 3.1.2.0 – Drainage (AS 3500.3.2);*
    - (ii) *BCA Vol 2 Part 3.1.2.2 (d) – Excavation and Piling near Sewers and Drains; and*
    - (iii) *BCA Vol 2 Part 3.1.1 – Earthworks.*
  - (c) State legislation:-
    - (i) *Coastal Protection and Management Act 1995;*
    - (ii) *Coastal Protection and Management Regulation 2003;*
    - (iii) *Environmental Protection Act 1994;*
    - (iv) *Environmental Protection Regulation 2008;*
    - (v) *Environmental Protection (Water) Policy 2009;*
    - (vi) *Fisheries Act 1994;*
    - (vii) *Local Government Act 2009;*
    - (viii) *Soil Conservation Act 1986;*

- (ix) State Planning Policy Guideline, State interest – water quality;
  - (x) *Sustainable Planning Act 2009*;
  - (xi) *Vegetation Management Act 1999*;
  - (xii) *Water Act 2000*;
  - (xiii) State Policy Coastal Management;
  - (xiv) *State Planning Policy Guideline, State interest – coastal environment December 2013*; and
  - (xv) *Draft State Planning Policy Guideline, State interest – biodiversity*; and
- (d) *Coastal and Engineering Manual* (National Committee on Coastal and Ocean Engineering, Eng Aust. 2004);
  - (e) *ANZECC Australian Water Quality Guideline for Fresh and Marine Waters 2000*;
  - (f) *AS3962 – Guidelines for design of marinas*;
  - (g) *Design flow and RPS, 2010. Townsville Constructed Lakes Design Guideline*; prepared for Townsville City Council;
  - (h) *Engineering Design Guidelines: Constructed Lakes* (Mackay City Council, 2008);
  - (i) *Melbourne Water Constructed Shallow Lake Systems, Design Guidelines for Developers, Version 2, November 2005*;
  - (j) *Dam Safety Management Guidelines* (Queensland Department of Natural Resources and Mines, 2002);
  - (k) *SEQ Healthy Waterways WSUD Technical Design Guidelines for South East Queensland* (2006);
  - (l) Soil Management Guidelines in *Queensland Acid Sulfate Soil Technical Manual 2002*;
  - (m) *Draft Policy No. DC 1.8 – Canal estates and other artificial waterway developments* (Western Australia Planning Commission, 1999);
  - (n) *Guidelines for Managing Risk in Recreational Waters* (NHMRC); and
  - (o) *Handbook of Cost Benefit Analysis* (Commonwealth Government, 2006).
- (2) The following publications may provide additional guidance regarding open space and landscaping infrastructure requirements:-
- (a) *Manual for Erosion and Sediment Control version 1.2* (Sunshine Coast Regional Council, 2009).

Note—relevant guideline documents in existence or available over the life time of this planning scheme policy should be referenced and used where appropriate. The above list is not exhaustive and the use of locally based guidelines by a recognised authority or agency would take preference to those developed regionally or nationally.

## **SC6.14.10 Earthworks**

### **SC6.14.10.1 Purpose**

The purpose of this section of the **Planning scheme policy for development works** is to:-

- (a) provide guidance on standards applicable to earthworks operations associated with development approvals; and
- (b) the guidance and standards outlined herein aim to ensure that earthworks are undertaken in accordance with sound engineering practice and do not adversely or unreasonably impact on the environment nor the community, having regard to:-
  - (i) land stability;
  - (ii) contamination of land, roads or waterways;
  - (iii) flooding or drainage;

- (iv) environmental values including water quality (surface and ground), water flows and or significant vegetation;
- (v) utility services;
- (vi) visual amenity or privacy;
- (vii) traffic impact; and
- (viii) air, noise and pollution emissions.

### SC6.14.10.2 Application

This section is structured as follows:-

- (a) **Section SC6.14.10.1** and **Section SC6.14.10.2** provide the framework;
- (b) **Sections SC6.14.10.3** to **SC6.14.10.13** outlines the standards relating to the various phases of earthworks operations; and
- (c) **Section SC6.14.10.14** contains guidelines for achieving compliance with this section of the planning scheme policy.

### SC6.14.10.3 Clearing

- (1) Clearing of vegetation occurs only on those areas permitted by the development approval.
- (2) Vegetation protection zones are to be marked and protected in accordance with *AS4970* prior to clearing operations commencing.
- (3) Spotters/catchers should inspect the area prior to clearing to sight, capture, and relocate wildlife, using appropriately qualified personnel (as licensed by the relevant State department). Spotter-catcher activities should be in accordance with the *Queensland Code of Practice for the Welfare of Wild Animals Affected by Land Clearing* (2009).
- (4) Clearing prior to filling includes grubbing to 300mm below the existing surface level to ensure removal of stumps and roots and include removal of all foreign material and vegetation.
- (5) All clearing of vegetation is confined to the limits of the approved clearing area and comply with the following guidelines:-
  - (a) clearing within roadways is confined to the limits of approved extent of works area plus a sufficient lateral clearance to ensure that the works are not interfered with by trees or other vegetation. All vegetation to be retained should be protected in accordance with *AS4970 2009 - The protection of trees on development sites*;
  - (b) allotment clearing is confined to the minimum areas required to safely construct services such as sewers and catchment drains, and the limits of approved extent of works area to allotments plus a sufficient lateral clearance to ensure the works are not interfered with by trees or vegetation. Vegetation should only be removed where approved. All vegetation to be retained should be protected in accordance with *AS4970 2009 - The protection of trees on development sites*;
  - (c) no trees except as directed are to be damaged or removed from areas to be dedicated under the control of Council without prior written approval of Council;
  - (d) dead, dying or dangerous trees or trees likely to be dangerous are to be removed as directed by Council;
  - (e) trees in existing road reserves are not to be damaged or removed without the approval of Council. All trees on existing roads affected by the works are to be shown and details given of proposed protection, relocation methods or removal in accordance with *AS4970 2009 The protection of trees on development sites*;
  - (f) the removal of any trees and vegetation from crown land, trust land, reserves, road reserves and freehold land may require approval under other state legislation;

- (g) where vegetation is cleared, vegetation waste is to be disposed of in the following order of preference:-
  - (i) milling;
  - (ii) chipping and mulching on site;
  - (iii) removed from site to an approved landfill site that accepts green wastes in suitable covered vehicles; or
  - (iv) another method approved of by Council;

Note—disposal of vegetative waste by burning is not an acceptable method of disposal.

- (h) identified hollow-bearing trees that provide a habitat for fauna that require a hollow for shelter or nesting should be protected from development activities wherever possible;
- (i) all tree pruning works shall be in accordance with *AS4373 2007 - Pruning of amenity trees*;
- (j) no disturbance to the beds or banks of any waterway or to the riparian vegetation thereof is to be undertaken; and
- (k) where filling is proposed, topsoil (surface soil high in organic matter and contamination by residual grass seeds and grass roots) may be removed and stockpiled for future spreading over the filled area. Removal of the topsoil from the site for use or sale elsewhere shall require separate approval.

#### **SC6.14.10.4 Earthworks generally**

Earthworks should not:-

- (a) cause land instability, land contamination, or adverse effects on the environment or human health;
- (b) exacerbate flooding or compromise existing drainage regimes;
- (c) cause adverse impacts on utility services;
- (d) reduce the visual amenity or privacy of surrounding residents; and
- (e) adversely impact on any area of nature conservation significance.

#### **SC6.14.10.5 Excavation**

- (1) Excavation within or adjacent to areas of potential slope instability is to be undertaken under the guidance of a suitably qualified geotechnical engineer.
- (2) The **Planning scheme policy for acid sulfate soils overlay code** provides guidance on issues to be addressed where excavation works are proposed in areas containing acid sulfate soils.
- (3) The disposal of surplus or unsuitable materials should require:-
  - (a) details of the surplus or unsuitable materials, as defined in *AS3798*, to be included in the relevant development application submitted to Council; and
  - (b) where disposal is proposed on road reserves or parkland, or where the volume of material exceeds 2500 m<sup>3</sup> (loose), and transported over Council roads, determination of Council's requirements prior to lodgement of the relevant development application.

#### **SC6.14.10.6 Filling**

- (1) Filling is not permitted on land subject to flooding unless approved by a development permit.
- (2) Filling within or adjacent to areas of potential slope instability shall be undertaken under the guidance of a suitably qualified geotechnical engineer.
- (3) The use of geotextiles and other proprietary products proposed to be installed as a separation layer is to be considered individually on their merit and may not be acceptable in all circumstances.

- (4) All materials proposed for use in filling and embankments, whether allotment, parkland or road, are to be suitable for the purpose. The fill material should be solid clean earth free of putrescibles or refuse material, vegetation, acid sulphate soils, building material, waste or other material or contaminants. Approval of the fill material is required from Council prior to any filling work commencing.
- (5) No person is permitted to fill any land where in the opinion of Council, such filling will detrimentally affect the area available in any natural or artificial watercourse for either present or estimated future flood flows or storage, or will detrimentally reduce the volume within a flood plain available for the storage of flood waters.
- (6) Filling of allotments is not permitted until a full assessment has been carried out by the applicant's engineering consultants to determine the effect of the work and the mitigation measures required having regard to the following:-
  - (a) local drainage patterns;
  - (b) existing drainage systems;
  - (c) effect on adjacent properties;
  - (d) retaining wall requirements;
  - (e) existing soil/land stability;
  - (f) effect on existing vegetation; and
  - (g) changes to existing groundwater levels and patterns.

#### **SC6.14.10.7 Haulage activity and amenity**

- (1) Haulage of material to and from a site must ensure minimal disturbance to neighbouring properties and properties along the haulage route and not adversely affect the integrity of the road pavement or the amenity of the roads by dust or debris contamination.
- (2) Where the volume of material to be imported to a site exceeds 1000 m<sup>3</sup> (loose), the proposed source, volume, transport route, and truck frequency details is to be submitted to Council for approval prior to any works commencing.
- (3) Council may impose a monetary bond of a sufficient amount to ensure that the intent of this clause is upheld, and may call upon the bond to rectify any damage, or carry out works to rectify any adverse impacts caused as a result of the haulage activities.

#### **SC6.14.10.8 Cut and fill batters**

- (1) Cut and fill batter slopes for heights below 1.0m are to be generally 1 on 6 to enable ease of maintenance by conventional machinery.
- (2) Cut and fill batter slopes for heights above 1.0m are to be considered for their impact on the width of the road reserve/allotments.
- (3) In roadway situations where cut height exceeds 1.0m, cut batters may be provided up to 1 on 1 and fill batters 1 on 2, subject to maintenance considerations and stability assessment.
- (4) In roadway situations and where the visual amenity of the area will not be affected, cut batters in solid rock may be increased to 4 on 1 subject to geotechnical advice.
- (5) In roadway situations batters are to be provided with scour protection measures, topsoiled and revegetated except for cut batters in non-erodible rock.
- (6) All cut batters are to be benched to allow topsoil and revegetation.
- (7) Cut batters steeper than 1 on 1, fill batters steeper than 1 on 2 or batters higher than 4.0m will only be accepted with a geotechnical report prepared by a consulting geotechnical engineer.
- (8) The top of cut batters is to be at least 3.0m from the property boundary.

- (9) The bottom of fill batters are:-
  - (a) in roadways, be at least 3.0m from the property boundary to allow effective maintenance operations and provide adequate width for service authorities; and
  - (b) on development sites, be located to enable maintenance of the fill batter to avoid amenity issues for adjacent property.
- (10) All batters are to be effectively stabilised immediately following earthworks operations.

#### **SC6.14.10.9 Allotment earthworks**

- (1) All allotment earthworks will be subject to Level 1 Inspection and Testing in accordance with AS3798.
- (2) Minimum allotment levels may be specified in a development approval and will be determined having regard to:-
  - (a) relevant master drainage plans;
  - (b) storm tide impacts;
  - (c) river and stream flooding;
  - (d) local area flooding; and
  - (e) planning scheme requirements.
- (3) The slope of allotments is consistent with the following:-
  - (a) allotments should preferably drain to the road;
  - (b) where allotments or an area of an allotment drain to the rear or to an adjoining allotment, then a rear allotment drainage system is to be provided; and
  - (c) minimum falls in allotments are to be:-
    - (i) residential – 1:100; and
    - (ii) commercial, industrial – 1:300.

#### **SC6.14.10.10 Access**

- (1) Driveway grades should be limited for safety and amenity (refer AS 2890).
- (2) In new sub divisional developments, construction of accesses and driveways may be required on lots with steep slopes to building sites, on lot frontages with visibility constraints, on lots with less than 8.0m frontages and on access strips or access easements serving allotments.
- (3) If required in the development approval, accesses are to be provided to all rural residential lots. The access is to be provided to the boundary and be located to provide the required sight distance. Accesses with gradients greater than 1:10 are to be paved and sealed or concreted.
- (4) Driveways are to be constructed in accordance with the IPWEAQ Standard Drawings SEQ R-050 and/or SEQ R-056.

#### **SC6.14.10.11 Topsoiling and stabilising**

- (1) Immediately following completion of each section of earthworks, topsoil is to be spread on all cut, filled, exposed and disturbed areas to a minimum depth of 100mm. The areas to be topsoiled include all allotments, road reserves and development sites.
- (2) Topsoil excavated from and stored on the site during the earthworks process is permitted to be used for topsoil on the site subject to the approval of Council.
- (3) Imported topsoil is to be clean and certified weed free and meet Australian Standards.
- (4) All cut, filled, exposed and disturbed areas outlined in (1) above are to be immediately established following completion of any topsoil works for each section. (e.g. by grass seeding,

turfing, mulching, etc). **SC6.14.6 (Site development management)** of this planning scheme policy details standards for stabilisation works.

### **SC6.14.10.12 Retaining walls**

- (1) Retaining walls are to be either:-
  - (a) designed and certified fit for purpose by a RPEQ; or
  - (b) acceptable generic designs published by a recognised propriety manufacturer.
- (2) Retaining walls are to be fully located within the development site allotments and not on road reserve or park unless otherwise specifically approved by Council.
- (3) Walls which are retaining road or parkland are to be located within the road or parkland reserve.
- (4) Where walls are approved for construction on road reserves, the adjacent development site is to provide additional width of road reserve to provide a verge width suitable for pedestrians, infrastructure, maintenance requirements, services and/or clearances.
- (5) Safety batters or child-proof fencing (depending on the height of the retaining wall) are to be provided for retaining walls located on public land.
- (6) The maximum height of a retaining wall between adjacent allotments is to be 1.0m unless otherwise approved by Council.
- (7) Retaining walls are designed to enhance and maintain local identity. Natural rock gravity walls or masonry faced walls are preferred.
- (8) All retaining walls should have a demonstrated service life in excess of 50 years, and durability classification should be provided for rock proposed for any retaining walls.

### **SC6.14.10.13 Footpath/verge crossfalls**

All footpath/verges shall fall from the frontage property boundary to the adjacent kerb and channel with crossfalls in accordance with the details on Council's standard drawings.

### **SC6.14.10.14 Guidelines**

- (1) For the purposes of achieving compliance with this section of the planning scheme policy, the following are relevant guidelines:-
  - (a) *AS3798 - Guidelines on Earthworks for Commercial and Residential Developments;*
  - (b) *Department of Transport and Main Roads Standard Specification MRS11.04 – General Earthworks;*
  - (c) *AUSPEC Development Construction Specification C213 – Earthworks;*
  - (d) *AS2890 - Parking facilities;* and
  - (e) *AS4970 - Protection of trees on development sites.*
- (2) Refer also to **SC6.14.6 (Site development management)** of this planning scheme policy in relation to erosion and sediment control provisions.

Note—relevant guideline documents in existence or available over the life time of this planning scheme policy should be referenced and used where appropriate. The above list is not exhaustive and the use of locally based guidelines by a recognised authority or agency would take preference to those developed regionally or nationally.

## **SC6.14.11 Specifications and construction**

### **SC6.14.11.1 Purpose**

The purpose of this section is to:-

- (a) outline Council's specification, construction and plan sealing guidelines for work which requires Council approval with regard to its construction;
- (b) ensure compliance with conditions of the relevant development approval; and
- (c) accept on and off maintenance of works.

### **SC6.14.11.2 Application**

- (1) A typical development construction process is shown in **Appendix SC6.14E**.
- (2) This section is structured as follows:-
  - (a) **Sections SC6.14.11.1 to SC6.14.11.3** provides the framework;
  - (b) **Section SC6.14.11.4** outlines the inspection and testing standards which apply during construction and up to the completion of works;
  - (c) **Section SC6.14.11.7** outlines Council's bonding requirements;
  - (d) **Section SC6.14.11.8** outlines Council's plan sealing requirements;
  - (e) **Section SC6.14.11.9** outlines the requirements to be met for as-constructed documentation;
  - (f) **Section SC6.14.11.10** details Council's requirements for acceptance of works on and off maintenance; and
  - (g) **Section SC6.14.11.11** contains guidelines for achieving compliance with this section of this planning scheme policy.

### **SC6.14.11.3 General**

- (1) The aim of adopting standard specifications is to:-
  - (a) detail all acceptable materials for the construction of works;
  - (b) detail the quality compliance requirements for all acceptable materials to assure the standard and quality of the infrastructure being transferred to Council;
  - (c) detail the requirements for construction activities; and
  - (d) ensure that the standards for construction of works comply with Australian Standards, Statutory Authority Standards and sound engineering practice.
- (2) The standard specifications are written to form part of contract documents for construction. The specifications are also intended for works carried out by Council's own workforce.
- (3) The Council's role is detailed in this section and the CWITP.

### **SC6.14.11.4 Inspection and testing standards**

#### General

- (1) Developers and their supervising RPEQ or agents remain at all times responsible to ensure that all works are executed in accordance with principles of sound engineering design and construction and are in accordance with this planning scheme policy and relevant standards.
- (2) It is the responsibility of the developer or supervising RPEQ to arrange for all testing, inspections and certifications.



- (3) Council will not deal directly with the contractor and all correspondence will be directed to the supervising RPEQ.

#### Testing

- (4) All testing to be undertaken in accordance with the requirements of the CWITP.

#### Certification

- (5) To enable formal acceptance of the works “on maintenance” (a minimum 12 month period during which the developer will be responsible for maintenance of all contributed assets and the rectification of any defective works or defective materials incorporated into the works), the following certificates, certified drawings or other items are generally required to be supplied by the RPEQ engaged to supervise the works:-
- (a) “on maintenance” inspection checklist;
  - (b) engineering certification;
  - (c) engineering certification checklist;
  - (d) all test results required by the CWITP;
  - (e) geotechnical and structural certificates (where applicable);
  - (f) overland flowpath certification and supporting documentation/calculations;
  - (g) as-constructed plans including hard copy and electronic ADAC (refer section 11.8 as constructed for detailed requirements);
  - (h) submission of a list and details of non-complying elements;
  - (i) copies of all relevant test results;
  - (j) maintenance security deposit – 5% of contract value;
  - (k) payment of any outstanding private works accounts;
  - (l) written clearances to be obtained for works carried out on land under other ownership, upon completion of the works;
  - (m) any other documentation as may be required by Council; and
  - (n) payment of any outstanding fees and permits.
- (6) To enable formal acceptance of the works off maintenance (following expiration of the “on maintenance” period and when Council accepts and is responsible for the contributed assets) the provision of items as agreed to by Council at the time of formal acceptance of the works “on maintenance”.

#### Inspections

- (7) Council will carry out the following mandatory holdpoint inspections which are required to be attended by the supervising RPEQ and principle contractor:-
- (a) pre-start meeting;
  - (b) drainage;
  - (c) subgrade;
  - (d) pavement (prior to kerb and channel);
  - (e) pre-seal;
  - (f) WSUD sub-soil drainage;
  - (g) “on maintenance”; and

- (h) off maintenance.
- (8) The inspections will be undertaken in accordance with the details outlined below and in accordance with the requirements of the CWITP:-
  - (a) generally, a minimum 5 working days notice is to be provided for a pre-start meeting;
  - (b) generally, a minimum 24 hours notice is to be given for all inspections;
  - (c) a pre-start meeting shall only be granted if the OPW approval has been issued and all relevant amendments have been approved and the appeal period has lapsed or has been waived by the applicant;
  - (d) prior to all inspections the supervising RPEQ is required to ensure that each element is ready for inspection by Council;
  - (e) the contractor is to ensure that suitably qualified staff and equipment are available at the allotted inspection time to assist with the inspection process; and
  - (f) random audit inspections will also be undertaken by Council from time to time as required.

Pre-start meeting

- (9) Prior to works commencing, a joint pre-start meeting is to be conducted between Council and key development project staff including the supervising RPEQ and the principle contractor for the works.
- (10) Prior to holding a prestart meeting with Council, a pre-start meeting is to be held with representatives of Unitywater. A joint pre-start meeting may be held with Council and Unitywater by prior arrangement.
- (11) The following documentation is to be provided prior to the pre-start meeting:-
  - (a) certificate of insurances;
  - (b) after hours contact list;
  - (c) traffic management plan/ site management plan;
  - (d) program of works;
  - (e) copy of the bill of quantities;
  - (f) copy of ABNs for principle, supervising RPEQ and principle contractor;
  - (g) vegetation clearing report, including spotter catcher details; and
  - (h) SCC Design Certification – Erosion and Sediment Control.

Stormwater drainage inspection

- (12) All stormwater pipes and components are to be verified on-site for correct size and class prior to installation.
- (13) All stormwater drainage is to be inspected in accordance with the requirements of the CWITP.
- (14) All pits should be inspected by Council prior to installation of stormwater roof components.
- (15) All pipes are required to be cleaned prior to inspection by CCTV. Any lines showing dirt on the CCTV will be required to be cleaned and CCTV revised.

Subgrade inspection

- (16) Pavement thickness:-
  - (a) following acceptance of the engineering drawings by Council, the supervising RPEQ is to arrange for soil testing and submit a proposed pavement design to the Council for approval, in accordance with the pavement guidelines;

- (b) subgrade CBR tests are required to be submitted to enable assessment to be made of the pavement design;
  - (c) Council shall advise in writing of the acceptance or otherwise of pavement designs and subgrade tests;
  - (d) approval of pavement designs is based on the tests being representative of the subgrade over the various lengths of road at the box depth and is subject to confirmation by load testing upon inspection;
  - (e) the supervising RPEQ is to verify on site that the subgrade tests are representative of that on which the pavement approval is based prior to requesting a box inspection by Council; and
  - (f) the subgrade inspection is to be limited to a visual and load test, with the load test using machinery/plant to be provided by the developer's contractor.
- (17) Visual test:-
- (a) the visual test is used to:-
    - (i) confirm that the pavement excavation depth is in accordance with the approved depth;
    - (ii) ensure that the base of the box is even with correct crown and crossfall, and that the sides are vertical;
    - (iii) check that the subgrade material is consistent in type and colours with the tested material and nominated soil boundaries on which the design was based and that the subgrade material is uniform throughout the exposed section; and
    - (iv) ensure that the base is free from wet spots or any other visually defective areas, e.g. tree stumps and other organic/inorganic matter.
  - (b) string lines and tape with necessary personnel are to be provided by the principle contractor.
- (18) Load test:-
- (a) for the load test a truck loaded to the legal limit (e.g. full water cart, pipe-laden truck, or other acceptable rolling load is to pass along the subgrade at a speed equivalent to a slow walk, i.e. about 2km/hr);
  - (b) minimum loads on the rear single axle truck is to be eight (8) tonne;
  - (c) the material should be as near as practicable to the optimum moisture content;
  - (d) proof loading is normally required to check for any area of the subgrade which might show signs of deflection; and
  - (e) deflections detected in the subgrade indicating a weakness in the subgrade will require remedial treatment under the supervising RPEQ's direction.
- (19) Subgrade compaction testing:-
- (a) field density testing is to be carried out at the frequency nominated in CWITP;
  - (b) all test results are to be available at the inspection; and
  - (c) advice of remedial treatment is to be included with any failed test results.
- (20) Remedial treatments:-
- (a) subgrades that are deemed to have failed any of the tests may require remedial treatments;
  - (b) these remedial treatments may include, but are not limited to, the following:-
    - (i) additional excavation to reach a sound subgrade stratum;
    - (ii) installation of side or mitre drains, if not already required to have been installed;

- (iii) placing free draining crushed rock (e.g. spalls, 75/100mm clean rock, with or without geofabric);
- (iv) stabilising the subgrade with cement or lime; or
- (v) stabilising the pavement material with cement or lime; and
- (vi) the supervising RPEQ is to provide details of the remedial treatment, and confirmation of its success with all other pavement test results prior to the pre-seal inspection.

Pavement inspection

- (21) A pre-kerb pour inspection may be called by Council in some instances, generally after the placement of the sub-base.
- (22) This may occur where a load test may not be able to be undertaken at subgrade due to the sandy nature of the subgrade material.
- (23) Other instances specific to any given project may also facilitate inspection at this level; such inspection will be called at Council's discretion.

Pre-seal inspections

- (24) Pavement compliance testing:-
  - (a) the pre-seal inspections are to ensure that the pavement material has been placed and compacted in accordance with the pavement design, that sufficient depth has been allowed for the placement of the required seal thickness and to a profile enabling the correct crossfall to be achieved;
  - (b) the pre-seal inspection with Council is limited to a visual and load test, with the load test using machinery/plant supplied by the developer's contractor;
  - (c) the supervising RPEQ is to arrange for the appropriate compliance testing of the compacted pavement material in accordance with the requirements of CWITP;
  - (d) compaction and pavement material property test results are to be provided prior to the pre-seal inspection; and
  - (e) it is important that the pavement moisture content is satisfactory prior to carrying out bitumen priming. The following methods may be used:-
    - (i) Degree of Saturation (DOS):
      - (A) the following maximum degree of saturation characteristics values are to be used:-
        - 1. sub-base – 70% maximum;
        - 2. base – 60% maximum.
      - (B) dry back period:-
        - 1. a minimum period of four days to be allowed from the final trimming of the pavement to the application of the seal to meet the requirements of DOS; and
        - 2. advice of any remedial treatment directed by the supervising RPEQ is to be included with any failed test results for any pavement layers or pavement materials.
      - (C) material quality compliance tests
        - 1. one complete set of pavement material quality compliance tests is to be made for each project, unless there is a change in source of supply or additional testing is required by Council and provided prior to the pre-seal inspection;
        - 2. quality compliance testing is to be carried out by an authorised registered laboratory;
        - 3. testing for quality compliance is to be carried out in accordance with the applicable standard test procedures of DTMR and requirements of the CWITP; and
        - 4. a certificate is to be prepared showing results of all material quality compliance tests.

Quality assurance testing

- (25) The date and time of the sampling is to be recorded.

- (26) Material testing is to be carried out as required by the CWITP.
- (27) Additional testing of fines quality and tests of dry density and of moisture content from material in place in the pavement may be requested by Council at any time.
- (28) Grading analysis is to be submitted in graphical or tabulated form.

#### Non-compliance with material requirements

- (29) The responsibility for maintenance of acceptable material standards rests with the supervising RPEQ and the nominated contractor.
- (30) Compliance of the pavement materials is to be covered by the supervising RPEQ certification for the works.
- (31) Materials submitted for approval but not complying in full with the relevant specification requirements may be accepted or rejected at the discretion of Council.

#### Pavement depth verification

- (32) Pavement depth verification is to be carried out by means of stringline and tape taken from kerb pegs generally at nominal 20.0m intervals. Should doubt exist by the inspecting Council officer, the contractor is to arrange for their surveyor to provide survey data at 10.0m intervals to verify pavement depth.

#### Visual test

- (33) The visual test requires that:-
  - (a) the pavement surface be even and have an acceptable crossfall (nominally 3%);
  - (b) sufficient depth is available to place the required thickness of seal;
  - (c) the surface is to be clean, coarse, tight, and stony;
  - (d) the surface should be power broomed prior to the application of the seal;
  - (e) the surface should not be excessively wet; and
  - (f) stringlines, tape and necessary personnel are to be arranged by the principle contractor.

#### Load test

- (34) Proof loading is normally:-
  - (a) required to check for any areas of the pavement which might show signs of excessive deflection; and
  - (b) uses the same procedure as for subgrade inspections.
- (35) Deflections detected in this test may indicate a weakness in the underlying pavement materials or a weak sub-base and the supervising RPEQ is to ensure appropriate remedial works are undertaken.

#### Pavement compaction testing

- (36) Field density testing is to be carried out at the frequency nominated in CWITP.

#### Remedial works

- (37) Pavements that are deemed to have failed any of the tests as outlined will require remedial treatments.
- (38) These remedial treatments may include, but are not limited to, the following:-
  - (a) excavation of pavement (and subgrade) to remove soft material and replace with suitable material;

- (b) the tyned up and recompacting of materials; or
  - (c) adjusting the moisture content.
- (39) The supervising RPEQ is to provide details of remedial treatment and confirmation of its success, together with any outstanding pavement test results prior to the “on maintenance” inspection.

### **SC6.14.11.5 WSUD inspections**

#### WSUD – bioretention

- (1) Inspection of any bioretention water treatment device is to be undertaken prior to the installation of the transitional and media layers. The inspection looks at any earthworks, high flow bypass arrangement, installed subsoil pipe network and drainage, transitional and filter materials prior to their installation. This is not a detailed inspection and should coincide with the installation of the subsoil pipe network. All media materials will need to be onsite for inspection at this time. The supervising RPEQ is to be present for this inspection and fulfil the requirements as nominated by the *Construction and Establishment Guidelines for Swales, Bioretention Systems and Wetlands*.
- (2) The on maintenance inspection is to be undertaken in accordance with the provision as outlined in **SC6.14.11.10 (On and off maintenance)**.
- (3) The off maintenance inspection is to be undertaken in accordance with requirements as outlined in **SC6.14.11.10 (On and off maintenance)**.

### **SC6.14.11.6 Standard civil works inspection and testing plan (CWITP)**

- (1) The major inspections as outlined in **SC6.14.11.4** are listed in the CWITP. The listings are not intended to be exhaustive and Council may require inspection and testing of other items. During construction and up to the completion of works Council may conduct random audits and inspections, if considered necessary, with or without prior notification. The supervising RPEQ is to follow the CWITP, unless variations are approved and submit certification that the plan has been followed in accordance with the as-constructed submission documentation.
- (2) The following tables (**Table SC6.14.11A** to **Table SC6.14.11B**) provide guidance on the obligations of the supervising RPEQ and procedures for the construction, checking and hand over of works.

**Table SC6.14.11A Obligations of supervising RPEQ**

Elements of works	Testing requirements			Supervising RPEQ responsibility	Council's responsibility
	Test	Standard	Frequency		
Pre-start meeting	Refer <b>SC6.14.11.4 (Inspection and testing standards)</b> Pre-start meeting			Supervising RPEQ is to: <ul style="list-style-type: none"> <li>• Invite relevant staff incorporated with all facets of development to prestart from SCC.</li> <li>• Ensure contractor holds copy of approved design &amp; specification.</li> <li>• Outline Performance and standard required.</li> <li>• Highlight critical aspects of the approved Design.</li> <li>• Provide electronic copy of all final approved design plans accompanied by a "Document Transmittal Form".</li> <li>• Design Plans to include plan showing boundaries of future development stages.</li> <li>• All electronic plans to be in CAD format. Refer "Specification for the Supply of Digital Geo-referenced Data".</li> </ul>	Council is to: <ul style="list-style-type: none"> <li>• Outline performance and standard required.</li> <li>• Highlight critical aspects of the approved Design.</li> <li>• Complete project details on the Prestart Meeting Form.</li> <li>• Undertake minutes of pre start meeting to record any specific issues addressed during the meeting. DA representative shall be chairperson for the meeting. Details to be distributed to all key representatives from each unit within Council.</li> </ul>
Work, health and safety	WH&S Act MUTCD SCC Safety Policy			Supervising RPEQ and contractor are to ensure that compliance with the <i>Workplace Health &amp; Safety Act</i> and other relevant safety legislation, the <i>Roadworks Signing Guide</i> and Council's Safety Policy and Manual is maintained throughout construction including specifically: <ul style="list-style-type: none"> <li>• Correct signing on existing roads.</li> <li>• Approved Safety clothing.</li> <li>• Adequate protection of the works.</li> <li>• Correct use of traffic controllers and other traffic control devices.</li> <li>• Approved construction plant and equipment.</li> </ul>	Council is to periodically check the construction site for compliance with health and safety requirements and refer any non-compliance to the supervising RPEQ and where necessary the contractor directly.
General control of the works during operation				Supervising RPEQ and contractor are to ensure that updated copies of the approved design and all subsequent approved amendments are on site and available for use at all times during construction. Supervising RPEQ shall be responsible for progressively checking the works for compliance with the approved design and for checking test results for compliance with this CWITP.	Council is to where appropriate, check the works for compliance with the approved design and approved amendments and refer any non-compliance to the Supervising RPEQ for attention.

Elements of works	Testing requirements			Supervising RPEQ responsibility	Council's responsibility
	Test	Standard	Frequency		
1. Roadworks, stormwater drainage, & allotments works					
a. Allotment filling & road embankments					
Quality of material	Visual/grading as required		Refer Table 5.1 AS 3798	Make sufficient job visits to confirm quality of material and compaction procedures and to examine and endorse test results.	Visit site for random audit inspections if considered warranted. Check results are submitted at "on maintenance" inspection.
Allotment filling		AS3798Min. Level 1 responsibility		Level 1 supervision – Compliance with table 5.1 and clause 8.2 of AS 3798 provided by the supervising RPEQ.	
Other filling		AS 3798 Min Level 2 responsibility		Ensure final levelling of Allotments for drainage purposes by Licensed Surveyor and fill quality and compaction testing by Geotechnical Engineer Lodge test results with Council.	
b. Road walls and retaining walls					
Location level	Survey/ measurement check	SCC Table of Construction Standards & Tolerances	Each end and other locations as necessary	Inspect foundations and certify base materials and depth.	Visit site for random inspection including checking of works for compliance with approved design and referral to Supervising RPEQ where necessary.  RPEQ Report to be sited prior to backfilling.
Design detail	Survey/ measurement check	SCC Standard Drawing or other subject to Council approval	Critical locations and others as necessary	Make sufficient job visits and checks to confirm profile, thickness, rock, backfill, seepage, drains, grouting, and that location and level comply with approved design.	
Backfill	Visual	Granular	Each wall and minimum 1 check per 50m <sup>2</sup>	Holdpoint: Inspection report to be provided to Council prior to backfilling.	
c. Stormwater drainage					
Location structures	Survey/ measurement check	SCC Table of Construction	Each	Inspect before backfilling and check to ensure compliance with approved design and specification and to examine and endorse all test results including survey. Lodge test results with Council.	Visit site for random inspection and testing if considered warranted including checking of works for compliance with approved design and concrete strength requirements and referral to Supervising RPEQ where necessary.
SL & IL at structures	Survey	Standards & Tolerances	Each		
Bedding material	Visual/grading as required	SCC Standard Drawing	Each Line or 1/200m <sup>3</sup>		
Manholes/pits	Visual		Each		
Pipes	Visual CCTV	Confirmation of standard and performance	Each Line		
Backfilling - quality	Visual/grading as required	Graded (max 75mm) or other subject to Council approval	Each Line		



Elements of works	Testing requirements			Supervising RPEQ responsibility	Council's responsibility
	Test	Standard	Frequency		
- Compaction	AS1289	95% Standard - residential 98% Standard - commercial	1 test per 40 linear metres per 600mm depth		
<b>d. Allotment stormwater drainage</b>					
Location of structures	Survey/measurement check	SCC Table of Construction	Each	Make sufficient job visits and check to confirm that all structures and pipelines are constructed to approved design and to Council requirements. Lodge test results with Council.	Visit site for random inspection and testing if considered warranted including checking of works for compliance with approved design and referral to supervising RPEQ where necessary.
IL at structures	Survey	Standards & Tolerances	Each		
Bedding material	Visual	SCC Standard Drawing	Each Line		
Manholes/pits	Visual		Each		
Pipes	Visual	Straight and on line and grade	Each Line		
Pipes	CCTV	Confirmation of standard and performance	Each Line		
Backfilling	Visual	Granular or other subject to Council approval	Each Line		
<b>e. Road crossings</b>					
Conduits	Visual	Service authority requirements	Each	Inspect before backfilling and check to ensure conduits are in locations and to depths in accordance with approved decision.	Visit site for random audit inspections if considered warranted including checking of works for compliance with approved design.
Markers	Visual	SCC Table of Construction Standards / Tolerances	Each		
Backfilling	Visual	SCC Standard Drawings	Each		
<b>f. Kerb and channel</b>					
Horizontal and vertical alignments	Survey / measurement check	SCC Table of Construction Standards/Tolerances	Each drainage structure, intersection and road low point 1 cross section per 20m at other critical locations 1 cross section per 50m for general control	Inspect pegging and stringing before placement and check to ensure that kerb and channel is installed to dimensions as per approved design and in particular at drainage structures and connections to existing kerb and channel.  Lodge test results with Council where applicable.	Visit site for random audit inspections and testing if considered warranted including checking of works for approved design and concrete strength requirements.

Elements of works	Testing requirements			Supervising RPEQ responsibility	Council's responsibility
	Test	Standard	Frequency		
Concrete	Cylinder strength/ impact strength (Schmidt Hammer)	AS1012	1 test per 50m		
<b>g. Concrete works</b>					
General	Consistency comp strength	AS1012 Method 3 AS1012 Methods 8 & 9	1/50m <sup>3</sup> 1 set of 3/50m <sup>3</sup>	Lodge test with Council	Visit site random audit inspections
<b>h. Sub-soil drains</b>					
Pipe	AS2439 Part 1	SCC Table of Construction Standards & Tolerances	Batch	Check compliance with approved design.  Inspect and approve pipe and filter. Confirm bedding and surround, and general grade of the pipe.  Ensure pipe is flowing prior to final inspection.	Visit site for random audit inspections and testing if considered warranted including checking of works for compliance with approved design
Filter material	Visual grading as required	Max 10m screenings or other subject to Council approval	1 test each project or 100m <sup>3</sup> max		
Cleaning joints and markers	Visual	SCC Standard Drawing	Each		
<b>i. Roofwater</b>					
Location of MHs & YJs	Survey	Inter-allotment drainage	Each	Engineer to make sufficient job visits to confirm generally that all structure and pipelines are constructed to Council tolerances.	Joint "on maintenance" inspection with consulting engineer and notify requirements, if any.
IL and OL at MHs & YJs	Survey	Inter-allotment drainage	Each		
Bedding materials	Grading	Stormwater Drainage	1 test per 200m <sup>2</sup>		
Manholes	Appearance	Stormwater Drainage	Each		
Pipelines	Survey	Line and Grade	100m		
Backfilling	AS1289				
<b>j. Subgrade</b>					
Compaction Below – 300 mm	AS1289	95% Standard residential 100% Standard commercial	1 test per 100m carriageway or part thereof and minimum 2 tests	Make routine visits and checks to confirm construction to approved design. Undertake proof rolling and examine and endorse all test results level checks and cross-section geometry before joint inspection with Council.	Conduct joint inspection with Supervising RPEQ (including proof rolling). Upon satisfactory testing approve placement of sub-base and base materials or select fill as applicable.
300mm to subgrade level					
CBR testing	AS1289sample	100% standard	Representative	Lodge test results with Council.	

Elements of works	Testing requirements			Supervising RPEQ responsibility	Council's responsibility
	Test	Standard	Frequency		
	compacted at optimum moisture content or greater		each material layer and 1 test per 100m carriageway or part thereof min of 2 tests per project		Check works for compliance with approved design and issue inspection memo to supervising RPEQ where necessary.
Horizontal and vertical alignments	Survey				
Profile	String line or level survey	SCC Table of Construction Standards & Tolerances Table 11.2& Tolerances	IP, TP, Centreline (20m) 2 check per 20m max		
<b>k. Select fill/subgrade replacement</b>					
Material quality	Grading and Atterberg degradation factor Q208B	Minimum CBR 15 Granular or other subject to Council approval	1 test per 500m <sup>3</sup> and minimum 1 test per project/stage and material type	<p>Make sufficient routine visits to ensure quality of materials and that operations will achieve a sound compacted layer.</p> <p>Undertake proof rolling and examine and endorse all test results, level checks cross section geometry before joint inspection with Council.</p> <p>Lodge test results with Council.</p>	<p>Conduct joint inspection with supervising RPEQ (including proof rolling) Upon satisfactory testing approve placement of sub-base and base materials.</p>
If forms part of pavement -lower sub-base		Type 2.5			
Compaction (a) for o/s material	Proof rolling	No discernible movement	1 test per 100m carriageway or part thereof		
(b) for graded material	AS1289 and proof rolling	95% Modified and no discernible movement			
Profile and depth	String line or level survey	SCC Table of Construction Standards & Tolerances	1 check per 20m		
<b>l. Sub-Base Layer</b>					
Material quality	Grading and Atterberg, degradation factor Q208B	MRTS05	1 test per 500m <sup>3</sup> and minimum 1 test per project/stage	<p>Make sufficient visits to ensure gravel quality and that operations will achieve a sound compacted. Undertake proof rolling and examine and endorse all test results, level checks and cross section geometry before placement of base material.</p>	<p>Visit site for random audit inspections and testing if considered warranted.</p> <p>Obtain periodic quality test results from suppliers as necessary.</p>
Compaction	AS1289 and proof rolling	95% Modified and no	1 test per 100m carriageway or		

Elements of works	Testing requirements			Supervising RPEQ responsibility	Council's responsibility
	Test	Standard	Frequency		
		discernible movement	part thereof (minimum 2 tests)	Lodge test results with Council.	
Profile and depth	String line or level survey	SCC construction stds/ tolerances	1 test per 20m		
<b>m. Base layer – pre-seal</b>					
Material quality	Grading & Atterberg, degradation factor Q208B	MRTS05	1 test per 500m <sup>3</sup> and minimum 1 test per project/stage	<p>Make sufficient visits to ensure gravel quality and that operations will achieve a sound compacted layer. Undertake proof rolling and examine and endorse all test results, level checks and cross section geometry before joint inspection with Council.</p> <p>Lodge test results with Council.</p> <p>Check to confirm construction complies with approved design.</p>	<p>Conduct joint inspection with supervising RPEQ (including proof rolling).</p> <p>Inspect drainage. Upon satisfactory testing approve placement of surfacing material.</p> <p>Check works for compliance with approved design and issue inspection memo to supervising RPEQ where necessary.</p>
Compaction	AS1289 and proof rolling	98% Modified and no discernible movement	1 test per 100m carriageway or part thereof (minimum 2 tests)		
Horizontal and vertical alignments	Survey		1 cross section per 20m, at critical locations and 1 cross section per 50m for general control		
Profile	String line or level survey	SCC Table of Construction Standards/ Tolerances	1 test per 20m max		
<b>n. Surfacing</b>					
Material quality	Mix analysis	MRTS30	Min. 1 test per 100 tonne or 1500m <sup>2</sup>	<p>Confirm mix design and spray rates. Supervising RPEQ to oversee surfacing operations and to endorse all test and level results.</p>	<p>Visit site for random inspection if considered warranted.</p>
Compaction and thickness		AUS-SPEC or MRS			
Profile	String line or level survey	Standards/ tolerances	As required		
<b>o. WSUD</b>					
Bioretention construction				<p>Undertake inspections in accordance with Water by Design Construction and Establishment Guidelines and complete applicable forms.</p>	<p>Inspection conducted prior to the installation of the transitional and media.</p>
Filter media	FAWB	FAWB	FAWB	<p>Obtain and provide a certificate of compliance from media supplier or independent NATA laboratory</p>	<p>Media inspected prior to installation.</p>

Elements of works	Testing requirements			Supervising RPEQ responsibility	Council's responsibility
	Test	Standard	Frequency		
On or off maintenance	In-situ hydraulic conductivity	FAWB	FAWB	Obtain in-situ results in accordance with the standard prior to requesting either on or off maintenance	
<b>p. Works Other</b>					
All works prior to on-maintenance	Visual		As required	Ensure all works comply with approved design before arranging "on maintenance" inspection	Conduct joint "on maintenance" inspection with Supervising RPEQ, check compliance with approved design and advise any requirements
Prior to acceptance "on maintenance"	As-constructed Drawings to be prepared and submitted to SCC I accordance part 8.1	As--onstructed Drawings to be prepared and submitted to SCC I accordance part 8.1	As-constructed Drawings to be prepared and submitted to SCC I accordance part 8.1	Lodge documentation as per testing requirements  Lodge written request for "on maintenance"  Lodge written request for bond refund/reduction where applicable	Check documentation lodged by Supervising RPEQ within twenty-eight (28) days and advise any requirement.  When complete, reply to Supervising RPEQ's request for "on maintenance".
During maintenance period	Complete test results to be compiled  Supervision Certificate and Inspection and Testing Plan Check Sheet to be endorsed	Complete Test Results to be compiled  Supervision Certificate and Inspection and Testing Plan Check Sheet to be endorsed	Complete Test Results to be compiled  Supervision Certificate and Inspection and Testing Plan Check Sheet to be endorsed	Ensure all minor omissions and defects are rectified  Examine and approve site prior to request for Off maintenance inspection	Advise supervising RPEQ of any known defects or maintenance not being undertaken.
Bulb wattage check	Visual	ENERGEX Public Lighting Manuals	Each	Accompany Council Inspector and note any requirements.  Arrange completion of requirements and check prior to further inspections.	Check works for compliance with approved design and issue inspection memo to supervising RPEQ where necessary.
Road name check	Visual	Council Road Name approval letter	Each	Accompany Council Inspector and note any requirements.  Arrange completion of requirements and check prior to further inspections.	Check works for compliance with approved Road Names and issue inspection memo to supervising RPEQ where necessary.
<b>2. As-constructed drawings</b>					
In accordance with Council requirements as outlined in Section 6.14.11.10					

**Table SC6.14.11B Construction standards and tolerances**

Element course	Minimum thickness	Minimum density/ strength	Horizontal Alignment Tolerance	Vertical Alignment Tolerance	Thickness Tolerance	Shape/Slope Tolerance
General Earthworks Earthworks in Floodprone areas	N/A	Refer Table 5.1 AS3798	Limits on Plan	+100mm +100 -0	N/A	Min 1:100 general and over any 10m down contours No ponding over 50mm deep
Stormwater Pipes	N/A AS4058	Standard Drawings	+100m	+25mm	N/A	Uniform pipe grade
Manholes / Pits	In situ 150mm	32Mpa	Lateral +100mm Along line +300mm	+50mm Width K & C +25mm	+100mm -0mm	Circular/ Square / Rectangular and Vertical +50mm
Subgrade	N/A	100% Standard Compaction	+100mm Road width +200mm -50mm	+10mm -50mm	N/A	Design cross fall +0.5%
Select Fill / Subgrade Replacement Lower Sub-Base	100mm	95% Modified Compaction Min CBR15 Type 2.5	+100mm Road width +200mm - 50mm	+10mm -50mm	+25mm	Design Crossfall +0.5%
Subsoil Drains	N/A	N/A	+100mm	Min 900mm Below kerb 1 mert	Width -25mm +100mm	Uniform pipe Grade 0.5% min
Conduits	Width 300mm	N/A	+300mm	Min 700mm & max 1000 Below top of Kerb	N/A	Uniform grade And line
Markers	N/A	N/A	+100 from Conduit	N/A	N/A	N/A
Kerb and Channel	Invert 125mm	20Mpa	+100mm Road width +200mm - 50mm	+25mm	Concrete +20mm -10mm	10mm in 3m max + 10% of design grade No ponding greater than 5mm
Sub Base	100mm	95% Modified Compaction CBR 45 Type 2.3	+100mm Road width +200mm - 50mm	+25mm	+50mm -20mm	25 min in 3m max and no ponding Design crossfall +0.5%
Rock Retaining Walls Brisbane City Council	N/A	N/A	+100mm	+100 -0 Flood Areas		Surface finish +100mm of design slope No openings <100m
Base	100mm	98% Modified compaction CBR80 Type 2.1	+100m Road width +200mm -50mm	+25mm	+25mm -10mm	15mm in 3m max Crossfall +0.5% design
Surfacing (Asphalt)	30mm or design	92% Relative Compaction	+100mm Road width	+25mm +5mm	+15mm -0mm	7mm in 3m max Design

Element course	Minimum thickness	Minimum density/strength	Horizontal Alignment Tolerance	Vertical Alignment Tolerance	Thickness Tolerance	Shape/Slope Tolerance
			+200mm -50mm	0mm from lip of channel		crossfall +0.5%
Road Verges	N/A	95% Standard compaction	+100mm	+25mm +25mm -0 from top of kerb	N/A	±10% of design crossfall
Top soil and grassing	100mm	N/A	N/A	+100mm Road verges +25mm	+25mm	As for general earthworks
WSUD Elements	Minimum Thickness	Material Sizes	Material Type	Shape/Slope Tolerance	Thickness Tolerance	
Base Grade	N/A	NA	NA	Design + 0.5% Uniform Grade	N/A	
Drainage Material	200mm	4mm-7mm	Washed Gravel	N/A	+ 25mm (min 50mm cover over drains)	
Transitional Material	100mm	Average 2mm	Coarse Sand	N/A	+ 25mm	
Filter Media	300mm	FAWB Spec	FAWB Spec	N/A	+ 25 mm	
Subsurface Drainage Pipe	N/A	90mm or 100mm Diameter	PVC	Design + 0.5% Uniform Grade	N/A	
Stormwater Detention Height	NA	NA	NA	N/A		

### SC6.14.11.7 Bonding

#### Preliminary

- (1) The purpose of this section is to set out the circumstances and processes associated with Council requirements for:-
- accepting security for proposed operational works prior to commencement of construction;
  - accepting security for completion of operational works prior to on maintenance;
  - accepting security for defects and maintenance of contributed assets during the “on maintenance” period;
  - to cover all development construction works during the operations and maintenance period; and
  - to cover incomplete development obligations.

Note—development obligations refer to all conditions of approval relative to the development permit. This includes, but is not limited to, civil works, landscaping works, park improvements, provision of as-constructed information, test certificates, revegetation and rehabilitation and sediment and erosion control.

- (2) The submission of a financial security to Council by the developer may be used at Council's discretion.

#### Process

- (3) The following processes are to be completed in relation to bonding:-
- provide schedule of works, including maintenance, and value which are proposed to be bonded;
  - substantiate proposed timing for the completion of outstanding works;

- (c) pay relevant fees; and
- (d) provide approved security amounts.

Form of bond security

- (4) The bond security given is to be in the form of either:-
  - (a) cash; or
  - (b) an unconditional, irrevocable bank guarantee; or
  - (c) such other security as Council may approve.

Uncompleted work bonds

- (5) Council's conditions of development approval will generally require that all conditions be complied with prior to Council endorsing the plan of survey. However, Council may, at its discretion, agree to endorse the plan of survey prior to completion of some non-essential infrastructure works (provided all essential infrastructure is completed), subject to lodgement by the developer of an appropriate security bond as guarantee that all outstanding works will be completed within an acceptable time period as prescribed herein.
- (6) Consideration will only be given to accepting uncompleted works bonds in instances where a Development Permit for Operational Works has been issued in relation to all works provided as a donated asset to Council.
- (7) Council will generally accept a bond for uncompleted works (to enable endorsement of the plan of survey) only in instances where the allotments which will be created when the plan of subdivision is registered are ready for use, that is all essential works as follows are completed:-
  - (a) allotment earthworks 100% complete;
  - (b) all required works within allotments (e.g. inter-allotment drainage, etc.) 100% complete;
  - (c) roadworks completed with pavement surfacing in place (including external roadworks required to provide access to the development). Road signage and line marking is required to be completed where the safety of the road user warrants;
  - (d) water and sewerage services completed and operational, including lodgement of as-constructed details where relevant and all works accepted "on maintenance" by Unitywater;
  - (e) certificate of supply provided to Council in respect of power and telecommunications services;
  - (f) all major drainage works completed to a stage such that there will be no potential flooding or drainage impacts on any allotment;
  - (g) WSUD treatments where immediately needed such as road side swales;
  - (h) the site should be suitably stabilised/revegetated to prevent on site erosion and sediment transfer; and
  - (i) items as required to ensure the roadway can be lawfully and safely opened to the public for use.
- (8) Council will only accept a bond for uncompleted municipal works where such works are located on public land (i.e. land shown on the plan of survey as road reserve, esplanade, park reserve, drainage reserve, etc).
- (9) Generally, uncompleted works which may be bonded will be restricted to amenity landscaping works on public land, and (possibly) pathway construction on public land. Amenity landscaping works do not include landscape works required for surface, swale/channel stabilisation or protection.
- (10) Bonding of uncompleted private works (including on property which will form part of a community title scheme) is not regarded as appropriate and all such works must be completed prior to endorsement of the plan of survey.



### Operating procedure

- (11) In instances where the developer wishes to seek Council's agreement to accepting an uncompleted works bond to enable early release of the plan of survey, the developer's RPEQ must provide a written submission which includes the following:-
- (a) fully priced schedule of all operational works required for the development (this schedule will form the basis of the determination of the maintenance bond which will be held by Council until acceptance of the development works off maintenance);
  - (b) details of the uncompleted works which are proposed to be bonded, with a fully priced schedule of these works (including the cost of any works to be carried out by Council for which payments have not been received);
  - (c) certification from a suitably qualified engineer (RPEQ or equivalent) that:-
    - (i) the completed works have been constructed on the correct alignments and to the required standards, in accordance with the conditions of the development approval; and
    - (ii) the information provided to Council in relation to completed and uncompleted works is correct, and that the uncompleted works have been scheduled for completion within 3 months of Council endorsing the plan of survey.
- (12) Should Council agree to accept an uncompleted works bond, the following must be lodged with Council prior to endorsement of the plan of survey:-
- (a) payment of the prescribed administration fee for an uncompleted works bond;
  - (b) payment of all outstanding rates and charges relating to the property being subdivided;
  - (c) the uncompleted works bond, the value of which must be 150% of the value of the uncompleted works;
  - (d) the maintenance bond for the development works; and
  - (e) signed letter of unconditional undertaking, guaranteeing that all uncompleted works (as defined in the RPEQ's certification) will be completed within 3 months of Council endorsing the plan of survey and to include a statement that the developer grants permission to Council to call up the said bond for uncompleted works if not completed by the expiration of the 3 month period and (where applicable) agreeing that the performance bond will be forfeited to Council if the uncompleted works are not completed within the required timeframe.

### Release of uncompleted works bond and performance bond

- (13) Upon satisfactory completion of all works, and acceptance of the works "on maintenance", the uncompleted works bond will be released by Council. In addition, provided the works have been completed within the required period and where applicable, the performance bond will also be released at this time.
- (14) The minimum 12 month maintenance period for all municipal infrastructure will commence once all uncompleted works have been accepted "on maintenance" except as otherwise stated in conditions of approval (i.e. WSUD).

### Maintenance security bond

- (15) A bond, being the greater of 5% of the contract value of the whole works or a minimum of \$3,000 must be lodged with Council to guarantee satisfactory maintenance of the works and rectification of defective works during the maintenance period.
- (16) For vegetation rehabilitation and vegetated WSUD devices, an amount of 1.5 times the value of all plants and maintenance costs for a 12 month period to be lodged with Council to guarantee satisfactory performance of the works and in recognition of the higher rates of plant failures associated with these types of works.
- (17) The minimum 12 month maintenance period for all municipal infrastructure will commence once all uncompleted works have been accepted "on maintenance" except as otherwise stated in conditions of approval (i.e. WSUD).

### Release of bonds

- (18) Uncompleted works bonds:-
- (a) upon satisfactory completion of all works, and acceptance of the works "on maintenance", the uncompleted works bond will be released by Council. In addition, provided the works have been completed within the required period and where applicable, the performance bond will also be released at this time.
- (19) Maintenance bonds:-
- (a) the maintenance security will be released where the applicant has complied with requirements set out in Council's acceptance of works off maintenance.
- (20) Non-compliance:-
- (a) Council may, where the applicant has failed to comply with the terms of these bonding provisions, serve written notice on the applicant requiring the applicant within seven (7) days of the receipt of the notice to either comply with the terms of these bonding provisions or show cause why Council shall not call up the security and complete the works; and
  - (b) Council may call up the security if the applicant has failed to comply with the notice served as stated above, and in the interest of public safety, environmental health or structural failure, certain works are required to be undertaken by Council.

### Construction performance bond for non-subdivisional works

- (21) Prior to commencement of the construction works, the developer may be required to lodge security in the form of a performance bond for construction activities not related to subdivisional works.
- (22) The bond is to be the greater of 1.5 times the value of the operational works or \$5,000.
- (23) The bond is required to provide security to Council to ensure all works, including maintenance are carried out in accordance with development approvals and in the event that costs are incurred as a result of the following:-
- (a) protection of on-street works, including landscape works, from damage by contractors, sub-contractors and suppliers;
  - (b) repairs to on-street works resulting from damage caused by contractors, subcontractors and suppliers;
  - (c) protection and repair of existing Council services (i.e. sewerage connections, water connections etc.);
  - (d) inadequate soil and water quality management during construction;
  - (e) inadequate provision for traffic; and
  - (f) urgent action required by Council to resolve unsafe construction or emergency repairs required to protect persons and/ or property from consequential damages, safety and environmental incidents.
- (24) Any costs incurred by Council in responding to the above circumstances will be recovered from the bond.
- (25) Upon all works being completed in accordance with the development approvals, the performance bond shall be returned to the developer or may be substituted for the maintenance bond if contributed assets are being handed over to Council.

## **SC6.14.11.8 Plan of subdivision endorsement**

### Introduction

- (1) A person who makes application for the endorsement of a plan of subdivision (plan sealing) is to make the application in the approved form and shall accompany such application with an application fee of an amount which is in accordance with a scale of fees determined by Council, and subject to resolution as determined.

### Prior to submission

- (2) Prior to the submission of the plan of subdivision with Council the person making the application is to lodge a completed checklist for endorsement of survey plans" together with a copy of the proposed plan of subdivision to allow Council to provide the file number for the plan endorsement submission and raise the relevant application fees & charges. The checklist can be obtained from Council's customer service centres.

### Submission

- (3) The application for endorsement of the plan of subdivision should not be lodged with Council until:-
  - (a) all subdivision works have been completed to the satisfaction of Council and accepted "on maintenance", unless otherwise bonded;
  - (b) all drawings detailing current as-constructed data excluding outstanding bonded works have been approved by Council; and
  - (c) all conditions of the related higher order development approval/s (REC, MCU, OPW etc.) have been completed, including payment of all relevant fees, charges and relevant contributions.

### Application requirements

- (4) The application made for sealing of the plan is to:-
  - (a) be made in the approved form;
  - (b) be accompanied by the plan of subdivision suitable for deposit in the Titles Registry; and
  - (c) comply in all respects with relevant higher order approvals, the approval of the engineering requirements, drawings and specifications.
- (5) Provide all relevant easement, covenant, building lot envelope, community management statement and any other documents as required in association with the plan of subdivision:-
  - (a) accompanied by an approval of road names for any new roads being created prior to the application for plan sealing;
  - (b) accompanied by the payment of all fees and development contributions and infrastructure charges in accordance with Council's requirements;
  - (c) accompanied by electronic files containing AutoCAD.DWG drawings, that contain only the allotment layout, street names and allotment numbers. The electronic file shall be accompanied by certification from the registered surveyor that the information provided is identical to that submitted to the relevant State Government department for registration;
  - (d) where relevant, a table listing the applicable 1:100 AEP flood levels appropriate to each lot is to be provided for Council's records. The table is to be accompanied by certification from a qualified person which certifies that the levels are based on the latest study referenced by Council's relevant development permits and incorporates all amendments; and
  - (e) accompanied by a detailed submission addressing compliance of all conditions of the related higher order development approval/s (REC, MCU etc).

### Plan Details

- (6) In no case shall amendments be made that contravene the terms and conditions of Council's approval.
- (7) Council is to compare the plan of subdivision for sealing with the Council approved plan of subdivision.
- (8) Council is to compare any new road names shown on the plan of subdivision with the road name proposal approved by Council.
- (9) If Council finds the plan of subdivision conforms with the proposal plan as approved, and no material change, variation or alteration has been made, and all relevant conditions of the higher order approval/s (REC, MCU, OPW etc.) have been complied with to Council's satisfaction, endorsement will be carried out.
- (10) Council is to as part of the endorsement process, note its approval on the plan of subdivision and return the plan of subdivision to the applicant to be lodged at the office of the Titles Registry.
- (11) In the event of the Registrar of Titles, upon lodgement of the plan approved by Council, requires an alteration of any such plan in any particular way, the licensed surveyor who prepared the plan shall within a period of one (1) month from the requested alteration, notify the Council and forward two (2) amended copies.

### **SC6.14.11.9 As-constructed**

#### General

- (1) This section of the planning scheme policy details Council's construction guidelines for work that requires Council's approval with regard to its construction, compliance, and acceptance. The submission includes:-
  - (a) as-constructed submissions; and
  - (b) standard CWITP.
- (2) As-constructed plans serve three distinct functions:-
  - (a) checking - to enable a quantitative check of the as-constructed works against the approved design, so as to ensure design philosophies and criteria have been achieved;
  - (b) recording - to provide an accurate record of the as-constructed locations of underground services; and
  - (c) quantity - to provide record of quantity to understand scope of works for maintenance planning.
- (3) Information required for the checking function must be presented in a form which allows ready comparison between design and as-constructed data by experienced engineering and landscape staff, whereas information required for the recording function must be presented in a form which allows ready and unambiguous interpretation and understanding by a wide range of users including engineers, parks managers, landscape architects, maintenance and trades persons and the general public.

#### Prerequisites for submission

- (4) It is Council's intention to expedite the approval and checking process by reducing the level of checking from rigorous detailed checking to checking on an audit basis. Compliance with these guidelines is essential. In particular, the following points should be strictly adhered to in the supervision of development works and preparation of as-constructed drawings:-
  - (a) major departures (a change which varies the design intent) from approved designs should be approved by Council in writing before implementation and before submission of as-constructed drawings. Refer also to the Statement of Compliance;
  - (b) construction is to generally comply with the approved design (as amended above, if required), within the tolerances cited in the CWITP or Council's approved specifications. Refer also to the Statement of Compliance; and

- (c) where tolerances are not stated in the relevant planning scheme policy or Council's standard specifications, tolerances shall be in accordance with the relevant Australian Standard and accepted engineering / landscape and horticultural practice.

#### Submission for approval

- (5) Except as specifically excluded below, every drawing included in the approved design, including stormwater calculation sheets and catchment plans, is to be submitted in certified as-constructed form. It is the responsibility of the developer to ensure all requirements associated with the Council as-constructed details are completed.
- (6) As-constructed details are required to help future works identify the real asset location and properties for future reference. Many details may differ during construction from that of the original design, and data records are to be maintained by the consultant during all phases of work.
- (7) As-constructed submission documentation is to be forwarded to Council prior to the acceptance of the works "on maintenance".
- (8) The as-constructed submission provides for the following activities:-
  - (a) checking;
  - (b) recording;
  - (c) compliance and acceptance;
  - (d) asset data capture and recording; and
  - (e) acceptance of works "on maintenance".
- (9) The as-constructed information is to be presented in hard copy plans as well as an electronic format complying with the Asset Design and As Constructed (ADAC) standard for use and direct transfer to Council's geographic information system (GIS) and Asset Management Systems.

#### Statement of compliance – non-complying works

- (10) A Statement of Compliance for non-complying works is required to be submitted in conjunction with the marked up as-constructed drawings.
- (11) The Statement of Compliance is intended to place responsibility for identifying and reporting non-conforming works with the supervising RPEQ and to expedite Council checking and approval. The Statement shall:-
  - (a) identify the nature and number of non-complying items;
  - (b) nominate the supervising RPEQ proposals for rectification or Council acceptance; and
  - (c) provide Council with a fixed time frame for completion of the rectification works.
- (12) It is expected that in many cases, a short, comprehensive and accurate Statement of Compliance will enable Council to grant immediate "on maintenance" provided all other requirements have been satisfied, including the supervising RPEQ certification of construction.

#### Properties

- (13) Correct street names and lot numbers are to be shown on all relevant drawings.

#### Earthworks

- (14) Certification of design plan(s) require that sufficient levels are provided to show that works have been constructed in accordance with the approval and conform to the level of tolerances as per CWITP.

#### Roadworks

- (15) Certification of design plan(s) is sufficient provided that as-constructed grade and cross-sectional information is confirmed in areas where roadway overland flow capacities are critical.

- (16) Confirmation is required that permanent street, warning, and regulatory signs are placed in accordance with the approved drawings and standard locations. Accurate survey is not required.
- (17) As-constructed pavement thickness and composition including minimum CBR values for the pavement materials are to be noted on the plans.

Stormwater drainage – minor and major flow systems

- (18) Certification of design plan(s) are to be amended only where the tolerances are as detailed in the CWITP.
- (19) As-constructed departures from design exceeding the above tolerances will be accepted where the consultant/applicant can demonstrate and certify that the design intent is not compromised.
- (20) Only where the drainage systems have been constructed out of tolerance and they may be extended by future development either upstream or downstream and in exceptional circumstances such as incorrect pipe sizes and major out of tolerance construction are the design calculation sheets to be amended to reflect the as-constructed performance of the systems.

Stormwater drainage – major flow system

- (21) Amend levels and sections to critical overland flow paths in roadways, pathways and parks to as-constructed.
- (22) Confirm that critical overland flow paths perform to approved design criteria. Critical overland flow paths are those where design storm flows approach flow path's capacity.

Stormwater drainage – detention basins and WSUD devices

- (23) Bioretention basins are to be constructed within tolerances as detailed in CWITP, with profile and volume to be amended to as-constructed values, including the following details:-
  - (a) sub-soil flush points;
  - (b) high flow bypass weir;
  - (c) low-flow outlet; and
  - (d) all associated stormwater drainage infrastructure, pipes, pits etc.

Interlot drainage

- (24) As-constructed roof water longitudinal sections are not required. As-constructed departures from design in excess of the tolerances nominated below will be accepted if the supervising RPEQ/applicant certifies that Council's design criteria have been achieved.
- (25) Information required:-
  - (a) manholes/pits:-
    - (i) location (two ties);
    - (ii) surface level; and
    - (iii) invert level.
  - (b) lines:-
    - (i) diameter, class, type;
    - (ii) length;
    - (iii) grade; and
    - (iv) alignment.
  - (c) house connections:-
    - (i) location (two ties);
    - (ii) surface level; and
    - (iii) invert level.

- (d) tolerances:-
  - (i) as per CWITP; and
  - (ii) provided that such deviation does not result in conflict or interference with any other existing or proposed structure or service, including property boundaries.

Landscape works

- (26) Certification of design plans require certification that landscape works, assets and infrastructure have been installed in accordance with approved specifications including but not limited to:-
  - (a) approved plan(s);
  - (b) conditions of the decision notice; and
  - (c) relevant environmental and horticultural standards such as Australian Standards, national specifications and Council's Standard Drawings.

As-constructed documentation

- (27) Development works will not be accepted "on maintenance", or as practically complete, until the following documentation has been submitted to Council:-
  - (a) as-constructed plans – hardcopy and electronic;
  - (b) marked up design drawings with as-constructed;
  - (c) inspection and testing certification by the applicant(s)/supervising RPEQ;
  - (d) certification of all landscape works by qualified landscape architect, horticulturalist, environmental scientist, ecologist contractor, arborist;
  - (e) certification of foundation conditions by the applicant(s)/supervising RPEQ (where applicable);
  - (f) certification of major structural elements by the applicant(s)/supervising RPEQ (where applicable);
  - (g) certification of overland flow paths and supporting documentation/calculations by the applicant(s) supervising RPEQ (where applicable);
  - (h) all operation and maintenance manuals eg: water supply and sewerage pumping equipment, SQIDs, playground equipment, wetland management reports, landscaping;
  - (i) as-constructed data for electrical wiring diagrams for pumping stations, etc;
  - (j) manufacturers details and maintenance procedure for GPTs; and
  - (k) wiring diagrams for traffic lights.
- (28) Copies of test results on:-
  - (a) compaction of fill;
  - (b) subgrade CBR;
  - (c) subsoil drain filter media grading;
  - (d) base, subbase and subgrade replacement course material quality;
  - (e) base, subbase, subgrade and subgrade replacement course compaction;
  - (f) prime or primer seal spray and application rates;
  - (g) AC core tests;
  - (h) playground soft fall impact attenuation tests;
  - (i) soil for horticultural purposes;

- (j) Unitywater's test requirements and clearance;
  - (k) any concrete testing required by the technical specifications; and
  - (l) any other job specific testing carried out or required by Council if used.
- (29) Should any of the above test results fail to meet specification, the applicant is to include in the submission to Council details of retesting rectification carried out.
- (30) The documentation should be presented in a logically assembled and bound document including a table of contents confirming completeness.

Plan format

- (31) All plans are to be provided in signed hardcopy format and also in electronic ADAC format.

Legibility of paper plans

- (32) As all as-constructed drawings are imaged, line work and lettering are to be of suitable thickness and clarity to be legible when imaged typically 0.25mm black lettering.
- (33) Numerical amendments on the design drawings are usually denoted as a diagonal line through the design value with the as-constructed value noted adjacent. Other amendments are usually denoted by encircling with a notated cloud.

Electronic plans

- (34) Electronic plans are to be supplied for the following:-
- (a) as-constructed plan of subdivision of lot layout and all civil works; and
  - (b) full set of amended approved design plans showing all as constructed changes.
- (35) All electronic plans supplied to Council must be accompanied by a document transmittal form.
- (36) All electronic data supplied in the form of Computer Aided Drafting (CAD) files must comply to the specifications in the document *Specifications for the Supply of Digital Georeferenced Data*. Copies of this document are available from Council's Customer Service Centres.

As-constructed drawings

- (37) As-constructed drawings for road works and drainage are to be submitted on completion of the works.
- (38) It is strongly recommended that as-constructed information be collected and checked as the works progress to identify construction errors as early as possible so that their rectification or the seeking of Council's approval for the change does not delay granting of on maintenance.
- (39) Prior to release of the plan of survey and/ or acceptance of the works "on maintenance", the supervising RPEQ engineer is to supply a AutoCAD. DWG Drawing file (at a scale of 1:500) of the final lot layout and any external works, including approved street names, lot numbers and landscaping, complete with the engineer's title description of the development.
- (40) In the case of subdivisional works, the data is to be accompanied by written certification that the submitted information is identical to the plan of subdivision lodged with Council for plan sealing. If the submitted plan of subdivision is altered, a copy of the amended information in DWG Format must be forwarded to Council within 7 days.
- (41) Development works will not be accepted "on maintenance" until such time as all of the as-constructed drawings have been received, checked and approved.

**SC6.14.11.10 On and off maintenance**

General

- (1) This section defines the requirements to be applied prior to "on maintenance" approval and off maintenance asset handover by Council.



#### Acceptance of works "on maintenance"

- (2) Council will accept operational works "on maintenance" on completion of those works to an acceptable standard, for a minimum period of twelve months. However, longer periods may be required for WSUD elements and compliance with any conditions of the development permit which may include:-
  - (a) completion of works in accordance with the requirements and conditions of the development permit;
  - (b) submission of all as-constructed documentation;
  - (c) payment of any headworks or other contributions or charges specified in the development permit or levied by Council;
  - (d) submission of engineer's certification that the works have been undertaken in accordance with the approved plans and specification and to Council's requirements;
  - (e) submission of all test results required by an approved inspection and testing plan;
  - (f) submission of location and AHD values of PSMs installed in the subdivision;
  - (g) landscaping maintenance programs submitted; and
  - (h) submission of an agreed maintenance security bond.
- (3) Prior to acceptance of any works "on maintenance", it will be necessary for the works to be inspected.
- (4) In the event of the works being unacceptable, a reinspection fee may be charged for subsequent inspections.
- (5) Following a satisfactory "on maintenance" inspection and acceptance of the as-constructed drawings and documentation, the applicant is to submit a written request for acceptance of the works "on maintenance" and release or reduction of any uncompleted works bond within seven (7) days.
- (6) Council will, upon confirming that the maintenance security bond amount has been approved and received, and all other relevant fees and charges paid, confirm acceptance of the works "on maintenance" and arrange for release or reduction of any uncompleted works bond held.
- (7) During the maintenance period the applicant is to pay the full cost of any necessary maintenance and repairs to roadworks, drainage and associated work, water and sewerage reticulation, pump stations and associated equipment. The costs are also to cover all required reoccurring maintenance and testing to satisfy the Council's requirements and for the developer to prove development criteria set out in the original submission.
- (8) The applicant or the applicant's agent or representative will be advised of works required and a time in which repairs must be completed.
- (9) The applicant is responsible for maintenance works during the maintenance period and advising Council of any significant works.
- (10) Should a safety issue of either a technical or operational perspective be identified during the maintenance period, it is the responsibility of the developer to attend to the issue immediately to ensure public safety is maintained. If the issue cannot be addressed immediately, emergency temporary works to ensure the safety of the site are to be carried out within 24 hours and signed until repairs can be undertaken. Advice of all operations shall be provided to Council.
- (11) Should the make safe attendance not be carried out by the developer or nominated representative within 24 hours, Council is to complete the required safety works and all costs are to be borne by the developer of concern from the security bond.

#### "on maintenance" inspections

- (12) The supervising RPEQ is to arrange for representatives from the principal contractor to be present in conjunction with a representative from the key nominated divisions from Council.

- (13) A loaded water cart is to be present on site for the purposes of flow testing the kerb and channel. Failure to do so may result in cancellation of the inspection and/or the charging of a reinspection fee.
- (14) Notwithstanding the above, the works will not be formally accepted "on maintenance" until the maintenance security deposit has been lodged and as-constructed drawings and documentation have been submitted and approved.

Acceptance of works "off maintenance"

- (15) On completion of the maintenance period the applicant may request release of the maintenance bond.
- (16) Prior to final acceptance of the works off maintenance by Council it will be necessary for the works to be inspected and RPEQ certification submitted that certifies the works are performing as designed, are in sound condition and the works will achieve their design life.
- (17) Should the works require refurbishment due to an extended maintenance period, the cost is to be borne by the applicant (ie landscape areas have reached their useful life and require replacement).
- (18) The applicant is to be responsible for ensuring that all Council requirements are satisfied prior to requesting an off maintenance inspection.
- (19) In the event of the works being unacceptable, a reinspection fee may be charged for subsequent inspections.
- (20) Following a satisfactory off maintenance inspection the applicant is to submit a written request for acceptance of the works off maintenance and release of the maintenance security bond.
- (21) Council will upon confirmation that no outstanding accounts arising from the development are due to Council, confirm acceptance of the works off maintenance and arrange for the release of the maintenance security bond.
- (22) Should the applicant wish to maintain the works beyond the maintenance period, a separate agreement shall be entered into between the applicant and Council.

**SC6.14.11.11 Guidelines**

- (1) For the purposes of achieving compliance with this section of the planning scheme policy, the following are relevant guidelines:-
  - (a) Queensland Aus-Spec, Development Specification Series (Construction), listed in **Table SC6.14.11C (Queensland Aus-Spec development specifications)**; and
  - (b) Queensland Department of Transport and Main Roads (TMR), Standard Specifications for Roadworks including earthworks, pavement drainage and protective treatment, pavement bituminous surfacing/spray seals or asphalt, road furniture, line-marking and street lighting. TMR specifications are available on <http://www.tmr.qld.gov.au/Business-and-industry/Technical-standards-and-publications/Standard-specifications-roads.aspx>;
  - (c) *MUTCD- Manual of Uniform Traffic Control Devices (Queensland)*;
  - (d) *WSUD Technical Design Guidelines for South East Queensland (Healthy Waterways, 2006)*;
  - (e) *Guidelines for Filter Media in Bioretention Systems (Version 3.01) June 2009 (FAWB)*;
  - (f) *Standard Water Sensitive Urban Design Drawings Guidelines* (Institute of Public Works Engineering Australia Queensland);
  - (g) *Construction and Establishment Guidelines for Swale, Bioretention Systems and Wetlands (Water by Design, 2009)*; and
  - (h) *Practice Note 1: In Situ Measurement of Hydraulic Conductivity (FAWB, 2008)*.
- (2) A full list of Council civil works Standard Drawings can be obtained from:-

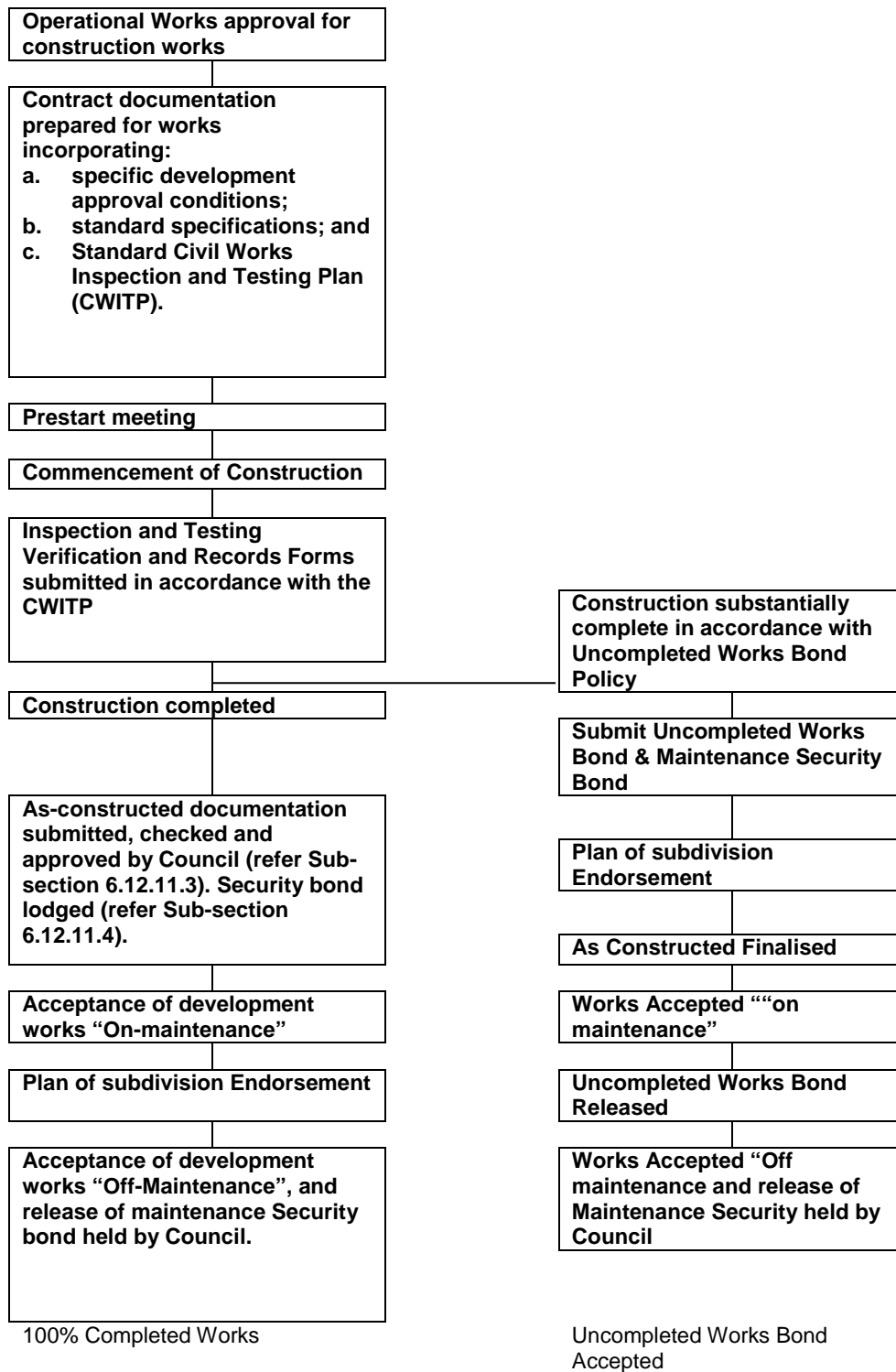
- (a) Standard Drawings <http://www.sunshinecoast.qld.gov.au/sitePage.cfm?code=standard-eng-drawings#index>; and
- (b) Institute of Public Works Engineering Australia Queensland Standard Water Sensitive Urban Design Drawings, including; WSUD-001, WSUD-003, WSUD-005, WSUD-006, WSUD-008, WSUD-009, WSUD-010, WSUD-011, WSUD-012).

Note—relevant guideline documents in existence or available over the life time of this planning scheme policy should be referenced and used where appropriate. The above list is not exhaustive and the use of locally based guidelines by a recognised authority or agency would take preference to those developed regionally or nationally.

**Table SC6.14.11C Queensland Aus-Spec development specifications**

Specification No.	Specification Title
CQS	Quality System Requirements
CQC	Quality Control Requirements
C101	General
C201	Control of Traffic
C211	Control of Erosion and Sedimentation
C212	Clearing and Grubbing
C213	Earthworks
C220	Stormwater Drainage – General
C221	Pipe Drainage
C222	Precast Box Culverts
C223	Drainage Structures
C224	Open Drains including Kerb & Gutter (Channel)
C230	Subsurface Drainage – General
C231	Subsoil and Foundation Drains
C232	Pavement Drains
C233	Drainage Mats
C241	Stabilisation
C242	Flexible Pavements
C244	Sprayed Bituminous Surfacing
C245	Asphaltic Concrete
C247	Mass Concrete Subbase
C248	Plain or Reinforced Concrete Base
C254	Segmental Paving
C255	Bituminous Microsurfacing
C261	Pavement Markings
C262	Signposting
C263	Guide Posts
C264	Non-Rigid Road Safety Barrier Systems (Public Domain)
C265	Boundary Fencing
C271	Minor Concrete Works
C273	Landscaping
C501	Bushfire Protection (Perimeter Tracks)
DQS	Quality Assurance Requirements for Design
D1	Geometric Road Design (Urban and Rural)
D2	Pavement Design
D3	Structures/Bridge Design
D4	Subsurface Drainage Design
D5	Stormwater Drainage Design
D6	Site Regrading
D7	Erosion Control and Stormwater Management
D8	Waterfront Development
D9	Cycleway and Pathway Design
D10	Bushfire Protection

## Appendix SC6.14E Typical development construction process



## SC6.15 Planning scheme policy for the nuisance code

### SC6.15.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide advice and guidelines about achieving outcomes in the **Nuisance code**; and
- (b) identify information that may be required to support a development application where:-
  - (i) nearby existing or planned development may be affected by noise, light, odour or dust, or particulate emissions from the proposed development; or
  - (ii) the proposed development is likely to be subject to noise, light, odour or dust, or particulate emissions from existing or planned nearby development.

Note—nothing in this planning scheme policy limits Council’s discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### SC6.15.2 Application

This planning scheme policy applies to all assessable development which requires assessment against the **Nuisance code**.

### SC6.15.3 Advice for preventing or minimising nuisance emissions and imissions associated with road traffic noise

The following is advice for achieving Performance Outcomes PO1 and PO2 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** where there is potential for emissions or imissions associated with road traffic noise to cause environmental harm or nuisance at a sensitive land use:-

- (a) compliance with Performance Outcomes PO1 and PO2 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** may be demonstrated in part or aided by the submission of a noise impact assessment report prepared by a competent person, which properly addresses, describes or includes the following:-
  - (i) a location plan identifying the subject site, existing or planned roads in the locality that could potentially affect sensitive land uses and any significant features such as topographic variation, barriers and intervening buildings;
  - (ii) predicted noise levels based on traffic flows for a 10 year growth horizon from the first year of occupancy of the development for each floor and occupancy type; and
  - (iii) where mitigation measures in the form of site boundary barriers are considered necessary, measures to maintain the visual amenity of the road corridor, minimise detrimental effects on residential amenity and ensure the ongoing provision of natural light to residences and open space are provided; and
- (b) for sensitive land uses the following design elements should be reflected in the road corridor design and/or the design of sensitive land uses adjacent to the road corridor:-
  - (i) existing site features that can provide a natural barrier or partial barrier to noise exposure;
  - (ii) appropriate building orientation that mitigates or reduces the exposure of living areas, bedrooms and private open space areas to noise; and
  - (iii) minimal facade treatments (such as windows and doors) facing the road traffic noise source to minimise internal noise exposures.

Note—Refer to the **Planning scheme policy for Sippy Downs Town Centre** for general guidance in relation to road traffic noise attenuation in the Sippy Downs Town Centre.

## SC6.15.4 Advice for preventing or minimising nuisance emissions and imissions associated with noise and/or vibration

The following is advice for achieving Performance Outcomes PO1 and PO2 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** where there is potential for noise and/or vibration emissions or imissions to cause environmental harm or nuisance at a sensitive land use:-

- (a) compliance with Performance Outcomes PO1 and PO2 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** may be demonstrated in part or aided by the submission of a noise impact assessment report prepared by a competent person, which properly addresses, describes or includes the following:-
  - (i) a location plan identifying the subject site and sensitive land uses or the nearest potentially sensitive land uses to the subject site and any significant features such as topographic variation, barriers and intervening buildings;
  - (ii) the results of measurements of background LA90 noise levels using an appropriate methodology at a location representative of the nearest potentially affected sensitive land uses to the subject site in the absence of noise emissions from the subject site, with:-
    - (A) the background noise levels to include time periods that are most likely to be sensitive from a noise perspective (generally at night); and
    - (B) the background noise monitoring to be completed for a sufficient period of time to establish 'the average minimum background noise levels' for the locality;
  - (iii) comparison of the background noise level with predicted source noise levels using an appropriately recognised methodology and criteria, from the proposed activity at the nearest potentially affected sensitive land uses to determine compliance with criteria as defined in Schedule 1 of the *Environmental Protection (Noise) Policy 2008*; and
  - (iv) specification of appropriate control and mitigation measures as necessary;
- (b) for a proposed development that has the potential to be affected by noise and/or vibration from an existing railway, or proposed new railway, Council may also require submission of a report prepared by a competent person that presents information relating to the following:-
  - (i) location of the site in relation to the existing or proposed railway corridor;
  - (ii) forecast rail movements for a 10 year growth horizon including hours of operation and type;
  - (iii) assessment of the measured and predicted noise levels using an appropriately recognised methodology and criteria, for the 10 year growth horizon affecting the proposed development; and
  - (iv) mitigation measures that are to be adopted at the subject site to achieve the performance outcomes of the **Nuisance code**; and
- (c) where a sensitive land use is proposed in a locality with existing noise sources, Council may also require submission of a noise impact assessment report prepared by a competent person that includes the following:-
  - (i) a location plan identifying the subject site, any existing or future potential noise sources in the locality that could potentially affect sensitive land uses on the subject site and any significant features such as topographic variation, barriers and intervening buildings;
  - (ii) the results of measurements of LA10, LAeq and background LA90 noise levels at the subject site, with:-
    - (A) the noise measurements to include time periods that are most likely to be affected by noise from existing sources and also include measurement of background in the absence of noise from local emission sources; and
    - (B) the noise monitoring to be completed for a sufficient period of time to establish typical and worst case pre-existing noise levels for the subject site;
  - (iii) an assessment of the measured and predicted noise levels using an appropriately recognised methodology and criteria. From the assessment, the determination of compliance with the criteria as defined in Schedule 1 of the *Environmental Protection (Noise) Policy 2008*; and

- (iv) specification of appropriate control measures if necessary.

### **SC6.15.5 Advice for preventing or minimising nuisance emissions and imissions associated with live entertainment, amplified music and voices – Other than in a designated special entertainment precinct or associated buffer**

The following is advice for achieving Performance Outcome PO1 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** where there is potential for emissions or imissions associated with live entertainment, *amplified music* and voices, other than in a designated special entertainment precinct or associated buffer, to cause environmental harm or nuisance at a sensitive land use:-

- (a) compliance with Performance Outcome PO1 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** may be demonstrated in part or aided by submission of a noise impact assessment report prepared by a competent person, which properly addresses, describes or includes:-
  - (i) in respect to a venue in existing or new premises, the following:-
    - (A) a location plan identifying the subject site and the nearest potentially affected or approved sensitive land uses (including residential, commercial, educational, health and industrial) and any significant features such as topographic variation, barriers and intervening buildings;
    - (B) results of measurements of octave band background noise levels as LA90, Oct noise levels at a position representative of the nearest potentially affected sensitive land uses to the subject site in the absence of noise emissions from the subject site. The background noise levels are to be recorded for the time period most likely to be the most sensitive from a noise perspective;
    - (C) results of measurements of octave band noise levels as LA10, Oct noise levels at the nearest potentially affected sensitive land uses to the subject site during noise emissions from live entertainment, amplified music or voices at the subject site. The source noise levels during the noise monitoring are to be representative of the worst case noise emissions from the subject site at maximum patron and music design capacity during the type of entertainment events likely to be held at the premises;
    - (D) measurements are to be made to represent each type of event likely to occur. The noise tests are to be conducted under conditions representative of normal operations (e.g. all proposed hours of operation, if doors and windows would normally be open, this is to occur for the test);
    - (E) an assessment of the measured and predicted noise levels using an appropriately recognised methodology and criteria. From the assessment, the determination of compliance with the criteria;
    - (F) comment on potential noise impacts associated with patron noise at the premises and noise from departing patrons associated with the entertainment event;
    - (G) specification of appropriate control measures if necessary (e.g. operational conditions such as closed windows, or mitigation measures such as improved acoustic insulation, including Rw of glazing, walls, roof, and materials, and/or barrier density); and
    - (H) specification of the maximum source noise level to be emitted at the premises for each type of event, each room and each event configuration (e.g. for different positions used for a live band in the same venue) as appropriate.

### **SC6.15.6 Advice for improving amenity of residential uses in a prescribed mixed use area**

The following is advice for achieving Performance Outcome PO3 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** where there is potential for imissions associated with non-residential activities to cause environmental harm or nuisance at a sensitive land use in a *prescribed mixed use area*:-

- (a) compliance with Performance Outcomes PO3 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** may be demonstrated by utilising glazing to the external building envelope which achieves a minimum acoustic performance of:-
  - (i) Rw 35 where total area of glazing (windows and doors) for a habitable room is greater than 1.8m<sup>2</sup>; or

- (ii) Rw 32 where total area of glazing (windows and doors) for a habitable room is less than or equal to 1.8m<sup>2</sup>.

Note:- The acoustic performance ratings are to be based on a glazing system which was acoustically tested with the same frame, seals and glass as per the proposed system.

- (b) where façade treatments are required for operable windows and doors of noise affected bedrooms or living rooms, mechanical ventilation is provided.

### **SC6.15.7 Advice for preventing or minimising nuisance emissions and imissions associated with live entertainment, amplified music and voices in a designated special entertainment precinct or associated buffer**

The following is advice for achieving Performance Outcome PO4 to PO8 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** where there is potential for emissions or imissions associated with live entertainment, *amplified music* and voices, in a designated special entertainment precinct or associated buffer, to cause environmental harm or nuisance at a sensitive land use:-

- (a) compliance with Performance Outcome PO4 to PO8 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** may be demonstrated in part or aided by submission of a noise impact assessment report prepared by a competent person, which properly addresses, describes or includes:-
  - (i) in respect to a venue, the following:-
    - (A) a location plan identifying the subject site, location of site within the special entertainment precinct, the nearest potentially affected sensitive land uses (including residential, commercial, educational, health and industrial) and any significant features such as topographic variation, barriers and intervening buildings;
    - (B) plans showing the proposed venue layout including building envelope construction and areas with live entertainment, *amplified music* and voices;
    - (C) a review of expected internal one-third octave band noise levels from live entertainment, *amplified music* and voices, and external noise levels calculated (or measured) at maximum patron and music design capacity using an appropriately recognised methodology and assessed with demonstrated compliance with the criteria in PO4 and PO5; OR
    - (D) a review of expected outdoor (e.g. beergarden) one-third octave band noise levels from live entertainment, *amplified music* and voices, and external noise levels calculated (or measured) at maximum patron and music design capacity using an appropriately recognised methodology and assessed with demonstrated compliance with the criteria in PO7 at a use in the residential activity group;
    - (E) measurements of 3 to 5 minute duration.
    - (F) comment on potential noise impacts associated with patron noise at the premises and noise from departing patrons associated with the entertainment event;
    - (G) specification of appropriate control measures if necessary (e.g. operational conditions such as closed windows, or mitigation measures such as improved acoustic insulation, including Rw of glazing, walls, roof and materials and/or barrier density); and
    - (H) specification of the maximum source noise level to be emitted at the premises for each type of event, each room and each event configuration (e.g. for different positions used for a live band in the same venue) as appropriate; and
  - (i) in respect to a use in the residential activity group, the following:-
    - (A) a location plan identifying the subject site, location of site within the special entertainment precinct and associated buffer, the nearest potentially affected venues with live entertainment, *amplified music* and voices, and any significant features such as topographic variation, barriers and intervening buildings;
    - (B) acoustic rating (Rw) and 63Hz octave band calculated transmission loss values for the building facade elements (walls, roof/ceiling and glazing systems) and overall facade, and a description of the methodology used to forecast the performance of the glazing system (note: the noise reduction required in PO6 is typically 6 dB less than the transmission loss of the overall facade at 63 Hz);
    - (C) a review of one-third octave band noise levels from live entertainment, *amplified music* and voices located in the same building or within 5m of the building (including measurement of noise from existing venues at maximum patron and music design



- capacity), and indoor noise levels calculated using an appropriately recognised methodology and assessed with demonstrated compliance with the criteria in PO7; and
- (D) detailed plans and elevations showing the proposed external building facade construction, including walls, roof/ceiling and glazing systems. Glazing system detail is to include glazing thicknesses, glazing area (i.e. window and door dimensions), airgaps, seal types, and opening mechanism (e.g. sliding, awning, fixed). Where facade treatments are required for operable windows and doors of noise affected bedrooms or living rooms, mechanical ventilation is to be provided.

### **SC6.15.8 Advice for preventing or minimising nuisance emissions and imissions associated with odour**

The following is advice for achieving Performance Outcomes PO9 and PO10 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** where there is potential for odour emissions or imissions to cause environmental harm or nuisance at a sensitive land use:-

- (a) compliance with Performance Outcomes PO9 and PO10 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** may be demonstrated by the preparation and submission of an odour impact assessment report prepared by a competent person, which properly addresses, describes or includes the following:-
- (i) the potential for odour emissions from a proposed activity to be detected at existing sensitive land uses; or
  - (ii) the potential for odour emissions from existing activities to be detected at a proposed sensitive land uses;
- (b) an odour impact assessment report should make reference to the most appropriate contemporary guidelines, criteria and methods for a particular type of source or activity; and
- (c) the justification for the selected guidelines, criteria and methods should form part of the odour impact assessment report.

### **SC6.15.9 Advice for preventing or minimising nuisance emissions and imissions associated with dust and particulates**

The following is advice for achieving Performance Outcomes PO9 and PO10 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** where there is potential for dust and particulate emissions or imissions to cause environmental harm or nuisance at a sensitive land use:-

- (a) compliance with Performance Outcomes PO9 and PO10 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** may be achieved by the submission of an air quality impact assessment report undertaken by a competent person which utilises an appropriately recognised methodology and air quality criteria.

### **SC6.15.10 Advice for preventing or minimising nuisance emissions and imissions associated with lighting**

The following is advice for achieving Performance Outcome PO11 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** where there is potential for lighting emissions or imissions to cause environmental harm or nuisance at a sensitive land use:-

- (a) compliance with Performance Outcome PO11 of **Table 9.4.3.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Nuisance code** may achieved by the incorporation of such measures as:-
- (i) building facades which have no flashing lights;
  - (ii) suitable boundary fencing and landscaping to prevent lighting overspill;
  - (iii) suitable lighting design (e.g. directional measures) to prevent overspill; and

- (iv) external areas that are lit in accordance with *AS4282 – Control of the Obtrusive Effects of Outdoor Lighting*; and
- (b) Council may require submission of a lighting impact assessment report prepared by a competent person to demonstrate that lighting proposed to be established in conjunction with development will not have adverse amenity impacts.

### **SC6.15.11 Guidelines for achieving the nuisance code outcomes**

For the purposes of the performance outcomes in the **Nuisance code** the following are relevant guidelines:-

- (a) *AS1055.1-1997: Acoustics – Description and Measurement of Environmental Noise General Procedures* (Standards Australia) 1997;
- (b) *AS1158.3.1:2005: Lighting for roads and public spaces – Pedestrian Area (Category P) lighting – Performance and design requirements* (Standards Australia) 2005;
- (c) *AS2107:2000: Acoustics – Recommended design sound levels and reverberation times for buildings interiors* (Standards Australia) 2000;
- (d) *AS2670.2: 1990: Evaluation of human exposure to whole body vibration -Continuous and shock induced vibration in buildings (1 to 80 Hz)* (Standards Australia) 1990;
- (e) *AS3671: 1989: Acoustics – Road traffic noise intrusion – Building siting and construction* (Standards Australia) 1989;
- (f) *AS4282 – 1997: Control of the obtrusive effects of outdoor lighting* (Standards Australia) 1997;
- (g) *Queensland Development Code: Mandatory Part 4.4 - Buildings in a transport noise corridor*;
- (h) *Environmental Protection (Noise) Policy 2008*;
- (i) *Environmental Protection (Air) Policy 2008*;
- (j) *Road Traffic Noise Management: Code of Practice* (Department of Main Roads) 2008;
- (k) *Guideline for development in a special entertainment precinct and buffer area (Sunshine Coast Council) 2018*;
- (l) *Guideline: Planning for noise control (Department of Environment & Heritage Protection)*;
- (m) *Guideline: Odour Impact Assessment from Developments* (Department of Environment and Heritage Protection);
- (n) *Guideline: Application requirements for activities with noise impacts* (Department of Environment and Heritage Protection);
- (o) *Guideline: Application requirements for activities with impacts to air* (Department of Environment and Heritage Protection); and
- (p) *Noise Measurement Manual* (Department of Environment and Heritage Protection).

## **SC6.16 Planning scheme policy for the reconfiguring a lot code**

### **SC6.16.1 Purpose**

The purpose of this planning scheme policy is to:-

- (a) provide advice about achieving outcomes in the **Reconfiguring a lot code**; and
- (b) identify and provide guidance about information that may be required to support a development application where subject to the **Reconfiguring a lot code**.

Note—nothing in this planning scheme policy limits Council’s discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### **SC6.16.2 Application**

This planning scheme policy applies to development which requires assessment against the **Reconfiguring a lot code** and which involves development:-

- (a) on a site exceeding 10 hectares in area; or
- (b) involving the creation of 50 or more new lots.

### **SC6.16.3 Advice for lot layout, site responsive design and neighbourhood / estate design outcomes**

The following is advice for achieving outcomes in the **Reconfiguring a lot code** relating to lot layout, site responsive design and neighbourhood/estate design:-

- (a) compliance with Performance Outcomes PO1 and PO2 of the **Reconfiguring a lot code** may be demonstrated in part or aided by the submission of a local area structure plan prepared by a competent person in accordance with **Section SC6.16.4 (Guidance for the preparation of a local area structure plan)**.

Note—for the purposes of this, planning scheme policy, a competent person is an appropriately qualified and experienced town planner, urban designer, surveyor or a combination of these disciplines.

### **SC6.16.4 Guidance for the preparation of a local area structure plan**

- (1) A local area structure plan is to provide the necessary local area planning framework to ensure that new development is planned and occurs in an orderly and integrated manner.
- (2) A local area structure plan is to inform and be reflected in the proposed plan of subdivision.
- (3) The scope and detail of a local area structure plan is to have regard to, and appropriately reflect, the size and location of the site, the size and complexity of the proposed development and the extent and nature of the constraints present on the site.
- (4) In general terms, a local area structure plan is to include or identify the following:-
  - (a) site and context details, if these are not separately identified by a site analysis plan;
  - (b) constraints, including watercourse corridors, ecologically important areas and sensitive landscape features; and
  - (c) analysis of site characteristics and constraints demonstrating how the proposed lot layout responds to site characteristics and constraints and achieves integration in terms of:-
    - (i) surrounding land uses;
    - (ii) the strategic transport network and road hierarchy;
    - (iii) the potential for development of adjoining land;
    - (iv) the provision of infrastructure corridors and sites; and
    - (v) the outcomes identified in any applicable local plan code.

- (5) For land in the Emerging community zone, a local area structure plan is to demonstrate that:-
- (a) the land is used primarily for residential purposes;
  - (b) the layout and design of streets and lots meets contemporary neighbourhood design standards and principles;
  - (c) residential communities will be well serviced and have good access to public transport, local parks, schools, shops and community facilities;
  - (d) a range of housing options are able to be accommodated;
  - (e) concentration of higher densities of residential use are located close to centres or public transport; and
  - (f) the proposal does not impinge on the legitimate operation of existing uses.
- (6) A local area structure plan is to be provided at a maximum scale of 1:2000 and include a bar scale and north point.

## SC6.17 Planning scheme policy for the transport and parking code

### SC6.17.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide guidelines and advice about achieving outcomes in the **Transport and parking code**;
- (b) state standards identified in the **Transport and parking code**; and
- (c) identify information that may be required to support a development application which may impact upon the transport network.

Note—nothing in this planning scheme policy limits Council's discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### SC6.17.2 Application


This planning scheme policy applies to assessable development which requires assessment against the **Transport and parking code**.

### SC6.17.3 General advice about achieving transport and parking code outcomes

- (1) The following is general advice about achieving outcomes in the **Transport and parking code**, related to transport networks:-
  - (a) development should provide integrated and connected transport networks and support infrastructure that:-
    - (i) protects the region's distinctive lifestyle and character, reduces the ecological footprint and greenhouse gas emissions, while meeting the transport infrastructure needs of a growing and aging population;
    - (ii) is integrated with and improves the connection with land use and urban design, considering the immediate surrounds, broader network and environment it exists within;
    - (iii) considers the needs of all users in accordance with the user hierarchy and provides transport choice;
    - (iv) achieves high levels of permeability, access, connection, legibility and convenience, minimising travel time and distance to encourage self containment, affordable living and transit oriented development and maximise walking, cycling (active) and public transport use to reduce reliance on private motor vehicle travel;
    - (v) is cost effective and reliable, delivered in a timely manner and adaptable for other future uses;
    - (vi) provides an efficient freight system that supports economic development;
    - (vii) improves safety to reduce road trauma; and
    - (viii) minimises impacts on amenity and sensitive uses.
- (2) The following is general advice about achieving outcomes in the **Transport and parking code**, related to user hierarchy:-
  - (a) development should demonstrate application of the transport user hierarchy, where:-
    - (i) all users are important and shall be considered in the order shown, to ensure a balance of all modes. This does not necessarily imply an order of priority in the corridor and all modes do not have to be accommodated in every transport corridor;
    - (ii) the vulnerability of users influences the order in which the design and management of transport networks are considered;
    - (iii) pedestrians are considered first, then cyclists, public transport users, specialist service vehicles (emergency services, waste etc.) and other general motor transport, in accordance with the hierarchy shown in **Figure SC6.17A (User hierarchy)**;
    - (iv) the network for each mode is planned separately, without considering constraints from other modes or land uses, then assessed to provide a balanced level of service to meet the requirements of users;

- (v) if an existing transport corridor is unable to cater for all user modes, need is addressed in accordance with the user hierarchy; and
- (vi) on-street parking is considered last and determined based on nearby land use, supply and demand.

**Figure SC6.17A User hierarchy**

Consideration	User/mode
Consider First  Consider Last	▶ Pedestrians
	▶ Cyclists
	▶ Public transport users
	▶ Freight & specialist service vehicles
	▶ Other motor traffic

- (3) The following is general advice about achieving outcomes in the **Transport and parking code**, related to pedestrian and cyclist networks:-
- (a) development should provide a comprehensive, high quality pedestrian and cyclist network and support infrastructure that:-
    - (i) are consistent with **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;
    - (ii) are direct, continuous, convenient, legible, easy to use, enjoyable, attractive, safe, cost effective and maximises community benefit;
    - (iii) supports and encourages walking and cycling as an alternative to private vehicle use and as a healthy activity for all;
    - (iv) connects destinations, including homes, schools, work places, centres, community and recreational areas, open space and public transport stations/stops/nodes and other key walking and cycling attractors;
    - (v) provides green links to facilitate walking and cycling;
    - (vi) provides for pedestrians and cyclists on all street and road corridors unless specifically prohibited (e.g. Motorways);
    - (vii) provides:-
      - (A) shorter travel distances and greater accessibility and connectivity than that for private vehicles, including connection through mid blocks and access places;
      - (B) consideration of natural travel desire lines;
      - (C) universal access;
      - (D) for recreation, commuting, utility and sport cycling trips;
      - (E) for off-road use of motorised and non-motorised mobility aids, including scooters, skateboards and new technology as it becomes available off-road;
      - (F) for a reduction in reliance on private vehicle trips;
      - (G) pedestrian priority in centres and other areas with high pedestrian activity;
      - (H) pedestrian and cyclist friendly precincts around high trip generating land uses;
      - (I) legible way-finding signage;
      - (J) on-trip facilities, including weather protection and water points;
      - (K) end of trip facilities at trip attractors; and
      - (L) secure cycle parking where identified as required in **Table 9.4.8.3.3 (Minimum on-site parking requirements)** of the **Transport and parking code**;
    - (viii) is designed and constructed using CPTED principles, including street and path lighting and casual surveillance from roads, residences and other areas of activity; and
    - (ix) minimises conflicts between users.
- (4) The following is general advice about achieving outcomes in the **Transport and parking code**, related to public transport networks:-
- (a) development should provide for a comprehensive high quality public transport network and support infrastructure that:-

- (i) are consistent with **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code** and relevant design manuals and standards, including (but not limited to) the *TransLink Public Transport Infrastructure Manual*, May 2012 and the *DTMR Road Planning and Design Manual*;
  - (ii) is planned concurrently with land use, acknowledging the symbiotic relationship and maximising the benefits of integrating development and public transport;
  - (iii) improves accessibility, safety, convenience, coverage and comfort of services;
  - (iv) enables efficient and frequent public transport services;
  - (v) provides corridors suitable for high capacity and frequent public transport services as well as facilitating public transport services for the local area;
  - (vi) provides for public transport priority over private vehicles, including dedicated lanes, queue jumps and priority signals and new green links between adjacent development or centres to improve penetration through urban areas with sufficient density;
  - (vii) provides centre to centre connection, as well as promoting self containment with local feeder services linking surrounding areas to centres;
  - (viii) enables connection with intra and inter regional services for longer journeys;
  - (ix) services significant trip generating land uses and zones, such as higher density residential and business zones;
  - (x) provides stops and interchanges that are well connected to other transport networks, particularly pedestrian networks;
  - (xi) provides interchange facilities at high trip generating land uses;
  - (xii) provides universal access;
  - (xiii) is easy to understand; and
  - (xiv) are capable of responding to changing technology and infrastructure requirements over time, particularly with regard to mode.
- (5) The following is general advice about achieving outcomes in the **Transport and parking code**, related to street and road networks:-
- (a) development should provide a high quality street and road network and support infrastructure that:-
    - (i) are consistent with **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;
    - (ii) provides a safe, efficient and convenient street and road network for the movement of people and goods;
    - (iii) provides for pedestrians on all street and road corridors, unless specifically prohibited (e.g. motorways);
    - (iv) provides for cyclists on all street and road corridors:-
      - (A) to share traffic lanes as mixed traffic on access places, access streets and neighbourhood collector streets where the street does not form part of the cycle route on **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;
      - (B) with on-road cycle lanes on all other urban streets and roads unless specifically prohibited (e.g. Motorways);
      - (C) pathways on one or both sides of the street or road, except on access laneways and access places; and
      - (D) physically separated cycleways in some circumstances;
    - (v) minimises adverse impacts from traffic flow, particularly on residential amenity and pedestrian and cyclist safety;
    - (vi) provides low speed corridors and wide pathways within the core of new centres;
    - (vii) provides for staging of delivery in accordance with Council's trunk road construction program to maximise efficiency; and
    - (viii) meets the endorsed levels of service for ultimate development of the Sunshine Coast; and
  - (b) the **2031 Functional Transport Hierarchy (Figure 9.4.8A)** of the **Transport and parking code** should be read in conjunction with **Table SC6.17A (Role of transport corridors)**, which provides guidance as to the role of each corridor in the hierarchy. In addition, **Table SC6.17B (Urban transport corridors)** and **SC6.17C (Rural transport corridors)** provide further specifications for each corridor.
- (6) The following is general advice related to development application requirements:-
- (a) development applications should be accompanied by appropriately scaled and dimensioned drawings, clearly showing all aspects of the proposal, including details of all interfaces with

- (b) existing and proposed external pedestrian and cyclist facilities, public transport and roads (including relevant features and services, kerb lines, channelisation and line marking);
- (c) Council may require preparation and submission of a traffic impact assessment report and/or travel plan, subject to demonstrated compliance with this policy and other relevant codes and guidelines; and
- (d) DTMR and the Council routinely prepare plans for transport network and road upgrades, that may incorporate dedicated and/or constructed road widening or new transport corridor requirements, which a development may be reasonably required to meet. Where these works are not considered by Council to be reasonably required as a condition of a development approval, the development should not compromise the ability to deliver them in the future.

#### SC6.17.4 Advice for achieving transport network outcomes

The following is advice for achieving Acceptable Outcomes AO3 and AO4.1 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** of the **Transport and parking code** relating to the transport network:-

- (a) in addition to complying with and providing infrastructure consistent with **Figure 9.4.8A (2031 Functional Transport Hierarchy)**, **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))**, **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** and **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**, development should provide a street and road network that is consistent with:-
  - (i) **Table SC6.17A (Role of transport corridors)**;
  - (ii) **Table SC6.17B (Urban transport corridors)**;
  - (iii) **Table SC6.17C (Rural transport corridors)**;
  - (iv) **Table SC6.17D (Industrial transport corridors)**;
  - (v) **Table SC6.17E (Street and road networks)**;
  - (vi) **Appendix SC6.17A (Typical street and road cross sections)**; and
  - (vii) **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)**;

Note—a planning scheme policy for a local plan or structure plan may identify alternative cross sections for the street and road network (see planning scheme policies **SC6.3 (Planning scheme policy for Sippy Downs Town Centre)** and **SC6.19 (Planning scheme policy for the Palmview structure plan)**).

- (b) where there is an inconsistency between the networks and hierarchies shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)**, **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** and **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**:-
  - (i) **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** should take precedence over **Figure 9.4.8A (2031 Functional Transport Hierarchy)**; and
  - (ii) **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** should take precedence over **Figure 9.4.8A (2031 Functional Transport Hierarchy)**;
- (c) development should provide transport infrastructure that accounts for the potential impacts of the development on the Functional Transport Hierarchy, Strategic Network of Pedestrian and Cycle Links and Strategic Network of Public Transport Links;
- (d) streets serve residential, rural, commercial, industrial and rural residential uses. The primary function of streets is to provide:-
  - (i) local amenity and safe pedestrian and cycle movements;



- (ii) access to individual properties or developments; and
  - (iii) access to higher order streets and roads, not through traffic movement.
- (e) the primary function of roads is to provide:-
- (i) connections for through traffic; and
  - (ii) public transport (bus) routes.

**Table SC6.17A Role of transport corridors**

Corridor classification	Function	Hierarchy	Typical characteristics
<b>Local Streets</b>	<ul style="list-style-type: none"> <li>• Low speed and traffic volume environment.</li> <li>• Prioritise needs of pedestrians and cyclists over motor vehicles.</li> <li>• Direct property access.</li> <li>• Discourage through traffic.</li> <li>• Short trips for local traffic.</li> </ul>	<b>Access Laneway</b>	<ul style="list-style-type: none"> <li>• Rear access to properties.</li> <li>• Should not provide vehicular short-cuts to other streets.</li> </ul>
		<b>Access Place</b>	<ul style="list-style-type: none"> <li>• Short no-through streets for private vehicles.</li> <li>• Front access to properties.</li> </ul>
		<b>Mixed Use Access Street</b>	<ul style="list-style-type: none"> <li>• Access to a local area.</li> <li>• Accommodates higher traffic volumes in centres where mixed uses have higher trip generating potential.</li> </ul>
		<b>Access Street</b>	<ul style="list-style-type: none"> <li>• Access to a local area.</li> </ul>
<b>Neighbourhood and District Streets</b>	<ul style="list-style-type: none"> <li>• Carry traffic with a trip end within the local area.</li> <li>• Bus routes.</li> <li>• Direct access to property frontages to enhance safety through casual surveillance.</li> <li>• Rear, side or consolidated property access, where traffic volumes exceed levels acceptable for frontage access.</li> </ul>	<b>Neighbourhood Streets</b> (Neighbourhood Collector Street and Mixed Use Collector Street)	<ul style="list-style-type: none"> <li>• Within a local area for traffic with a trip end in that area.</li> <li>• Bus routes where higher order roads cannot service the area.</li> <li>• May be appropriate for parked vehicles to restrict traffic flow.</li> <li>• Accommodates higher traffic volumes in centres and industrial areas, where fewer lots are served and mixed/commercial uses have higher trip generating potential.</li> </ul>
		<b>District Streets</b> (District Collector Street and District Main Street)	<ul style="list-style-type: none"> <li>• Connect residential streets, a group of neighbourhoods or district with centres and higher order roads.</li> <li>• Form spines of towns and neighbourhoods, not edges.</li> <li>• Accommodates higher traffic volumes in centres and industrial areas, where fewer lots are served and mixed/commercial uses have higher trip generating potential.</li> <li>• Provides for bus route connectivity and stops.</li> </ul>
<b>Sub-arterial Roads</b>	<ul style="list-style-type: none"> <li>• Provide greater convenience than streets.</li> <li>• Connect residential, commercial, or industrial areas to arterial roads.</li> <li>• Terminate at arterial roads, do not serve longer regional movements.</li> <li>• Pedestrian routes.</li> </ul>	<b>Sub-arterial Main Street</b>	<ul style="list-style-type: none"> <li>• Only in existing corridors with commercial land uses on both sides e.g. centres.</li> <li>• Seek to reduce traffic volume and create pedestrian friendly environment.</li> <li>• Seek to bypass freight movements.</li> <li>• Provides for bus route connectivity and stops/stations.</li> <li>• Pedestrian and cycle friendly.</li> </ul>
		<b>Sub-arterial Roads</b> (Distributor and Controlled Distributor)	<b>Distributor</b> <ul style="list-style-type: none"> <li>• The default sub-arterial road.</li> <li>• Meets all the functions and characteristics of sub-arterial roads in: <ul style="list-style-type: none"> <li>○ greenfield conditions and master-planned communities, or</li> </ul> </li> </ul>

Corridor classification	Function	Hierarchy	Typical characteristics
	<ul style="list-style-type: none"> <li>Local and regional cycle routes.</li> <li>Form spines of towns and neighbourhoods, not edges.</li> </ul>		<ul style="list-style-type: none"> <li>where opportunity exists to provide Distributor standard in existing partially developed areas.</li> <li>May facilitate priority public transport services and stops, frequent bus services, dedicated lanes and/or queue jump/ priority signals. Also provides for some local bus network connectivity.</li> <li>Reduce direct property access.</li> <li>Dwellings should be set well back from the road.</li> </ul> <p><b>Controlled Distributor</b></p> <ul style="list-style-type: none"> <li>In existing urban environments, Council may consider relaxing one or more of the desired characteristics of the preferred Distributor road, including: <ul style="list-style-type: none"> <li>speed, to accommodate existing direct residential frontage or alignment constraints;</li> <li>volume, to avoid road widening or excessive pressure on adjoining uses;</li> <li>usage, to protect amenity of abutting uses or accommodate alignment constraints; and</li> <li>access, reducing intensification of traffic on existing access.</li> </ul> </li> </ul>
Arterial Roads	<ul style="list-style-type: none"> <li>Longer movements, across town and between suburbs and centres.</li> <li>Regional and longer distance cycle routes.</li> <li>Freight and dangerous goods routes.</li> <li>Reduce direct property access.</li> </ul>	Arterial Main Street	<ul style="list-style-type: none"> <li>Only in existing corridors with commercial land uses on both sides e.g. sections of Aerodrome Road and Brisbane Road.</li> <li>Provide pedestrian and cycle friendly environment.</li> <li>Incorporate street scaping to reduce visual and acoustic impacts.</li> <li>Seek to bypass freight movements</li> <li>Provides for bus route connectivity and stops/stations.</li> </ul>
		Arterial Roads	<ul style="list-style-type: none"> <li>Limited intersections with streets.</li> <li>Divided carriageway preferred, two lane undivided carriageway may be appropriate for a lower volume rural or industrial road, subject to sufficient passing opportunities.</li> <li>High volumes may require grade separation or signalisation.</li> <li>Abutting land use should not impact road function.</li> <li>In rural areas, land uses should be set back more than 30 metres.</li> <li>May facilitate priority public transport services and stops, frequent bus services, dedicated lanes and/or queue jump/ priority signals. May also provide for some local bus network connectivity.</li> </ul>
		Highway / Motorway	<ul style="list-style-type: none"> <li>Typically state-controlled, regionally and nationally significant.</li> <li>Divided carriageway preferred, two lane undivided carriageway may be appropriate for a lower volume rural highway, subject to sufficient passing opportunities.</li> </ul>

**Table SC6.17B Urban transport corridors**

Note—this table applies to transport corridors within the Urban area as identified on **Strategic Framework Map SFM 1 (Land use elements)**. The transport corridors are mapped on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**.

Criteria		Arterial Roads			Sub-arterial Roads			District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street	Neighbourhood Collector Street	Mixed Use Collector Street	Access Street	Mixed Use Access Street	Access Place	Access Laneway
Typical adjacent land use	residential	not sensitive to traffic	building & site design to minimise noise from traffic		not sensitive to traffic			•		•		•		•	•
	mixed use	sensitive to traffic		•			•	•	•		•		•		
	commercial														
Typical catchment (detached dwelling lots or equivalent)								300 to 1000		up to 300		up to 75		up to 15	
Minimum reserve width (metres) increase to accommodate utilities, public transport, WSUD etc, without reducing landscaping, pathways, signage etc.		40-100	40-60	39.4	29.6 (2 lane) 37 (4 lane)	24 (2 lane)	29.8	26.8 29.8 if median	24.8 27.8 if median	21-25.4	23.4	15.3- 16.6	20	14	6.5
Design speed (km/h) minimum for roads		80-110	70	60	70	60	50								
Design environment (km/h) speed appropriate for safety, amenity and convenience for the subject street								60	40	50	40	30	30	30	20
Maximum desirable volume / capacity ratio by location		0.75	0.85	0.85	0.85	0.85	0.85								
Maximum traffic volume (vehicles/day) * may increase to 10,000 if no direct vehicle access	per lane		9000	9000	9000	9000	9000								
	per road							5000 10000 if median	5000* 15000 if median	3000	5000	750	3000	150	
Vehicle property access + only via service roads or signalised intersections that meet spacing requirements ++ subject to safety and locational criteria		none	major development only +	limited to existing	major development only ++	ideally none, limited to existing and consolidated (forward in/out) where no alternate	rear/side preferred, consolidated (forward in/out), direct (if median and reversing into parking lane for detached dwellings) ++			rear/side preferred, direct ++		direct ++			
General traffic lanes * operates as single moving lane for passing		2-6	2-4	2-4	2-4	2-4	2-4	2	2	2	2	2	2	2*	2*

Schedule 6

Criteria	Arterial Roads			Sub-arterial Roads			District Streets		Neighbourhood Streets		Local Streets			
	Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street	Neighbourhood Collector Street	Mixed Use Collector Street	Access Street	Mixed Use Access Street	Access Place	Access Laneway
<b>Transit / bus lanes</b>		●		○	○	○	○	○	○	○				
<b>Pathways (minimum, metres)</b> + local 2.5m, district and regional 3m, if shown on Figure 9.4.8B(i) (2031 Active Transport Network) and/or Sunshine Coast My Maps * fully paved through centres	grade separated	3 both sides	both sides*	3 both sides		both sides*	2 one side 3 other side +	both sides*	2 both sides +		1.8 one side+	both sides*	+	none
<b>On-road cycling lane width (metres)</b> may not be required if: + design speed ≤30km/h and no traffic signals * not part of an on-road cycle route shown on Figure 9.4.8B(ii) (2031 Active Transport Network) and/or Sunshine Coast My Maps	refer DTMR	2	2	2 carside 1.8 kerbside	1.5 carside 1.8 kerb-side	1.5 carside 1.8 kerb-side +*	1.5 carside 1.8 kerbside	1.5 carside 1.8 kerb-side +	1.5 carside 1.8 kerbside*	1.5 carside 1.8 kerb-side+	none - low speed, low volume traffic environment appropriate for shared use			
<b>Pedestrian/ cyclist crossings</b> at intersections, bus stops, pathways and other crossing desire lines	refuge	●	●	●	●	●	●	●	●	●		●		
	signalised	●	●	●	●	●	●	●						
	zebra - comply with DTMR TRUM manual, may be considered midblock					●		●						
	grade separated	●	●											
<b>Public transport</b>	bus routes and stops (separate right-of-way or mixed with traffic)		●	●	●	●	●	●	if no rear lane access	●			○	
	bus priority measures * desirable		○*	●	○	●*	●	if no median	○	○		○		
<b>On-street parking</b>	unmarked								if no rear lane access		●		●	
	indented parking both sides			●		●		●	if rear lane access	●		●		
	parking lane both sides			●		●	●	●	●					
	parking lane (where permitted)					●								
	no parking / prohibited	●	●		●									●
<b>Intersection treatments</b> accommodate pedestrians and link cycle lanes and pathways	priority T		●	●	●	●	●	●	●	●	●	●	●	●
	priority 4-way													○
	roundabout		●	●	●	●	●	●	●	●	●	●		
	traffic signals		preferred	●	●	●	●	●	●	●	●	●		
	grade separated	●	●											

Criteria		Arterial Roads			Sub-arterial Roads			District Streets		Neighbourhood Streets		Local Streets				
		Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street	Neighbourhood Collector Street	Mixed Use Collector Street	Access Street	Mixed Use Access Street	Access Place	Access Laneway	
<b>Median</b>		●	●	desirable	●	desirable	desirable	localised where required, if not entire street								
May intersect with usually a corridor one classification higher or lower. Other intersections only where there is no alternative, subject to other design requirements.	access laneway							○	○	●	●	●	●	●	●	
	access street							○	○	●	●	●	●	●	●	
	neighbourhood collector					○	○	●	●	●	●	●	●	●	●	
	mixed use collector					○	○	●	●	●	●	●	●	●	●	
	district collector				●	●	●	●	●	●	●	●	●			
	sub-arterials		●	●	●	●	●	●	●	●	●					
	arterials	●		●	●	●	●	●	●	●						
	highways		●													
<b>Minimum intersection spacing (metres)</b> + 150 if constrained by existing development * same side, # opposite side		1.5-2km	0.5-1km	>150	300	300+	150	100* 80# 100 if median	100	60* 40#	60	60* 40#	40	40	40	
<b>Stopping distance (metres)</b>		Austroads guidelines									42	30	20	20	20	10
<b>General minimum sight distance (metres)</b>		Austroads guidelines									84	60	40	40	40	20
<b>Street leg length (metres)</b>	Desirable			150		150	100	150	100	100	100	75	75	75		
	Maximum			180		180	155	180	120	≤140	120	75	75	75		
<b>End conditions (km/h)</b>								≤25		≤25						
<b>Desirable maximum grade (%)</b>		specific	5	5	8	8	8	8	8	12	6	12	6	12	12	
<b>Absolute maximum grade (%)</b> + up to 20% for ≤100m over the entire street, if constrained and limited heavy vehicle use		consideration	6	7	10	10	10	12 (10 if >5,000vpd)	12 (10 if >5,000vpd)	15 (12 if rear lane access)	12	15+	12	15+	15+	
<b>Freight route</b>		primary (except through populated areas)	yes	yes	yes	selected routes		restricted access		no	restricted access	no				
<b>Dangerous goods route</b>			restricted access		restricted access			restricted access		no	restricted access	no				
<b>Longitudinal drainage</b>	kerb & channel			●		●	●	●	●	●	●	●	●	●	●	
	swale	●	●		●			●								
<b>Street lighting</b>		Refer AS1158.3.1: 2005														

Note ○ Optional at discretion of Council.

Note—DTMR current guidelines or standards apply to planning and design of State-controlled roads.

Note—DTMR approval is required where any additional access is sought or existing access is modified to a State-controlled road.

**Table SC6.17C Rural transport corridors**

Note—rural residential streets referred to in this table are those within the Rural residential area as identified on **Strategic Framework Map SFM 1 (Land use elements)**. All other roads and streets are located within the Rural area as identified on **Map SFM 1**. The transport corridors are mapped on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**.

Criteria	Arterial Roads		Sub-arterial Roads		District Streets		Neighbourhood Streets		Local Streets			
	Highway / Motorway	Arterial Road	Distributor	Controlled Distributor	District Collector Street	Rural Residential District Collector Street	Neighbourhood Collector Street	Rural Residential Neighbourhood Collector Street	Access Street	Rural Residential Access Street	Access Place	Rural Residential Access Place
Minimum reserve width (metres) excluding any embankment	100	60	45	35	30	30	25	20	20	20	20	18
Design speed (km/h) minimum on roads, maximum on streets appropriate for safe environment and places	110	100	80	80	80	60	80	60	70	50	70	50
Maximum desirable volume / capacity ratio by location	0.7	0.75	0.75	0.75	0.8							
Maximum traffic volume (vehicles/day)	>40,000	20,000-40,000	<15,000	<15,000	1000-5000	5000	500-1000	2400	150-500	750	150	300
Vehicle property access + auxiliary lanes or widened sealed shoulders required for safety near accesses * highway service centre may be allowed	none*	limited/ existing +	limited/ existing +	limited/ existing +	limited/ existing +	limited/ existing	direct+	direct	direct	direct	direct	direct
Pathways	none required	none required	none required	none required	none required	none required	none required	none required	none required	none required	none required	none required
Traffic lane width (metres)	volume driven	volume driven	3.5	3.5	3.3	3.3	3.3	3.3	3	3	3	3
Sealed shoulder (and verge) width (metres) Full width seal to reduce maintenance and improve moisture conditions under pavements, especially under the outer wheel path. Widen verges for road safety barriers, horizontal sight distances, or to balance cut and fill. Short lengths of wider shoulder seals or lay-bys in suitable locations for discretionary stops.	volume driven	volume driven	2	2	1.8	1.8m in 10.1m carriageway	1.8	1.5m in 9.5m carriageway	1m in 8m carriageway	1m in 8m carriageway	6m carriageway	6m carriageway
On-road cycling lane width (metres) accommodated on sealed shoulders	Refer DTMR	2.5	2.5	2.5	2	2	2					
Public transport	routes	●	○	○	○		○					
	school bus route		●	●	●	●	○	●	○	●		
	stops						●					

Criteria		Arterial Roads		Sub-arterial Roads		District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Distributor	Controlled Distributor	District Collector Street	Rural Residential District Collector Street	Neighbourhood Collector Street	Rural Residential Neighbourhood Collector Street	Access Street	Rural Residential Access Street	Access Place	Rural Residential Access Place
	indented stops Refer IPWEA Drawings SEQ R-180 and R-181 and <i>Translink Public Transport Infrastructure Manual</i>		•	•	•	•	○	•	○				
<b>On-street parking</b>						appropriate – sealed bus bays and acceleration / deceleration tapers near major arterials	where a building envelope is within 15m of a street and access is gained, widen the carriageway and reserve for on-street parking of one car per rural residential lot; do not provide access to urban residential subdivisions		where a building envelope is within 15m of a street and access is gained, widen the carriageway and reserve for on-street parking of one car per rural residential lot; do not provide access to urban residential subdivisions	appropriate – no special provisions	where a building envelope is within 15m of a street and access is gained, widen the carriageway and reserve for on-street parking of one car per rural residential lot; do not provide access to urban residential subdivisions		where a building envelope is within 15m of a street and access is gained, widen the carriageway and reserve for on-street parking of one car per rural residential lot; do not provide access to urban residential subdivisions
<b>Intersection treatments</b>	priority T		•	•	•	•	•	•	•	•	•	•	•
	roundabout		•	•	•	•	•		•				
	traffic signals		•	•	•								
	grade separated	•											
<b>May intersect with</b>	access street					•	•	•	•	•	•	•	•
	neighbourhood collector				•	•	•	•	•	•	•	•	•
	district collector			•	•	•	•	•	•	•			
<b>Minimum intersection spacing (metres)</b>		5 to 8km	>1000	300	300+	>100	100	>100	100	>100	100		100
<b>Maximum grade</b>		5	6	7	8	9	9	10	16	16	16+	16	16+

Criteria		Arterial Roads		Sub-arterial Roads		District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Distributor	Controlled Distributor	District Collector Street	Rural Residential District Collector Street	Neighbourhood Collector Street	Rural Residential Neighbourhood Collector Street	Access Street	Rural Residential Access Street	Access Place	Rural Residential Access Place
+ up to 20% for ≤100m over the entire street, if constrained and limited heavy vehicle use; limit length of steep grades using Austroads Guide to Road Design.													
Freight route		primary	primary/secondary	secondary	secondary	access only	access only	access only	access only	access only	access only	access only	access only
Dangerous goods route		primary	selected routes	selected routes	selected routes	access only	access only	access only	access only	access only	access only	access only	access only
Longitudinal drainage	kerb and channel						●		●		●		●
	swale	●	●	●	●	●	●	●	●	●	●	●	●
Street lighting	Refer AS1158.3.1 2005	v5	v5	v5	v5	p5	p5	p5	p5	p5	p5	p5	p5

Note ● Optional at discretion of Council.

Note—DTMR current guidelines or standards apply to planning and design of State-controlled roads.

Note—DTMR approval is required where any additional access is sought or existing access is modified to a State-controlled road.



**Table SC6.17D Industrial transport corridors**

Criteria	Industrial Streets		
	Collector Street	Access Street	
Typical adjacent land use and catchment	Industrial 30 hectares	Industrial 8-10 hectares	
Minimum reserve width (metres)	25	22.5	
Minimum overall carriageway width (metres)	15	12	
Verge width (metres)	5	4	
Design speed (km/h) to be appropriate for the speed environment	60	50	
Maximum traffic volume (vehicles/day)	12000	5000	
Vehicle property access	direct - subject to location criteria	direct - subject to location criteria	
Number of moving lanes	2	2	
Pathways	both sides	one side	
On road cycle lanes	yes	no	
Pedestrian/cyclist crossings	refuge, signalised	refuge	
Public transport	routes and bus stops (in parking lane)	no special provisions	
On-street parking define with no-stopping line marking around intersections and major driveways to ensure heavy vehicle turning areas are not compromised	parking lanes - both sides	parking lanes - both sides	
Intersection treatments	priority T, roundabout, traffic signals	priority T, roundabout	
Provision for turning traffic	none	none	
Median	no if expected to carry >7500 vehicles/day, increase reserve width and provide a raised median, minimum 4.5m wide, with U-turn facilities or other route choice options	no	
Minimum intersection spacing (metres)	same side	100	60
	opposite side	150	60
Maximum grade %	desirable	6	6
	absolute	8	10
Typical longitudinal drainage	kerb & channel	kerb & channel	
Street lighting refer AS1158.3.1 2005	v3	p5	

**Table SC6.17E Street and road networks**

<b>Element</b>	<b>Requirement</b>
<b>Location and connection</b>	<ul style="list-style-type: none"> <li>• Site responsive, integrated into the surroundings, including existing and future, adjacent and nearby development.</li> <li>• Position to limit earthworks and facilitate good drainage controls.</li> <li>• Highly interconnected, avoiding the creation of circuitous or inefficient movement.</li> <li>• Provide for safe passage of vehicles, pedestrians and cyclists, facilitating active and public transport, maximising travel choice.</li> <li>• Enable direct trips within and between neighbourhoods and to centres.</li> <li>• Usually connect with streets or roads one level higher or lower in the transport hierarchy.</li> <li>• Distance from furthest lot to nearest district collector street or road by vehicle:-               <ul style="list-style-type: none"> <li>○ 700 metres along the road corridor, where located within the urban footprint;</li> <li>○ 2000 metres along the road corridor, where located outside the urban footprint (rural and rural residential areas).</li> </ul> </li> <li>• Prevent vehicular shortcutting through neighbourhoods, which may require street layouts that restrict through access to active and public transport.</li> <li>• Provide access places to ≤15% of lots in a residential development.</li> <li>• Active transport connections through mid blocks and access places.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Provide at least two street access routes for general access and emergency use:-               <ul style="list-style-type: none"> <li>○ in residential areas with catchments ≥100 equivalent detached dwelling lots;</li> <li>○ in all industrial subdivisions.</li> </ul> </li> </ul>
<b>Legibility</b>	<ul style="list-style-type: none"> <li>• Logical and legible.</li> <li>• Streets should not change direction at intersections with lower order streets, particularly at roundabouts.</li> <li>• Simple navigation to and from the nearest district collector street or road to maintain sense of direction.</li> <li>• Three or less vehicle turns from the furthest point to the nearest district collector street or road.</li> </ul>

- (f) compliance with the performance outcomes and acceptable outcomes for assessable development of the **Transport and parking code** may be demonstrated in part or aided by the submission of one or more of the following reports and plans, as relevant:-
- (i) traffic impact assessment report that meets the requirements in **Table SC6.17F (Traffic impact assessment reports)**;
  - (ii) travel plan that meets the requirements in **Table SC6.17G (Travel plans)**;
  - (iii) transport hierarchy plan, that indicates the proposed road hierarchy, how it will meet the street and road network planning requirements, and integrate with the existing or planned transport hierarchy shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;
  - (iv) active transport network plan, showing the proposed pedestrian and cyclist network, including proposed treatments, how it meets the pedestrian and cyclist network planning principles and integrates with the existing or planned:-
    - (A) active transport network shown on **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;
    - (B) transport hierarchy shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**; and
    - (C) public transport network shown on **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**;
  - (v) public transport network plan, show the proposed public transport network, including routes, stops and interchanges, how it meets the public transport network planning principles and integrates with the existing and proposed:-
    - (A) public transport network shown on **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**;
    - (B) transport hierarchy shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**; and
    - (C) active transport network shown on **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**.

**Table SC6.17F Traffic impact assessment reports**

<b>Element</b>	<b>Requirement</b>	
<b>When required</b>	<ul style="list-style-type: none"> <li>• May be required for development proposals:-                             <ul style="list-style-type: none"> <li>○ with the potential to generate significant transport capacity and land use impacts;</li> <li>○ which potentially increase the following peak period or daily traffic movements <math>\geq 5\%</math> (except where all intersection approaches are, and will remain, urban neighbourhood collectors streets or lower in the hierarchy):-                                     <ul style="list-style-type: none"> <li>▪ total traffic through a signalised intersection;</li> <li>▪ turning traffic (not priority movements) at a priority controlled intersection;</li> <li>▪ on an approach to a roundabout;</li> <li>▪ on a traffic route;</li> </ul> </li> <li>○ for high trip generating land uses with the potential to increase demand for car parking above the amount required by <b>Table 9.4.8.3.3 (Minimum on-site parking requirements)</b> of the <b>Transport and parking code</b>;</li> <li>○ that have potential to significantly impact on the amenity of existing or planned residential communities, particularly relative to community expectations based on the planning scheme;</li> <li>○ which are part of an overall development (by one or several applicants), whether staged or independent, where the overall development may have significant impacts as defined above, considering the individual stages and overall development.</li> </ul> </li> </ul>	
<b>Purpose</b>	<ul style="list-style-type: none"> <li>• Assess the impact of the proposed development on traffic operations (based on current traffic operations and a minimum 10 year planning horizon from the anticipated completion date of the proposed development).</li> <li>• Assess the impact of the proposed development on both the existing and planned (regardless of whether funding has been allocated) transport infrastructure.</li> <li>• Address compliance of the proposed development with the <b>Transport and parking code</b> and this planning scheme policy and address any inconsistencies.</li> <li>• Calculate the likely traffic generated from the proposed development.</li> <li>• Identify works to address the traffic impacts generated by the proposed development, and/or the extent of any contribution the proposed development should make to infrastructure upgrading, planned or proposed, by Council or relevant State Government Agencies.</li> </ul>	
<b>Preparation</b>	<ul style="list-style-type: none"> <li>• By a competent person.</li> <li>• Identify data sources and assumptions.</li> <li>• Provide the output of all relevant analyses.</li> <li>• Consider the parameters for assessment specified herein.</li> <li>• Comply with DTMR requirements, particularly the <i>Guidelines for Assessment of Road Impacts of Development Proposals</i>, if they trigger referral to DTMR.</li> </ul>	
<b>Scope</b>	<ul style="list-style-type: none"> <li>• Address, including, but not limited to:-                             <ul style="list-style-type: none"> <li>○ pedestrian and cyclist movements and facilities;</li> <li>○ public transport connections and facilities;</li> <li>○ internal vehicular traffic;</li> <li>○ on-site servicing and parking; and</li> <li>○ integration with existing and planned transport infrastructure.</li> </ul> </li> </ul>	
<b>Seasonal variation</b>	<ul style="list-style-type: none"> <li>• Account for any seasonal variations, which may require analyses of traffic operations during off-peak periods and peak holiday periods using design traffic impacts assessed and including:-                             <ul style="list-style-type: none"> <li>○ safety considerations;</li> <li>○ degrees of saturation;</li> <li>○ queue lengths;</li> <li>○ delays;</li> <li>○ signal operation efficiency;</li> <li>○ coordination with other nearby traffic signals; and</li> <li>○ effects of interaction with adjacent intersections.</li> </ul> </li> </ul>	
<b>Parameters for assessment</b>	<b>Item</b>	<b>References, assumptions and procedures</b>
	Traffic generating potential	<ul style="list-style-type: none"> <li>• 85th percentile demand estimate (for new development).</li> </ul>
	Likely traffic generated	<ul style="list-style-type: none"> <li>• <i>DTMR Road Planning and Design Manual</i>.</li> <li>• <i>RTA Guide to Traffic Generating Developments</i>;</li> <li>• Any locally derived traffic generation surveys of land uses completed by Council.</li> <li>• Where there is no comparable traffic generation rate for the land use, calculate the likely traffic generated through traffic and generation surveys of similar land</li> </ul>

Element	Requirement
	use examples as the proposed development.
Seasonal variations	<ul style="list-style-type: none"> <li>Based on traffic during the 80th highest hour in the year; (for off-peak periods and peak holiday periods).</li> </ul>
Car parking demand	<ul style="list-style-type: none"> <li>50th highest hourly demand in the year based on sufficient data to reliably estimate (for new development).</li> </ul>
Signalised intersections – degree of saturation	<ul style="list-style-type: none"> <li>Average delay &lt; 60 seconds on any approach.</li> </ul>
Roundabouts	<ul style="list-style-type: none"> <li>Comply with <i>Austrroads Guide to Road Design</i>.</li> <li>Degree of saturation for any movement ≤ 0.85.</li> </ul>
Priority junctions	<ul style="list-style-type: none"> <li>Comply with <i>Austrroads Guide to Road Design</i>.</li> <li>Degree of saturation for any movement ≤ 0.80.</li> </ul>
Queue lengths	<ul style="list-style-type: none"> <li>95% confidence limit (95th percentile queue length).</li> <li>Where excessive queue length is likely to cause significant problems, a greater confidence limit may be appropriate.</li> </ul>
Traffic facilities	<ul style="list-style-type: none"> <li>Design to operate at Level of Service D/E.</li> </ul>
Sight distance (at intersections)	<ul style="list-style-type: none"> <li><i>Austrroads Guide to Road Design</i> or as modified by <i>DTMR Road Planning and Design Manual</i>.</li> </ul>

**Table SC6.17G Travel plans**

Element	Matters to be addressed
<b>When required</b>	<ul style="list-style-type: none"> <li>May be required for development proposals involving:- <ul style="list-style-type: none"> <li>20 or more residential units;</li> <li>500m<sup>2</sup> or more GFA of commercial business uses;</li> <li>1,000m<sup>2</sup> or more GFA for retail business uses;</li> <li>1,000m<sup>2</sup> or more GFA for industrial uses; and</li> <li>any high trip generating land use.</li> </ul> </li> </ul>
<b>Purpose</b>	<ul style="list-style-type: none"> <li>Identify measures to promote sustainable travel choices.</li> <li>Consider user needs.</li> <li>Encourage walking, cycling and use of public transport.</li> <li>Provide for high levels of convenience and accessibility to reduce reliance on private vehicles and contribute to a mode shift towards sustainable transport.</li> <li>Minimise potential adverse traffic and parking impacts on the surrounding street and road network and land uses.</li> </ul>
<b>Preparation</b>	<ul style="list-style-type: none"> <li>By a competent person.</li> </ul>
<b>Site context</b>	<ul style="list-style-type: none"> <li>Existing transport facilities on-site and nearby, including, but not limited to:- <ul style="list-style-type: none"> <li>location, nature, quality of and access to:- <ul style="list-style-type: none"> <li>on and off-site pedestrian facilities;</li> <li>on and off-road cycling facilities;</li> <li>public transport facilities, routes, hours of operation, frequency, available capacity and accessibility; and</li> <li>any other transport mode facilities;</li> </ul> </li> <li>access for mobility impaired travellers; and</li> <li>any other relevant information.</li> </ul> </li> </ul>
<b>Travel survey</b>	<ul style="list-style-type: none"> <li>Survey users where development provides for relocation from existing location:- <ul style="list-style-type: none"> <li>purpose of the survey and method/s for data collection;</li> <li>users needs (staff, visitors, students, patients etc);</li> <li>how the survey results inform the actions, targets and measures; and</li> <li>attach surveys and complete results to the report.</li> </ul> </li> </ul>
<b>Objectives and targets</b>	<ul style="list-style-type: none"> <li>Short and long-term objectives, with emphasis on reducing single-occupancy car journeys.</li> <li>Targets for the 3<sup>rd</sup> and 5<sup>th</sup> year of implementation.</li> </ul>
<b>Action plan</b>	<ul style="list-style-type: none"> <li>Actions to be implemented, including priorities, role and responsibilities, timeframes, resources and funding requirements for each action.</li> <li>Actions should consider, but are not be limited to:- <ul style="list-style-type: none"> <li>provision of pedestrian, cycle and public transport infrastructure and services, with regard to:- <ul style="list-style-type: none"> <li>safety, amenity and accessibility for all users;</li> <li>the catchment population for each mode;</li> <li>direct, convenient access, integrated with the surrounding area;</li> <li>integration with the local active transport network (pathways and both on and off-road cycling);</li> <li>minimising routes that traverse large areas of car parking or other</li> </ul> </li> </ul> </li> </ul>

Element	Matters to be addressed
	<ul style="list-style-type: none"> <li>areas that impede pedestrians or cyclists;</li> <li>▪ high quality end of trip facilities including lockers, showers and change facilities and sufficient, clearly marked, accessible and secure bicycle parking;</li> <li>▪ provisions for future increase in usage; and</li> <li>▪ bus access where appropriate;</li> <li>○ map/s identifying existing and proposed pedestrian, cycle and public transport infrastructure and services;</li> <li>○ managing private car use, with regard to:- <ul style="list-style-type: none"> <li>▪ on and off site car parking, regulation and demand reduction;</li> <li>▪ car pooling; and</li> <li>▪ car park sharing;</li> </ul> </li> <li>○ a map identifying any existing and proposed car parking and management provisions;</li> <li>○ education and marketing to promote sustainable transport;</li> <li>○ work arrangements, including flexible practices e.g. working from home and teleworking;</li> <li>○ organisational culture and operation, e.g. courier use and general service delivery;</li> <li>○ likely business travel and mechanisms to reduce private vehicle use; and</li> <li>○ use of energy efficient vehicles.</li> </ul>
<b>Monitoring and reporting</b>	<ul style="list-style-type: none"> <li>• Monitoring and reporting arrangements, including frequency, for the implementation of the Travel Plan over time.</li> </ul>

- (g) Council may require a transport hierarchy plan, public transport network plan and active transport plan for development proposals involving:-
- (i) the establishment of master-planned communities; or
  - (ii) 100 or more lots or residential dwellings.

### SC6.17.5 Advice for achieving pedestrian and cyclist network and facilities outcomes

The following is advice for achieving Acceptable Outcomes AO5.1 and AO6 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** of the **Transport and parking code** relating to pedestrian and cycle network and facilities:-

- (a) development should provide a pedestrian and cycle network and facilities that are consistent with:-
- (i) **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;
  - (ii) **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;
  - (iii) the other parts of this planning scheme policy and in particular, **Section SC6.17.4 (General advice about achieving transport and parking code outcomes)** and **Section 6.17.4 (Advice for achieving transport network outcomes)**;
  - (iv) **Appendix SC6.17A (Typical street and road cross sections)**;
  - (v) **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)**;
  - (vi) **Table SC6.17H (Pathways and cycleways)**;
  - (vii) **Table SC6.17I (On-road cycling)**;
  - (viii) the following documents for design matters not otherwise addressed by this planning scheme policy, with precedence given to documents in the order listed:-
    - (A) Austroads publications;
    - (B) DTMR publications;
    - (C) Australian Standards;
    - (D) Institute of Municipal/Public Works Engineering Australia Queensland Division (IPWEAQ) publications;
    - (E) MUTCD;
    - (F) TRUM Manual; and

**Table SC6.17H Pathways and cycleways**

Element	Requirement
<b>General</b>	<ul style="list-style-type: none"> <li>• Provide for both pedestrians and cyclists, unless specifically signed otherwise.</li> <li>• Shorter travel distances and greater accessibility and connectivity than that for private vehicles.</li> <li>• Consider natural travel desire lines (shortcuts) and minimum longitudinal gradients, which may require provision of alternate routes in areas with steep slopes etc. to cater for all users.</li> <li>• Connect destinations and key walking and cycling attractors, including homes, schools, centres, employment areas, community and recreational facilities, open space and public transport.</li> <li>• Pedestrian and cyclist friendly precincts around high trip generating attractors.</li> <li>• Pedestrian priority in centres and other areas with high pedestrian activity.</li> <li>• Universal access, including kerb ramps, pedestrian crossings and tactile ground surface indicators (TGSIs), where appropriate, in accordance with:- <ul style="list-style-type: none"> <li>○ <i>Disability Discrimination Act 1992</i>;</li> <li>○ Disability (Access to Premises-Buildings) Standards 2010;</li> <li>○ AS1428 Design for Access and Mobility;</li> <li>○ Councils Standard Drawing for installation of TGSIs.</li> </ul> </li> <li>• Limit directional TGSIs to high pedestrian trafficked areas (e.g. major centres).</li> <li>• TGSIs proposals to be fully detailed and approved by Council prior to installation.</li> <li>• Verge treatments including the location of landscaping, pathways and street furniture are detailed in <b>Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)</b> and Council Standard Drawings.</li> <li>• Design pathways and landscaping to avoid continuously damp pathways caused by seepage, constant shade and groundwater flow paths (installation of subsurface drainage may be required).</li> <li>• Accommodate motorised and non-motorised mobility aids.</li> <li>• Accommodate skateboards and scooters.</li> <li>• Continue across both sides of all bridges, culverts and structures along the transport corridor with required clearances to fencing and barriers.</li> <li>• Construct suitable structures, such as a bridges, boardwalks or culverts, to elevate pathways above localised water flows, where they:- <ul style="list-style-type: none"> <li>○ cross floodways; or</li> <li>○ are located in open space or drainage reserves.</li> </ul> </li> <li>• Structures are to be above the flow of a storm event with an annual exceedance probability (AEP) of:- <ul style="list-style-type: none"> <li>○ 18% AEP (Q5) if a regional or district level facility;</li> <li>○ 39% AEP (Q2) if a local facility.</li> </ul> </li> </ul>
<b>Width</b>	<ul style="list-style-type: none"> <li>• Comply with <b>Table SC6.17B (Urban transport corridors)</b>, <b>Table SC6.17C (Rural transport corridors)</b>, <b>Table SC6.17D (Industrial transport corridors)</b> and <b>Appendix SC6.17A (Street and road cross sections)</b>.</li> <li>• Reserves at through block connections - 7 metres.</li> <li>• Widen at potential conflict points, junctions and areas likely to have high peak demand (e.g. commuting and recreational routes).</li> <li>• Increase the cross section/verge to accommodate pathways if necessary.</li> <li>• Match the width over a bridge or culvert to that of the pathway or cycleway on the approaches to the structure, plus any additional clearances required to railings etc.</li> </ul>
<b>Setbacks / clearances</b> (minimum, metres)	<ul style="list-style-type: none"> <li>• 0.5 metres from vertical obstructions including fences, guard rails, barriers etc.</li> <li>• 1.5 metres from the boundary line to path edge if adjacent to fences <math>\geq</math> 0.9 metres high or building faces or 1.0m (0.5m may be considered for short sections in constrained road reserves).</li> <li>• 2 metres from nominal kerb face to path edge to allow for poles, street trees and opening car doors if parking is permitted (lower widths based on design speed may be considered where street trees and/or landscaping are not required).</li> </ul>
<b>Surface</b>	<ul style="list-style-type: none"> <li>• Comply with Council's Standard Drawing (except using the widths nominated in this planning scheme policy).</li> <li>• Concrete pavement, unless adjacent to significant trees, where permeable pavement, segmental paving or timber boardwalks should be used.</li> <li>• Coloured pavement if 2.5 metres wide or more, to reduce glare and blend with the surrounding environment.</li> <li>• Maximum 2.5% crossfall.</li> </ul>

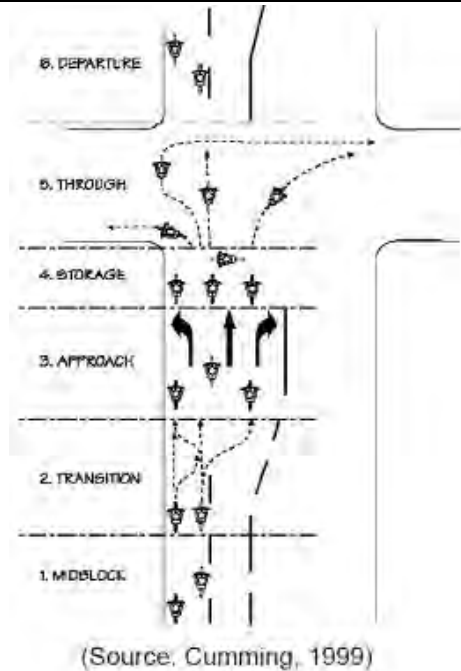
Element	Requirement
	<ul style="list-style-type: none"> <li>Continue concrete pavements on both sides of a bridge or culvert.</li> <li>Pavers should not be used, unless required in mixed use or main street locations for streetscape outcomes where pavers are to be laid over reinforced concrete.</li> </ul>
<b>Holding rails</b>	<ul style="list-style-type: none"> <li>Class 1 reflective material where there is potential to be impacted by errant vehicles (i.e. installed on non-kerbed roads).</li> <li>Class 2 reflective tape elsewhere (i.e. behind kerbs or mounted on islands).</li> </ul>
<b>Crossing treatments</b> e.g. refuges, slow points, thresholds, traffic signals	<ul style="list-style-type: none"> <li>Comply with:- <ul style="list-style-type: none"> <li>MUTCD;</li> <li>TRUM Manual;</li> <li>AS1158.4 for lighting.</li> </ul> </li> <li>At logical locations, in a direct, straight line.</li> <li>Pedestrian Level of Service A, B or C (TRUM Manual).</li> <li>Where pedestrian Level of Service is D, E or F, without treatment (TRUM Manual).</li> <li>Through central and/or splitter islands:- <ul style="list-style-type: none"> <li>at grade;</li> <li>minimum 2 metres wide (unless pedestrian volumes are high (e.g. active main streets and foreshores));</li> </ul> </li> <li>Design to enhance informal crossing opportunities.</li> </ul>
<b>Kerb ramps</b>	<ul style="list-style-type: none"> <li>Provide at all intersections and crossings, with attention to universal access.</li> <li>Use kerb ramps to join pathways to kerb and channel.</li> <li>Equally sized kerb ramps on both sides of the street or road and cut-through refuges (min width 2m).</li> <li>Comply with:- <ul style="list-style-type: none"> <li>Council's Standard Drawing for kerb ramps, including:- <ul style="list-style-type: none"> <li>construction with plain concrete;</li> <li>gradient of 1 in 10 to 1 in 15;</li> <li>minimum 1.5 metre pathway width beyond the top of the ramp;</li> <li>match pathway width to a maximum of 2 metres;</li> <li>located on the straight section of kerb (not kerb return);</li> <li>minimum angle of 166 degrees between roadway;</li> <li>minimum height change of 110mm;</li> </ul> </li> <li>AS1428 otherwise.</li> </ul> </li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Minimise potential conflict by:- <ul style="list-style-type: none"> <li>considering the predicted demand and the likely speed differential between pedestrians and cyclists;</li> <li>widening at potential conflict points, junctions and areas likely to have high demand;</li> <li>separating users in high conflict areas;</li> <li>avoiding heavy vehicle routes and reversing areas;</li> <li>providing adequate sight distances for path users, motorists and people and vehicles exiting properties;</li> <li>providing intersection treatments, pathway/road crossings and refuges;</li> <li>managing speed without the use of restrictive devices such as Z chicane bars, banana bars and raised pavement markings;</li> <li>avoiding installation of bollards, fencing and holding rails near path entrances;</li> <li>where bollards are necessary to restrict vehicle entry, comply with IPWEA Drawing SEQ P-010 Type 1 Alternative Treatment.</li> </ul> </li> <li>Provide for casual surveillance and avoid routes hidden from view.</li> </ul>
<b>Signage and lighting</b>	<ul style="list-style-type: none"> <li>Legible way-finding signage.</li> <li>Comply with:- <ul style="list-style-type: none"> <li>TRUM Manual;</li> <li>Austrad publications; and</li> <li>DTMR publications.</li> </ul> </li> <li>Pathway way-finding in accordance with Council's infrastructure standards way-finding signage suite.</li> <li>Light pathways, cycleways and crossings for visibility, safety and security, in accordance with AS1158.3.1.</li> <li>Lighting may be required:- <ul style="list-style-type: none"> <li>to site entries, driveways, parking areas, building entrances and other areas outside road reserves; and</li> <li>on pathways and cycleways through parkland, including at road entrances.</li> </ul> </li> </ul>
<b>Landscaping</b>	<ul style="list-style-type: none"> <li>Comply with the <b>Landscaping Code</b> and <b>SC6.14 Planning scheme policy for development works</b>.</li> <li>Pathways and street trees should not be installed until 95% of site/development</li> </ul>

Element	Requirement
	stage is developed.

Note—cycleway/veloway is a pathway exclusively for cyclists. Cycleways can be bi-directional, are physically separated from vehicular traffic and usually located alongside major arterial roads. Veloways are dedicated high capacity, high quality facilities for high speed cycling trips.

**Table SC6.171 On-road cycling**

Element	Requirement
<b>General</b>	<ul style="list-style-type: none"> <li>• Provide for cyclists:- <ul style="list-style-type: none"> <li>○ on all street and road corridors unless specifically prohibited (e.g. Motorways);</li> <li>○ in shared traffic lanes as mixed traffic on access places, access streets and neighbourhood collector streets where the street does not form part of the cycle route on <b>Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle links (On Road Cycleways))</b> of the <b>Transport and parking code</b>;</li> <li>○ with on-road cycle lanes for all other urban streets and roads;</li> <li>○ through all movement stages as shown;</li> <li>○ with bicycle detection systems in cycle lane approaches to signalised intersections; and</li> <li>○ with cyclist push button sensors at signalised crossings which include bicycle facilities.</li> </ul> </li> <li>• Cater for recreation, commuting, utility and sport cycling trips.</li> <li>• Provide adequate sight distances.</li> </ul>
<b>Cycle lane width</b>	<ul style="list-style-type: none"> <li>• Measured from nominal face of kerb.</li> <li>• Comply with <b>Table SC6.17B (Urban transport corridors)</b>, <b>Table SC6.17C (Rural transport corridors)</b>, <b>Table SC6.17D (Industrial transport corridors)</b> and <b>Appendix SC6.17A (Typical street and road cross sections)</b>.</li> </ul>
<b>Obstructions</b>	<ul style="list-style-type: none"> <li>• Ensure cycle lanes are free from obstructions (e.g. signage, speed management devices and reflectorised raised pavement markers, are to be installed on the motorists' side of the line).</li> <li>• Bypass slow points to allow safe continuation of cycle lanes.</li> <li>• Set splitter islands back 1.5 metres from edge line to allow space for cyclists (except where specific treatments are provided).</li> </ul>
<b>Roundabouts</b>	<ul style="list-style-type: none"> <li>• Provide for cyclists to queue at approaches to roundabouts via designated cycle lanes or advanced storage boxes across traffic lanes. Advanced storage boxes to be used where speed limit is &lt;60km/h and primarily on single lane roundabouts where right turn cycle movement demand is high.</li> <li>• Terminate cycle lanes where the approach street or road meets the circulating carriageway of the roundabout (at holding line), so cyclists merge into the traffic stream and share the road space within the roundabout.</li> <li>• Ensure marked cycle lanes do not continue through the roundabout.</li> <li>• Provide cycle ramps between the carriageway and adjacent verge on all roundabout approaches, enabling cyclists to negotiate the intersection on pathways on district collector streets and roads, or where the speed limit is ≥ 60km/h.</li> <li>• Where traffic volumes in multilane roundabouts are problematic for cyclists, consider grade separation/ underpass facilities to allow safer road crossings, where practicable.</li> </ul>
<b>Line marking and signage</b>	<ul style="list-style-type: none"> <li>• Legible way-finding signage.</li> <li>• Comply with:- <ul style="list-style-type: none"> <li>○ MUTCD;</li> <li>○ Council's adopted Standard Specification (Pavement Markings); and</li> </ul> </li> </ul>





Element	Requirement
	<ul style="list-style-type: none"> <li>○ <b>Appendix SC6.17B (Active transport infrastructure guidelines standard treatments).</b></li> <li>● Cycle lane symbols:- <ul style="list-style-type: none"> <li>○ white thermoplastic;</li> <li>○ 1.1 x 1.8 metres; and</li> <li>○ maximum 200 metres apart.</li> </ul> </li> <li>● Yellow “no stopping” lines if there is potential for conflict and parking within the cycle lane.</li> <li>● Cycle lane coloured treatments at sections of cycle lanes which are frequently crossed by motor vehicles and where safety is a concern, particularly at left slip lanes and roundabouts, painted in accordance with:- <ul style="list-style-type: none"> <li>○ <b>Appendix SC6.17B (Active transport infrastructure guidelines standard treatments);</b> and</li> <li>○ TRUM Manual.</li> </ul> </li> <li>● Green coloured cycle lane treatments are generally not to be used in areas identified as a <i>character area</i> or <i>State heritage place</i> or <i>local heritage place</i> under the <b>Heritage and character areas overlay code</b>. It is preferable to use edge lines and symbols or the like in its place.</li> </ul>

(b) compliance with Acceptable Outcome AO5.2 and AO5.3 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** of the **Transport and parking code** may be demonstrated by providing cycle parking and end of trip facilities that complies with:-

- (i) **Table SC6.17J (Bicycle parking and end of trip facilities);**
- (ii) *AS2890.3 – Parking Facilities Part 3 – Bicycle Parking Facilities;*
- (iii) *Austrroads Guide to traffic management Part 11: Parking;* and
- (iv) *Manual of Uniform Traffic Control Devices (MUTCD).*

**Table SC6.17J Bicycle parking and end of trip facilities**

Element	Requirement
<b>General</b>	<ul style="list-style-type: none"> <li>● Accessible, convenient, secure, safe and sufficient.</li> <li>● Attractive, designed to complement the streetscape.</li> <li>● Capable of being shared by multiple uses, either because of variation in demand or efficiencies gained from sharing.</li> <li>● Secure bicycle parking where identified, as required in <b>Table 9.4.8.3.3 (Minimum on-site parking requirements)</b> of the <b>Transport and parking code</b>.</li> <li>● Appropriately signed.</li> <li>● Well lit in accordance with <i>AS1158</i>.</li> </ul>
<b>Location</b>	<ul style="list-style-type: none"> <li>● At trip attractors (e.g. centres, shops, public transport interchanges, work places, patrolled beaches, education facilities, hospitals, sports grounds etc.).</li> <li>● At major transport interchanges, where provided by new development in accordance with Translink requirements.</li> <li>● As close as possible to the cyclist’s ultimate destination.</li> <li>● Allows a bicycle to be ridden to within 20 metres of the parking space.</li> <li>● Easy access to cycle routes, building entrances and end of trip facilities.</li> <li>● Highly visible, in areas with passive surveillance for security (when not in a compound).</li> <li>● Occupant parking within the building, or on-site, within 70 metres of the destination and protected from the weather.</li> <li>● Visitor parking adjacent to a major public entrance to the building.</li> <li>● Does not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure.</li> <li>● Does not impede the movement of pedestrians or other vehicles.</li> </ul>
<b>Parking spaces</b>	<ul style="list-style-type: none"> <li>● Refer to Council’s Drawing R-070A.</li> <li>● Minimum 1.7 metres long, 1.2 metres high and 0.7 metres wide at the handlebars.</li> </ul>

Element	Requirement						
<b>Rails</b>	<ul style="list-style-type: none"> <li>Designed and located to easily park, support the whole bicycle, lock both the frame and wheels and remove the bicycle.</li> <li>Securely fixed to a wall, floor or the ground.</li> <li>Minimum 1 metre spacing between rails.</li> <li>Vertical storage can use alternative systems (e.g. wall mounted rails and racks, pods) allowing for the differing heights and strengths of users.</li> <li>Provide stainless steel rails in coastal zone areas.</li> </ul>						
<b>Compounds and lockers</b>	<ul style="list-style-type: none"> <li>Fully enclosed and lockable.</li> <li>Provide weather protection for the bicycle if outside.</li> <li>If a locker, provide space for one bicycle.</li> <li>If a compound, provide:- <ul style="list-style-type: none"> <li>wall or floor rails for parking; and</li> <li>an internal access path at least 1.5 metres wide.</li> </ul> </li> <li>Open plan storage layouts can use alternative storage systems (e.g. double parker/double storey parking, pods).</li> </ul>						
<b>Personal lockers</b>	<ul style="list-style-type: none"> <li>Secure and available for use by bicycle parking facility users.</li> <li>Co-located with either the change room or bicycle parking facility.</li> <li>Minimum dimensions 900mm x 300mm x 500mm.</li> </ul>						
<b>Change rooms</b>	<ul style="list-style-type: none"> <li>Cater for all active transport (cycling, scooters, walking, running etc.).</li> <li>Within the building, or if not within the building then on-site, co-located with bicycle parking facilities and within 70 metres of the destination.</li> <li>5m<sup>2</sup> minimum floor area for 1 to 5 bicycle spaces, plus 1.5m<sup>2</sup> for each additional bicycle space.</li> <li>Fitted with a lockable door or otherwise screened from public view.</li> <li>Showers dispense both hot and cold water.</li> <li>Showers, sanitary compartments and wash basins located within change rooms as specified in this table.</li> <li>A mirror above each wash basin.</li> <li>A power outlet beside the mirror.</li> <li>Consider providing a wall mounted ironing board with power outlet in change rooms.</li> </ul>						
<b>Lockers, change rooms, showers, sanitary compartments and washbasins</b>	Employee bicycle parking spaces	Personal lockers	User group	Change rooms	Showers	Sanitary compartments	Wash basins
	1 - 5	1 / space	Female and male	1 of unisex design	1	1 closet pan	1
	6 – 19	1 / space	Female	1	1	1 closet pan	1
			Male	1	1	1 closet pan	1
	20 or more	1 / space	Female	1	2, plus 1 additional for every 20 bicycle parking spaces thereafter	2 closet pans plus 1 additional for every 60 bicycle parking spaces thereafter	1, plus 1 additional for every 60 bicycle parking spaces thereafter
Male			1	2, plus 1 additional for every 20 bicycle parking spaces thereafter	2 closet pans plus 1 additional for every 60 bicycle parking spaces thereafter	1, plus 1 additional for every 60 bicycle parking spaces thereafter	

### SC6.17.6 Advice for achieving public transport facility outcomes

The following is advice for achieving Acceptable Outcome AO7.5 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to public transport facility outcomes:-

- (a) development should provide public transport facilities and infrastructure that are consistent with:-

- (i) **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;
- (ii) **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)**;
- (iii) the other parts of this planning scheme policy and in particular, **Section SC6.17.3 (General advice about achieving transport and parking code outcomes)** and **Section SC6.17.4 (Advice for achieving transport network outcomes)**;
- (iv) the requirements of DTMR on new roads or development sites;
- (v) **Table SC6.17K (Public transport)**; and
- (vi) *Translink Public Transport Infrastructure Manual*.

**Table SC6.17K Public transport**

<b>Element</b>	<b>Requirement</b>
<b>General</b>	<ul style="list-style-type: none"> <li>• Plan concurrently with land use, acknowledging the symbiotic relationship and maximising the benefits of integrating development and public transport.</li> <li>• Priority over private vehicles, including dedicated lanes and green links.</li> <li>• Accessible, convenient, secure and safe.</li> <li>• Universal access in accordance with:-               <ul style="list-style-type: none"> <li>○ <i>Disability Discrimination Act 1992</i>;</li> <li>○ <i>Disability (Access to Premises-Buildings) Standards 2010</i>;</li> <li>○ <i>Disability Standards for Accessible Public Transport 2002</i>; and</li> <li>○ <i>AS1428 Design for Access and Mobility</i>;</li> </ul> </li> <li>• Easy to understand and navigate.</li> </ul>
<b>Route location</b>	<ul style="list-style-type: none"> <li>• On streets and roads suitable for buses.</li> <li>• Centre to centre connection.</li> <li>• Connect to high frequency services.</li> <li>• Connect to intra and inter regional services for longer journeys.</li> <li>• Enable efficient, frequent and high capacity services.</li> <li>• Enable local feeder bus services in areas surrounding centres.</li> <li>• Serve significant trip generating land uses and zones.</li> <li>• Through the centre of neighbourhoods to maximise patronage and minimise walking distances.</li> <li>• Within a 400 metre walk of at least 90% of new development within the urban footprint.</li> <li>• Along retirement village frontages.</li> </ul>
<b>Intersections</b>	<ul style="list-style-type: none"> <li>• Minimum 12.5 metre wide swept turning path for a single unit truck/bus in accordance with Austroads Design Vehicles and Turning Path Templates.</li> <li>• Where routes link residential areas across roads carrying <math>\geq 6000</math> vehicles per day, roundabouts and/or traffic signals should enable a left turn from one area, then a right turn into the adjoining residential area.</li> <li>• Priority measures such as queue jumps and priority signals.</li> </ul>
<b>Bus movement</b>	<ul style="list-style-type: none"> <li>• Design to achieve comfortable bus movement.</li> <li>• Avoid traffic management devices such as speed humps, chicanes and other slow points with 25 kilometres per hour spot speeds.</li> </ul>
<b>Interchanges</b>	<ul style="list-style-type: none"> <li>• Well connected to other transport networks, particularly pedestrian networks and taxi facilities.</li> <li>• At locations determined in conjunction with Translink.</li> </ul>
<b>Stops</b>	<ul style="list-style-type: none"> <li>• At existing and future key destinations and public transport attractors, including homes, schools, centres, employment areas, community and recreational facilities and open space.</li> <li>• Near pedestrian crossing points to facilitate safe user movement.</li> <li>• 400 metre average spacing, balancing accessibility and running time.</li> <li>• Provide localised widening of street and road reserves to accommodate wider verges required for indented bus bays, stops, shelters and other bus stop infrastructure, clear of pathways.</li> </ul>

## SC6.17.7 Advice for achieving layout and design of access and on-site parking outcomes

The following is advice for achieving Acceptable Outcomes AO1.1 and AO2.1 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to location, layout and design of on-site parking and access:-

- (a) development should comply with the other parts of this planning scheme policy and in particular, **Section SC6.17.3 (General advice about achieving transport and parking outcomes)** and **Section 6.17.4 (Advice for achieving transport network outcomes)**;
- (i) access should comply with:-
- (A) **Table SC6.17L (Site access/driveways)**;
  - (B) IPWEA Standard Drawing (R51-53) Residential, commercial and rural driveways;
  - (C) Council's Standard Drawings; and
  - (D) *Austrroads Guide to Road Design*;
- (ii) vehicle queuing provisions should comply with **Table SC6.17M (Queue provisions)**, noting that greater provisions may be required in some circumstances;
- (iii) on-site circulation, manoeuvring and parking should be provided that:-
- (A) provides safe and functional access for pedestrians, cyclists and vehicles, that minimises potential for conflict between users;
  - (B) discourages high speeds;
  - (C) provides for trolleys, prams and wheelchairs (e.g. space and gradients);
  - (D) is designed in accordance with *AS2890.1 – Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles*;
  - (E) provides for the largest service vehicles expected to visit the site (except where these vehicles are only occasionally expected to visit the site); and
  - (F) complies with the design criteria identified in **Table SC6.17O (Service vehicles)** for the operational requirements of different types of service vehicles;

**Table SC6.17L Site access/driveways**

Element	Requirement
<b>General</b>	<ul style="list-style-type: none"> <li>• Safe, legible and convenient.</li> <li>• Facilitate easy ingress and egress for all users.</li> <li>• Provide for vehicles to enter and leave in a forward motion.</li> <li>• Consider needs of pedestrians and cyclists first to minimise potential conflict between pedestrians, cyclists and vehicles.</li> <li>• Comply with (except where modified within this policy):-               <ul style="list-style-type: none"> <li>○ Council's Standard Drawings for access construction across road verges;</li> <li>○ <i>DTMR Road Planning and Design Manual</i>;</li> <li>○ <i>Austrroads Guide to Road Design</i>;</li> <li>○ MUTCD for direction, regulation, warning and information signage and line marking.</li> </ul> </li> </ul>
<b>Location, width and design</b>	<ul style="list-style-type: none"> <li>• Appropriate for design traffic volumes and vehicle types that will use the site.</li> <li>• Only one access/driveway, unless a major development and additional are necessary to meet the purpose of the code.</li> <li>• Separate access for heavy vehicles, where appropriate and it will provide safer traffic operations or reduced impact on the external road network.</li> <li>• Limited to the normal frontage of the site (including splays at the kerb line), unless shared (i.e. do not splay across adjoining properties).</li> <li>• Where there is more than one frontage, from the lowest order transport corridor to which the site has frontage, except where traffic generated would adversely impact amenity or safety.</li> <li>• Located and sized to maximise on-street parking opportunities.</li> <li>• Adequate to accommodate the driveway, turn lanes and/or pavement widening on the intersecting road (where permitted) for safe movement of turning traffic, passing bays, pedestrian and vehicle movements and facilities, service corridors, stormwater drainage, earthworks, retaining walls, landscaping, verges and clearances.</li> <li>• If straight, ≥ 3 metres wide, with separate provision for pedestrians if necessary.</li> <li>• If curved, width determined by the turning paths of 99<sup>th</sup> percentile vehicles.</li> <li>• Configured as roadway approaches to traffic signal, roundabout or priority controlled intersections in special industrial circumstances.</li> </ul>

Element	Requirement						
	<ul style="list-style-type: none"> <li>Truncate adjoining lots if necessary for safe and convenient access.</li> </ul>						
<b>Construction</b>	<ul style="list-style-type: none"> <li>Non-slip surface.</li> <li>Concrete if industrial.</li> <li>Construct accesses/driveways:-               <ul style="list-style-type: none"> <li>on lots with steep slopes to building sites;</li> <li>on lots with frontages with visibility constraints;</li> <li>in conjunction with subdivisional works if the development creates allotments where accesses/driveways will be restricted to specific locations;</li> <li>along the full length of the access strip or easement in conjunction with subdivisional works if the development creates an allotment which will access the public road network via an access strip or easement.</li> </ul> </li> <li>Reinstate any damaged infrastructure to previous standard and make good the area for the safe passage of pedestrians.</li> </ul>						
<b>Sight distances</b>	<ul style="list-style-type: none"> <li>Comply with the <i>DTMR Road Planning and Design Manual</i>.</li> <li>Tapered set-backs to buildings and/or landscaping from the property boundary.</li> <li>≥ 2 metres from openings in buildings if there is no set back to the buildings.</li> <li>Reduced only if there is no practical alternative, and specific traffic design and/or control measures are used to minimise potential hazards (e.g. left-in / left-out).</li> <li>Increase if significant truck volumes, likely to require longer gaps in traffic to complete turning, crossing and merging manoeuvres.</li> </ul>						
<b>District collector streets and all roads</b>	<ul style="list-style-type: none"> <li>Left turns to and from driveways only.</li> <li>Right or left turns may require turn lanes and medians or reserve widening to ameliorate increased traffic volumes.</li> <li>Council may close any median break at any time.</li> </ul>						
<b>Separation - minor development</b>	<b>Type of frontage</b>	<b>Adjacent feature</b>			<b>Minimum separation along kerb (measured tangent point to tangent point of curve at intersection or other driveway closest to proposed minor driveway)</b>		
	Street	Minor intersection			10 metres		
		Major intersection (traffic signals, roundabout, median break, or priority-controlled intersection)			20 metres		
		Other driveway (on same side only)			3 metres between extent of splays		
		Controlled intersection			Clear of 95 <sup>th</sup> percentile queue areas and turn lanes		
	Road (including district, district main and industrial collector streets)	Minor intersection			20 metres		
		Major intersection			30 metres		
		Median break			15 metres (or twice one-way carriageway width, whichever is greater)		
		Other driveway (on both sides of undivided carriageways)			15 metres (may be permitted to be reduced to 3 metres between driveways for dwellings)		
		Controlled intersection			Clear of 95 <sup>th</sup> percentile queue areas, turn lanes and approach tapers		
<b>Major development</b>	<b>Zone / development</b>	<b>Min. access width (m)</b>	<b>Min. driveway width (m)</b>	<b>Passing bay</b>	<b>Max. grade (%)</b>	<b>Seal</b>	<b>Stormwater drainage</b>
	Low density residential	6	3	Yes	20	bitumen	39% AEP (Q2) underground
	Low density residential (1 lot only)	5	2.5	5m No	20	concrete	39% AEP (Q2) underground
	Commercial and industry	8	6	N/A	8	concrete	10% AEP underground
	Rural residential	10	3 on a 5 formation	5.5 on a 7.5 formation	20	sealed as per Council's standard drawings	39% AEP (Q2) culverts and table drains

**Table SC6.17M Queue provisions**

<b>Element</b>	<b>Requirement</b>																		
<b>Minimum for any driveway</b>	<ul style="list-style-type: none"> <li>Provide for at least one vehicle at entry and exit, measured along the driveway, from the property boundary to the first parking space or internal intersection.</li> <li>Comply with MUTCD for direction, regulatory, warning and information signage and line marking.</li> </ul>																		
<b>Design length</b>	<ul style="list-style-type: none"> <li>Minimum 6 metre long space for each vehicle.</li> <li>Consider:-                             <ul style="list-style-type: none"> <li>form of control at the driveway/intersection;</li> <li>the external road and traffic volumes carried;</li> <li>size of the car park and turnover rate; and</li> <li>design of the internal traffic and parking system.</li> </ul> </li> <li>Calculate using conventional intersection analysis techniques, for peak design period 95<sup>th</sup> percentile queue.</li> <li>Where there is more than one access, calculate on the proportion of the site served by each access.</li> <li>In the absence of appropriate calculations, the following applies:</li> </ul> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Nominal Car Park Capacity</th> <th style="text-align: left;">Design Queue Length</th> </tr> </thead> <tbody> <tr> <td>5-20</td> <td>1</td> </tr> <tr> <td>21-50</td> <td>2</td> </tr> <tr> <td>51-100</td> <td>3</td> </tr> <tr> <td>101-150</td> <td>4</td> </tr> <tr> <td>151-200</td> <td>5</td> </tr> <tr> <td>201-250</td> <td>6</td> </tr> <tr> <td>251-300</td> <td>7</td> </tr> <tr> <td>Over 300</td> <td>2.25% of nominal capacity (rounded up)</td> </tr> </tbody> </table>	Nominal Car Park Capacity	Design Queue Length	5-20	1	21-50	2	51-100	3	101-150	4	151-200	5	201-250	6	251-300	7	Over 300	2.25% of nominal capacity (rounded up)
Nominal Car Park Capacity	Design Queue Length																		
5-20	1																		
21-50	2																		
51-100	3																		
101-150	4																		
151-200	5																		
201-250	6																		
251-300	7																		
Over 300	2.25% of nominal capacity (rounded up)																		
<b>Controlled access (including gates)</b>	<ul style="list-style-type: none"> <li>Accommodate queue between the property boundary and the gate.</li> <li>Provide for a light vehicle to turn on the site if declined entry.</li> </ul>																		
<b>Controlled car parks</b>	<ul style="list-style-type: none"> <li>Calculate on the estimated peak entry and exit rates and control facility capacity.</li> <li>Accommodate queue at all ticket spitters, card readers and pay booths.</li> <li>Separate provisions at entrances and exits, both inside and outside the control facility.</li> </ul>																		
<b>Drive-through facilities fast-food (10 vehicles) and bottle shops (12 vehicles)</b>	<ul style="list-style-type: none"> <li>Separate internal queue provisions.</li> <li>Calculate on the peak period 95<sup>th</sup> percentile queues.</li> <li>If a fast food outlet, provide short term parking of one or two vehicles diverted from the queue while orders are prepared.</li> </ul>																		

### SC6.17.8 Advice for achieving parking requirement outcomes

The following is advice for achieving Acceptable Outcome AO14.2 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development only)** in the **Transport and parking code** relating to on-site parking for motorcycle and scooter outcomes:-

- (a) motorcycle and scooter parking should comply with:-
- (i) **Table SC6.17N (Motorcycle and scooter parking)**; and
  - (ii) Council's Standard Drawing for scooter parking.

**Table SC6.17N Motorcycle and scooter parking**

<b>Element</b>	<b>Requirement</b>
<b>General</b>	<ul style="list-style-type: none"> <li>Accessible and located convenient to entrances to the premises.</li> <li>Interact positively with the streetscape.</li> <li>Capable of being shared by multiple uses, either because of variation in demand over time or efficiencies gained from the consolidation of shared facilities.</li> <li>Relatively flat, non-slip surface.</li> <li>Ramp or driveway to access any raised parking area.</li> </ul>

Element	Requirement
	<ul style="list-style-type: none"> <li>Measures to prevent cars hitting motorbikes (if necessary).</li> <li>Minimises potential conflict between motorcycles/scooters and pedestrians, cyclists and other vehicles.</li> </ul>
<b>Size</b>	<ul style="list-style-type: none"> <li>Generally 1.5 metres wide, dependant on the angle of the space.</li> <li>Comply with <i>AS2890 – Parking Facilities</i>.</li> </ul>
<b>Safety and security</b>	<ul style="list-style-type: none"> <li>Highly visible, in areas with passive surveillance for security.</li> </ul>
<b>Signage</b>	<ul style="list-style-type: none"> <li>Easily identifiable by riders.</li> <li>Signed in accordance with MUTCD (directional and at the space).</li> </ul>
<b>Lighting</b>	<ul style="list-style-type: none"> <li>Comply with <i>AS1158</i> for lighting.</li> </ul>

### SC6.17.9 Advice for achieving service vehicle requirements outcomes

The following is advice for achieving Acceptable Outcome AO6.2 and AO7.2 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to service vehicle requirements outcomes:-

- (a) service vehicle access, internal circulation and manoeuvring, loading and unloading, refuse collection facilities and parking areas should:-
- (i) be safe and functional;
  - (ii) minimise potential conflict between pedestrians/cyclists and vehicles;
  - (iii) discourage high speeds;
  - (iv) provide for the largest service vehicles expected to visit the site (except where these vehicles are only occasionally expected to visit the site);
- (b) comply with:-
- (i) **Table SC6.17O (Service vehicles)**;
  - (ii) *AS2890.2 - Off-street commercial vehicle facilities*;
  - (iii) Austroads design guides;
  - (iv) vehicle-specific turning templates or computer generated templates consistent with the parameters set in *AS2890.2*; and
  - (v) **Figure SC6.17B (Standard turning path templates for Vans and WCVs)**;

**Table SC6.17O Service vehicles**

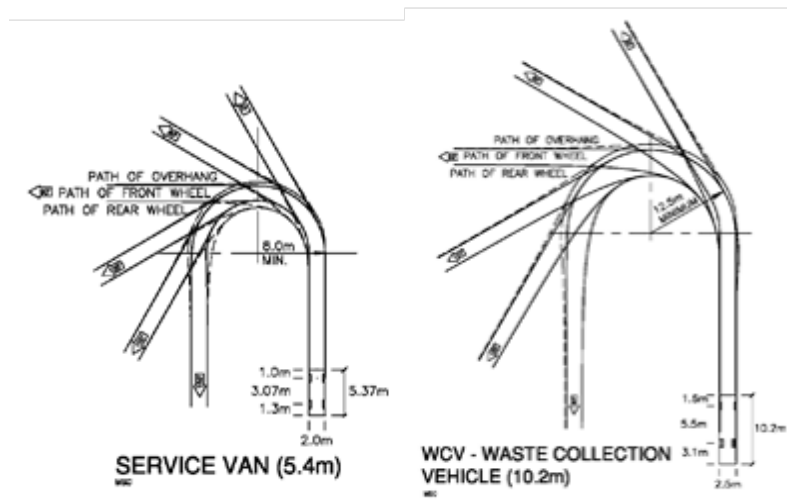
Element	Requirement
<b>General</b>	<ul style="list-style-type: none"> <li>Locate service areas:- <ul style="list-style-type: none"> <li>where they will not dominate the streetscape;</li> <li>conveniently close to service entrances (or other building entrances);</li> <li>where they will not unduly intrude upon pedestrian use of pathways, e.g. at rear lanes, below ground level or through shared driveways;</li> <li>separate from parking areas; and</li> <li>clear of queue areas and where safety could be compromised.</li> </ul> </li> <li>Provide for:- <ul style="list-style-type: none"> <li>sufficient area for manoeuvres in and out of service vehicle parking spaces, including when adjacent service vehicle spaces are occupied;</li> <li>a maximum of one reversing manoeuvre to enter or leave the space;</li> <li>AV's to reverse anti-clockwise into docks to maximise driver vision; and</li> <li>wider bays if vehicles (other than AV's) must reverse clockwise.</li> </ul> </li> </ul>
<b>Waste collection</b>	<ul style="list-style-type: none"> <li>Maintain access by vehicles to refuse bins or compactors at all times.</li> <li>Provide evidence (e.g. a complete copy of any waste collection contract) for:- <ul style="list-style-type: none"> <li>specific waste collection hours if access is to be obtained through other service vehicle spaces; and</li> <li>specific vehicle sizes and heights if proposing dimensions less than a standard WCV.</li> </ul> </li> </ul>

Element	Requirement								
	<ul style="list-style-type: none"> <li>Provide for a road tanker collecting industrial or commercial liquid waste to stand fully on the site and comply with other access design requirements.</li> </ul>								
<b>Service vehicle specifications</b>	Element	Van	SRV	MRV	HRV	WCV	Coach	AV	
	Size (m)	5.4x2	6.4x2.3	8.3x2.5	12.5x2.5	10.2x2.5	12.5x2.5	19x2.5	
	Service bay (m) *does not include bin or compactor area	5.4x3	7x3.5	9x3.5	13x3.5	10.5x2.5*	13x3.5	19.5x4.5	
	Clear height (m) to be maintained throughout changes in grade	2.3	3.5	4.5	4.5	4.5	4.5	4.5	
	Loading dock height (m) indicative only		0.7-0.9	0.9-1.1	1.1-1.4			1.1-1.4	
	Max gradient manoeuvre areas (%) measured along the inside of a curve	12	12	8	8	5	5	4	
	Min access road width (m)	one way	refer to AS2890.2 (Table 3.1)				5		refer to AS2890.2 (Table 3.1)
		two way					7		
	Max gradient access route (%) measured along the inside of a curve	16.7	16.7	15.4	15.4	15.4	15.4	15.4	
	Max gradient queue area (%)	10	10	8	8	5	5	4	
<b>Fuel deliveries</b>	<ul style="list-style-type: none"> <li>Comply with:- <ul style="list-style-type: none"> <li>AS1940; and</li> <li>Council's Local Laws;</li> </ul> </li> <li>Fuel is assumed to be delivered in a HRV, with appropriate access design.</li> <li>The vehicle may stand in a suitable circulation road, aisle or forecourt area subject to the frequency and out of hours occurrence of deliveries.</li> </ul>								

Notes—

- Operating clear heights for WCV – front load 6.1m, side load 6.7m, rear (roll-off) 7.1m.
- 6.5m clearance where access to the top of a tall vehicle e.g. pantechnicon, or load is required.

**Figure SC6.17B Standard turning path templates for Vans and WCVs**



- (c) compliance with Acceptable Outcome AO15.2 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** of the **Transport and parking code** may be demonstrated by providing bus parking that complies with:-
- allow buses to manoeuvre in a forward direction only;
  - comply with AS2890 – *Parking facilities*; and
  - comply with any state government requirements.



## SC6.17.10 Advice for achieving transport corridor widths, pavement, servicing and verges outcomes

The following is advice for achieving Acceptable Outcomes AO20, AO21, AO22.1, AO22.2, AO23 and AO24 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to transport corridor widths, pavement, surfacing and verges outcomes:-

- (a) the design and construction of external street and road works, transport corridors, street and road pavements, pavement edging, street and road drainage and verges should comply with:-
- (i) current and future transport corridors shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;
  - (ii) current and future pedestrian and cyclists network shown on **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;
  - (iii) current and future public transport corridors shown on **Figures 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**;
  - (iv) other parts of this planning scheme policy and in particular, Section **SC6.17.3 (General advice about achieving transport and parking code outcomes)** and **Section 6.17.4 (Advice for achieving transport network outcomes)**;
  - (v) **Table SC6.17B (Urban transport corridors)**;
  - (vi) **Table SC6.17C (Rural transport corridors)**;
  - (vii) **Table SC6.17D (Industrial transport corridors)**;
  - (viii) **Appendix SC6.17A (Typical street and road cross sections)**;
  - (ix) **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)**;
  - (x) **Table SC6.17H (Pathways and cycleways)**;
  - (xi) **Table SC6.17P (Street and road works)**; and
  - (xii) requirements of DTMR, where access is proposed onto a State Controlled Road, or where the proposed development is likely to have significant impact on a State Controlled Road.

**Table SC6.17P Street and road works**

Element	Requirements
<b>General</b>	<ul style="list-style-type: none"> <li>• If an existing street or road:-               <ul style="list-style-type: none"> <li>○ circumstances are not created or exacerbated where the function differs from that intended, due to the staged nature of transport network and urban development;</li> <li>○ works are required on it, or to extend it, the existing reserve width is matched if it is greater than specified within this policy; and</li> <li>○ the speed environment is higher than the design speed identified in this policy, the design speed is determined by a higher order street or road type with a similar design speed.</li> </ul> </li> <li>• Roads and streets are not to be constructed of pavers or pebbles due to noise and instability and slip hazard.</li> </ul>
<b>Sight distances</b>	<ul style="list-style-type: none"> <li>• Comply with:               <ul style="list-style-type: none"> <li>○ DTMR design guides;</li> <li>○ Austroads design guides; and</li> <li>○ on access places, access streets and neighbourhood collector streets achieve the minimum sight distance required for the drivers of two opposing vehicles to see each other and stop in sufficient time to avoid a collision, equivalent to twice the stopping distance, as these streets operate on a "single moving lane" concept.</li> </ul> </li> </ul>
<b>Frontage works on roads</b>	<ul style="list-style-type: none"> <li>• Where an existing sealed frontage is to be widened to meet ultimate design width and profile, re-construct the existing pavement at least to the carriageway centreline.</li> </ul>

Element	Requirements
<b>Access places</b>	<ul style="list-style-type: none"> <li>• Use circular heads unless Y or T heads are approved by Council.</li> <li>• End point visible from the access place entrance.</li> <li>• Provide a 'parking island' in or adjacent to the head if kerbside parking is unavailable.</li> <li>• Downhill access places are only acceptable if adjoining a park, pathway or drainage reserve and piped drainage is provided at the access place head for the minor system drainage in accordance with Council standards.</li> <li>• Comply with:- <ul style="list-style-type: none"> <li>○ Austroads design guides for turning areas at heads;</li> <li>○ turning requirements of waste collection vehicles.</li> </ul> </li> <li>• In residential areas:- <ul style="list-style-type: none"> <li>○ 20 metre minimum approach curve radius;</li> <li>○ 9 metre turning circle radius.</li> </ul> </li> <li>• In industrial and commercial areas:- <ul style="list-style-type: none"> <li>○ 30 metre minimum approach curve radius;</li> <li>○ 12.5 metre turning circle radius.</li> </ul> </li> </ul>
<b>On-street car parking</b>	<ul style="list-style-type: none"> <li>• On streets and roads with pedestrian and vehicular access to properties.</li> <li>• In addition to off-street parking in the <b>Transport and parking code</b>:- <ul style="list-style-type: none"> <li>○ 2 spaces per 3 dwelling houses plus one space per 3 or 4 bedroom attached dwellings, plus one space per four 1 or 2 bedroom attached dwellings;</li> <li>○ 1 space per 2 dwelling houses on small lots (i.e. <math>\leq 300m^2</math>).</li> </ul> </li> <li>• On residential streets:- <ul style="list-style-type: none"> <li>○ at least 75% within 25 metres of the closest lot boundary they are to serve;</li> <li>○ 100% within 40 metres of the closest lot boundary they are to serve.</li> </ul> </li> <li>• Use "T"s and "L"s only to mark parallel parking where allowed.</li> <li>• "Pair" spaces in mixed use/main streets, to allow vehicles to park in a forward motion.</li> <li>• May be consolidated (e.g. on one side of the street).</li> <li>• Provide passing opportunities at least every 50 metres on streets without formal parking provisions (i.e. access laneways, places and streets).</li> <li>• Parks, community facilities, medium and high density residential streets, access places and small lot locations may require additional parking, indented bays or other special provisions.</li> </ul>
<b>Water Sensitive Urban Design</b>	<ul style="list-style-type: none"> <li>• Provide appropriate verge width to accommodate the required design size devices.</li> <li>• Asymmetrical verge widths may be considered.</li> </ul>
<b>Kerb and channel</b>	<ul style="list-style-type: none"> <li>• Use barrier type kerb and channel for Arterial Roads, Sub-arterial Roads, District Streets and Industrial Streets.</li> <li>• Use mountable type kerb and channel for Neighbourhood Collector Streets and Local Streets.</li> <li>• Use semi-mountable kerb for medians.</li> </ul>
<b>Footpath dining</b>	<ul style="list-style-type: none"> <li>• Provide a clear width of 2 metres adjacent to the property boundary to allow passage of pedestrians and bicycles.</li> </ul>
<b>Indented bus stops</b>	<ul style="list-style-type: none"> <li>• Provide on bus routes, as required by the <i>Road Planning and Design Manual</i>, chapter 20, or the <i>Austroads Guide to Road Design</i>, parts 3 and 4.</li> <li>• Comply with clearances in <i>TransLink Public Transport Infrastructure Manual</i> (where not in conflict with the <i>Road Planning and Design Manual</i>, or the <i>Austroads Guide to Road Design</i>).</li> <li>• Can be accommodated by local widening of the road reserve, or a combination of cycle lane width and parking lane width.</li> <li>• The verge width adjacent to a bus stop is to also be widened to accommodate shelters and other bus stop infrastructure clear of pathways.</li> </ul>
<b>Street signage</b>	<ul style="list-style-type: none"> <li>• Estate and street signage should comply with MUTCD.</li> </ul>

### SC6.17.11 Advice for achieving intersections and traffic controls outcomes

The following is advice for achieving Acceptable Outcomes AO25.1 and AO25.2 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to intersections and traffic controls:-

- (a) intersections are designed and constructed to comply with:-
- (i) **Table SC6.17B (Urban transport corridors);**  
(A) **Table SC6.17C (Rural transport corridors);**  
(B) **Table SC6.17D (Industrial transport corridors);**  
(C) **Table SC6.17Q (Intersections);**

- (D) *DTMR Road Planning and Design Manual*;
- (E) Austroads design guides if district collector street, sub-arterial, arterial or industrial road;
- (F) *Complete Streets and Queensland Streets* if access place or street or neighbourhood collector street; and
- (G) *Austroads Guide to Road Design* for the design turning vehicle and check turning vehicle.

**Table SC6.17Q Intersections**

<b>Element</b>	<b>Requirements</b>
<b>General</b>	<ul style="list-style-type: none"> <li>• Facilitate safe and efficient traffic flows.</li> <li>• Provide for all movements by cyclists through intersections.</li> <li>• Threshold treatments constructed in stamped asphalt (or reinforced concrete if approved by Council), using a colour and texture to achieve high visibility for motorists (segmental paving will not be accepted).</li> <li>• Consistent approach to traffic priority at intersections.</li> <li>• Priority measures for public transport where required.</li> </ul>
<b>Grades</b>	<ul style="list-style-type: none"> <li>• Approach grades <math>\leq 3\%</math> over the required stopping sight distance.</li> <li>• Consider longitudinal grade in relation to potential instability of high vehicles turning through the intersection.</li> </ul>
<b>Channelisation</b>	<ul style="list-style-type: none"> <li>• Channelisation is required for all roads and may be required for some streets.</li> <li>• At major intersections, design channelisation to accommodate turning by a design semi-trailer with a clearance of not less than 0.6 metres between the wheel track and the kerb at all points.</li> <li>• Give particular attention to sight distance when commencing channelisation at horizontal and vertical curves.</li> </ul>
<b>Turning provisions</b>	<ul style="list-style-type: none"> <li>• Treatments necessary for intersection safety.</li> <li>• The check turning vehicle should not encroach on verges or landscaped medians.</li> <li>• Upgrade intersections (e.g. roundabouts or u-turn facilities at traffic signals) to accommodate increased u-turns where right turn movements are eliminated by central medians.</li> <li>• A turning area for service vehicles at the end of each road carriageway:- <ul style="list-style-type: none"> <li>○ to a standard consistent with the general road carriageway design;</li> <li>○ to accommodate turning of vehicles reasonably expected to use the road;</li> <li>○ to accommodate as a minimum, a 12.5 metre single unit truck;</li> <li>○ is free draining.</li> </ul> </li> </ul>
<b>Specific streets and roads</b>	<ul style="list-style-type: none"> <li>• If an access or neighbourhood collector street intersects with a district collector street or higher-order road, widen the side street carriageway and associated reserve on the intersection approach to allow a heavy rigid vehicle to enter the side street while a car is waiting to exit.</li> </ul>
<b>Priority T</b>	<ul style="list-style-type: none"> <li>• Access places, access streets and neighbourhood collector streets <math>\leq 50\text{km/h}</math> and <math>\leq 3000</math> vehicles per day - no specific turn treatments.</li> <li>• District collector streets and roads - minimum separate right-turn lane.</li> <li>• All other roads - minimum turning treatments in accordance with the <i>DTMR Road Planning and Design Manual</i>.</li> <li>• A widened area (minimum 6 metres including the adjacent through lane and cycle lane) on the major road prior to the intersection to assist left-turn movement where a basic left-turn treatment (BAL) is used on urban streets and roads and there is no parking lane.</li> </ul>
<b>Signalised</b>	<ul style="list-style-type: none"> <li>• Layout, lane configuration and phasing for the most efficient operation for pedestrians, cyclists and vehicles during the entire day (including coordination with adjacent signals).</li> <li>• Only achieving a degree of saturation, delay or queue length during the design traffic peak hour at or below the maximum permissible is not acceptable.</li> <li>• Separate right turn lanes on approaches, regardless of traffic volumes or hierarchy.</li> <li>• Operation of signals is to be integrated into the traffic management system e.g. STREAMS.</li> </ul>
<b>Roundabout</b>	<ul style="list-style-type: none"> <li>• Outside diameter on urban streets:- <ul style="list-style-type: none"> <li>○ <math>\geq 26\text{m}</math>, where the speed limit is <math>\leq 50\text{km/h}</math>;</li> <li>○ <math>\geq 30\text{m}</math> where the speed limit is <math>60\text{ km/h}</math>, or a bus route; and</li> <li>○ a greater diameter may be required where adjacent legs are considerably more or less than 90 degrees, there are medians on some or all of the carriageways, or to accommodate larger vehicles.</li> </ul> </li> <li>• The clear zone of a roundabout and its approaches should be free of roadside hazards such as retaining walls, rocks and boulders, trees and shrubs with an ultimate trunk diameter <math>&lt;80\text{mm}</math>, and other non-frangible items.</li> </ul>

Element	Requirements
	<ul style="list-style-type: none"> <li>• Central island kerb SM3 type with decorative concrete backing strip compliant with Council's standard requirements for semi-mountable and mountable kerb (where practicable).</li> <li>• Kerbed splitter islands on all approaches:- <ul style="list-style-type: none"> <li>○ incorporating a "cut through" pedestrian refuge at least 1 car length (6 metres) from the holding line, with the opening at least 2 metres wide on urban neighbourhood collector and on all approaches to roundabouts on higher-order streets and roads;</li> <li>○ minimum 2 metres wide at the refuge;</li> <li>○ minimum 5m<sup>2</sup> on access streets and places.</li> </ul> </li> <li>• Adjacent lane width minimum 4.2 metres on access places, access streets and neighbourhood collector streets, unless specific on-road cycle treatments required.</li> <li>• Where the centre island will contain landscaping, provide:- <ul style="list-style-type: none"> <li>○ a water source;</li> <li>○ perimeter sub-soil drainage;</li> <li>○ reinforced concrete backing strip, minimum 1 metre wide, around the perimeter of the island.</li> </ul> </li> </ul>

(b) speed management should comply with:-

- (i) **Table SC6.17B (Urban transport corridors);**
- (ii) **Table SC6.17C (Rural transport corridors);**
- (iii) **Table SC6.17D (Industrial transport corridors);** and
- (iv) **Table SC6.17R (Speed management);**

**Table SC6.17R Speed management**

Element	Requirement
<b>General</b>	<ul style="list-style-type: none"> <li>• Vertical alignment of streets and roads with a design speed of &lt; 50 km/hr, must achieve the stopping sight distance for a speed of 50 km/hr.</li> <li>• Manage speed with street alignment, with devices as a last resort.</li> <li>• Achieve the desired pedestrian and cyclist friendly, low speed environment (as defined in <b>Tables SC6.17B to SC6.17D</b>).</li> <li>• Techniques may include building setbacks, fence construction, street alignment, cross section elements, provision for cycles and on-street parking, sight distances to and from driveways and reducing reversing from driveways.</li> <li>• Design with tight bends (&gt;60 degrees) and roundabouts at intersections.</li> <li>• Widen carriageways to allow two-way bus movement on bus routes and mixed use streets and around all bends to allow safe passing and operation of the occasional heavy vehicle.</li> <li>• Widen carriageways at tight bends and provide median islands to control vehicle paths.</li> <li>• Comply with:- <ul style="list-style-type: none"> <li>○ <i>DTMR Road Planning and Design Manual</i>; and</li> <li>○ <i>Austrroads Guide to Traffic Management</i> and the <i>MUTCD for Local Area Traffic Management (LATM)</i>.</li> </ul> </li> </ul>
<b>District collector streets</b>	<ul style="list-style-type: none"> <li>• Frontage management techniques to reduce potential amenity and safety impacts due to the higher speed environment.</li> <li>• Roundabouts or tight bends with angles &gt;60 degrees;</li> </ul>
<b>Neighbourhood collector streets</b>	<ul style="list-style-type: none"> <li>• On bus routes, provide kerb build outs at regular intervals to narrow the effective width of the street and enhance landscaping opportunities.</li> </ul>
<b>Speed management devices</b>	<ul style="list-style-type: none"> <li>• Generally comply with MUTCD.</li> <li>• Not on bus routes unless designed to enable safe and comfortable bus movement, i.e. without mounting kerbs or swerving, or devices such as speed humps or chicanes that create spot speeds ≤25km/h.</li> <li>• Speed management techniques may include landscaping treatments such as street trees, landscape treatments and the like, where in compliance with the <b>Landscape Code</b> and <b>Planning scheme policy for development works</b>.</li> </ul>
<b>Traffic islands for LATM</b>	<ul style="list-style-type: none"> <li>• Consider location in respect to sight distance and vertical geometry.</li> <li>• Formed (not kerb mix) to an approved profile.</li> <li>• Constructed with reinforced N32 concrete or formed with full depth structural stamped/coloured concrete.</li> </ul>

Element	Requirement
	<ul style="list-style-type: none"> <li>• Colour treatment with a high level of contrast to the carriageway surface;</li> <li>• Appropriately delineated and linemarked.</li> </ul>

## SC6.17.12 Guidelines for achieving transport and parking code outcomes

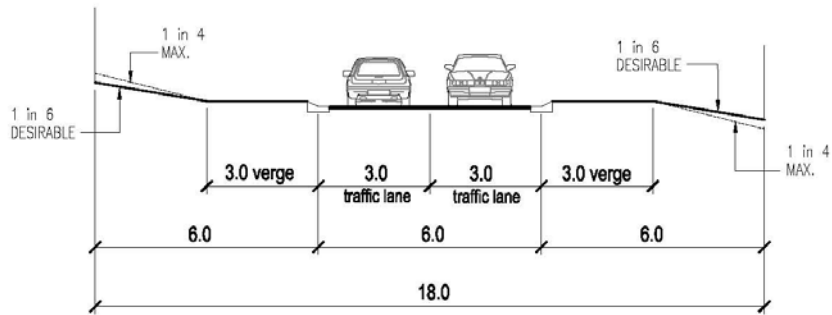
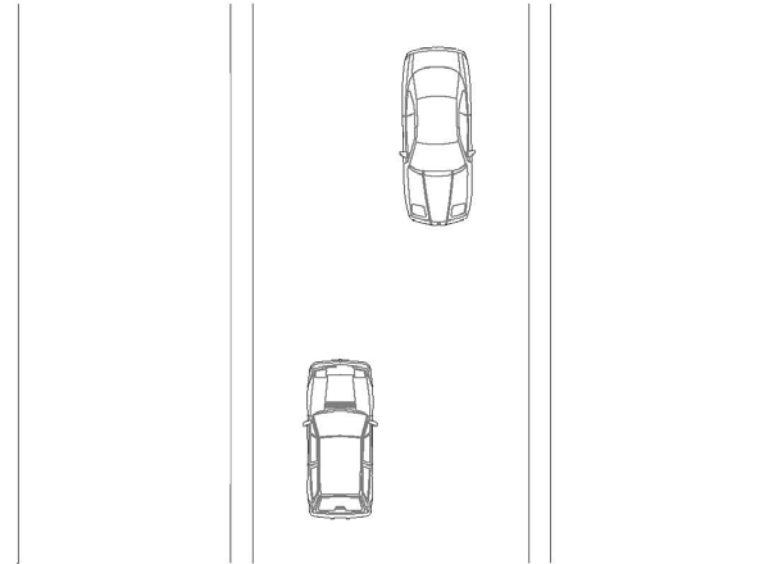
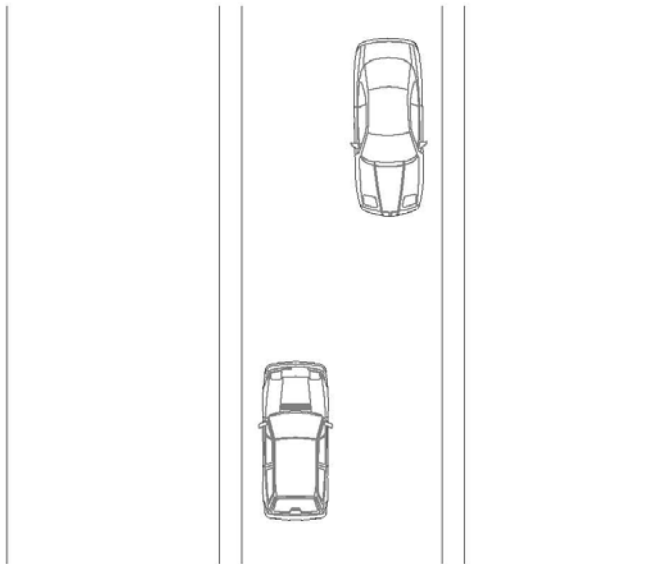
- (1) For the purposes of the performance outcomes and acceptable outcomes in the **Transport and parking code** the following are relevant guidelines:-
- (a) Austroads publications, including:-
- Cycling Aspects of Austroads Guides;*
  - Design Vehicles and Turning Path Templates;*
  - Guide to Pavement Technology;*
  - Guide to Road Design;*
  - Guide to Road Safety;* and
  - Guide to Traffic Management;*
- (b) Queensland Department of Transport and Main Roads (DTMR) publications, including:-
- A Guide to Signing Cycle Networks;*
  - Cycle Notes;*
  - Guidelines for Assessment of Road Impacts of Development Proposals;*
  - Pavement Design Manual;*
  - Queensland Manual of Uniform Traffic Control Devices (MUTCD);*
  - Road Drainage Manual;*
  - Road Planning and Design Manual;* and
  - Traffic and Road Use Management (TRUM) Manual;*
- (c) *TransLink Transit Authority Public Transport Infrastructure Manual (2012);*
- (d) *Queensland Urban Drainage Manual (QUDM);*
- (e) South East Queensland (SEQ) Healthy Waterways Partnership Publications, including:-
- Water Sensitive Urban Design (WUSD) Technical Design Guidelines for South East Queensland Construction;* and
  - WSUD Deemed To Comply Solutions for SEQ;*
- (f) Institute of Municipal/Public Works Engineering Australia Queensland Division (IPWEAQ) publications, including:-
- Complete Streets: Guidelines for Urban Street Design;*
  - IPWEA SEQ Standard Drawings;* and
  - Queensland Streets: Design Guidelines for Subdivisional Streetworks;*
- (g) New South Wales Roads and Traffic Authority (RTA) publications, including:-
- Guide to Traffic Generating Developments;* and
  - NSW Bicycle Guidelines;*
- (h) *Highway Capacity Manual (Transport Research Board);*
- (i) Australian Standards, including:-
- AS2890 – Parking facilities;*
  - AS1158 – Lighting for roads and public spaces;*
  - AS1428 – Design for access and mobility;* and
  - AS1100 – Technical drawing – general principles;*
- (j) Council's Standard Specifications and Standard Drawings (available on Council's website);
- (k) *Sunshine Coast Sustainable Transport Strategy 2011-2031;*
- (l) *Energex Design Guide – Design of Rate 2 Public Lighting Installations;*
- (m) *Next Generation Planning: A handbook for planners, designers and developers in South East Queensland (Council of Mayors (SEQ));*

- (n) *Beyond the Pavement: Urban design policy, procedures and design principles* (Transport for NSW, 2009).

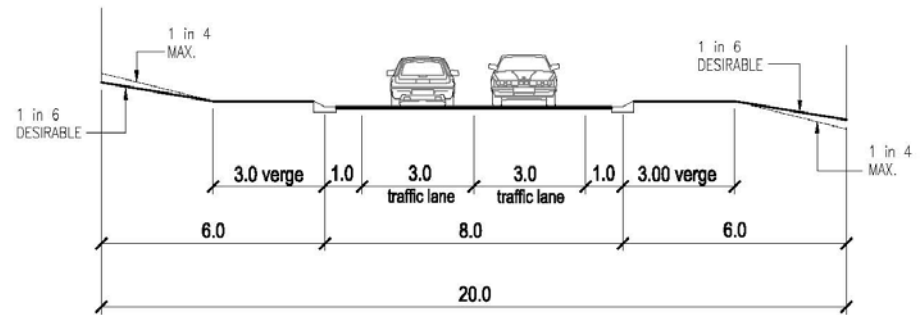
Note—the above list is not exhaustive and other available publications may be applicable to the design and construction of some infrastructure.

- (2) Except where explicitly stated otherwise in this planning scheme policy, the following is the order of precedence in which the above guidelines are to be applied:-
  - (a) requirements contained in this planning scheme policy are to take precedence over all other guidelines;
  - (b) Council's Standard Specifications and Standard Drawings;
  - (c) the *DTMR Road Planning and Design Manual* is to take precedence over Austroads publications, except where advised otherwise by DTMR;
  - (d) the DTMR MUTCD is to take precedence over Austroads publications and Australian Standards;
  - (e) Austroads publications are to take precedence over the Australian Standards with respect to the design of the street and road networks; and
  - (f) all other guidelines.

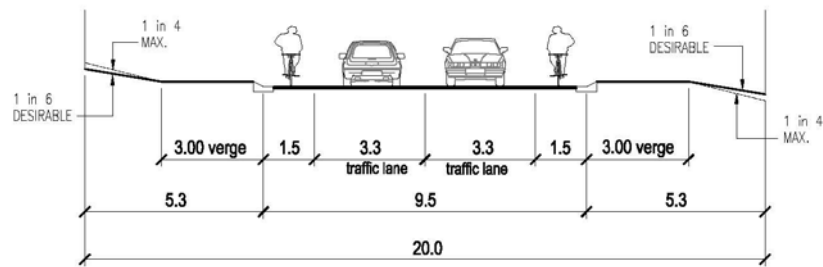
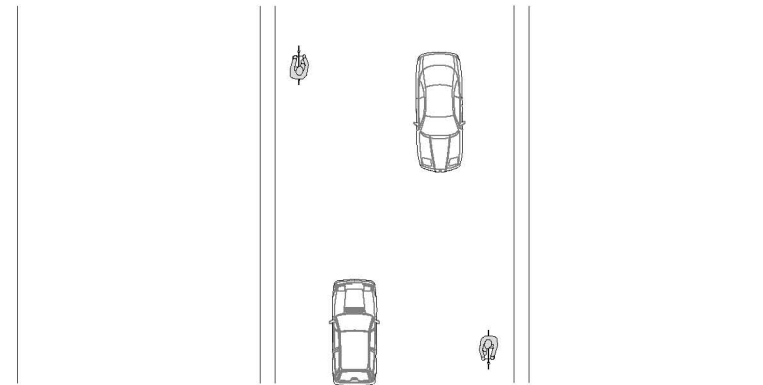
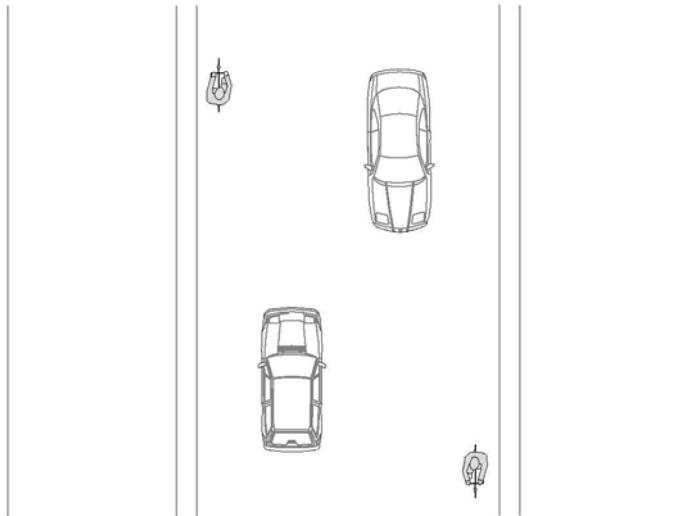
## Appendix SC6.17A Typical street and road cross sections



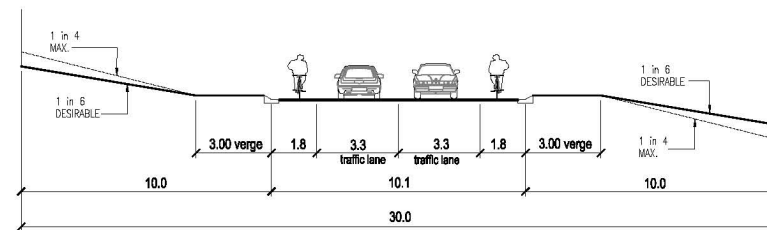
**RURAL RESIDENTIAL ACCESS PLACE**



**RURAL RESIDENTIAL ACCESS STREET**

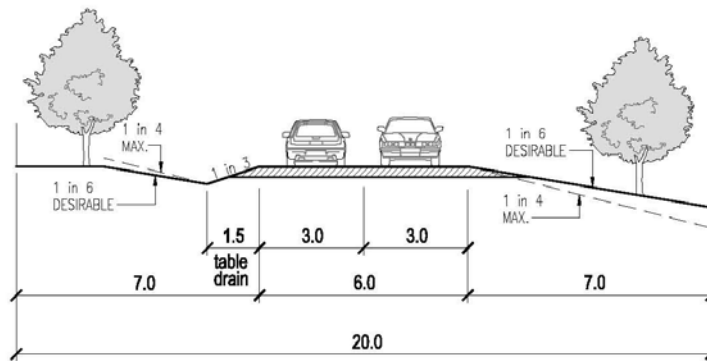
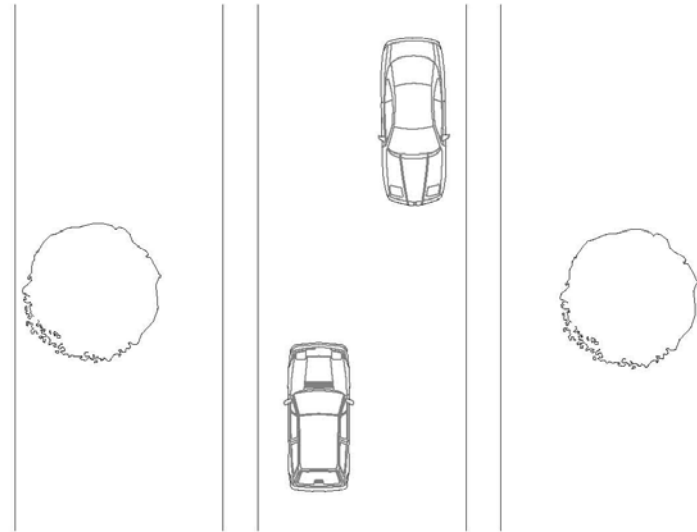
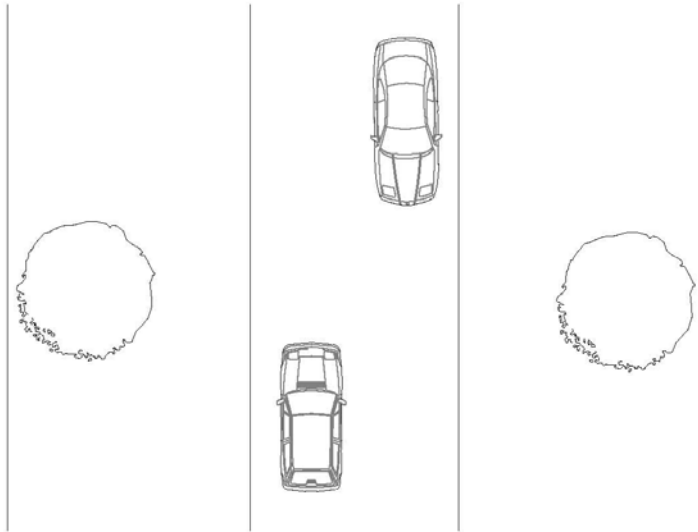


**RURAL RESIDENTIAL  
NEIGHBOURHOOD COLLECTOR STREET**



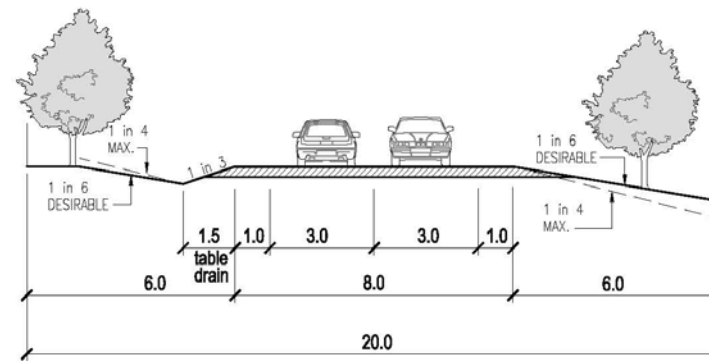
**RURAL RESIDENTIAL  
DISTRICT COLLECTOR STREET**





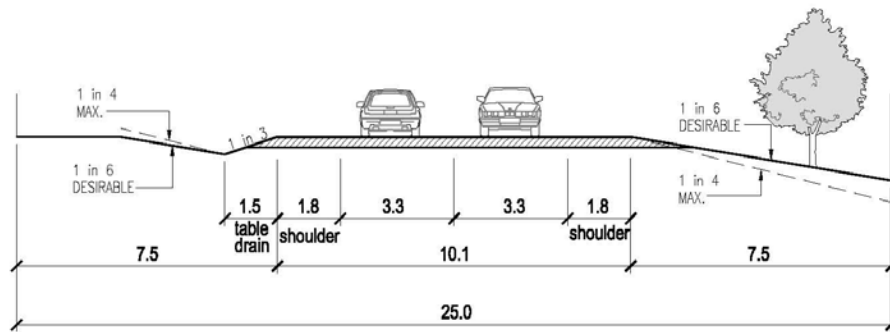
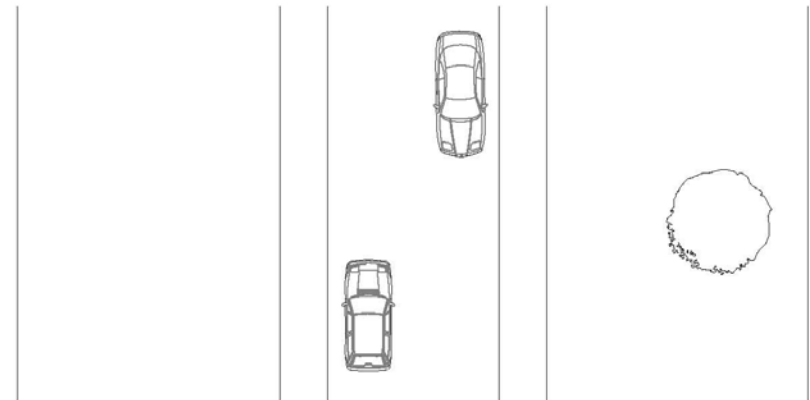
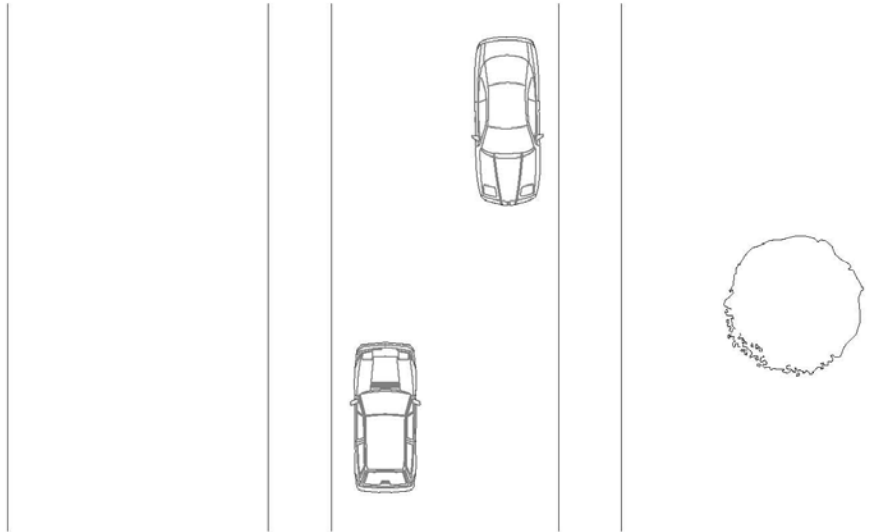
**RURAL ACCESS PLACE**

Note—  
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.



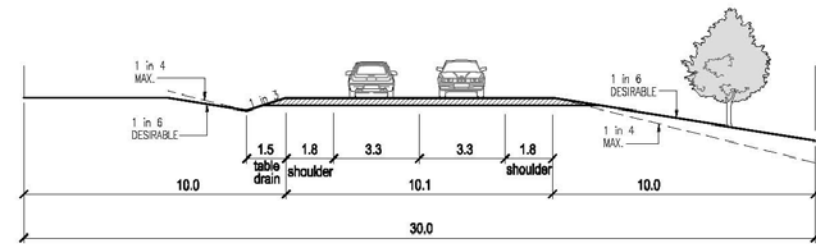
**RURAL ACCESS STREET**

Note—  
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.



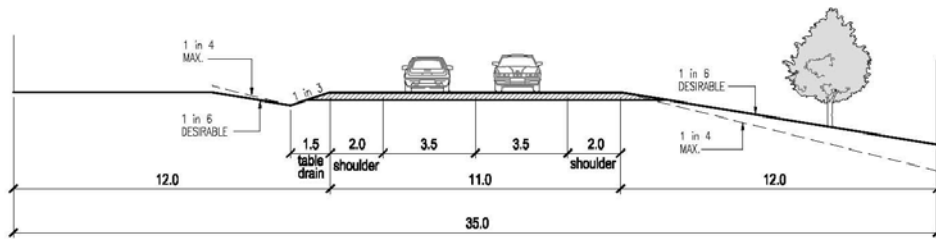
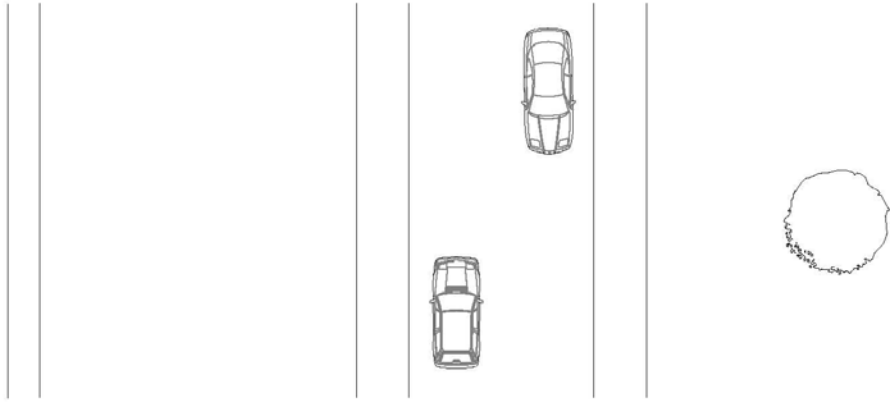
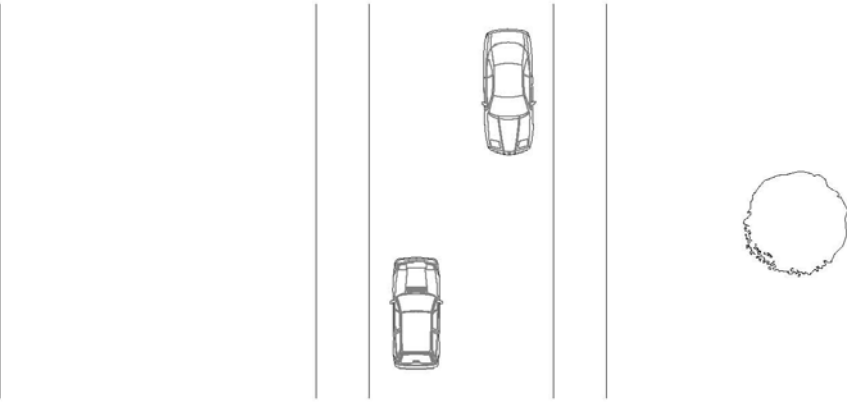
**RURAL NEIGHBOURHOOD COLLECTOR STREET**

Note—  
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.



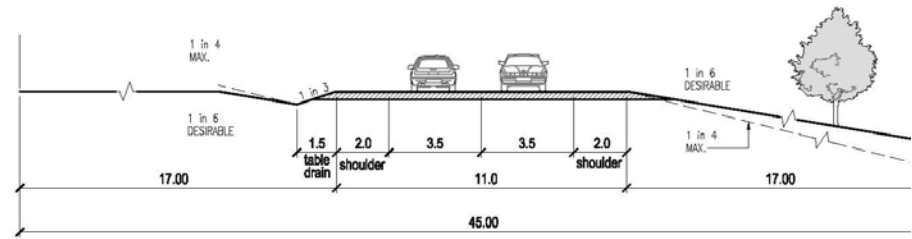
**RURAL DISTRICT COLLECTOR STREET**

Note—  
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.



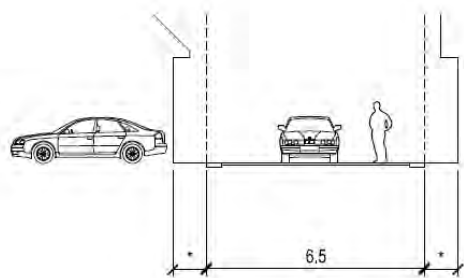
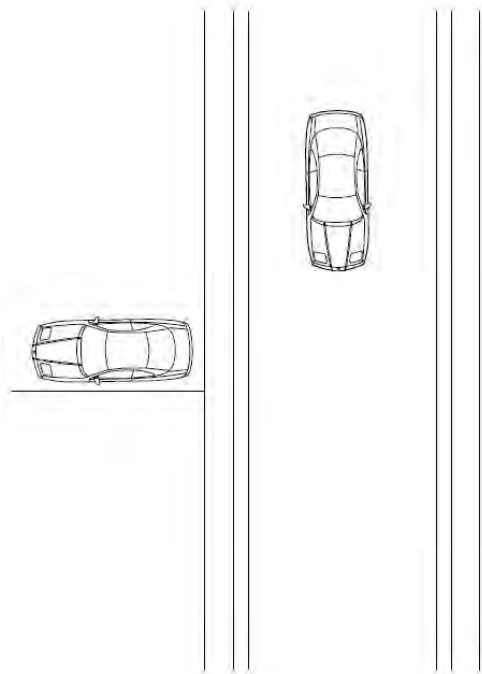
**RURAL CONTROLLED DISTRIBUTOR**

Note—  
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.



**RURAL TRAFFIC DISTRIBUTOR**

Note—  
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.

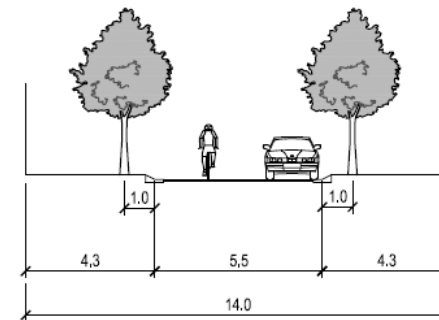
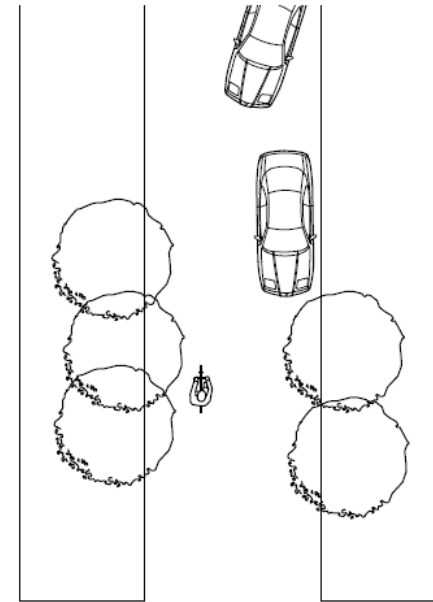


\* Minimum setback to buildings

### ACCESS LANEWAY

Notes—

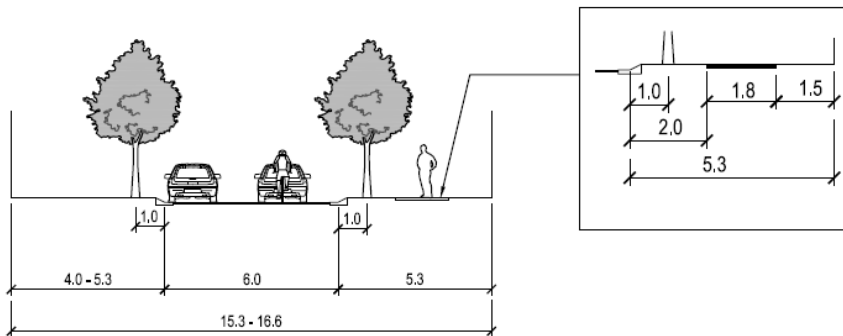
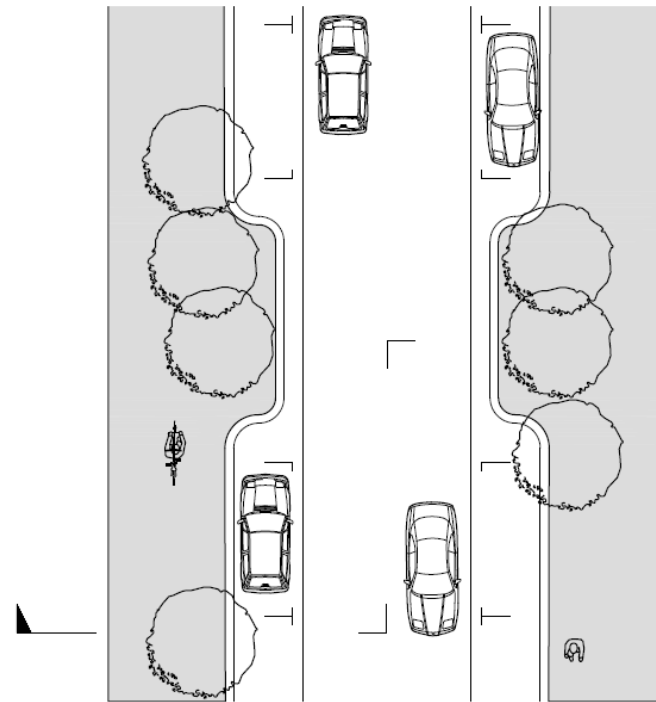
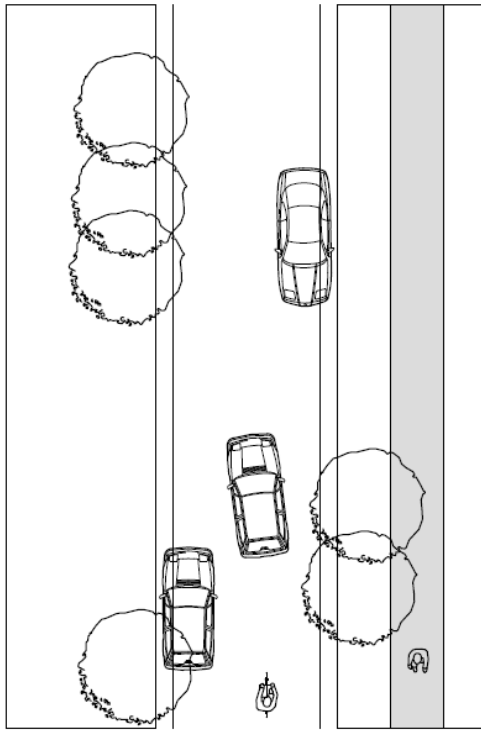
1. Access laneways provide access to properties; refuse collection and servicing with no parking within the laneway.
2. Pavements may be narrowed to 4 – 5m at lane entrances to improve sightlines to paths in adjacent streets.
3. Minimum rear setback of 1.0m to ground storey and 0.5m to first upper storey.



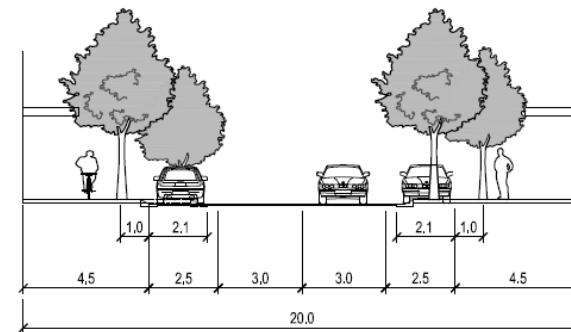
### ACCESS PLACE

Notes—

1. Pathway not required if speed environment is 30km/h or below unless part of a designated active transport route as shown on **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** where local hierarchy pathway widths shall be a minimum of 2.5m and district or regional hierarchy pathways widths shall be a minimum 3.0m. These pathway widths will require adjustments to the cross section and widening of the verge.
2. On street parking one side only.



**ACCESS STREET**



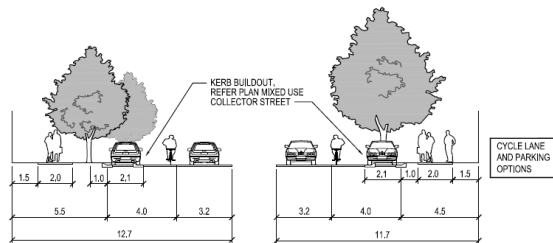
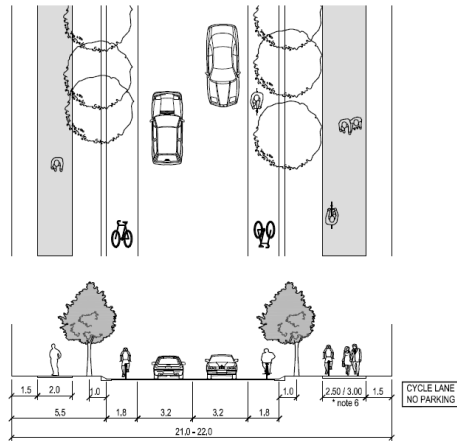
**MIXED USE ACCESS STREET**

Notes—

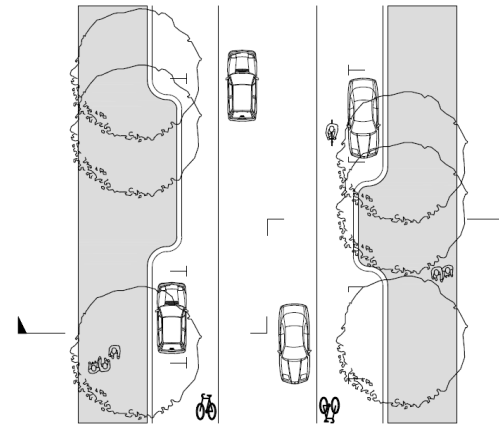
1. Pathway shall be a minimum width of 1.8m unless part of a designated route as shown on **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** where local hierarchy pathway width shall be a minimum 2.5m and district or regional hierarchy pathway width shall be a minimum 3.0m. The verge and overall cross section may require widening to suit. Asymmetric verge widths may be used.

Note—

1. Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.



**NEIGHBOURHOOD COLLECTOR STREET**



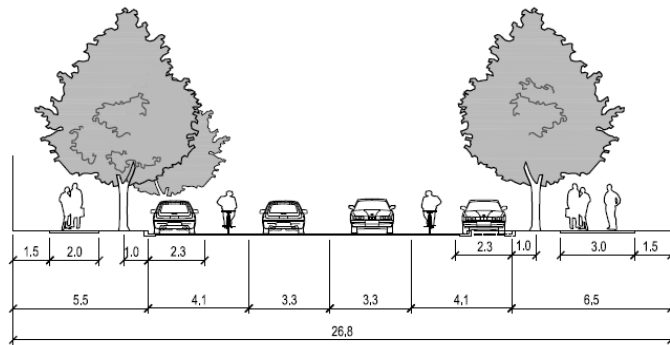
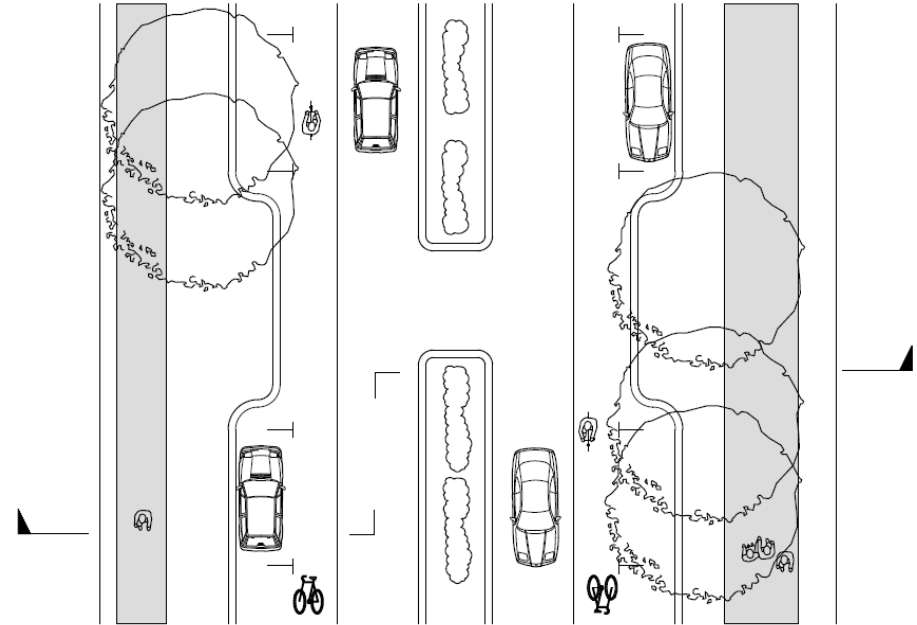
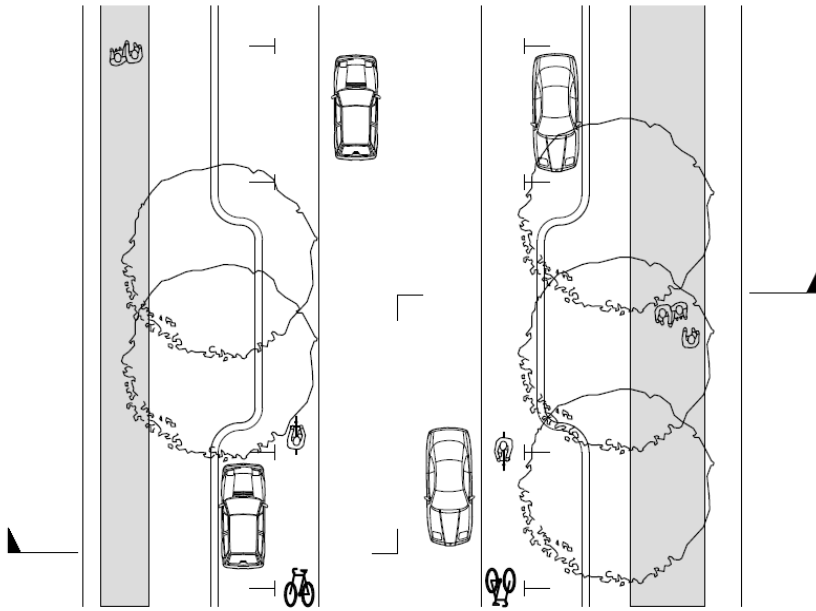
**MIXED USE COLLECTOR STREET**

**Notes—**

- Multiple cross sections are available depending on the combination of features in the street including on-street parking, cycle lanes, street trees, a designated cycle route and indented bus stops as explained in the following notes.
- Cycle lanes may not be required if the street is not part of a designated cycle route as shown on **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))**.
- Where parking is required, additional width is to be added to one or both sides of the cross section depending on parking demand determined by frontage activity.
- Where Council and TransLink agree that there is no likelihood that a street will become a future bus route and the street is not part of a designated cycle route, the carriageway width can be reduced to a minimum 8.0m to cater for on-street parking on one side.
- Indented bus stops, associated infrastructure and required pathways can be accommodated by using a combination of local street reserve widening, cycle lane width and parking lane width where provided and shall comply with, *Road Planning and Design Manual* or *Austrroads Guide to Road Design*.
- Indented bus stop tapers may contain driveways. However consider sight lines in the location of any streetscaping.
- Pathways to be a minimum width of 2.0m unless part of a designated cycle route as shown on **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** where local hierarchy shared pathway width shall be a minimum of 2.5m and district or regional hierarchy shared pathway width shall be a minimum of 3.0m. Asymmetric verge widths may be used.
- The wider shared pathway shall be located on the side that best serves the expected demand and network connections.

**Note—**

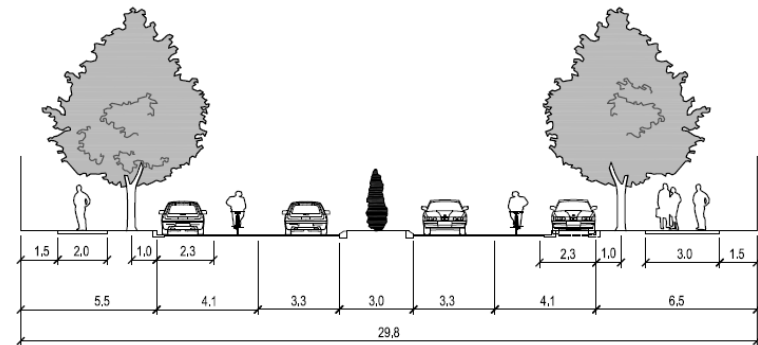
Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.



**DISTRICT COLLECTOR STREET**

Notes—

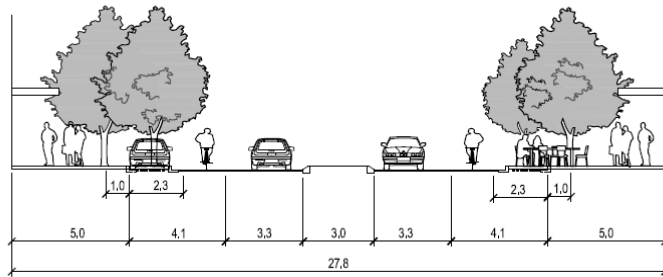
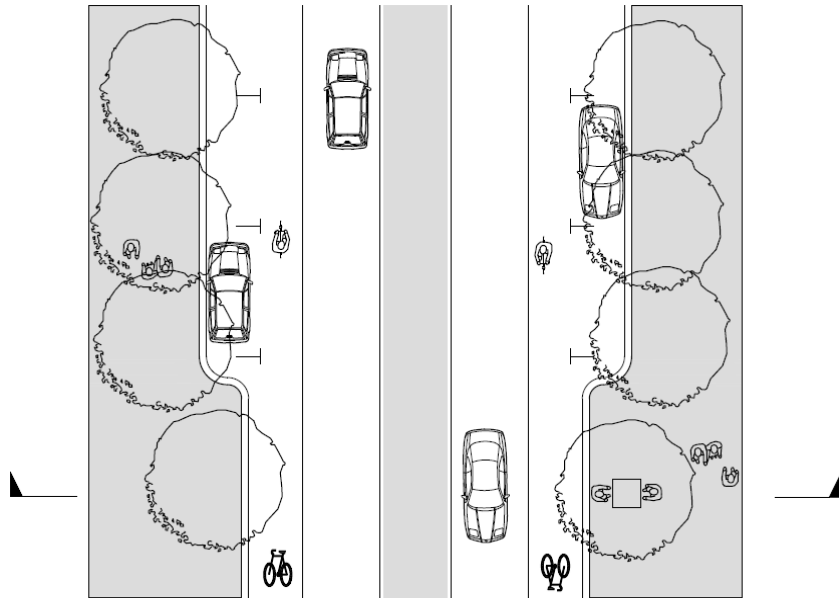
1. Pathways to be provided on both sides of the street with a minimum width 2.0m shared pathway on one verge and 3.0m on the opposite.
2. The wider shared pathway shall be located on the side that best serves the expected demand and network connections.
3. On bus routes, indented bus stops to be provided as required by the *Road Planning and Design Manual* or *Austrroads Guide to Road Design*, Indented bus stops may require local widening of the reserve to provide clearances to required pathways. Asymmetric verge widths may be used.



**DISTRICT COLLECTOR STREET (Median)**

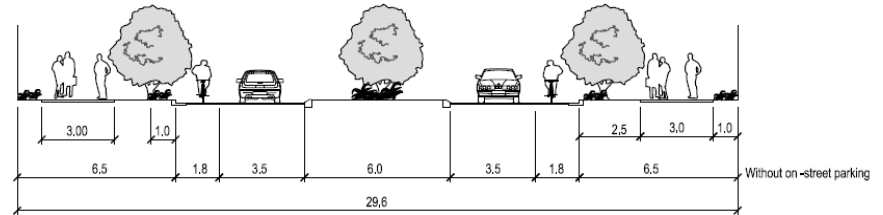
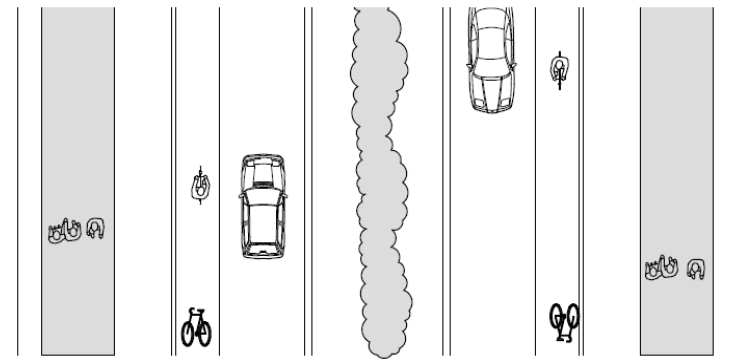
Notes—

1. Pathways to be provided on both sides of the street with a minimum width 2.0m shared pathway on one verge and 3.0m on the opposite.
2. The wider shared pathway shall be located on the side that best serves the expected demand and network connections.
3. On bus routes, indented bus stops to be provided as required by the *Road Planning and Design Manual* or *Austrroads Guide to Road Design*, Indented bus stops may require local widening of the reserve to provide clearances to required pathways. Asymmetric verge widths may be used.



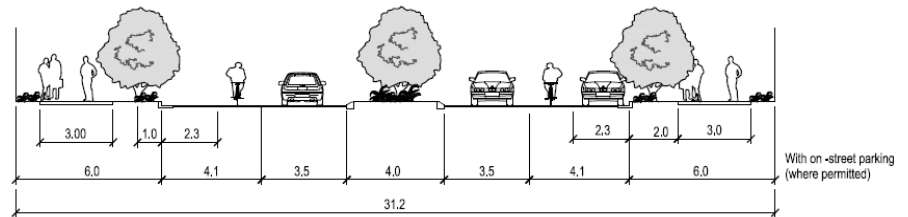
**DISTRICT MAIN STREET (Median)**

Note—  
Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.

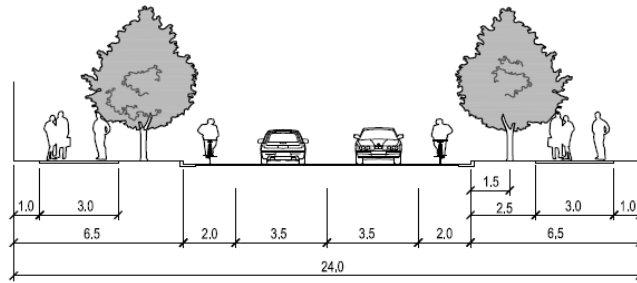
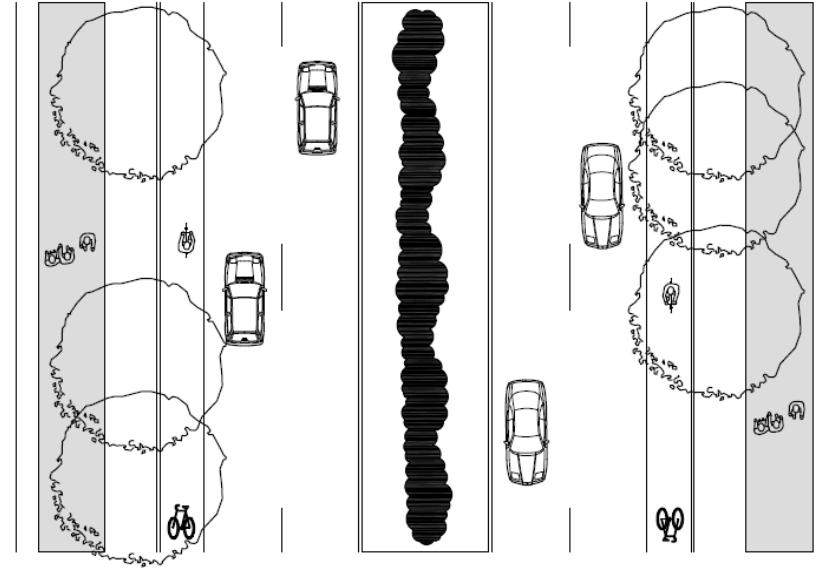
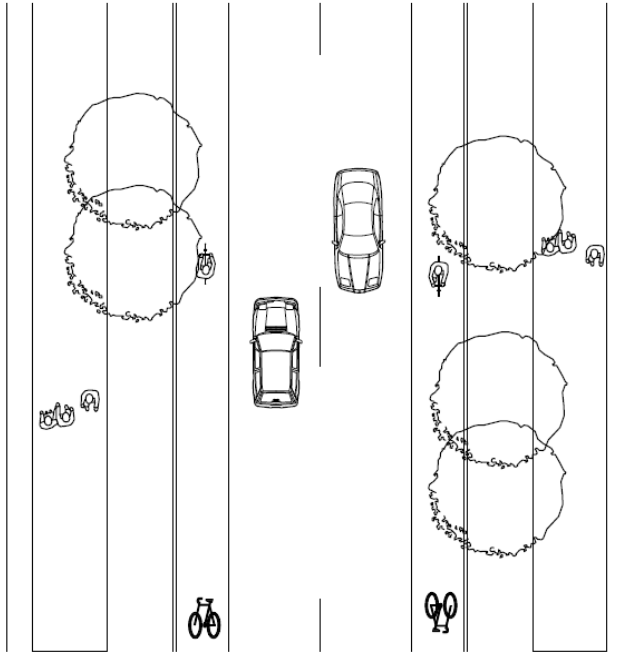


**CONTROLLED DISTRIBUTOR ROAD (Preferred)**

- Notes—
1. Distributor Road is the desired Sub-Arterial Road cross section. Controlled Distributor Roads are generally existing sub-arterial roads through urban areas with possibly some parking and direct access existing for historical reasons. The Controlled Distributor Road cross section illustrates preferred combinations of the minimum elements each of which should be achieved wherever possible.
  2. Shared pathway to be 3.0m minimum each side of road.
  3. Median kerb to be semi-mountable with plantings 1.2m minimum clearance from rear of kerb.

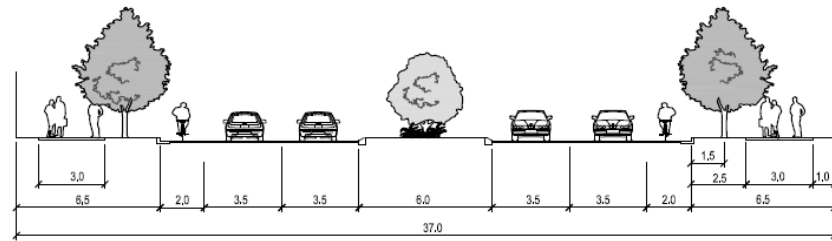






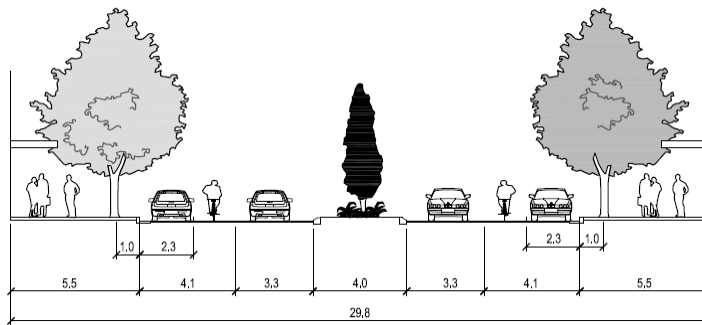
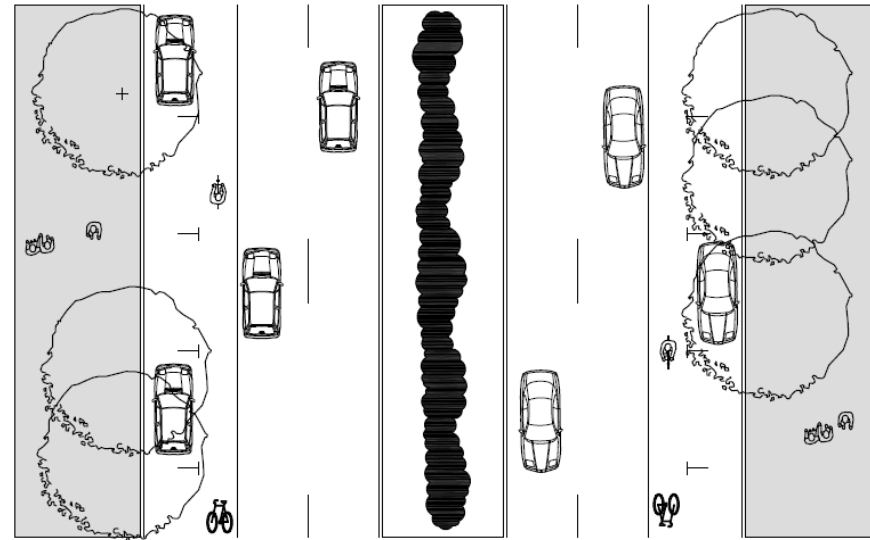
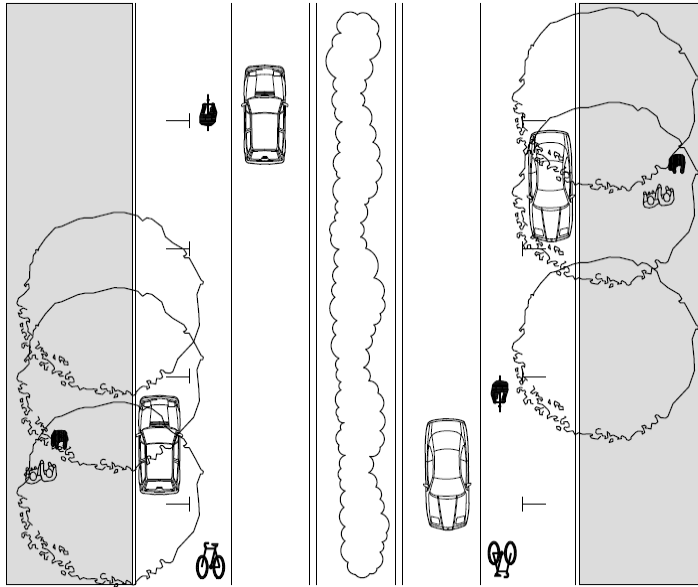
**CONTROLLED DISTRIBUTOR ROAD (2 lane)**

Note—  
Shared pathway to be 3.0m minimum each side of road.



**DISTRIBUTOR ROAD (4 lane)**

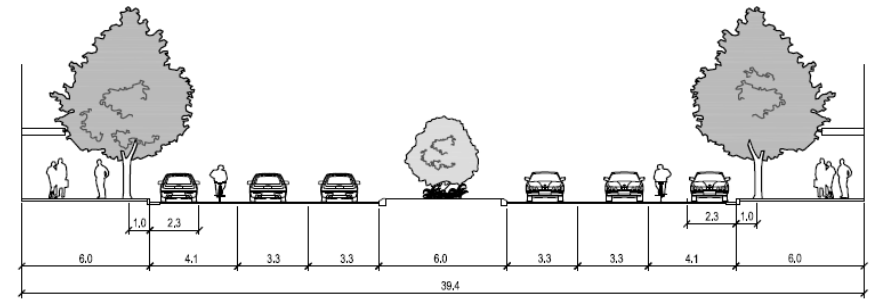
Note—  
Shared pathway to be 3.0m minimum each side of road.



**SUB-ARTERIAL MAIN STREET (Preferred)**

Notes—

1. The Sub-Arterial Main Street cross section generally exists where sub-arterial roads pass through town and village centres. The Sub-Arterial cross section illustrates preferred combinations of the minimum elements each of which should be achieved wherever possible.
2. Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.

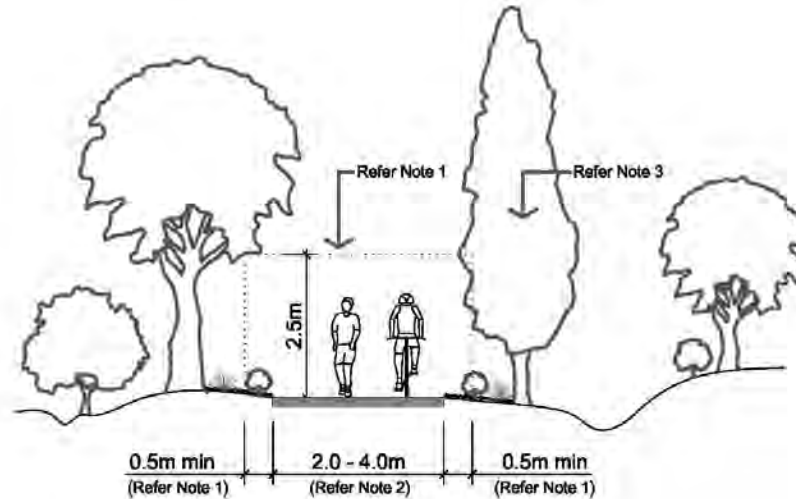


**ARTERIAL MAIN STREET**

Notes—

1. The Arterial Main Street cross section generally applies where a 4 lane divided Arterial Road passes through commercial precincts. Many established Arterial Main Streets will have cross sections which vary from that shown.
2. Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.
3. On-road parking bays may be indented and must be "paired" to allow vehicles to park with a forward motion.

## Appendix SC6.17B Active transport infrastructure guidelines standard treatments



### Notes:

- Clear operating space extends 0.5m beyond the edge both sides of the pathway and at least 2.5m above the pathway (although if catering for horse riders the clear operating space shall be at least 3.0m high).

Existing small shrubs and groundcover less than 0.5m high and of a non-irritative form (eg. non-prickly stemmed) can remain within 0.5m of the pathway provided they do not protrude over the pathway edge.

Before removing trees or limbs greater than 0.1m diameter Council's Parks Superintendent shall be consulted. All tree and root pruning shall be carried out in accordance with Council's tree clearing requirements.
- Refer Table below for Minimum Pathway Widths.

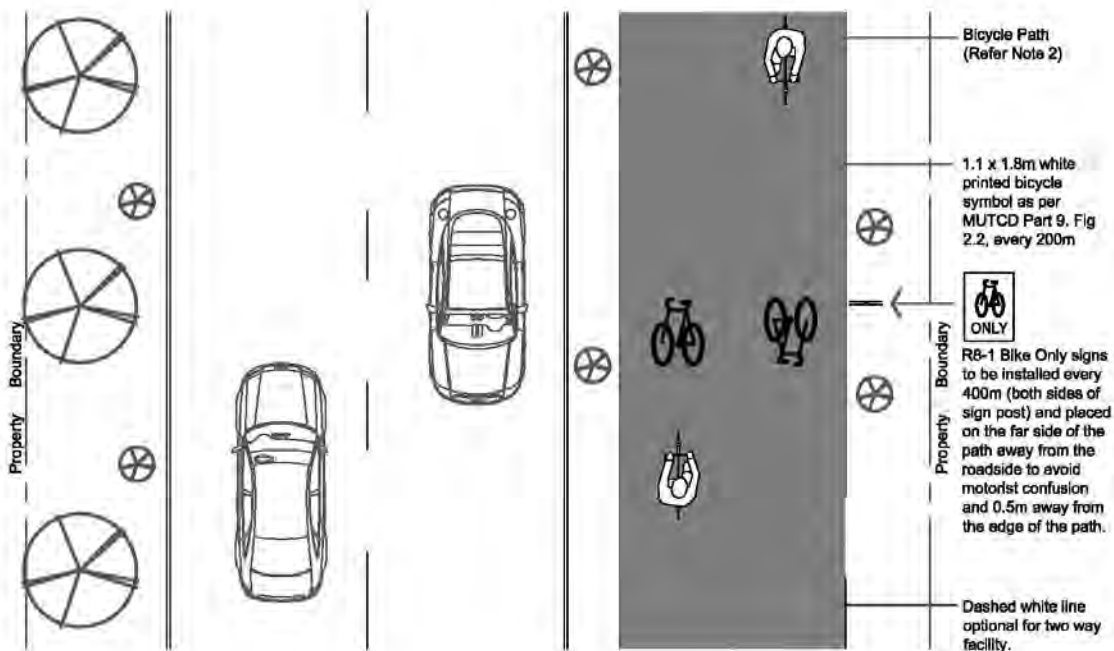
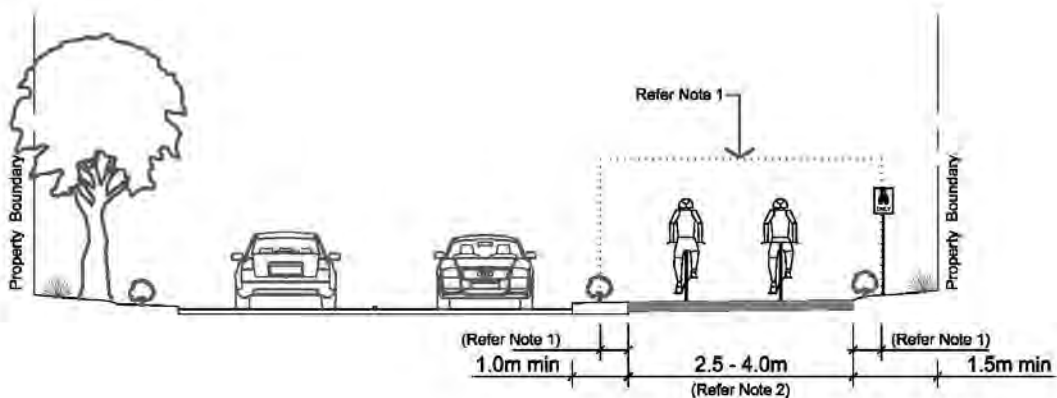
Concrete pathways 2.5m wide and greater in width should be given a colour treatment to reduce glare and to blend with the surrounding environment.

Pathways shall be elevated above localised water flows with field inlet pits and drainage pipes installed as required to prevent pathways being submerged during and after rainfall.
- Shade trees shall be provided along the pathway corridor to provide shade to pathway users. Where possible trees should be planted in a staggered fashion either side of the pathway.

Minimum Pathway Widths			
Application:	Local Access	Commuter	Recreational
Constrained Width	2.0m	2.5m	2.0m
Nominal Width	2.5m	3.0m	2.5m
Preferred Width	3.0m	3.5m	3.0m

Pathway widths outside of those listed above will be considered under special circumstances on a case by case basis depending on the merits, as agreed by Council

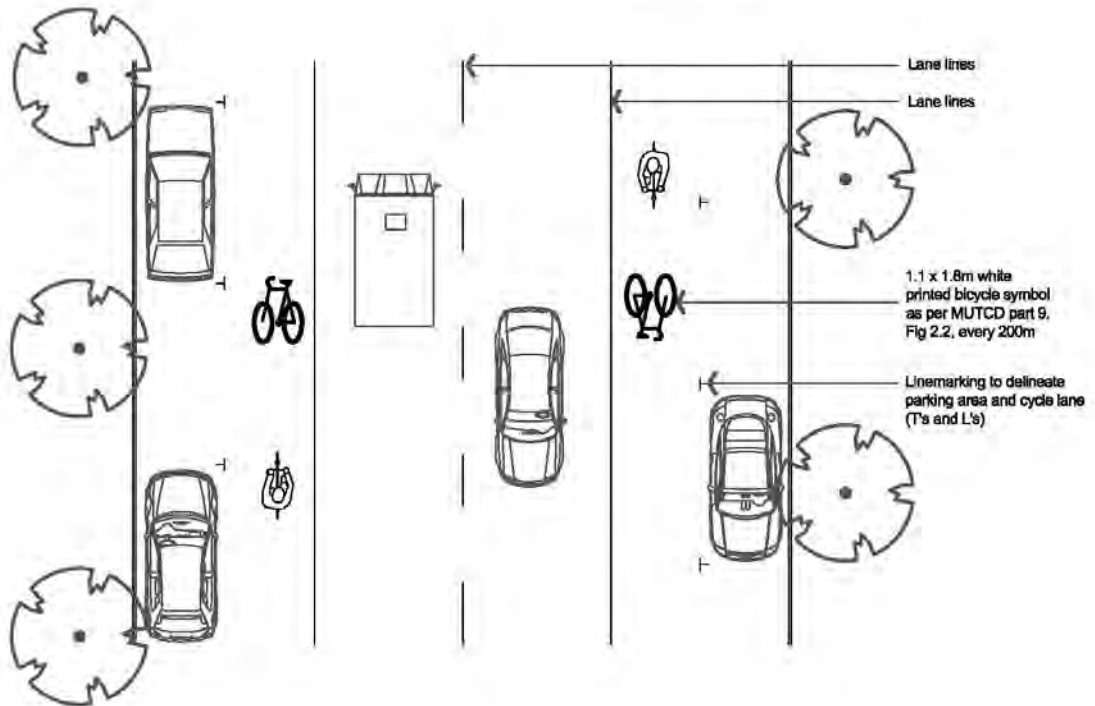
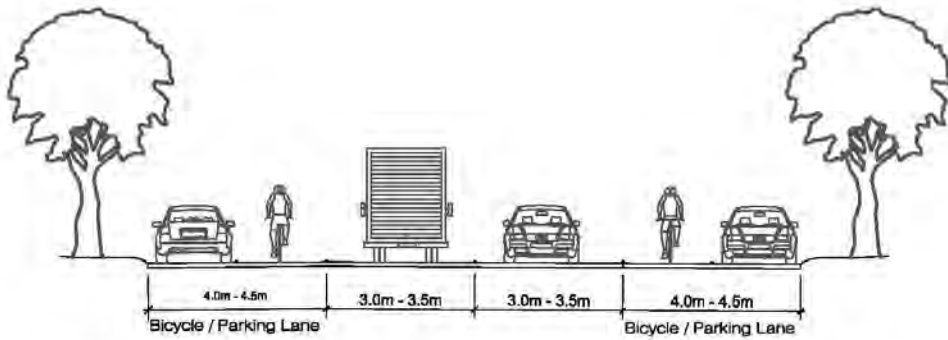
<b>A4</b>	Sunshine Coast Council	<b>ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	STANDARD TREATMENT Off Road Pathway Outside Road Reserves	26/07/12
				Scale: NTS
				Drawing Sheet No. <b>ST001</b>



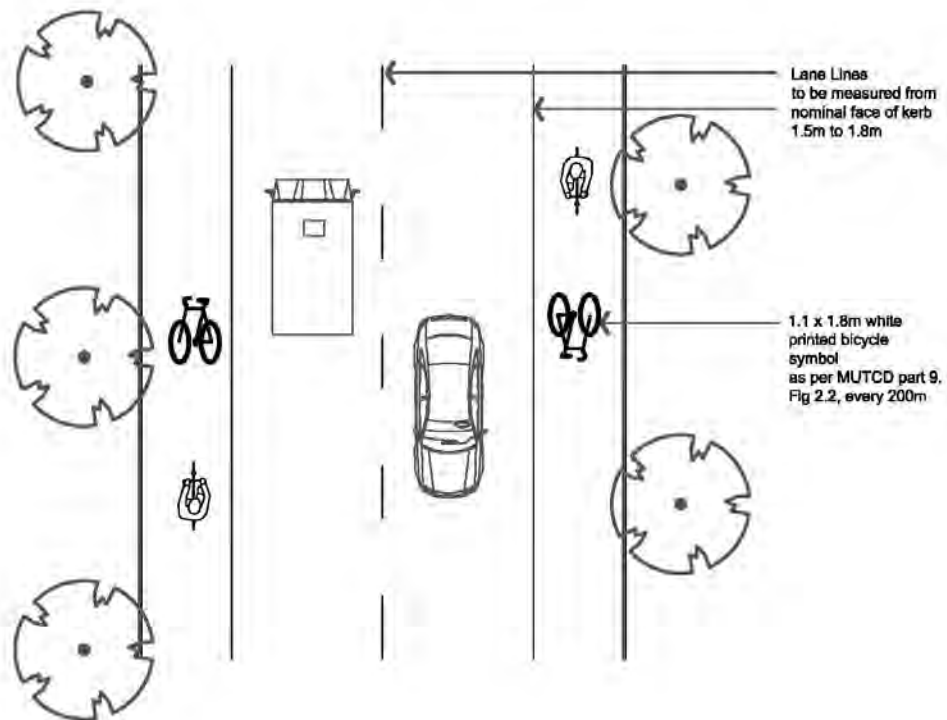
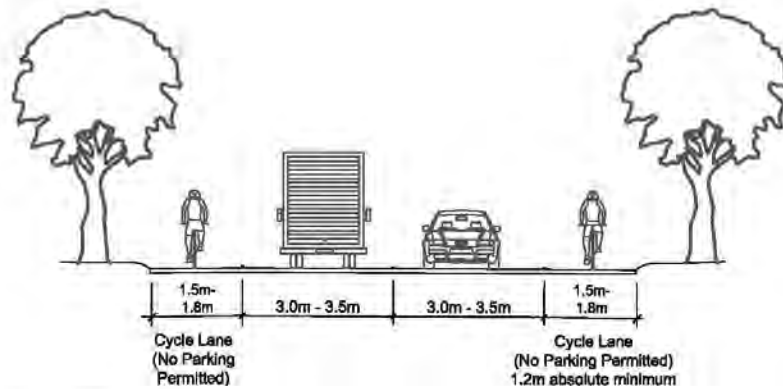
**Notes:**

1. Clear operating space extends 0.5m beyond the edge both sides of the cycleway and at least 2.5m above the cycleway.  
 Small shrubs and groundcover less than 0.5m high and of a non-irritative form (eg. non-prickly stemmed) can be placed within 0.5m of the cycleway provided they do not protrude over the cycleway edge.  
 Before removing trees or limbs greater than 0.1m diameter Council's Parks Superintendent shall be consulted. All tree and root pruning shall be carried out in accordance with Council's tree clearing requirements.
2. If cycle traffic is high, a greater width path of 3.0m to 4.0m is desirable.  
 Concrete cycleways should be given a colour treatment to reduce glare and to blend with the surrounding environment.
3. Shade trees shall be provided along the cycleway corridor to provide shade to users. Where possible in wide verges, trees should be planted in a staggered fashion either side of the cycleway while maintaining clearances.

<b>A4</b>	<b>Sunshine Coast</b> Council	<b>ACTIVE TRANSPORT</b> <b>INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	<b>STANDARD TREATMENT</b> Off Road Exclusive Cycleway	26/07/12
				Scale: NTS
				Drawing Sheet No. <b>ST002</b>

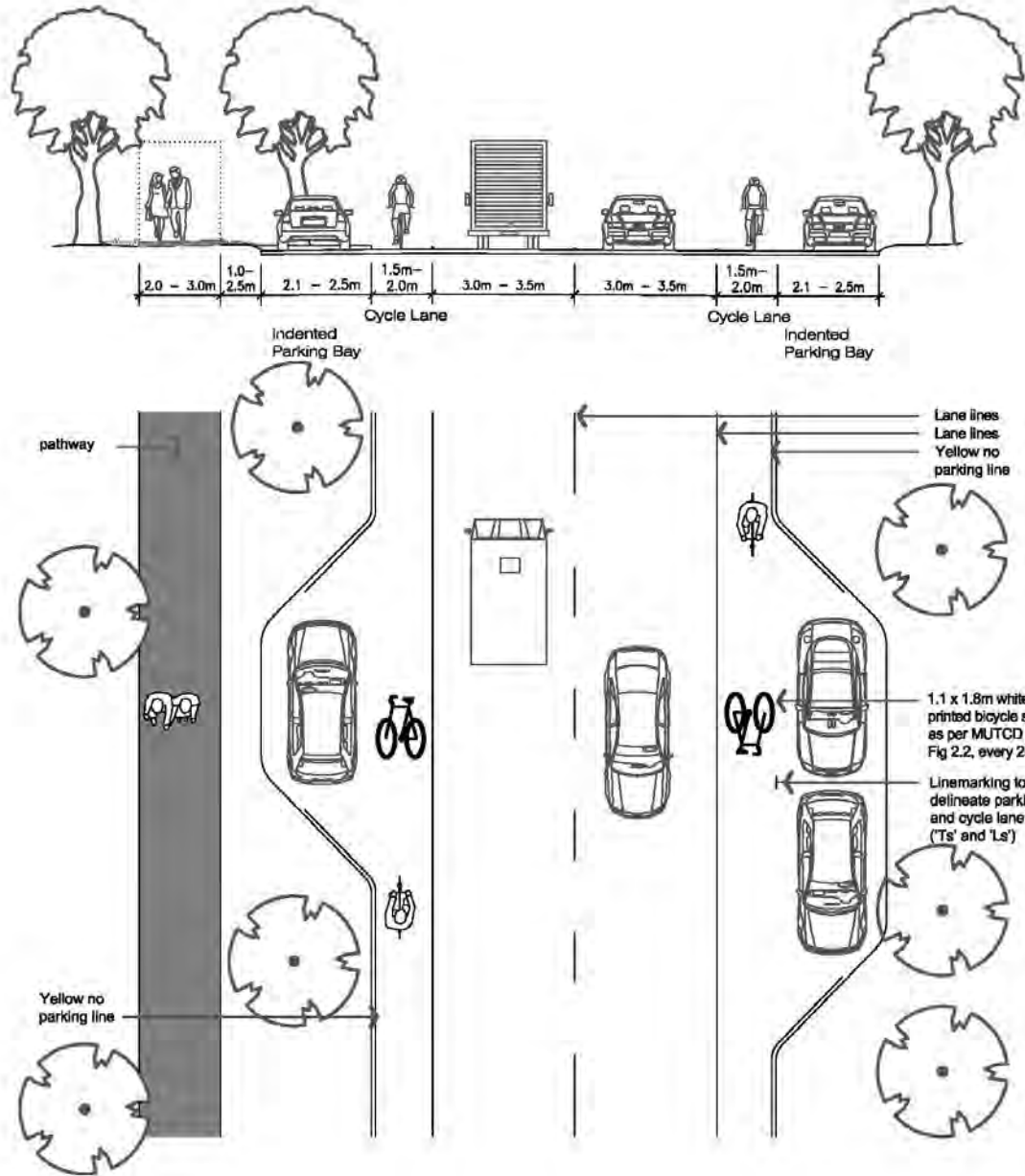


<b>A4</b>   Sunshine Coast Council	<b>ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	STANDARD TREATMENT On Road Bicycle / Parallel Car Parking Lane (Full Linemarking)	26/07/12
			Scale: NTS
			Drawing Sheet No. <b>ST004</b>

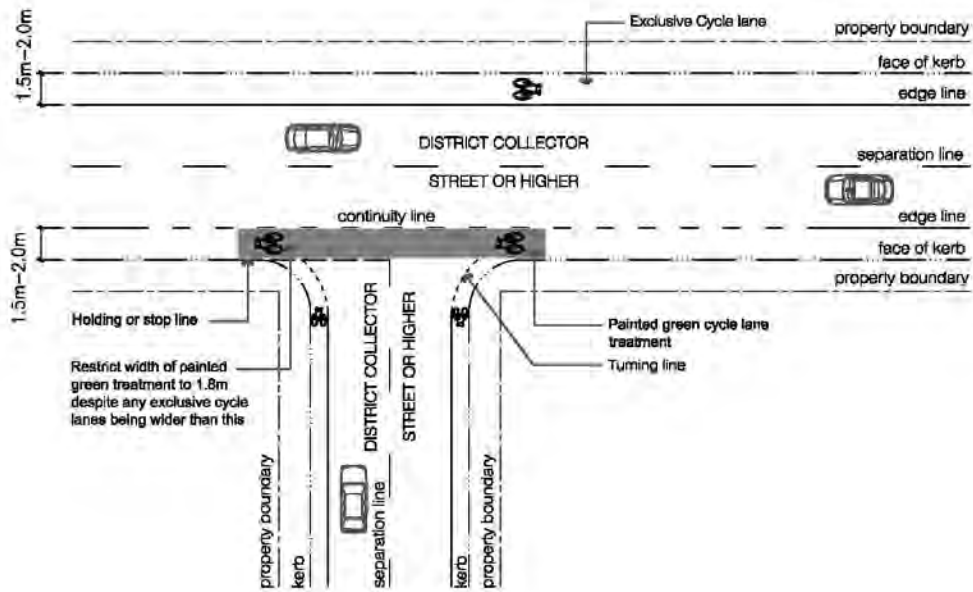


NOTE 1. Yellow 'no stopping' line to be used if there is potential for conflict and parking within cycle lane

<b>A4</b>	Sunshine Coast Council	<b>ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	STANDARD TREATMENT On Road Dedicated Cycle Lane (Parking Not Permitted)	26/07/12
				Scale: NTS
				Drawing Sheet No. <b>ST005</b>

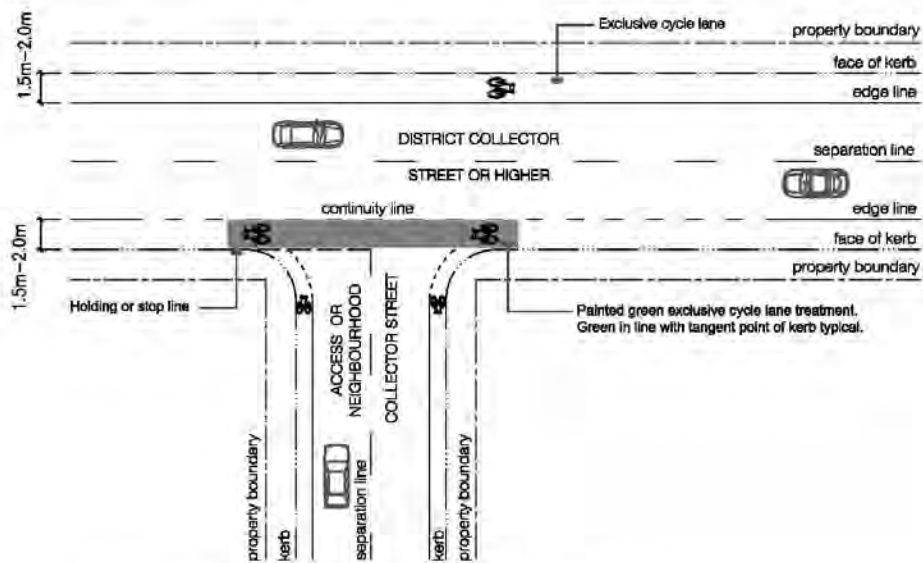


<b>A4</b>	<b>Sunshine Coast</b> Council	<b>ACTIVE TRANSPORT</b> <b>INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	<b>STANDARD TREATMENT</b> On Road Cycle Lane / Indented Parking Bays	26/07/12
				Scale: NTS
				Drawing Sheet No.
				<b>ST007</b>



'T' Intersection with dedicated cycle lanes on the major and minor road

On Road Bicycle Lane treatments



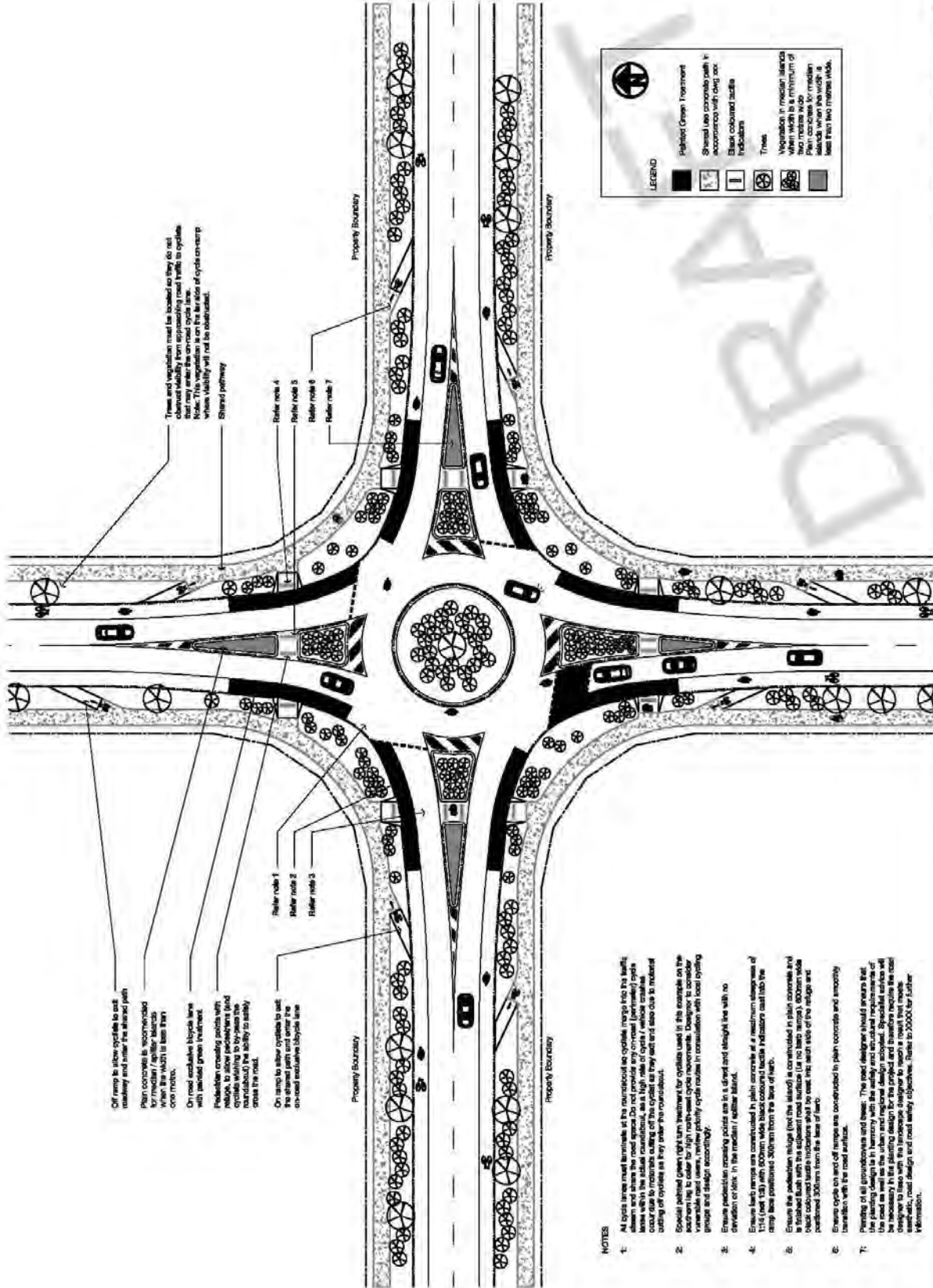
'T' Intersection with dedicated cycle lanes on the major road only

NOTES:

1. Holding line/stop line to be set back a minimum of 1.5m towards property boundary for dedicated cycle lanes. (ie. cycle lanes with no parking)
2. All bicycle symbols on roadway to be white, 1.1m x 1.8m this per MUTCD part 9, fig 2.2 symbols to be spaced at a max of 200m.

<b>A4</b>	<b>Sunshine Coast</b> Council	<b>ACTIVE TRANSPORT</b> <b>INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	<b>STANDARD TREATMENT</b> On Road Dedicated Cycle Lane Treatment at a 'T' Intersection	26/07/12
				Scale: NTS
				Drawing Sheet No. <b>ST013</b>

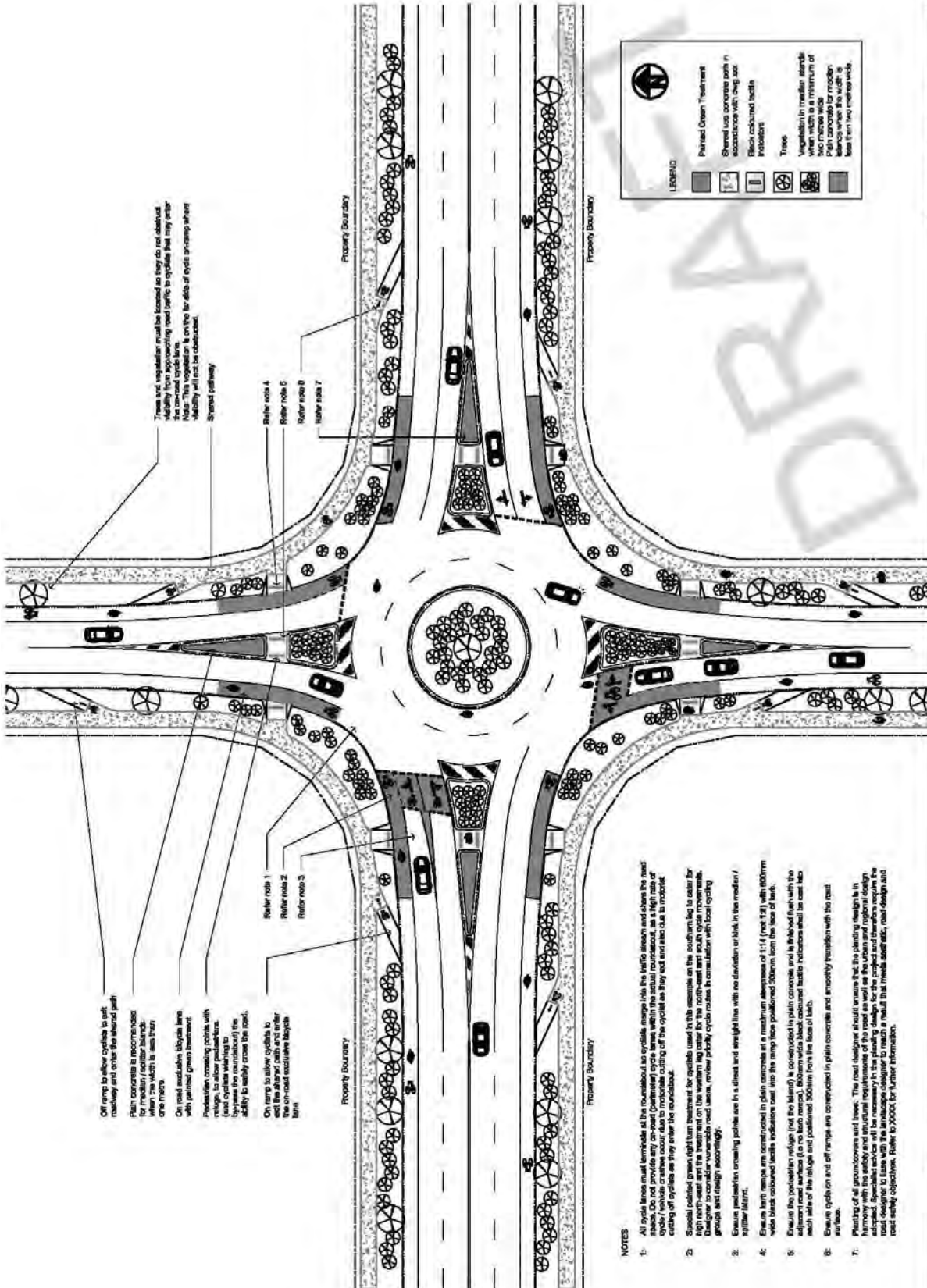




- NOTES**
- 1: All bicycle ramps must terminate at the roundabout so cyclists merge into the traffic stream and share the road space. Do not provide any on-ramp (permitted) cycle lanes. On-ramp lanes must be clearly marked and clearly separated from the roundabout. Colour cue to indicate exiting of the cycle as they exit and also cue to indicate exiting of cyclists as they enter the roundabout.
  - 2: Special painted green (light tan) treatment for cyclists used in this example on the southern leg, to cater for high north-south cycle movements. Designer to consider variable road users, review priority cycle routes in consultation with local cycling groups and design accordingly.
  - 3: Ensure pedestrian crossing points are in a direct and straight line with no deviation or kink. In the median / splitter island.
  - 4: Ensure kerb ramps are constructed in plain concrete at a maximum slope of 1:15 (not 1:8) with 100mm wide black cobour's tactile indicators next to the ramp base positioned 300mm from the base of kerb.
  - 5: Ensure the pedestrian refuge (not the island) is constructed in plain concrete and finished flush with the adjacent road surface (ie no kerb ramps). 1000mm wide black coloured tactile indicators shall be cast into each side of the refuge and positioned 300mm from the base of kerb.
  - 6: Ensure cycle on and off ramps are constructed in plain concrete and smoothly transition with the road surface.
  - 7: Paving of all groundcover and trees: The road designer should ensure that the planting design is in harmony with the safety and structural requirements of the road as well as the urban and regional design context. Specialist advice will be required to ensure that the planting design meets the requirements of the road designer to meet with the landscape designer to reach a road that meets aesthetic, road design and road safety objectives. Refer to 2000 for further information.

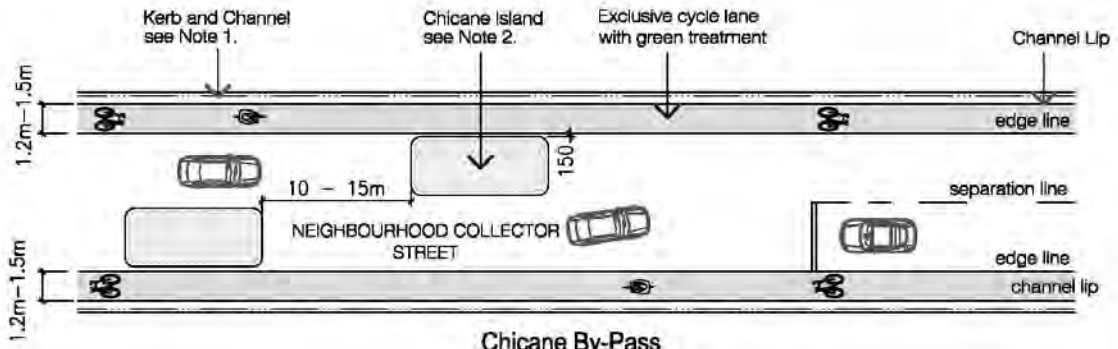
A3   Sunshine Coast Council	ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES STANDARD TREATMENTS	STANDARD TREATMENT	9/20/17
		Roundabout - Single Lane	Scale 1:25
			Drawing Sheet No. ST015

# Schedule 6

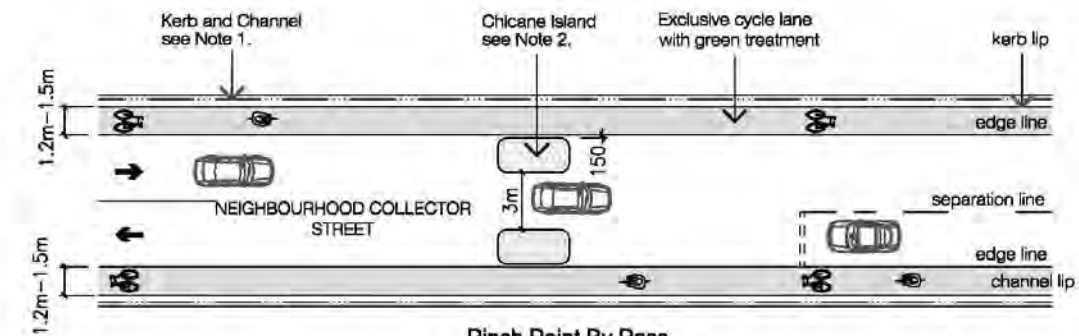


A3 Sunshine Coast Council	ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES STANDARD TREATMENTS	3/20/11
		DS016

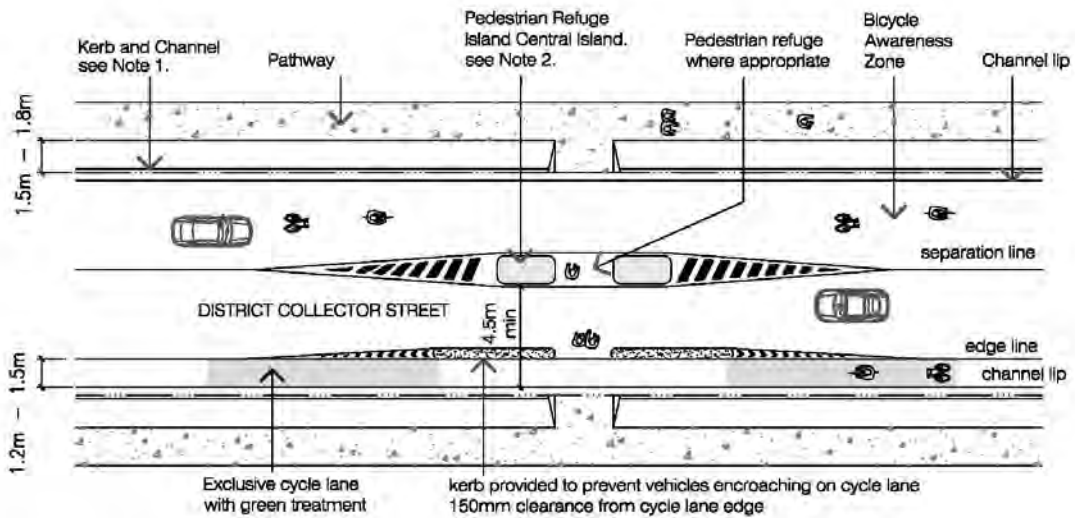
# Schedule 6



Chicane By-Pass



Pinch Point By Pass

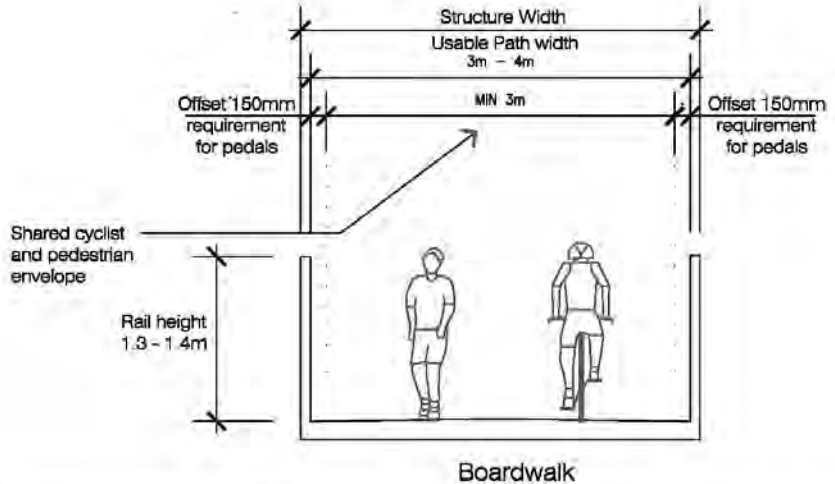
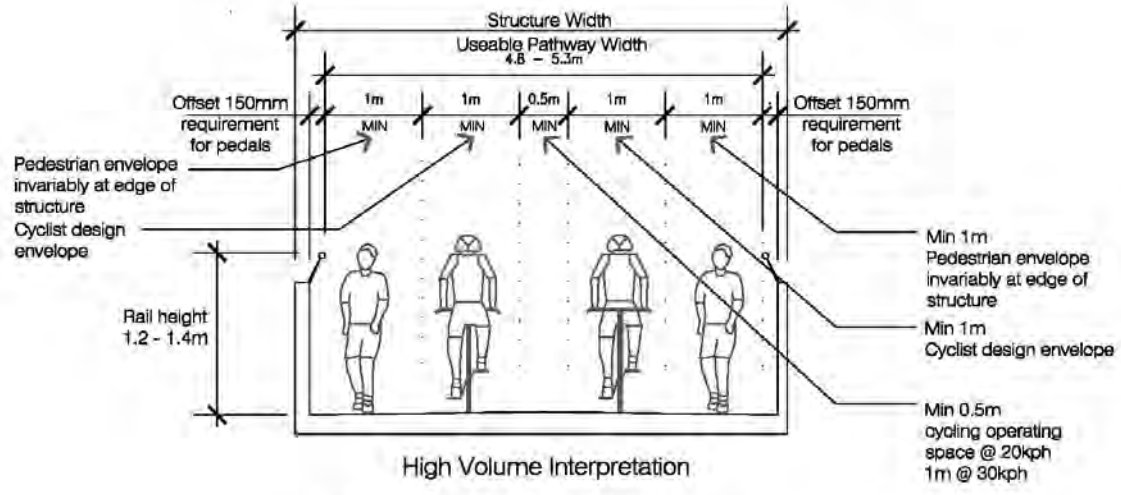
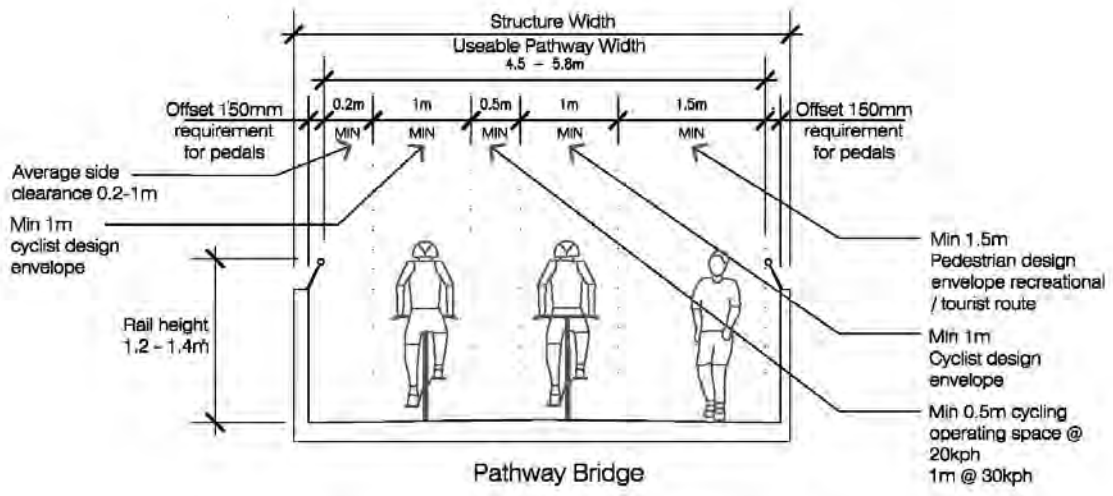


Pedestrian Refuge and Cyclist Separation Island through Pinch Point

NOTES

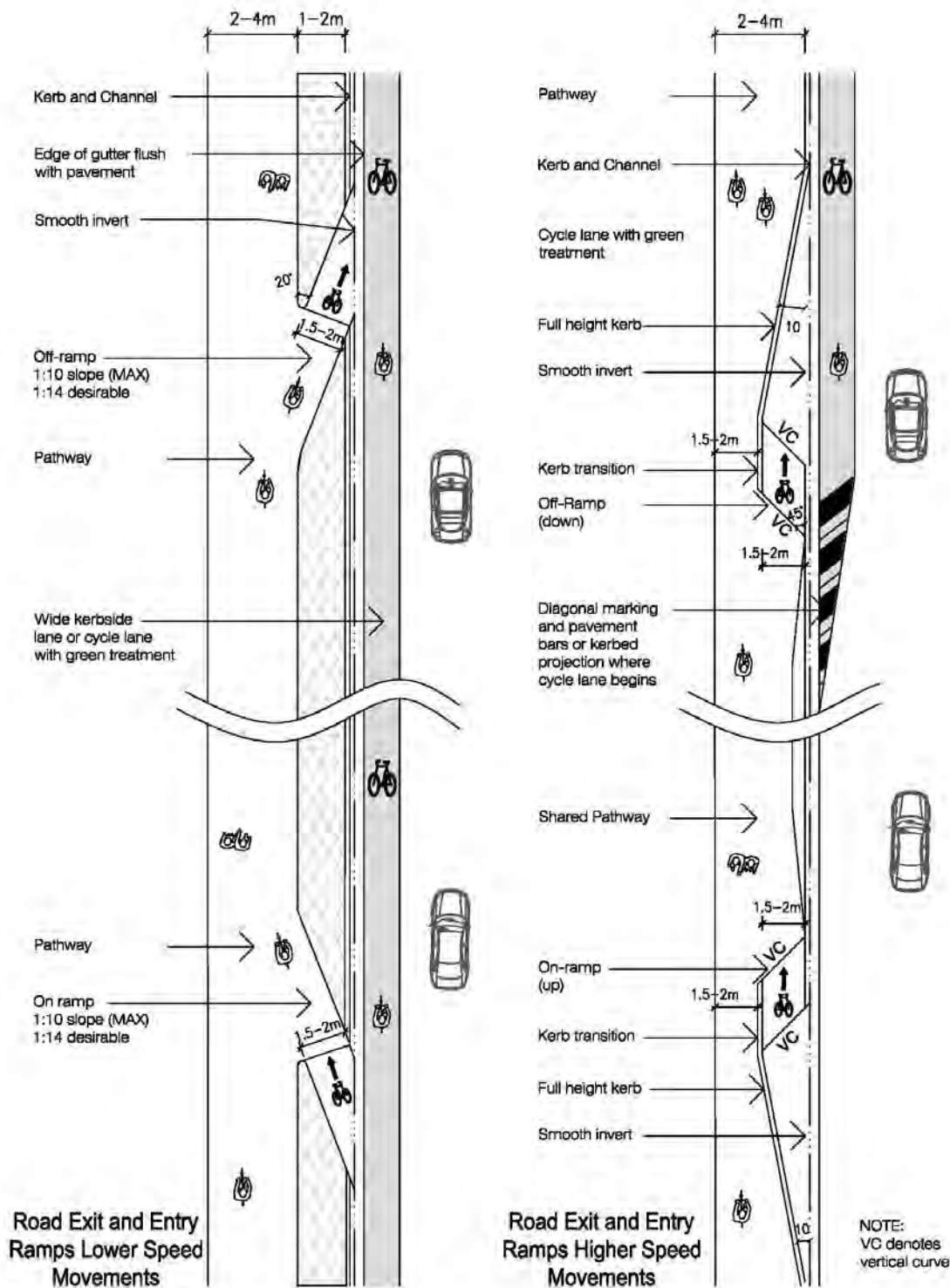
- 1: Kerb and Channel is unusable for cyclists. Cycle lane width therefore measured from lip of channel.
- 2: Chicane island - Max height of any visual object 600mm measured from pavement surface. 150mm clearance from cycle lane edge
- 3: Green pavement treatments to be determined on a case by case basis in consultation with council.

<b>A4</b>	<b>Sunshine Coast</b> Council	<b>ACTIVE TRANSPORT</b> <b>INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	<b>STANDARD TREATMENT</b> Integrated Bicycle Friendly/LATM Options	26/07/12
				Scale: NTS
				Drawing Sheet No.
				<b>ST017</b>



<b>A4</b>	<b>Sunshine Coast</b> Council	<b>ACTIVE TRANSPORT</b> <b>INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	<b>STANDARD TREATMENT</b> For Bridge and Boardwalks Shared with Pedestrian / Cycle Use	26/07/12
				Scale: NTS
				Drawing Sheet No. <b>ST018</b>

**Schedule 6**



<b>A4</b>	Sunshine Coast Council	<b>ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES</b> STANDARD TREATMENTS	STANDARD TREATMENT Road Exit and Entry Ramps for Cyclists	26/07/12
				Scale: NTS
				Drawing Sheet No: <b>ST019</b>

## SC6.18 Planning scheme policy for waste management code

### SC6.18.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide general advice about achieving outcomes in the **Waste management code**;
- (b) state standards identified in the **Waste management code** for waste storage and servicing; and
- (c) provide guidelines about the preparation of a waste management plan.

### SC6.18.2 Application

This planning scheme policy applies to development which requires assessment against the **Waste management code**.

### SC6.18.3 General advice for waste management code outcomes

The following is general advice about the achievement of outcomes stated in the **Waste management code**:-

- (a) in determining compliance with the **Waste management code** in terms of waste minimisation, waste storage and waste servicing, Council may require submission of a waste management plan for certain types of development;
- (b) in particular, Council may require submission of a waste management plan for development involving the following:-
  - (i) a residential use with more than 10 dwellings;
  - (ii) a business use with a total use area greater than 500m<sup>2</sup>;
  - (iii) an environmentally relevant activity (as defined by Schedule 1 of the *Environmental Protection Regulation 2008*);
  - (iv) construction or demolition of a building, other than construction of a dwelling house, or Class 10 building; and
  - (v) another use or activity where identified as having significant waste management requirements;
- (c) Council may also consider the following matters in assessing the appropriateness of waste minimisation, waste storage and waste servicing arrangements:-
  - (i) the type of waste generated by the development;
  - (ii) the amount of waste likely to be generated by the development having regard to **Table SC6.18A (Indicative waste and recycling generation rates for particular uses)**;
  - (iii) the minimum waste storage area requirements required to accommodate the waste management needs of the development having regard to **Table SC6.18B (Minimum waste receptacle storage requirements)**;
  - (iv) the types of waste storage bins best suited to the needs of the development;
  - (v) the preferred location of waste storage areas and bin wash down areas;
  - (vi) the distance waste needs to be moved to a waste storage area and/or collection area;
  - (vii) whether the collection service will be kerbside or on private property;
  - (viii) whether a central waste storage area will be provided prior to relocation of the bin to the collection point;
  - (ix) the presence or absence of service staff or on site management;
  - (x) the mechanism or pathway used to move bins to the waste storage area; and

- (xi) safe vehicle and pedestrian access to bins; and
- (d) a waste management plan is a document prepared by a competent person in accordance with **Section SC6.18.6 (Guidelines for the preparation of waste management plans)**.

**Table SC6.18A Indicative waste and recycling generation rates for particular uses**

Use	Waste generation rate	Recycling generation rate
Short-term accommodation where for a backpackers	40L / occupant / week	20 litres / occupant / week
Rooming accommodation where for a boarding house	40L / occupant / week	20 litres / occupant / week
Short-term accommodation where for a motel and not including a public restaurant	5L / bed / day 10L / 1.5m <sup>2</sup> / of dining area / day	1L / bed / day
Entertainment/catering use and retail business use where for:-		
(a) a butcher	80L / 100m <sup>2</sup> floor area / day	40L
(b) a delicatessen	80L / 100m <sup>2</sup> floor area / day	40L
(c) a fish shop	80L / 100m <sup>2</sup> floor area / day	40L
(d) a greengrocer	240L / 100m <sup>2</sup> floor area / day	120L / 100m <sup>2</sup> / day
(e) a hairdresser	80L / 100m <sup>2</sup> floor area / day	40L
(f) a restaurant	10L / 1.5m <sup>2</sup> floor area / day	2L / 1.5m <sup>2</sup> floor area / day
(g) a supermarket	240L / 100m <sup>2</sup> floor area / day	240L / 100m <sup>2</sup> / day
(h) a takeaway	80L / 100m <sup>2</sup> floor area / day	40L
Entertainment/catering use where for a hotel	5L / bed / day 50L / 100m <sup>2</sup> / bar area / day 10L / 1.5m <sup>2</sup> of dining area / day	50L / 100m <sup>2</sup> / of bar and dining areas / day
Entertainment/catering use where for a licensed club	50L / 100m <sup>2</sup> / bar area / day 10L / 1.5m <sup>2</sup> / of dining area / day	50L / 100m <sup>2</sup> / of bar and dining areas / day
A retail business use where for:-		
(a) a shop or shops having a gross leasable floor area not exceeding 100m <sup>2</sup> ;	50L / 100m <sup>2</sup> / floor area / day	25L / 100m <sup>2</sup> / floor area / day
(b) a shop of shops having a gross leasable floor area 100m <sup>2</sup> or greater.	50L / 100m <sup>2</sup> / floor area / day	50L / 100m <sup>2</sup> / floor area / day
A retail business use where for a showroom	40L / 100m <sup>2</sup> / floor area / day	10L / 100m <sup>2</sup> / floor area / day
A commercial business use where for an office	10L / 100m <sup>2</sup> / day	10L / 100m <sup>2</sup> / day

**Table SC6.18B Minimum waste receptacle storage requirements**

Use	Minimum requirement
Dual occupancy	An area or areas capable of accommodating 3 x 240 litre waste storage bins per dwelling.
Short-term accommodation, Multiple dwelling, Relocatable home park, Residential care facility and Retirement facility.	An area or areas capable of accommodating 2 x 240 litre waste storage bins per 2 dwellings; or An area or areas capable of accommodating bulk storage bins with an equivalent volume of 120 litres per site for waste and 120 litres per site for recycling.
Tourist park	An area or areas capable of accommodating 2 x 240 litre waste storage bins per 4 cabins or caravan sites; or An area or areas capable of accommodating bulk storage bins with an equivalent volume of 60 litres per site for waste and 60 litres per site for recycling.
Food and drink outlet	An area or areas capable of accommodating 2 x 240 litre waste storage bins.
All other uses	Determined as part of assessment of proposal.

## SC6.18.4 Standards for waste storage outcomes

For the purposes of Acceptable Outcome AO2 in **Table 9.4.10.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Waste management code** the following are the standards identified in the code for waste storage areas:-

### Waste container storage areas generally

- (a) waste container storage areas are to be attractively designed to minimise their visual impact on the streetscape and surrounding areas;
- (b) waste and waste storage bins are not to be placed where they may impede safe use of any exit, exit corridor, doorway or stairway, under stairways or near any existing or potential heat source;
- (c) waste storage bins are to be made of non-combustible materials;
- (d) waste oil containers are to be stored within bunded areas and bins must be washed within the bunded area;
- (e) a waste wash down area is to be provided for the regular cleaning of waste storage containers, which:-
  - (i) is located such that waste containers can be easily moved to the waste wash down area and is not located adjacent to or underneath the eating or living areas of any unit or neighbouring property;
  - (ii) has a floor graded to fall to a drainage point located within the wash down area;
  - (iii) provides for drainage by means of a trapped gully connected to the sewer, and is designed such that rainfall and other surface water can not flow into the wash down; and
  - (iv) has a hose cock is located in the vicinity of the wash down area.

Note—**Figure SC6.18A (Examples of waste container storage areas and facilities for mobile storage bins)** provides examples of well designed waste container storage areas and facilities.

### **Figure SC6.18A Examples of waste container storage areas and facilities for mobile storage bins**



Roofed waste storage container area for 240 litre bin type.



Screened waste storage container area with bunded bin wash down area.



Bunded bin wash down area in further detail.



Streetscape screening to waste container storage area serviced via street.



- (f) waste chutes may be provided for both general waste and recyclables;
- (g) any waste chute and associated accessories are to:-
  - (i) be cylindrical with a diameter not less than 450mm;
  - (ii) have a bottom edge which finishes at least 25mm below the level of the ceiling in the waste room with a maximum of 300mm between the bottom edge (and any extension thereof) and the top of the waste container;
  - (iii) as far as practicable, be vertical throughout the chute length up to the level of the highest hopper;
  - (iv) discharge centrally above the waste container or compactor in the waste storage room;
  - (v) be continued in full bore above the roof of the building, but not less than 600mm above the level of the highest hopper;
  - (vi) be fully supported at each floor level and contained in fire rated shafts in compliance with the appropriate standards;
  - (vii) provide for access at appropriate levels to assist in clearing obstructions and cleaning with a nylon brush or similar appliance on a pulley system;
  - (viii) be ventilated in a manner that ensures air does not flow from the chute through service openings, and the flow of air in the chute does not impede the downward movement of waste;
  - (ix) where the chute is not continued to the full height of the building, incorporate a vent formed of non-combustible material having a minimum diameter of 150mm carried to a point of at least 2.0 metres above the eaves of the building or the eaves of any building within 10.0 metres;
  - (x) incorporate a shutter fitted for closing off the chute in the case of fire or when the waste container is withdrawn that is:-
    - (A) self-closing and constructed of galvanised steel sheet or other approved metal;
    - (B) assembled with bolts, hinges or rollers of non-corrosive material so that it can be dismantled and re-assembled instantly if necessary;
    - (C) be fitted with a fusible link for automatic operation in the case of a fire in the waste container or waste room, which is selected to operate at a temperature at least 5 degrees Celsius above the operating temperature of the automatic fire control system installed;
    - (D) be constructed of materials which are non-combustible and non-corrosive or otherwise coated / treated with a non-corrosive compound and of adequate strength for their purpose;
    - (E) have a chute interior and chute branch and joints with smooth, impervious, and non-corrosive surfaces that provide uninterrupted flow for the passage of waste and are insect and vermin proof; and
    - (F) be part of a whole of waste disposal system, including all chutes, rooms, compartments and equipment that is designed and constructed so that the use and operation of the system does not at any time give rise to transmission of vibration to the structure of the premises, or odour in excess of 1 odour unit beyond the disposal and storage points.

#### Waste disposal points

- (h) hoppers for disposal of waste into waste chutes are to:-
  - (i) be provided on each residential floor and be located in a freely ventilated position in the open air (e.g. a sheltered balcony or in a dedicated waste disposal room);
  - (ii) be easily accessed by the occupants of each unit;
  - (iii) be separate from any habitable room or place used in connection with food preparation or living areas;
  - (iv) be designed and installed so as to:-
    - (A) close off the service opening in the chute when the device is open for loading;
    - (B) be between 1.0 metre and 1.5 metres above floor level;
    - (C) automatically return to the closed position after use;
    - (D) permit free flow into the chute;

- (E) not project into the chute; and
  - (F) allow easy cleaning of the device and the connection between the service opening and the chute.
- (v) have the largest dimension of the service opening (the diagonal of a rectangular opening) not exceeding 0.75 diameter of the chute with which the hopper is connected;
  - (vi) have a surround on the wall around that hopper that is at least 300mm wide and made of glazed tiling or other impervious material with can be easily cleaned;
  - (vii) have a floor adjacent to the hopper that is paved with hard impervious materials with a smooth finished surface; and
  - (viii) if located within a waste disposal room be ventilated and finished with an impervious material covered at all angles.

#### Waste container storage rooms

- (i) waste container storage rooms are to be provided for the storage of waste in standard containers at the bottom of each waste chute;
- (j) a waste container storage room are to:-
  - (i) be located at vehicle access level, preferably away from the main entrance to the building;
  - (ii) not be located adjacent to or within any habitable room or place used in connection with food preparation or living areas;
  - (iii) be of sufficient size to fully contain the number of waste containers required to service the development;
  - (iv) provide for waste containers to be easily accessed for direct disposal of bulky items to the waste container;
  - (v) provide for unobstructed access for removal of waste containers to the service point and for the positioning of the containers correctly in relation to the waste chute;
  - (vi) be the service point or be located within 40 metres of the service point;
  - (vii) be designed and constructed so that:-
    - (A) the doors are close fitting, selfclosing and not less than 820mm wide;
    - (B) walls, doors and roof of each waste room are lined with non-combustible and impervious material with a smooth finish and a fire resistance rating of one hour;
    - (C) the junctions of the walls with the floors are covered with the covering formed to prevent damage to walls by containers;
    - (D) door frames are metal, hardwood or metal clad softwood, situated in an external wall;
    - (E) door frames are rebated with a lock capable of being activated from within the room without a key at all times;
    - (F) a hose cock and an adequate length of hand hose of a minimum internal diameter of 12mm are provided immediately outside the room;
    - (G) unless refrigerated to below 4 degrees Celsius, the room has an approved mechanical exhaust system for ventilation or permanent, unobstructed natural ventilation openings direct to the external air not less than one-twentieth (1/20th) of the floor area with one half of such openings situated at or near the floor level and one half at or near the ceiling level;
    - (H) automatic or other system for control of fire in the waste room meets Australian Standards on sprinkler installation;
    - (I) the waste room is fly and vermin proof;
    - (J) the floor of the waste room is graded to fall to a drain located outside and adjacent to the waste room as close as practicable to the doorway and drainage is by means of a trapped gully connected to the sewer with gullies positioned to avoid the track of waste container wheels;
    - (K) rainfall and other surface water cannot flow into the waste room;
    - (L) artificial lighting is provided;
    - (M) refrigerated rooms are fitted with an approved alarm device, located outside, but controllable only from within the room with all conduits concealed in the floor, walls or ceiling;

- (N) all equipment in a fixed position is located clear of walls and floors and is supported on suitable plinths or impervious legs; and
  - (O) any container storage and drainage racks are made of galvanised metal or other durable, impervious materials; and
- (viii) be well ventilated and have “hazardous waste” and “no smoking” signs installed; and
- (k) a waste wash down area is to be provided for the regular cleaning of waste containers, which:-
- (i) is located such that waste containers can be easily moved to the waste wash down area and is not located adjacent to or underneath the eating or living areas of any unit or neighbouring property;
  - (ii) has a floor graded to fall to a drainage point located within the wash down area;
  - (iii) provides for drainage by means of a trapped gully connected to the sewer, and is designed such that rainfall and other surface water cannot flow into the wash down; and
  - (iv) has a hose cock is located in the vicinity of the wash down area.

Note—**Figure SC6.18B (Example of waste container storage room)** provides an example of a well-designed waste container storage room.

**Figure SC6.18B Example of waste container storage room**



Waste container storage room with wash down area.

Note—Council may require or accept specialised equipment in some circumstances, such as compaction equipment to minimise storage areas. Compaction equipment may be accepted for the following wastes:-

- (a) mixed waste (other than glass);
- (b) cardboard or paper;
- (c) plastic or aluminium containers;
- (d) putrescible waste - provided a specialised refrigerated compactor is used.

Plans for the installation of compactors must be submitted for the approval of Council’s Manager Waste and Resources Management.

**SC6.18.5 Standards for waste servicing outcomes**

For the purposes of Acceptable Outcomes AO4.1, AO4.2, AO4.3 in **Table 9.4.10.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Waste management code** the following are the standards identified in the code for waste servicing:-



- (a) within the development site, vehicle servicing areas are to:-
  - (i) be capable of carrying the wheel load of 7 tonnes per axle;
  - (ii) provide turning circles designed in accordance with AUSTROADS: design single unit truck/bus (12.5m) template; and
  - (iii) allow vehicles to move in a forward direction at all times or be able to enter and exit the development in a forward direction or include a turning bowl or a “T” or “Y” shaped manoeuvring area which allows the service vehicle to make a turn within 3 manoeuvres; and

- (b) for bin collection from within a building or structure:-
- (i) height clearance is to be sufficient to allow for safe travel and lifting for vehicles and bins in accordance with **Table SC6.18C (Bulk or skip bin dimensions)** and **Table SC6.18D (Waste vehicle specifications)**; and
  - (ii) the grade of access/egress ramps are not to exceed 1:8.

**Table SC6.18C Bulk or skip bin dimensions**

	Skip	Skip	Skip	Skip	Skip
Capacity	1. 1m <sup>3</sup>	1.5m <sup>3</sup>	2.0m <sup>3</sup>	3.0m <sup>3</sup>	4.5m <sup>3</sup>
Height	1465mm	910mm	865mm	1225mm	1570mm
Depth	1070mm	905mm	1400mm	1505mm	1605mm
Width	1360mm	1810mm	1830mm	1805mm	1805mm

**Table SC6.18D Waste vehicle specifications**

	Side loading collection vehicle		Front loading collection vehicle
			
	Garbage truck	Recycling truck	Front loading collection vehicle
Length overall	8.70m	9.90m	9.90m
Front overhang	1.42m	0.85m	1.42m
Wheelbase	5.00m	5.30m	5.84m
Rear overhang	2.30m	2.65m	2.64m
Turning circle (curb to curb)	16.40m	18.70m	22.10m
Turning circle (wall to wall)	N/A	N/A	23.66m
Front of vehicle to collection arm	18.14m	19.20m	N/A
Maximum reach of side arm	2.70m	3.30m	N/A
Travel height	2.00m	1.70M	3.64
Clearance height for loading	4.00M	3.80M	6.10m

### SC6.18.6 Guidelines for the preparation of waste management plans

A waste management plan should be based on the template provided in **Appendix SC6.18A (Waste management plan template)** and should properly address, describe or include the following:-

- (a) estimated volumes of waste to be generated;
- (b) estimated volumes of recyclables;
- (c) estimated volumes of garden/organic waste;
- (d) the method to be used for disposal of garden/organic waste;
- (e) initiatives to minimise waste by waste reduction, reuse or recycling;
- (f) the description of the procedures involved in the storage of waste and recycling bins and the collection of bins by the contractor and who is responsible for each transfer of waste both within the complex and external to the complex;
- (g) a description of the design details of waste storage and recycling areas, including the method of preventing stormwater pollution – to be highlighted on plan drawings;
- (h) plans showing the location and details of the waste storage areas; design to incorporate sufficient space for storage for waste, recyclables, garden waste and any special wastes as determined e.g. bulk cardboard;
- (i) a description of the type of containers proposed to store the waste; and
- (j) a detailed description of the proposed access arrangement for waste collection vehicles is to be highlighted on plan drawings ensuring that waste vehicles can access and depart from the waste collection area in a forward direction.

## Appendix SC6.18A Waste management plan template

Project:	
Site address:	
Name of applicant:	
Address of applicant:	
Phone:	Fax:
Email:	
Describe buildings and other structures currently on the site:	
Describe proposed use/development:	
I confirm that the details provided on this form are the intentions for managing waste relating to this use/development.	
Signature of applicant:	Date:
<b>SPACE</b>	
Number of units:	
Estimated waste generation:	
Estimated recycling generation:	
Describe equipment and system to be used for managing waste:	
Describe equipment and system to be used for managing recyclables:	

**Describe equipment and system to be used for managing garden organics (if applicable):**

Space allocated (highlight on plan drawings):

**ACCESS**

Describe arrangements for access by residents to waste facilities (highlight on plan drawings):

Describe arrangements for access by collection contractors to waste facilities (highlight on plan drawings):

Is minimum height met for service vehicles to access waste area (3.8m for residential use)?

**AMENITY**

Describe how noise generated from residents using bins, collection contractors emptying bins and waste falling through and out of the bottom of refuse chute has been minimised:

Describe the ventilation of waste storage areas (highlight on plan drawings):

Describe facilities for washing bins and waste storage areas (highlight on plan drawings):

Describe features for preventing ingress of vermin into waste storage areas:

Describe measures taken to ensure waste storage areas are aesthetically consistent with the rest of the development:

**MANAGEMENT**

Identify each stage of waste transfer between resident's units and loading into the collection vehicle and who is responsible for each transfer:

Describe arrangements for clearing of waste storage areas and equipment:

Describe arrangements for ensuring bins are stickered and residents are aware of how to use the waste management system correctly:

**Details of waste management – demolition phase**

Materials on-site			Destination		
Type of materials	Est. Vol. (m <sup>3</sup> )	Est. Wt. (t)	Reuse and recycling	Destination	Disposal
			ON-SITE Specify proposed reuse or on-site recycling methods	OFF-SITE Specify contractor and recycling outlet	Specify contractor and landfill site
Excavated Materials					
Garden Organics					
Bricks					
Tiles					
Concrete					
Timber – please specify					
Plasterboard					
Metals					
Asbestos					
Other waste e.g. ceramic tiles, paints, PVC tubing, cardboard, fittings					

**Details of waste management –construction phase**

Materials on-site			Destination		
Type of materials	Est. Vol. (m <sup>3</sup> )	Est. Wt. (t)	Reuse and recycling	Destination	Disposal
			ON-SITE Specify proposed reuse or on-site recycling methods	OFF-SITE Specify contractor and recycling outlet	Specify contractor and landfill site
Excavated Materials					
Garden Organics					
Bricks					
Tiles					
Concrete					
Timber – please specify					
Plasterboard					
Metals					
Asbestos					
Other waste e.g. ceramic tiles, paints, PVC tubing, cardboard, fittings					



**Details of waste management – use of premises phase**

Materials	Volume	Proposed on-site storage or treatment	Destination
Type of waste expected to be generated	Expected quantities per week	(e.g. waste storage, compaction & recycling, composting)	(Compost, recycle or landfill) Specify contractor
Recyclables			
Paper			
Cardboard			
Glass			
Aluminium cans			
Plastic bottles			
Other;			
Non-Recyclables			
Foodscraps			
Plastic			
Garden organics			
Other			

**Details of waste management – ongoing management**

This section will enable you to describe how you intend to ensure ongoing management of waste on-site (e.g. lease conditions, care-taker/manager on-site). You must prepare and submit with this Waste Management Plan a summary of relevant and appropriate waste management issues. The summary is to inform residents and tenants of the onsite waste management arrangements and must be no longer than one page.

Describe how you intend to ensure ongoing management of waste on-site (e.g. lease conditions, caretaker/on-site manager):

## SC6.19 Planning scheme policy for Palmview Structure Plan

### SC6.19.1 Preliminary

#### Purpose

- (1) The purpose of this planning scheme policy is to:-
  - (a) state standards identified in the **Palmview structure plan area code**;
  - (b) provide guidelines and advice about satisfying assessment benchmarks for assessable development and requirements for accepted development in the **Palmview Structure Plan**; and
  - (c) state the additional information which the Council may request in respect of a development application.

#### Application

- (2) This planning scheme policy applies to a development application for a variation approval or a development application for assessable development in the Master Planned Area.
- (3) The provisions of the **Planning scheme policy for Palmview Structure Plan** prevail over the provisions of any other planning scheme policy to the extent of any inconsistency.

#### Relationship to Palmview Structure Plan

- (4) This planning scheme policy is to be read in conjunction with the **Palmview Structure Plan**.

#### Interpretation

- (5) Terms used in this planning scheme policy that are also used in the **Palmview Structure Plan** have the meaning given in the **Palmview Structure Plan**.

### SC6.19.2 Ecological and landscape protection outcomes

#### Preliminary

- (1) This section applies to the following ecological and landscape protection outcomes:-
  - (a) the ecological and landscape protection outcomes in Performance Outcomes PO4 to PO15 in **Section 10.3.4.3 (Performance Outcomes and Acceptable Outcomes for the whole of the Master Planned Area)** of the **Palmview structure plan area code**; and
  - (b) the non-urban open space infrastructure network outcomes in Performance Outcomes PO40 to PO44 in **Section 10.3.4.21 (Performance Outcomes and Acceptable Outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**.

#### General advice for ecological and landscape protection outcomes

- (2) The following is general advice about satisfying the ecological and landscape protection outcomes:-
  - (a) The ecological and landscape protection outcomes seek to ensure that the development of the Master Planned Area occurs in a manner that:-
    - (i) appropriately recognises and responds to physical constraints;
    - (ii) provides for the protection and rehabilitation of a significant part of the Master Planned Area for environmental and landscape protection purposes; and
    - (iii) otherwise exhibits best practice approaches to ecological and landscape protection.
  - (b) The ecological and landscape protection outcomes are primarily intended to be satisfied by the following:-

- (i) avoiding development for urban purposes, other than the limited infrastructure specified on the structure plan maps, occurring:-
  - (A) on flood prone land identified as being unsuitable to be filled for urban purposes; and
  - (B) in an Ecologically important area;
- (ii) achieving a minimum of 483.4 hectares of land for ecological protection and rehabilitation purposes to improve the extent and capability of natural systems to absorb the impacts associated with large scale urban development and increasing population pressure through the following:-
  - (A) the establishment of the non-urban open space infrastructure network specifically identified on **Other Plans Map OPM P12 (Palmview master planned area non-urban open space infrastructure network)** in **Schedule 2 (Mapping)**;
  - (B) the implementation of **Appendix SC6.19A (Palmview master planned area ecological and landscape protection and rehabilitation plan)**;
  - (C) the implementation of a Local Ecological and Landscape Protection and Rehabilitation Plan which:-
    - 1. outlines how **Appendix SC6.19A (Palmview master planned area ecological and landscape protection and rehabilitation plan)** is to be achieved;
    - 2. is to be assessed against the requirements which may include the matters in **Section 10 (Requirements for local ecological protection and rehabilitation plan)** of **Appendix SC6.19A (Palmview master planned area ecological and landscape protection and rehabilitation plan)** specified in a variation approval or another applicable development approval; and
    - 3. has been approved by the Council;
  - (D) where the provision of infrastructure required to service development in the Master Planned Area adversely impacts on an Ecologically important area, the implementation of a Environmental Offset Plan which:-
    - 1. outlines how the ecological and landscape protection outcomes for environmental offsets are to be achieved;
    - 2. is to be assessed against the requirements specified in a variation approval or another applicable development approval which may include the matters in **Table SC6.19H (Assessment requirements for documents)**; and
    - 3. has been approved by the Council.

Editor's note—A variation approval or an applicable development application approved under the Act may include a development condition requiring the approval of a document.

Editor's note—Under section 319 (Compliance assessment of documents or works) of the Act compliance assessment of a document under chapter 6, part 10 of the SP Act continues to apply where a variation approval (being a preliminary approval to which the SP Act, section 242 applied) or another applicable development approval under the SP Act requires compliance assessment of the documents.

#### Guidelines and advice for the ecological and landscape protection outcomes

- (3) The **Palmview master planned area ecological and landscape protection and rehabilitation plan (Appendix SC6.19A)** provides for the following:-
  - (a) guidelines about satisfying the ecological and landscape protection outcomes; and
  - (b) advice about the requirements for Local Ecological and Landscape Protection and Rehabilitation Plans to be required in a variation approval or another applicable development approval.

#### Advice for environmental offset outcomes

- (4) For the purposes of Performance Outcome PO6 in **Section 10.3.4.3 (Performance Outcomes and Acceptable Outcomes for the whole of the Master Planned Area)** of the **Palmview structure plan area code**, the following is advice about satisfying the assessment benchmarks in the code for the environmental offset outcomes:-
  - (a) the Structure Plan Maps identify which infrastructure corridors cross Ecologically important areas and the approximate location of the crossings;

- (b) a environmental offset is required to be provided under the **Palmview structure plan area code** in circumstances where infrastructure required to service the Master Planned Area adversely impacts upon:-
  - (i) an Ecologically important area (either within the Master Planned Area or external to the Master Planned Area); or
  - (ii) the ability to achieve a minimum of 483.4 hectares of land for ecological protection and rehabilitation purposes;
- (c) infrastructure is to be considered to adversely impact upon an Ecologically important area where one or more of the following occurs or is likely to occur:-
  - (i) the clearing of native remnant or regrowth vegetation or habitat;
  - (ii) the restriction of fauna movement or other impact upon a habitat corridor;
  - (iii) water quality or a natural hydrological condition is affected; and
  - (iv) the functioning of the Ecologically important area is otherwise impacted upon.

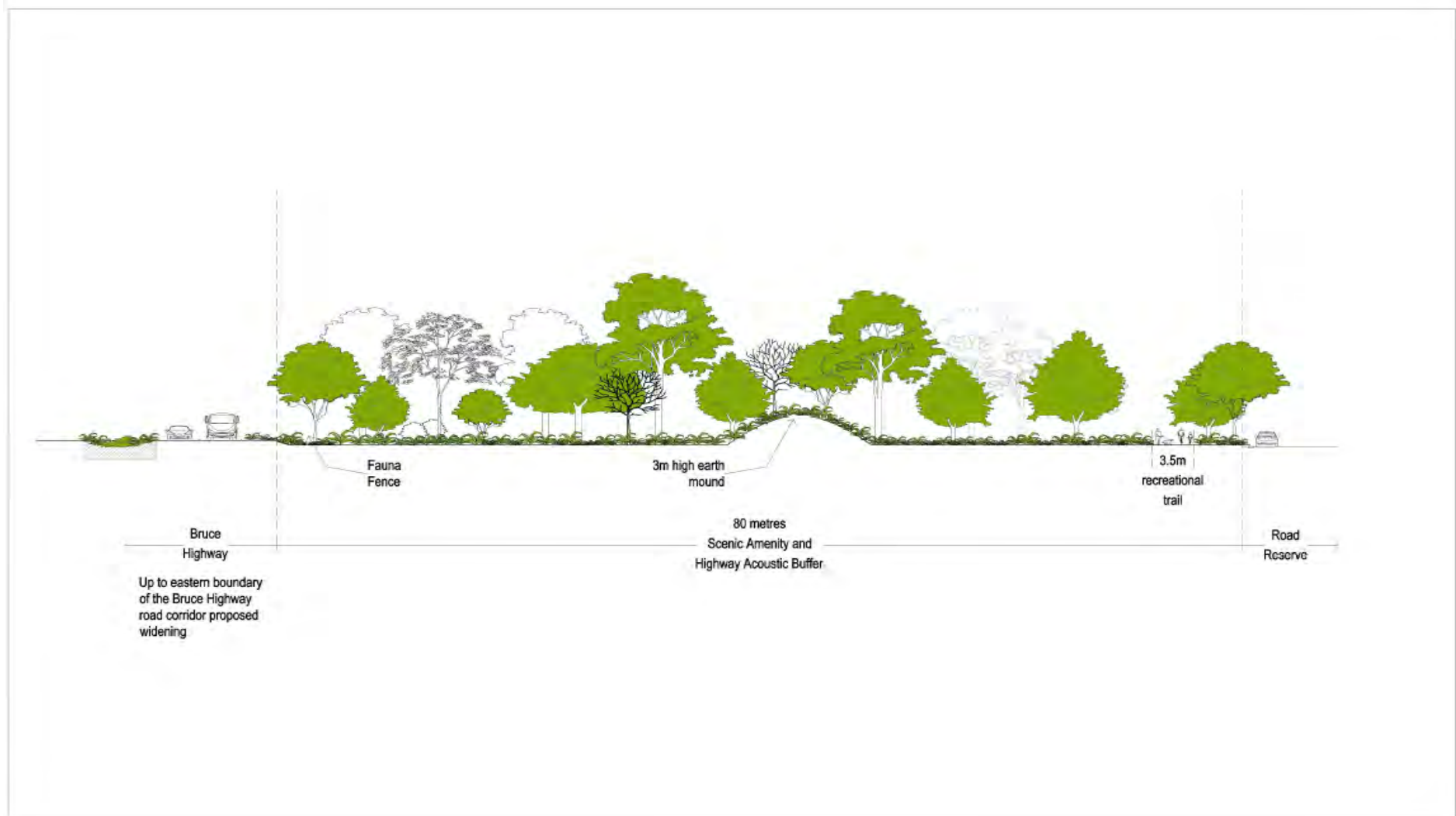
Advice for Environmental transition area outcomes

- (5) For the purposes of Performance Outcome PO9 in **Section 10.3.4.3 (Performance Outcomes and Acceptable Outcomes for the whole of the Master Planned Area)** of the **Palmview structure plan area code**, the following is advice about satisfying the standards in the code for the Environmental transition area outcomes:-
  - (a) the ecological and landscape protection outcomes provide for limited low impact activities and embellishments to occur within the Environmental transition area where they can be demonstrated to be compatible with the primary ecological function of the area;
  - (b) a environmental offset is not required in respect of development of the environmental transition area where the development satisfies the standards in the code for the environmental transition area outcomes;
  - (c) further guidance in respect to stormwater infrastructure is specified in the **Planning scheme policy for development works**; and
  - (d) further guidance in respect to recreation parks is specified in **Section SC6.19.9 (Urban Open Space Infrastructure Network Outcomes)**.

Standards and advice for the Scenic amenity and highway acoustic buffer outcomes

- (6) For the purposes of Performance Outcome PO10(f) in **Section 10.3.4.3 (Performance Outcomes and Acceptable Outcomes for the whole of the Master Planned Area)** of the **Palmview structure plan area code**, the following are the standards in the code for the Scenic amenity and highway acoustic buffer outcomes:-
  - (a) the Scenic amenity and highway acoustic buffer is developed in accordance with the typical cross section specified in **Figure SC6.19A (Scenic amenity and highway acoustic buffer typical cross section)**.
- (7) For the purposes of Performance Outcome PO10 in **Section 10.3.4.3 (Performance Outcomes and Acceptable Outcomes for the whole of the Master Planned Area)** of the **Palmview structure plan area code**, the following is advice about satisfying the assessment benchmarks in the code for the Scenic amenity and highway acoustic buffer outcomes:-
  - (a) the Palmview Master Planned Area forms an important part of the distinctive green space or intra-urban break between Caloundra and Maroochydore and is visually significant in relation to views of the Mooloolah River floodplain landscape from the Bruce Highway; and
  - (b) the **Palmview Structure Plan** provides for an 80 metre wide semi-vegetated buffer (measured from the eastern boundary of the Bruce Highway Road Corridor proposed widening) to be established along the full length of the Palmview Master Planned Area boundary to the Bruce Highway.

Figure SC6.19A Scenic amenity and highway acoustic buffer typical cross section



## SC6.19.3 Neighbourhood design, housing and density outcomes

### Preliminary

- (1) This section applies to the neighbourhood design, housing and density outcomes in Performance Outcomes PO26 to PO33 in **Section 10.3.4.3 (Performance Outcomes and Acceptable Outcomes for the whole of the Master Planned Area)** of the **Palmview structure plan area code** (neighbourhood design, housing and density outcomes).

### General advice for neighbourhood design, housing and density outcomes

- (2) The following is general advice about satisfying the neighbourhood design, housing and density outcomes:-
- (a) the urban structure and land use pattern of the Palmview Master Planned Area is based on the establishment of a number of neighbourhoods which:-
- (i) aggregate to comprise the broader Palmview community and support the function of the Palmview District Activity Centre; and
  - (ii) are generally defined by a walkable catchment being a five minute walk (400 metres) from an activity centre.
- (b) the neighbourhood design, housing and density outcomes of the **Palmview structure plan area code** seek to ensure that development within the Palmview Master Planned Area creates a number of neighbourhoods that:-
- (i) support sustainable urban development through maximising land efficiency;
  - (ii) encourage alternative travel options to car based travel by promoting the attractiveness of walking, cycling and public transport and providing maximum choice for the end user;
  - (iii) promote good access and connectivity between new neighbourhoods while providing clear connection to surrounding development;
  - (iv) establish main street activity centres that promote walkable neighbourhoods and provision of employment;
  - (v) achieve lot and dwelling diversity particularly around activity centres and public transport;
  - (vi) protect areas of environmental value and incorporate cultural, environmental and key landscape features;
  - (vii) promote community health through the provision of a variety of public open spaces and the promotion of active transport modes;
  - (viii) promote perimeter block development that establishes an active interface between building frontage and streets to improve personal safety through increased surveillance and activity;
  - (ix) foster a sense of community and strengthen local identity and sense of place while catering to a range of differing lifestyles;
  - (x) promote environmentally sustainable urban water management; and
  - (xi) are complete integrated communities rather than a series of housing estates.
- (c) the neighbourhood design, housing and density outcomes are primarily intended to be satisfied through the application of best practice neighbourhood design implemented through a variation approval or the approval of another applicable development application;
- (d) development should be designed through an integrated design approach that iteratively considers each component or network of a neighbourhood;
- (e) development should provide neighbourhoods that are arranged to take account of the following:-
- (i) elements of the major movement networks (i.e. spacing of sub-arterial roads and trunk collector roads);
  - (ii) the District Activity Centre;
  - (iii) precinct boundaries or transitions;
  - (iv) school sites;
  - (v) elements that are shared by more than one neighbourhood (i.e. schools and district parks); and
  - (vi) adjoining master plan boundaries.

- (f) development should comply with the design outcomes for neighbourhood design specified in **Table SC6.19A (Neighbourhood design outcomes)**.

**Table SC6.19A Neighbourhood design outcomes**

Column 1 Neighbourhood Element	Column 2 Design Outcomes
Neighbourhood Area	<ul style="list-style-type: none"> <li>• Each neighbourhood is generally defined by a five minute walk (400 metres) from the neighbourhood centre.</li> <li>• Each neighbourhood has individual points of difference to strengthen identity.</li> <li>• A robust urban and neighbourhood structure is established that can accommodate a range of uses and which is flexible enough to change over time.</li> </ul>
Movement Networks	<ul style="list-style-type: none"> <li>• Street environments prioritise and encourage pedestrian and cycle movement throughout a connected walkable neighbourhood.</li> <li>• A highly permeable and integrated grid-based movement network of streets, pedestrian and cycle paths that maximise access to public transport is established.</li> <li>• The street network is focussed on the Local Activity Centres whilst providing for strong links between the Local Activity Centres and the District Activity Centre.</li> <li>• The layout of streets enables development to front all streets and public spaces.</li> <li>• Culs-de-sac are not provided, or where provided, no more than 10% of dwellings have frontage to a cul-de-sac.</li> <li>• There are efficient external connections, specifically for bicycles and pedestrians.</li> </ul>
Activity Centres	<ul style="list-style-type: none"> <li>• An activity centre is provided as a community focus for each neighbourhood.</li> <li>• Activity centres are located central to the walkable neighbourhood catchments, adjacent to principal movement arteries served by public transport.</li> <li>• Activity centres include a mix of compatible uses that provide for a variety of daily needs, community facilities and urban open space, such as a small square that reinforces a sense of community identity.</li> <li>• Transition between centre uses and residential uses occurs at mid-block property boundaries rather than at a street frontage so that similar forms of development front each other across a street.</li> <li>• All streets are fronted by development or public spaces to maintain street activity.</li> <li>• All off street vehicle parking areas are located to the rear of sites and do not have direct street frontage.</li> </ul>
Residential Density	<ul style="list-style-type: none"> <li>• A range of densities and variety of housing types are provided.</li> <li>• The concentration of housing density increases with proximity to activity centres.</li> <li>• The diversity and density of housing provided supports public transport use.</li> <li>• A wide range of lot sizes and building forms allow greater housing and lifestyle choice.</li> <li>• Residential developments involving gated communities, such as a retirement facility, are designed to ensure that the connectivity of road, public transport, bicycle and pedestrian networks are not compromised and that perimeter fences do not prevent surveillance of and integration with adjoining urban and non-urban open spaces and other public spaces.</li> <li>• Perimeter block development is provided in the District Activity Centre and adjacent to Local Activity Centres to promote a sense of enclosure and active streetscape while providing for casual surveillance.</li> </ul>
Community Facilities	<ul style="list-style-type: none"> <li>• Community uses and facilities are located in or adjacent to Activity Centre or major urban open space areas at locations that are highly accessible and easily identifiable.</li> <li>• Community uses and facilities are designed to have versatility and adaptability for a variety of functions over time.</li> <li>• Land for community uses and facilities may be located adjacent to open space where joint use of the facility with the space is envisaged.</li> </ul>
Schools	<ul style="list-style-type: none"> <li>• Strong, direct connections are provided from schools to the walking and cycling network in the surrounding neighbourhood areas.</li> <li>• The transport infrastructure in neighbourhoods around schools is to have sufficient capacity to service anticipated trip generation and to avoid any</li> </ul>



Column 1 Neighbourhood Element	Column 2 Design Outcomes
	adverse impacts on surrounding land uses, the external transport network and public safety.
Employment Areas	<ul style="list-style-type: none"> <li>• Employment areas are generally located in walking distance to public transport stops and an activity centre.</li> <li>• Open space areas for workers and visitors to the area are provided.</li> </ul>
Block Sizes, Site Areas and Lot Orientation	<ul style="list-style-type: none"> <li>• A range of block and lot sizes are provided that allow for a diversity in form and density of residential uses and for other uses to be accommodated in the area.</li> <li>• The layout of streets and lots provide for perimeter blocks of buildings fronting streets and create a relatively continuous street frontage.</li> <li>• Lots are oriented to front all streets, major roads, parkland and natural areas to provide good streetscape amenity and surveillance and to contribute to security and deterrence of crime.</li> <li>• Smaller lots are to predominate near activity centres and near public transport stops, to allow for pedestrian connectivity.</li> </ul>
Public Open Spaces	<ul style="list-style-type: none"> <li>• A wide range and diversity of public open spaces is provided.</li> <li>• At least one local park is provided per neighbourhood.</li> <li>• Most dwellings are within 500 metres of a park.</li> <li>• Regional wide and district parks are located on the edge of neighbourhoods to enable sharing amongst two or three neighbourhoods.</li> <li>• Parks are overlooked by development rather than backed onto by development to maximise casual surveillance of the park.</li> </ul>

## SC6.19.4 Sub-tropical and sustainable design outcomes

### Preliminary

- (1) This section applies to the sub-tropical and sustainable design outcomes in Performance Outcomes PO34 to PO35 in **Section 10.3.4.3 (Performance outcomes and acceptable outcomes for the whole of the Master Planned Area)** of the **Palmview structure plan area code** (sub-tropical and sustainable design outcomes).

### General advice for sub-tropical and sustainable design outcomes

- (2) The following is general advice about satisfying the sub-tropical and sustainable design outcomes:-
- (a) the sub-tropical and sustainable design outcomes seek to ensure that neighbourhoods within the Palmview Master Planned Area:-
- have a distinctive relationship to site and landscape;
  - are characterised by parks and open spaces;
  - have sub-tropical streetscapes;
  - create sites for subtropical buildings;
  - have a sub-tropical landscape; and
  - have walkable journeys that are comfortable;
- (b) the sub-tropical and sustainable design outcomes also seek to ensure that development within the Master Planned Area is designed and operated to minimise the production of greenhouse gas emissions; and
- (c) the sub-tropical and sustainable design outcomes are primarily intended to be satisfied by the application of best practice sub-tropical and sustainable design at all levels of the development approval process.

### Advice for sub-tropical design outcomes

- (3) The following is advice about satisfying Performance Outcome PO34(c) in **Section 10.3.4.3 (Performance outcomes and acceptable outcomes for the whole of the Master Planned Area)** of the **Palmview structure plan area code**:-
- (a) development should comply with the design outcomes for sub-tropical design specified in **Table SC6.19B (Sub-tropical design outcomes)**.

**Table SC6.19B Sub-tropical design outcomes**

<b>Column 1 Design principle</b>	<b>Column 2 Design outcomes</b>
Ensuring a strong presence of nature and water	<ul style="list-style-type: none"> <li>• Preserve and enhance the sub-tropical character of the region by designing developments in response to the climate while integrating and connecting to the surrounding landscape and other natural elements.</li> <li>• Incorporate significant native vegetation and large shade trees in private and public spaces, along pedestrian and cycle routes and in transport corridors.</li> <li>• Promote public access to any natural or artificial waterways by incorporating their existence into the design for pedestrian and cycle connectivity and recreational activity.</li> </ul>
Creating an open and permeable built environment	<ul style="list-style-type: none"> <li>• Promote an outdoor lifestyle with strong connection between indoor and outdoor living.</li> <li>• Promote an outdoor lifestyle for medium density development and to encourage outdoor recreation oriented lifestyles, development should ensure a diversity of open space is integrated into the urban fabric, connected through the pedestrian and cycle network.</li> <li>• Reflect proximity of the surrounding natural vegetation and open space by creating permeable urban environments and built form that promotes green access and constant engagement with the natural environment.</li> <li>• Support a sub-tropical lifestyle by promoting an open and permeable built form with a climate based outcome by using passive solar design principles such as orientation and solar access, window and awning size and orientation, materials and finishes, ventilation, insulation, thermal mass, natural light, awnings and pedestrian cover.</li> </ul>
Incorporating local interpretations of sub-tropical architecture and landscape design	<ul style="list-style-type: none"> <li>• Promote integration with the natural environment through shaded outdoor dining, entertainment and recreation, for both private and public locations, by incorporating appropriately sized balconies, decks, patios, colonnades, awnings, active streets, open space and green streets into the built form and urban fabric.</li> <li>• Provide for a seamless transition between internal and external areas including integration with street activity through appropriate street planting and integration of vegetation with the built form.</li> <li>• Incorporate deep soil planting within town centre locations to reflect the densely landscaped panorama and fauna habitation of the Sunshine Coast.</li> <li>• Incorporate the harvesting of rain water to support surrounding vegetation and building inhabitants.</li> <li>• Consider local character and design and recognise how contemporary design and appropriate building materials contribute to the sub-tropical environment's character and diversity. The built form should utilise appropriate materials and colours that diminish detrimental impact of heat gain and reflection and promote durability and serviceability for the subtropical climate.</li> </ul>

### SC6.19.5 Particular precinct outcomes

#### Preliminary

- (1) This section applies to the performance outcomes in the following:-
- (a) **Section 10.3.4.9 (Performance outcomes and acceptable outcomes for the District Activity Centre Precinct)** of the **Palmview structure plan area code**; and
  - (b) **Section 10.3.4.13 (Performance outcomes and acceptable outcomes for the Local Employment Area Precinct)** of the **Palmview structure plan area code**.

#### General advice for particular precinct outcomes

- (2) The precinct-based outcomes of the **Palmview Structure Plan** seek to ensure that the Master Planned Area is developed with an appropriate land use pattern that is functionally efficient, effectively integrated with transport and other infrastructure networks and provides for the creation of interesting, attractive, sustainable and desirable places to live, work and recreate.
- (3) The precinct-based outcomes provide a land use and development intent for each precinct and identify specific built form criteria.

- (4) Whilst these criteria are generally self-explanatory and do not require further guidance, it is recognised that in respect to certain performance outcomes for the District Activity Centre Precinct and the Local Employment Area Precinct some additional detail is warranted.

Advice for district activity centre precinct outcomes (main street)

- (5) The following is general advice about satisfying Performance Outcome PO8 in **Section 10.3.4.9 (Performance outcomes and acceptable outcomes for the District Activity Centre Precinct)** of the **Palmview structure plan area code**:-
- (a) development provides for the main street in the District Activity Centre to:-
- (i) be shared between pedestrians, cyclists, public transport and private vehicles; and
  - (ii) comply with the design objectives specified in **Table SC6.19C (Design outcomes for the main street)**.

**Table SC6.19C Design outcomes for the main street**

Design principle	Design outcomes	Potential treatments/features to achieve outcome
Create a safe environment for users	Lower traffic speed	<ul style="list-style-type: none"> <li>• Provide pedestrian priority crossing at entry point intersections.</li> <li>• Create a gateway feature on entry to the main street.</li> <li>• Provide clear signage indicating entry into the main street.</li> <li>• Use pavement surface materials and colour which clearly distinguish the main street from regular road surface.</li> <li>• Use multiple materials rather than a large expanse of one material.</li> <li>• Incorporate traffic calming devices.</li> <li>• Restrict vehicle volumes.</li> <li>• Plant street trees.</li> <li>• Incorporate lighting sufficient to ensure the safety of pedestrians and cyclists and motor vehicles.</li> </ul>
	Minimise the physical and visual impact of cars on people and the environment and design for equal priority amongst street users	<ul style="list-style-type: none"> <li>• Use coloured and textural surface contrasts.</li> <li>• Bring active frontage such as pavement dining to road edge in appropriate locations.</li> </ul>
	Enhance amenity	<ul style="list-style-type: none"> <li>• Provide clear entry and exit statements to reinforce the main street and enhance visual amenity of street environment.</li> <li>• Use alternative pavement surface texture to delineate the main street and enhance street amenity.</li> </ul>
	Reduce linear territory ownership created by street cross-sectional elements to promote the main street and equality of all end users	<ul style="list-style-type: none"> <li>• Use landscaping, parking bays, seating areas and bollards to define the vehicular path without creating significant barriers to pedestrian movement or restricting driver visibility of pedestrian activity.</li> </ul>
	Reduce proliferation of signs and posts	<ul style="list-style-type: none"> <li>• Provide for pavement marking to delineate parking bays – remove standard signage to reduce visual clutter.</li> <li>• No basement access or driveway cross-over to occur along the main street.</li> <li>• Rear lane access only for sites fronting the main street to reduce pedestrian conflict and need for signage.</li> </ul>
Incorporate environmental infrastructure	Implement sustainable best practice measures to deal with stormwater runoff and WSUD	<ul style="list-style-type: none"> <li>• Design fall of carriage way and footpath to direct water runoff for collection at grates and / or pits visually integrated into street design.</li> <li>• Reduce potential for pooling of water at</li> </ul>

Design principle	Design outcomes	Potential treatments/features to achieve outcome
		<p>collection points and velocity of flow to ensure pedestrian and vehicular movement is not unduly affected.</p> <ul style="list-style-type: none"> <li>• Select hard and soft landscapes that will not be unduly affected by the water quantity and movement and to assist with water control and dispersment.</li> <li>• Consider the special needs of cyclists and disabled access with respect to material selection and gradients when designing street environment in response to stormwater and WSUD.</li> </ul>
<p>Create a high quality of visual and physical amenity to the main street</p>	<p>Provide shaded pedestrian friendly street environment</p>	<ul style="list-style-type: none"> <li>• Create an attractive streetscape that contributes to the local sense of place, community safety and security.</li> <li>• Extend the town centre park into the main street environment.</li> <li>• Maximise landscaping along both sides of the street.</li> <li>• Retain existing vegetation wherever possible.</li> <li>• Space trees at maximum 8m centres to ensure mature canopies establish to provide shade and enclose the street and ensure the trees are staggered with street lighting.</li> <li>• Provide landscaping which reinforces the local context and street orientation.</li> <li>• Enhance the character and amenity of the town centre and main street with attractive, practical and hardy landscaping which retains significant vegetation.</li> <li>• Maximise tree cover along footpaths, streets and in public areas and evoke the landscape character of the Sunshine Coast.</li> </ul>
	<p>Create a lively community street and memorable town centre that is fully inclusive of all and safe to play, socialise and travel in</p>	<ul style="list-style-type: none"> <li>• Design space to encourage intended end user activities.</li> <li>• Include social interaction opportunities that aren't reliant of retail / commercial function.</li> <li>• Contribute to overall pedestrian connectivity by creating a series of connected community spaces.</li> <li>• Use the main street landscaped environment to contribute to the creation of a vibrant public space.</li> <li>• Maximise pedestrian activity through reduction in restrictions of conventional street environments such as kerbs, signage and high speed traffic.</li> <li>• Design the street and adjacent spaces as a lively community place that attracts high volumes of pedestrian activity.</li> <li>• Provide active frontages<sup>1</sup> to built form promoting high interaction with pedestrians and street activity.</li> </ul>

Advice for local employment area precinct outcomes

- (6) For the purposes of Performance Outcome PO1(b) in **Section 10.3.4.13 (Performance outcomes and acceptable outcomes for the Local Employment Area Precinct)** of the **Palmview structure plan area code**, the following development may be considered to be low impact industry uses and complementary business and commercial uses in the Local Employment Area Precinct:-

<sup>1</sup> 'Active frontage' means a part of a building which forms a close relationship with the street and contains a visually permeable facade such as a shopfront, retail store, cafe, outdoor dining, personal service and other high pedestrian generating use at street level.

- (a) development for small to medium size service trades outlets and domestic services outlets, including hire outlets, servicing both business and households;
- (b) development for business and commercial equipment repairs and services outlets (covering computers, office machines, communications equipment, office furniture and fittings, shop fittings);
- (c) development for small scale manufacturing establishments; and
- (d) development for incubator business opportunities that contribute to a start-up economy on the Sunshine Coast.

## SC6.19.6 Road transport infrastructure network outcomes

### Preliminary

- (1) This section applies to the road transport infrastructure network outcomes in Performance Outcomes PO11 to PO13 in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**.

### General advice for road transport infrastructure network outcomes

- (2) The following is general advice about satisfying the road transport infrastructure network outcomes:-
- (a) the road transport infrastructure network outcomes seek to ensure that the Master Planned Area is developed with a highly interconnected and permeable road network that:-
    - (i) supports high levels of bicycle and pedestrian use and prioritises these modes;
    - (ii) supports high levels of access to public transport; and
    - (iii) effectively services the area;
  - (b) **Other Plans Map OPM P8 (Palmview Master Planned Area road transport infrastructure network) in Schedule 2 (Mapping)** identifies conceptually the higher order elements of the road transport infrastructure network planned for the Master Planned Area;
  - (c) **Figure SC6.19B (Specification of transport infrastructure)** identifies the location and extent of the types of sub-arterial road and district collector street servicing the Master Planned Area);
  - (d) **Other Plans Map OPM P7 (Palmview Master Planned Area development and transport infrastructure network sequencing) in Schedule 2 (Mapping), Figure SC6.19B (Specification of transport infrastructure)** and the applicable infrastructure agreement specifically identify the sequence of the higher order elements of the road transport infrastructure network planned for the Master Planned Area;
  - (e) road transport infrastructure is required to be provided throughout the Master Planned Area in accordance with **Other Plans Map OPM P7 (Palmview Master Planned Area development and transport infrastructure network sequencing), Other Plans Map OPM P8 (Palmview Master Planned Area road transport infrastructure network)** and the requirements of the applicable infrastructure agreement;
  - (f) the road transport infrastructure network is a key structural element that provides a framework for the following:-
    - (i) the pattern of land use;
    - (ii) the arrangement of neighbourhoods; and
    - (iii) the configuration and alignment of local streets and other infrastructure networks;
  - (g) the road transport infrastructure network outcomes are primarily intended to be satisfied by the following:-
    - (i) development providing the major road transport infrastructure in accordance with the applicable infrastructure agreement;
    - (ii) development ensuring that the road transport infrastructure to be provided is in accordance with the road transport infrastructure network and the standards for the road transport infrastructure network as specified in the **Palmview structure plan area code**; and

- (iii) the detailed design and construction of the road transport infrastructure network incorporating appropriate urban design, landscape and environmental features and treatments.

Standards for road transport infrastructure network outcomes

- (3) For the purposes of Performance Outcome PO11(b) in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**, the following are the standards identified in the code for the road transport infrastructure network:-

- (a) development accords with the development and transport infrastructure network sequencing specified on **Other Plans Map OPM P7 (Palmview Master Planned Area development and transport infrastructure network sequencing)** in particular the specified triggers for vehicle trips and Equivalent Dwellings, which is to be worked out as follows:

**Equivalent dwelling or ED** means the measure of the demand for the number of vehicle trips equivalent to that generated by a Dwelling calculated for the relevant development type in **Table SC6.19D (Applicable uses under the Structure Plan)** using the demand generation rates specified in **Table SC6.19E (Demand generation rate for development types)**.

- (b) development provides for major roads which comply with the design characteristics specified in **Table SC6.19F (Road transport infrastructure network - summary of design characteristics)**;
- (c) development provides for roads which comply with the typical cross sections for each road type specified in **Figures SC6.19C to SC6.19J**;
- (d) development provides for roads which comply with the following:-
  - (i) cross sections and reserve widths vary to suit intersections, public transport priority treatments, turning lanes, bus stops, pedestrian crossing treatments, sewer pit requirements, lighting and other requirements;
  - (ii) verge areas are paved and landscaped in accordance with the typical cross sections in **Figures SC6.19C to SC6.19J**;
  - (iii) where medians are provided, street lighting is accommodated within the median;
  - (iv) where provided, on road cycle lanes are incorporated into the road carriageway and continued through intersections with right turn cycle lanes provided along with advance storage boxes at controlled intersections;
  - (v) where parking lanes are incorporated, the kerb is built out into the parking lanes to create landscaped kerb build-outs at regular intervals without impinging on cycle lanes;
  - (vi) channelised intersections (signalised where required) are provided where possible with the use of roundabouts minimised on higher order roads;
  - (vii) legible directional and informational signage is to be supplied as necessary;
  - (viii) landscaping and stormwater treatment on verge areas and medians does not inhibit direct pedestrian access to on street parking or pedestrian movement across streets;
  - (ix) landscaping includes appropriate root barrier protection to kerbs and adjacent services;
  - (x) medians contain pedestrian refuge areas;
  - (xi) stormwater treatments (i.e. median swales) where applicable, are not to impact on the location or functioning of pedestrian refuge areas; and
  - (xii) additional landscaping is provided consistent with the sub-tropical landscape character desired for the Master Planned Area;
- (e) development provides for an infrastructure element within a major road corridor to comply with **Table SC6.19G (Minimum widths of infrastructure elements within road corridors)**; and
- (f) development provides for a road to be designed and constructed in accordance with the **Planning scheme policy for the transport and parking code** and the **Planning scheme policy for development works**.

**Table SC6.19D Applicable uses under the Structure Plan**

<b>Column 1 Development category</b>	<b>Column 2 Development type</b>	<b>Column 3 Uses under Structure Plan</b>
Residential development	Attached dwelling	<ul style="list-style-type: none"> <li>• Dual occupancy</li> <li>• Dwelling unit</li> <li>• Multiple dwelling</li> <li>• Residential care</li> <li>• Short term accommodation</li> <li>• Rooming accommodation</li> <li>• Caretakers accommodation</li> <li>• Community residence</li> </ul>
	Detached dwelling	<ul style="list-style-type: none"> <li>• Dwelling house</li> </ul>
	Retirement dwelling	<ul style="list-style-type: none"> <li>• Retirement facility</li> </ul>
	Other uses	<ul style="list-style-type: none"> <li>• Other uses not listed will be determined at the time of the Application</li> </ul>
Non-residential development	Commercial	<ul style="list-style-type: none"> <li>• Office</li> <li>• Health care service</li> <li>• Car wash</li> <li>• Sales office</li> <li>• Veterinary services</li> </ul>
	Community purpose	<ul style="list-style-type: none"> <li>• Community use</li> <li>• Place of worship</li> <li>• Educational establishment</li> <li>• Child care centre</li> <li>• Emergency services</li> <li>• Community care centre</li> <li>• Outdoor sport and recreation</li> </ul>
	Industry	<ul style="list-style-type: none"> <li>• Low impact industry</li> <li>• Service industry</li> <li>• Bulk landscape supplies</li> <li>• Research and technology industry</li> <li>• Warehouse</li> <li>• Utility installation</li> </ul>
	Retail and entertainment	<ul style="list-style-type: none"> <li>• Food and drink outlet</li> <li>• Nightclub entertainment facility</li> <li>• Shop</li> <li>• Shopping centre</li> <li>• Showroom</li> <li>• Hotel</li> <li>• Theatre</li> <li>• Club</li> <li>• Indoor sport and recreation</li> <li>• Garden centre</li> <li>• Function facility</li> <li>• Adult store</li> <li>• Service station</li> <li>• Hardware and trade supplies</li> <li>• Market</li> </ul>
	Other uses	<ul style="list-style-type: none"> <li>• Other uses not listed will be determined at the time of the Application</li> </ul>

**Table SC6.19E Demand generation rate for development types**

Column 1 Development category	Column 2 Development type	Column 3 Unit of measure	Column 4 Trips per unit of measure	Column 5 Equivalent Dwelling per unit of measure
Residential development	Detached dwellings	Per dwelling	9	1
	Attached dwellings	Per dwelling	6	0.67
	Retirement dwellings	Per dwelling	5	0.56
Non-residential development	Commercial	100m <sup>2</sup> GFA	10	1.11
	Community purpose other than an Educational Establishment	100m <sup>2</sup> GFA	10	1.11
	Community purpose for an Educational Establishment	Per student and staff	1.46	0.16
	Industry	100m <sup>2</sup> GFA	5	0.56
	Retail and entertainment	100m <sup>2</sup> GFA	121	13.44

**Table SC6.19F Road transport infrastructure network – summary of design characteristics**

Road type	Minimum road reserve width	Typical features and treatments	Cross-section reference
Sub-arterial Road "Type A"	29.6 metres	<ul style="list-style-type: none"> <li>Two general movement lanes (one in each direction).</li> <li>On-road dedicated cycle lane each side.</li> <li>Landscaped median (where required by the applicable infrastructure agreement).</li> <li>Indented bus bays.</li> <li>Dual use path (3.0m minimum width) in each verge.</li> <li>Direct property access to major development only.</li> <li>Intersection spacing to be 300m minimum.</li> <li>No on-road car parking generally, but if provided to be in indented parking bays with corresponding increase in minimum road reserve width.</li> <li>Fauna fencing, crossings, and other structural/non-structural treatments as required.</li> </ul>	<b>Figure SC6.19C, SC20.D and SC6.19E (Sub-arterial road type A typical cross section)</b>
Sub-arterial Road "Type B" (Note: this road is proposed to be constructed in two stages, as shown on the referenced cross-sections)	37.0 metres	<ul style="list-style-type: none"> <li>Four general movement lanes (two in each direction).</li> <li>On-road dedicated cycle lane each side.</li> <li>Landscaped median.</li> <li>Dual use path (3.0m minimum width):-                             <ul style="list-style-type: none"> <li>in each verge for the section of road within the Palmview Structure Plan area boundary; and</li> <li>in one verge only for the section of road outside the Palmview Structure Plan Area boundary;</li> </ul> </li> <li>Direct property access to major development only.</li> <li>Intersection spacing to be 300m minimum.</li> <li>No on-road car parking generally, but if provided to be in indented parking bays with corresponding increase in minimum road reserve width.</li> </ul>	<b>Figure SC6.19F, SC6.19G and SC6.H (Sub-arterial road type B typical cross section)</b>

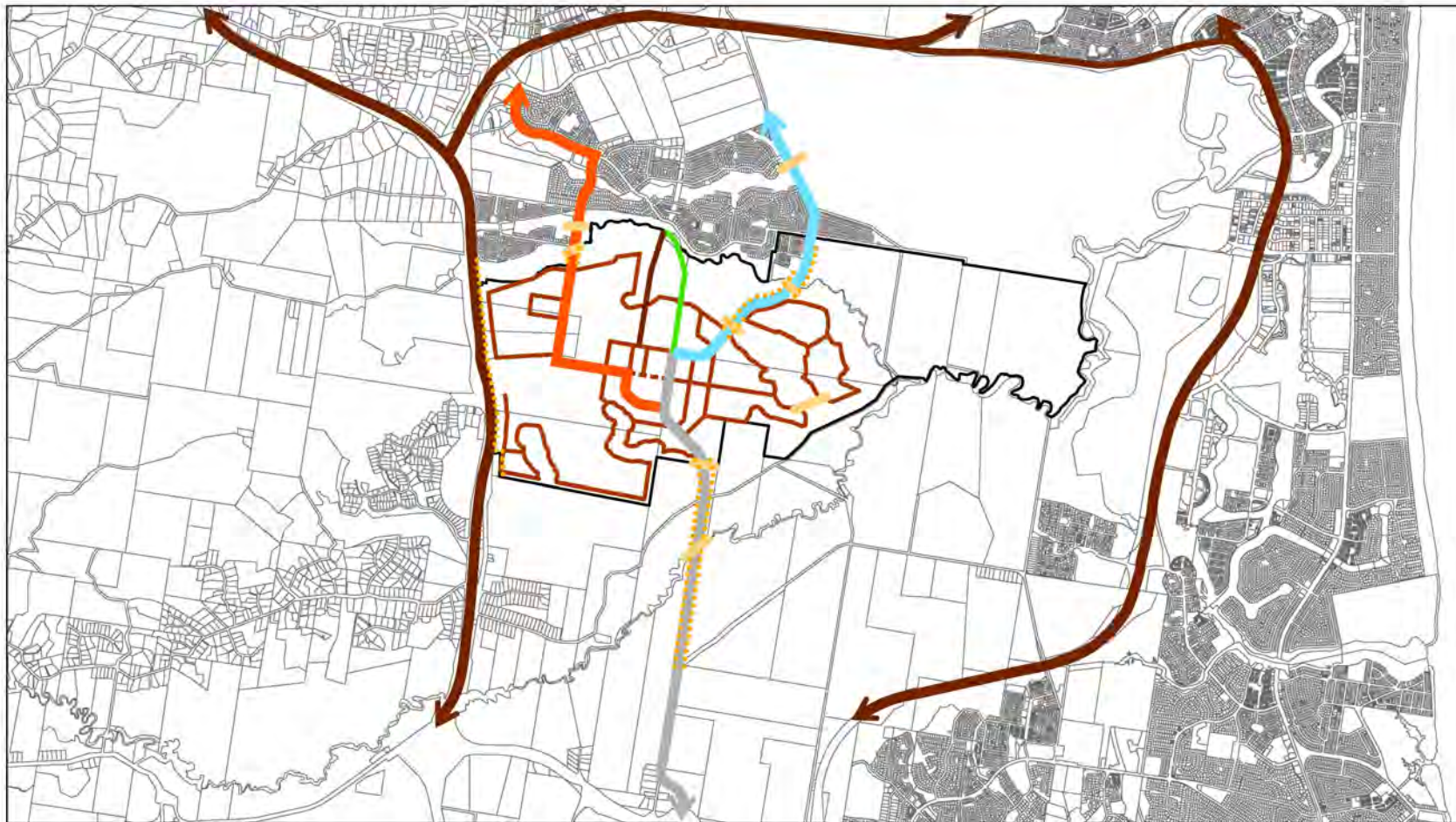


Road type	Minimum road reserve width	Typical features and treatments	Cross-section reference
		<ul style="list-style-type: none"> <li>Fauna fencing, crossings, and other structural/non-structural treatments as required.</li> </ul>	
District Collector Street	29.6 metres	<ul style="list-style-type: none"> <li>Two general movement lanes (one in each direction).</li> <li>On-street dedicated cycle lane each side.</li> <li>Landscaped median.</li> <li>Indented bus bays.</li> <li>Dual use path (3.0m minimum width) in one verge and footpath (2.0m minimum width) in other verge.</li> <li>Direct property access to major development only, or alternatively restricted to "left in/left out".</li> <li>Intersection spacing to be 100m minimum.</li> <li>Indented parking bays.</li> <li>Fauna fencing, crossings, and other structural/non-structural treatments as required.</li> </ul>	<b>Figure SC6.19I and SC6.19J (District Collector Street typical cross section)</b>

**Table SC6.19G Minimum widths of infrastructure elements within road corridors**

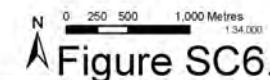
Infrastructure element	Minimum width
Roads (general traffic lanes)	3.5 metres on sub-arterial roads 3.3 metres on district collector streets
Parking lanes	2.3 metres
Dual use paths	3.0 metres
Footpaths	2.0 metres
Recreation paths	3.0 metres
Cycle lanes	1.8 metres on district collector streets 2.0 metres on sub-arterial roads
Median	6.0 metres on sub-arterial roads 3.0 metres on district collector streets
Verge	6.5 metres on sub-arterial roads 5.5 metres on district collector streets

Figure SC6.19B Specification of transport infrastructure



- |  |  |
|--|--|
| <b>Boundaries</b>                          | <b>Other Transport Infrastructure Elements</b>   |
| Structure Plan Area Boundary               | Fauna Crossing Treatment   |
| Cadastral Boundary                         | Fauna Fencing  |
| <b>Major Road Transport Infrastructure</b> | <b>Specification of Major Road Transport Infrastructure</b>                                      |
| Major Arterial Road                        | Sub-arterial Road Type A (29.6m reserve)   |
| Arterial Road                              | Sub-arterial Road Type B (37m reserve)   |
| Neighbourhood / Local Street               | District Collector Street (29.6m reserve)  |
| Main Street                                | <b>Specification of Major Public and Active Transport Infrastructure</b>                         |
|  | Local Public Transport Corridor (PT) (15m reserve)   |
|  | Dedicated Bicycle and Pedestrian Corridor (AT) (10m reserve unless co-located in a road reserve) |

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**Specification of Transport Infrastructure**

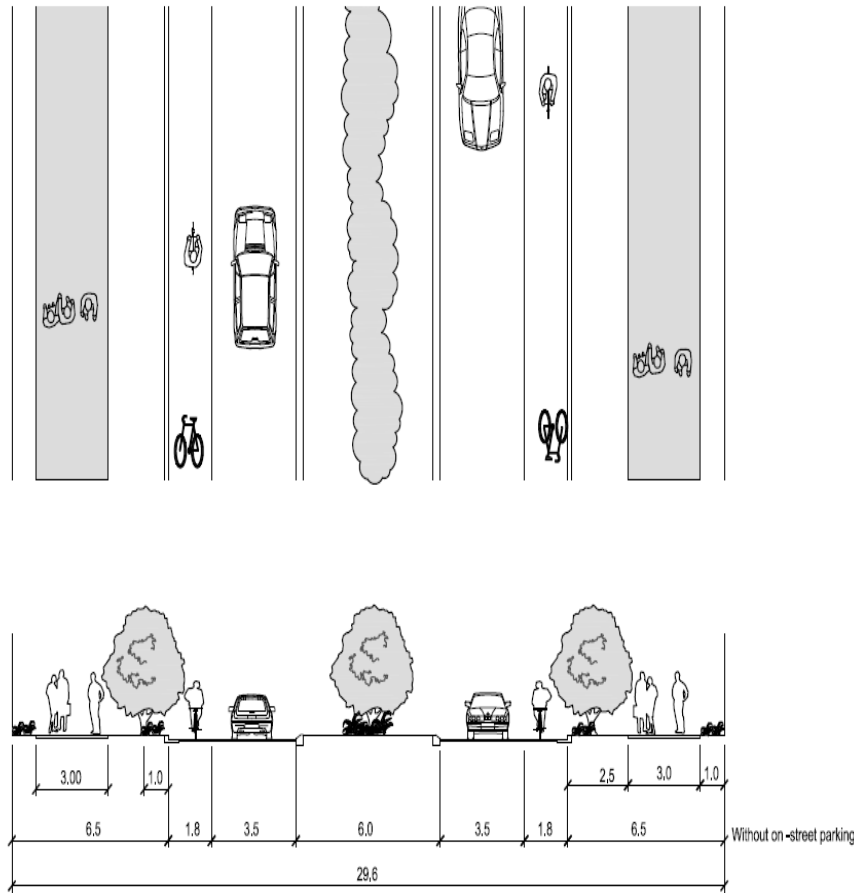


**Figure SC6.20B**

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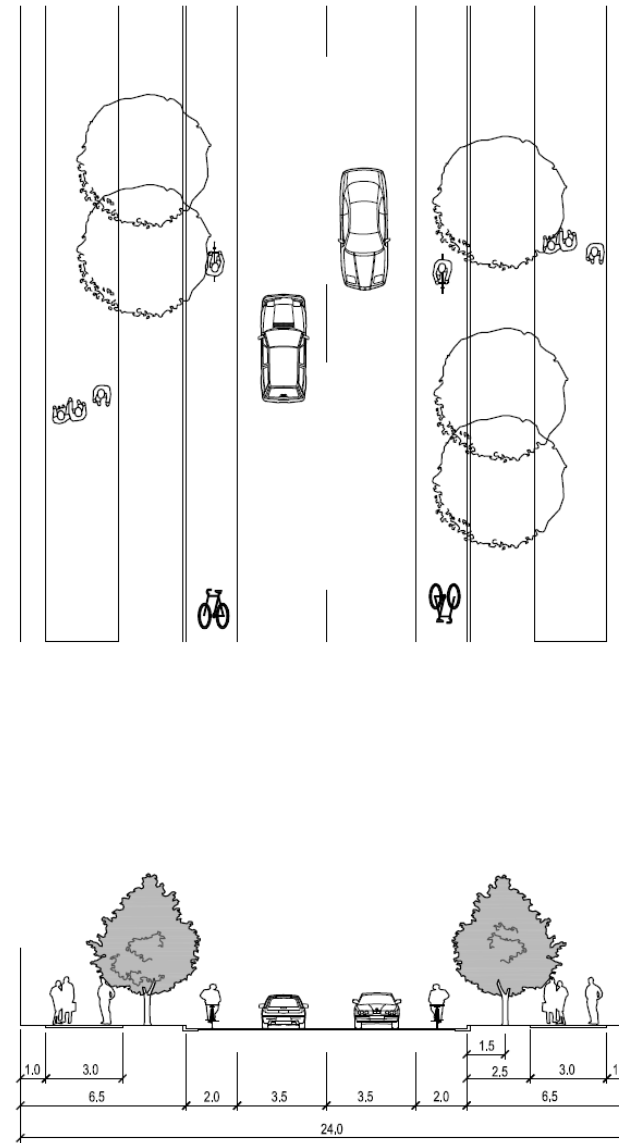
Amended 1 April 2018 Sunshine Coast Planning Scheme 2014

Figure SC6.19C Sub-arterial Road Type A with centre median



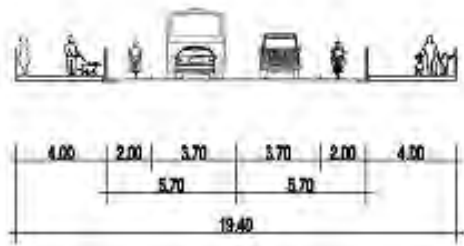
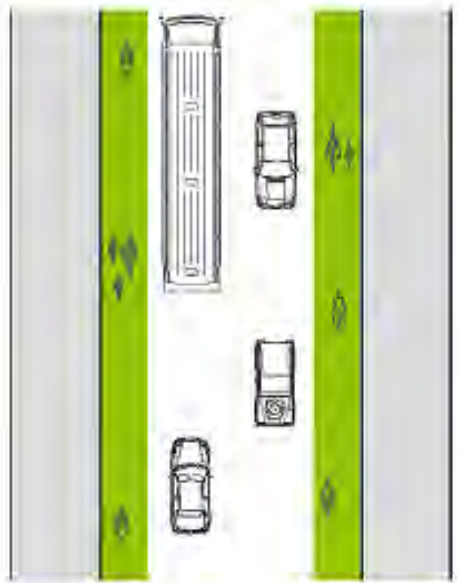
Claymore Road Link

Figure SC6.19D Sub-arterial Road Type A with no centre median



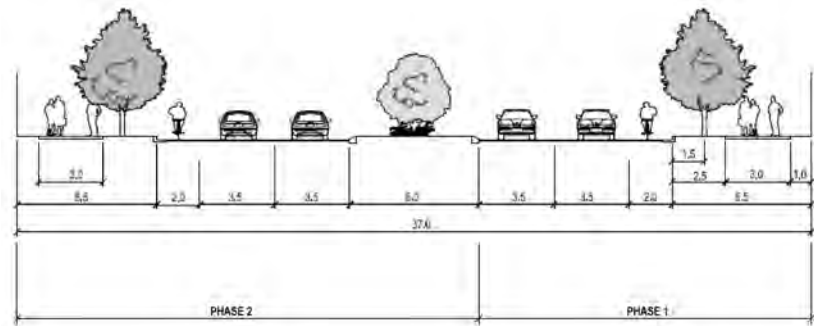
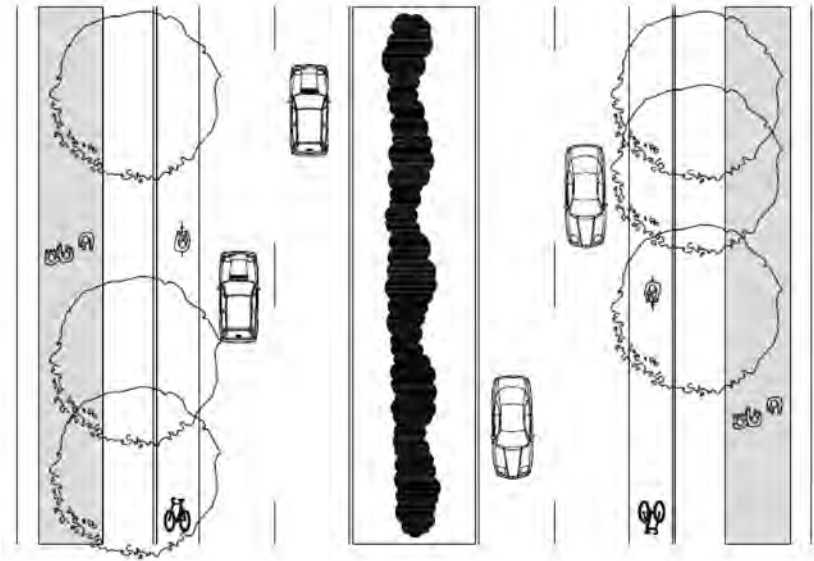
Claymore Road Link

Figure SC6.19E Sub-arterial Road Type A bridge



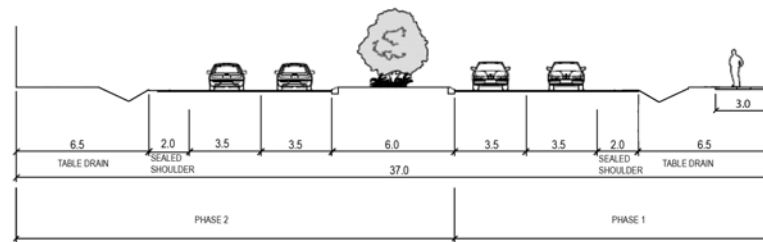
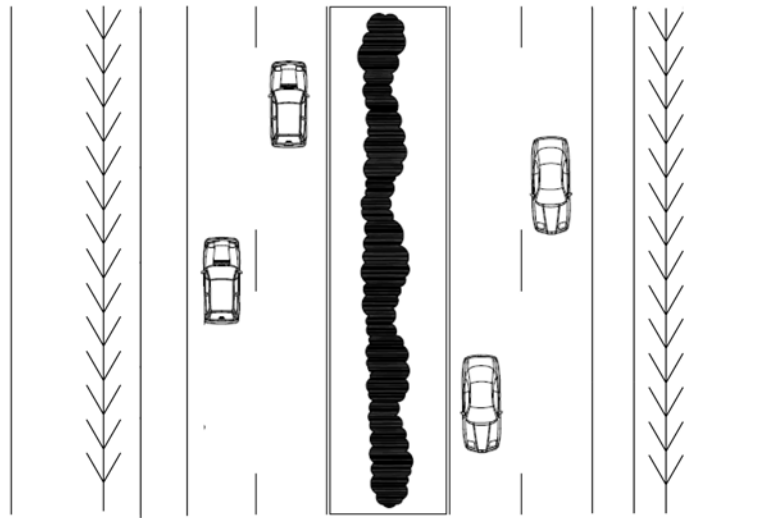
Claymore Road Bridge

Figure SC6.19F Sub-arterial Road Type B with kerb and channel



Southern Road Link

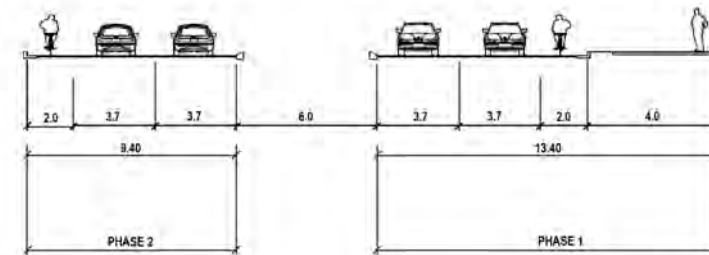
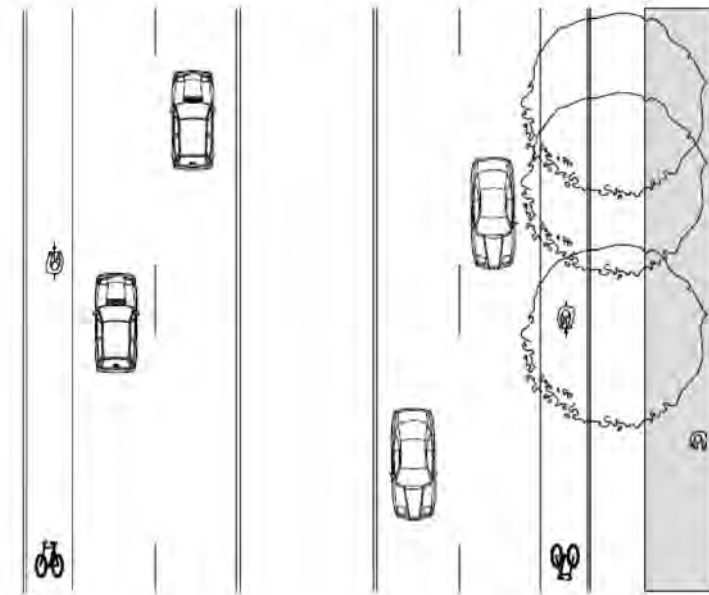
Figure SC6.19G Sub-arterial Road Type B with table drains



SUBARTERIAL TYPE B WITH TABLE DRAINS

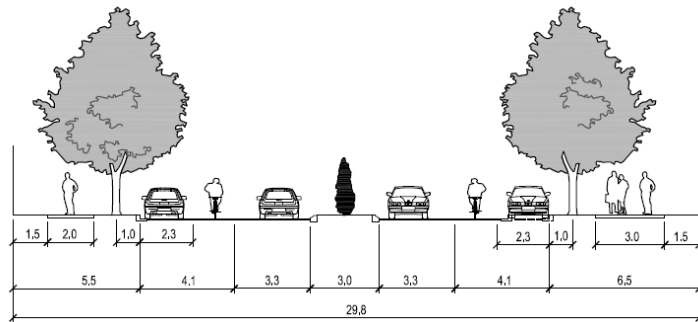
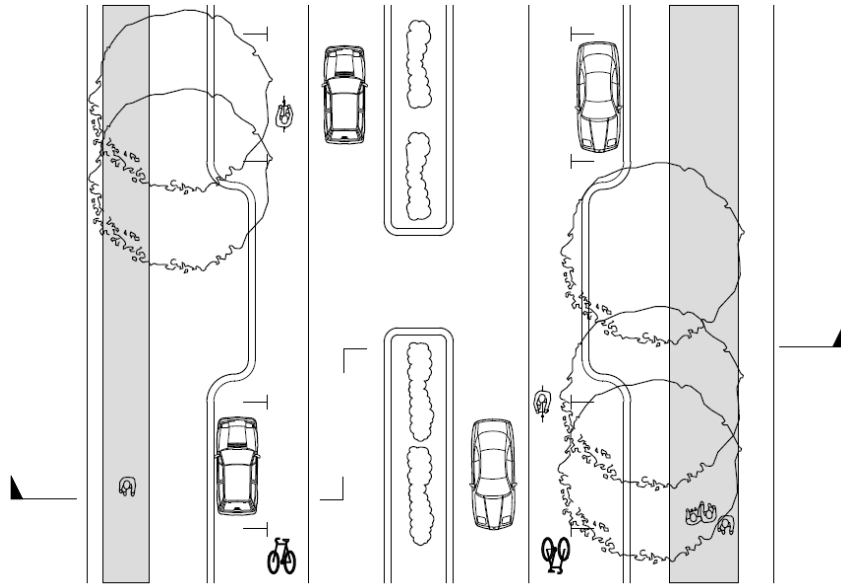
Southern Road Link

Figure SC6.19H Sub-arterial Road Type B bridge



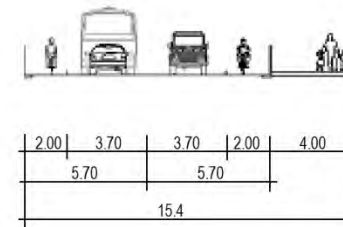
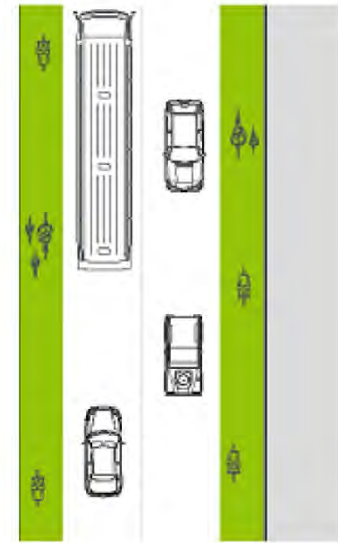
Southern Road Link Bridge

Figure SC6.19I District Collector Street



District Collector Street

Figure SC6.19J District Collector Street Bridge

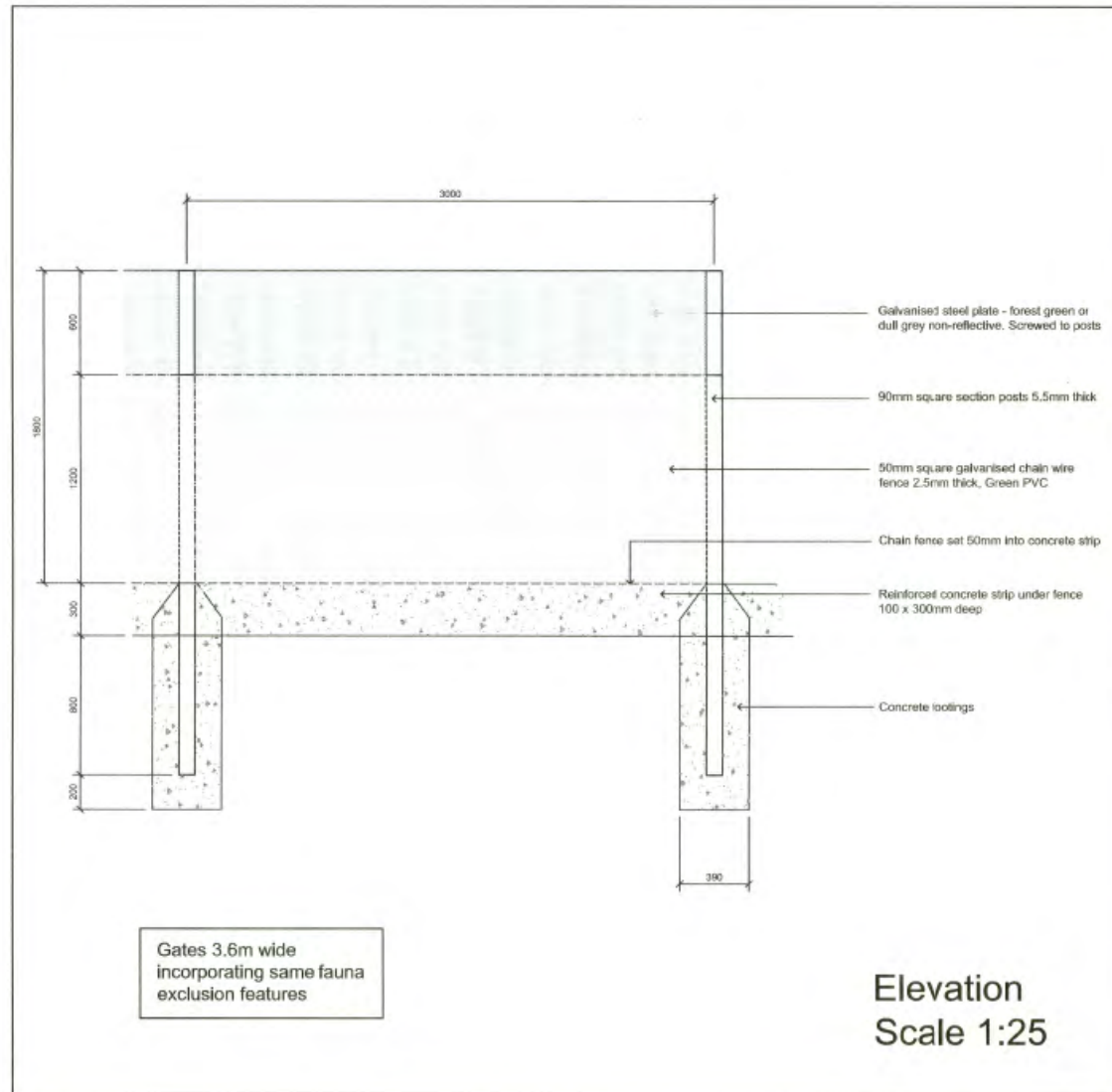
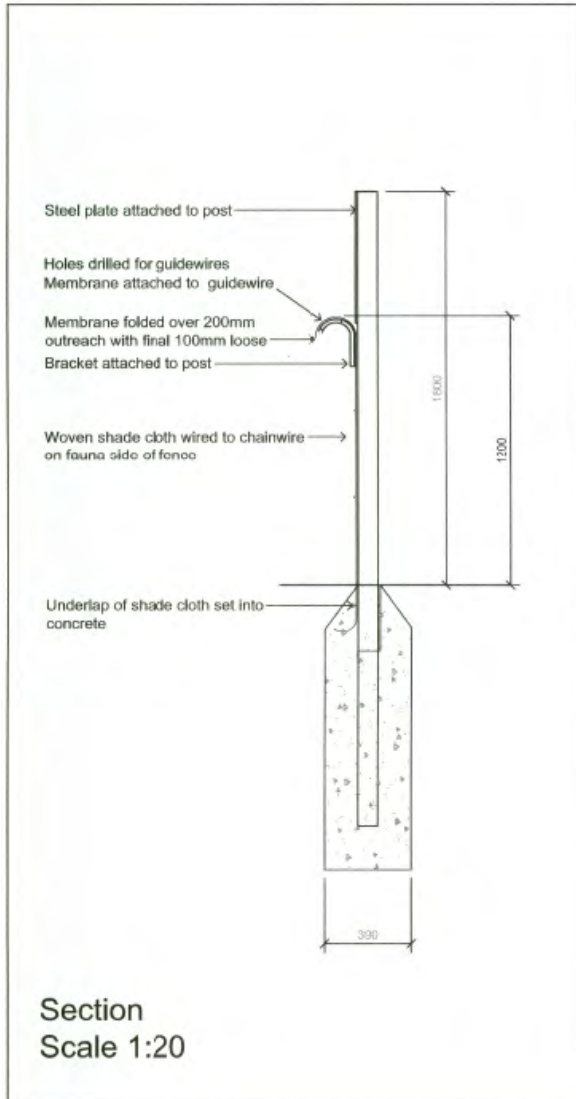


Springhill Drive Bridge

Standards, guidelines and advice for fauna movement outcomes

- (4) For the purposes of Performance Outcome PO11(b) in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**, the following are the standards identified in the code for the fauna movement outcomes incorporated as part of the road transport infrastructure network:-
- (a) development provides the fauna fencing in association with the road and public transport corridors in accordance with the specifications in **Figure SC6.19K (Typical fauna fence design)**; and
  - (b) development provides for the other fauna movement measures specified in **Table SC6.19H (Other fauna movement measures)**.
- (5) For the purposes of Performance Outcome PO11(b) in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**, the following are guidelines about satisfying the standards in the code for the fauna movement outcomes:-
- (a) *Fauna Sensitive Road Design – Volume 1 - Past and Existing Practices* (Queensland Department of Main Roads, 2000);
  - (b) *Fauna Sensitive Road Design Manual – Volume 2– Preferred Practices* (Queensland Department of Transport and Main Roads, 2010);
  - (c) *Fish Passage in Streams – Guidelines for Design of Stream Crossings* (Queensland Department of Primary Industries and Fisheries, 1998); and
  - (d) *Breaking the Barriers – Engineering Solutions to Ecological Problems (Symposium)* (Environment Institute of Australia and New Zealand, 2009).
- (6) For the purposes of Performance Outcome PO11(b) in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**, the following is advice about satisfying the standards in the code for the fauna movement outcomes:-
- (a) the design of fauna protection measures should reflect landscape context, site conditions and the species being targeted; and
  - (b) an applicant should consult with the Council to determine the most appropriate measures to be implemented.

Figure SC6.19K Typical fauna fence design





**Table SC6.19H Other fauna movement measures**

Measure	Descriptions
<b>OVERPASS</b>	<b>PERMITS PASSAGE OF ANIMALS ABOVE THE ROAD</b>
Land Bridge	Also known as a green bridge, eco-duct or wildlife bridge. Typically a 30 metre wide bridge that spans across the road. The bridge has soil over it, and is planted with vegetation and landscaped with habitat features (e.g. logs, rocks, small water bodies etc.).
Overpass (small roads)	A bridge above a major road, likely to allow human/stock access across the road. Typically of a narrow design and not hour-glass shape. An overpass is commonly a minor road, possibly unsealed or single lane configuration.
Canopy/Rope Bridge	A rope or pole suspended above traffic, either from vertical poles or roadside trees. Primarily established for arboreal and scansorial species.
Glider Pole	Vertical poles positioned in the centre median, on the road verge, or traversing the land bridge. They provide species that glide intermediary landing pads and launch opportunities.
Local Traffic Management	Traffic calming to reduce the speed or volume of traffic via signage, crosswalks, chicanes, road closures etc.
<b>UNDERPASS</b>	<b>PERMITS PASSAGE OF ANIMALS BELOW THE ROAD</b>
Culvert	Frequently square, rectangular or semi-circle in shape. Usually pre-cast concrete cells or arches made of steel. They may specifically be built for wildlife passage or stormwater or flood conveyance purposes or a combination of both.
Tunnel	Also known as eco-pipe. Commonly round pipes of reasonably small diameter (i.e. less than 1.5 metres)
Bridge	A structure that raises traffic above surrounding land or maintains the grade of the road. Often facilitating water underneath, movement of local traffic or assisting wildlife passage.
<b>NON-STRUCTURAL MITIGATION</b>	<b>INCORPORATES MORE SENSITIVE ROAD DESIGN THAT ASSISTS 'NATURAL' PERMEABILITY</b>
Corridor Plantings	Strips of vegetation, comprising of similar species either side of the road. Often crossing the road providing corridor movements for animals.

## SC6.19.7 Public transport infrastructure network outcomes

### Preliminary

- (1) This section applies to the public transport infrastructure network outcomes in Performance Outcomes PO14 to PO18 in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**.

### General advice for public transport infrastructure network outcomes

- (2) The following is general advice about satisfying the public transport infrastructure network outcomes:-
- (a) the public transport infrastructure network outcomes seek to ensure that the Palmview Master Planned Area is able to be provided with a high quality public transport service connecting major employment, retail, business, education, recreation, sporting, cultural and health facilities;
  - (b) **Other Plans Map OPM P9 (Palmview Master Planned Area public transport infrastructure network) in Schedule 2 (Mapping)** conceptually identifies the principal elements of the public transport infrastructure network, including the following:-
    - (i) the local public transport corridor;
    - (ii) local bus services; and
    - (iii) bus stops and transit stations;
  - (c) increasing the proportion of public transport trips both within the Master Planned Area and to locations outside of the Master Planned Area will not only serve to improve the sustainability of the Palmview community but will also contribute to a healthier community;
  - (d) public transport services are intended to be bus-based and form part of Translink's Sunshine Coast Network Plan. The higher order road network has been carefully designed to support the efficient circulation of buses and to provide for priority movement along identified key routes;

- (e) there is also a high level of functional integration between the public transport and bicycle and pedestrian infrastructure networks (including end of trip facilities) and it is intended that these networks be developed in unison to support the development of the Master Planned Area as a transit oriented community;
- (f) the requirements for public transport infrastructure are to be complemented with a broader strategy for the provision and use of public transport services and are to deliver a 'seed' program for public transport during the first phases of development has provided for in the applicable infrastructure agreement; and
- (g) the public transport infrastructure network outcomes are primarily intended to be satisfied by the following:-
  - (i) development providing public transport infrastructure in accordance with the applicable infrastructure agreement;
  - (ii) development ensuring that the public transport infrastructure to be provided, and in particular the local public transport corridor, is in accordance with the public transport infrastructure network and the standards for the public transport infrastructure network as specified in the **Palmview structure plan area code**; and
  - (iii) the detailed design and construction of the public transport infrastructure network incorporating appropriate urban design, landscape and environmental features and treatments.

## SC6.19.8 Bicycle and pedestrian infrastructure network outcomes

### Preliminary

- (1) This section applies to the bicycle and pedestrian infrastructure network outcomes in Performance Outcomes PO19 to PO23 in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code** (bicycle and pedestrian infrastructure network outcomes).

### General advice for bicycle and pedestrian infrastructure network outcomes

- (2) The following is general advice about satisfying the bicycle and pedestrian infrastructure network outcomes:-
  - (a) the bicycle and pedestrian infrastructure network outcomes seek to create an urban environment that supports and promotes walking and cycling and those using mobility aids, and thereby reduce demand for private vehicle trips;
  - (b) **Other Plans Map OPM P10 (Palmview Master planned area bicycle and pedestrian infrastructure network)** in **Schedule 2 (Mapping)** identifies conceptually the higher order elements of the bicycle and pedestrian infrastructure network including transit lanes, on-road dedicated bicycle lanes, on-road shared bicycle/parking lanes, off-road shared pedestrian/bicycle paths and off-road dedicated bicycle paths, bridge structures and timber boardwalks;
  - (c) increasing the proportion of 'active' transport trips will not only serve to improve the sustainability of the Palmview urban community but will also contribute to a healthier community in the long term;
  - (d) the Master Planned Area is well suited to walking and cycling because of its relatively flat topography, its relatively compact urban form and its reasonably high level of access to major facilities such as the University of the Sunshine Coast and the Sunshine Coast University Hospital. There is also a high level of functional integration between the various infrastructure networks for the Palmview Master Planned Area that underpins and takes maximum advantage of these active transport modes;
  - (e) the environmental and landscape context at Palmview also provides excellent opportunities for recreation trails, with easy access to significant planned recreation trails along the Mooloolah River and Sippy Creek, providing opportunities to use these trails as key links within the active transport network;
  - (f) the bicycle and pedestrian infrastructure network is extensive and is intended to be treated as the priority movement network in the Master Planned Area; and

- (g) the bicycle and pedestrian infrastructure network outcomes are primarily intended to be satisfied by the following:-
  - (i) development providing bicycle and pedestrian infrastructure in accordance with the applicable infrastructure agreement; and
  - (ii) development ensuring that the bicycle and pedestrian infrastructure to be provided is in accordance with the bicycle and pedestrian infrastructure network and the standards for the bicycle and pedestrian infrastructure network as specified in the **Palmview structure plan area code**.

Standards and guidelines for bicycle and pedestrian infrastructure network outcomes

- (3) For the purposes of Performance Outcome PO19(b) in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**, the following are the standards identified in the code for the bicycle and pedestrian infrastructure network:-
  - (a) development provides for bicycle and pedestrian infrastructure in road transport infrastructure and public transport infrastructure to be in accordance with the typical road cross sections contained in **Section SC6.19.6 (Road transport infrastructure network outcomes)** and the **Planning scheme policy for transport and parking**.

## SC6.19.9 Urban open space infrastructure network outcomes

Preliminary

- (1) This section applies to the urban open space infrastructure network outcomes in Performance Outcomes PO31 to PO39 in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code** (urban open space infrastructure network outcomes).

General Advice for Urban Open Space Infrastructure Network Outcomes

- (2) The following is general advice about satisfying the urban open space infrastructure network outcomes:-
  - (a) the urban open space outcomes seek to ensure that the Master Planned Area is provided with an appropriate range of local, district and regional urban open space areas;
  - (b) urban open space plays an important role in supporting the development of social capital and creating a healthy community and is particularly important in new and emerging communities in terms of strengthening social interaction and encouraging a sense of place, providing for recreation activities and contributing to the amenity of their urban form;
  - (c) the urban open space outcomes also seek to ensure the establishment of a legible, accessible, connected open space network while creating public open spaces that respond to each individual neighbourhood;
  - (d) **Other Plans Map OPM P11 (Palmview master planned area urban open space infrastructure network)** in **Schedule 2 (Mapping)** identifies conceptually the higher order elements of the urban open space infrastructure network planned for the **Palmview structure plan area code**;
  - (e) local recreation park components of the urban open space infrastructure network are intended to be located so as to ensure all residents and workers of the Master Planned Area are within 500 metre walking distance of a local recreation park; and
  - (f) the urban open space infrastructure network outcomes are primarily intended to be satisfied by the following:-
    - (i) development providing the urban open space infrastructure in accordance with the applicable infrastructure agreement; and
    - (ii) ensuring that detailed design and construction of urban open space has regard to the following:-
      - (A) functional characteristics, user needs (social and recreational), lifecycle costs and incorporates high quality urban and landscape design which complies with CPTED principles; and

- (B) the standards identified for the non-urban open space infrastructure network in **Appendix SC6.19A (Palmview Master Planned Area ecological and landscape protection and rehabilitation plan)**.

Standards for the urban open space infrastructure network outcomes

- (3) For the purposes of Performance Outcome PO31(b) in **Section 10.3.4.21 (Performance Outcomes and Acceptable Outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**, the following are the standards identified in the code for the urban open space infrastructure network:-
- (a) development provides for land for urban open space to be provided in one contiguous parcel which is regular in shape and fit-for-purpose;
  - (b) development provides for land for urban open space to be provided to the Council in freehold tenure;
  - (c) development ensures that urban open space is above the Q20 flood levels;
  - (d) development ensures that urban open space is free of hazards and constraints, including the following:-
    - (i) land listed on the Contaminated Land Register or Environmental Management Register;
    - (ii) land known or suspected as being contaminated;
    - (iii) land required for buffer or esplanade;
    - (iv) land required for or contains an above ground utility installation such as a sewerage pump station, transformer or high voltage power lines or lies within 50 metres of an easement;
    - (v) land required as an easement over sewerage/water lines or other underground utilities or services;
    - (vi) land required principally for drainage purposes;
    - (vii) land is required for stormwater treatment or detention;
    - (viii) land within a road reserve or subject to future proposed transport corridors;
  - (e) development ensures that local, district and regional level urban open space has direct access from a public road along one side for at least 50% of its perimeter; and
  - (f) development ensures that urban open space infrastructure is provided in accordance with the desired standards of service as stated in the following:-
    - (i) **Table SC6.19I (Provision of urban open space infrastructure network)** which states the provision rate of the urban open space infrastructure network; and
    - (ii) **Table SC6.19J (Urban open space infrastructure network attributes)** which states the attributes of the urban open space infrastructure network).

**Table SC6.19I Provision of urban open space infrastructure network**

Park type Category	Park type Catchment	Park characteristics		Park catchment	
		Minimum area	Minimum width	Catchment	Park provision
Recreation parks	Local	1 ha	50m	500m (within 5 min. walk)	1 ha per 1,000 people
	District	5 ha	50m	5 km (within 30 min. walk, 20 min. cycle and 10 min. drive)	1.3 ha per 1,000 people
	Regional	20 ha	100m	30 km (public transport routes and cycleway and within 30 min. drive)	0.7 ha per 1,000 people
Sports parks	District	10 ha	150m	10 km (30 min. cycle, 10 min. drive)	1.5 ha per 1,000 people

**Table SC6.19J Urban open space infrastructure network attributes**

<b>Recreation park – Local</b>	
<p><b>Description:</b> Primarily used by the community for informal recreation, social, cultural and leisure activities and which may provide for other complementary values (e.g. landscape amenity or biodiversity conservation). In community hubs they are visually and physically connected with the community and commercial activities to help activate the locality.</p>	
<p><b>Size and topography</b></p> <ul style="list-style-type: none"> <li>• Minimum of 1.0 ha.</li> <li>• Where the topography is such that additional land is required to achieve the required facilities and setting, land area can be increased to accommodate these facilities.</li> <li>• Minimum width 50m.</li> <li>• Regular shape.</li> </ul> <p><b>Access and location</b></p> <ul style="list-style-type: none"> <li>• A short 5-10 minute walk or less than 500 metres from most residences.</li> <li>• At least two sides or approximately 50% of perimeter to have road frontage.</li> <li>• Key use areas meet disability access requirements.</li> </ul> <p><b>Linkages</b></p> <ul style="list-style-type: none"> <li>• Linked by quality recreation trail network or a pedestrian and bicycle network.</li> <li>• Pathways networks located within open space not to conflict with primary park use.</li> </ul> <p><b>Landscape and character</b></p> <ul style="list-style-type: none"> <li>• Character reflective of local identity and heritage values/space.</li> <li>• Retain existing trees at strategic locations. Plant new trees to contribute to broader amenity of the area.</li> <li>• Where a park has been located to provide views, key viewpoints need to be protected.</li> </ul>	<p><b>Natural assets (vegetation)</b></p> <ul style="list-style-type: none"> <li>• Planting to provide diversity of layers and qualities for wildlife needs – food sources, connection, protection and breeding.</li> <li>• Planting style allowing for kick about cleared area.</li> <li>• Protect and sustain Ecologically important areas / support local biodiversity consistent with primary function.</li> </ul> <p><b>Safety and security</b></p> <ul style="list-style-type: none"> <li>• The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting.</li> <li>• Play spaces are located in safe areas (good surveillance).</li> <li>• Safe access for pedestrians - lighting.</li> <li>• Emergency vehicle access.</li> </ul> <p><b>User benefits</b></p> <ul style="list-style-type: none"> <li>• Open grassed area for passive recreation with shaded spaces for social interaction and provide visual amenity for external users.</li> </ul> <p><b>Flood immunity</b></p> <ul style="list-style-type: none"> <li>• Above Q20 (defined WSUD/flood event).</li> <li>• Buildings are to be above Q100.</li> <li>• Kick about and social spaces are well drained.</li> </ul> <p><b>Activities</b></p> <ul style="list-style-type: none"> <li>• Land use.</li> <li>• Community Hubs.</li> <li>• To meet the Desired Standards of Service of Social Infrastructure Strategy.</li> </ul>
<b>Recreation park – Town Park</b>	
<p><b>Description</b> Primarily used by the community for informal recreation, social, cultural and leisure activities. Located in a community hub. A location for events, celebrations and community gatherings of a civic/ community nature.</p>	
<p><b>Size and topography</b></p> <ul style="list-style-type: none"> <li>• Minimum of 3 ha.</li> <li>• Minimum width 100m.</li> </ul> <p><b>Access and location</b></p> <ul style="list-style-type: none"> <li>• At least one side or approximately 50% of perimeter to have road frontage.</li> <li>• Key use areas meet disability access requirements.</li> <li>• Co-located with retail/commercial spaces, community facilities, and/or schools to help activate the locality.</li> </ul>	<p><b>Safety and security</b></p> <ul style="list-style-type: none"> <li>• The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk.</li> <li>• Safe access.</li> <li>• Emergency vehicle access.</li> </ul> <p><b>User benefits</b></p> <ul style="list-style-type: none"> <li>• Community meeting spaces for social, cultural and leisure activities and which may provide for other complementary values (e.g. Landscape amenity).</li> <li>• Civic meeting and gathering space.</li> </ul>

<p><b>Linkages</b></p> <ul style="list-style-type: none"> <li>• Linked to quality recreation trail network or a pedestrian and bicycle network.</li> <li>• Central to key civic and community facilities.</li> </ul> <p><b>Landscape and character</b></p> <ul style="list-style-type: none"> <li>• Character reflective of local identity and heritage values/space. Designed and managed to support community and social adjoin activities.</li> </ul>	<p><b>Flood immunity</b></p> <ul style="list-style-type: none"> <li>• Land to be above Q20 (defined flood event).</li> <li>• Buildings are to be above Q100.</li> <li>• Grassed spaces are well drained.</li> </ul> <p><b>Activities</b></p> <ul style="list-style-type: none"> <li>• Provision of space for civic events/celebration.</li> <li>• Skate/youth facility.</li> <li>• Diverse range of recreational and social spaces.</li> <li>• Space for cultural and community events.</li> </ul>
<b>Recreation park – district</b>	
<p><b>Description</b></p> <p>Primarily used by the community for recreation, social, cultural and leisure activities and may provide for other complementary values (e.g. landscape amenity or biodiversity conservation). District recreation parks provide more diverse opportunities for recreation experiences and may support nature- based recreational experiences.</p>	
<p><b>Size and topography</b></p> <ul style="list-style-type: none"> <li>• 5 ha.</li> <li>• Where the topography is such that additional land is required to achieve the required facilities and setting, land area can be increased to accommodate these facilities.</li> <li>• Minimum width 50m.</li> </ul> <p><b>Access and location</b></p> <ul style="list-style-type: none"> <li>• 5 km from most residences.</li> <li>• Generally located in urban areas or areas of special interest and may adjoin other community facilities.</li> <li>• On or close to a distributor or arterial road and within walking distance to regular public transport.</li> <li>• At least one side or approximately 50% of perimeter to have road frontage.</li> <li>• Provision of off street car parking.</li> </ul> <p><b>Linkages</b></p> <ul style="list-style-type: none"> <li>• Located on a recreation trail or on a pedestrian and bicycle network.</li> <li>• May provide a trail head for urban and non-urban trails.</li> <li>• Pathways networks located within open space not to conflict with primary park uses.</li> </ul> <p><b>Landscape and character</b></p> <ul style="list-style-type: none"> <li>• Character reflective of local identity and heritage values.</li> <li>• Retain existing trees at strategic location and planting new trees to contribute to broader amenity of the area.</li> <li>• Kick about spaces to be retained for passive recreation opportunities and spaces to accommodate events.</li> <li>• Consider use of durable materials and more permanent features (e.g. walls).</li> <li>• Where a park has been located to provide views, key viewpoints need to be identified and planted with lower vegetation where replanting occurs.</li> </ul>	<p><b>Natural assets (vegetation)</b></p> <ul style="list-style-type: none"> <li>• 'Bushland' planting style while allowing for kick about cleared area, play spaces, event spaces and community garden areas.</li> <li>• Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding.</li> <li>• Protect and sustain ecologically important areas/ support local biodiversity consistent with primary function.</li> </ul> <p><b>Safety and security</b></p> <ul style="list-style-type: none"> <li>• The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting.</li> <li>• Play spaces are located in safe areas.</li> <li>• Emergency vehicle access.</li> <li>• Pedestrian pathways to be lit.</li> </ul> <p><b>User benefits</b></p> <ul style="list-style-type: none"> <li>• District recreation parks provide a more diverse range of passive, social, cultural and recreational experiences through supporting land and infrastructure.</li> </ul> <p><b>Flood immunity</b></p> <ul style="list-style-type: none"> <li>• Land (minimum of 70%) to be above Q20 (defined flood event).</li> <li>• Buildings are to be above Q100.</li> <li>• Kick about and social spaces are well drained.</li> <li>• WSUD.</li> </ul>

## Recreation park – regional

### Description

Primarily used by the community for informal recreation, social, cultural and leisure activities and which may provide for other complementary values (e.g. landscape amenity or conservation). Sunshine Coast wide recreation parks provide a wider range of experiences and opportunities that encourage longer stays for a diverse range of users.

Botanic Gardens are contained in this category.

### Size and topography

- 20 ha.
- Minimum width 100m.

### Access and location

- In urban areas <30 km most residences.
- On or close to arterial road with regular public transport to the site.
- At least two sides or approximately 50% of perimeter to have road frontage.
- Provision of dispersed onsite car parking essential to reduce visual impact.
- Located on a recreation trail.

### Linkages

- Located on a recreation trail or on a pedestrian and bicycle network.
- Provides a trail head for urban and non-urban trails.
- Pathway networks located within open space not to conflict with primary park uses.
- Pedestrian pathways link activity areas.

### Landscape and character

- Character reflective of local identity and heritage values.
- Retain existing trees at strategic locations and plant new trees to contribute to broader amenity of the area.
- Larger open spaces (e.g. kick about space) to be retained for passive recreation and social opportunities (e.g. major events).
- Consider use of durable materials and more permanent features (e.g. walls).
- Where a park has been located to provide views, key viewpoints need to be identified and planted with lower vegetation where replanting occurs.

### Natural assets (vegetation)

- 'Bushland' planting style while allowing for kick about cleared area.
- Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding.
- Protect and sustain ecologically important areas/ support local biodiversity consistent with primary function.

### Safety and security

- The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting.
- Play spaces are located in safe areas.
- Emergency vehicle access.
- Safe light areas for night time use and pedestrian linkage.

### User benefits

- Provides for a large range of outdoor and passive recreational experiences including play spaces, open space and informal kick about area, landscape and amenity and provides BBQ, shelters and major gathering spaces and opportunities for festivals and celebration.

### Flood immunity

- Land to be above Q20 (defined flood event).
- Buildings are to be above Q100.
- Kick about and social spaces are well drained.

## Recreational trails

### Description

Recreation trails are provided for the primary purpose of recreational activities such as walking, horse riding and mountain biking. Recreation trails often traverse through a range of land tenures. These places have a different intent to the pedestrian and bicycle networks co-located with roads infrastructure, which exist primarily to expedite modes of movement.

### Size and topography

- 12m wide corridor incorporating a 1.5 – 3m wide pathway.
- A variety of distances and circuits to be provided.
- Natural contours are to be followed to ensure even trail grades.
- Ensure local drainage is maintained along

### Landscape and character

- Where space allows, without compromising the lands core function, the trail gently meanders to take advantage of natural and constructed features and provide an element of discovery.
- Desirable for 60% of trail to have access to shade from vegetation.
- Trails are to be interesting and routed through

<p>water courses.</p> <ul style="list-style-type: none"> <li>Poorly drained areas and areas with high erosion to be avoided.</li> </ul> <p><b>Access and location</b></p> <ul style="list-style-type: none"> <li>Trails to connect to recreation parks, sports grounds, and traverse drainage reserves, appropriate environment reserves, Conservation/national parks to activate the open space network and create a sense of connection to and immersion in open space.</li> <li>Trails to be located close to edges of parks to reduce impacts on park users.</li> <li>Trail location to give consideration to the user and service vehicle access requirements for maintenance.</li> </ul> <p><b>Provision</b></p> <ul style="list-style-type: none"> <li>Consider access for residents to be &lt;500m from a recreation trail.</li> </ul> <p><b>Linkages</b></p> <ul style="list-style-type: none"> <li>Trails are linked to community hubs (cafes, community facilities) parks, reserves and sports grounds, active transport networks and the non-urban trail networks.</li> </ul>	<p>different vegetation and landform.</p> <ul style="list-style-type: none"> <li>Where determined, environmental and cultural features are outlined in interpretive information.</li> <li>Recycled/sustainable construction materials preferred. Where not possible materials that are durable or can be reused are required.</li> </ul> <p><b>Natural assets (vegetation)</b></p> <ul style="list-style-type: none"> <li>Taller trees for shading.</li> <li>Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding.</li> <li>Trails constructed to so as not to impact on existing trees and reduce need for constant pruning.</li> <li>Porous materials to be considered in suitable areas to improve water penetration and reduce sheet flow.</li> </ul> <p><b>Safety and security</b></p> <ul style="list-style-type: none"> <li>The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting.</li> <li>Trails are located a minimum of 5m from the constructed road.</li> <li>Safety signage and fencing where necessary.</li> </ul> <p><b>User benefits</b></p> <ul style="list-style-type: none"> <li>At planning stage determine what users (e.g. walking, cycling and equestrian) and level of accessibility.</li> </ul> <p><b>Flood immunity</b></p> <ul style="list-style-type: none"> <li>The provision of appropriate drainage must be considered in the trail planning, design and construction process.</li> </ul>
<b>Sport grounds – district</b>	
<p><b>Description</b></p> <p>Facilities for formal sporting and active recreation activities including ovals, courts and circuits. They may also provide local recreation park facilities outside of formal sporting hours as well as recreation facilities for families attending sporting events. Contribute to amenity and local biodiversity by appropriate vegetation planting on boundaries.</p>	
<p><b>Size and topography</b></p> <ul style="list-style-type: none"> <li>10 ha. A number of sports may co-locate or adjoin district recreation parks creating a larger open space.</li> <li>Principally a flat site with 5% gradient or less.</li> <li>Minimum width 150m.</li> </ul> <p><b>Access and location</b></p> <ul style="list-style-type: none"> <li>In urban areas &lt;10 km.</li> <li>Close to a collector road with on-site car parking provided.</li> <li>At least two sides or approximately 50% of perimeter to have road frontage.</li> <li>In higher density areas co-locate with community infrastructure where possible.</li> <li>Located on public transport routes and stops.</li> </ul>	<p><b>Natural assets (vegetation)</b></p> <ul style="list-style-type: none"> <li>Boundary area and corners of site substantially planted with locally native tree/shrub species.</li> </ul> <p><b>Safety and security</b></p> <ul style="list-style-type: none"> <li>The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting.</li> <li>Play spaces are located in safe areas.</li> <li>Emergency vehicle access.</li> <li>Perimeter fencing for safety of users.</li> </ul> <p><b>User benefits</b></p> <ul style="list-style-type: none"> <li>District sports grounds provide community access to a variety of active formal sporting, cultural and recreation facilities.</li> <li>Multi use and multi-function configuration</li> </ul>



<p><b>Linkages</b></p> <ul style="list-style-type: none"> <li>• Located on a recreation trail or on a pedestrian and bicycle network.</li> <li>• Connected to residential and school/community facilities.</li> </ul> <p><b>Landscape and character</b></p> <ul style="list-style-type: none"> <li>• Designed to reduce impact of flood lighting on adjacent areas.</li> <li>• Use of appropriate design and management principles (e.g. on-site water storage and treatment) to reduce nutrient flow and weed invasion from the site.</li> <li>• Designed to positively contribute to the amenity of surrounding areas.</li> <li>• Shade trees dividing fields, shaded car parking.</li> </ul>	<p>preferred.</p> <p><b>Flood immunity</b></p> <ul style="list-style-type: none"> <li>• Buildings and fenced areas above Q100.</li> <li>• Playing fields above Q20.</li> <li>• Wetland treatment areas above Q10.</li> <li>• Playing surfaces are well drained.</li> </ul> <p><b>Activities</b></p> <ul style="list-style-type: none"> <li>• Assessment of existing facilities within the district to inform preferred layout.</li> </ul>
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Standards for embellishments associated with urban open space infrastructure network

- (4) For the purposes of Performance Outcome PO31(b) in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**, the standards identified in the code for the desired level of embellishments for each type of urban open space area are specified in **Table SC6.19K (Embellishment standards for urban open space infrastructure)**.

**Table SC6.19K Embellishment standards for urban open space infrastructure**

Embellishments	Local Recreation	District Recreation	Regional Recreation	District Sport	Town park
Earthworks (grading, levelling and grassing)	✓	✓	✓	✓	✓
Weed free	✓	✓	✓	✓	✓
Tree planting	✓	✓	✓	✓	✓
Signage (name / info)	✓	✓	✓	✓	✓
Interpretive signage		✓	✓		✓
Road access (external)		✓	✓	✓	✓
Vehicle access / road (internal / fire management)		✓	✓	✓	✓
Vehicle access (emergency vehicles)	✓	✓	✓	✓	✓
Public art			✓		✓
Car parking (on-site) - (10 formal spaces per ha plus additional on-street parking)		✓	✓	✓	
Vehicle barriers/ bollards	✓	✓	✓	✓	✓
Bicycle racks	✓	✓	✓	✓	✓
Footpath / bikeway (internal)		✓	✓	✓	✓
Footpath / bikeway (external linkage)		✓	✓	✓	✓
Flat, well drained play area	✓	✓	✓	✓	✓
Shade structures / shade sails	✓	✓	✓	✓	✓
Bench seating – 3 seats per ha	✓	✓	✓	✓	✓
Picnic table / shelters	✓	✓	✓	✓	✓
Barbecues		✓ (max 2 double BBQs)	✓ (max 4 double BBQs)		
Drinking fountains	✓	✓	✓	✓	✓
Toilet block - 8 stall unisex (including disabled)		✓ (1 block)	✓ (2 blocks)	✓ (1 block with change rooms)	✓ (1 block)
Skate park					✓
Play space / youth / fitness equipment with softfall and shade over equipment areas	✓	✓	✓	✓	✓
Lighting / security lighting pathways	✓	✓	✓	✓	✓

Embellishments	Local Recreation	District Recreation	Regional Recreation	District Sport	Town park
Plaza – hard stand area					✓
Sports field lighting and 3 phase power				✓	✓
Fenced dog park		✓	✓		
Landscaping / gardens	✓	✓	✓	✓	✓
Multi-purpose fields				✓	
Multi-purpose courts				✓	
Storage sheds				✓	
Clubhouse / change rooms				✓	
Kiosk				✓	✓
Spectator seating				✓	
Bus set down			✓	✓	✓
Rubbish bins	✓	✓	✓	✓	✓
Drainage	✓	✓	✓	✓	✓
Fencing	✓	✓	✓	✓	
Design	✓	✓	✓	✓	✓
Suitable building sites		✓	✓	✓	
Serviced site with water, sewer, stormwater and electricity	✓	✓	✓	✓	✓

Guidelines for minimising ongoing lifecycle and management costs of the urban open space infrastructure network

- (5) For the purposes of Performance Outcome PO39 in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**, the following are guidelines about satisfying the standards in the code for the minimising ongoing lifecycle and management costs of the urban open space infrastructure network:-
- (a) development provides for the use of landscape features such as mounding and stone walls rather than the provision of generic play equipment in the urban open space infrastructure network;
  - (b) development provides for the use of native endemic species in landscaping and the reduction of areas of manicured lawns in the urban open space infrastructure network;
  - (c) development provides for the inclusion of solar lighting in the urban open space infrastructure network; and
  - (d) development provides for the use of recycled water in the urban open space infrastructure network.

## SC6.19.10 Community facilities infrastructure network outcomes

Preliminary

- (1) This section applies to the community facilities infrastructure network outcomes in Performance Outcomes PO45 to PO47 in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**.

General advice for community facilities infrastructure network outcomes

- (2) The following is general advice about satisfying the community facilities infrastructure network outcomes:-
- (a) the community facilities infrastructure network outcomes seek to ensure that the Master Planned Area is provided with an appropriate range of community facilities;
  - (b) community facilities and services, and access to those, play an important role in supporting the development of social capital and are particularly important in new and emerging communities that need to establish local connections and a sense of place;
  - (c) **Other Plans Map OPM P13 (Palmview Master Planned Area community facilities infrastructure network)** of the **Palmview Structure Plan** identifies conceptually the higher

order elements of the community facilities infrastructure network planned for the Master Planned Area;

- (d) the community facilities infrastructure outcomes are primarily intended to be satisfied by:-
- (i) development providing community facilities infrastructure in accordance with the applicable infrastructure agreement and **Table SC6.19L (Attributes of community facilities infrastructure)**; and
  - (ii) ensuring that the detailed design and construction of community facilities has regard to functional characteristics, user needs, whole of lifecycle costs and incorporates high quality urban and landscape design; and
- (e) developers are encouraged to complement requirements for community facilities infrastructure with a broader strategy for developing social capital and work in partnership with the Council to deliver a tailored community development program.

**Table SC6.19L Attributes of community facilities infrastructure**

<b>Community Facilities – District</b>	
<b>Description</b> General community use facility providing meeting spaces for social, educational and recreational activities, health/ support services and information	
<p><b>Size</b></p> <ul style="list-style-type: none"> <li>• 1 ha land.</li> <li>• 1,500m<sup>2</sup> GFA.</li> </ul> <p><b>Access and location</b></p> <ul style="list-style-type: none"> <li>• At least one side or approximately 25% of perimeter to have road frontage.</li> <li>• Access, site and buildings meet disability access requirements.</li> <li>• Co-located with retail/commercial spaces, other community facilities, open space and/or schools to help activate the locality and create a vibrant civic gathering space.</li> </ul> <p><b>Linkages</b></p> <ul style="list-style-type: none"> <li>• Linked to public transport and pedestrian/bicycle networks.</li> </ul> <p><b>Landscape and character</b></p> <ul style="list-style-type: none"> <li>• Location and design responds to the surrounding natural and built environment and respect and celebrate local identity, character and heritage.</li> <li>• Where a facility has been located to provide views, key viewpoints need to be protected.</li> </ul>	<p><b>Safety and security</b></p> <ul style="list-style-type: none"> <li>• Crime Prevention through Environmental Design (CPTED) principles address access, site and building design.</li> <li>• Setting, site and building design maximises casual surveillance.</li> <li>• Emergency vehicle access.</li> </ul> <p><b>User benefits</b></p> <ul style="list-style-type: none"> <li>• Multi-function, flexible spaces that responds to the diverse and changing needs of the community and encourages participation, creativity, healthy lifestyles and community wellbeing.</li> <li>• Encourages community networks and activity, pride and ownership.</li> </ul> <p><b>Flood immunity</b></p> <ul style="list-style-type: none"> <li>• Buildings are to be above Q100.</li> </ul>
<b>Community Facilities – Local/meeting space</b>	
<b>Description</b> General community use facility providing meeting spaces for social, educational and recreational activities, health/ support services and information	
<p><b>Size</b></p> <ul style="list-style-type: none"> <li>• 3,000m<sup>2</sup> land.</li> <li>• 300-800m<sup>2</sup> GFA.</li> </ul> <p><b>Access and location</b></p> <ul style="list-style-type: none"> <li>• At least one side or approximately 25% of perimeter to have road frontage.</li> <li>• Access, site and buildings meet disability access requirements.</li> </ul>	<p><b>Safety and security</b></p> <ul style="list-style-type: none"> <li>• Crime Prevention through Environmental Design (CPTED) principles address access, site and building design.</li> <li>• Setting, site and building design maximises casual surveillance.</li> <li>• Emergency vehicle access.</li> </ul> <p><b>User benefits</b></p>

<ul style="list-style-type: none"> <li>Co-located with retail/commercial spaces, other community facilities, open space and/or schools to help activate the locality and create a vibrant civic gathering space.</li> </ul> <p><b>Linkages</b></p> <ul style="list-style-type: none"> <li>Linked to public transport and pedestrian/bicycle networks.</li> </ul> <p><b>Landscape and character</b></p> <ul style="list-style-type: none"> <li>Location and design responds to the surrounding natural and built environment and respect and celebrate local identity, character and heritage.</li> <li>Where a facility has been located to provide views, key viewpoints need to be protected.</li> </ul>	<ul style="list-style-type: none"> <li>Multi-function, flexible spaces that responds to the diverse and changing needs of the community and encourages participation, creativity, healthy lifestyles and community wellbeing.</li> <li>Encourages community networks and activity, pride and ownership.</li> </ul> <p><b>Flood immunity</b></p> <ul style="list-style-type: none"> <li>Buildings are to be above Q100.</li> </ul>
<b>Aquatic Facility – District (minor)</b>	
<p><b>Description</b></p> <p>An aquatic centre consisting of lap swimming, water play and other ancillary infrastructure to cater for the district.</p>	
<p><b>Size and topography</b></p> <ul style="list-style-type: none"> <li>Minimum 10,000m<sup>2</sup> usable unconstrained area which includes: <ul style="list-style-type: none"> <li>requirements for car parking</li> <li>emergency vehicle access</li> <li>pedestrian pathways within the complex</li> <li>equitable access designs</li> <li>Landscape buffers</li> <li>space for sustainable initiatives i.e. solar, backwash water recycling.</li> <li>Waterspace approx. 500m<sup>2</sup></li> </ul> </li> </ul> <p><b>Access and location</b></p> <ul style="list-style-type: none"> <li>Co-location with compatible uses such as other community infrastructure such as libraries, youth spaces, neighbourhood centres, active recreation facilities, skate parks, business centres, schools and shopping centres.</li> </ul> <p><b>Linkages</b></p> <ul style="list-style-type: none"> <li>Linked to public transport and pedestrian/bicycle networks.</li> </ul> <p><b>Amenity impact</b></p> <ul style="list-style-type: none"> <li>Aquatic facilities can create a level of noise that could be considered excessive in relation to adjoining sensitive land uses. Consideration needs to be given to the land uses sharing a boundary with a potential site and if the facility is likely to cause impacts that will not be able to be mitigated.</li> </ul> <p><b>Landscape and character</b></p> <ul style="list-style-type: none"> <li>Location and design responds to the surrounding natural and built environment and respects local identity, character and heritage.</li> </ul>	<p><b>Safety and security</b></p> <ul style="list-style-type: none"> <li>Crime Prevention through Environmental Design (CPTED) principles address access, site and building design.</li> <li>Emergency vehicle access.</li> </ul> <p><b>User benefits</b></p> <ul style="list-style-type: none"> <li>Facility caters for a wide range of compatible experiences and uses and contributes to a physically active and healthy community.</li> </ul> <p><b>Flood immunity</b></p> <ul style="list-style-type: none"> <li>Site is above Q100.</li> </ul>

<b>Skate/youth facility – District</b>	
<b>Description</b> Facilities for skate, bicycle and youth activity to cater for a range of skill and levels to encourage physical activities and social engagement. May include a variety of element s- plaza, bowl, half pipe and street.	
<b>Size</b> <ul style="list-style-type: none"> <li>• 500-1,000m<sup>2</sup> active space.</li> <li>• Located within the Town park.</li> </ul> <b>Access and location</b> <ul style="list-style-type: none"> <li>• On or close to a distributor or arterial road within walking distance to regular public transport.</li> <li>• Linked to a pedestrian and cycle network.</li> <li>• Co-located with compatible community purposes/facilities.</li> <li>• At least 2 sides – 50% road frontage.</li> <li>• High level of visual surveillance (24 hours).</li> </ul> <b>User benefit</b> <ul style="list-style-type: none"> <li>• Variety of challenge and skill levels provided for.</li> <li>• An activity vibrant, physically and healthy.</li> </ul>	<b>Safety and security</b> <ul style="list-style-type: none"> <li>• The use of CPTED principles.</li> <li>• Emergency access to the site.</li> <li>• Well-designed facility.</li> <li>• Safe access to public toilets, seating and shade.</li> </ul> <b>Flood immunity</b> <ul style="list-style-type: none"> <li>• Site to be above Q20 and well drained.</li> </ul> <b>Amenity impact</b> <ul style="list-style-type: none"> <li>• Excessive noise levels require compatible adjoining land uses.</li> <li>• At least 80m from residential land.</li> <li>• Character and identity of park to be considered.</li> </ul>

## SC6.19.11 Energy infrastructure network outcomes

### Preliminary

- (1) This section applies to the energy infrastructure network outcomes in Performance Outcomes PO48 to PO49 in **Section 10.3.4.21 (Performance outcomes and acceptable outcomes for the Development of Infrastructure and Services)** of the **Palmview structure plan area code**.

### General advice for energy infrastructure network outcomes

- (2) The following is general advice about satisfying the energy infrastructure network outcomes:-
- the energy infrastructure outcomes of the **Palmview structure plan area code** seek to ensure that the Master Planned Area is provided with reliable sources of energy and that opportunities for sustainable energy generation are incorporated into new development so as to reduce reliance on the predominantly coal fired power grid;
  - it is anticipated that an emphasis on energy conservation and the use of alternative sources of energy will result in the Master Planned Area achieving a significant reduction in carbon emissions compared with the efficiency of urban development in 2009;
  - Other Plans Map OPM P14 (Palmview Master Planned Area Electricity Infrastructure Network) in Schedule 2 (Mapping)** identifies conceptually the higher order elements of the electricity infrastructure network for the Master Planned Area;
  - the energy infrastructure network outcomes are primarily intended to be satisfied by development providing electricity infrastructure in accordance with an applicable infrastructure agreement and the requirements of the relevant Electricity Supply Authority; and
  - additional advice regarding the implementation of design measures to minimise energy use in new development is specified in **Section SC6.19.4 (Sub-tropical and sustainable design outcomes)**.

## SC6.19.12 Information requirements

- (1) **Table SC6.19M (Assessment requirements for documents)** specifies the documents which a variation approval or another applicable development approval may require to be prepared and submitted for approval by the Council.

- (2) **Table SC6.19M (Assessment requirements for documents)** also specifies the anticipated timing for the approval of the documents.
- (3) The Council may also require other supporting information in addition to that specified in **Table SC6.19M (Assessment requirements for documents)** depending on the nature of the variation approval or another applicable development application and the technical issues involved.
- (4) Supporting information and documents should be prepared by a competent person with a disciplinary background relevant to the area of interest.

Editor's note—A variation approval or an applicable development application approved under the Act may include a development condition requiring the approval of a document.

Editor's note—Under section 319 (Compliance assessment of documents or works) of the Act compliance assessment of a document under chapter 6, part 10 of the SP Act continues to apply where a variation approval (being a preliminary approval to which the SP Act, section 242 applied) or another applicable development approval under the SP Act requires compliance assessment of the documents.

**Table SC6.19M Assessment requirements for documents**

<b>Column 1 Description of the document</b>	<b>Column 2 Anticipated timing of approval</b>	<b>Column 2 Purpose of document</b>	<b>Column 3 Matters against which the document is to be assessed</b>
Local Ecological and Landscape Protection and Rehabilitation Plan	Subsequent to the approval of a variation approval and prior to the lodgement of another applicable development application.	To demonstrate that development in the applicable area will provide for the protection and rehabilitation of ecologically important areas and landscape protection areas in accordance with the provisions of the <b>Palmview Structure Plan</b> , this planning scheme policy and <b>Appendix SC6.19A (Palmview Master Planned Area ecological protection and rehabilitation plan)</b> .	Refer to <b>Section 10 (Requirements for Local Ecological and Landscape Protection and Rehabilitation Plans)</b> in <b>Appendix SC6.19A (Palmview Master Planned Area Ecological and Landscape Protection and Rehabilitation Plan)</b>
Biodiversity Offset Plan	Subsequent to the approval of a variation approval and prior to the lodgement of another applicable development application.	To demonstrate how that the adverse impacts on ecologically important areas associated with providing infrastructure for the Master Planned Area are to be offset.	<p><u>Project and site description</u></p> <ul style="list-style-type: none"> <li>• Provide a detailed description of the project including project proponent, proposed works schedule, including any temporary works, and timing.</li> <li>• Identify the potential environmental impacts of the project, including any temporary impacts, including impacts arising from vegetation clearing, changes in hydrology, destruction of habitat, impacts on fauna connectivity and movement.</li> <li>• Identify proposed mitigation measures to minimise the environmental impacts of the project.</li> <li>• Clearly identify the area the subject of the Biodiversity Offset Plan and calculate the total land area affected by the project.</li> <li>• Provide a description of the land affected by the project in terms of existing and potential environmental values, including but not limited to existing and potential values identified in the <b>Palmview Structure Plan</b> and/or the Palmview Master Planned Area Ecological and Landscape Protection Plan, in relation to vegetation communities, fauna, rehabilitation potential and habitat and faunal corridors.</li> </ul> <p><u>Environmental offsets proposal</u></p>

Column 1 Description of the document	Column 2 Anticipated timing of approval	Column 2 Purpose of document	Column 3 Matters against which the document is to be assessed
			<ul style="list-style-type: none"> <li>• Provide a detailed description of the proposed environmental offset package including a description of the proposed offset area, rationale for choosing environmental offsets, proposed timing and staging.</li> <li>• Describe how the environmental offset package meets the principles and requirements for environmental offsets detailed in this policy, in particular the requirement to achieve a 'net environmental benefit'.</li> <li>• Justify the selection of the proposed environmental offset site in terms of achieving "like for like or better" with respect to environmental values, vegetation, habitat, species, ecosystem, landscape, hydrology and physical area compared to the impact area.</li> <li>• Outline the relationship between the proposed offset area and the Master Planned Area.</li> <li>• Outline any proposed rehabilitation works to be undertaken as part of the proposal.</li> <li>• Identify the specific roles and responsibilities of all entities involved in the implementation of the Biodiversity Offset Plan.</li> <li>• Outline proposed short and long term tenure arrangements and demonstrate how long term security of tenure will be achieved under the Environmental Offset Plan.</li> </ul> <p><u>Ongoing maintenance</u></p> <ul style="list-style-type: none"> <li>• Provide details of the ongoing management and maintenance measures to be adopted as part of the Biodiversity Offset Plan. Ongoing maintenance measures are to address such issues as signage, fencing, access arrangements, site clean-up and waste removal, fire management, pest control, fauna management, replanting failure, erosion repair and watering.</li> <li>• Identify any potential risks to the long term viability of the environmental offset site such as bushfire and drought and how these risks are proposed to be addressed.</li> </ul> <p><u>Monitoring and reporting</u></p> <ul style="list-style-type: none"> <li>• Specify the indicators for monitoring the success of the environmental offset consistent with the objectives of this policy.</li> <li>• Identify how monitoring is to be reported to Council and the remedial action to be taken where failures are identified.</li> </ul> <p><u>Additional requirements and conditions</u></p> <ul style="list-style-type: none"> <li>• A financial bond may be required by Council as assurance for proposed offset activities.</li> </ul>



## Appendix SC6.19A Palmview master planned area ecological and landscape protection and rehabilitation plan

### 1. Short Title

This document may be cited as the Palmview Master Planned Area Ecological and Landscape Protection and Rehabilitation Plan (Plan).

### 2. Purpose

The purpose of the Plan is to provide for the following:-

- (a) the guidelines about satisfying the ecological and landscape protection outcomes (Section 5-9); and
- (b) the requirements for Local Ecological and Landscape Protection and Rehabilitation Plans to be required in a variation approval or other applicable development approval (Section 10).

### 3. Application

- (1) The Plan applies to the non-urban open space infrastructure network specifically identified on **Other Plans Map OPMP12 (Palmview Master Planned Area Non-urban Open Space Infrastructure Network)** which includes Environmental protection areas, Environmental enhancement areas Types A and B, Environmental transition areas and the Scenic amenity and highway acoustic buffer.
- (2) The non-urban open space infrastructure network comprises the landscape units identified on **Other Plans Map OPMP12 (Palmview Master Planned Area Non-urban Open Space Infrastructure Network)** which are based on the following:-
  - (a) ecological functions and values;
  - (b) existing condition;
  - (c) short and long term land use; and
  - (d) the rehabilitation outcomes for the areas in the non-urban open space infrastructure network.
- (3) An application for a variation approval or another applicable development application should demonstrate compliance with the Plan.
- (4) The Council may also require in a variation approval or another applicable development approval the preparation of a Local Ecological and Landscape Protection and Rehabilitation Plan for a particular area or landscape unit which is consistent with the Plan.

### 4. Interpretation

In this Plan:-

**Resilience-based condition assessment** means a vegetation condition assessment tool:-

- (a) which measures the inherent ability of the components of a degraded ecosystem to recover and produces condition maps that inform the development of rehabilitation strategies;
- (b) which comprises the following components:-
  - (i) details of the assessment unit;
  - (ii) a suite of vegetation condition attributes that act as surrogates or indicators of biodiversity values;
  - (iii) benchmarks for each of the attributes for each regional ecosystem;
  - (iv) an assessment methodology; and
  - (v) a scoring system which provides a final condition score such as from 0 being no degradation and excellent resilience to 6 being extreme symptoms and nil resilience; and
- (c) such as that outlined in *BioCondition, A Terrestrial Vegetation Condition Assessment Tool for Biodiversity in Queensland, Field Assessment Manual, Version 1.6* (T.J. Eyre, Al. Kelly, V. J Neldner. Prepared for the Queensland Government, Environmental Protection Agency, Queensland Parks and Wildlife Service, 2008).

**Vegetation** means native grasslands, sedgeland, heathlands, woodlands, forest and wetlands. It includes existing stands of vegetation and areas undergoing natural regeneration, a community of vegetation and a singular plant, shrub or tree.

## 5. Guidelines for the ecological and landscape protection outcomes

The ecological protection and rehabilitation outcomes of the **Palmview Structure Plan** are intended to achieve the following end result for the non-urban open space infrastructure network:-

- (a) the retention and enhancement of all of the existing biodiversity;
- (b) the improvement of the healthy functioning and resilience of ecosystems;
- (c) the maintenance and enhancement of ecosystem services;
- (d) the recreation of wildlife habitat and corridor linkages;
- (e) the improvement of recovery of threatened communities and species;
- (f) the improvement of condition of riparian vegetation and aquatic habitat;
- (g) the improvement of soil conditioning and land and stream bank stability;
- (h) the management of threatening processes including impacts from development, climate change, invasive species and edge effects; and
- (i) the provision of a diverse range of environmental areas and environmental recreation opportunities and outdoor experiences for the community.

## 6. Guidelines for areas and landscape units of the non-urban open space infrastructure network

- (1) Development should provide for the use of the area in the non-urban open space infrastructure network in accordance with **Table 10.3.4.3A (Outcomes for Non-urban Open Space Infrastructure Area)** in the **Palmview Structure Plan**.
- (2) Development should achieve the ecological protection and rehabilitation outcomes and associated management requirements for the landscape units are identified in **Table 10.3.4.3B (Palmview ecological and landscape protection and rehabilitation landscape units)** in the **Palmview structure plan**.

## 7. Guidelines for environmental protection areas and environmental enhancement areas

- (1) A disturbed or degraded area should be revegetated or regenerated using appropriate indigenous plant species specific to the vegetation community to return it to a representative and largely self sustainable condition.
- (2) Regeneration is the staged removal of weeds and the management of impacts in a natural area to facilitate natural recruitment of indigenous species with minimal planting at the speed of natural processes. Where regeneration will return the area to a representative and largely self sustainable condition within the agreed maintenance period it is the preferred option.
- (3) Only site specific to the specific vegetation community indigenous plant species should be used in a natural area. No hybrid or select plant should be used. Where possible local provenance stock should be used.
- (4) The successful rehabilitation of an Environmental protection area occurs where:-
  - (a) all areas are clear of non-indigenous species and demonstrate multi-aged recruitment of indigenous species (to vegetation community species); and
  - (b) any random 1 metre square monitoring area demonstrates indigenous vegetation or multi-aged recruitment occupying at least 95% of the entire area, with bare areas less than 5%.
- (5) The successful rehabilitation of an environmental enhancement area occurs where at the end of 5 years, any random 1 metre square monitoring area demonstrates the following:-

- (a) 40 % ground coverage;
- (b) 85 % projected foliage coverage in canopy;
- (c) < 5% failure rate; and
- (d) no environmental or declared weeds.

## 8. General guidelines

### Fauna and flora translocation

- (1) Any work involving the translocation of flora and fauna should be approved by the Council prior to the commencement of the works.
- (2) All Federal and State government permits and approvals for the translocation of flora and fauna should be obtained and given to the Council prior to the commencement of the works.
- (3) An accredited wildlife spotter should examine the site for presence of fauna and to supervise operations, where required.

### Creating or improving movement pathways for native animals

- (4) Site development should complement the management of a non-urban open space area and address the safe movement of native animals through the development site and direct native animals away from those parts of uses and development that potentially cause harm to them. Threats may arise from a variety of sources including machinery, swimming pools, deep sided drains, domestic animals, security fencing, road traffic, lighting and noise.
- (5) Specific consideration should be given to fauna exclusion fencing, fauna “funneling” fences or structures, underpasses, overpasses, culvert design, fish passage and other fauna sensitive design features, as appropriate.

### Controlling domestic pets and stock

- (6) Development should ensure that domestic pets, especially dogs and cats, and stock do not enter a non-urban open space area. Critical boundaries between wildlife habitat and movement corridors and residential, commercial or industrial areas should be identified and managed appropriately.

### Controlling pest plants and animals

- (7) Development should prevent the introduction or spread or distribution of pest animals on the site and integrate any management requirements for pest animals on the site with other natural resource management activities.
- (8) No equipment or materials (including mulch, soil, etc.) should be brought into a non-urban open space areas unless reasonably believed to be weed seed free.
- (9) All declared plants (*Land Protection (Pest and Stock Route Management) Act 2002 (QLD)*, and Environmental Weeds as identified in **Section SC6.14.7.5 (Management of weeds)** of the **Planning scheme policy for development works** should be removed in a manner that prevents the regrowth of the declared and weed species, prevents damage to non-target species and retains indigenous vegetation and community and conservation values.
- (10) No declared plants (*Land Protection (Pest and Stock Route Management) Act 2002 (QLD)* or Environmental Weeds as identified in **Section SC6.14.7.5 (Management of weeds)** of the **Planning scheme policy for development works** should be planted.
- (11) No native vegetation should be removed or disturbed from a non-urban open space area without the prior approval of the Council;

#### Site clean up and waste management

- (12) Hazards and wastes should be removed from the site, with particular attention paid to the future public access and open space areas. This includes any wastes as defined in the *Environmental Protection Act 1994*, machinery, fencing, and equipment left over from past land uses and items of rubbish and litter.

#### Machinery and access

- (13) No machinery, equipment, materials or personnel should enter a non-urban open space area unless directly and currently undertaking works that are required to meet the conditions of a development approval.
- (14) Trees should be protected from any damage from development.
- (15) No overburden or spoil should be pushed or deposited into a non-urban open space area.
- (16) Vehicle barriers and access gates should be installed on the boundaries of a non-urban open space area, where appropriate to prevent unauthorised vehicle access. The purpose of the fencing is to protect a non-urban open space area against possible unauthorised vehicle damage and prevent unauthorised vehicular access to walking or management tracks via public entrances.

#### Tree hazard assessment

- (17) A qualified arborist should conduct a tree hazard assessment of all trees within a 10 metre distance or within striking distance of a potential or existing residential lot, infrastructure including a retained or constructed footpath or road and the edge of open space and any trees where any disturbance of the earth, drainage or storage of materials has occurred during development.
- (18) The qualified arborist should provide a written report of assessments and resultant hazard mitigation work to make safe for a period of 5 years to the satisfaction of the Council.

#### Fire management plan

- (19) Development should comply with a Fire Management Plan required in a variation approval or another applicable development approval which:-
- (a) satisfies the following requirements:-
- (i) address the whole of the proposed development site;
  - (ii) give consideration to the site's context within the broader area, particularly in relation to potential off-site sources of increased fire hazard;
  - (iii) identify the location and severity of potential bushfire hazard by means site-based assessment based on:-
    - (A) detailed data collected at the local level;
    - (B) factors such as vegetation type, slope, aspect, and fire history (if available);
    - (C) address on-and-off site hazard implications of the development, including those posed by any nearby bushland; and
    - (D) future land uses and ecosystem rehabilitation objectives;
  - (iv) recommend remedial measures such as specific features of the development design such as land use type, vehicular access, lot layout and house site location, proposed fire-fighting infrastructure such as water supply and fire maintenance trails, recommended standard of building construction, clearing and landscaping and advice to new residents;
  - (v) clearly state any impact of the chosen mitigation measures on the environmental values of the site and the measures taken to avoid or minimise this impact; and
  - (vi) consider the anticipated future bushfire hazard for the site that might arise as part of revegetation objectives, by allowing for the provision for future assessment in accordance with paragraph (iii); and
- (b) has been approved by the Council.

Editor's note—A variation approval or an applicable development application approved under the Act may include a development condition requiring the approval of a document.

Editor's note—Under section 319 (Compliance assessment of documents or works) of the Act compliance assessment of a document under chapter 6, part 10 of the SP Act continues to apply where a variation approval (being a preliminary approval to which the SP Act, section 242 applied) or another applicable development approval under the SP Act requires compliance assessment of the documents.

## 9. Guidelines for management

- (1) Development should ensure that an environmental protection area and environmental enhancement area is provided in a tenure that complies with a plan required in a variation approval or another applicable development approval and approved by the Council identifying the following:-
  - (a) the long-term security of tenure such as conservation estate, conservation covenant, nature refuge; and
  - (b) administrative and financial arrangements.
- (2) Development should ensure that any third party contract arrangements relevant to the schedule of works in a Local Ecological and Landscape Protection and Rehabilitation Plan required in a variation approval or another applicable development approval are approved by the Council.
- (3) Development should ensure that a non-urban open space infrastructure area is maintained in a manner that at least maintains and preferably enhances the condition of the ecological areas for a period of 12 months after the Council has determined that the non-urban open space area has been developed in accordance with the approved Local Ecological and Landscape Protection and Rehabilitation Plan (Conditions Met Inspection).
- (4) Development should ensure that an Ecological Protection and Rehabilitation bond is to be provided to the Council to ensure completion of the approved Local Ecological and Landscape Protection and Rehabilitation Plan and the repair of a non-urban open space area if an activities resulting from construction and development were to impact on the identified non-urban open space areas.

## 10. Requirements for local ecological and landscape protection and rehabilitation plan

- (1) A Local Ecological and Landscape Protection and Rehabilitation Plan should be prepared for a landscape unit identified on **Other Plans Map OPMP12 (Palmview Master Planned Area Non-Urban Open Space Infrastructure Network)**.
- (2) A Local Ecological and Landscape Protection and Rehabilitation Plan should be prepared prior to the commencement of any ecological or landscape protection or rehabilitation work and in accordance with the timing in a variation approval or another applicable development application.
- (3) A Local Ecological and Landscape Protection and Rehabilitation Plan should be prepared by a competent person.
- (4) A Local Ecological and Landscape Protection and Rehabilitation Plan should be consistent with:-
  - (a) the ecological protection and rehabilitation outcomes and management requirements for the landscape units identified in **Table 10.3.4.3B (Palmview ecological and landscape protection and rehabilitation landscape units)** of the **Palmview Structure Plan**; and
  - (b) any approved Local Ecological and Landscape Protection and Rehabilitation Plan for a surrounding area.
- (5) A Local Ecological and Landscape Protection and Rehabilitation Plan should incorporate the following:-
  - (a) site description details, and in particular:-
    - (i) a definition of the site boundaries of the ecological area by reference to a plan showing the land subject to the Local Ecological and Landscape Protection and Rehabilitation Plan;
    - (ii) a description of the site, including geology, soils, acid sulphate soils, topography and drainage (including surface and groundwater), vegetation communities, significant wildlife habitat and corridor factors; and
    - (iii) a description of land use including the following:-
      - (A) past land use and management and any implications for proposed ecological protection and rehabilitation activities; and
      - (B) any current and future aspects of adjacent land that are likely to impact on the long term sustainability of the land and proposed ecological protection and rehabilitation activities.

- (b) a resilience based condition assessment of the land the subject of the Local Ecological and Landscape Protection and Rehabilitation Plan, including an established and well documented photo-monitoring program;
- (c) the proposed rehabilitation technique to be utilised within each non-urban open space area and any resultant secondary management zones with reference to the specific ecological protection and rehabilitation outcomes in **Table 10.3.4.3B (Palmview ecological and landscape protection and rehabilitation landscape units)** of the **Palmview Structure Plan**, including the following:-
  - (i) soil management – the measures proposed to ensure an adequate quantity of topsoil is obtained for rehabilitation which should entail procedures for stripping and stockpiling (if suitable material is on site), soil amendment and fertiliser requirements and management of noxious plant seed material (if soil is infected);
  - (ii) drainage, erosion and sediment control – the requirements for managing drainage, erosion (in particular active erosion) and sediment during rehabilitation consistent with the overall drainage, erosion and sediment control plan for the site from development to construction and post-occupancy;
  - (iii) waterways and wetlands – requirements for the enhancement of waterways and wetlands including improving bed and bank stability, aquatic habitat, riparian habitat, restoring natural water flows and watercourse processes and restoring natural flushing action to waterways having regard to the hydraulic effect of planting densities with reference to Manning’s roughness coefficient;
  - (iv) site preparation techniques – the procedures for preparing the rehabilitation of each non-urban open space area and subsequent secondary management zone to demonstrate that suitable measures are to be undertaken to ensure that the seed bed and planting soil is in a condition which is able to support the rehabilitation and that soil moisture preparation, aeration, weed removal and mulching is adequate;
  - (v) slashing regime – the frequency and timing of slashing to achieve ecological and water quality outcomes;
  - (vi) species selection and planting – the procedures for sourcing and selecting species for revegetation, identification of suitable suppliers, quantity and timing of plant deliveries, types of plant stock to be used, planting procedures and drawings and protection measures from fauna and human activities and the like;
  - (vii) creation of fauna habitat and corridors – the procedures for enhancement of wildlife habitat and corridors including any requirements for the retainment of existing habitat features, creating or improving existing movement pathways for native animals, the use of fauna friendly fences or fauna “funneling” techniques and fauna translocation; and
  - (viii) threatened species - where threatened species are present, background information on the species describing the current conservation status, demonstrating how the rehabilitation techniques selected will protect, manage and enhance the species and its habitat on the land (including individuals on the land) and including management actions that are in keeping with species recovery plans or conservation plans;
- (d) a schedule of works including project duration, timing, stages and key milestones which is to be revised at each stage of development with reasons given for any delay in the schedule;
- (e) the organisational structure, roles and responsibilities and reporting requirements for the schedule of works, including any third party contract arrangements;
- (f) the materials and resources required, including equipment, supplies, plant material and other materials and estimate labour days required to carry out works for each stage as identified in the schedule of works;
- (g) the on-going maintenance measures to ensure non-urban open space areas are properly maintained over the establishment phase and in the long-term having regard to the long term ownership and in particular the measures relating to the following matters:-
  - (i) signage;
  - (ii) fencing;
  - (iii) access management;
  - (iv) site clean-up, removal and management of rubbish, wastes and pollutants;
  - (v) fire management, including firebreaks and fire management access tracks;
  - (vi) pest animal and weed control;
  - (vii) fauna management;
  - (viii) the slashing regime, including slashing frequency and timing;
  - (ix) replanting failure;
  - (x) erosion repair;
  - (xi) watering; and

- (xii) any other relevant maintenance requirement;
- (h) details of all approvals necessary to carry out the work outlined in the Local Ecological and Landscape Protection and Rehabilitation Plan;
- (i) indicators for monitoring the success of the ecological protection and rehabilitation in terms of the outcomes in **Table 10.3.4.3B (Palmview ecological and landscape protection and rehabilitation landscape units)** of the **Palmview Structure Plan** and in the resilience based condition assessment;
- (j) reporting arrangements including details of the process for identifying and rectifying failures;
- (k) the requirement for a progress report to be provided to the Council at the completion of each stage of works as identified in the schedule of works detailing the following:-
  - (i) the areas worked, rehabilitation methodologies undertaken, on-going maintenance requirements and estimated costs;
  - (ii) how outcomes have been met; and
  - (iii) as constructed plans of non-urban open space areas including accurate master plans, rehabilitation treatments, above and below ground land improvements, irrigation and any other infrastructure;
- (l) mapping where necessary to complement or support the Local Ecological and Landscape Protection and Rehabilitation Plan which:-
  - (i) is accurate;
  - (ii) is easy to read and understandable,
  - (iii) is appropriately scaled;
  - (iv) provides an appropriate level of detail for site-specific assessment and management; and
  - (v) shows the direction of north and includes a scale, legend and title.

## SC6.20 Planning scheme policy for biodiversity offsets

### SC6.20.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) state standards identified in the **Biodiversity, waterways and wetlands overlay code** and **Vegetation management code** relating to biodiversity offsets; and
- (b) identify and provide guidance about information that may be required to support a development application providing a biodiversity offset.

Note—nothing in this planning scheme policy limits Council’s discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### SC6.20.2 Application

This planning scheme policy applies to assessable development providing a biodiversity offset for the removal of a native vegetation area.

### SC6.20.3 Standards for biodiversity offset outcomes

For the purposes of Acceptable Outcome AO3 of **Table 8.2.3.3.2 (Performance outcomes and acceptable outcomes for assessable development)** in the **Biodiversity, waterways and wetlands overlay code** and Acceptable Outcome AO6.1 and AO7 of **Table 9.4.9.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Vegetation management code**, the following are the standards in the codes for biodiversity offset outcomes:-

#### Biodiversity offsets generally<sup>1</sup>

- (a) A biodiversity offset is:-
  - (i) not to replace or undermine existing environmental principles or regulatory requirements, and is not to be used to facilitate development in areas otherwise identified as being unacceptable through the planning scheme or legislation;
  - (ii) only to be used where it has been demonstrated that clearing cannot practicably be avoided and any impacts are effectively minimised;
  - (iii) to achieve an equivalent environmental outcome at maturity<sup>2</sup>;
  - (iv) to be provided in a strategically important location, including within an identified state, regional and local biodiversity network;
  - (v) to commence prior to the vegetation clearing and be designed to minimise the time-lag between the impact and the offset reaching maturity;
  - (vi) to provide permanent protection of biodiversity values and additional management actions to improve biodiversity and broader environmental values over the longer term;

<sup>1</sup> The Queensland government *Offsets for Net Gain of Koala Habitat in South East Queensland Policy* sets out the minimum requirements for offsetting the clearing of non-juvenile koala habitat trees. The objective of this State policy is to ensure that where unavoidable impacts and the removal of koala habitat trees occur as a result of development activities, an offset achieving a net gain in koala bushland habitat is established. A koala habitat offset site should be provided in a strategic area located within the local biodiversity/habitat network and is suitable for koala habitat rehabilitation. All proposed koala habitat offset areas should meet the offset criteria as set out in the *Offsets for Net Gain of Koala Habitat in South East Queensland Policy*, and be assessed and approved by the relevant assessment manager. Any koala offset site is protected from future development impacts on habitat by permanently securing the site for conservation purposes and managed in accordance with an approved Koala Offset Area Management Plan.

<sup>2</sup> Biodiversity offsets are considered to have achieved an equivalent environmental outcome when:-

- (a) remnant vegetation status is achieved; and
- (b) the quality of the environmental values are improved through the implementation of management actions which are additional to any existing management actions. In all cases quantifying environmental values are undertaken using an appropriate offset ratio as specified in **Table 9.4.9.3.2 (Biodiversity offset requirements of the Vegetation management code)**.



- (vii) to be subject to binding arrangements that secure the use and management of the site for the conservation of any vegetation and other environmental values that are present for perpetuity; and
- (viii) to be the responsibility of the applicant for the development or the vegetation clearing, including in terms of the payment of all costs associated with securing and managing a biodiversity offset.

Note— the primary purpose of a biodiversity offset is to mitigate development impacts in order to achieve a net environmental benefit and the nature of the offset ratio should have due regard to this outcome. The offset ratio will be determined based on the extent and nature of the values which are to be impacted. For example, if large areas of vegetation are proposed to be cleared, then an area-based approach to the offset ratio will be required in order to achieve the desired net environmental benefit, while a volume based metric is more relevant to the removal of a number of trees. Therefore, the nature of the offset ratio is to be determined on a site by site basis.

#### Biodiversity offset areas

- (b) A biodiversity offset area is:-
  - (i) to be located on land:-
    - (A) within the boundaries of the Sunshine Coast Council local government area; and
    - (B) which has the same or very similar underlying geology, soils, aspect and drainage to re-establish (offset) the vegetation subject to clearing;
  - (ii) to be located in one of the following areas:-
    - (A) an area within the boundaries of the development site;
    - (B) a core habitat area identified on **Strategic Framework Map SFM5 (Natural Environment Elements)**;
    - (C) an area contiguous with a core habitat area identified on **Strategic Framework Map SFM5**;
    - (D) an area contiguous with a connecting habitat area within a biodiversity linkage identified on **Strategic Framework Map SFM5**;
    - (E) an area identified as a local ecological linkage on a local plan elements figure;
    - (F) an area suitable for koala habitat rehabilitation; and/or
    - (G) an area identified as equivalent pre-cleared regional ecosystem vegetation by the Queensland Government Regional Ecosystem mapping;
  - (iii) not to be located:-
    - (A) on land in which the vegetation is already protected or required to be retained by an existing approval issued under any Act administered by the Federal, State or local government;
    - (B) within or adjacent to an area planned or identified for the provision of infrastructure (e.g. road, rail, power, water, sewerage and water storage) unless it can be demonstrated that the provision of the infrastructure will not impact on the biodiversity offset or its immediate environs;
    - (C) on Land subject to the Extractive Resource Areas Overlay identified on the relevant overlay maps in the planning scheme; and
    - (D) within an unconstrained area suitable for urban development unless the biodiversity offset area provides a reconnection between environmental areas or provides additional buffering to a core habitat area; and
  - (iv) to be capable of being designed and managed so as to:-
    - (A) achieve remnant vegetation status and improve habitat functionality and ecological connectivity; and
    - (B) be delivered in a spatial configuration that minimises edge effects.

#### Securement of biodiversity offsets

- (c) Securement of a biodiversity offset is to be achieved through one or more of the following legal mechanisms:-
  - (i) an Environmental Covenant;
  - (ii) a nature refuge under the *Nature Conservation Act 1992*;
  - (iii) a reserve for environmental purposes under the *Land Act 1994*;
  - (iv) utilising (by agreement) land held by the Council which forms a part of Council's Ecological Reserve Estate; and
  - (v) utilising (by agreement) land owned by a non-government organisation (NGO) such as the Australian Wildlife Conservancy, Bush Heritage Trust, Australian Koala Foundation, Wildlife Land Fund Ltd for environmental protection which is *managed* for ecological objectives under a conservation covenant made under the *Land Act 1994* or the *Land Title Act 1994* and where a conservation agreement has been entered into with the Council.

#### Biodiversity offset agreement

- (d) A biodiversity offset agreement is to be entered into between the applicant and the Council for each biodiversity offset, or for all related biodiversity offsets, that:-
- (i) identifies the obligations of the applicant, the Council and any third party;
  - (ii) outlines that the biodiversity offset remains in effect until the biodiversity offset ends under the terms of the biodiversity offset agreement and associated biodiversity offset area management plan;
  - (iii) provides provisions for bringing a biodiversity offset agreement to an end;
  - (iv) provides for the area to be protected in perpetuity consistent with one of the securement mechanisms;
  - (v) provide provisions requiring a financial assurance (e.g. a bond) at the time of entering into the legally binding agreement, particularly where restoration works are undertaken<sup>1</sup>; and
  - (vi) includes provisions for transferring a biodiversity offset obligation to a third party.

#### Management of offset areas and biodiversity offset management plans

- (e) A development application requiring the provision of a biodiversity offset is to demonstrate how the offset will be managed and is to include the following:-
- (i) a biodiversity offset area management plan which conforms to the *South East Queensland Ecological Restoration Framework: Code of Practice, Guideline and Manual*;
  - (ii) the estimated management costs associated with achieving the offset management objectives, actions and outcomes;
  - (iii) the trust account details for the holding of funds for the ongoing management actions for the offset area;
  - (iv) details of the dispersal of funds for ongoing management actions based on the yearly schedule of management actions;
  - (v) the entity responsible for undertaking the management actions and the skills or expertise of the entity responsible for undertaking the management actions;
  - (vi) evidence that the landholder has received legal advice in regards to their obligations under the legally binding securement mechanism; and
  - (vii) details of all maintenance work to be undertaken for a period of 5 years.

#### Financial contributions in lieu of an on-ground biodiversity offset

- (f) A financial contribution in lieu of providing an on-ground biodiversity offset may be accepted by the Council where an applicant can demonstrate that they are unable to secure a biodiversity offset and they have undertaken extensive investigations seeking to comply with the provisions of this planning scheme policy.
- (g) The amount of any financial contribution will reflect the total cost of:-
- (i) locating and purchasing new offset land or using existing Council owned offset land;
  - (ii) undertaking all revegetation and habitat rehabilitation works associated with the offset requirements; and
  - (iii) undertaking all maintenance works that ensures the biodiversity offset achieves an equivalent environmental outcome at maturity.

#### Advance biodiversity offsets

- (h) An advance biodiversity offset may be established either by an applicant for a specific project or projects, or by a third party for any development which may require a biodiversity offset at a future date. The advance biodiversity offset may be used as a whole, or in part to provide an offset to meet one or more biodiversity offset requirements.
- (i) The applicant or entity seeking in-principle approval of an advance biodiversity offset should provide Council:-
- (i) the lot and plan numbers for the project or projects where the clearing is proposed;
  - (ii) the biodiversity values located on the land where the clearing is to occur and on the proposed advance biodiversity offset;
  - (iii) the extent of clearing proposed;
  - (iv) the lot and plan numbers for the proposed advance biodiversity offset area;

<sup>1</sup> If all milestones outlined in the Biodiversity Offset Area Management Plan are met then the bond is released. Where poor performance occurs then Council may opt to use the bond to undertake restoration works on the site.

- (v) information on how the advance biodiversity offset generally meets the criteria for biodiversity offsets;
  - (vi) timeframes associated with the advance biodiversity offset; and
  - (vii) details of the legally binding mechanism proposed by the applicant or entity.
- (j) The legally binding mechanism over the advance biodiversity offset should be finalised within four months of in-principle approval by Council. An advance biodiversity offset may be revoked by the applicant or entity prior to the area being used to acquit an offset requirement.
- (k) approval in-principle of an advance biodiversity offset and registration by Council does not provide any indication that a development application lodged at a future stage will be approved.

#### **SC6.20.4 Guidance for the preparation of a biodiversity offset area management plan**

- (1) A biodiversity offset area management plan prepared by a competent person is to be submitted for development proposing to provide a biodiversity offset.

Note—for the purposes of this planning scheme policy, a competent person is an appropriately qualified and experienced consultant with tertiary qualifications in environmental science, botany, zoology or another related discipline and with appropriate and proven technical expertise in preparing biodiversity offset management plans for sites within the South East Queensland Bioregion.

- (2) A biodiversity offset area management plan is to include or identify the following:-
- (a) an A3 size map at a scale of no greater than 1:500, including a scale on the plan;
  - (b) the proposed biodiversity offset area with associated Lot on Plan Global Positioning System (GPS) reference points, including any areas subject to specific management actions;
  - (c) the proposed vegetation clearing and the environmental values impacted as determined by an ecological assessment report<sup>2</sup>;
  - (d) the environmental values of the proposed offset area as determined by the ecological assessment report;
  - (e) the management objectives and outcomes expressed as measurable and achievable criteria for the biodiversity offset area on which the performance of the floristic and structural re-vegetation components can be assessed annually over at least five years;
  - (f) the density and diversity of species reflecting the target regional ecosystem and how this is to be achieved by either planting, natural regeneration from seed stock, or reliance upon natural encroachment into the site;
  - (g) fencing, access limitations, and other restrictions imposed on the use of the offset area;
  - (h) a schedule of management requirements for the first five years (i.e. at least to achieve the management objectives and outcomes described in (e) and (f) above);
  - (i) a six monthly monitoring program with an annual report to be provided to Council for approval;
  - (j) all registered interests including mortgages, leases, subleases, covenants, profit à prendres, easements and building management statements that have been registered on title under the *Land Act 1994* or the *Land Title Act 1994*;
  - (k) management requirements to achieve an area that is weed<sup>3</sup> free within two years of the re-vegetation period; and
  - (l) bonding requirements, including:-
    - (i) a total bond amount of 1.5 times the schedule of works estimate of costs (plus GST) for the re-vegetation works, including maintenance for at least five years; and

<sup>2</sup> Advice about the preparation of ecological assessment reports is contained within the **Planning scheme policy for the Biodiversity, waterways and wetlands overlay code**.

<sup>3</sup> Weed includes declared plants under the *Land Protection (Pest and Stock Route Management) Act 2002* and subordinate *Regulation 2003*, and the *draft Sunshine Coast Local Government Area Pest Management Plan 2011-2015* pest species of significance in Group 1, Group 2 and Group 6.

- (ii) triggers for the release of the bond at 10% for each year with the balance in the final year<sup>1</sup>.

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<sup>1</sup> A bond may only be released provided performance of management objectives and outcomes of a biodiversity offset area management plan have been achieved for that year.

## **SC6.21 Planning scheme policy for other information local government may require**

### **SC6.21.1 Purpose**

- (1) The purpose of this planning scheme policy is to identify information, other than that specified in another planning scheme policy, that Council may require to inform the proper assessment of a development application.
- (2) In particular, this planning scheme policy provides advice and guidance about the circumstances when the following types of plans and reports may be required, as well as the typical content to be included in such plans and reports:-
  - (a) a site analysis plan;
  - (b) an economic impact assessment report;
  - (c) a community impact assessment report; and
  - (d) a safety and security management plan.

Note—nothing in this planning scheme policy limits Council's discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### **SC6.21.2 Application**

This planning scheme policy applies to assessable development which, owing to its location, nature or scale requires specific information to determine its likely impacts and the measures necessary to be implemented to avoid or mitigate those impacts to acceptable levels.

### **SC6.21.3 General advice about preparation of site analysis plans**

- (1) Council is likely to require submission of a site analysis plan for most types of development.
- (2) It is important that a development proposal recognises the natural and artificial characteristics of its site and the surrounding locality and minimises any negative impacts arising from the development proposal on the amenity of adjoining properties.
- (3) A site analysis plan is a document which identifies and describes:-
  - (a) the key influences on the design of the development; and
  - (b) how proposed uses and buildings will relate to each other and to the immediate surroundings.
- (4) A site analysis plan should be specifically relevant to the site and development in question, with the type and detail of information provided matched to the size, scale and nature of the proposed development.
- (5) Typically, a site analysis plan should include the following:-
  - (a) in respect to the site, information pertaining to:-
    - (i) contours and pertinent spot levels;
    - (ii) type, size and location of existing vegetation;
    - (iii) past and present land uses, activities and buildings;
    - (iv) views to and from the site;
    - (v) access and connection points;
    - (vi) drainage, services and infrastructure;
    - (vii) orientation, microclimate and noise nuisance sources;
    - (viii) any contaminated soils and filled areas;
    - (ix) natural hazards (e.g. areas subject to flooding, bushfire, landslide, steep land etc);
    - (x) fences, boundaries, lot sizes, easements and any road realignment lines;
    - (xi) features of environmental, cultural or heritage significance; and
    - (xii) any other notable features; and

- (b) in respect to the site surrounds, information pertaining to:-
  - (i) the use of adjacent and opposite properties and the location of buildings;
  - (ii) pedestrian and traffic circulation patterns;
  - (iii) where residential use adjoins the site, abutting secluded private open spaces and habitable room windows, which have outlooks towards the site;
  - (iv) views and solar access enjoyed by adjacent residents;
  - (v) major trees on adjacent properties;
  - (vi) extractive resource areas or infrastructure corridors;
  - (vii) characteristics of any adjacent public open space;
  - (viii) street frontage features such as poles, street trees, kerb crossovers, bus stops and services;
  - (ix) the built form and character of adjacent and nearby development, including characteristic fencing and garden styles;
  - (x) direction and distances to local shops, schools, public transport, parks and community facilities; and
  - (xi) the difference in levels between the subject land and adjacent properties.
- (6) Photographs of the site and surrounds are helpful for assessment of development applications, and should also be included in a site analysis plan.

#### **SC6.21.4 General advice about preparation of an economic impact assessment report**

- (1) Council is likely to require the submission of an economic impact assessment report for major retail and commercial development and other types of development with the potential to have adverse economic impacts.
- (2) In particular, Council may require an economic impact assessment report for development which involves one or more the following:-
  - (a) the establishment of a business use exceeding a gross leasable floor area of 2,500m<sup>2</sup>, where located in a centre zone, or the Specialised centre zone;
  - (b) the establishment of a business use exceeding a gross leasable floor area of 100m<sup>2</sup>, where located in a zone other than a centre zone or Specialised centre zone; or
  - (c) the establishment of a business use which is identified as an inconsistent use in the applicable zone code or local plan.
- (3) An economic impact assessment report is a report prepared by a competent person, which assesses and demonstrates the public need for, and the acceptable economic impact of a proposed development.

Note—for the purposes of this section of the planning scheme policy, a competent person is an appropriately qualified and experienced economist or economic analyst with appropriate and proven technical experience in providing advice about the economic impacts of development.

- (4) Typically, an economic impact assessment report should include the following:-
  - (a) a description of the size, function and tenancy mix of the proposed development, together with details of any pre-commitments;
  - (b) an examination of the population growth prospects and socio-economic characteristics of a defined trade area;
  - (c) a description of the location, size, nature, function and tenancy mix of competitive centres likely to be affected by the proposed development;
  - (d) an assessment of the extent of inadequacy, if any, within the competitive network of activity centres;
  - (e) an assessment of the quantitative economic impact upon competitive centres likely to be affected by the proposed development describing the consequent effects upon those activity centres; and

- (f) an assessment of the effect of the proposed development upon the Sunshine Coast Activity Centre Network as defined by the planning scheme.

### **SC6.21.5 General advice about preparation of a community impact assessment report**

- (1) Community impact assessment is a process of investigating the possible social effects of development on a community.
- (2) While most development will impact on a community in some way, informed judgement is required to determine those impacts that are acceptable and those that are not. As with many other planning matters, measuring community impacts often relies on a combination of quantitative and qualitative analysis and judgement. The community impact assessment process provides a means to investigate social impacts in consultation with the affected community by addressing:-
  - (a) possible impacts in an objective and inclusive way;
  - (b) whether or not possible impacts are acceptable; and
  - (c) how possible impacts might be managed.
- (3) While the range and severity of effects can vary, generic impacts that may affect communities include:-
  - (a) alteration in demand for community services and/or facilities;
  - (b) change in community activity, cultural activities and important places;
  - (c) changes to housing affordability, choice and mix;
  - (d) changes to accessibility;
  - (e) changes in character, identity and amenity;
  - (f) community cohesion/severance;
  - (g) unfair and/or inequitable opportunities for specific groups or individuals;
  - (h) reduction/enhancement in employment access and opportunities;
  - (i) financial gain/loss;
  - (j) community health and safety effects;
  - (k) opportunities for local economic development; and
  - (l) access to natural environment features/resources.
- (4) Council is likely to require the submission of a community impact assessment report for development which involves one or more the following:-
  - (a) the establishment of any residential use involving more than 100 dwellings;
  - (b) the establishment of any entertainment/catering business use except for a food and drink outlet;
  - (c) the establishment of a high impact industry or special industry;
  - (d) the establishment of a club (where the use involves the serving of alcohol), major sport, recreation and entertainment and motor sport facility;
  - (e) the establishment of air services, major electricity infrastructure, port services, a renewable energy facility, telecommunications facility or utility installation except where a local utility; or
  - (f) the establishment of any use which is identified as an inconsistent use in the applicable zone code or local plan.
- (5) A community impact assessment report is a document prepared by a competent person which:-

- (a) provides an assessment of the potential effects of a development on the community; and
- (b) includes:-
  - (i) a description of the proposed development;
  - (ii) a statement of the likely impacts on the community of the proposed development;
  - (iii) a statement of the measures to be used to avoid or mitigate negative impacts on the community of the proposed development and to enhance potential positive impacts on the community of the development; and
  - (iv) details of consultation undertaken with the community to determine impacts on the community of the development.

Note—for the purposes of this section of the planning scheme policy, a competent person is an appropriately qualified and experienced social planner with appropriate and proven technical experience in providing advice about the social impacts of development.

- (6) Means of dealing with social impacts may include changes to a development proposal, compensation to affected communities or requirements for ongoing management of impacts in accordance with an agreed management regime.

### **SC6.21.6 General advice about preparation of a safety and security management plan**

- (1) Council is likely to require the submission of a safety and security management plan for development involving an entertainment/catering business use or sport and recreation use, where the use involves the serving of alcohol and/or extended evening hours operation.
- (2) A safety and security management plan is a document prepared by a competent person, which assesses the likely safety and security issues associated with a development and identifies design and management measures to maintain the safety and security of patrons, premises and the general community.

Note—for the purposes of this section of the planning scheme policy, a competent person is an appropriately qualified and experienced security consultant with a proven technical experience in providing advice about safety and security management issues.

- (3) Typically, a safety and security management plan should include the following:-
  - (a) a description of the proposed development;
  - (b) an assessment of the safety and security issues associated with the use, having regard to the characteristics of the use and the location and design of the premises;
  - (c) a statement as to the measures to be used to maintain the safety of patrons, premises and the general community; and
  - (d) details of consultation undertaken with the Queensland Police and other emergency services to identify safety and security issues and determine appropriate design and management measures.



## SC6.22 Planning scheme policy for performance bonds

### SC6.22.1 Purpose

- (1) Council often imposes conditions of approval on development applications which seek to have the developer carry out works, make payments to Council or conduct construction and development in accordance with approved plans of development. As a means of achieving compliance with certain conditions, it is Council's practice to require security in the form of a cash bond or trading bank guarantee (bond).

Note—Section SC6.14.11.7 (Bonding) of the Planning scheme policy for development works provides further detail about bonding arrangements for operational works.

- (2) The purpose of this planning scheme policy is to provide advice about the circumstances in which Council may require payment of a bond and the manner in which the amount of any bond will be determined.

### SC6.22.2 Application

This planning scheme policy applies to development requiring imposition of a bond for security purposes.

### SC6.22.3 General advice about imposition of bonds

The following is general advice about the imposition of bonds:-

- (a) without limiting its powers under section 65 of the Act, Council may impose conditions on a development approval requiring the lodgement of a bond;
- (b) a bond is intended to provide an incentive to develop in accordance with conditions of approval, as very often, in the view of the community, particular conditions are critical to a satisfactory development outcome being achieved;
- (c) a bond is to be of sufficient scale to ensure that:-
  - (i) causing a breach on the basis of deliberate action is not a desirable option; and
  - (ii) monitoring to ensure that contractors and employees do not unknowingly cause a breach is a desirable option;
- (d) in determining the amount of a bond, Council will have regard to the following:-
  - (i) the critical attributes of the site;
  - (ii) the relative importance, in planning, environmental and engineering terms, of the Council's requirements;
  - (iii) the scale of the development and the specific matters against which security is required;
  - (iv) the likely degree of community concern should a breach occur; and
  - (v) the remedial action, if any can be taken, which may be required should a breach occur;
- (e) Council will usually require the bond to be lodged prior to the commencement of development works;
- (f) a bond will be returned following completion of development and fulfilment of all conditions the subject of the bond; and

Note—it is an applicant's responsibility to lodge a formal request with Council for the return of a bond at the completion of development works.

- (g) in certain circumstances where compliance with conditions is essential to avoiding serious environment harm or other serious adverse impacts, Council may require a bond from the specific contractor or builders as well as from the developer, as a means of ensuring compliance with one or more conditions of approval.



## Appendix 2 Table of amendments

Table AP2.1 Table of amendments

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendment
Date of adoption – 24 July 2014 Effective date – 10 November 2014	Version 2 incorporating Sunshine Coast Planning Scheme 2014 (Minor Amendment) No. 1	Minor Amendment	The amendment clarifies the application and interpretation of the filling and excavation provisions in the Dwelling house code and the provisions relating to dwelling houses in the Landslide hazard and steep land overlay code.
Date of adoption – 26 February 2015 Effective date – 9 March 2015	Version 3 incorporating Sunshine Coast Planning Scheme 2014 (Administrative and Minor Amendment) No. 2	Administrative and Minor Amendment	The amendment corrects formatting, spelling, grammatical, mapping and cross-referencing errors and corrects factual matters incorrectly stated in the Planning Scheme.
Date of adoption – 13 July 2015 Effective date – 3 August 2015	Version 4 incorporating Planning Scheme Policies (Administrative and Minor Amendment) No. 3	Administrative and Minor Amendment	The amendment corrects spelling and grammatical errors, factual matters incorrectly stated, outdated terms and minor technical matters in the planning scheme policies for the flood hazard overlay code, development works and the transport and parking code.
Date of adoption – 23 November 2015 Effective date – 7 December 2015	Version 5 incorporating Sunshine Coast Planning Scheme 2014 (Transitional Interim Local Government Infrastructure Plan Amendment) No. 4	Transitional Interim Local Government Infrastructure Plan Amendment	The amendment deletes reference to water and sewer networks, corrects mapping errors, adds and removes a number of infrastructure projects and includes other minor revision or corrections.
Date of adoption – 22 March 2016 Effective date – 1 April 2016	Version 6 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 5	Major Amendment	The amendment reflects revised land use, densities and road layouts for the Palmview Master Planned Area, and includes amendments to the Planning Scheme Policy for Palmview Structure Plan and consequential planning scheme amendments.
Date of adoption – 5 August 2016 Effective date – 15 August 2016	Version 7 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 6	Major Amendment	The amendment changes the zoning of land at Tweddell Drive, Pelican Waters and at School Road, Bli Bli. The amendment also corrects a number of site specific zoning and building height anomalies located in other parts of the planning scheme area.
Date of adoption – 5 August 2016 Effective date – 15 August 2016	Version 7 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 7	Administrative and Minor Amendment	The amendment corrects formatting, spelling, grammatical, mapping and cross-referencing errors, corrects factual matters incorrectly stated in the Planning Scheme and reflects updates to the Queensland Planning Provisions (version 4.0).

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendment
Date of adoption – 16 February 2017 Effective date – 27 February 2017	Version 8 incorporating Sunshine Coast Planning Scheme 2014 (Administrative and Minor Amendment) No. 8	Administrative and Minor Amendment	The amendment corrects formatting, grammatical, mapping and cross-referencing errors. The amendment also reflects a number of development approvals including the Caloundra South Development Scheme and reflects latest State Planning Policy mapping in relation to transport infrastructure and erosion prone areas.
Date amendment made – 18 May 2017 Effective date – 3 July 2017	Version 9 incorporating Sunshine Coast Planning Scheme 2014 (Alignment Amendment) No. 9	Alignment Amendment	The amendment provides for terminology and other operational changes required to align the Planning Scheme with the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i> .
Date of adoption – 17 July 2017 Effective date – 31 July 2017	Version 10 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 10	Major Amendment	The amendment reflects the vision and recommendations of the <i>Place Making Mooloolaba Master Plan</i> and generally applies to the Mooloolaba town centre of the Mooloolaba/Alexandra Headland local plan area.
Date of adoption – 26 February 2018 Effective date – 5 March 2018	Version 11 incorporating Sunshine Coast Planning Scheme 2014 (Qualified State Interest Amendment) No. 11	Qualified State Interest Amendment	The amendment deletes the requirement for the Muraban Street extension through Key Site 1 (Brisbane Road Carpark), from the Mooloolaba/Alexandra Headland local plan code.
Date of adoption – 8 March 2018 Effective date – 19 March 2018	Version 12 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 12	Major Amendment	The amendment changes the zoning of land at Twin Waters West, Pacific Paradise and includes specific provisions in the Maroochy North Shore Local plan code to guide future development of the Twin Waters West land. The amendment also undertakes necessary consequential planning scheme amendments.
Date of adoption – 8 May 2018 Effective date – 14 May 2018	Version 13 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment and Alignment Amendment) No. 13	Major Amendment and Alignment Amendment	The amendment changes a zone or overlay relating to specific sites and addresses operational matters to improve the clarity and efficiency of the planning scheme. The amendment also makes terminology changes to align the amended provisions with the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i> .

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendment
Date of adoption – 5 June 2018 Effective date – 11 June 2018	Version 14 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 14	Major Amendment	The amendment deletes the Structure Plan for the Maroochydore Principal Regional Activity Centre from Part 10 (Other Plans) and incorporates relevant provisions relating to the area within the remainder of the planning scheme. The amendment also changes a zone or overlay relating to a number of specific sites within the Maroochydore Principal Regional Activity Centre and makes terminology changes to align the amended provisions with the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i> .
Date of adoption – 14 June 2018 Effective date – 29 June 2018	Version 15 incorporating Sunshine Coast Planning Scheme 2014 (Local Government Infrastructure Plan Amendment) No. 15	Local Government Infrastructure Amendment	The amendment replaces the existing Priority Infrastructure Plan with a Local Government Infrastructure Plan that complies with the <i>Sustainable Planning Act 2009</i> (repealed) and <i>Statutory Guideline 03/14 Local government infrastructure plan</i> .
Date of adoption – 27 September 2018 Effective date – 19 October 2018	Version 16 applying or adopting Development Control Plan 1 Kawana Waters (Qualified State Interest Amendment) No. 16	Qualified State Interest Amendment	The amendment reflects and provides for the continued effect of the provisions of <i>Temporary Local Planning Instrument (Kawana Waters Town Centre) No. 3 2017</i> , which revises the planning and development framework for the Kawana Waters Town Centre.
Date of adoption - 27 November 2018 Effective date - 10 December 2018	Version 17 incorporating Sunshine Coast Planning Scheme 2014 (Qualified State Interest Amendment) No. 17	Qualified State Interest Amendment	The amendment provides for additional building height for certain publicly accessible rooftop uses in major tourism location on the Sunshine Coast.
Date of adoption – 15 March 2019 Effective date -1 April 2019	Version 18 incorporating Sunshine Coast Planning Scheme 2014 Amendment No. 18	Tailored Amendment	The amendment responds to changes to the Urban Footprint under the <i>South East Queensland Regional Plan 2017</i> (ShapingSEQ).  The amendment also includes a small number of operational amendments which seek to improve the clarity and efficiency of the planning scheme, particularly with respect to local parks, telecommunication facilities and parking rates.
Date of adoption – 9 September 2019 Effective date – 23 September 2019	Version 19 incorporating Sunshine Coast Planning Scheme (Major Amendment) No. 19	Major Amendment	The amendment reflects the adopted <i>Caloundra Centre Master Plan</i> and responds to a small number of other matters related to development in the Caloundra Centre.

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendment
<p>Date of adoption – 1 November 2019</p> <p>Effective date – 11 November 2019</p>	<p>Version 20 incorporating Sunshine Coast Planning Scheme (Major Amendment) No. 20</p>	<p>Major Amendment</p>	<p>The amendment changes zoning, overlays, precincts and/or planning provisions for a number of specific sites. The amendment also changes the zoning and the Height of buildings and structures overlay for a number of specific sites relating to Educational establishments, Residential care facilities and retirement facilities. The amendment also reduces the number of building height increments in the Height of buildings and structures overlay and addresses other operational matters to improve the clarity and efficiency of the planning scheme.</p>
<p>Date of adoption – 15 January 2020</p> <p>Effective date – 28 January 2020</p>	<p>Version 21 incorporating Sunshine Coast Planning Scheme (Qualified State Interest Amendment) and Planning Scheme Policy (Amendment) No. 21</p>	<p>Qualified State Interest Amendment</p>	<p>The amendment makes changes to support/facilitate the live music industry on the Sunshine Coast. The amendment designates part of Nambour's activity centre as a special entertainment precinct under the <i>Local Government Act 2009</i>.</p> <p>The amendment also includes a small number of changes to zone codes, local plan codes and the Nuisance Code.</p>
<p>Date of adoption – 18 August 2020</p> <p>Effective date – 24 August 2020</p>	<p>Version 22 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. 22 - Historic Cultural Heritage</p>	<p>Major Amendment</p>	<p>The amendment identifies new and modified local heritage places, character areas, character buildings and local plan elements, while removing some existing local heritage places from the planning scheme. The amendment also includes revised assessment provisions in the Heritage and character areas overlay code that broaden requirements for specific works as well as improving the clarity and efficiency of the planning scheme.</p>