

Appendix SC6.10B Significance statements for character areas

Landsborough Cribb Street Character Area

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| LHR ID | CHRS |
| Address | Caloundra Street: 4 Cribb Street: 18, 20, 22, 24, 26, 28, 32, 34, 38, 40, 42, 44 Mill Street: 1 Old Landsborough Road: 485, 489 |
| 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 & 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 Queensland 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> <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.</p> <p>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.</p> <p>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</p> |

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



Eudlo Rosebed Street Eudlo Character Area

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|---------------------------|---|
| 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"> • A wide, open main street. • The existing small scale of commercial development and lack of a distinct central business district. • The Rosebed Street/Corlis Avenue/Highlands Road intersection. • Strong urban edges defined by the railway, Eudlo Creek and vegetation to create a sense of containment and thereby maintain a distinct rural atmosphere. • Continuing emphasis on traditional construction material, scale and bulk, whilst encouraging modern interpretations of the vernacular architecture. Do not mimic existing forms. <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"> • 2 Anzac Road (Former Butcher Shop). • 3 Rosebed Street (Post-War Timber House). • 7 Rosebed Street (House and Post Office). • 9 – 11 Rosebed Street (General Store). • War memorial. |



Eumundi Cook Street Character Area

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| LHR ID | CHR2 |
| Address | Cook Street: 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</p> |

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.

Key characteristics of the Cook Street character area that are desirable to be retained include:-

- Modest Queensland timber-style houses.
- 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.

Map image



Eumundi Memorial Drive Character Area

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|---------------------------|--|
| 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"> • The current road layout at both the northern and southern ends of the main street; • A wide open main street; • The memorial Camphor Laurel and Fig street trees; • The sections of open space and general lack of commercial development therein on the eastern side of the street, including Dick Caplick Park; • The former railway line connecting the former industrial sites of the sawmill and butter factory; • The large industrial site of the former butter factory; • Small-scale commercial buildings built to the street alignment; |

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| | <ul style="list-style-type: none"> • Visual dominance of the hotels over the surrounding commercial premises. • A predominance of street parapets of various shapes together with post-supported street awnings; • Buildings which close the vista at the northern end of the street; and • A dispersion of community facilities along the main street. <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"> • 61 Memorial Drive (House); • 65 Memorial Drive (House); • 67 Memorial Drive (House); • 69 Memorial Drive (Dick "Tree-Feller" Caplick's House); • 73 Memorial Drive (specifically the 'Lock Up' building); • 84 Memorial Drive; • 87 Memorial Drive; • 88 Memorial Drive; • 92 Memorial Drive; • 95 Memorial Drive; • 97 Memorial Drive; • 97A Memorial Drive; • 100 Memorial Drive; • 102 Memorial Drive; • 105 Memorial Drive; • 106 Memorial Drive (Former Highway Motors); • 107 Memorial Drive (Former Queen Alexandra Lodge); • 124 Memorial Drive (Former Butter Factory); and • 9 Caplick Way and 18 Elizabeth Street (former railway line). |
| Map image | |

Kenilworth Elizabeth Street Character Area

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|---------------------------|--|
| LHR ID | CHR4 |
| Address | <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 Town Park |
| Lot/Plan details | 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. |
| Protected area | Whole of lots, Protected area includes road reserve in Elizabeth Street. |
| Statement of significance | 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).

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.

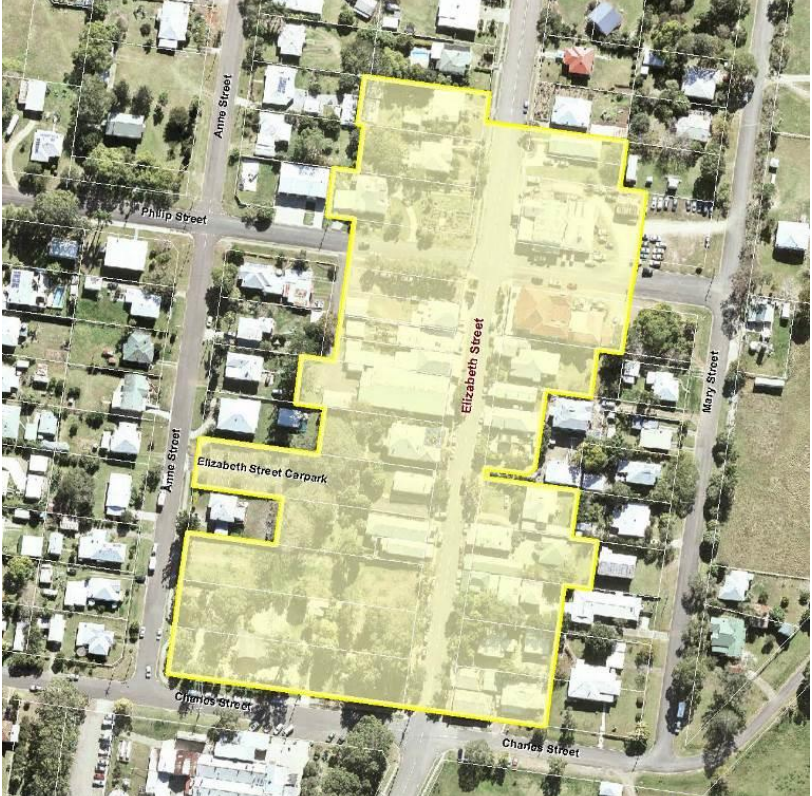
The Boxsells Building located directly opposite the hotel similarly announces arrival in the town. It was built in the 1950s and it marks the growth of the town at the time as a result of the erection of the Kraft cheese factory. The design of the Kenilworth Hotel and Boxsells building makes a strong 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

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| | <p>street alignment and a predominance of street parapets of various shapes together with post-supported street awnings;</p> <ul style="list-style-type: none"> • 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. <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"> • 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). |
| <p>Map image</p> |  |

Landsborough Cribb Street Character Area

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| <p>LHR ID</p> | <p>CHR5</p> |
| <p>Address</p> | <p>Caloundra Street: 1</p> |
| | <p>Cribb Street: 18, 20, 22, 24, 26, 28, 32, 34, 38, 40, 42, 44</p> |
| | <p>Mill Street: 1</p> |
| | <p>Old Landsborough Road: 485, 489</p> |
| <p>Lot/Plan details</p> | <p>2RP183302, 0BUP7500, 0BUP6643, 4RP217605, 9RP183302, 12RP8439,</p> |
| | <p>1RP3389, 6RP858465, 5RP217605, 12L2588, 2L2588, 0GTP998, 2RP195540,</p> |
| | <p>122CP827064, 2RP62782, 1RP47512, 3RP217605, 3RP62782, 121CP827064 (part)</p> |
| | <p>191SP105000, 1RP62782, 3BUP7500, 1BUP7500, 2BUP7500, 3BUP6643,</p> |
| | <p>1BUP6643, 2BUP6643, 4BUP6643, 2GTP998, 4GTP998, 3GTP998, 1GTP998.</p> |
| <p>Protected area</p> | <p>Whole of lots. Protected area does not include road reserve.</p> |
| <p>Statement of significance</p> | <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 Iling</p> |

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 *local heritage places*). 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.

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 & 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.

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.

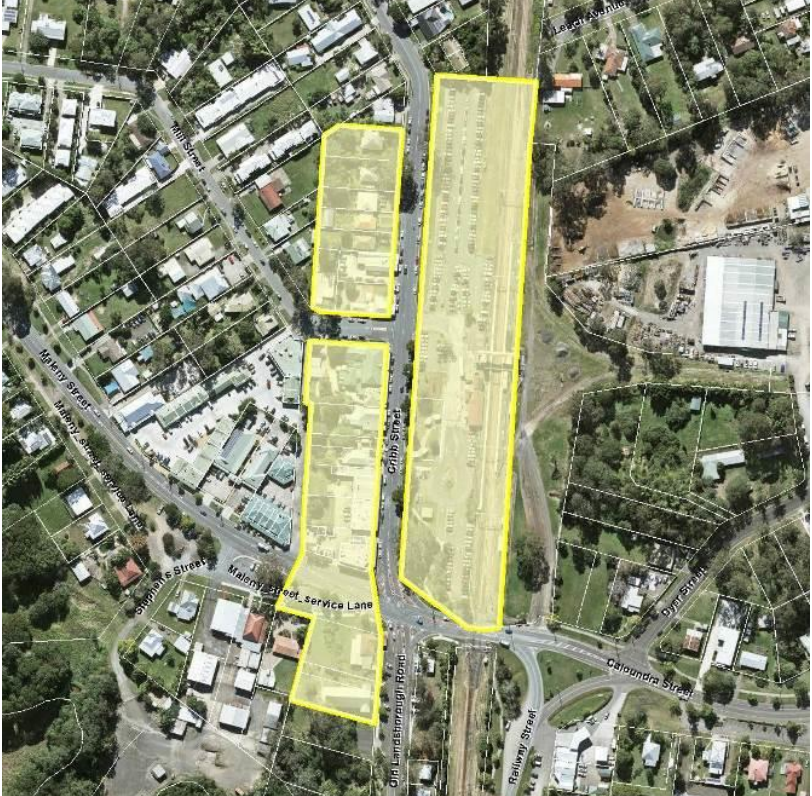
Until the late twentieth century, this streetscape remained relatively intact. However, changing demographic trends meant that the population of the town increased and the railway station became a so-called 'park 'n' ride' station, resulting in the removal of almost all of the railway complex, with the 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

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| | <p>built to the street (and retention of post-supported awnings for older buildings).</p> <ul style="list-style-type: none"> • 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. <p>As well as individual <i>local heritage places</i> within the character area, buildings that are important contributors to the character include:-</p> <ul style="list-style-type: none"> • 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. |
| <p>Map image</p> |  |

Landsborough East Character Area

| | |
|---------------------------|---|
| LHR ID | CHR6 |
| Address | <u>Caloundra Street</u> : 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 frame 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> |

A 1927 real estate map shows a number of residences located along the southern side of Caloundra Road within the character area.

The character area was also the site of Trill's Boarding House, understood to have been open since 1890. G.D. Trill 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 Trill's daughter Miss J Trill. 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 *local heritage place*), telephone exchange and later post office (relocated from Caboolture) are located in this area.

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).

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.

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

Map image



Maleny Maple Street Character Area

| | |
|---------------------------|---|
| LHR ID | CHR13 |
| Address | <p><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</p> |
| Lot/Plan details | <p>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.</p> |
| Protected area | Whole of lots including road reserves. |
| Statement of significance | <p>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.</p> <p>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.</p> <p>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 <i>local heritage places</i> within the <i>character area</i>, the following residences or former residences contribute to the character of the <i>character area</i>:-</p> <ul style="list-style-type: none"> • 1 Maple Street (former residence c1910); • 3 Maple Street (former residence, c1910s); • 47 Maple Street (former residence, c1910s); and • 60 Maple Street (residence, c1950s). <p>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:-</p> <ul style="list-style-type: none"> • 5 Maple Street (former drapery, some remodelling over 20th C); • 11 Maple Street (Butcher, built c1915) (<i>a local heritage place</i>); • 29 Maple Street (possibly built 1930s, may have included residence); • 30 Maple Street (bakery, built 1932) (<i>a local heritage place</i>); 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.



Moffat Beach Character Area

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|---------------------------|--|
| 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>Gladstone Parade:</u> 2</p> <p><u>Grigor Street:</u> 1A, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 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>Nothling 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, 145RP8426, 0SP265527, 28RP55960, 724CG3092, 299RP8430, 266RP8430, 5RP81828, 1RP144154, 11RP81828, 12RP86595, 294RP8430, 18RP8430, 289RP8430, 2RP165328, 19RP8430, 39RP81828, 273RP8430, 133RP8430, 122RP8426, 123RP8426, 236RP8430, 237RP8430, 81RP8430, 87RP8430, 1SP127326, 61RP8430, 275RP8430, 101RP8430, 105RP8430, 104RP8430, 118RP8430, 125RP8430, 265RP8430, 101RP8426, 99RP8426, 46RP8430, 2RP196187, 32RP8430, 96RP8430, 83RP8430, 113RP8430 (part), 113RP8430, 268RP8430, 124RP8426, 246RP8430, 243RP8430, 33RP8430, 58RP8430, 103RP8430, 120RP8430, 13RP8430, 238RP8430, 43SP281577, 255RP8430, 264RP8430, 27RP8430, 14RP8430, 3RP165328, 20RP8430, 2RP86288, 2RP92784, 7RP81828, 127RP8430, 21RP86595, 296RP8430, 300RP8430, 22RP8430, 147RP8426, 262RP8430, 293RP217619, 1RP196187, 259RP8430, 2RP121361, 108RP8430 (part), 107RP8430 (part), 2RP144154, 23RP86595, 269RP8430, 2SP127326, 79RP8430, 270RP8430, 124RP8430, 126RP8430, 24RP86595, 12RP8430, 125RP8426, 106RP8430 (part), 30RP86595, 286RP8430, 130RP8430, 120RP8426, 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, 143RP8426, 241RP8430, 2RP73185, 30RP8430, 10RP81828, 102RP8430, 132RP8430, 242RP8430, 25RP8430, 23RP8430, 24RP8430, 0SP255696, 80RP8430, 260RP8430, 253RP8430, 1SP146825, 1RP86288, 111RP8430 (part), 6RP81828, 98RP8430, 135RP8430, 134RP8430, 100RP8426, 235RP8430, 56RP8430, 32RP55960, 271RP8430, 26RP8430, 28RP8430, 290RP8430, 52RP8430, 288RP8430, 31RP8430, 114RP8430 (part), 28RP86595, 97RP8430, 2SP146825, 78RP8430, 25RP81828, 51RP8430, 44SP281577, 233RP8430, 1RP86809, 121RP8426, 91RP8430, 146RP8426, 30RP55960, 57RP8430, 20RP86595, 115RP8430 (part), 3RP81828, 9RP81828, 13RP86595, 295RP8430, 144RP8426, 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, 142RP8426, 297RP8430, 1SP255696, 88RP8430, 2SP255696, 0SP116486, 1SP116486, 2SP116486, 4SP265527, 3SP265527, 2SP265527, 1SP265527.</p> |
| Protected area | Whole of lots, including road reserve. |
| Statement of significance | 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.

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.


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.

The preferred **architecture** **construction methods** for beach houses tended to emphasise simplicity, 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**

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| | <p>design).</p> <ul style="list-style-type: none"> ○ 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. <ul style="list-style-type: none"> ● Fencing should be discouraged or, if installed, kept low or 'invisible' e.g. wire mesh fencing. 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). Tall fences and masonry fences should be actively discouraged. ● 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 <i>character area's</i> beachside character. <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"> ● 30 Kingsford Smith Parade; ● 4 Bryce Street; ● 10 Bryce Street; ● 23 Bryce Street; ● 36 Bryce Street; ● 1 Roderick Street; ● 19-19A Roderick Street; ● 24 Roderick Street; ● 16 Nothling Street; ● 17 Nothling Street; ● 19 Nothling Street; and ● 15 Grigor Street. |
| Map image |  |

Nambour Lower Blackall Terrace Character Area

| | |
|---------------------------|--|
| LHR ID | CHR7 |
| Address | <u>Blackall Terrace:</u> 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>Brookes Street:</u> 2 |
| 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 | 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:-

- 3 Blackall Terrace;
- 4 Blackall Terrace;
- 14 Blackall Terrace;
- 15 Blackall Terrace;
- 17 Blackall Terrace;
- 20 Blackall Terrace;
- 22 Blackall Terrace;
- 24 Blackall Terrace;
- 27 Blackall Terrace;
- 28 Blackall Terrace; and
- 41 Blackall Terrace.

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, 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.

Map image



Nambour Magnolia Street Character Area


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| 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, 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. |
| Protected area | Whole of lots. Protection includes road reserves in Mary St, Vernon Street, Magnolia |

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| Statement of significance | <p>Street and Elizabeth Street.</p> <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"> • Interwar Queensland timber-style houses; • Mature street trees; and • the Arundell Avenue Store. <p>Buildings which are important contributors to the character include:-</p> <ul style="list-style-type: none"> • 19 Arundell Ave (Arundell Avenue Store); • 5 Bundarra Street; • 21 Bundarra Street; • 10 Elizabeth Street; • 9 Magnolia Street; • 11 Magnolia Street; • 15 Magnolia Street; • 19 Magnolia Street; • 21 Magnolia Street; • 8 Mary Street; • 10 Mary Street; • 23 Mary Street; • 35 Mary Street; • 6 Vernon Street; • 9 Vernon Street; • 10 Vernon Street; • 13 Vernon Street; • 14 Vernon Street; • 22 Vernon Street; • 26 Vernon Street; • 35 Vernon Street; • 39 Vernon Street; • 43 Vernon Street; • 10 Washington Street; • 14 Washington Street; • 18 Washington Street; • 22 Washington Street; • 30 Washington Street; • 34 Washington Street; • 46 Washington Street; and • 50-52 Washington Street. |
|---------------------------|--|



Nambour Netherton Street Character Area

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|---------------------------|---|
| 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> |

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| | <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-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"> • 3RP199714, 52 Blackall Tce NAMBOUR • 13RP26567, 69 Blackall Tce NAMBOUR • 2RP104419, 95 Blackall Tce NAMBOUR |
| 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 & 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</p> |

and hotel (1912) and the former ES & A Bank and Residence (1915). The memorial hall was built in 1924 and the nearby shops were progressively erected from the late 1910s 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:-

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| | <ul style="list-style-type: none"> • 5 Hill Street (House); • 7 Hill Street (House); • 6 Hill Street (House); • 8 Hill Street (House); • 10 Hill Street (House); • 15 Hill Street (House); • 22 Hill Street (cnr Churchill St) (House); • 14 Church Street (House); • 26 Churchill Street (House); • 1 Church Street (House); • 5 Margaret Street (former post office); • 15 Margaret Street (specifically the 'Lock Up' building); • 11 Main Street (QCWA Building); and • 1-3 Jane Street (House). |
| 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). Memorial Park. 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 | <p>Whole of lots. Protected area includes road reserve in Blackall Street, Barts Street, Keil Street and Wakefield Street.</p> |
| Statement of significance | <p>Woombye was originally established by Cobb & 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</p> |

situated; the topography influences the prominence of the town in the landscape and 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:-

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| | <ul style="list-style-type: none"> • 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." <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"> • 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 |
| Map image |  |

Yandina Character Area

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| LHR ID | CHR12 |
| Address | <p>Farrell Street: 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18 (part), 18A, 19, 20</p> <p>Fleming Street: 1</p> <p>Stevens Street: 1, 2, 2A, 3, 4, 4A, 4B, 5, 7, 9, 11, 13</p> <p>Old Gympie Road: 2</p> <p>Railway Street: 9, Railway Station area</p> <p>Railway Street Park</p> |
| Lot/Plan details | <p>241SP102285 (part), 1RP216211, 1RP51718, 1SP223697, 2RP175853, 2RP6103, 1RP58940, 1RP89512, 1RP187349, 2RP187349, 21SP205405, 3RP95627, 20CG6427, 2RP95627, 1RP95627, 4RP167389, 1RP6101, 1RP175853, 2RP6108, 1RP66151, 5SP262454, 206SP179613, 2RP66151, 5RP841819, 11RP906121 (part), 2BUP103715, 2RP84316, 24Y1642, 4RP63231, 2RP145726, 3RP216211, 12RP906121, 1RP85902, 1RP145726, 2BUP105505, 1BUP103715, 405Y1644,</p> |

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| | <p>4ORP891853, 6SP262454, 7SP257402, 1RP84316, 2RP216211, 3BUP105505, 1BUP105505.</p> |
| <p>Protected area</p> | <p>Whole of lots. Protection includes road reserve on Scott Street, Conn Street, Steven Street, Railway Street and Farrell Street.</p> |
| <p>Statement of significance</p> | <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. Local character is reflected in Yandina Uniting Church (former), Yandina School of Arts and Yandina All Saints Church of England (all local heritage places), as well as in 20 Farrell Street (Home Hardware) and 8 Farrell Street (The Encore Shop). 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"> • 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). • 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 |

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| | <p>elements should be highly visible; vegetation should be carefully managed not to interrupt views between the elements.</p> <ul style="list-style-type: none"> • 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 Farrell Street should be preserved. • The general lack of street trees in Stevens Street should be maintained to emphasise the variety of premises and parapet styles. <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"> • 4A Stevens Street; • 5 Stevens Street; • 7 Stevens Street; • 9 Stevens Street; • 13 Stevens Street; • 3 Stevens Street (cnr. Scott Street); • 16 Farrell Street (part); <u>and</u> • 405Y1644, 8 Farrell St (part, The Encore Shop); • 1RP145726, 20 Farrell St (part, Home Hardware); and • 4RP63231, 13 Railway St (part, The Shared). |
| <p>Map image</p> |  |