

Sunshine Coast Council

"That dear, shrieking, rattling, bumping tram, leaves Palmwoods with a mad rush for Brisbane then suddenly remembers itself and heads off again in the opposite direction, passes through seemingly endless palm forests, with orchids, tree-ferns, Zamias and ferns of all descriptions. On through pretty dairying country flats around Chevallum and Forest Glen, then climbing again through gorges clothed with primeval forests up to Mons and from there to Buderim Summit...." Nambour Chronicle, 11 April, 1919.



KRAUSS LOCOMOTIVE DISPLAY DESIGN REPORT CORNER LINDSAY ROAD & BURNETT STREET BUDERIM VILLAGE

Sunshine Coast Council
INFRASTRUCTURE SERVICES
PARKS + GARDENS

PROJECT REF: 20273
VERSION: V3
DATE PRINTED: OCTOBER 2012
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Version History:

Project No.	Date	Version	Description
20273	09/05/2012	V1	Krauss Locomotive Display- Design Report - Draft Review (BPHTI Presentation)
20273	10/07/2012	V2	Krauss Locomotive Display - Design Report - Draft Review (SCRC Stakeholder Review)
20273	12/10/2012	V3	Krauss Locomotive Display - Design Report -Public Release

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Disclaimer

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1.0 Project Background and Scope

1.1 Project Background

The Krauss Locomotive Display Design Report results from the investigations associated with the preparation of the Buderim Central Parklands Landscape Concept Plan. The catalyst for the project has been the ongoing work of the Buderim-Palmwoods Heritage Tramway Inc (BPHTI) established in 2003.

The Buderim-Palmwoods Heritage Tramway Inc was formed in 2003 following foundation work done by the Buderim Historical Society over the preceding ten or so years. It consists of a group of volunteers working on two major projects. The first project is the rehabilitation of part of the old track as a heritage walking track, and the second project is the cosmetic restoration of the original Krauss locomotive that ran on the line for most of the time the line was open. The group has been working collaboratively with Council and other community groups for nearly a decade.

In July 2009, Council commenced investigations into the future development of open space areas adjacent to the intersection of Main Street, Burnett Street and Lindsay Road, Buderim. The project brief was supported by Division 7 Councillor, Cr. Hungerford.

The purpose of the project was to explore opportunities to expand the existing park areas and functions, to form a significant village centre parkland for Buderim, consistent with Council's Open Space Strategy 2011, Buderim Village Master Plan 2000 and Maroochy Plan 2000, stating "Places and structures of heritage or townscape value will be conserved or reused to contribute to the character of the Planning Area."

Buderim Central Parklands Project Objectives:

- To develop a cohesive continuation of the Buderim Village urban improvements
- To assess the viability and connectivity of amalgamating the following land parcels
 - 99Yr Lease of riparian vegetation adjacent to the school,
 - Reserve for Fire Brigade,
 - Amenities building
 - Buderim Swimming Pool
- Investigate the capacity of the site to fit the Krauss whilst maintaining higher level strategic open space objectives



Photo: May 2010 - Restored Krauss Locomotive unveiled at BPHTI event, Wisers Farm, Maroochydhore. (C.Dann 2010)



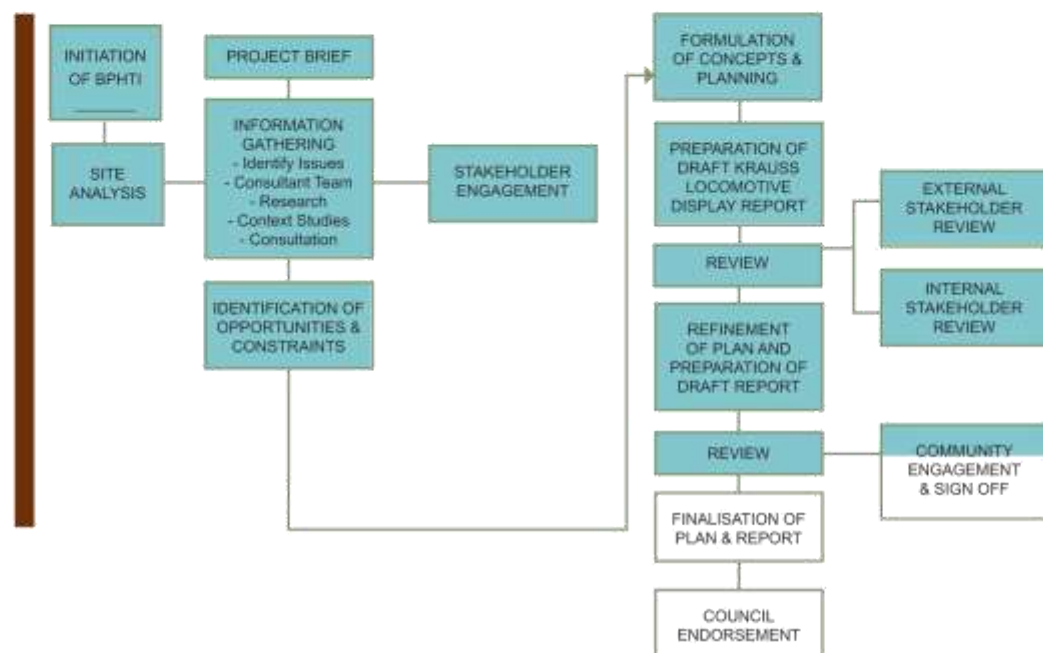
Image: October 2009 - Preliminary design proposal presented to Council by the BPHTI. Source: Buderim Design Studio 2010

1.2 Project Timeline

Mid 2003	2004	Apr-2004	23-Oct-2004	Nov-2004	Jan-2007	Mar-2008	Jul-2009	Oct-2009	8-May-2010	18-Jul-2010	3-Dec-2010	7-Jan-2011	28-Jan-2011	Jan-2011	27-Aug-2011	20-Dec-2011	21-Dec-2011	9-Feb-2012
Krauss Locomotive located	Application to MSC for funding	Purchase of Krauss Locomotive	Krauss Locomotive moved to Wisers Farm, Maroochydhore	Community Memorials Restoration Program grant submission	BPHTI proposal for Visitor Information Centre submitted	Proposal stalled	Councilor funds allocated into the Buderim Central Parklands which includes the proposed display site	Proposed Visitor Information Centre design presented	Fully restored Krauss Locomotive on display	DTMR Approval for concept plan sought	Further information supplied to DTMR	DTMR Approval received for concept plan	Letter issued from Minister for Main Roads	Council confirms superseceded document with DTMR	Community Consultation Event	Independent Traffic Safety Assessment received	DTMR approval for layout plan sought	DTMR approval received
About mid 2003, Garm Fraser, a BPHTI member, confirmed that the original Krauss Locomotive was still at Cheaman's Engineering Works at Murrumbidgee. This had been delivered some years earlier by Trevor Robinson of BHS.	Early in 2004, BPHTI Secretary Hilene Cronin, wrote to Maroochy Shire Council requesting funding of \$85000 to acquire the Krauss Locomotive from Greg Chapman.	The purchase of the locomotive was completed in April 2004 with the allocation of \$95000 from discretionary funds of four MSC Councillors.	With negotiations to secure transport complete, the Krauss was finally brought up to the Sunshine Coast and placed on a short section of track at Wisers Farm, Maroochydhore.	BPHTI prepares submission for Community Memorials Restoration Program grant (QLD State Govt.) based on total restoration costs of \$10000.	In January 2007, BPHTI submitted a preliminary proposal for a Visitor Information Centre that would incorporate display space for the Krauss and associated memorabilia.	Processing of the preliminary proposal is stalled in the process of Council amalgamation.	\$10,000 allocated from Councillors minor works budget for investigative report. Brief for the report submitted to Infrastructure Services Department.	BPHTI subcommittee, with assistance from Buderim Design Studio, develop and present design for the proposed Visitor Information Centre to Council.	Buderim-Palmwoods Heritage Tramway Inc reveal the fully restored Krauss Locomotive at the Wisers Farm site in Maroochydhore.	Council seeks preliminary comments and approval to proceed with concept design based on a diagrammatic plan - DTMR request further information regarding driver distraction, car parking, intersection sight lines.	Council provides DTMR with relevant information regarding their request for information.	DTMR provide Council with written approval to proceed with concept design based on information provided.	Principal advisor to the Minister for Main Roads issues a letter to community stakeholders indicating that the locomotive will not be located on the corner of Lindsay Rd and Burnett St (this information was based on superseceded information provided to DTMR 16/07/2010).	Council confirms with DTMR that letter dated 20 Jan 2011, is superseceded by written advice given 07/07/2011.	Council conducts community consultation event that illustrates the proposed design on the corner of Burnett St and Lindsay Rd. Consultation feedback generally supports the proposal.	Council receives independent traffic safety assessment supporting the proposal.	Council requests approval to proceed from main roads based on detailed layout plan and independent traffic safety assessment.	DTMR approves proposed site on the corner of Lindsay Rd and Burnett St.

2.0 Methodology

2.1 Development and Implementation



Previous studies and strategies have been collaborated to produce one integrated report including:

- Council's corporate vision of being: Sustainable, Green, Vibrant and Diverse
- SEQ Regional Plan
- Maroochy Plan 2000
- SCC Placemaking Charter 2011
- SCC Open Space Strategy 2011
- SCC Public Art Policy 2011

This report integrates current internal Council and external State projects to ensure continuity and a holistic outcome for the Buderim precinct including:

- SCC Buderim Central Parklands Landscape Concept Plan 2011

2.2 Community Consultation

Community Consultation was undertaken seeking responses to the Buderim Central Parklands Landscape Concept Plan. The community engagement program was devised to provide different mechanisms and several opportunities for the various user groups in the community to have input.

A key objective of the overall approach was to gain views on:

- whether the community agreed with the proposed parkland components and functions in the draft landscape concept plan;
- what other items / issues should be considered;
- how the landscape concept plan could be improved;
- the priorities and staging of the park.

The consultation strategy was designed to reach as many members of the Buderim community as possible through the use of various media channels, with opportunities for community involvement promoted through:

- Media releases placed in the Sunshine Coast Daily (web), mysunshinecoast.com.au, and Buderim Chronicle; (released dates: 03/08/11 and 19/08/11) <http://www.mysunshinecoast.com.au/events/events-display/buderim-community-engagement-meet-us-in-the-park,44993>
- The consultation event appeared on Social Media advertising via Facebook <http://www.facebook.com/events/259945530702153/>
- Signs placed in and around the site;
- Large format consultation advertisement sign (installed mid August - 29/08/11)
- Large format project presentation signs (installed 29/08/11 to 09/09/11)
- Large format presentation boards on display at the Old Post Office; (27/08/11 to 19/09/11)
- Council's website - project information, Meet us on the Street details, access to the feedback form; <http://www.sunshinecoast.qld.gov.au/sitePage.cfm?code=buderim-parklands>
- Feedback Form – available for collection at the Old Post Office; (27/08/11 to 19/09/11)
- Meet us in the Park event - provided an opportunity for meaningful conversation between council and the community. (27/08/11)
- Word of mouth, throughout Buderim's various interconnected community groups.

As a result of this engagement process, it was determined there was strong community support for the location and conceptual design of the Krauss Locomotive display. Although there were a minor number of concerns relating to traffic and parking, the overall opinion was supportive of the work and dedication of the BPHTI members, and that the display was responsive to Buderim's heritage and would assist in both beautifying the town as a landmark and providing commercial benefit to local traders.

3.0 History

3.1 History of the Tramway

The Sunshine Coast hinterland was settled for farming and timber getting in the 1860's to 1870's. In 1891 the North Coast Line was complete from Landsborough through Palmwoods and onto Yandina as part of the Queensland Rails (QR) expansions. It was around this time that Buderim farmers began diversifying in fruit and vegetables. Buderim was still isolated with limited transport routes of steep access roads which were often inaccessible in the wet and on which there was often competition with bullock teams hauling timber. Boat to Brisbane was the other alternative means of transporting produce to the Brisbane market however this was limited by weather conditions and often produce would spoil in storage sheds while waiting for the right weather conditions. It was these difficult circumstances that lead to negotiations with the Maroochy Shire Council between 1903 and 1911 to establish a more reliable transport route.

After various proposals, approval was gained for a tramway (light rail) that would exchange with the existing QR line at Palmwoods hence providing reliable access to the Brisbane market. Construction of the less common 30 inch gauge began in 1911 and operations began in 1915. The Buderim-Palmwoods Tramway prospered in its early years transporting goods and produce back and forth and even becoming a popular weekend tourist outing for the people of Brisbane. The end of WW1 however saw improved performance and availability of motor vehicles creating more demand for roads and thus reduced the need for the Tramway. By 1920 it was losing money and the Depression was the last straw causing it to cease operation in 1922 and close in August 1935. (Fraser & McGarvie 2010)



Photo: Main Street of Buderim CA 1916 (Fraser & McGarvie 2010)

3.2 The Locomotives

The Tramway had two locomotives in operation, the original German built Krauss plus an American Shay geared locomotive built in 1915. The Shay was dismantled and its parts sold for the repair of a sugar mill Shay. The boiler and frame remained at Palmwoods station where they eventually became buried in the embankment when the Coast Line was electrified in 1988.

The steam dome and boiler top are still visible today but QR are reluctant to excavate it due to its proximity to overhead conductors. The Krauss on the other hand continued to operate for many years, after the closure of the Tramway it was sold to Bingera Sugar Mill in Bundaberg.

Walkers of Maryborough re gauged the Krauss to the more common sugar industry gauge of 24 inches and it hauled cane until 1960. Mike Lovedale a narrow gauge steam enthusiast purchased the locomotive from a scrap dealer in 1967.

The Krauss then spent time in storage at Albion till 1975, at the Australian Narrow Gauge Railway Museum sites of Ferry Grove until 1983 and Woodford till 1992. Ownership then passed to Graham Chapman from whom the Buderim-Palmwoods Heritage Tramway Inc. (BPHTI) acquired it in 2004 with financial support from the Maroochy Shire Council. Council supported the intention of restoring it for public display. (Fraser & McGarvie 2010)

"Best wishes to you and your members for the successful restoration and placement of the locomotive. I am sure it will bring much joy to both our residents and our visitors to be able to view such a relevant piece of Maroochy Shire's history and see it located where it belongs - in Maroochy Shire"
 (Cr Allison R. Grosse Mayor - 2004)



Photo: The Krauss Locomotive in Buderim CA 1918 (Fraser & McGarvie 2010)

3.3 The Restoration of the Krauss

The Buderim-Palmwoods Heritage Tramway Inc. (BPHTI) was specifically formed to preserve the memory of the Buderim to Palmwoods Tramway as a spin-off of the Buderim Historic Society Inc (BHS). It is thanks to the efforts of the BHS and local residents such as Neil McGarvie and Trevor Robinson who over the past 25 years have recovered much of the history. In the course of their research and work to reopen parts of the old right-of-way to the public they discovered the original locomotive still existed.

The BPHTI comprised of a handful of people, mostly residents who still have memories of the Buderim Tramway in its working days. The focus of the organisation was the rehabilitation of the old right of way, preservation of significant artefacts and restoration of its first locomotive.

After acquiring the remains of the Krauss Locomotive in 2004, the BPHTI set to work to commence its restoration. The Krauss Restoration Group was formed with Garth Fraser appointed as Restoration Coordinator, due to his background in engineering and railway modelling, with independent funding to undertake the work. About \$10,000 was raised from raffles, donations, and a State Government Grant, with most of the work performed by volunteers with tasks requiring specialist equipment being sub-contracted locally. (Fraser & McGarvie 2010)

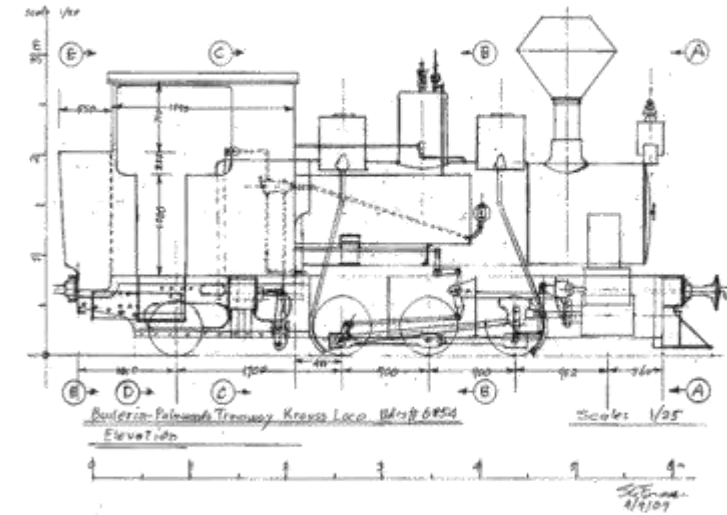


Diagram: Engineering sketch drawn in 2009 by Garth Fraser who was Restoration Coordinator of the Krauss Locomotive. (Fraser & McGarvie 2010)






Photo: The Krauss Locomotive as it was found at Chapman's Engineering in 2004 when the BPHTI acquired it. (Fraser & McGarvie 2010)

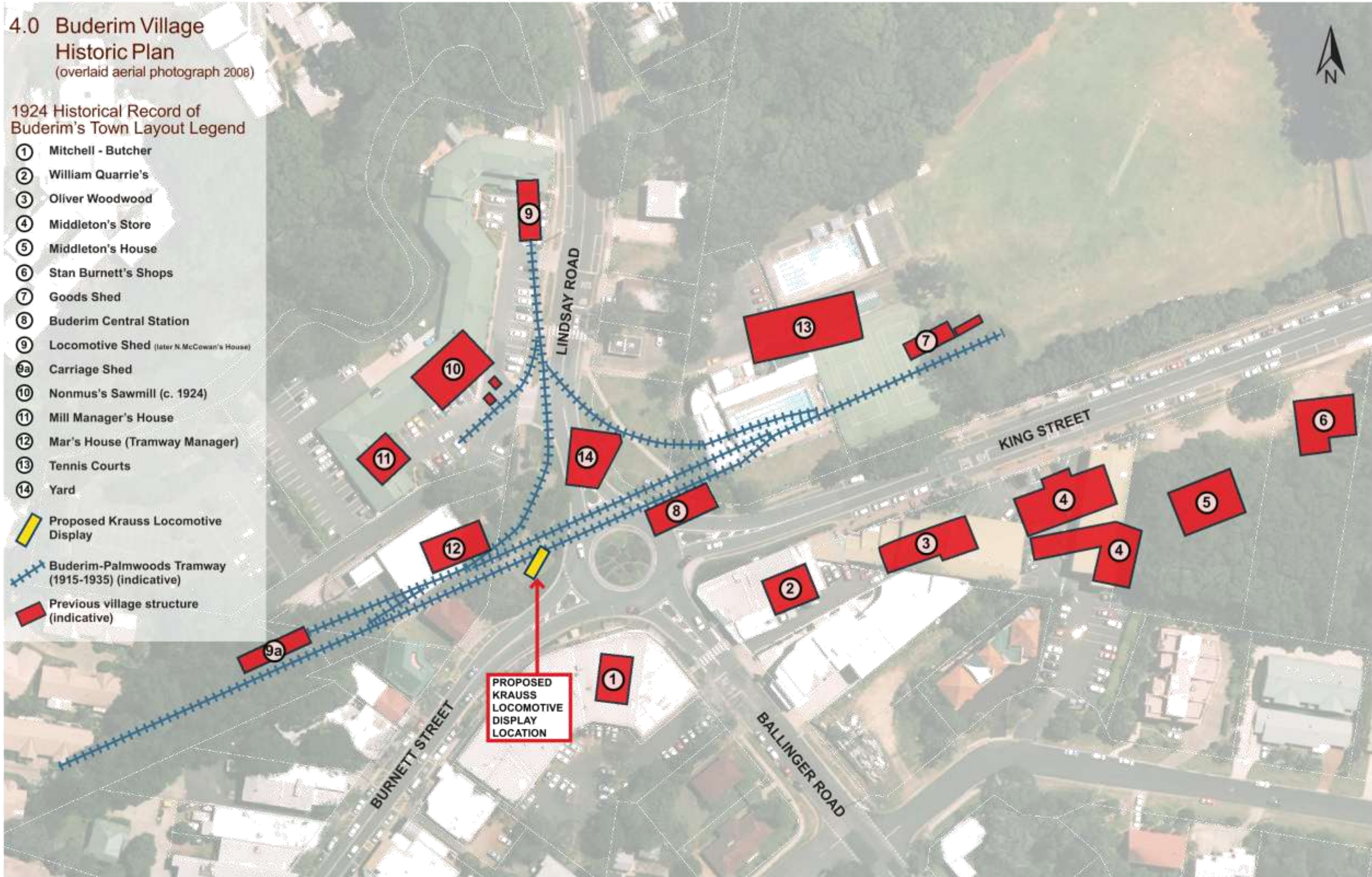


Photo: The restored Krauss in 2011 awaiting to be placed on public display on the corner of Lindsay Road and Burnett Street. (Fraser & McGarvie 2010)

4.0 Buderim Village
 Historic Plan
 (overlaid aerial photograph 2008)

1924 Historical Record of
 Buderim's Town Layout Legend

- ① Mitchell - Butcher
- ② William Quarrie's
- ③ Oliver Woodwood
- ④ Middleton's Store
- ⑤ Middleton's House
- ⑥ Stan Burnett's Shops
- ⑦ Goods Shed
- ⑧ Buderim Central Station
- ⑨ Locomotive Shed (later N. McCowan's House)
- ⑨a Carriage Shed
- ⑩ Nonmus's Sawmill (c. 1924)
- ⑪ Mill Manager's House
- ⑫ Mar's House (Tramway Manager)
- ⑬ Tennis Courts
- ⑭ Yard
-  Proposed Krauss Locomotive Display
-  Buderim-Palmwoods Tramway (1915-1935) (indicative)
-  Previous village structure (indicative)



5.0 Site Analysis

5.1 Concept Development

The proposed site is situated on a small land parcel of 0.4 acres (1611m²), located on the corner of Burnett Street and Lindsay Road, Buderim. The land forms part of the 'landscape gateway' entrance to Buderim's central business and retail shopping precinct. The open space area is located opposite the Buderim Aquatic Centre, and in close proximity to the Buderim Scout Hall, Buderim Central Shopping Centre, the Old Post Office, public toilets and the existing Buderim Fire Brigade facilities.

The land is owned by the State Government and forms a part of the road reserve for the adjacent State controlled road. The Department of Transport and Main Roads (DTMR) have been consulted throughout the concept design phase. The Department has given approval to proceed with the project based on the proposed location at the corner of Lindsay Road and Main Street, Buderim.

Council engaged an independent consultant that provided a traffic assessment study which confirmed the project and proposed siting of the display would not impact on the safety or performance of the road network.

During the development of a concept design for the Krauss Locomotive display, a variety of opportunities and constraints were presented through site analysis.

5.2 Opportunities & Constraints

Strategically located at the entrance to Buderim's central shopping precinct, the proposed site provides the opportunity to highlight and identify the character of the area, whilst providing an opportunity to contribute to the amenity of the town centre.

Significant opportunities also exist in the celebration of the site's cultural heritage, and the translation of these themes into the landscape planting and hardscape design. The Buderim-Palmwoods Tramway heritage story and connections to the history of the Sunshine Coast are obvious links, and also the acknowledgement of the strongly supportive community group who made the display possible.

The display will support local tourism, and provides a space that stimulates local economic activity; one that encourages residents to bring their visitors and showcase the Sunshine Coast.

The opportunity to include the garden village and botanical themes, including the endemic red clay and volcanic rock, is incorporated within the landscape design. The integration of the display will include additional seating and planting, augmenting the existing landscape design.

Constraints include the funding for the construction of the display and the relocation of the locomotive itself. Existing vegetation and infrastructure must be considered, including design constraints imposed by the boundaries of Burnett Street and Lindsay Road. Strategies will be implemented throughout the design phase to effectively mitigate any impact from these constraints.

5.3 Placemaking

Successful placemaking involves the community and Council working on projects together for the benefit of the place, whilst strengthening their connections to the place. This may involve a broad range of projects including art projects, events, festivals, renovation of buildings and economic development actions. This ensures that change is not just a Council function but rather that communities are enabled to become more resilient and empowered to build their own future.



Proposed site: existing site conditions - Cnr. of Burnett Street and Lindsay Road, Buderim (C. Dann 2011)



topography



Government land



built environment & circulation



vegetation

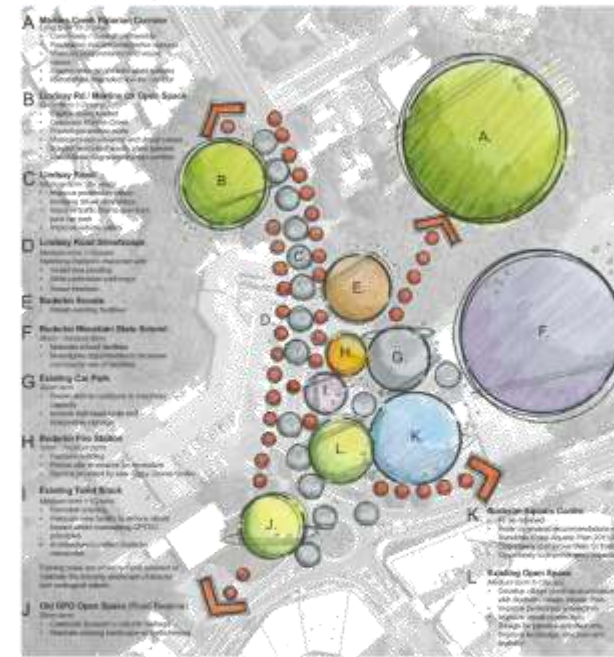


open space / recreation

Investigation site for the Buderim Central Parklands project



Site analysis: opportunities & constraints planning



6.0 Buderim Central Parklands (Landscape Concept Plan)

A Old Post Office

B Krauss Locomotive Display

- Community based project to provide a permanent display for the Buderim-Palmwoods Tramway Locomotive (Krauss)
- State controlled road reserve
- Original alignment and location of railway carriage sheds and track
- Opportunity for interpretive signage and public art
- Subject to council endorsement and final Main Roads approval
- Opportunity for grant / private funding

C Existing Open Space

- To be retained

D Martins Creek Viewing Terrace

- Approved 2011/2012 capital works funding for construction
- Seating terrace overlooking Martins Creek
- Removal of some environmental weeds and revegetation
- Interpretive signage
- Table and chair picnic settings
- Public Art opportunity

E Martins Creek Riparian Corridor

- 10 to 20+ year implementation via council-community partnership sequential removal of environmental weeds
- Revegetate with endemic species to improve creek bank stability and ecological value
- Mitigate erosion of storm water discharge outlets

F Lindsay Road Streetscape

- Long Term 10+ years
- Opportunity under-ground overhead power
- 2m wide pedestrian paths
- Street tree planting
- Pedestrian nodes over Martins Creek culvert head walls

G Buderim Scouts

- To be retained

H Buderim Fire Station

- Long term relocation to proposed future Sippy Downs Fire Station and associated building removal
- Turf lawn area for informal passive recreation

I Public Toilets

- Long term implementation 10+ years
- Subject to the removal of the Fire Station
- Remove existing facilities to reduce visual impact on streetscape
- Provide new facilities incorporating CPTED principles

J Shared Pedestrian/Vehicle Zone

- Long term implementation 10+ years
- Subject to the relocation of the public toilet
- Retain existing driveway alignment
- Shade tree planting and decorative pavement finishes to create arrival experience and improve landscape amenity

K Aquatic Centre Entry Plaza

- Aquatic Centre pedestrian arrival experience formalised and enhanced through the use of shade tree planting, feature seating areas and park furniture

L Village Green

- Passive park recreation space and pedestrian linkages
- Formal tree structure as the gateway to Buderim Village
- Regrade ground surface to improve path alignments and upgrade with minor park improvements
- Park seating, streetscape furniture, pedestrian lighting

M Lindsay Road Roundabout

- To be retained
- Former location of Buderim Train Station

N Buderim Aquatic Centre

- Long term implementation pending future funding
- Renovate existing building facades
- Improve permeability and appearance of Main St fence
- Refer to general recommendations of the Sunshine Coast Aquatic Plan 2011-2026

O Buderim State School Tennis Courts

- To be retained

P Buderim Aquatic Centre Car Park

- To be retained
- Re-configure line marking to increase vehicle capacity
- Trail head and interpretive signage for Martins Creek Recreation Trail

Q Buderim State School Pool

- Opportunities for community use
- Refer to general recommendations of the Sunshine Coast Aquatic Plan 2011-2026

R Martins Ck. Riparian Corridor Recreation Trail

- 10 to 20+ year implementation via council/community partnership
- Sequential removal of environmental weeds and revegetate with endemic species to improve creek bank stability and ecological value
- Walking tracks and paths with boardwalks and signage
- Seating opportunities and contemplation nodes
- Outdoor classroom space
- Viewing platform over waterfalls
- Mitigate erosion of storm water discharge outlets

S State School Oval

- Opportunities for community use





8.0 Materials and Finishes

8.1 Hardscape



Street furniture and signage complimenting the existing Buderim character



Paving - Coloured exposed concrete



Integration of informal seating and textured surface finishes



Sandstone walls to match existing



The hardscape elements of the design such as street furniture and signage, lighting, pavement surface treatments, retaining walls and seating, will all augment the existing character of Buderim.

Additionally the display itself will be designed to compliment the surrounding built and natural environment already present and incorporate elements of public art.

8.2 Softscape



Existing trees and garden planting is to be protected and retained.

Additional 'softscape' garden and planting works will compliment Buderim's existing garden character through the selection and use of native and exotic subtropical plants.



9.0 Public Art - Historic and Interpretive



Objects of historical significance



Railway sleepers



Public art referencing rail era (indicative only)



9.1 Statement of objectives

To develop, nurture and refine public art processes, opportunities and outcomes within the Sunshine Coast region, there is an aim to:

- **create** community loved and used artistic objects and creative spaces that are specific to the site and signify the culture of place
- **connect** to and celebrate the natural environment
- **reflect** ancestral, historical and/or present day human use of places
- **consider** all opportunities for public art outcomes including festivals and events, rotational or ephemeral components, multiple use outputs, built and integrated form
- **enable** creative and artistic interpretation rather than being prescriptive.
- **conceive** detailed examples of the value and possible directions for public and community art on the Sunshine Coast
- **improve** planning for art and cultural events and object in terms of both physical and sociocultural infrastructure and maintenance
- **enhance** the register of visual, performance and community artists interested in place making, with an established process and payment system for creative input

This process aligns with the following Sunshine Coast Council Corporate Plan themes:

- 3. Innovation and Creativity**
 - 3.3 A creative and artistic region
- 5. Social cohesion**
 - 5.3 A sense of identity and belonging
- 7. Managing Growth**
 - 7.2 The heritage and character of our communities is protected, and
 - 7.3 Well designed and beautiful places

9.2 Krauss Locomotive display and associated future public and community art works

The Krauss Locomotive display sits within the outcomes of this agenda in both immediate and longer term.

Immediate outcomes include the reflection of historical human use of Buderim as a place, it's meaning and cultural significance, and the acknowledgement of the artists (in this case the working members of the BPHTI Krauss Restoration Group), contribution to heritage and character to the Buderim community.

Coupled with the proposed locomotive display, possible future public art works will achieve longer term and more general outcomes including:

- community loved and used artistic objects and creative spaces around Buderim that are specific to the site and signify the culture of the place
- some detailed examples of the value and possible direction for public and community art on the Sunshine Coast
- better planning for art and cultural events and objects in terms of both physical and sociocultural infrastructure and maintenance.

Any future public and/or community artworks will continue to adhere to the Sunshine Coast Council's Public Art Policy working collaboratively with the community and local artists to develop a strategic art planning framework ensuring placemaking and vibrancy.

Attempts will continue to be made to incorporate public art input from the outset of landscape and urban design projects, ensuring that proposed installations are consistent with Buderim's distinct natural and cultural heritage, showcasing Buderim as a key destination on the Sunshine Coast.

10.0 Future Recommendations - Detailed Design

The following items require further consideration and resolution during the detailed design phase:

10.1 Building Design

A detailed building design needs to be developed for the display. Factors such as security, pedestrian access, lighting, signage and visual legibility will all be essential considerations.

- The building and all services are to be compliant with the National Construction Code (with particular reference to the Building Code of Australia) and all other applicable legislation pertaining to the proposed use/occupancy.
- A whole of life analysis is to be undertaken on the costs associated with the proposal. This will give Council a full understanding of the operating, maintenance and capital costs to be inherited as a result of this proposal.
- The proposed use is to comply with Council's Planning Scheme and any master planning of the site.
- The proposed use is to align with the intent of Council's endorsed Strategies.
- Any proposed building works are to be undertaken in accordance with Council's Design Guidelines which aims to achieve economies of scale through region-wide standardisation of sustainable design practices whilst incorporating applicable place-making principles. Final design is to be signed off by B&FS Team Leader Project Services prior to any building works being commenced.
- Tenure arrangements for use/occupancy of the facility are to be finalised prior to any works being undertaken on the site.
- The display should be designed to enhance the existing built-form character and the following elements should be considered in relation to adjacent and nearby premises:
 - mass and proportion
 - building materials, patterns, colours and decorative elements
 - roof form and pitch
 - verandahs, eaves and parapets
 - landscaping
- The display should address the street by incorporating features such as active street fronts and other elements of Queensland vernacular architecture. The building should avoid having large areas of flat blank wall and should use elements such as balconies, verandahs, stepped forms and textured materials to create visual interest and 'soften' the impact of the built form.

10.2 Landscape and Urban Design

The display should incorporate extensive and attractive landscaping that complements the existing streetscape.

- Park infrastructure that will be identified in the detailed design phase include the siting of drinking fountains, seating, bicycle parking, lighting and maintenance vehicle access in and around the site.
- The planting design will build on Buderim's status as a Garden Village through the use of native and subtropical plants. The significance of the Poinciana tree and Buderim's cultural connection with ginger, citrus and culinary heritage could also be incorporated in the planting palette.
- The detailed design should encompass a Placemaking site response that translates the site's cultural and natural heritage into the design of furniture, art, play areas and the planting palette. Themes may include Buderim's rich red basalt soil, Buderim's volcanic rock formations; Farming and Logging; Culinary heritage; Garden Village and Botanical theming; Edna Walling; Banksia spinulosa (Aboriginal name - Buderim); Arts and Craft; the Burgundy colour scheme.
- The completion of a Public Art and Interpretation Detailed Design that identifies opportunities for the incorporation of cultural aspects within the site, adhering to SCC's Public Art Policy, 2011.
- Final Design is to be signed off by Parks and Gardens Manager

10.3 Other Considerations

- Grants and additional funding are to be secured to enable the constructed completion of the project. Sources may include private enterprise, Sunshine Coast Council and State or federal Government grants.
- The application and approval of all necessary building permits and approvals will be required for the progression of the design and eventually the construction of the display.
- Ongoing consultation will be required with external agencies including the Department of Main Roads in relation to the Burnett Street and Lindsay park/road interface.
- A Memorandum of Understanding between Buderim-Palmwoods Heritage Tramway Inc. and Sunshine Coast Council regarding the establishment and ongoing maintenance regime for the site.
- Continued Community Engagement will be ongoing throughout the project and is critical in maintaining absolute transparency and understanding between all stakeholders.

