

APPENDIX

INLAND
RAIL 

S

Non-Indigenous Cultural Heritage Technical Report

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail Helidon to Calvert EIS

Appendix S – Non-Indigenous
Cultural Heritage Technical
Report

**Australian Rail Track
Corporation**

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Abbreviations

Abbreviation	Explanation
AOI	Area of Interest (for site inspection)
C2K	Calvert to Kagaru Project
CBD	Central Business District
CHIMS	Cultural Heritage Information Management System
CHL	Commonwealth Heritage List
DES	Department of Environment and Science
DEHP	Department of Environment and Heritage Protection (Now DES)
EIS	Environmental Impact Statement
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth)
G2H	Gowrie to Helidon Project
H2C	Helidon to Calvert (the Project)
ICC	Ipswich City Council
ICOMOS	International Council on Monuments and Sites
km	Kilometres
LHR	Local Heritage Register
LVRC	Lockyer Valley Regional Council
m	Metres
MNES	Matters of National Environmental Significance
NHL	National Heritage List
NSW	New South Wales
Planning Act	<i>Planning Act 2016</i> (Qld)
Planning Regulation	Planning Regulation 2017 (Qld)
QH Act	<i>Queensland Heritage Act 1992</i>
QHC	Queensland Heritage Council
QLD	Queensland
QR	Queensland Rail
QSA	Queensland State Archives
RNE	Register of the National Estate
SEQ	South East Queensland
	Queensland State Heritage Register
SLQ	State Library of Queensland
ToR	Terms of Reference
UQ	University of Queensland
WHL	World Heritage List
WWI	First World War (1914-1918)
WWII	Second World War (1939-1945)

Glossary

Term	Explanation
Colonial	Period before 1901
Disturbance footprint	The Disturbance footprint is the disturbance footprint (both temporary and permanent) associated with the Project, incorporating all areas subject to direct disturbance
EIS investigation corridor	The Environmental Impact Statement (EIS) investigation corridor includes the land surrounding the permanent operational and temporary construction disturbance footprint for the Project within a 1 km radius.
Federation	Period between 1901 and WWI
Interwar	Period between WWI and WWII
Main Line	Railway line between Brisbane and Toowoomba
Permanent operational disturbance footprint	The areas of the Project that will be permanently and directly impacted by the operation of the rail line and associated facilities
Temporary construction disturbance footprint	The areas of the Project that will be directly impacted by the construction of the rail line, lay down areas, borrow pits, and other areas that will only be used during construction and will be rehabilitated prior to operation and will only be used temporarily

1 Introduction

This non-Indigenous heritage assessment has been undertaken to inform the concept design, modelling and preparation of the Environmental Impact Statement (EIS) for the Helidon to Calvert (H2C) Project (the Project). Indigenous cultural heritage is being identified and assessed through a separate process undertaken with the relevant Aboriginal Parties and is outside the scope of this technical assessment.

1.1 Scope of assessment

The Terms of Reference (ToR) for the Project cultural heritage assessment requires that: 'The construction and operation of the Project should aim to ensure that the nature and scale of the Project does not compromise the cultural heritage significance of a heritage place or heritage area'.

For non-Indigenous historical heritage, Section 11.178 of the ToR identifies the requirement to: *undertake a study of, and describe, the known and potential historical cultural and landscape heritage values of the area potentially affected by the Project. Any such study should be conducted by an appropriately qualified cultural heritage practitioner. Provide strategies to mitigate and manage any negative impacts on non-Indigenous cultural heritage values and enhance any positive impacts.*

In accordance with these requirements, this cultural heritage assessment seeks to:

- Identify known and potential historical cultural heritage values of the cultural heritage study area
- Assess the significance of these values
- Assess the Project's potential impacts on these values
- Recommend measures to manage or mitigate impacts on cultural heritage values.

1.2 Environmental Impact Statement investigation corridor

The following terms are adopted for this assessment:

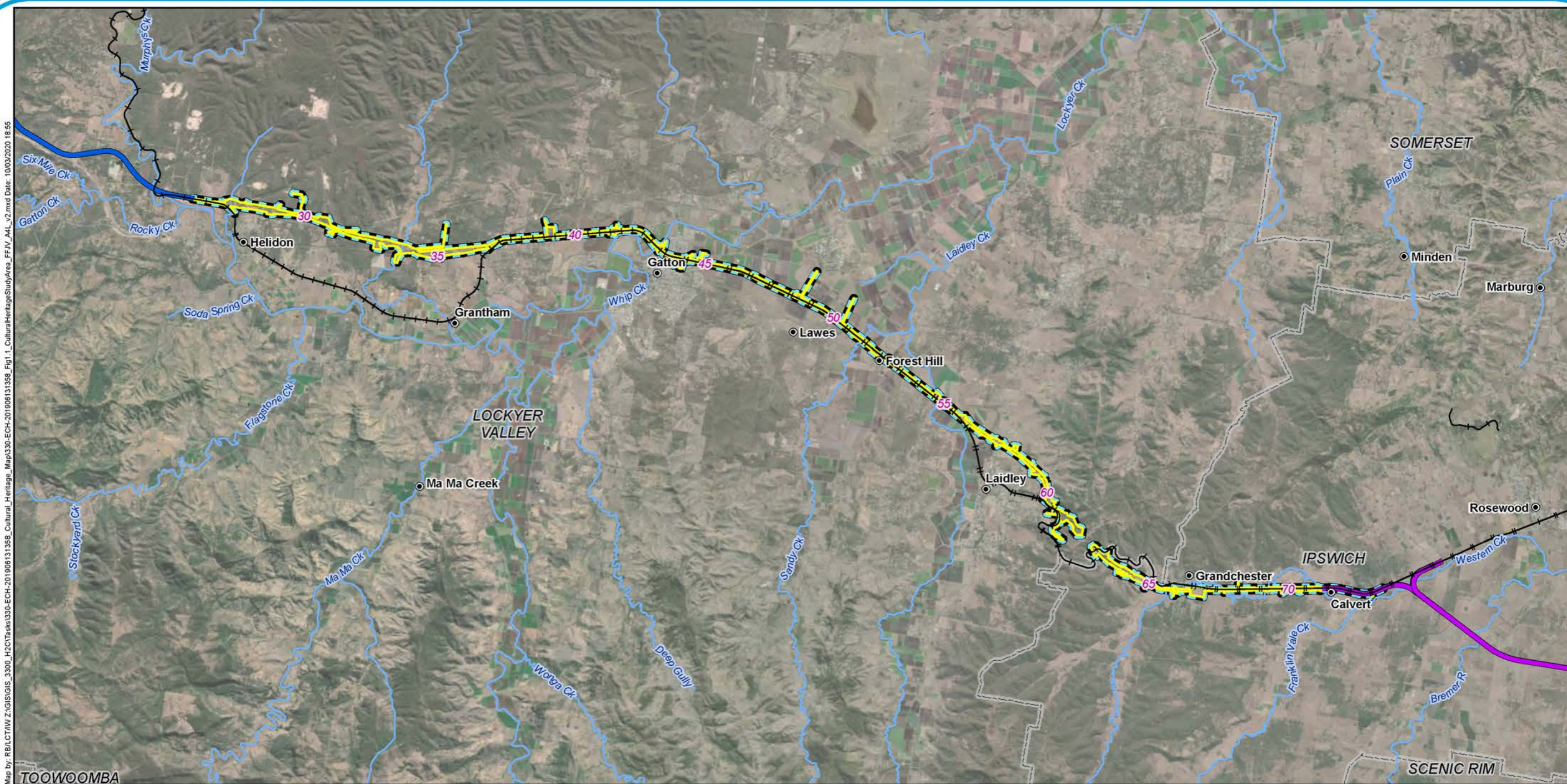
- EIS investigation corridor – the area up to 1 kilometre (km) either side of the proposed alignment
- Permanent operational and temporary construction disturbance footprint – collectively referred to as the 'disturbance footprint', the area of all ground-disturbing works, including construction and operational activities
- Cultural heritage study area – the area of impact assessment, including the permanent operational and temporary construction disturbance footprint plus 50 metres (m) on either side to capture indirect impacts from factors such as increased dust, vibration, and/or flooding. The distance of 50 m is considered optimal based on the experience of the authors on similar projects.

In order to contextualise the heritage assessment process, register searches and analysis of historical mapping has been undertaken within the EIS investigation corridor, comprising the disturbance footprint plus 1 km on either side of the proposed alignment (refer Figure 1.1).

1.3 Authorship

In accordance with ToR Section 11.178 (refer Section 1.1), this assessment has been undertaken by appropriately qualified cultural heritage practitioners:

- Kate Quirk PhD (Archaeology), BA (Hons) (Senior Heritage Specialist)
- Susan Lampard PhD (Archaeology), BA (Hons) (Senior Heritage Specialist)
- Luke Kirkwood BA/BSc (Hons) (Principal Heritage Specialist).



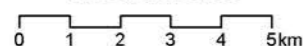
Map by: REPLIC/TM/Z:IGIS/IGIS_3300_H2C/Tasks/330-ECH-201906131358_Cultural_Heritage_Map/330-ECH-201906131358_Fig.1_CulturalHeritageStudyArea_FF_IV_A4L_v2.mxd Date: 10/03/2020 16:55

Legend

- 5 Chainage (km)
- EIS disturbance footprint
- Localities
- Cultural heritage study area
- Existing rail
- Local Government Areas
- G2H project alignment
- C2K project alignment
- Watercourses



A3 scale: 1:150,000



2 Legislation, policy and guidelines

2.1 Terms of Reference requirements

As described in Section 1.1, the relevant sections of the Terms of Reference (ToR) (Part B, Section 11) associated with Cultural heritage have been reproduced in Table 2.1, alongside the relevant sections of this report which address these requirements.

Table 2.1 Terms of Reference requirements

Terms of Reference requirements	Where addressed
Information requirements	
11.178. For non-indigenous historical heritage, undertake a study of, and describe, the known and potential historical cultural and landscape heritage values of the area potentially affected by the project. Any such study should be conducted by an appropriately qualified cultural heritage practitioner. Provide strategies to mitigate and manage any negative impacts on non-indigenous cultural heritage values and enhance any positive impacts	Sections 1.3, 4, 5, 7 and 8; and Chapter 18, Sections 18.8.2, 18.9.2, 18.10.2, 18.11.2, 18.12.2, and 18.13.2

2.2 Commonwealth legislation

2.2.1 Environment Protection and Biodiversity Act 1999

The primary objective of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) is to provide for the protection of the environment, particularly those aspects that are matters of national environmental significance (MNES).

The EPBC Act defines 'environment' as both natural and cultural environments and therefore includes Aboriginal and non-Aboriginal historical cultural heritage items. Under the Act, protected heritage items are listed on the World Heritage List (WHL), National Heritage List (NHL) (items of significance to the nation) or the Commonwealth Heritage List (CHL) (items belonging to the Commonwealth or its agencies). These two lists replaced the Register of the National Estate (RNE). The RNE has been suspended and is no longer a statutory list; however, it remains as an archive.

Searches of the WHL, NHL, CHL and RNE were undertaken on 6 August 2019, and eight RNE places were identified within the EIS investigation corridor, with six located in the cultural heritage study area (refer Section 5.1).

2.3 State legislation

2.3.1 Queensland Heritage Act 1992

The *Queensland Heritage Act 1992* (Qld) (QH Act) provides the framework for assessing the significance of items and places of historical cultural heritage value in Queensland (QLD) and is administered by the Department of Environment and Science (DES), with advice from the Queensland Heritage Council (QHC). It makes provision for the conservation of Queensland's cultural heritage by protecting all places and areas listed on the QLD State Heritage Register (SHR).

Broadly, a place is considered to be of state cultural heritage significance if:

its heritage values contribute to our understanding of the wider pattern and evolution of Queensland's history and heritage. This includes places that contribute significantly to our understanding of the regional pattern and development of Queensland (Department of Environment and Heritage Protection (DEHP) 2013:6).

Under Section 35 (1) of the QH Act, a place may be entered on the SHR if it satisfies one or more of the following criteria, if the place:

- Is important in demonstrating the evolution or pattern of QLD's history
- Demonstrates rare, uncommon or endangered aspects of QLD's cultural heritage
- Has potential to yield information that will contribute to an understanding of QLD's history
- Is important in demonstrating the principal characteristics of a particular class of cultural places
- Is important because of its aesthetic significance
- Is important in demonstrating a high degree of creative or technical achievement at a particular period
- Has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons
- Has a special association with the life or work of a particular person, group or organisation of importance in QLD's history.

Part 9, Division 1 of the QH Act also provides protection for places that have potential archaeological significance, as well as for underwater cultural heritage (shipwrecks). Section 89 (QH Act) requires a person to notify DES's chief executive of an archaeological artefact that is an important source of information about an aspect of QLD's history. This notice must be given as soon as practicable after the person discovers the item. Section 90 (QH Act) stipulates that it is an offence to interfere with an archaeological artefact once notice has been given of the artefact to the chief executive.

Searches of the SHR were undertaken on 6 August 2019, with nine places identified within the EIS investigation corridor, eight of which are also within the cultural heritage study area (refer Section 5.1).

2.3.2 Planning Act 2016

The *Planning Act 2016* (QLD) (Planning Act) provides the overall framework under which development to which the Act applies is regulated in QLD. The Planning Act is supported by the Planning Regulation 2017 (QLD) (Planning Regulation).

Development that is categorised as assessable requires a development approval under the Planning Act. Development may be categorised as assessable by either or both the Planning Regulation or a local government planning scheme (among other instruments). Schedule 10 of the Planning Regulation requires that, unless an exemption has been obtained from DES under the QH Act (refer Section 2.3.1), development on or adjoining a QLD heritage place is assessable and will require a development approval. Although development on a local heritage place is usually assessable, Schedule 6 of the Planning Regulation provides that development for the construction of 'government supported transport infrastructure' such as the Project is exempt from these requirements.

2.4 Local government legislation

Local heritage places are managed under Part 11 of the QH Act, local planning schemes and the Planning Act. The QH Act provides a process for establishing a local heritage register and nominating places to be included on the local heritage register. As defined by the former DEHP (now DES) (2013), a place is considered to be of local (rather than State) significance if 'its heritage values do not contribute significantly to our understanding of the wider pattern and evolution of QLD's history and heritage'.

Different planning schemes refer to places of local heritage value in different ways (refer below). For the sake of consistency and clarity, however, this report will identify all locally listed places as Local Heritage Register (LHR) places.

2.4.1 Ipswich City Council

The western most sections of the EIS investigation corridor are located within the Ipswich local government area and are covered by the 2006 planning scheme. Places of local heritage value are listed in the scheme's Schedule 2 – Character Places, and places of potential heritage value are listed in Schedule 3 – Identified Places of Interest. Places listed on both these schedules are protected under the Character Places Overlay Code (s11.3.1) although, as noted in Section 2.3.2, the Project is exempt from these local planning controls.

The planning scheme does not provide assessments against significance for local heritage places, but these are available for most sites in the Ipswich Heritage Study (Buchanan Architects 1996; University of Queensland (UQ) Archaeological Services Unit 1992), which forms the basis of the overlay (refer Section 5.2.3).

A search of Schedule 2 and Schedule 3 of the planning scheme on 6 August 2019 indicates that there are 17 Ipswich City Council (ICC) LHR places within the EIS investigation corridor, six of which are also in the cultural heritage study area.

2.4.2 Lockyer Valley Regional Council

The bulk of the EIS investigation corridor is located in the Lockyer Valley local government area and is covered by two legacy planning schemes: the Gatton Shire Planning Scheme 2007 and the Laidley Shire Planning Scheme 2003. The Gatton Shire Planning Scheme lists local heritage places in Schedule 2 (Register of Heritage Places and Precincts) and protects these locations under the Cultural Heritage Places and Precincts Overlay (Division 5 and 6). However, as noted in Section 2.3.2, the Project is exempt from these local planning controls.

The Laidley Planning Scheme shows the location of local heritage places on the Identified Places/Areas of Cultural Heritage Significance Overlay Map and provides protections under Part 5 (Overlays) and 6 (Assessment Criteria). Neither of these planning schemes provides assessments against significance for the listed heritage places.

A search of the legacy planning schemes on 6 August 2019 indicates that there are 62 Lockyer Valley Regional Council (LVRC) LHR places within the EIS investigation corridor, 14 of which are also in the cultural heritage study area.

3 Methodology

The historical heritage assessment is informed by legislative and Project ToR requirements, as well as the guideline *Assessing cultural heritage significance: Using the cultural heritage criteria* (DEHP 2013), which provides a framework for identifying and managing historical significance under the QH Act. In keeping with this framework, the key elements of the assessment are:

- Background research
- Historical cultural heritage inspection
- Significance assessment
- Impact assessment
- Management recommendations.

3.1 Background research

The aim of the background research is to:

- Develop an understanding of the known and potential historical heritage values of the Project
- Identify areas of known or potential heritage value for subsequent inspection
- Provide an historical context against which the significance of these values can be assessed.

A three-stage process has been used to fulfil these aims, comprising: register searches, analysis of historical mapping, and review of previous studies.

3.1.1 Register searches

Searches of all relevant heritage registers were conducted to identify previously recorded heritage places. Registers consulted include:

- World, National and Commonwealth Heritage Registers
- QLD Heritage Register
- Register of the National Estate (non-statutory)
- Register of the QLD National Trust (non-statutory)
- DES Cultural Heritage Information Management System (CHIMS) (non-statutory)
- Local Heritage Registers – ICC, LVRC
- QLD Rail Heritage Register (non-statutory).

Consideration of non-statutory places was included to demonstrate that a comprehensive due diligence has been undertaken. Non-statutory registers may provide an indication of 'the known and potential historical cultural and landscape heritage values of the area', as required by the ToR (refer Section 1.1). Non-statutory registers are an indication of the types of places considered important by the community (or sections thereof), but which have not gone through the process of listing on statutory registers. It is interesting to note, for example, that the Little Liverpool Range tunnel (which will not be impacted) is arguably of State heritage significance, but are so far listed only on the non-statutory CHIMS database. There is no legislative requirement to protect non-statutory places, but impacts may cause community concern if not appropriately managed.

Similarly, while the Project is exempt from complying with the local planning schemes, items of local heritage significance are identified within heritage registers of the relevant local governments. In response to the ToR which require consideration of social and economic matters at a local level, locally listed items have been addressed and mitigated, where required.

3.1.2 Analysis of historical mapping

Analysis of historical maps and other images has been undertaken to develop an appreciation of the creation and evolution of the historical landscape. Sources consulted include:

- Cadastral mapping (showing property owners, reserves, roads and other infrastructure)
- Topographic mapping (showing the location of structures, types of landforms, the extent of vegetation clearance and the alignment of roads and railway)
- Aerial imagery (showing the location of structures, the extent of vegetation clearance and the alignment of roads and railway).

Each of these resources was georeferenced using GIS software, enabling an accurate understanding of the location of the Project relative to elements of the historical landscape. This facilitated the identification of previously unrecorded heritage sites, such as early structures which are no longer standing, but which have the potential for archaeological deposits.

3.1.3 Review of previous studies

Previous heritage studies of relevance to the Project were reviewed, along with more general primary and secondary historical sources. These included:

- Cash, G. 2015. *The Main Line: A Brief History of the Line from Ipswich to Grandchester and on to Toowoomba*. Brisbane, Queensland: Qld Look Out Press
- National Trust of Queensland. 1976. *The Brisbane Valley: A Townscape Study of the Brisbane Valley, Lockyer Valley Region for the National Estate*. Brisbane, Queensland: National Trust of Queensland
- Uniquist. 1995. *South East Queensland 2001: Cultural Heritage Places Study*. Stage 1. Vol. 1. Brisbane
- UQ Archaeological Services Unit 1992 *Ipswich Heritage Study*. Unpublished report to ICC.

The information garnered from these sources was used to identify any additional areas of heritage significance, but also to generate an overview of the history of the area, providing a context against which heritage values were assessed.

3.2 Selection of sites for inspection

Given the extent of the Project, it was considered neither practical nor feasible to inspect the entire alignment. Instead, a targeted survey strategy was used, focussing on areas of highest heritage potential. These Areas of Interest (AOI) were identified during the background research, and included:

- Registered heritage places (statutory and non-statutory)
- Previously identified but unregistered places
- New places identified during historical research.

The inspection of AOI was prioritised based on their proximity to Project works (and hence likelihood of impacts) and their heritage potential (high, medium or low) refer to Table 3.1 and Table 3.2. It should be noted that site H2C-19-42 was initially outside of the cultural heritage study area and was therefore not inspected. Subsequent revisions to the Project boundaries have brought this site into the cultural heritage study area.

Table 3.1 Areas of interest levels of heritage potential

Potential	Description	Example
High	Places that have potential for early or complex structures and archaeological deposits Registered heritage places	Homestead complexes Early slab huts
Medium	Places that have the potential for simple or later structures and archaeological deposits	Later single dwellings.
Low	Places that have the potential for very simple or modern structures and archaeological deposits	Dips, bridges

Table 3.2 Areas of interest inspection priority

Priority		Heritage potential		
		High	Medium	Low
Within cultural heritage study area	Yes	1	2	3
	No	3	4	5

3.3 Significance assessment

The significance of historical heritage places is assessed in accordance with the QH Act and *Assessing cultural heritage significance: Using the cultural heritage criteria* (DEHP 2013). A place may be considered to be of heritage significance if it meets one or more of the criteria stipulated in the QH Act (Section 35), as outlined in Table 3.3.

Table 3.3 Queensland State heritage significance assessment criteria

Criterion	Description of the Place
A – historical	Is important in demonstrating the evolution or pattern of history
B – rarity	Demonstrates rare, uncommon or endangered aspects of cultural heritage
C – research	Has potential to yield information that will contribute to an understanding of history
D – representativeness	Is important in demonstrating the principal characteristics of a particular class of cultural places
E – aesthetic	Is important because of its aesthetic significance
F – creative/technical	Is important in demonstrating a high degree of creative or technical achievement at a particular period
G – social	Has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons
H – associational	Has a special association with the life or work of a particular person, group or organisation of importance.

These criteria may be fulfilled at a number of thresholds, ranging from world to local, depending on the importance of the place, and the contribution it makes to our understanding of the past (refer Table 3.4).

Table 3.4 Levels of cultural heritage significance

Significance	Description of Heritage Values
World	Contribute to our understanding of the pattern and evolution of world history and heritage and the place is considered to be of outstanding value to humanity
National	Make an outstanding contribution to our understanding of the pattern and evolution of Australia's history and heritage
State	Contribute to our understanding of the wider pattern and evolution of QLD's history and heritage
Local	Contribute to our understanding of the pattern and evolution of local history and heritage.

Source: DEHP (2013)

3.3.1 Historical themes

To assist in the assessment of historical significance, the former DEHP (now DES) developed a thematic framework that identifies the most important events, processes and trajectories in QLD history (refer Figure 3.1) (DEHP 2013). Places that demonstrate one or more of these themes are more likely to be of historical heritage significance.

- | | |
|---|--|
| <ul style="list-style-type: none">1. Peopling places<ul style="list-style-type: none">1.1 the first inhabitants1.2 migration from outside and within1.3 encounters between Indigenous and non-Indigenous peoples1.4 family and marking the phases of life2. Exploiting, utilising and transforming the land<ul style="list-style-type: none">2.1 exploring, surveying and mapping the land2.2 exploiting natural resources2.3 pastoral activities2.4 agricultural activities2.5 managing water2.6 managing flora and fauna2.7 experimenting, developing technologies and innovation2.8 protecting and conserving the environment2.9 valuing and appreciating the environment and landscapes3. Developing secondary and tertiary industries<ul style="list-style-type: none">3.1 feeding Queenslanders3.2 developing manufacturing capacities3.3 developing engineering and construction industries3.4 developing economic links outside Queensland3.5 struggling with remoteness, hardship and failure3.6 inventing devices3.7 financing3.8 marketing, retailing and service industries3.9 informing Queenslanders3.10 entertaining for profit3.11 lodging people3.12 catering for tourists3.13 adorning Queenslanders4. Working<ul style="list-style-type: none">4.1 organising workers and workplaces4.2 caring for workers' dependent children4.3 working in offices4.4 unpaid labour4.5 trying to make crime pay4.6 surviving as Indigenous people in a white-dominated economy4.7 working as exploited/indentured labour | <ul style="list-style-type: none">5. Moving goods, people and information<ul style="list-style-type: none">5.1 utilising human movement5.2 using draught animals5.3 using rail5.4 using shipping5.5 using motor vehicles5.6 using air transport5.7 telecommunications5.8 postal services6. Building settlements, towns, cities and dwellings<ul style="list-style-type: none">6.1 establishing settlements6.2 planning and forming settlements6.3 developing urban services and amenities6.4 dwellings7. Maintaining order<ul style="list-style-type: none">7.1 policing and maintaining law and order7.2 government and public administration7.3 customs and quarantine services7.4 local government7.5 withstanding physical threats to order7.6 defending the country8. Creating social and cultural institutions<ul style="list-style-type: none">8.1 worshipping and religious institutions8.2 cultural activities8.3 organisations and societies8.4 festivals8.5 sport and recreation8.6 commemorating significant events9. Educating Queenslanders<ul style="list-style-type: none">9.1 primary schooling9.2 secondary schooling9.3 educating adults9.4 tertiary education10. Providing health and welfare services<ul style="list-style-type: none">10.1 health services10.2 caring for the homeless and destitute10.3 caring for women and children |
|---|--|

Figure 3.1 Queensland thematic framework

Source: DEHP (2013)

3.4 Impact assessment

The potential impacts on the heritage values are assessed using criteria developed from the *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (International Council on Monuments and Sites (ICOMOS) 2011), along with the standard impact assessment methodology used for the Project.

Under the ICOMOS guidelines, two key elements are required to assess impacts on heritage places: the value of the place; and, the extent of the change to this value. The value of the place is a measure of its importance, also referred to as its significance. As outlined in the previous section, places can be of differing levels of importance, or significance: local, state, national or world significance (refer also ICOMOS (Australia) 2013). Places of local significance are important only to their immediate community, places of state significance to the wider region, and places of national significance to the country as a whole. Places of world significance are important to all of humanity, possessing one or more Outstanding Universal Values. The more valuable a place is, the more vulnerable it is to change. Hence value, or significance as it is used here, is a measure of sensitivity.

The differing significance of a place's heritage values and their relative sensitivity to impact is summarised in Table 3.5.

Table 3.5 Levels of cultural heritage sensitivity

Sensitivity	Justification	Status
Extreme	Attributes which convey Outstanding Universal Values of World Heritage Place	Fulfils criteria for local, state, national and international listing
Very High	Exceptional, rare or outstanding attributes demonstrating important themes in national or international history and heritage	Fulfils criteria for local, state, national or potentially international listing
High	Attributes demonstrating important themes in state history and heritage	Fulfils criteria for local and state listing
Moderate	Attributes demonstrating important themes in local history and heritage	Fulfils criteria for local listing and may fulfil criteria for state listing
Low	Attributes demonstrating minor themes in local history and heritage	May fulfil criteria for local listing and does not fulfil criteria for state listing
Negligible	Attributes that have no heritage significance	Does not fulfil criteria for local or state listing

The degree of impact an activity will have on a heritage place is assessed in terms of the magnitude of change to the acknowledged heritage values of a place as summarised in Table 3.6. These impacts may be direct, such as the demolition of heritage buildings, or indirect, such as changes to the views or setting of a heritage place. In some cases, indirect impacts might also cause physical damage to a heritage place, such as excessive vibration causing structural damage, or excessive pollution causing damage to surfaces.

Table 3.6 Determining magnitude of change

Magnitude	Example criteria
Major	Change to all or most significant aspects of the place, such that its heritage values are substantially reduced or destroyed
Medium	Change to some significant aspects of the place, such that some of its heritage values are partially reduced
Low	Minor change to significant aspects of the place, such that some of its heritage values are slightly reduced
Negligible	Changes to insignificant aspects of the places, such that its heritage values are not reduced
No change	No change

The final assessment of the significance of impact on a heritage place is a factor of the cultural heritage sensitivity of the place, combined with the predicted magnitude of change, as outlined in Table 3.7. A prediction of impact significance can be made both before and after the implementation of identified mitigation measures, allowing the efficacy of the measures to be assessed and revealing residual impacts that need to be taken into account.

Table 3.7 Estimating impact significance

Significance of impact		Magnitude of change				
		Major	Medium	Low	Negligible	No change
Cultural heritage sensitivity	Extreme	Very large	Large/very large	Moderate/large	Slight	Neutral
	Very high	Very large	Large/very large	Moderate/large	Slight	Neutral
	High	Large/very large	Moderate/large	Slight/moderate	Slight	Neutral
	Moderate	Moderate/large	Moderate	Slight	Neutral/slight	Neutral
	Low	Slight/moderate	Slight	Neutral/slight	Neutral/slight	Neutral
	Negligible	Slight	Neutral/Slight	Neutral/Slight	Neutral	Neutral

4 Historical context

4.1 Overview

4.1.1 Exploration and penal settlement

The first permanent settlement in QLD was the Moreton Bay Penal Colony, established at what is now Brisbane in 1824. Almost immediately, explorers including John Oxley, Allan Cunningham, and then-Commandant Captain Patrick Logan set out to explore the hinterland to the west, following the major watercourses including the Logan River, Brisbane River and Bremer River (Johnston 1988). In 1824, Oxley followed the Brisbane River as far as present-day Goodna and, the following year, Major Edmund Lockyer was dispatched to find the river's source.

Lockyer followed the route of his predecessor along the Brisbane River to the junction with the Bremer River, and then further north and west. Approximately 125 km west of Brisbane, Lockyer came across a large creek feeding into the Brisbane River. Lockyer followed this creek – which was subsequently named for him - for some 5 km and offers the following description of the 'fine piece of land' that would become known as the Lockyer Valley: 'scarcely any wood of consequence to impede cultivation. The natives had lately set fire to the long grass and the new grass was just above ground, making this plain appear like a bowling green. The soil rich beyond any idea...' (Lockyer 1920:68). Lockyer noted that rice, sugar cane, cotton and coffee could be cultivated on this rich plain, and that there was plenty of game to feed settlers while they became established, including fish and eels, kangaroo, turkey and duck (Talbot 2014).

In 1828, botanist Allan Cunningham was charged with finding more pastoral land for the burgeoning colony of New South Wales (NSW) (of which QLD was then a part). His first task was to find a route through the Great Dividing Range, permitting the settlement of the rich plains of the Darling Downs. Having accomplished this aim with the discovery of Cunningham's Gap, he was charged the following year with further explorations of the Brisbane River. Setting out from Limestone (now Ipswich), Cunningham followed a route that approximates that of the Project: Rosewood to Grandchester, over the Little Liverpool Range to Laidley, then onto Forest Hill, Gatton and Helidon. He reported areas of good soil, pasture and water (Talbot 2014).

By the following decade, the transportation of convicts to the Moreton Bay Penal Colony had ceased, and the penal facilities began to close. In 1839, the last remaining convicts were relocated to the southern colonies and, three years later, the Moreton Bay Colony was opened to free settlement (Johnston 1988).

4.1.2 Free settlement

No doubt encouraged by the positive reports of Oxley, Cunningham and other early explorers, newcomers were quick to take up land for pastoral farms in the new Moreton Pastoral District. Like those earlier explorers, the settlers initially followed the major water courses inland to find suitable holdings, travelling along the Brisbane and Bremer rivers and Lockyer Creek. The area around the Project was taken up as four large pastoral runs: Laidley Plains/Franklyn Vale, Tenthill, Grantham and Helidon (refer Figure 4.1) (Blake 1991; Talbot 2014).

These early runs focussed on sheep grazing with some growing of crops, mostly grains. By the end of the 1840s, however, it was discovered that the poorly draining alluvial soils of the plains rendered sheep prone to foot rot, and that the lack of a road or rail network made the transport of harvest to market prohibitively expensive. Consequently, these ventures were largely abandoned in favour of raising cattle (Collyer 1991).

4.1.3 Closer settlement

From the early 1860s, the large pastoral runs and squatter's leases were resumed by the Government to allow for closer settlement. The smaller farms moved away from purely grazing and became known for the production of maize, potatoes, lucerne, rye and barley (Meston 1890:28). From the 1900s, dairying also became an important local industry and grew rapidly – by 1905 there were 800 dairy farmers with over 100,000 cattle in the Gatton and Laidley areas, according to Cilento & Lack (1959:357).

The increasing population of farmers led to the creation of small service centres, including Bigge's Camp (Grandchester), Gatton, Helidon and others. While these service centres were, generally, established prior to the late 1860s, the coming of the railway solidified and galvanised these settlements as they serviced the growing agricultural sectors.

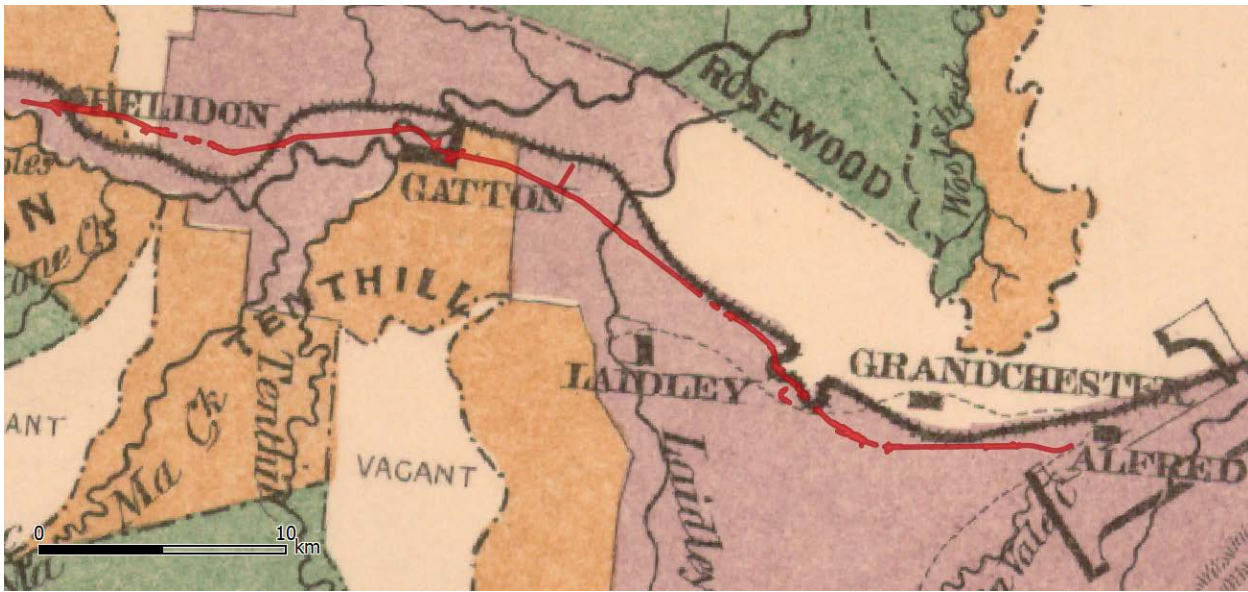


Figure 4.1 Detail of 1872 Moreton Pastoral District run map, showing approximate cultural heritage study area

Source: Surveyors General's Office (1872)

4.2 Coming of the railway

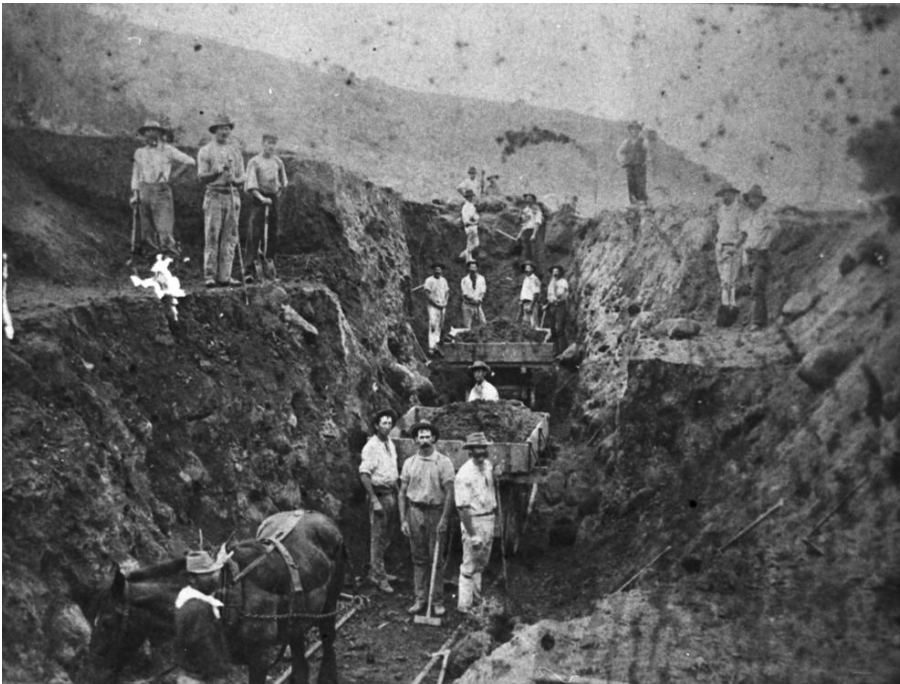
With the separation of QLD from NSW in 1859, it was recognised that one of the main obstacles to the economic development of the new colony was the lack of reliable transportation links between the main settlement of Brisbane, and the coal, food and wool growing areas to the west. Goods transported by dray needed to contend not only with many miles of poor country roads, but with the difficult terrain posed by the Little Liverpool Range west of Grandchester, and the Main Range (part of the Great Dividing Range) east of Toowoomba. The Brisbane and Bremer Rivers were navigable for small steamboats as far as Ipswich, and so it was decided that the main area of concern was that between Ipswich and Toowoomba (Cash 2015; Kerr 1990).

Proposals for a Main Line railway between the two centres had been made since the early 1850s, but it was not until the mid-1860s that the colonial government of QLD managed to secure the required funds. The first section of the railway, Ipswich to Grandchester (then known as Bigge's Camp) was commenced in 1864 and completed the following year. The railway station constructed at the-then terminus of the line remains (refer Section 6.2) (Cash 2015; Kerr 1990).

The next sections of the line, from Grandchester to Helidon, were more problematic, requiring tunnels and cuttings to be constructed through the Little Liverpool Range (refer Photograph 4.1). The tunnelling works were beset by problems, including an over-estimation of integrity of the rock of the range, and a under-estimation of the number of bricks that would be required to stabilise the tunnel. Ultimately, the tunnel needed to be lined with four rows of bricks rather than the assumed one, resulting in an overrun of costs and time, and a reduction of tunnel clearance such that it was impassable by larger locomotives. Nonetheless, the works were eventually completed, and the line from Grandchester to Gatton was opened 1 June 1866, and the section onto Helidon at the end of July the same year (Cash 2015; Kerr 1990).

The section from Helidon, climbing the Main Range to Toowoomba, was an even greater challenge, requiring 157 cuttings, 128 embankments, 47 bridges, 177 culverts and nine tunnels. Matters were made more difficult with the 1866 banking collapse that threw government finances into crisis. The construction of the Main Line ground to a halt, as workers were dismissed or went without pay, and riots and looting broke out in Helidon, Laidley and Brisbane. Eventually, however, the issues were resolved, and the line to Toowoomba completed by 1 May 1867 (Cash 2015; Kerr 1990).

The next major round of works on the Main Line took place around the turn of the 20th century, when bridges were strengthened or replaced with embankments able to carry the larger locomotives coming into use. Tracks were also upgraded at this time, easing curves and grades west of Helidon (Kerr 1966). Another series of upgrades and alterations occurred in the mid-20th century, as diesel engines replaced steam locomotives, and again in the early 21st century, when catastrophic flooding damaged many sections of the Main Range and Lockyer Valley segments of the line (Cash 2015; Kerr 1990).



Photograph 4.1 Digging a cutting near Grandchester c 1865 (SLQ3458)

4.2.1 Helidon

Helidon was first established as a railway camp in 1864, selected for its proximity to the reliable water of Lockyer Creek. Sandstone quarries were established in the surrounding hills to provide materials for the railway (particularly for bridges and culverts) and would go on to supply stone for many of the major civic buildings in South East Queensland (SEQ). The town was surveyed in 1865 and, the following year, received its railway station, which is reputed to have had 'a well-appointed refreshment room' (Meston 1890; Talbot 2014). It is unclear when the original station buildings were replaced, but it is thought to have occurred around the middle of the 20th century (Buchanan Architects 2002).

4.2.2 Gatton

Gatton was first established as Lockyer's Creek in the early 1840s, when it was discovered to be the only passable creek crossing in the vicinity of the Tenthill, Helidon and Grantham runs. An inn and store was established at the site in 1843 and, in 1855, an area of land was excised from the surrounding Tenthill and Grantham runs and proclaimed as the village of Gatton. At the same time, the large pastoral stations were being resumed and broken up for closer settlement, and the population of the area dramatically increased. The new settlers needed stores, mail services, police and churches, and Gatton expanded to meet these needs (Cilento & Lack 1959; Meston 1890; NSW Government 1855; Talbot 2014).

At this time, the centre of Gatton was located to the west of the current central business district (CBD), on the original road from Toowoomba, and bounded by North and East Streets. This was changed, however, by the construction of the Main Line railway, and the establishment of the railway station to the north of the original settlement. Almost immediately, hotels sprung up next to the railway station, in the location of the current Commercial and Royal Hotels (refer Section 6 and Photograph 4.2), and other businesses followed suit. As a consequence, the town shifted north and east, re-centring itself around Railway Street.

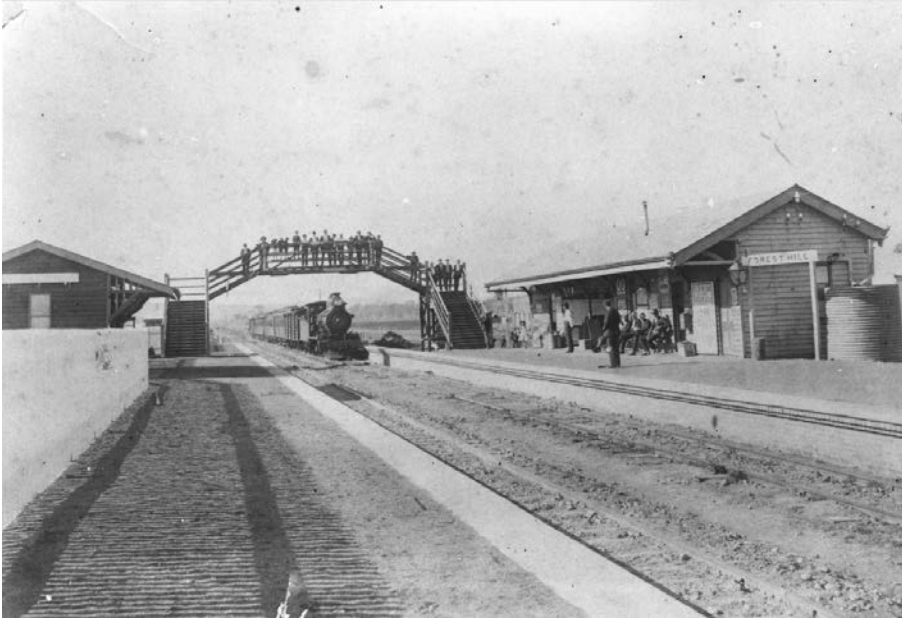


Photograph 4.2 Gatton c 1908, showing Plough Inn and Wilmot Hotel (location of Royal and Commercial Hotels) (SLQ 6988)

4.2.3 Forest Hill

Like Helidon, Forest Hill was established in the wake of the railway. At the time the line was constructed, this area was part of the large Rosewood pastoral run but, over the next three decades, land surrounding the line was gradually resumed, and broken into smaller freehold allotments. One of these freehold properties was Boyd's 'Forest Hill' most likely named after a locality identified by Cunningham in his original explorations of the area (Talbot 2014). Boyd arranged to have a siding constructed on his property in 1881 and, a few years later, a second siding was added 2 km to the east. In the late-1880s, the owners of Rosewood subdivided 3,500 acres (1,416 hectares (ha)) of land for sale as farm selections, and in the mid-1890s, the government resumed and sold a further 6,000 acres (2,428 ha) (DES 2016a).

The population around the Forest Hill sidings increased rapidly as a result, and the town of Forest Hill was established to support the growing community. By the early 1900s, the town had a population of nearly 700, supporting the growing numbers of dairy and horticultural farmers in the area, and was transporting more produce than either of the older settlements of Gatton and Laidley (refer Photograph 4.3) (DES 2016a). The population declined slightly to around 500, where it held steady until the mid-1960s, when it declined to 300 to 400 as dairying became less profitable (Centre for the Government of Queensland 2018).

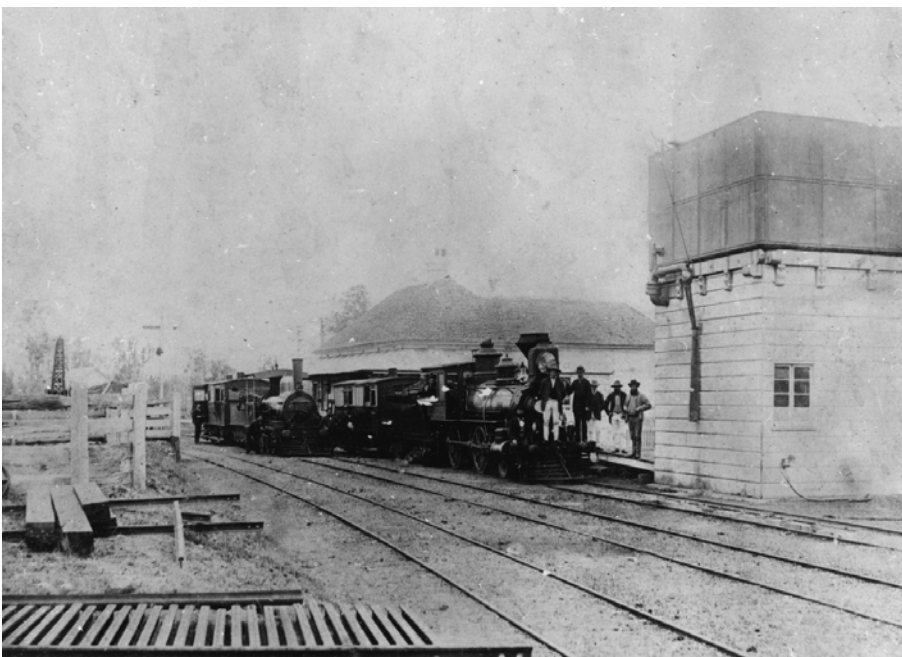


Photograph 4.3 Forest Hill Railway Station c 1900 (SLQ61221)

4.2.4 Grandchester (Bigge's Camp)

Bigge's Camp was named after brothers Frederick and Francis Bigge, who camped at the location in 1842 while travelling overland to their Mount Brisbane run (Queensland Times 12 February 1916:2). In 1850, the Colonial Government granted an inn licence to the Jockey Club at Bigge's Camp (The Moreton Bay Courier 20 April 1850:2), indicating it was, by then, on a well-travelled route inland. In August 1862, tenders were called for the construction of a lock up, although the necessity of the facility was questioned (North Australian and Queensland General Advertiser 14 August 1862:2).

The location of the camp, inn and lock up was probably a result of geography and access to water: it was at the foothills and in proximity to a waterhole, making it an ideal stop over before tackling the arduous trek across the Little Liverpool Range. These same reasons also led to the selection of Bigge's Camp for termination of the first stage of construction of the Main Line. When the railway line opened (refer Photograph 4.4), Bigge's Camp was renamed 'Grandchester' a Latinised version of 'large camp' (Buchanan Architects 2002).



Photograph 4.4 Grandchester Railway Station 1884 (SLQ64134)

4.2.5 Calvert

Like Gatton and Grandchester, Calvert was initially an inn on the road between Ipswich and Toowoomba. Owen's Inn had been established on Western Creek on what was then the pastoral run of Franklyn Vale. In 1855, the site was selected as the location of the village of Alfred, and became a stop on the coach route (City of Ipswich 2019; Talbot 2014).

The Main Line was constructed through Alfred in 1865, but no station or siding was provided at this time. Residents petitioned for a station, however, and were successful in 1877, when the station known as Western Creek was constructed (Kerr 1990). The railway station was renamed Calvert in 1887, by which time it boasted a 160 ft (50 m) platform, weighing machine, shelter shed, and goods shed. A new station building was added in 1914, followed by level crossing gate, animal yards and a cream shed.

The Calvert Railway Station was busy during World War II (WWII), with an ammunition facility and a large number of American troops stationed nearby at Mount Forbes (7 km south-east of Calvert), but declined quickly thereafter. By the 1950s, the station had been downgraded to a siding, and most of its infrastructure had been removed (City of Ipswich 2019; Kerr 1966).

5 Existing heritage context

5.1 Register searches

A search of all relevant statutory and non-statutory heritage registers on 6 August 2019, indicates that there are no WHL, NHL or CHL places within the EIS investigation corridor (refer Table 5.1). However, there are nine State heritage places within the EIS investigation corridor, eight of which are in the cultural heritage study area (refer Table 5.2) and 79 local heritage places (refer Table 5.3), 20 of which are in the cultural heritage study area (refer Table 5.3).

Additionally, there are 16 non-statutory listings, including eight RNE places, four QLD Rail Heritage Asset Register places, two CHIMS places, and one WWII historic heritage place within the EIS investigation corridor, half of which are also in the cultural heritage study area (refer Table 5.5). Aside from the ammunition facility (WWII Historic Places #748), the Lockyer Creek Rail Bridge (Queensland Rail (QR)), and the Victoria Tunnel and Ascent (CHIMS #2420), all of these non-statutory places are captured in the State or local listings. The inclusion on a non-statutory register is an indication of the esteem with which the items are held by the community, or segment thereof. There is no legislative requirement to protect non-statutory places, but impacts may cause community concern if not appropriately managed.

Table 5.1 Summary register searches

Register	Within the EIS investigation corridor	In cultural heritage study area
World Heritage List	0	0
National Heritage List	0	0
Commonwealth Heritage List	0	0
Register of the National Estate (non-statutory)	8	6
State Heritage Register	9	8
CHIMS (non-statutory)	2	0
LVRC LHR	62	14
ICC LHR	17	6
QLD WWII Historic Places (non-statutory)	1	0
QLD Rail Heritage Asset Register	4	3

Table 5.2 State heritage places

Name	ID	Proximity to Project
Forest Hill War Memorial	600649	Cultural heritage study area
Boer War Memorial	600510	Cultural heritage study area
Weeping Mother Memorial	600511	Cultural heritage study area
Grandchester Sawmills	600730	EIS investigation corridor
Shop, 3 Victoria Street, Forest Hill	600651	Cultural heritage study area
UQ Gatton Campus	601672	Cultural heritage study area
Grandchester Railway Complex	600729	Cultural heritage study area
Lockyer Hotel	600650	Cultural heritage study area
Forest Hill Hotel	600652	Cultural heritage study area

Table 5.3 Summary of local heritage places within the Environmental Impact Statement investigation corridor

Place type	Number
Bank	1
Cemetery	2
Civic Centre	1
Educational	1
Forest Hill Hotel	1
Gatton Railway Station	1
Hall	2
Hotel	3
House	44
Memorial	2
Monument	1
Post Office	1
Railway	4
Railway Footbridge	1
Religious	5
Sawmill	1
School	1
Shop	4
Shops	2
Water Tower	1
Total	79

Table 5.4 Local heritage places within cultural heritage study area

Place	Location	Area	Source
Memorial	Littleton Park, 24 Old College Road	Gatton Town	LVRC
Gatton Post Office	Crescent Street	Gatton Town	LVRC
Hotel	1 Railway Street, Gatton (Corner Crescent Street)	Gatton Town	LVRC
Hotel	2 Railway St (Corner Crescent Street)	Gatton Town	LVRC
House	4 Gaul Street, Gatton	Gatton Town	LVRC
Educational	UQ Gatton Campus, Lawes	Special Sites	LVRC
Gatton Railway Station	Railway Street	Gatton Town	LVRC
Station Masters Residence	Hickey Street	Gatton Town	LVRC
Boer War Memorial and Park	Crescent Street	Gatton Town	LVRC
Railway Footbridge	Railway Street	Helidon	LVRC
Forest Hill Railway	Railway Street	Forest Hill	LVRC
National Bank (former)	Victoria Street	Forest Hill	LVRC
Lockyer Hotel	Victoria Street	Forest Hill	LVRC
Forest Hill Hotel	Victoria Street	Forest Hill	LVRC
House	Wilson Street	Calvert	ICC
Calvert Community Hall	Wilson Street	Calvert	ICC

Place	Location	Area	Source
Dwelling, Main house and detached kitchen	Lot 10 Grandchester Mt Mort Road	Grandchester	ICC
Hall, Whole Lot	Grandchester Community Hall	Grandchester	ICC
Dwelling, Main House	Lot 21 Neumann Road	Calvert	ICC
Railway Station and Station Master's Residence	Grandchester Railway Station	Grandchester	ICC

Table 5.5 Non-statutory heritage places within cultural heritage study area

Place	Register	ID	Proximity to Project
Grandchester Sawmill	CHIMS	25304	EIS investigation corridor
Victoria Tunnel and Ascent, Little Liverpool Range	CHIMS	2420	EIS investigation corridor
Boer War Memorial	RNE	16126	Cultural heritage study area
Forest Hill Railway Station	QR	N/A	Cultural heritage study area
Gatton Railway Station	QR	N/A	Cultural heritage study area
Grandchester Railway Complex	QR	N/A	EIS investigation corridor
Lockyer Creek Rail Bridge	QR	N/A	Cultural heritage study area
Forest Hill War Memorial	RNE	16143	Cultural heritage study area
Gatton World War One (WWI) Memorial	RNE	16125	Cultural heritage study area
Grandchester Railway Complex	RNE	8581	EIS investigation corridor
Grandchester Sawmills	RNE	8595	EIS investigation corridor
Lockyer Hotel	RNE	8702	Cultural heritage study area
Main Range Railway	RNE	19547	Cultural heritage study area
Shop, 3 Victoria Street, Forest Hill	RNE	8704	Cultural heritage study area
Ammunition Facility	WWII Places	748	EIS investigation corridor

5.2 Previous heritage assessments

Three main heritage assessments have been undertaken that are of relevance to the Project, which are summarised below.

5.2.1 Buchanan Architects. 2002. Brisbane to Toowoomba Line: A Heritage Management Survey

The Brisbane to Toowoomba Line cultural heritage survey is part of a suite of studies commissioned by QR as an audit of heritage assets across its holdings. Buchanan Architects undertook inspections of all stations and other major infrastructure including bridges and workshops (Buchanan Architects 2002). The resulting report (QR Heritage Study) provides an inventory of extant heritage structures at each location, along with basic heritage assessment and categories of management measures.

5.2.2 National Trust of Queensland 1976 The Brisbane Valley: A Townscape Study of the Brisbane Valley, Lockyer Valley Region for the National Estate

The Brisbane Valley Townscape Study was undertaken to characterise the natural and cultural landscape character of the area, and to identify the key elements that should be preserved in order to maintain this character. The study provides an overview of the natural and cultural history of the Brisbane Valley, with more detailed appraisals of the main population centres, identifying buildings that made an important contribution to the townscape.

As this study predates all State and Federal heritage legislation and policy, it does not assess the identified buildings against what are now considered standard significance criteria (refer Section 3.3). Instead, each of the buildings appears to have been selected on the basis of architectural merit. In most cases, this will translate to the current 'aesthetic significance' criterion and, in some cases, to the 'rarity' or 'representativeness' criteria (ICOMOS (Australia) 2013).

The Brisbane Valley Townscape Study appears to have formed the basis of the heritage overlays in the legacy Laidley and Gatton planning schemes, which have now been consolidated in the LVRC local heritage overlay. 62 places from the LVRC heritage overlay are located within the EIS investigation corridor (refer Section 5.1).

5.2.3 University of Queensland Archaeological Services Unit 1992 Ipswich Heritage Study

The Ipswich Heritage Study was commissioned to identify and document places of heritage value within the then boundaries of the ICC, and to make recommendations to manage these places (UQ Archaeological Services Unit 1992). This study was subsequently updated when changes were made to the city boundaries in 1996 (Buchanan Architects 1996). Together, these studies form the basis of the Ipswich Planning Scheme local heritage overlay, 17 places from which are within the EIS investigation corridor (refer Section 5.1).

5.3 Historical mapping review

The early topographic maps for the Project were georeferenced and analysed for structures and other points of interest (Australian Section Imperial General Staff 1928, 1936). Where possible, these identified sites were cross referenced with early cadastral mapping and early aerial photography. Through this process, 254 AOI were identified (refer Table 5.6).

Table 5.6 Summary areas of interest identified within the Environmental Impact Statement investigation corridor

Category	Number of sites
Bridge	7
Cemetery	3
Church	4
Hall	4
Hotel	4
House	51
Hut	1
Industrial	6
Memorial	4
Multiple structures	42
Post Office	2

Category	Number of sites
Railway	12
School	4
Shop	6
Single structure	99
Windmill	5
Total	254

5.4 Heritage areas of interest within the cultural heritage study area

The review of heritage registers and historical mapping and imagery identified 254 AOI within the EIS investigation corridor, 74 of which are within the cultural heritage study area. These are shown in Table 5.7, along with their Potential and Priority rankings determined using the methodology outlined in Section 3.2.

Table 5.7 Areas of interest within the cultural heritage study area

Description	Lot/Plan	Source	Potential	Priority
Railway	1/CP867703	Historical Mapping	H	1
Forest Hill School of Arts	1/F5304	Historical Mapping	H	1
House	1/RP175514	Historical Mapping	H	1
Homestead complex	1/RP209381	Historical Mapping	H	1
Cottage	1/RP25631	Historical Mapping	H	1
Homestead complex	1/RP25670	Historical Mapping	H	1
General Store (former)	1/RP56146	Historical Mapping	H	1
Calvert Community Hall (former)	1/RP64636	Heritage Register	H	1
Forest Hill Hotel	1/RP7805	Heritage Register	H	1
Lockyer Hotel	1/RP7811	Heritage Register	H	1
Royal Hotel	1/RP98977	Heritage Register	H	1
House	10/CC3471	Heritage Register	H	1
House	112/CH31344	Historical Mapping	H	1
Railway House	14/CC3614	Heritage Register	H	1
Weeping Mother Memorial	155/CC2253	Heritage Register	H	1
Railway	19/SP161916	Historical Mapping	H	1
House	2/RP114066	Historical Mapping	H	1
Commercial Hotel	2/RP99478	Heritage Register	H	1
Grandchester Railway Complex	205/SP136979	Heritage Register	H	1
Railway Residence	21/CH312056	Heritage Register	H	1
Grandchester Community Hall	216/CC3251	Heritage Register	H	1
Forest Hill Railway Station	22/SP131010	Heritage Register	H	1
Gatton Post and Telegraph Office	24/RP147633	Heritage Register	H	1
House	272/CH31129	Historical Mapping	H	1
House	29/CA314	Historical Mapping	H	1
Outbuildings	3/RP25631	Historical Mapping	H	1
House	3/SP269075	Historical Mapping	H	1

Description	Lot/Plan	Source	Potential	Priority
House	30/CA314	Historical Mapping	H	1
House	34/CA314	Historical Mapping	H	1
House	35/RP7798	Historical Mapping	H	1
Boer War Memorial	381/SP121744	Heritage Register	H	1
Gatton Railway Station	381/SP121744	Heritage Register	H	1
Gatton Station Master's Residence	385/SP121744	Heritage Register	H	1
House	4/SP285416	Historical Mapping	H	1
Helidon Railway	452/SP117138	Heritage Register	H	1
House	8/CC3515	Historical Mapping	H	1
National Bank (former)	8/RP198696	Heritage Register	H	1
Homestead complex	93/CH31278	Historical Mapping	H	1
Forest Hill War Memorial	N/A	Heritage Register	H	1
Lockyer Rail Bridge	N/A	Historical Mapping	H	1
UQ (Gatton)	TSP250832	Heritage Register	H	1
Multiple structures	1/RP189228	Historical Mapping	M	2
Single Structure	167/CH31103	Historical Mapping	M	2
Multiple structures	2/RP187347	Historical Mapping	M	2
Multiple structures	2/RP53565	Historical Mapping	M	2
Multiple structures	200/CC2717	Historical Mapping	M	2
Multiple structures	202/CC3101	Historical Mapping	M	2
Hut	3/RP178224	Historical Mapping	M	2
House	52/CA31134	Historical Mapping	M	2
Abattoir	58/SP128645	Historical Mapping	M	2
Single structure	6/SP150238	Historical Mapping	M	2
Single structure	1/CC3348	Historical Mapping	L	3
Single structure	108/RP7802	Historical Mapping	L	3
Single structure	13/RP65305	Historical Mapping	L	3
Single structure	15/CC3614	Historical Mapping	L	3
Single structure	165/CH3161	Historical Mapping	L	3
Single structure	2/RP25655	Historical Mapping	L	3
Single structure	2/SP156727	Historical Mapping	L	3
Single structure	24/CC158	Historical Mapping	L	3
Bridge	251/SP130171	Historical Mapping	L	3
Single structure	251/SP130171	Historical Mapping	L	3
House	26/RP21578	Heritage Register	H	3
Bridge	262/SP130173	Historical Mapping	L	3
Single structure	3/RP25670	Historical Mapping	L	3
Single structure	32/CC3471	Historical Mapping	L	3
Bridge	334/SP122024	Historical Mapping	L	3
Railway	36/CA3171	Historical Mapping	L	3
Windmill	4/RP182760	Historical Mapping	L	3
Railway	461/SP229195	Heritage Register	H	3

Description	Lot/Plan	Source	Potential	Priority
Single structure	6/SP285416	Historical Mapping	L	3
Single structure	800/SP256785	Historical Mapping	L	3
Single structure	805/SP300510	Historical Mapping	L	3
Bridge	N/A	Historical Mapping	L	3
Railway	N/A	Historical Mapping	L	3

Table notes:

L= Low, M= Medium, H=High

Priority rankings defined in Table 3.4

6 Site inspections

Site inspections were undertaken over two days between 26-27 February 2019 by AECOM heritage specialists Dr Kate Quirk (Senior Heritage Specialist) and Perri Braithwaite (Professional Heritage Specialist).

6.1 Inspection strategy

Following the process outlined in Section 3.2 and Section 5.4, 41 Priority 1 AOI were selected for inspection. Land access could not be obtained for any of the 36 private owned properties, and so inspection was necessarily limited to observations from adjoining public areas in these instances. Within this constraint, it was possible to adequately inspect 41 AOI (refer Table 6.1 and Appendix A: Mapping), recording any heritage elements using global positioning, written notes and photography. Site H2C-19-H42 was not inspected as it was outside of the cultural heritage study area at the time of the site inspections in February 2019.

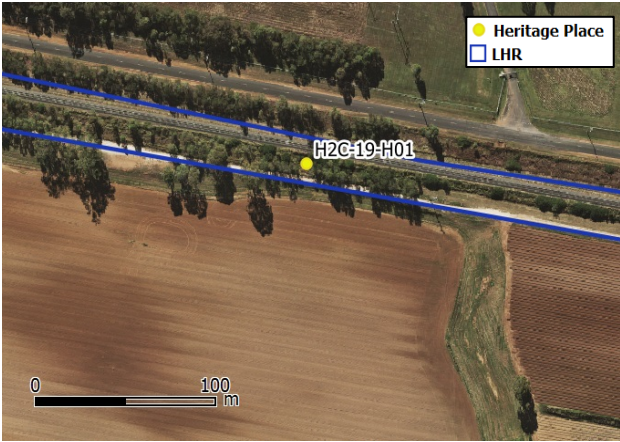
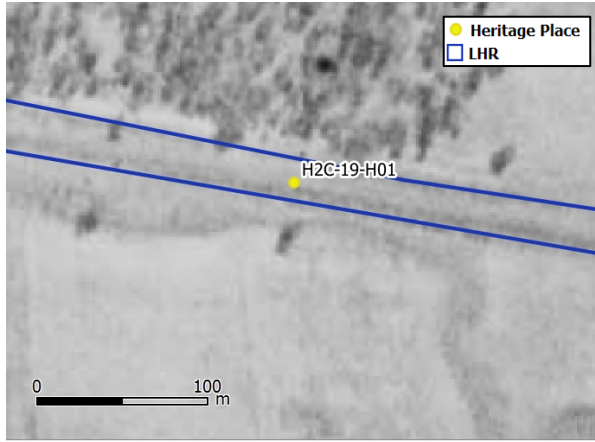
Table 6.1 Helidon to Calvert site inspections

Site ID	Description	Lot/Plan	Land access
H2C-19-H01	Helidon Railway Culvert	452/SP117138	No
H2C-19-H02	House	1/RP175514	No
H2C-19-H03	House	29/CA314	No
H2C-19-H04	House	30/CA314	No
H2C-19-H05	House	34/CA314	No
H2C-19-H06	Lockyer Creek Bridge	N/A	No
H2C-19-H07	Gatton Railway Station	381/SP121744	Yes (public areas only)
H2C-19-H08	Gatton Station Masters Residence	385/SP121744	No
H2C-19-H09	Boer War Memorial	381/SP121744	Yes
H2C-19-H10	Weeping Mother Memorial	155/CC2253	Yes
H2C-19-H11	Commercial Hotel	2/RP99478	No
H2C-19-H12	Royal Hotel	1/RP98977	No
H2C-19-H13	Gatton Post and Telegraph Office	24/RP147633	No
H2C-19-H14	House	3/SP269075	No
H2C-19-H15	UQ (Gatton)	TSP250832	No
H2C-19-H16	Cottage	35/RP7798	No
H2C-19-H17	House	2/RP114066	No
H2C-19-H18	House	4/SP285416	No
H2C-19-H19	Forest Hill Railway Station	22/SP131010	No
H2C-19-H20	Forest Hill School of Arts	1/F5304	No
H2C-19-H21	Forest Hill War Memorial	N/A	Yes
H2C-19-H22	Railway platform building (relocated)	1/CP867703	Yes
H2C-19-H23	Lockyer Hotel	1/RP7811	No
H2C-19-H24	National Bank (former)	8/RP198696	No
H2C-19-H25	Forest Hill Hotel	1/RP7805	No
H2C-19-H26	Cottage	1/RP25631	No
H2C-19-H27	Outbuildings	3/RP25631	No
H2C-19-H28	Homestead Complex	1/RP25670	No

Site ID	Description	Lot/Plan	Land access
H2C-19-H29	Homestead Complex	1/RP209381	No
H2C-19-H30	House Ruin	112/CH31344	No
H2C-19-H31	House	272/CH31129	No
H2C-19-H32	Homestead complex	93/CH31278	No
H2C-19-H33	General Store (former)	1/RP56146	No
H2C-19-H34	House	8/CC3515	No
H2C-19-H35	Railway platform buildings (relocated)	19/SP161916	Yes
H2C-19-H36	Grandchester Railway Complex	209/SP136979	No
H2C-19-H37	Grandchester Community Hall	216/CC3251	No
H2C-19-H38	House	10/CC3471	No
H2C-19-H39	Railway residence	15/CC3614	No
H2C-19-H40	Railway house	14/CC3614	No
H2C-19-H41	Calvert Community Hall (former)	1/RP64636	No
H2C-19-H42	Grandchester Archaeological Complex	215/CH31279; 86CH31279	No

6.2 Inspection results

Table 6.2 Inspection results – Helidon Railway Culvert (H2C-19-H01)


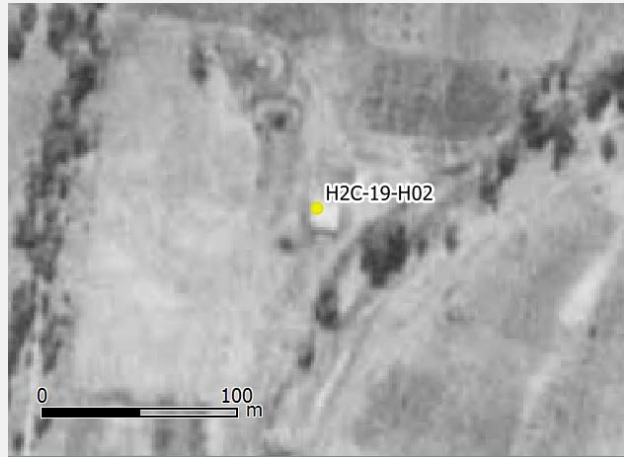
Description		
Original (c1866) box culvert located at chainage 117 km on the Main Line from Brisbane to Toowoomba.		
Listings		
Located within the curtilage of the LVRC LHR Helidon Railway Footbridge (Lot 452/SP117138). The footbridge itself is within the EIS investigation corridor and was demolished c.2005. Similar culverts have been identified as being of State significance (Buchanan Architects 2002).		
Current imagery	Historical imagery (1933 MAP210411425)	
		
Key elements		
Culvert	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The headwall of the culvert consists of four courses of dressed sandstone blocks, with the top course acting as a lintel, and measures approximately 1 m x 2 m. The culvert itself is two courses high and the opening measures approximately 0.6 m x 0.6 m.	411818mE	6953854mN

Most culverts from this period are believed to have been removed during the 1920s regrading works (Buchanan Architects 2002). The QR Heritage Study (Buchanan Architects 2002) notes some other remaining sandstone culverts further along the line to the west, but does not include that at H2C-19-H01, suggesting that it has not previously been identified.



Photograph 6.1 Sandstone culvert (H2C-19-H01)

Table 6.3 Inspection results – House (H2C-19-H02)

Description		
Location of a structure shown on 1933 aerial photograph. Comprises a house and two sheds (Lot 1/RP175514) on Sandy Creek Road (Lot 1/RP175514), Grantham. The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP210011108)	
		
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house is a weatherboard-clad early 20 th century bungalow with an L-shaped verandah (Rechner 1998). The corrugated iron hipped roof is gabled on the western façade and extends over an enclosed verandah on the northern and eastern sides. A stove alcove projects from the western façade. The roof cladding and all visible windows appear to be new.	419333mE	6952275mN



Photograph 6.2 House (H2C-19-H02)

Table 6.4 Inspection results – House (H2C-19-H03)

Description		
Location of structures shown on 1933 aerial photograph. Comprises a house and old timber shed on Smithfield Road (Lot 29/CA314), Gatton. The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP20902746)	
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house is a weatherboard-clad early 20 th century bungalow with an L-shaped verandah (Rechner 1998), and features a corrugated iron, gabled hipped roof. The entrance is marked by a pediment with a screened gable, and the ridge and gable ends are decorated with scroll finials. The interior verandah wall is single skinned, with exposed stud work, and the majority of windows appear to be original two-paned sashes, with original convex tin sunhoods remaining on the western façade. A portion of the front and side verandahs have been enclosed and feature mid-20 th century casement windows.	427853mE	6952736mN



Photograph 6.3 House (H2C-19-H03)

Table 6.5 Inspection results – House (H2C-19-H04)

Description		
<p>Location of structures shown on 1933 aerial photograph. Comprises a house and a large corrugated iron shed at the corner of Smithfield Road and Raymont Road (Lot 30/CA314), Gatton. The site could not be accessed but was visually inspected from a nearby public area.</p>		
Listings		
None		
Current imagery	Historical imagery (1933 MAP20902746)	
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The house is a weatherboard clad early 20th century bungalow with an L-shaped verandah (Rechner 1998). The corrugated iron, short ridge hipped roof is gabled on the western façade and extends over a chamferboard enclosed verandah on the southern and eastern sides. The interior verandah wall is single skinned, with exposed stud work, and the majority of windows appear to be original two paned sashes, with original convex tin sunhoods remaining on the western façade. A portion of the front and side verandah has been enclosed and features late-20th century sliding windows.</p>	428224mE	6954252mN



Photograph 6.4 House (H2C-19-H04)

Table 6.6 Inspection results – House (H2C-19-H05)

Description		
<p>Location of structures shown on 1933 aerial photograph. Comprises a house and a number of outbuildings on a high bank overlooking Lockyer Creek at the intersection of Smithfield Road and Burgess Road (Lot 34/CA314), Gatton. The site could not be accessed but was visually inspected from a nearby public area.</p>		
Listings		
None		
Current imagery	Historical imagery (1933 MAP209010475)	
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The house is a weatherboard clad early 20th century bungalow (Rechner 1998), with a corrugated iron, long ridge hipped roof. The encircling verandah has been enclosed on the eastern and southern sides, and a half-timbered gable added to the centre of the southern elevation, likely during the inter-war period. Windows on the enclosed verandah are a mixture of early 20th century casements, and late-20th century awnings.</p> <p>The interior verandah wall is single skinned, with exposed stud work, and the majority of windows appear to be original two paned sashes and French doors.</p>	446962mE	6939765mN



Photograph 6.5 House (H2C-19-H05)

Table 6.7 Inspection results – Lockyer Creek Bridge (H2C-19-H06)

Description		
An early 20 th century truss rail bridge on the Main Line, spanning Lockyer Creek on the western side of Gatton. The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
QR Heritage Asset Register (non-statutory)		
Current imagery	Historical imagery (1933 MAP209010475)	
Key elements		
Bridge	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The Gatton to Helidon section of the Main Line was completed in 1866, and included a timber bridge over the Lockyer Creek, which ran just west of the Gatton Railway Station. By the end of the 19th century, however, the timber structure was no longer sufficient to meet demands for heavier loads and larger, more powerful locomotives. As a part of an extensive series of upgrades, the original bridge was replaced by the current steel and concrete structure (Kerr 1966: Vol 2).</p> <p>The bridge is a Pratt 4-panel riveted steel truss structure with concrete piers and abutments, and a single straight double track. It is described as a ‘through and half through’ design, meaning that the girders in some sections are high enough for cross bracing (the ‘through’), and other sections are not (the ‘half through’) (Buchanan Architects 2002; DES 2016b). It is understood to be the oldest remaining bridge of its type on the Main Line, and possibly more widely on the QR network, and is recommended for conservation in the QR Heritage Study (Buchanan Architects 2002).</p>	428468mE	6952134mN



Photograph 6.6 Lockyer Creek Bridge (H2C-19-H06)

Table 6.8 Inspection results – Gatton Railway Station (H2C-19-H07)

Description		
<p>The Gatton Railway Station opened in 1866 as a part of the Main Line and is located on Lots 381 and 382 SP121744. The present station buildings date to the 20th century, and include a passenger station, platform shelter, footbridge and weighbridge (Buchanan Architects 2002).</p>		
Listings		
<p>QR Heritage Asset Register (non-statutory) LVRC LHR (excluding weighbridge)</p>		
Current imagery	Historical imagery (1933 MAP209010475)	
Key elements		
Weighbridge	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The weighbridge is believed to date to the mid-20th century and consists of a standard 21 tonne capacity cart weighbridge and a small timber weatherboard structure with a skillion roof and sliding timber windows. The building was found to be of significance in the QR heritage study, and was recommended for conservation (Buchanan Architects 2002).</p>	428719mE	6951881mN



Photograph 6.7 Weighbridge (H2C-19-H07)

Platform shelter	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The timber platform shelter is believed to have been built c.1914 (Buchanan Architects 2002), and measures approximately 7 m x 8 m. The structure is clad in weatherboards with a corrugated iron gabled roof which extends on the platform side to provide shelter to waiting passengers. This front awning is supported on ladder frame brackets with rare decorative struts (refer also H2C-19-H35). The shape of these struts is replicated on the eaves brackets at the rear of the building. The narrow, single pane sash windows are unglazed, but the interior of the shelter retains its original timber benches. The building was found to be of significance in the QR heritage study and was recommended for conservation (Buchanan Architects 2002).</p>	428677mE	6951966mN



Photograph 6.8 Platform shelter (rear) (H2C-19-H07)



Photograph 6.9 Platform shelter (front) (H2C-19-H07)

Footbridge	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The footbridge is also believed to have been constructed c.1914 and consists of a standard timber frame overhead bridge with bituminous felt laid over the timber treads, deck and landings. It is understood to be the only example of its type remaining unaltered on the Main Line and was recommended for conservation in the QR heritage study (Buchanan Architects 2002).</p>	428706mE	6951925mN



Photograph 6.10 Footbridge (H2C-19-H07)

Passenger station	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The passenger station is also thought to date to 1914, although there is some potential for elements of an earlier, 1899 building to be retained within the later structure (Buchanan Architects 2002). The station building is of standard design with a station master's office, parcel shed, open waiting area, store and toilets. The timber structure is clad in weatherboards and features a corrugated iron gable roof which, like the platform shelter, extends on the platform side to create an awning. The awning is supported by ladder brackets with plain struts rather than the decorative examples found on the platform shelter. Windows appear to be original two pane sash, and original tin bullnose sunhoods remain on the eastern and southern elevations. External doors are original four panel timber, and a number of other original timber elements remain, such as benches. The building was found to be of significance in the QR heritage study and was recommended for conservation (Buchanan Architects 2002).</p>	428670mE	6951937mN



Photograph 6.11 Passenger station (front) (H2C-19-H07)



Photograph 6.12 Passenger station (rear) (H2C-19-H07)



Photograph 6.13 Passenger station (timber elements) (H2C-19-H07)

Table 6.9 Inspection results – Gatton Station Master’s Residence (H2C-19-H08)

Description	
Former Station Master’s Residence located on Hickey Street, Gatton (Lot 385/SP121744), adjacent to the railway station. The site could not be accessed but was visually inspected from a nearby public area.	
Listings	
LVRC LHR	
Current imagery	Historical imagery (1933 MAP209010475)

Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>Timber, weatherboard clad bungalow with corrugated iron broken-back hipped roof and a verandah on three sides. The verandah features decorative, art nouveau style brackets, and the interior wall is single skinned, with exposed stud work. The verandah has been enclosed on the southern side. Visible windows are a mixture of modern sliding aluminium and timber casements.</p> <p>The house appears to be of the same design as the now-demolished 1915 Grandchester Station Master's Residence and is assumed to date to a similar period (Buchanan Architects 2002).</p>	428703mE	6951966mN



Photograph 6.14 Gatton Station Master's Residence (H2C-19-H08)

Table 6.10 Inspection results – Boer War Memorial (H2C-19-H09)

Description	
Boer War memorial erected in 1909 in a small park in front of the Gatton Railway Station (Lot 381/SP121744).	
Listings	
SHR (SHR#600510)	
Current imagery	Historical imagery (1933 MAP209010475)

Key elements		
Memorial	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Memorial is located on a paved mall with low brick garden beds and plantings of various species of cypress (<i>Cupressus sp.</i>) on either side. The memorial itself consists of a Helidon sandstone plinth surmounted by a 'digger' statue, with marble plaques on each side.	428651mE	6951914mN



Photograph 6.15 Boer War Memorial (H2C-19-H09)

Table 6.11 Inspection results – Weeping Mother Memorial (H2C-19-H10)

Description	
WWI memorial constructed in 1922 in Littleton Park on Hickey Road, Gatton (Lot 155/CC2253).	
Listings	
SHR (SHR#600511)	
Current imagery	Historical imagery (1933 MAP209010475)

Key elements		
Memorial	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The memorial is located on a paved mall with a low hedge to the rear. Memorials to a number of other conflicts have been placed around the mall. The memorial itself is constructed from marble and includes a low plinth and a four-columned mausoleum structure surmounted by a statue of a woman.	428789mE	6951999mN



Photograph 6.16 Weeping Mother Memorial (H2C-19-H10)

Table 6.12 Inspection results – Commercial Hotel (H2C-19-H11)

Description	
Two-storey brick hotel constructed in 1927 on the corner of Railway Street and Crescent Street, Gatton (Lot 2/RP99478).	
Listings	
LVRH LHR	
Current imagery	Historical imagery (1933 MAP209010475)

Key elements		
Hotel	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Two-storey brick building with a simple, art deco style parapet wall bearing the name and establishment date of the hotel. The hotel is surrounded by a skillion-roofed verandah on three sides, one of which has been partly enclosed, and the interior verandah wall features original six-paned sash windows and French doors. The lower storey retains several original sash windows, as well as a bank of later awning windows.	428651mE	6951869mN



Photograph 6.17 Commercial Hotel (H2C-19-H11)

Table 6.13 Inspection results – Royal Hotel (H2C-19-H12)

Description	
Two-storey brick hotel constructed in 1914 on the corner of Railway Street and Crescent Street, Gatton (Lot 1/RP98977).	
Listings	
LVRH LHR	
Current imagery	Historical imagery (1933 MAP209010475)



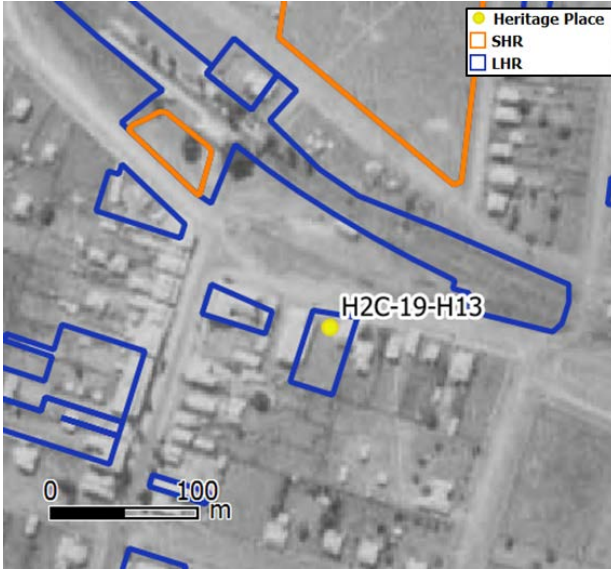
Key elements		
Hotel	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Two-storey brick building with a decorative parapet wall bearing the name and establishment date of the hotel. The hotel is surrounded by a skillion-roofed verandah on three sides, one of which has been partly enclosed, and the interior verandah wall appears to retain original sash windows and French doors. All of the glazing on the lower storey appears to be new, but original fenestration remains, including large, decorative arch windows and chamfered sills. The lower storey also retains original six-panel timber doors and fan lights.	428686mE	6951815mN
		
<p>Photograph 6.18 Royal Hotel (H2C-19-H12)</p>		

Table 6.14 Inspection results – Gatton Post and Telegraph Office (H2C-19-H13)

Description	
Early 20 th century timber post and telegraph office with later brick extension at 44 Crescent Street, Gatton (Lot 24/RP147633). The site could not be accessed but was visually inspected from a nearby public area.	
Listings	
LVRH LHR	
Current imagery	Historical imagery (1933 MAP209010475)
	

Key elements		
Post and Telegraph Office	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The first Gatton post office opened in 1865, before being relocated to the new Gatton Station with the opening of the Main Line in 1866. The Station Master continued to act as postmaster and telegraphist until 1908, when a standalone office and adjacent staff quarters were constructed to plans drawn up by the State Public Works Department (Queensland Times, Ipswich Herald and General Advertiser 22 October 1907:3) (refer Photograph 6.20). A small telephone exchange was installed in the building that same year, later expanding into a brick extension added in the mid-20th century (Talbot 2014) (refer Photograph 6.19). The staff quarters were demolished in the late 20th century.</p> <p>Much of the original Federation Arts and Crafts style weatherboard post and telegraph office is retained in the eastern portion of the current building (refer Photograph 6.21). The structure features a complex, prominent roof with hipped, gabled and broken-back elements, exposed rafter ends and a decorative bell-tower style ventilator. The front gable is screened with wide barge boards. Windows appear to be the original narrow casements and, on the gable end, are surmounted by a plaque that formerly bore the name of the office. The post office counter, located on a small porch on the eastern side of the building, has been boarded up, but it is possible that original elements remain.</p> <p>The unsympathetic brick extension appears to have been added to the western porch of the original building, and elements of the original roof line remain.</p>	428760mE	6951797mN



Photograph 6.19 Post and Telegraph Office (H2C-19-H13)



Photograph 6.20 Post and Telegraph Office c1908 (H2C-19-H13) (NAA B5919:8/29)



Photograph 6.21 Post and Telegraph Office (H2C-19-H13)

Table 6.15 Inspection results – House (H2C-19-H14)




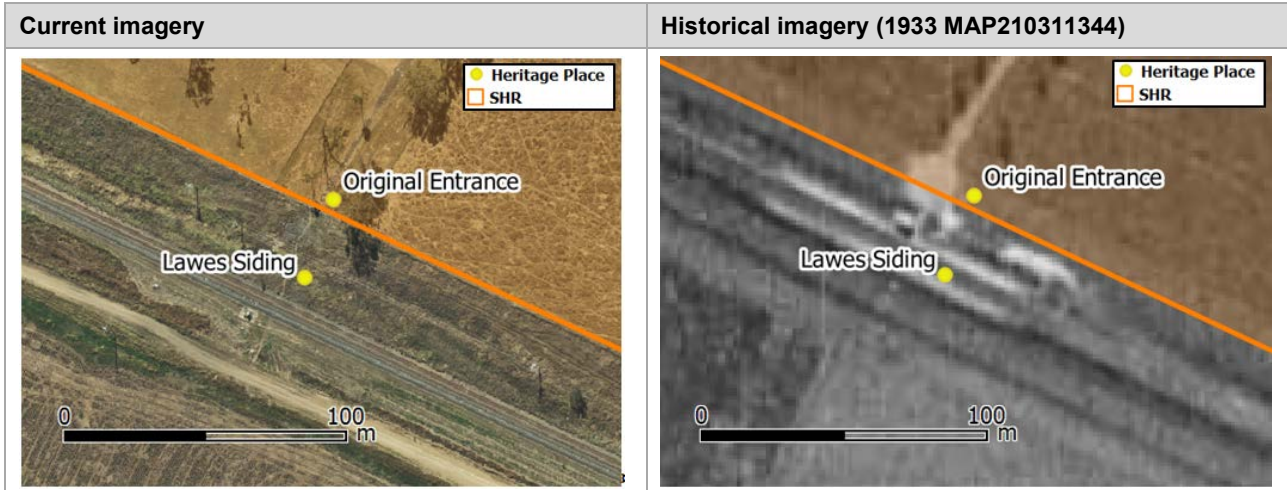
Description		
Location of a structure shown on 1933 aerial photograph. Comprises a house on Chadwick Road, Gatton (Lot 3/SP269075), backing onto a golf course. The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP209010475)	
		
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house is a weatherboard clad colonial with a corrugated iron, pyramid hipped roof and stepped verandah (Rechner 1998). The building has undergone a number of alterations, including the enclosure of the verandahs, and the addition of a chamferboard extension on the northern façade.	476468mE	6922125mN
		
Photograph 6.22 House (H2C-19-H14)		

Table 6.16 Inspection results – University of Queensland (Gatton) (H2C-19-H15)

Description
Location of the original entrance to the UQ (Gatton), and adjacent Lawes siding. The site could not be accessed but was visually inspected from nearby public areas.
Listings
SHR (SHR#601672) excluding siding



Key elements

Original Entrance	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The UQ (Gatton) was established in 1897 as the QLD Agricultural College (DES 2016d). At this time, the most efficient way to travel to and from the site was via the Main Line, and a siding was added to the railway adjacent to the southern boundary of the college (refer below). A road was constructed from the siding to the main college buildings to the north, and this became the institution’s main entrance. The road was weatherproofed in the early 20th century, and Canary Island Date Palms (<i>Phoenix canariensis</i>), the signature planting of the campus, were established either side. In the 1910s an avenue of eucalypts was added to the roadside and, by the end of the 1920s, the entrance was marked by a picket fence, gate and sign (refer Photograph 6.23). Shortly thereafter, the main entrance to the college was shifted to the north, linking to the Warrego Highway, although the original entrance continued to be used to access the siding (DES 2016d).</p> <p>Little evidence remains of the original entrance aside from the road itself, and the adjacent avenues of palms and eucalypts (refer Photograph 6.24). A number of the original plantings have been lost, and the gaps infilled with the current signature plantings of UQ: jacarandas (<i>Jacaranda mimosifolia</i>) and leopard trees (<i>Libidibia ferrea</i>).</p>	433602mE	6950291mN



Photograph 6.23 Original entrance to University of Queensland (Gatton) (H2C-19-H15) c.1930 (University of Queensland, PSA_0136)



Photograph 6.24 Original entrance to University of Queensland (Gatton) (H2C-19-H15)

Lawes Siding	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The college siding was established on the Main Line in 1897, the same year the institution was opened. In 1935, it was renamed Lawes Siding, in honour of Sir John Bennett Lawes, an agricultural education philanthropist (DES 2016d). Historical photographs from around this time suggest that a small platform (refer Photograph 6.25) and shelter had been constructed at the siding. It is unclear when the siding closed, but the platform building had been removed by the mid-1990s (Cash 2015).</p> <p>Little evidence of the siding now remains aside from some sturdy timber stumps that may relate to the platform, or adjacent fencing (refer Photograph 6.26 and Photograph 6.27).</p>	433593mE	6950273mN



Photograph 6.25 Lawes Siding c.1933 (H2C-19-H15) (University of Queensland, PSA_0016)



Photograph 6.26 Lawes Rail Siding
(H2C-19-H15)



Photograph 6.27 Lawes Rail Siding
(H2C-19-H15)

Table 6.17 Inspection results – Cottage (H2C-19-H16)

Description		
<p>Location of a structure shown on 1933 aerial photograph. Comprises a cottage and a number of outbuildings on Dotd Road, Lawes (Lot 35/RP7798). A modern house is located to the north of the original dwelling. The site could not be accessed but was visually inspected from a nearby public area.</p>		
Listings		
None		
Current imagery	Historical imagery (1933 MAP210311344)	
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The house is a weatherboard clad colonial cottage with a corrugated iron, short-ridged hipped roof and stepped, convex roofed verandah (Rechner 1998). The interior verandah wall is single skinned, with exposed stud work, and the windows appear to be original sashes, with original bullnose tin sunhoods remaining on the eastern façade. The building appears to have undergone very few alterations but is in poor condition.</p>	435357mE	6948971mN



Photograph 6.28 Cottage (H2C-19-H16)



Table 6.18 Inspection results – House (H2C-19-H17)

Description		
<p>Location of a structure shown on 1933 aerial photograph. Comprises a house and a number of outbuildings on Greyfriars Road, Lawes (Lot 2/RP114066). The site could not be accessed but was visually inspected from a nearby public area.</p>		
Listings		
None		
Current imagery	Historical imagery (1933 MAP210311344)	
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The house is a weatherboard clad colonial dwelling with a corrugated iron, long-ridged hipped roof and a stepped, convex roofed verandah on all sides (National Trust of Queensland 1976; Rechner 1998). The western façade of the building features a pediment over the entrance, and the roof of the main building has ridge decorations. The interior verandah wall is single skinned, with exposed stud work, and the windows appear to be original two paned sashes, some with multi-colour glazing, and French doors. The eastern verandahs have been enclosed, possibly incorporating a separate kitchen wing, but the building otherwise appears to have undergone very few alterations.</p>	435556mE	6949045mN



Photograph 6.29 House (H2C-19-H17)

Table 6.19 Inspection results – House (H2C-19-H18)

Description		
Location of a structure shown on 1933 aerial photograph. Comprises a house and a number of outbuildings on Railway Road, Forest Hill (Lot 4/SP285416). The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP209810979)	
		
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house is a weatherboard clad dwelling with a corrugated iron, long-ridged gambrel roof and transverse gable (Rechner 1998). The structure has undergone a number of alterations and is in poor condition, making the style difficult to date. However, the gambrel roof and transverse gable suggest the early 20 th century (National Trust of Queensland 1976).	436176mE	6948545mN



Photograph 6.30 House (H2C-19-H18)

Table 6.20 Inspection results – Forest Hill Railway Station (H2C-19-H19)

Description		
<p>The Forest Hill Railway Station opened in 1866 as a part of the Main Line and is located on Lot 22/SP131010. The location of the passenger station is listed on the LVRC LHR, but all buildings have been removed. The only remaining element of the station appears to be a mid-20th century goods shed.</p>		
Listings		
<p>QR Heritage Asset Register (non-statutory) (significant buildings now removed) LVRC LHR (all protected buildings now removed)</p>		
Current imagery	Historical imagery (1933 MAP209810979)	
Key elements		
Goods shed	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The goods shed is believed to date to the mid-20th century and consists of a small timber weatherboard structure with a skillion roof and wooden doors. The structure is described in the QR Heritage Study as a 'modest example of a goods shed' and was assessed to be of low significance (Buchanan Architects 2002). It is not located in the LVRC LHR curtilage for the Forest Hill Railway Station.</p>	436425mE	6948297mN



Photograph 6.31 Goods Shed (H2C-19-H19)

Table 6.21 Inspection results – Forest Hill School of Arts (H2C-19-H20)

Description		
Location of the 1911 Forest Hill School of Arts at the corner of Railway Street and Palm Avenue, Forest Hill (Lot 1/F5304). The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP209810979)	
Key elements		
Hall	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The construction of Schools of Arts (or Mechanics Institutes) was popular in late 19th and early 20th centuries, part of an international movement for adult education and self-improvement (Freyne 2010). Like most School of Arts Halls, the Forest Hill example was commissioned by the townspeople, using funds raised through various community endeavours. Construction cost £692 and was carried out to plans drawn up by notable Ipswich architect (and one-time mayor) Henry Wyman (<i>Queensland Times</i> 17 November 1910:5) (refer Photograph 6.32). Wyman designed many prominent buildings in the Lockyer Valley, including the State heritage listed Lockyer Hotel (SHR#600650) and sections of the Ipswich Central Mission (SHR#600578).</p>	436502mE	6948246mN

The weatherboard clad timber building is highly decorative, combining elements of Federation Arts and Crafts with elements of the Carpenter Gothic style usually restricted to ecclesiastic buildings (Apperly, Irving, & Reynolds 1994) (refer Photograph 6.33). The corrugated iron roof features hipped gables with ornamental eaves brackets, and a wide barge board with gothic foil motifs. The front windows are fixed arches with multi-coloured panes, and the side windows appear to be a mixture of awnings and sash, with convex tin sunhoods. The front porch features a gabled pediment with Art Nouveau style filigree bargeboard, and spandrels ornamented with a circular motif. The hall appears to retain most of its original features, and although the eastern side of the porch and the main building have been extended, the new work is generally sympathetic.

The School of Arts was identified as contributing to the townscape in the Brisbane Valley Townscape Study (National Trust of Queensland 1976).



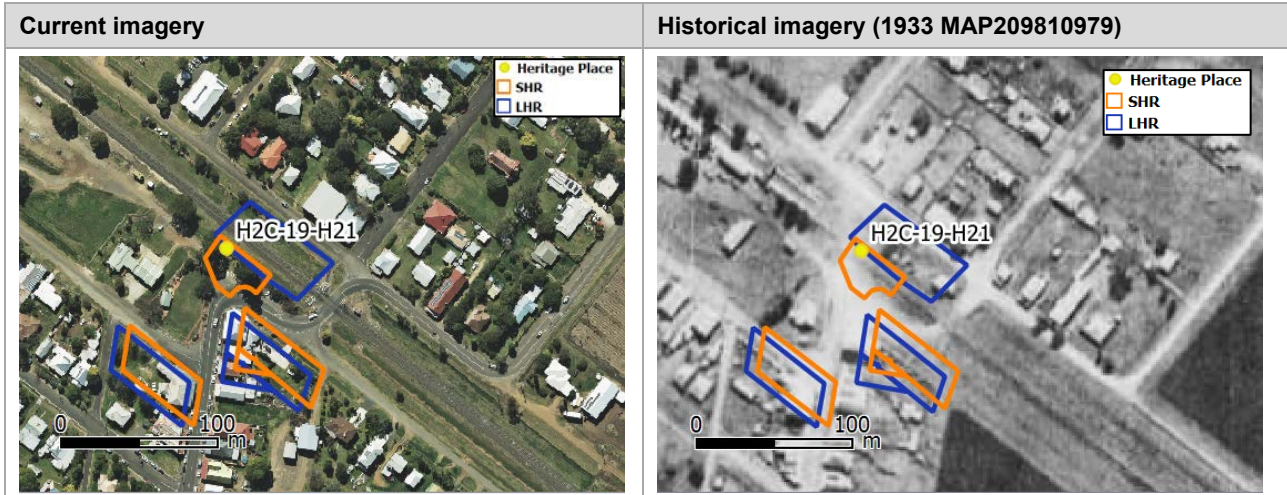
Photograph 6.32 Forest Hill School of Arts c.1915 (H2C-19-H20) (SLQ89583)



Photograph 6.33 Forest Hill School of Arts (H2C-19-H20)

Table 6.22 Inspection results – Forest Hill War Memorial (H2C-19-H21)

Description
WWI memorial erected in 1921 on Gordon Street, Forest Hill. Although located at the southern boundary of the Forest Hill Railway Station, the memorial itself appears to be in the adjacent road parcel.
Listings
SHR (SHR#600649)


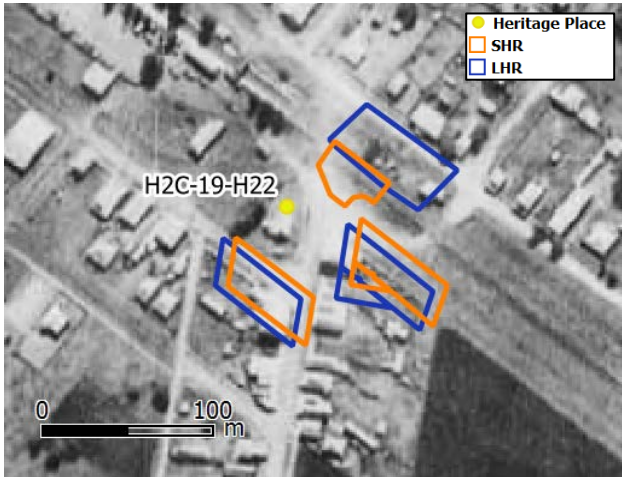



Key elements		
Memorial	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Memorial is located in a grassed area with nearby plantings of rosemary and other commemorative plaques. The memorial itself consists of a sandstone plinth surmounted by a 'digger' statue, with marble plaques on each side.	436527mE	6948191mN



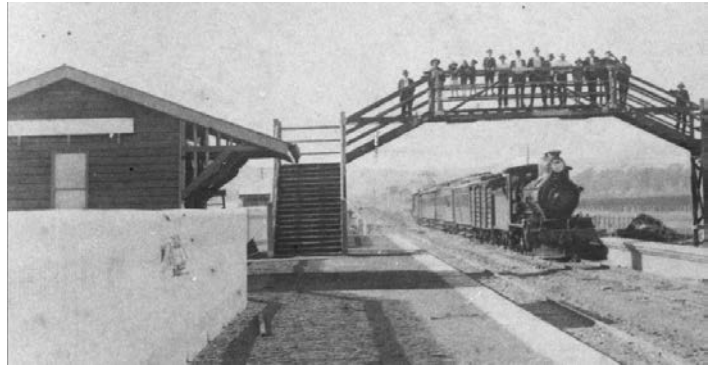
Photograph 6.34 Forest Hill War Memorial (H2C-19-H21)

Description
Early 20 th century timber railway platform shelter in a park on Victoria Street, Forest Hill (Lot 1/CP867703). Most likely relocated from the adjacent Forest Hill Station (Buchanan Architects 2002).
Listings
QR Heritage Asset Register (non-statutory) (in original location)

Current imagery	Historical imagery (1933 MAP209810979)	
		
Key elements		
Platform shelter	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The timber platform shelter is clad in weatherboards with a corrugated iron gabled roof which extends on the front to provide shelter to waiting passengers (Photograph 6.35). This front awning is supported on plain ladder frame brackets (c.f. H2C-19-H07). The original sash windows have been replaced by fixed windows, but the interior of the shelter retains its original timber benches. The design of the shelter is consistent with those built on the Main Line c.1915.</p> <p>It seems most likely that this shelter was relocated from the adjacent Forest Hill Railway Station, where an identical building was documented in 2002 (refer Photograph 6.36 and Photograph 6.37). The QR heritage study found the building to be of low significance and recommended that it be relocated within the railway station, or moved to another QR site (Buchanan Architects 2002).</p>	436494mE	6948160mN
		
<p>Photograph 6.35 Platform shelter (H2C-19-H22)</p>		



Photograph 6.36 Platform shelter at Forest Hill Railway Station (Buchanan Architects 2002)



Photograph 6.37 Detail of early 20th century photograph showing platform shelter at Forest Hill Railway Station (SLQ61221)

Table 6.24 Inspection results – Lockyer Hotel (H2C-19-H23)

Description		
Two-storey timber hotel constructed in 1906 in Victoria Street, Forest Hill (Lot 1/RP7811).		
Listings		
SHR (SHR#600650) LVRC LHR		
Current imagery	Historical imagery (1933 MAP209810979)	
		
Key elements		
Hotel	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Two-storey timber building with corrugated iron hipped roof and a stepped, convex roofed verandah on three sides. The exterior walls of the hotel are single skinned, with exposed stud work, and the windows appear to be original, double hung sash, several of which retain decorative, art nouveau style timber sills. Modern extensions have been added to the western and southern sides of the building.	436536mE	6948143mN



Photograph 6.38 Lockyer Hotel (H2C-19-H23)

Table 6.25 Inspection results – National Bank (former) (H2C-19-H24)

Description		
Single storey timber commercial building constructed c.1909 in Victoria Street, Forest Hill (Lot 8/RP198696).		
Listings		
SHR (SHR#600651) LVRC LHR		
Current imagery	Historical imagery (1933 MAP209810979)	
Key elements		
National Bank (former)	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Single storey timber commercial building with corrugated iron roof which is hipped at the rear and gabled at the front. The gable end is covered by a plain, rectangular parapet and a wide, skillion roofed corrugated iron awning. Walls are clad in a mixture of weatherboard and chamferboard, and windows appear to be original two paned sash.	436526mE	6948114mN



Photograph 6.39 National Bank (former) (H2C-19-H24)

Table 6.26 Inspection results – Forest Hill Hotel (H2C-19-H25)

Description		
Two-storey timber hotel constructed in 1898 on William Street, Forest Hill (Lot 1/RP7805).		
Listings		
SHR (SHR#600652) LVRC LHR		
Current imagery	Historical imagery (1933 MAP209810979)	
Key elements		
Hotel	Easting (GDA94 Z56)	Northing (GDA94 Z56)
Two-storey timber building with corrugated iron hipped roof and a stepped, skillion roofed verandah on three sides, some of which have been partly enclosed. The exterior walls of the hotel are single skinned, with exposed stud work. Both storeys of the building are accessed predominately through French doors, and there are very few windows on the front façade. A number of weatherboard clad extensions have been constructed to the rear of the building, and a large, bullnose awning has been added, extending from the base of the first-floor verandah to shelter the footpath.	436497mE	6948110mN



Photograph 6.40 Forest Hill Hotel (H2C-19-H25)

Table 6.27 Inspection results – Cottage (H2C-19-H26)

Description		
Location of structures shown on 1933 aerial photograph. Comprises a cottage and a number of outbuildings on Hall Road, Forest Hill (Lot 1/RP25631). The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP209810979)	
Key elements		
Cottage	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house is a weatherboard clad colonial cottage with a corrugated iron, short ridge hipped roof (Rechner 1998). There is a stepped, convex roofed verandah on the front, and stepped skillion roofed verandah at the rear, both of which have been enclosed. A small gabled timber structure with a corrugated iron stove alcove is located to the rear, most likely a separate kitchen wing. Some original two paned sash windows remain.	437264mE	6947695mN



Photograph 6.41 Cottage (H2C-19-H26)

Table 6.28 Inspection results – Outbuildings (H2C-19-H27)

Description		
Location of structures shown on 1933 aerial photograph. Comprises a number of outbuildings on Hall Road, Forest Hill (Lot 3/RP25631), along with a modern house. The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP209810979)	
		
Key elements		
Outbuildings	Easting (GDA94 Z56)	Northing (GDA94 Z56)
At least five outbuildings of various sizes are ranged across the property, clad in a mixture of corrugated iron, weatherboards, and vertical timber boards.	437699mE	6947358mN
		
Photograph 6.42 Outbuildings (H2C-19-H27)		

Table 6.29 Inspection results – Homestead complex (H2C-19-H28)

Description		
Location of structures shown on 1933 aerial photograph. Comprises two houses and a number of outbuildings on Luck Road, Laidley (Lot 1/RP25670). The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP209811000)	
		
Key elements		
Houses	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The front house is an early 20th century bungalow with a pyramid hipped roof and encircling verandah. The wall of the house itself is single skinned, with exposed stud work, and the windows appear to be original two paned sashes.</p> <p>The rear house appears to be older, dating to before the 1880s, with an asymmetrical broken-back gable roof that continues over an enclosed verandah (Apperly et al., 1994; National Trust of Queensland 1976; Rechner 1998). The walls are clad with weatherboards, and the windows are six paned sashes with tin bullnose sun hoods.</p>	441957mE	6944547mN
		
Photograph 6.43 Houses (H2C-19-H28)		
Outbuildings	Easting (GDA94 Z56)	Northing (GDA94 Z56)
There are a number of outbuildings around the property, most of which are built of milled timber and corrugated iron. However, one building has been partly constructed with salvaged timber slabs (refer Photograph 6.44), suggesting the potential for earlier structures on the site.	441974mE	6944492mN



Photograph 6.44 Outbuilding with timber slabs (H2C-19-H28)

Table 6.30 Inspection results – Homestead complex (H2C-19-H29)

Description		
Location of structures shown on 1933 aerial photograph. Comprises a house and a number of outbuildings on Luck Road, Laidley (Lot 2/RP209381). The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
None		
Current imagery	Historical imagery (1933 MAP209811000)	
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house appears to be a late colonial dwelling with a short ridge hipped roof, stepped convex verandah, and what was originally a separate rear kitchen. However, the building also appears to have undergone many modifications and, given the limitations of the inspection, it was not possible to identify the extent of original fabric or layout.	441675mE	6944163mN



Photograph 6.45 House (H2C-19-H29)

Outbuildings	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>There are a number of outbuildings around the property, most of which are generic in design and suitable for a number of purposes. However, one distinctive building was noted: a small, square, hipped roof structure that was most likely a creamery, and used as a part of the dairying process to separate milk products prior to transport.</p>	441659mE	6944186mN



Photograph 6.46 Creamery and other outbuildings (H2C-19-H29)

Table 6.31 Inspection results – House Ruin (H2C-19-H30)

Description	
<p>Location of structures shown on 1933 aerial photograph. Comprises the remains of a house on Rosewood Laidley Road, Grandchester (Lot 112/CH31344). The site could not be accessed but was visually inspected from a nearby public area.</p>	
Listings	
None	
Current imagery	Historical imagery (1933 MAP210311400)

Key elements		
House ruin	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house site consists of a series of stumps and building debris. Based on information from the landholder (ARTC pers comm. 9 May 2019) the house is understood to have been removed to another site. It is unclear when this happened, or where the house is now located. Given the limitations of the inspection, insufficient information could be obtained to determine anything further about the age, extent or nature of the site.	445708mE	6940263mN



Photograph 6.47 House ruin (H2C-19-H30)

Table 6.32 Inspection results – House (H2C-19-H31)

Description	
Location of structures shown on 1933 aerial photograph. Comprises the remains of a house on Rosewood Laidley Road, Grandchester (Lot 272/CH31129), along with outbuildings and a modern dwelling. The site could not be accessed but was visually inspected from a nearby public area.	
Listings	
None	
Current imagery	Historical imagery (1933 MAP210311400)

Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The house is a square, weatherboard structure with a pyramid hipped roof. There is a collapsed brick fire place and a boarded-up window on the western façade. The southern façade features a door and the remnants of a set of stairs, and the northern façade appears to contain at least one further door and window. To the rear of the house is another brick fireplace with a corrugated iron chimney.</p> <p>The main structure is in a state of advanced dilapidation, which makes it difficult to determine its nature or extent. However, given the simple hipped roof construction, and the presence of a second fireplace, which suggests a separate kitchen wing, it is likely that this was a colonial cottage (c.f. H2C-19-H26).</p>	446083mE	6940186mN



Photograph 6.48 House (H2C-19-H31)

Table 6.33 Inspection results – Homestead complex (H2C-19-H32)

Description	
<p>Location of structures shown on 1933 aerial photograph. Comprises a house and a number of outbuildings on Rosewood Laidley Road, Grandchester (Lot 93/CH31278). The site could not be accessed but was visually inspected from a nearby public area.</p>	
Listings	
None	
Current imagery	Historical imagery (1933 MAP210311400)
<p>A current aerial photograph showing the site. A yellow dot marks the location of the house. The surrounding area is grassy with some trees and a road. A scale bar indicates 0 to 100 meters.</p>	<p>A historical aerial photograph from 1933 showing the same site. A yellow dot marks the location of the house. The surrounding area is mostly bare earth with some structures and trees. A scale bar indicates 0 to 100 meters.</p>



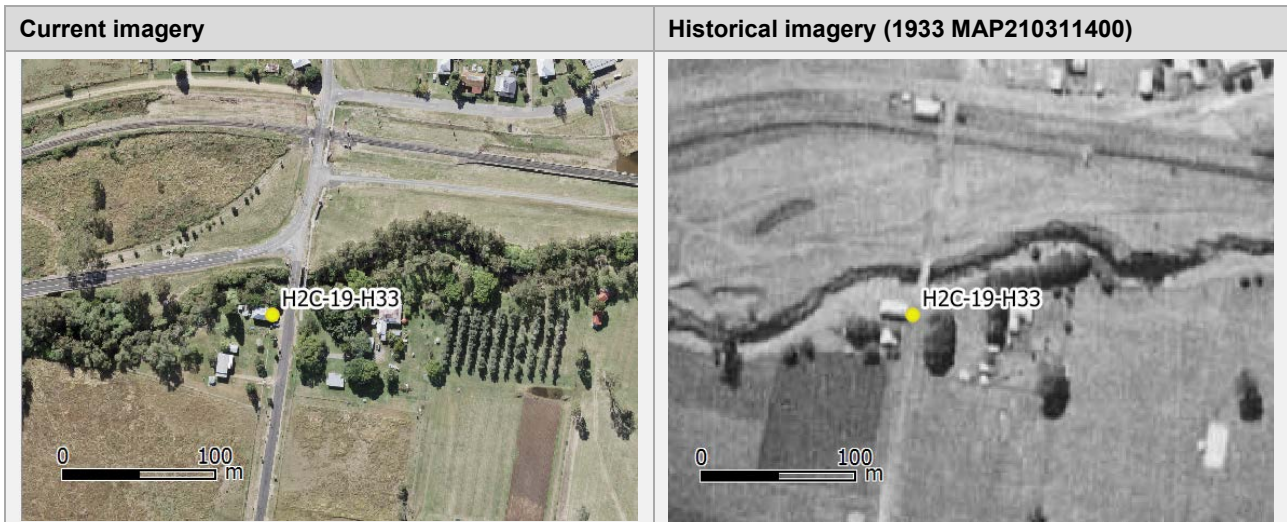
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The house appears to be an interwar period multi-gable dwelling, clad in weatherboards with corrugated iron roofing (Rechner 1998). Windows appear to be casements, and some tin sunhoods remain.	446111mE	6939954mN
		
Photograph 6.49 House (H2C-19-H32)		
Outbuildings	Easting (GDA94 Z56)	Northing (GDA94 Z56)
There are a number of outbuildings around the property, most of which are generic in design and suitable for a number of purposes. However, one distinctive building was noted: a small, square, hipped roof structure that was most likely a creamery, and used as a part of the dairying process to separate milk products prior to transport.	446072mE	6939960mN
		
Photograph 6.50 Creamery and other outbuildings (H2C-19-H32)		

Table 6.34 Inspection results – General Store (former) (H2C-19-H33)

Description
Location of former General Store on Grandchester Mt Mort Road, Grandchester (Lot 1/RP56146). The site could not be accessed but was visually inspected from a nearby public area.
Listings
None



Key elements		
Store	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The former store was identified as an 'Item of Interest' in the Expanded Ipswich Heritage Study (Buchanan Architects 1996) and, along with a now-demolished house, as a 'pleasant group of buildings' in the Brisbane Valley Townscape Study (National Trust of Queensland 1976).</p> <p>The timber building is clad in weatherboard with a corrugated iron roof that is hipped at the rear and gabled at the front. The gable end is covered by a partly stepped parapet wall and a wide, skillion roofed corrugated iron awning. Some small sash windows remain on the southern façade.</p>	446936mE	6939999mN



Photograph 6.51 Store (H2C-19-H33)

Table 6.35 Inspection results – House (H2C-19-H34)

Description
<p>Location of structures on 1933 aerial photograph. Comprises a house and a number of outbuildings on Grandchester Mt Mort Road, Grandchester (Lot 8/CC3515). The site could not be accessed but was visually inspected from a nearby public area.</p>
Listings
None



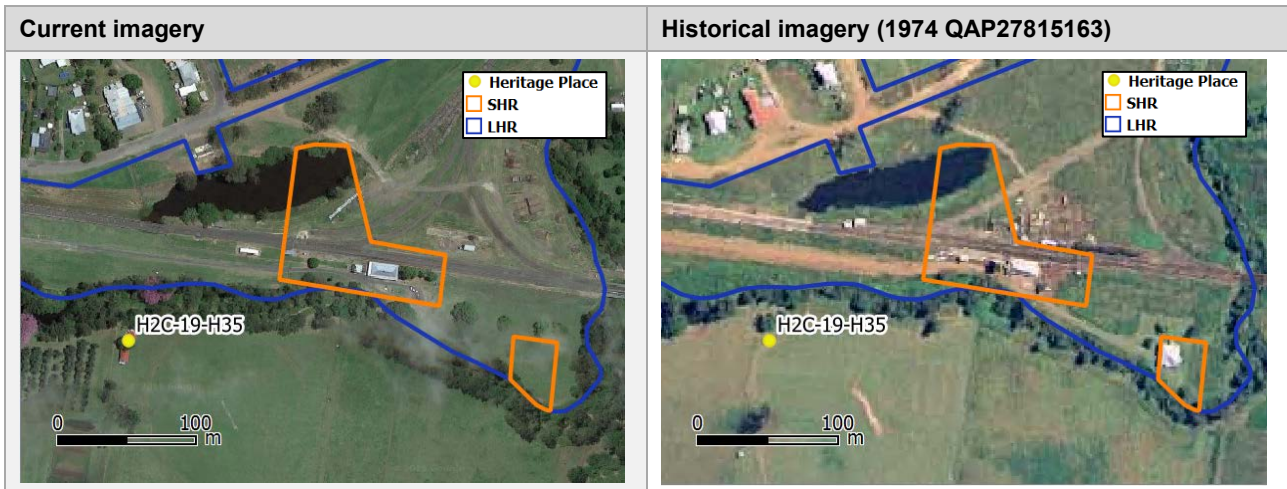
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The house appears to be a chamferboard clad colonial dwelling with a corrugated iron, long-ridged hipped roof and a stepped, convex roofed verandah on three sides (National Trust of Queensland 1976; Rechner 1998). The southern and eastern verandahs have been enclosed and feature mid-20th century casement windows.</p> <p>At the rear of the house stands a narrow, hipped roof building with a corrugated iron stove alcove on the southern facade and an enclosed convex roofed verandah on the eastern. The western façade retains original two paned sash windows and tin bullnose sunhoods. This structure is now joined to the main house but was likely originally a separate kitchen.</p>	447015mE	6939999mN



Photograph 6.52 Store (H2C-19-H34)

Table 6.36 Inspection results – Railway Platform Buildings (relocated) (H2C-19-H35)

Description
<p>Two former railway platform buildings at the Grandchester Recreation Reserve (Lot 19/SP161916), currently in use by the local cricket club. Most likely relocated from the adjacent Grandchester Railway Station c.1975 (1974 QAP27815163).</p>
Listings
<p>None, though likely associated with the SHR Grandchester Railway Station (SHR#600729)</p>

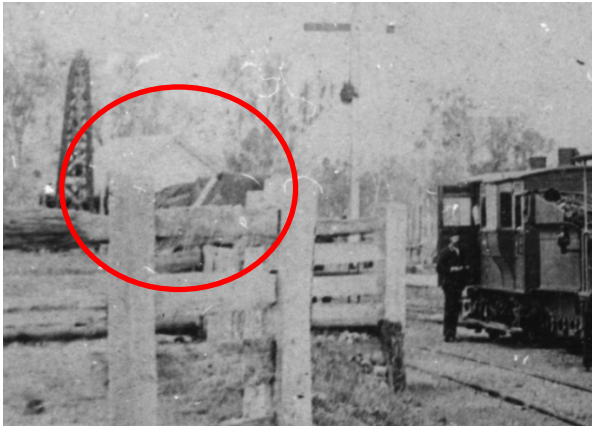


Key elements

Crew quarters	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>A small, rectangular, weatherboard-clad timber building on low stumps with a gabled, corrugated iron roof. There is a convex stepped verandah on the northern and eastern sides, the former of which has been enclosed, and a corrugated iron stove alcove installed. A boarded-over window is located on the western façade, and on the east is an original timber door, along with a large, shuttered opening that may be a later alteration (refer Photograph 6.53).</p> <p>This building is consistent with the style of small, gabled structures that first appear at the adjacent Grandchester Railway Station in 1884 (refer Photograph 6.54). By 1915, a second building of this type had been built beside the first, and a third can be seen in the distance (refer Photograph 6.55). The purpose of these buildings is unknown, but the presence of chimneys in the 1915 photograph suggests that they may be a type of crew quarters. This possibility is supported by historical documents that indicate accommodations for drivers and firemen were built at Grandchester in 1888 (Kerr 1966).</p>	447155mE	6940010mN



Photograph 6.53 Crew Quarters (former) (H2C-19-H35)



Photograph 6.54 Detail of 1884 photograph showing gabled building at Grandchester Railway Station (SLQ64134)



Photograph 6.55 Detail of 1915 photograph showing gabled buildings at Grandchester Railway Station (SLQ131041)

Goods shed

Easting (GDA94 Z56)

Northing (GDA94 Z56)

A small, rectangular, weatherboard-clad timber building on low stumps with a gabled, corrugated iron roof that extends on the eastern side to form an awning. Boarded-over windows with skillion sunhoods are located on the northern and western facades, with the latter also featuring an original timber double door. The eastern façade has two large openings, which are likely a later alteration, and a row of small ceramic insulators have been mounted on the northern façade. The exterior of the building also features a few decorative elements, including exposed rafter ends, and ladder frame brackets with art nouveau style struts supporting the awning and sunhoods. The interior of the building has a wooden floor and vertical tongue and groove boarding. A later ceiling has been installed and may contain asbestos bearing materials.

447147mE

6939997mN

The date and function of the building are unknown, but the decorative elements are consistent with the standard designs used by QR in the 1910s (c.f. H2C-19-H07) (Buchanan Architects 2002). The large double doors of the structure suggest that it may have been used as a goods shed, while the small insulators may indicate a connection to the telegraphic system. Historical documents indicate that a goods shed, and a telegraph office was present at Grandchester from 1916, both of which have since been removed (Kerr 1966).



Photograph 6.56 Goods Shed (former) (H2C-19-H35)

Table 6.37 Inspection results – Grandchester Railway Complex (H2C-19-H36)

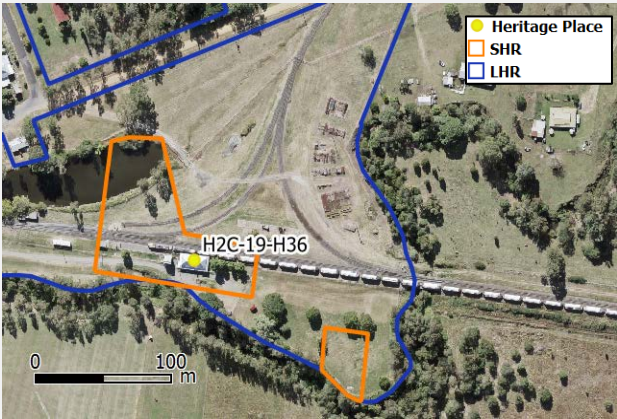

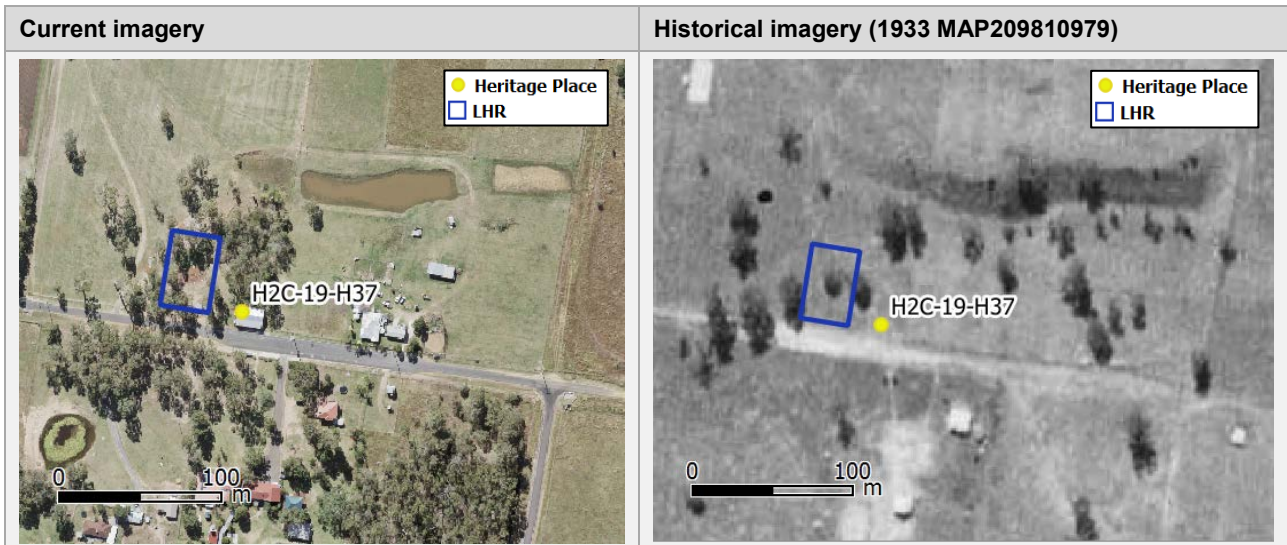
Description		
Original termination of the Main Line railway, opening in 1865. The station building was constructed in the same year, with the adjacent goods shed added in 1875, and the water tank in 1876. Located on Lots 205-210, 212 of SP136979, Lot 1/SP270110, and Lot 204/CC3488. The site could not be accessed but was visually inspected from a nearby public area.		
Listings		
SHR (SHR#600729) Ipswich LHR		
Current imagery	Historical imagery (1933 MAP210311400)	
		
Key elements		
Station building, goods shed and water tank	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The station building is clad in weatherboards with a corrugated iron hipped roof and a skillion verandah extending around the entire structure. There is a prominent brick chimney stack with arched cowls. The 1875 weatherboard goods shed is located immediately west of the station building, and acts as a stand for the water tank brought to the site from Laidley in 1876 (Buchanan Architects 2002).</p> <p>Several other buildings constructed in the 19th and 20th centuries have since been removed, including the animal yards (1885), second goods shed (1885), timber loading crane (1886), engine driver and fireman's quarters (1888) (refer H2C-19-35), station master's residence (1915) and telegraph (1916) (Kerr 1966).</p>	447336mE	6940059mN
		
Photograph 6.57 Grandchester Railway Station (H2C-19-H36)		

Table 6.38 Inspection results – Grandchester Community Hall (H2C-19-H37)

Description
Location of mid-20 th century timber Community Hall on School Road, Grandchester (Lot 19/SP161916).
Listings
Ipswich LHR (note that curtilage incorrectly applies to neighbouring Lot 216/CC3251)



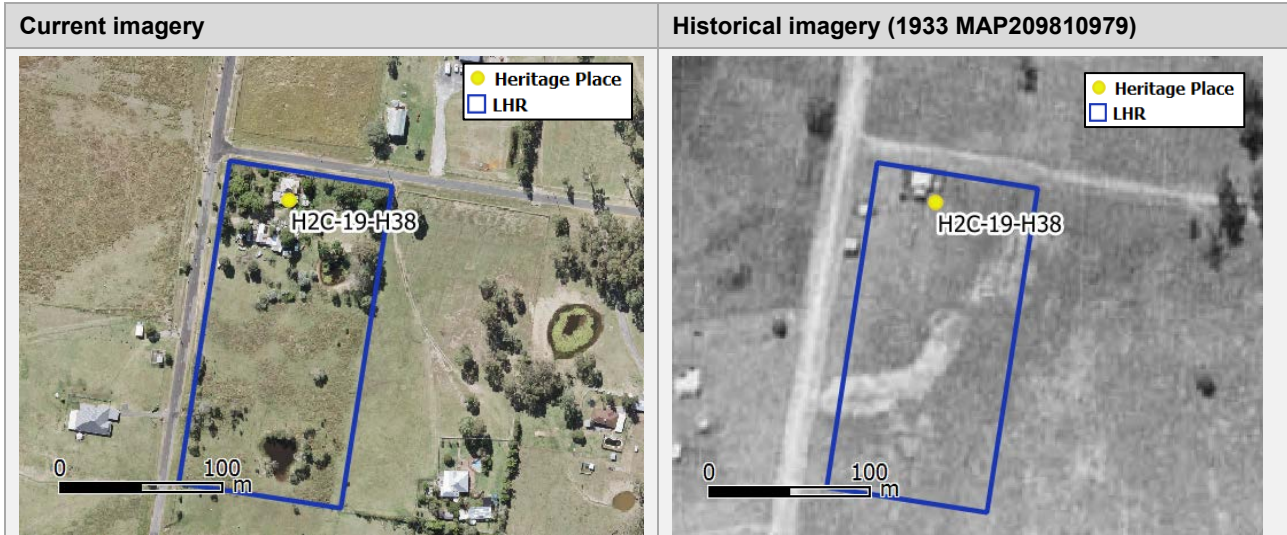
Key elements		
Hall	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>Analysis of aerial photograph suggests the hall was constructed between 1948 (SVY04305025) and 1951 (QAP0155004). Simple weatherboard clad hall with a corrugated iron gabled roof that extends into a skillion roof at the front of the building.</p> <p>The building was noted as an 'old timber hall' in the Brisbane Valley Townscape Study (National Trust of Queensland 1976) and was identified as being of local heritage significance in the Expanded Ipswich Heritage Study. It is listed on the Ipswich LHR.</p>	447245mE	6939762mN



Photograph 6.58 Grandchester Community Hall (H2C-19-H37)

Table 6.39 Inspection results – House (H2C-19-H38)

Description
<p>Location of a structure shown on 1933 aerial photograph and listed on the Ipswich LHR. Comprises a house on Grandchester Mt Mort Road, Grandchester (Lot 10/CC3471). The site could not be accessed but was visually inspected from a nearby public area.</p>
Listings
Ipswich LHR



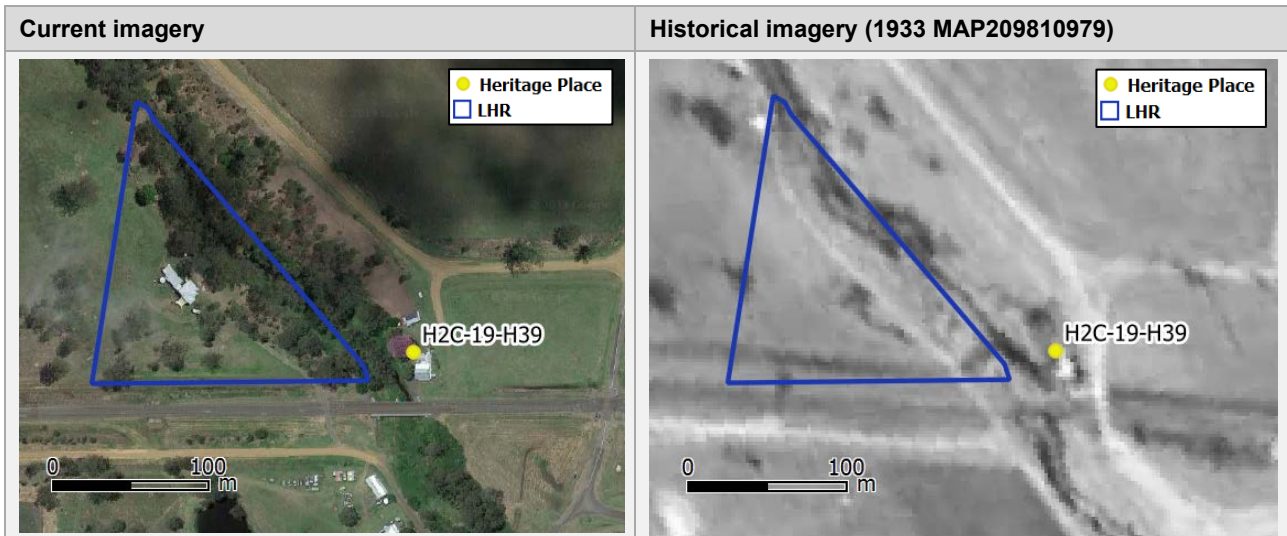
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The house is a weatherboard clad colonial dwelling with a steep, corrugated iron, short-ridged hipped roof and a stepped, convex roofed verandah on three sides (National Trust of Queensland 1976; Rechner 1998). To the rear of the house is a small, gable roofed building which is now joined to the main dwelling but was formerly a separate kitchen.</p> <p>The building was noted as an 'attractive old timber dwelling' in the Brisbane Valley Townscape Study (National Trust of Queensland 1976) and was assessed as being of local heritage significance in the Expanded Ipswich Heritage Study (Buchanan Architects 1996). The building has been dated to c.1880 but, given the usually steep roof and the external kitchen, it may have been constructed in an earlier period (National Trust of Queensland 1976). It is listed on the Ipswich LHR.</p>	446962mE	6939765mN



Photograph 6.59 House (H2C-19-H38)

Table 6.40 Inspection results – Railway Residence (H2C-19-H39)

Description
<p>Location of a structure shown on 1933 aerial photograph and listed on the Ipswich LHR. Comprises a house on Neumanns Road, Calvert (Lot 15/CC3614). The site could not be accessed but was visually inspected from a nearby public area.</p>
Listings
<p>Ipswich LHR (note curtilage incorrectly applies to neighbouring Lot 21/CH312056)</p>



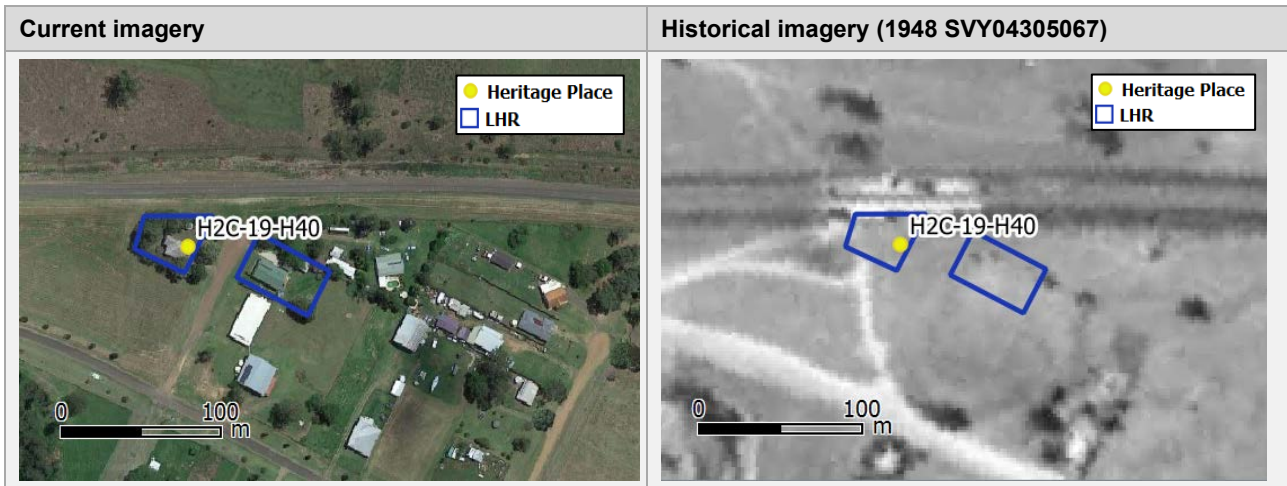
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>A lowset colonial cottage (c.f. H2C-19-H28) with a corrugated iron gabled roof, and a rear skillion roof over what was probably once a verandah. Both front and back verandahs are enclosed, with the latter joining onto a small gable roofed structure that was formerly a detached kitchen. Some sash windows appear to remain, along with convex tin sunhoods.</p> <p>The dwelling is understood to be the porter's cottage for the Calvert Railway Station (Cash 2015). The Calvert Station (then Western Creek) opened in 1877, which is broadly consistent with the design of the cottage (Kerr 1990; National Trust of Queensland 1976).</p> <p>Assessed as being of local heritage significance in the Expanded Ipswich Heritage Study (Buchanan Architects 1996) and listed on the Ipswich LHR.</p>	452131mE	6939995mN



Photograph 6.60 Railway Residence (H2C-19-H39)

Table 6.41 Inspection results – Railway Residence (H2C-19-H40)

Description
<p>Location of a dwelling listed on the Ipswich LHR. Comprises a house on Wilson Street, Calvert (Lot 14/CC3614). The site could not be accessed but was visually inspected from a nearby public area.</p>
Listings
<p>Ipswich LHR</p>



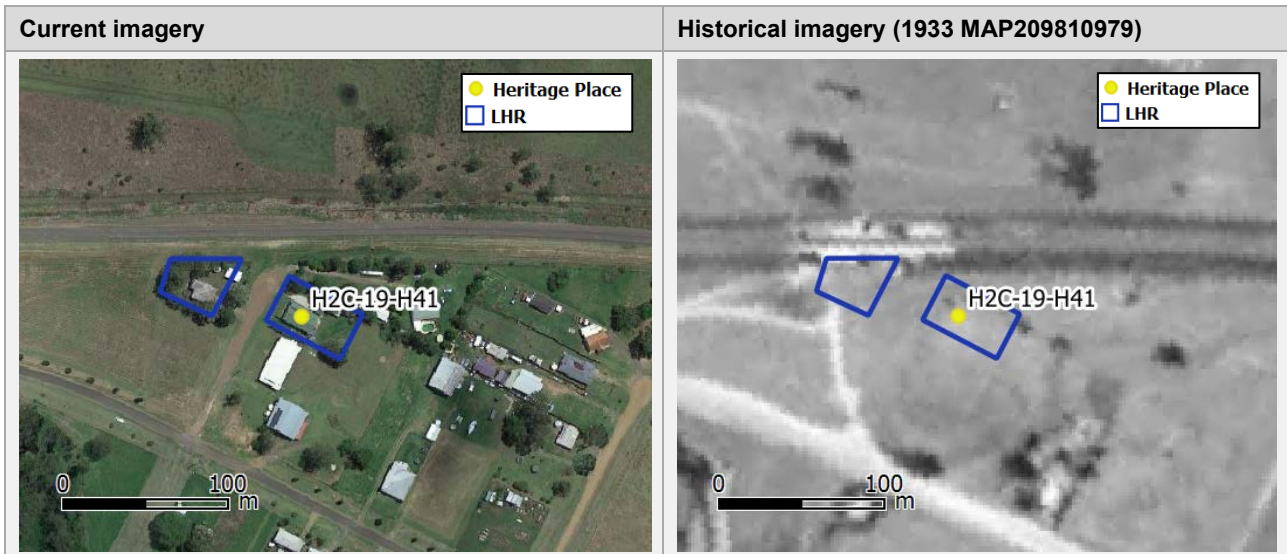
Key elements		
House	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The house is an early 20th century weatherboard clad bungalow with an L-shaped verandah (Rechner 1998). The corrugated iron, short ridge hipped roof is gabled on the northern façade and extends over a verandah on the southern and eastern sides. The interior verandah wall is single skinned, with exposed stud work, and the majority of windows appear to be original two paned sashes.</p> <p>Assessed as being an item of interest in the Expanded Ipswich Heritage Study (Buchanan Architects 1996), which associates the dwelling with the railway. Analysis of aerial photographs, however, indicates no evidence of the dwelling before the early 1960s (1963 QAP13680031), by which time the Calvert Railway Station had closed, and the site had become an unstaffed siding (Kerr 1966) (refer Section 4.2.4). This fact, added to the discrepancy between the apparent date of the building and its appearance in Calvert, suggests it may have been relocated from elsewhere.</p>	452429mE	6939928mN



Photograph 6.61 Railway House (H2C-19-H40)

Table 6.42 Inspection results – Calvert Community Hall (former) (H2C-19-H41)

Description
Location of mid-20 th century timber community hall on Wilson Street, Calvert (Lot 1/RP64636).
Listings
Ipswich LHR


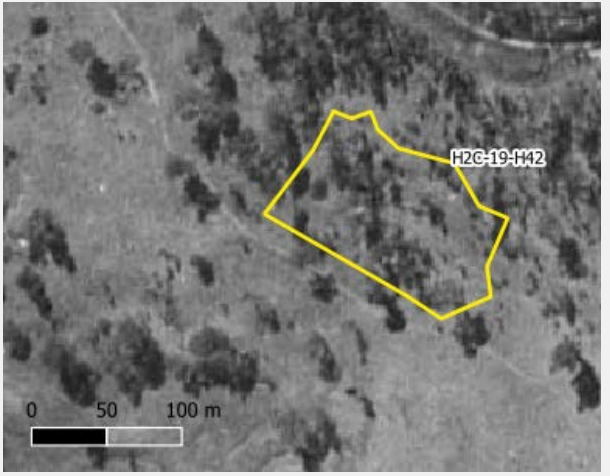


Key elements		
Hall	Easting (GDA94 Z56)	Northing (GDA94 Z56)
<p>The hall was constructed in 1953, following an extensive fund-raising effort by the local community (<i>Queensland Times</i> 14 December 1953:4). By the mid-1990s, however, the building had fallen into disuse as the population of Calvert diminished with the closure of the railway station (Buchanan Architects 1996; Kerr 1966). A period of dereliction then followed, before the hall was renovated into a house.</p> <p>The original style of the building appears to have been very similar to the hall constructed in Grandchester in the same decade (refer H2C-19-H37): a simple weatherboard clad structure with a corrugated iron gabled roof that extends into a skillion roof on one side. The overall building envelope remains the same, but original features such as doors and windows have been removed and the fenestration altered.</p> <p>The building was identified as being an item of interest in the <i>Expanded Ipswich Heritage Study</i>. It is listed on the Ipswich LHR.</p>	447245mE	6939762mN



Photograph 6.62 Calvert Community Hall (H2C-19-H41)

Table 6.43 Grandchester Archaeological Complex (H2C-19-H42)

Description		
Potential archaeological site containing hand moulded, low temperature fired bricks and ground depressions. The complex sits across Lot 215/CH31279 and Lot 86/CH31279.		
Listings		
None. Everick have, however, lodged a site card with DES		
Current imagery	Historical imagery (1933 MAP210311344)	
		
Key elements		
Archaeological site	Easting (GDA94 Z56)	Northing (GDA94 Z56)
The Grandchester Archaeological Complex was identified by Everick Heritage Consultants during early works for the Project. Everick identified hand moulded bricks fired at low temperatures and depressions in the earth. It is possible that this site is a construction camp for the excavation of a tunnel (Six Chain Tunnel) immediately north of the site and west of Grandchester on the Main Line railway, the first railway in QLD and the first narrow gauge mainline railway in the British Colonies (Uniquist 1995, p. 32). Bricks found within the Grandchester Archaeological Complex match those in the current railway tunnels. Historical mapping demonstrates that this general area was within two railway reserves (R340 and R345) (refer Figure 6.1 and Figure 6.2). It seems most probably that these locations were staging grounds for construction equipment in the excavation and formwork for creation of the Six Chain Tunnel and potentially the larger Victoria Tunnel further up the line. These staging grounds would have been supported by the main railway camp, Bigge's Camp, later renamed Grandchester. However, a comparison of aerials from 1933 and 2017 indicate that the centre of the area has been heavily disturbed by the construction of a dam. Further investigation is therefore required to determine the nature, integrity and extent of the archaeological complex.	445448mE	6940666mN



Photograph 6.63 Grandchester Archaeological Complex (adapted from Everick 2018) (H2C-19-H42)

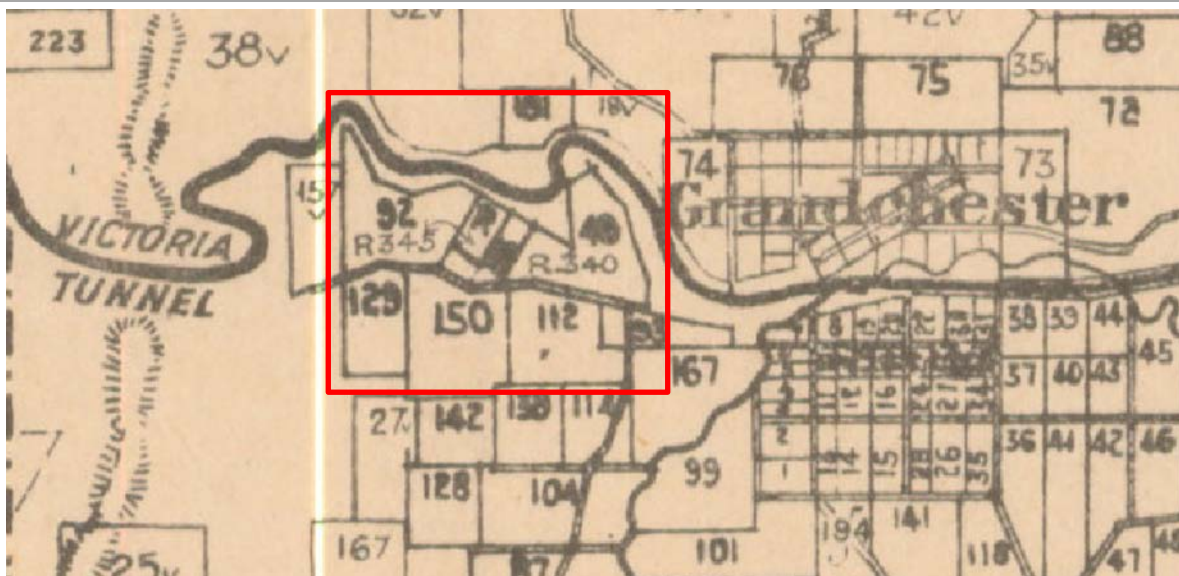


Figure 6.1 Location of railway reserves west of Grandchester (Bigge's Camp) c.1915

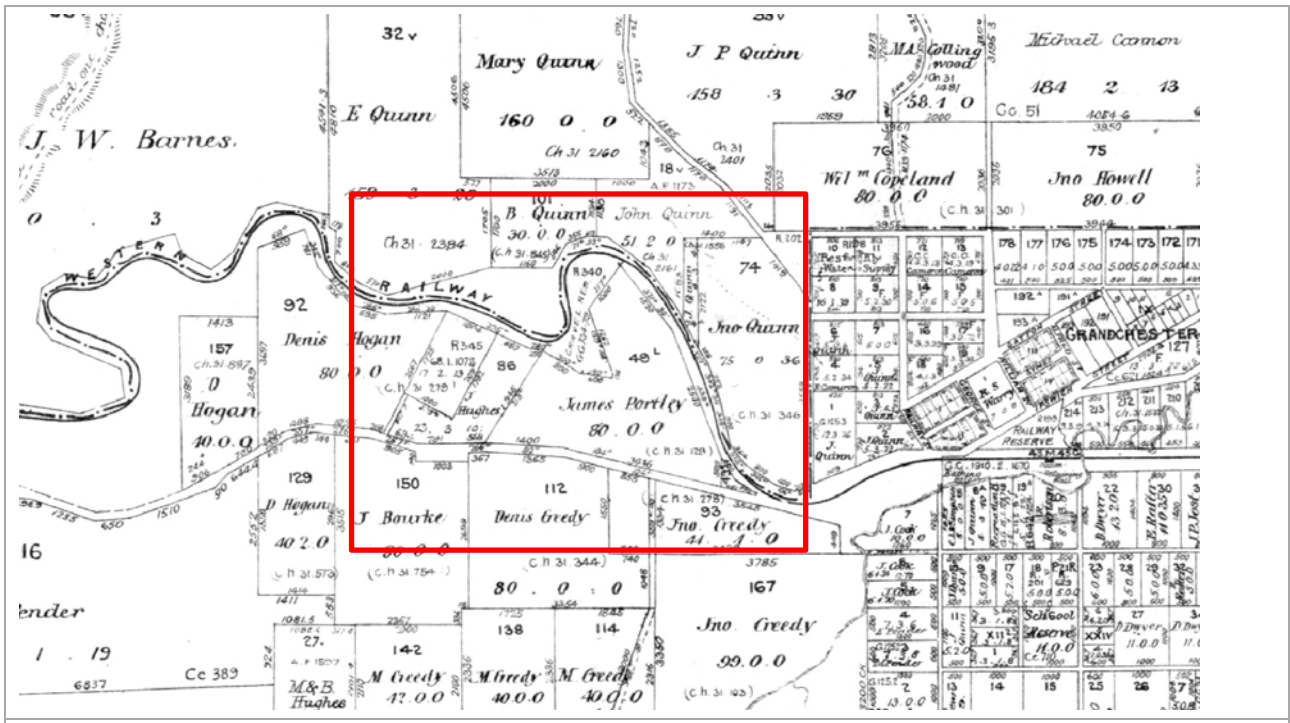


Figure 6.2 Location of railway reserves west of Grandchester showing current reserve boundaries (1917)

7 Significance assessment

An assessment of significance is undertaken to explain why a particular site is important and to enable the appropriate site management and curtilage to be determined. Cultural significance is defined in the Burra Charter (ICOMOS (Australia) 2013) as meaning ‘aesthetic, historic, scientific or social value for past, present or future generations’ (Article 1.1). Cultural significance may be derived from a place’s fabric, association with a person or event, or for its research potential. The significance of a place is not fixed for all time, and what is of significance to us now may change as similar items are located, more historical research is undertaken and community tastes change.

As discussed in Section 3.3, the QH Act prescribes eight criteria that may be used to measure the heritage value of a place and determine its significance: historical, rarity, research, representativeness, aesthetic, creative/technical, social and associational. A place need only fulfil one of these criteria to be considered to be of heritage significance (DEHP 2013).

The relative heritage significance of places in QLD is measured as a series of thresholds representing the importance of the place: world, national, State and local. As defined by DES (DEHP 2013), local heritage places contribute to our understanding of important themes in local history, while State heritage places contribute to our understanding of themes and processes that are of broader relevance. Places need to be of at least regional relevance to be considered of State significance (DEHP 2013).

An assessment against significance criteria for each site is summarised in Table 7.1, and detailed in the following sections.

Table 7.1 Summary assessment indicating threshold of significance

Site	A – historical	B – rarity	C – research	D – representativeness	E – aesthetic	F – creative/technical	G – social	H – associational
H2C-19-H01	State	State	Not met	Not met	Not met	Not met	Not met	Not met
H2C-19-H02	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
H2C-19-H03	Local	Not met	Not met	Local	Local	Not met	Not met	Not met
H2C-19-H04	Local	Not met	Not met	Not met	Not met	Not met	Not met	Not met
H2C-19-H05	Local	Not met	Not met	Not met	Local	Not met	Not met	Not met
H2C-19-H06	Local	Not met	Not met	Not met	Local	Not met	Not met	Not met
H2C-19-H07	Local	Local	Not met	Local	Local	Not met	Local	Not met
H2C-19-H08	Local	Local	Not met	Not met	Local	Not met	Not met	Not met
H2C-19-H09	State	State	Not met	State	State	Not met	State	State
H2C-19-H10	State	State	Not met	State	State	Not met	State	State
H2C-19-H11	Local	Not met	Not met	Not met	Local	Not met	Local	Not met
H2C-19-H12	Local	Not met	Not met	Not met	Local	Not met	Local	Not met
H2C-19-H13	Local	Not met	Not met	Not met	Local	Not met	Local	Not met
H2C-19-H14	Local	Not met	Local	Not met	Not met	Not met	Not met	Not met
H2C-19-H15	State	Not met	State	State	State	Not met	State	Not met
H2C-19-H16	Local	Not met	Local	Not met	Not met	Not met	Not met	Not met
H2C-19-H17	Local	Not met	Local	Local	Local	Not met	Not met	Not met
H2C-19-H18	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
H2C-19-H19	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met

Site	A – historical	B – rarity	C – research	D – representativeness	E – aesthetic	F – creative/technical	G – social	H – associational
H2C-19-H20	Local	Local	Not met	Local	Local	Not met	Local	Local
H2C-19-H21	State	Not met	Not met	State	State	Not met	State	Not met
H2C-19-H22	Local	Local	Not met	Local	Local	Not met	Not met	Not met
H2C-19-H23	State	Not met	Not met	State	State	Not met	Not met	Not met
H2C-19-H24	State	Not met	Not met	State	State	Not met	Not met	State
H2C-19-H25	State	Not met	Not met	State	State	Not met	Not met	Not met
H2C-19-H26	Local	Not met	Local	Local	Not met	Not met	Not met	Not met
H2C-19-H27	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
H2C-19-H28	Local	Local	Local	Not met	Not met	Not met	Not met	Not met
H2C-19-H29	Local	Not met	Local	Not met	Not met	Not met	Not met	Not met
H2C-19-H30	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
H2C-19-H31	Local	Not met	Local	Not met	Local	Not met	Not met	Not met
H2C-19-H32	Local	Not met	Local	Not met	Not met	Not met	Not met	Not met
H2C-19-H33	Local	Not met	Local	Not met	Not met	Not met	Not met	Not met
H2C-19-H34	Local	Not met	Local	Local	Not met	Not met	Not met	Not met
H2C-19-H35	State	State	Not met	Not met	Not met	Not met	Local	State
H2C-19-H36	State	State	Not met	State	Not met	Not met	Not met	Not met
H2C-19-H37	Local	Not met	Not met	Local	Not met	Not met	Local	Not met
H2C-19-H38	Local	Local	Local	Local	Local	Not met	Not met	Not met
H2C-19-H39	Local	Local	Local	Local	Local	Not met	Local	Local
H2C-19-H40	Not met	Not met	Not met	Not met	Not met	Not met	Not met	Not met
H2C-19-H41	Local	Not met	Not met	Not met	Not met	Not met	Local	Not met
H2C-19-H42	State	Local	State	Local	Not met	Not met	Not met	Local

7.1 Helidon railway culvert (H2C-19-H01)

Table 7.2 Significance assessment – Helidon railway culvert (H2C-19-H01)

Criterion	Assessment	Threshold
A – historical	The culvert is of significance in demonstrating the evolution of QLD’s railways, specifically the construction of the first Main Line railway in 1866-1867.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	The 1920s regrading of the Helidon-Murphy’s Creek section of the Main Line removed much of the original railway formation, and this culvert remains as a rare example.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
C – research	The culvert is considered unlikely to contribute new or important information about the area.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
D – representativeness	Not enough information is available about the condition of the culvert to determine its representativeness.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The culvert is not considered to be of aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The culvert has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The culvert has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The culvert has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.3 using rail	
Overall significance		<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.2 House (H2C-19-H02)

Table 7.3 Significance assessment – House (H2C-19-H02)

Criterion	Assessment	Threshold
A – historical	The house has the potential to be related to the local pastoral industry, but there is insufficient historical or physical evidence to confirm the nature or extent of association.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to early 20 th century domestic life and pastoralism to be preserved in and around the house, however these are considered unlikely to contribute new or important information about the area.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house appears to have undergone numerous alterations and is not considered to be a good example of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The house is not considered to be of aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

7.3 House (H2C-19-H03)

Table 7.4 Significance assessment – House (H2C-19-H03)

Criterion	Assessment	Threshold
A – historical	The house is of some historical significance as a demonstration of the expanding settlement of Gatton following the construction of the railway.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to early 20 th century domestic life to be preserved in, under and around the residence, but these are considered unlikely to contribute new or important information about the area.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	Aside from an enclosed verandah, the house appears to be in largely original condition and to be a good representation of its type.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The house retains original federation-era decorative elements such as finials, and makes a positive contribution to streetscape, as does the adjacent rustic barn.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.4 House (H2C-19-H04)

Table 7.5 Significance assessment – House (H2C-19-H04)

Criterion	Assessment	Threshold
A – historical	The house is of some historical significance as a demonstration of the expanding settlement of Gatton following the construction of the railway.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to early 20 th century domestic life to be preserved in, under and around the residence, but these are considered unlikely to contribute new or important information about the area.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house has undergone a number of alterations, including the enclosure of the verandah and the replacement of many windows, and is not considered to be a good representation of its type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The house has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.5 House (H2C-19-H05)

Table 7.6 Significance assessment – House (H2C-19-H05)

Criterion	Assessment	Threshold
A – historical	The house is of some historical significance as a demonstration of the expanding settlement of Gatton following the construction of the railway.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to early 20 th century domestic life to be preserved in, under and around the residence, but these are considered unlikely to contribute new or important information about the area.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house has undergone a number of alterations, including the enclosure of the verandah and the replacement of many windows, and is not considered to be a good representation of its type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	Located on a rise on the banks of Lockyer Creek, the house is a dominant landmark structure.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.6 Lockyer Creek Bridge (H2C-19-H06)

The 'Lockyer Creek Bridge' is not included in any statutory registers, but it is identified as being of significance in the QR Heritage Study (Buchanan Architects 2002). The following assessment of significance is based on that provided by Buchanan Architects (2002).

Table 7.7 Significance assessment – Lockyer Creek Bridge (H2C-19-H06)

Criterion	Assessment	Threshold
A – historical	The Lockyer Creek Bridge is important in demonstrating the evolution of the railway network in QLD. Constructed in 1909 to replace the original timber structure, the Lockyer Creek Bridge was part of a program to upgrade the 1860s Main Line for heavier freight and larger locomotives. As such, it is understood to be one of the oldest remaining bridges of its type – a Pratt truss – on the Main Line, and potentially the QR network as a whole.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The design of the bridge – a through and half through Pratt truss – appears to be unusual, but there is insufficient information about bridges on the QR network to determine its rarity.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The bridge is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	Not enough information is available about the condition of the bridge or of other examples on the QR network to determine representativeness.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The bridge occupies a prominent location on the north western side of the Gatton CBD and, along with adjacent Gatton Railway Station, creates a significant historical railway landscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The bridge has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The bridge has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The bridge has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
Historical themes	5.3 using rail	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.7 Gatton Railway Station (H2C-19-H07)

The 'Gatton Railway Station' is identified as a heritage place in the LVRC LHR and the QR Heritage Study (Buchanan Architects 2002), and as making a contribution to the townscape in the Brisbane Valley Townscape Study (National Trust of Queensland 1976). The following assessment of significance draws upon these sources.

Table 7.8 Significance assessment – Gatton Railway Station (H2C-19-H07)

Criterion	Assessment	Threshold
A – historical	The Gatton Railway Station is important in demonstrating the development of the first Main Line railway in QLD, and the role of Gatton as a central hub for moving both goods and people around the district.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	Elements of the Gatton Railway Station – including the footbridge and platform shelter – are understood to be rare on the Main Line.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	The Gatton Railway Station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The footbridge at Gatton Railway Station has not been raised as a part of electrification of the line and is considered a good representation of type on the Main Line.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The Station occupies a prominent location on the northern side of the Gatton CBD and, along with adjacent Lockyer Creek Bridge, creates a significant historical railway landscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The Station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The Station has been serving the people of Gatton for more than 150 years and is likely of social significance to the community.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The Station has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.3 using rail	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.8 Gatton Station Master's Residence (H2C-19-H08)

The 'Gatton Station Master's Residence' is included on the LVRC LHR as a place of local heritage value, although no assessment against significance is provided.

Table 7.9 Significance assessment – Gatton Station Master’s Residence (H2C-19-H08)

Criterion	Assessment	Threshold
A – historical	The Gatton Station Master’s Residence Railway Station is important in demonstrating the development of the first railway in QLD, and the provision of accommodation to railway employees.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	Station Master’s Residences are becoming increasingly rare along the Main Line, with the only other known example from this era – the Grandchester Station Master’s Residences – having been demolished in the early 2000s.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	The Residence is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The Residence has been subject to a number of alterations and is not considered a good representation of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The Residence is located next to the Gatton Railway Station and, along with Lockyer Creek Bridge, creates a significant historical railway landscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The Residence has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The Residence has no known social significance to the community.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The Residence has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.3 using rail 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.9 Boer War Memorial (H2C-19-H09)

The following assessment is taken from the SHR entry for the memorial (SHR#600510).

Table 7.10 Significance assessment – Boer War Memorial (H2C-19-H09)

Criterion	Assessment	Threshold
A – historical	War Memorials are important in demonstrating the pattern of QLD’s history as they are representative of a recurrent theme that involved most communities throughout the state. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following WWI. It was constructed at an early phase of the history of war memorials in the state, which became prolific after WWI but in 1908 when this memorial was constructed were quite rare. The Boer War Memorial at Gatton is an immensely important QLD monument.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	It is one of only two known digger statues built to commemorate the involvement and death of QLD soldiers in the Boer War of 1899-1902. A third Boer War Memorial was unveiled in Brisbane at a much later date.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

Criterion	Assessment	Threshold
C – research	No assessment provided	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The monuments manifest a unique documentary record and are demonstrative of popular taste. The Gatton Boer War Memorial demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event. This is achieved through the use of appropriate materials and design elements.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
E – aesthetic	The memorial is of aesthetic significance as a landmark and also for its high degree of workmanship and design.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
F – creative/technical	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	It has a strong association with the community as evidence of the impact of a major historic event and with Toowoomba architect, William Hodgen as an unusual example of his work.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
H – associational	It has a strong association with the community as evidence of the impact of a major historic event and with Toowoomba architect, William Hodgen as an unusual example of his work.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
Historical themes	8.6 commemorating significant events.	
Overall significance		<input type="checkbox"/> None <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.10 Weeping Mother Memorial (H2C-19-H10)

The following assessment is taken from the SHR entry for the memorial (SHR#600511).

Table 7.11 Significance assessment – Weeping Mother Memorial (H2C-19-H10)

Criterion	Assessment	Threshold
A – historical	War Memorials are important in demonstrating the pattern of QLD's history as they are representative of a recurrent theme that involved most communities throughout the State. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following WWI.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	Its design is unique in QLD and possibly in Australia.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
C – research	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The monuments manifest a unique documentary record and are demonstrative of popular taste in the inter-war period. The memorial at Gatton demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event. This is achieved through the use of appropriate materials and design elements.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
E – aesthetic	The memorial is of aesthetic significance as a landmark and also for its high degree of workmanship and design.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	It has a strong and continuing association with the community as evidence of the impact of a major historic event and as the focal point for the remembrance of that event It also has a special association as an exemplary example of mason/sculptor Frank Williams.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
H – associational	It has a strong and continuing association with the community as evidence of the impact of a major historic event and as the focal point for the remembrance of that event It also has a special association as an exemplary example of mason/sculptor Frank Williams.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
Historical themes	8.6 commemorating significant events.	
Overall significance	<input type="checkbox"/> None <input type="checkbox"/> Local <input checked="" type="checkbox"/> State	

7.11 Commercial Hotel (H2C-19-H11)

The 'Commercial Hotel' was identified as a building of architectural value in the Brisbane Valley Townscape Study (National Trust of Queensland 1976) and is also included on the LVRC LHR.

Table 7.12 Significance assessment – Commercial Hotel (H2C-19-H11)

Criterion	Assessment	Threshold
A – historical	The Commercial Hotel is of historical significance as a demonstration of the 20 th century expansion of Gatton, and the town's consolidation as a service hub for the surrounding district.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The hotel has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The hotel has no known research potential.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The hotel has undergone many internal and external alterations and is not considered a good representation of its type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The hotel occupies a prominent corner in the centre of Gatton and makes a notable contribution to the streetscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The hotel has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The hotel has been in operation for over 90 years and is likely of significance to the local community.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The hotel has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	3.10 entertaining for profit 3.11 lodging people 6.3 developing urban services and amenities	

Criterion	Assessment	Threshold
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.12 Royal Hotel (H2C-19-H12)

The 'Royal Hotel' was identified as a building of architectural value in the Brisbane Valley Townscape Study (National Trust of Queensland 1976) and is also included on LVRC LHR.

Table 7.13 Significance assessment – Royal Hotel (H2C-19-H12)

Criterion	Assessment	Threshold
A – historical	The Royal Hotel is of historical significance as a demonstration of the 20 th century expansion of Gatton, and the town's consolidation as a service hub for the surrounding district.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The hotel has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The hotel has no known research potential.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The hotel has undergone many internal and external alterations and is not considered a good representation of its type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The hotel occupies a prominent corner in the centre of Gatton and makes a notable contribution to the streetscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The hotel has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The hotel has been in operation for over 100 years and is likely of significance to the local community.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The hotel has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	3.10 entertaining for profit 3.11 lodging people 6.3 developing urban services and amenities	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.13 Gatton Post and Telegraph Office (H2C-19-H13)

The 'Gatton Post and Telegraph Office' is identified as being of local heritage value in the LVRC LHR, but no significance assessment is provided.

Table 7.14 Significance assessment – Gatton Post and Telegraph Office (H2C-19-H13)

Criterion	Assessment	Threshold
A – historical	The Post and Telegraph Office is of historical significance as a demonstration of the delivery of vital early 20 th century communications infrastructure, and the consolidation of Gatton’s role as a service hub for the surrounding district.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	There is insufficient information about municipal infrastructure of this type to evaluate whether the Post and Telegraph Office is a rare example.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The Post and Telegraph Office is considered unlikely to yield information that will contribute to an understanding of the area’s history.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The addition of the brick telephone exchange to the northern side of the Post and Telegraph Office has altered the façade, and the building is not considered a good representation of its type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	Despite the addition of the brick telephone exchange to the northern side of the Post and Telegraph Office, the remaining section of the Federation Arts and Crafts style façade is attractive, and the building makes a positive contribution to the streetscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The Post and Telegraph Office has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The Post and Telegraph Office offered essential services to the people of Gatton for more than a century and is likely of social significance to the community.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The Post and Telegraph Office has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.7 telecommunications 5.8 postal services 6.3 developing urban services and amenities	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.14 House (H2C-19-H14)

Table 7.15 Significance assessment – House (H2C-19-H14)

Criterion	Assessment	Threshold
A – historical	The house is of some historical significance as a demonstration of the expanding settlement of Gatton following the construction of the railway.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to late-19 th century domestic life to be preserved in, under and around the residence.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
D – representativeness	The house has undergone a number of alterations and is not considered a good representation of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The house has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.15 University of Queensland (Gatton) (H2C-19-H15)

The following assessment is taken from the SHR entry for the campus (SHR# 601672).

Table 7.16 Significance assessment – University of Queensland (Gatton) (H2C-19-H15)

Criterion	Assessment	Threshold
A – historical	The UQ Gatton Campus was established in 1897 by the QLD Government as the QLD Agricultural College. It is significant as QLD's first agricultural vocational institution and demonstrates the QLD government's commitment to agricultural education, reflecting the vital importance of primary production in the history of the State. It has significance as QLD's principal agricultural training educational institution for over a century, contributing to generations of best-practice farming in this State. The UQ Gatton Campus also has historical significance for its role in the development of agriculture and agricultural research in QLD through its historical and continuing links with the QLD Department of Agriculture (now Department of Primary Industries) and the CSIR (now CSIRO). In addition, the UQ Gatton Campus is significant for its wartime use as a military hospital, and a number of buildings and structures survive associated with this period.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	No assessment provided	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The UQ Gatton Campus is significant for its wartime use as a military hospital, and a number of buildings and structures survive associated with this period. The dump associated with this use has the potential to yield information that will contribute to an understanding of QLD's wartime history.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

Criterion	Assessment	Threshold
D – representativeness	<p>The UQ Gatton Campus demonstrates the principal characteristics of a rural public educational institution, with the attributes of both a university campus and a working farm. The early-established spatial relationships between the administrative, teaching, workshop, residential, recreational, and farming elements of the site survives, as does early infrastructure including Lawes Siding Road, the original Warrego Highway entrance road, and the 1928-29 water tower and water storage tanks near Lockyer Creek.</p> <p>The Foundation Building and the Homestead are evidence of the original collection of College buildings erected in 1897. Sir Leslie Wilson Hall, constructed as a gymnasium in 1899, demonstrates the recreational facilities that have been part of the campus from its establishment, and which include also a swimming hole in Lockyer Creek and an associated changing rooms building; a fine 1927 timber grandstand; ovals constructed in 1931, 1959-60 and 1965; a War Memorial Swimming Pool (1954); and an airfield (1966). Morrison Hall, constructed in 1936, is a fine example of an interwar Hall of Residence and demonstrates the principal characteristics of a timber dormitory building designed for the QLD climate. The Farm Square precinct (which includes Farm Square (commenced 1899), the Hayshed (1923), the Merv Young Field Facilities Building [former Woolshed] (1913-15), the Weighbridge, the Blacksmith's Shop (1933), the former Dairy Factory [now the printery] (1912), Crow's Silo (1941); the Shearing Shed (1941); the Wool Classing Shed (c.1940s); a number of other c.1940s buildings; and an early residence (c.1900) are important in illustrating the way in which a working farm is combined with facilities for the practical instruction of students.</p> <p>The Cooper Laboratories, a complex of brick and timber buildings purpose-constructed from 1941 for the CSIR seed research program, is important in illustrating the principal characteristics of a substantially intact, 1940s agricultural research facility.</p> <p>On the northern side of the Warrego Highway, the Sewerage Treatment Works and the nearby Pump House on Lockyer Creek are important in illustrating the principal characteristics of early 1940s facilities of this type, and important historically for their association with the presence of an American military hospital at the College during WWII. The timber Dressing Shed beside Lockyer Creek at the north-west end of the campus is a rare known surviving example of this type of recreational structure.</p>	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
E – aesthetic	<p>The Foundation Precinct, which includes the Foundation Building, the Homestead, Morrison Hall, Sir Walter Leslie Hall, the water tower, a flagpole, a sandstone memorial, and plantings of Canary Island Date Palms (<i>Phoenix canariensis</i>), has aesthetic significance derived from the combination of impressive timber vernacular architecture, intact in both form and material, and striking formal landscape qualities. The campus generally has aesthetic value generated by its landscape qualities, which include: the treed sandstone ridge on which the core of the campus sits surrounded by farm paddocks; frontages to Lockyer and Laidley Creeks; planted avenues of trees along the central spine of the College core (<i>Phoenix canariensis</i>), along the original entrance road off the Warrego Highway, along Lawes Siding Road; and along the former Gatton-Forest Hill/Laidley Road alignment at the southern end of the campus; and water features such as the man-made Lake Galletly. There are mature exotic trees planted throughout the campus, including those in the house gardens to the north of the Warrego Highway and along Lockyer Creek near the Dressing Shed, which contribute significantly to the aesthetic values of the campus. Views to and from the central core are valued, and the water tower is a landmark, visible from the Warrego Highway and from the Main Range at Toowoomba, 50 km to the west.</p>	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
F – creative/technical	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	<p>The UQ Gatton Campus has a strong and special association for the University/College community both past and present for its social and educational values. The place is well-known in the QLD community for its contribution to the development of agriculture in the State.</p>	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

Criterion	Assessment	Threshold
H – associational	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 Pastoral activities 2.4 Agricultural activities 2.7 Experimenting, developing technologies and innovation 9.3 Educating adults 9.4 Providing tertiary education	
Overall significance		<input type="checkbox"/> None <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.16 Cottage (H2C-19-H16)

Table 7.17 Significance assessment – Cottage (H2C-19-H16)

Criterion	Assessment	Threshold
A – historical	The cottage is of some historical significance as a demonstration of the establishment of Forest Hill following the construction of the railway.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The cottage has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to late 19 th century domestic life to be preserved in, under and around the residence.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The cottage appears to be in poor condition and is unlikely to be a good representative of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The cottage has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The cottage has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The cottage has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The cottage has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.17 House (H2C-19-H17)

Table 7.18 Significance assessment – House (H2C-19-H17)

Criterion	Assessment	Threshold
A – historical	The house is of some historical significance as a demonstration of the establishment of Forest Hill following the construction of the railway.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to late 19 th century domestic life to be preserved in, under and around the residence.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	Aside from a partly enclosed front/side verandah, the house appears to be in largely original condition and to be a good representation of its type.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The house is a large, imposing structure which retains original late Victorian decorative elements such as ridge ornamentation and multi-coloured window glazing.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.18 House (H2C-19-H18)

Table 7.19 Significance assessment – House (H2C-19-H18)

Criterion	Assessment	Threshold
A – historical	The age of the house is unclear, and it is not possible to relate the structure to any significant historical themes or processes.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The house has no known research potential.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house appears to have undergone numerous alterations and is not considered to be a good example of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
E – aesthetic	The house is not considered to be of aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

7.19 Forest Hill Railway Station (H2C-19-H19)

The 'Forest Hill Railway Station' is identified as a heritage place in the LVRC LHR and the QR Heritage Study (Buchanan Architects 2002), and as making a contribution to the townscape in the Brisbane Valley Townscape Study (National Trust of Queensland 1976). It should be noted, however, that the elements to which these listing applied, including the station building and footbridge, have since been removed. The following assessment of significance is supplied for the extant site.

Table 7.20 Significance assessment – Forest Hill Railway Station (H2C-19-H19)

Criterion	Assessment	Threshold
A – historical	Although the Forest Hill Station was established in 1881 as a part of the Main Line, and was the impetus for the town's development, all station buildings have since been removed, and the historical significance of the place is no longer legible.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No heritage elements remain at the Station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The Station is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	No heritage elements remain at the Station.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The remaining elements of the Station have no aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The Station has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	Any social significance has likely been diminished by the removal of the Station buildings.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
H – associational	The Station has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

7.20 Forest Hill School of Arts (H2C-19-H20)

The 'Forest Hill School of Arts' was identified as contributing to the townscape in the Brisbane Valley Townscape Study (National Trust of Queensland 1976), but it has not been included on the LHR.

Table 7.21 Significance assessment – Forest Hill School of Arts (H2C-19-H20)

Criterion	Assessment	Threshold
A – historical	The School of Arts is of historical significance as an example of the important role community played in identifying, funding and constructing local recreational facilities. It also demonstrates the school of arts movement which saw similar structures built across QLD to support and encourage adult education.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	With the demolition of the Gatton School of Arts, the Forest Hill building is the only known example in the Lockyer Valley.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	The School of Arts has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The School of Arts demonstrates the characteristics of a typical community hall and is also a good representation of the ornamental timber styles of the early Federation period.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The School of Arts retains many of its original decorative timber features, including valance, projecting hipped gable and gothic foil motifs, and makes a positive contribution to the streetscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The hall has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The hall is of social significance to the local community.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The hall was designed by Henry Wyman, a noted Ipswich architect who also served as Ipswich Mayor 1894-96. Wyman designed many prominent buildings in the Lockyer Valley and surrounding areas, including the State heritage listed Lockyer Hotel (SHR#600650) and sections of the Ipswich Central Mission (SHR#600578).	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	8.2 cultural activities 8.3 organisations and societies 8.5 sport and recreation	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.21 Forest Hill War Memorial (H2C-19-H21)

The following assessment is taken from the SHR entry for the memorial (SHR#600649).

Table 7.22 Significance assessment – Forest Hill War Memorial (H2C-19-H21)

Criterion	Assessment	Threshold
A – historical	The Forest Hill War Memorial is important in demonstrating the pattern of QLD's history as evidence of an era of widespread expression of Australian patriotism and nationalism, during and following WWI.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	As a 'Digger' statue, it demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
E – aesthetic	It exhibits aesthetic characteristics which are valued by the community, in particular the fine craft work of the sandstone carving and the aesthetic contribution of the monument to the townscape of Forest Hill in a vista down the main street.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
F – creative/technical	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	It has a strong association with the community as evidence of the impact of a major historical event.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
H – associational	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	8.6 commemorating significant events	
Overall significance		<input type="checkbox"/> None <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.22 Railway Platform Building (Relocated) (H2C-19-H22)

The 'Railway Platform Building' appears to be that identified in the QR Heritage Study at the adjacent Forest Hill Railway Station (Buchanan Architects 2002). The building was assessed as being of low significance, but was recommended for conservation, with the option for relocation within QR property. The following assessment against criteria draws on the information provided in the QR Heritage Study.

Table 7.23 Significance assessment – Railway Platform Building (Relocated) (H2C-19-H22)

Criterion	Assessment	Threshold
A – historical	The platform building is of historical importance as the only remaining element of the Forest Hill Railway Station. Constructed in 1881, the Forest Hill Railway Station was part of the first Main Line railway in QLD, and the impetus for the development of the town. However, this historical value is diminished by the building's relocation from its original context.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
B – rarity	The platform building is all that remains of the Forest Hill Passenger Station.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	The platform building is considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The platform building appears largely intact and is a good representation of an early 20 th century station building. However, this representativeness value is diminished by its relocation from the station complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The simple timber form of the platform building is in keeping with the surrounding state heritage buildings, including the Lockyer Hotel (SHR#600650), Forest Hill Hotel (SHR#600652) and the former National Bank (SHR#600651). As such, it makes a positive contribution to this heritage precinct.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The platform building has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	In its original location, the platform building is likely to have been of social significance to the community of Forest Hill and particularly to rail users. It is uncertain, however, whether this significance will have remained given the relocation of the building and the dwindling of the local community.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The platform building has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.3 using rail	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.23 Lockyer Hotel (H2C-19-H23)

The following assessment is taken from the SHR entry for the hotel (SHR#600650).

Table 7.24 Significance assessment – Lockyer Hotel (H2C-19-H23)

Criterion	Assessment	Threshold
A – historical	The Lockyer Hotel, Forest Hill is important in demonstrating the evolution of QLD's history, being evidence of the early 20 th century development of Forest Hill as a focal point for the surrounding agricultural district.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	It is important in demonstrating the principal characteristics of a two-storeyed, early 20 th century, single-skin timber hotel in rural QLD.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
E – aesthetic	As one of the most prominent and distinctive buildings in Forest Hill, the Lockyer Hotel makes an important aesthetic contribution to the character and townscape of the town, which is valued by the community.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	3.1 Feeding Queenslanders 3.11 Lodging people	
Overall significance		<input type="checkbox"/> None <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.24 National Bank (former) (H2C-19-H24)

The following assessment is taken from the SHR entry for the bank (SHR#600651).

Table 7.25 Significance assessment – National Bank (former) (H2C-19-H24)

Criterion	Assessment	Threshold
A – historical	The former QLD National Bank, Forest Hill, erected c1909, survives as evidence of the early 20 th century development of Forest Hill as a focal point and commercial centre for a prosperous agricultural district. In particular, the building illustrates the close relationship between the QLD National Bank and the commercial activity centred on Forest Hill, prior to WWII.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	A restrained and economical design, the building demonstrates the priority of the street in country town commercial architecture through the elaboration of its front facade and the simplicity of the building behind. A distinctive bank image is created through the use of classical details and the discrete side entrance. The intact interior is an example of the domestic and work environments provided in early 20 th century banks in smaller towns.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
E – aesthetic	A restrained and economical design, the building demonstrates the priority of the street in country town commercial architecture through the elaboration of its front facade and the simplicity of the building behind. A distinctive bank image is created through the use of classical details and the discrete side entrance. The intact interior is an example of the domestic and work environments provided in early 20 th century banks in smaller towns.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
F – creative/technical	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
H – associational	It has an important association with the former QLD National Bank, which contributed substantially to the economic development of QLD in the late 19 th and early 20 th centuries.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
Historical themes	3.7 Financing	
Overall significance		<input type="checkbox"/> None <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.25 Forest Hill Hotel (H2C-19-H25)

The following assessment is taken from the SHR entry for the hotel (SHR#600652).

Table 7.26 Significance assessment – Forest Hill Hotel (H2C-19-H25)

Criterion	Assessment	Threshold
A – historical	The Forest Hill Hotel in Forest Hill is important in demonstrating the evolution of QLD's history, being evidence of the late 19 th century development of Forest Hill as a focal point for the surrounding agricultural district.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	It is important in demonstrating the principal characteristics of a two-storeyed, early 20 th century, single-skin timber hotel in rural QLD.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
E – aesthetic	The Forest Hill Hotel makes an important aesthetic contribution to the character and townscape of the town as one of the most prominent and distinctive buildings in Forest Hill that is valued by the community.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
F – creative/technical	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	3.8 Marketing, retailing and service industries	
Overall significance		<input type="checkbox"/> None <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.26 Cottage (H2C-19-H26)

Table 7.27 Significance assessment – Cottage (H2C-19-H26)

Criterion	Assessment	Threshold
A – historical	The cottage is of some historical significance as a demonstration of the establishment of Forest Hill following the construction of the railway.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The cottage has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to late 19 th century domestic life to be preserved in, under and around the residence.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The front and rear verandahs have been enclosed, but the cottage maintains original elements including sash windows, and separate rear kitchen wing, and is a fair representation of its type.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The cottage has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The cottage has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The cottage has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The cottage has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.27 Outbuildings (H2C-19-H27)

Table 7.28 Significance assessment – Outbuildings (H2C-19-H27)

Criterion	Assessment	Threshold
A – historical	The outbuildings have the potential to be related to the pastoral industry, but there is insufficient historical or physical evidence to confirm the nature or extent of association.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	No elements of the outbuildings are known to be rare.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	Given the removal of the original house and subsequent construction activities the potential for archaeological remains is considered low.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The outbuildings seem to be in poor condition and are not considered to be good examples of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
E – aesthetic	The outbuildings are not considered to be of aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The outbuildings have no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The outbuildings have no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The outbuildings have no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

7.28 Homestead complex (H2C-19-H28)

Table 7.29 Significance assessment – Homestead complex (H2C-19-H28)

Criterion	Assessment	Threshold
A – historical	The homestead complex, which appears to include two houses and a number of outbuildings, is of historical significance as a representation of the early pastoral settlement of the region.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The rear house appears to be a rare example of a pre-1880s cottage, while the slab construction used in one of the outbuildings is a rare example of an early building technique.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to mid-19 th century domestic life and pastoralism to be preserved in and around the homestead complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house appears to be in poor condition and to have undergone numerous alterations, and so is unlikely to be a good example of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The homestead complex is not considered to be of aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The homestead complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The homestead complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The homestead complex has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	

Criterion	Assessment	Threshold
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.29 Homestead complex (H2C-19-H29)

Table 7.30 Significance assessment – Homestead complex (H2C-19-H29)

Criterion	Assessment	Threshold
A – historical	The homestead complex, which appears to include creamery, yards and domestic areas, is of historical significance as a representation of the pastoral and dairying industry that dominated the local economy throughout the 19 th and 20 th centuries.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The homestead complex has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to 19 th or early 20 th century domestic life and pastoralism to be preserved in and around the homestead complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house appears to have undergone numerous alterations, while the outbuildings seem to be in poor condition. Consequently, neither is considered to be a good example of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The homestead complex is not considered to be of aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The homestead complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The homestead complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The homestead complex has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.30 House ruin (H2C-19-H30)

Table 7.31 Significance assessment – House ruin (H2C-19-H30)

Criterion	Assessment	Threshold
A – historical	There is insufficient information available about the house ruin to determine its historical significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
B – rarity	The house ruin has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is insufficient information available about the house ruin to determine its research potential.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house is in a ruined state and is not a good representative of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	Very little of the house remains, and it is not considered to be of aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house ruin has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house ruin has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house ruin has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

7.31 House (H2C-19-H31)

Table 7.32 Significance assessment – House (H2C-19-H31)

Criterion	Assessment	Threshold
A – historical	The ruinous condition of the house makes the building style difficult to identify, but it's simple hipped construction with separate rear kitchen suggests it may date to the colonial period, demonstrating the earliest eras of settlement in the region.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to mid-late 19 th century domestic life to be preserved in, under and around the residence.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house is in a state of dilapidation and is unlikely to be a good representation of its type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The house is clearly visible from the road and has aesthetic value as a ruin.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
G – social	The house has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.32 Homestead complex (H2C-19-H32)

Table 7.33 Significance assessment – Homestead complex (H2C-19-H32)

Criterion	Assessment	Threshold
A – historical	The homestead complex, which appears to include creamery, yards and domestic areas, is of historical significance as a representation of the pastoral and dairying industry that dominated the local economy throughout the 19 th and 20 th centuries.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The homestead complex has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to 19 th or early 20 th century domestic life and pastoralism to be preserved in and around the homestead complex.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The house appears to have undergone numerous alterations, while the outbuildings seem to be in poor condition. Consequently, neither is considered to be a good example of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The homestead complex is not considered to be of aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The homestead complex has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The homestead complex has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The homestead complex has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	2.3 pastoral activities 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.33 General Store (former) (H2C-19-H33)

The former 'General Store' was identified as an 'Item of Interest' in the *Expanded Ipswich Heritage Study* (Buchanan Architects 1996) and, along with a now-demolished house, as a 'pleasant group of buildings' in the *Brisbane Valley Townscape Study*. Neither study provides an assessment against significance.

Table 7.34 Significance assessment – General Store (former) (H2C-19-H33)

Criterion	Assessment	Threshold
A – historical	The Store is of some importance as a part of the early commercial history of Grandchester, and its placement adjacent to the Grandchester Railway Complex (H2C-19-36) illustrates the centrality of the railway to the establishment and functioning of the town.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The Store has no known rarity value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to late 19 th century domestic life to be preserved in, under and around the Store and the adjacent (now demolished) house.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The Store façade has been altered, and the remaining building appears in poor condition. It is not considered a good representation of type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The Store had been identified as part of a 'pleasant group of buildings' but this aesthetic value has been diminished by the demolition of the adjacent house.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The Store has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The Store has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The Store has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	3.8 marketing, retailing and service industries	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.34 House (H2C-19-H34)

Table 7.35 Significance assessment – House (H2C-19-H34)

Criterion	Assessment	Threshold
A – historical	The house is of some historical significance as a part of the settlement and early expansion of Grandchester following the building of the railway.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to mid-late 19 th century domestic life to be preserved in, under and around the residence.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
D – representativeness	Most of the house verandahs have been enclosed, but the dwelling retains many original features, including its separate rear kitchen wing, and is considered a fair representation of its type.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The house has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of importance in QLD's history.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.35 Railway Platform Buildings (Relocated) (H2C-19-H35)

Table 7.36 Significance assessment – Railway Platform Buildings (Relocated) (H2C-19-H35)

Criterion	Assessment	Threshold
A – historical	The platform buildings are important as a part of the Grandchester Railway Station, the original 1865 terminus for the Main Line, and the oldest passenger station in QLD. These buildings demonstrate elements of late 19 th and early 20 th century railway operation that have since been lost at the Station and speak to the importance of Grandchester as a busy transport hub moving both goods and people. The crew quarters illustrate the breadth of activities associated with the operation of a steam-era railway, including the much larger staffing requirements, and the need to accommodate workers on site. The goods shed demonstrates the application of a standard designs and aesthetic across the rail network, with even the most mundane of buildings sharing decorative elements. It is acknowledged, however, that the historical values of both buildings are somewhat diminished by their relocation from their original context.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	The worker's quarters is the only such building of its type recorded on the Main Line and appears to be rare across the QR network. Moreover, the construction of the quarters, with its stepped, convex verandah, suggests that it is a rare example of a colonial-era rail building. The goods shed is slightly later, likely from the first decade of the 20 th century, but is the only known example of its type on the Main Line, and potentially across the QR network.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
C – research	The platform buildings are considered unlikely to contribute new or important information.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	Both buildings have undergone alterations as well as relocation and are not considered good representation of their types.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	In their current location, the platform buildings have no aesthetic value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
F – creative/technical	The platform buildings have no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The buildings may be of significance to the local cricketing community in their current location.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The buildings are associated with the early development of QLD's railway system in general, and with the state heritage listed Grandchester Railway Complex (SHR#600729) in particular.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
Historical themes	5.3 using rail	
Overall significance		<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.36 Grandchester Railway Complex (H2C-19-H36)

The following assessment is taken from the SHR entry for the complex (SHR# 600729).

Table 7.37 Significance assessment – Grandchester Railway Complex (H2C-19-H36)

Criterion	Assessment	Threshold
A – historical	Grandchester Railway complex has historical importance as the western terminus of the first railway in QLD, opened on 31 July 1865. Grandchester as a place is commonly acknowledged to be an historical railway site of State significance. It was the first railway station built in QLD using local materials	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	The survival of a station building incorporating quarters is also rare (compare Southern Line Clifton, Springsure and Pentland).	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
C – research	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The station building, and tank are key elements demonstrating its early date and are understood to have existed on this site from the mid-late 1870s, predating other railway buildings in QLD with the possible exception of Gracemere (Central Line), Murphys Creek (Main Line), Nobby and Clifton (Southern Line).	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
E – aesthetic	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	No assessment provided.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.3 using rail	

Criterion	Assessment	Threshold
Overall significance		<input type="checkbox"/> None <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

7.37 Grandchester Community Hall (H2C-19-H37)

The 'Grandchester Community Hall' was identified as being of historical, representativeness and social significance in the *Expanded Ipswich Heritage Study* (Buchanan Architects 1996) and is listed on the Ipswich City LHR. The following assessment is taken from the Heritage Study (Buchanan Architects 1996).

Table 7.38 Significance assessment – Grandchester Community Hall (H2C-19-H37)

Criterion	Assessment	Threshold
A – historical	The hall is of historical significance.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The hall has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	The hall has no known research values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The hall demonstrates the characteristics of a typical community hall in a country area and has several surviving features which indicate its method of use such as the ticket hatch, shutters and the separation of main hall and sitting/supper area.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The hall has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The hall has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The hall is of social significance to the local community.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The hall has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	8.2 cultural activities 8.3 organisations and societies 8.5 sport and recreation	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.38 House (H2C-19-H38)

The house was identified as being of historical, rarity, representativeness and aesthetic significance in the *Expanded Ipswich Heritage Study* (Buchanan Architects 1996) and is listed on the Ipswich City LHR. The following assessment is based on that provided in the Buchanan Architects 1996 study and has been expanded and updated for the Project assessment.

Table 7.39 Significance assessment – House (H2C-19-H38)

Criterion	Assessment	Threshold
A – historical	The house is of historical significance as a representation of the early settlement of the region, potentially dating to before 1880.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The house is a rare example of an early dwelling.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to mid-late 19 th century domestic life to be preserved in, under and around the residence.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	Most of the house verandahs have been enclosed, but the dwelling retains many original features, including its distinctive roofline, and separate rear kitchen wing. It is considered a fair representation of its type.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	Located on a rise on the southern side of Grandchester, the house is a dominant landmark structure.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The house has no known social value.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The house has no known special association with the life or work of a particular person, group or organisation of historical importance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.39 Railway Residence (H2C-19-H39)

The 'Railway Residence' was identified as being of historical, representativeness, aesthetic and social significance in the *Expanded Ipswich Heritage Study* (Buchanan Architects 1996) and is listed on the Ipswich City LHR. The following assessment is based on that provided in the Buchanan Architects 1996 and has been expanded and updated for the Project assessment.

Table 7.40 Significance assessment – Railway Residence (H2C-19-H39)

Criterion	Assessment	Threshold
A – historical	The railway residence is closely associated with the development of railway transport along this historic rail corridor and is associated with the development of the small township of Calvert.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
B – rarity	The house appears to be a rare example of colonial railway worker accommodation.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is potential for archaeological remains related to mid-late 19 th century domestic life to be preserved in, under and around the residence.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The railway residence retains some of its original elements.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The railway residence makes an important contribution to the landscape.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The house has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The railway residence is of importance in exhibiting a range of aesthetic characteristics valued by the community, in particular the building's traditional form, scale and materials.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The buildings are associated with the early development of QLD's railway system.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.3 using rail 6.4 dwellings	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.40 Railway House (H2C-19-H40)

The 'Railway House' is included in the *Expanded Ipswich Heritage Study* (Buchanan Architects 1996) as an 'Identified Item of Interest', but no significance assessment is provided. The following assessment is based on that provided in the Buchanan Architects 1996 and has been expanded and updated for the Project assessment.

Table 7.41 Significance assessment – Railway House (H2C-19-H40)

Criterion	Assessment	Threshold
A – historical	The Railway House appears to have relocated to the area in the 1960s and is not associated with the historical development of Calvert.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The Railway House has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	There is some potential for archaeological remains related to mid-20 th century domestic life to be preserved in and around the house, however these are considered unlikely to contribute new or important information about the area.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The Railway House has undergone a number of alterations and is not considered a good representative of its type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
E – aesthetic	The Railway House has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The Railway House has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The Railway House has no known social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The Railway House has no known special association with the life or work of a particular person, group or organisation of importance in QLD's history.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	None	
Overall significance		<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

7.41 Calvert Community Hall (former) (H2C-19-H41)

The 'Calver Community Hall' is included in the *Expanded Ipswich Heritage Study* (Buchanan Architects 1996) as an 'Identified item of interest', but no significance assessment is provided.

Table 7.42 Significance assessment – Calvert Community Hall (former) (H2C-19-H41)

Criterion	Assessment	Threshold
A – historical	The former hall is of some historical significance as an example of the important role community played in identifying, funding and constructing local recreational facilities.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
B – rarity	The former hall has no known rarity values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
C – research	Constructed in the mid-20 th century, the former hall has little archaeological potential, and is unlikely to offer any other research opportunities.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
D – representativeness	The former hall has been significantly altered following a period of dereliction, and subsequent remodelling into a house. As such, it is not considered a good representative of its type.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The former hall has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The former hall has no known creative or technical values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The former hall was built by the people of Calvert and was at the centre of local social events for several decades. As such, the building is likely of social significance to Calvert residents. It is also likely, however, that this significance has been diminished by the dwindling of the local community.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The former hall has no known special association with the life or work of a particular person, group or organisation of importance in QLD's history.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State

Criterion	Assessment	Threshold
Historical themes	8.2 cultural activities 8.3 organisations and societies 8.5 sport and recreation	
Overall significance		<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State

7.42 Grandchester Archaeological Complex (H2C-19-H42)

Assessing the significance of archaeological sites holds particular challenges – it is unclear until excavation is undertaken what evidence may be found beneath the surface. The following significance assessment has been undertaken under the assumption that the ‘Grandchester Archaeological Complex’ has intact deposits relating to the construction of the Main Range Line. This significance assessment may require revision following further archaeological investigation.

Table 7.43 Significance assessment – Grandchester archaeological complex (H2C-19-H42)

Criterion	Assessment	Threshold
A – historical	Dependent upon the integrity of the Grandchester archaeological complex, the complex may be of State historical significance. The site may demonstrate the processes involved in the construction of QLD’s first railway line and, in particular, the topographical obstacles the construction team needed to surmount.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
B – rarity	The number of camps associated with the construction of the Main Line is currently unknown (DES 2016c). Further research is required to determine the level of significance of the Grandchester archaeological complex under this criterion, however, it would at least meet this criterion at a local level.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
C – research	Dependent upon the integrity of the Grandchester archaeological complex, the complex may provide insight into the construction of the Main Range Line that is not available from other sources. This criterion would be met at least a local level, but probably State.	<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State
D – representativeness	The number of camps associated with the construction of the Main Line is currently unknown (DES 2016c). Further research is required to determine the significance of the Grandchester archaeological complex under this criterion, however, it would at least meet this criterion at a local level.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
E – aesthetic	The Grandchester archaeological complex has no known aesthetic values.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
F – creative/technical	The Grandchester archaeological complex, upon archaeological investigation, may show creative or technical innovations developed to address site-specific challenges associated with the construction of the Main Range Line, however, this is considered unlikely.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
G – social	The Grandchester archaeological complex is not known to have social significance.	<input checked="" type="checkbox"/> Not met <input type="checkbox"/> Local <input type="checkbox"/> State
H – associational	The Grandchester archaeological complex, depending on the integrity and extent of the site, may hold special association with the life or work of those who constructed the Main Range Line.	<input type="checkbox"/> Not met <input checked="" type="checkbox"/> Local <input type="checkbox"/> State
Historical themes	5.3 using rail	
Overall significance		<input type="checkbox"/> Not met <input type="checkbox"/> Local <input checked="" type="checkbox"/> State

8 Potential impacts and impact mitigation

Potential Project impacts are described in the following sections, and their unmitigated effect on the heritage sites identified in Section 5.4 is assessed. Potential mitigation measures are then proposed, and the potential impact on heritage values reassessed. A discussion of the impact assessment methodology is provided in Section 3.4.

8.1 Project activities

Activities proposed as part of the Project have been categorised into the phases of construction, commissioning and reinstatement, and operation. A description of Project related activities is provided in Table 8.1.

Table 8.1 Description of Project related activities associated with construction, commissioning and reinstatement, and operation phase

Phase	Infrastructure activity	Description of activities
Construction	Site preparation	Vegetation clearing
		Topsoil stripping
		Construction of temporary site compounds
		Construction of rail access roads
		Installation of boreholes and construction water
		Installation of offices, hardstands and other related infrastructure
		Stockpiling
	Utility diversions	Excavation
		Trenching
		Modification, diversion and realignment of utilities and associated infrastructure
	Drainage	Culvert installation
	Structures	Construction of bridges over main waterways
		Road/rail bridge construction
	Civil works	Cutting construction
		Embankment construction using cut to fill from the Project alignment and borrow to fill from external borrow sources, where required
		Construction of temporary haul roads
		Drainage controls
	Road works	Road realignment
		Construction of permanent rail maintenance access roads
	Rail logistics	Sleeper stockpiling
		Rail stockpiling
	Rail construction	Drilling
		Blasting
		Ballast installation
		Sleeper placement
		Rail placement
		Installation train signals and communications infrastructure
		Demobilising site compounds

Phase	Infrastructure activity	Description of activities
	Tunnel construction	Removal of construction material and waste
		Roadheader excavation
		Removal of redundant structures
		Decommissioning work site signs
		Decommissioning access roads
		Forming and stabilising of spoil mounds
	Signals and communications installation	Removal of temporary fencing
Commissioning and reinstatement	Demobilisation/ Decommissioning	Establish permanent fencing
		Restoration of disturbed areas, including revegetation where required
	Spoil mounds	Conversion of haul roads and construction access roads into permanent roads
	Restoration	Minor maintenance works
	Rail works	Bridge and culvert inspections
		Sleeper replacement
		Rail welding
		Rail grinding
		Ballast dropping
		Track tamping
		Major periodic maintenance
Operation	Train operations	Train movement along rail
	Operational maintenance	Ongoing vehicle movement within rail corridor

8.2 Assessing sensitivity

The degree of impact an activity will have on a heritage place is partly a factor of the place's heritage significance: the more significant a place is, the more sensitive it will be to change (refer Section 3.4). An assessment of the sensitivity of each heritage place with the cultural heritage study area is provided in Table 8.2 in accordance with the methodology provided in Section 3.4.

Table 8.2 Sensitivity of identified heritage sites

Site ID	Description	Significance	Number of criteria met	Sensitivity
H2C-19-H01	Helidon Railway Culvert	State	2	Moderate
H2C-19-H02	House	None	None	Negligible
H2C-19-H03	House	Local	3	Moderate
H2C-19-H04	House	Local	1	Low
H2C-19-H05	House	Local	2	Moderate
H2C-19-H06	Lockyer Creek Rail Bridge	Local	2	Moderate
H2C-19-H07	Gatton Railway Station	Local	5	Moderate
H2C-19-H08	Gatton Station Master's Residence	Local	3	Moderate
H2C-19-H09	Boer War Memorial	State	6	High

Site ID	Description	Significance	Number of criteria met	Sensitivity
H2C-19-H10	Weeping Mother Memorial	State	6	High
H2C-19-H11	Commercial Hotel	Local	3	Moderate
H2C-19-H12	Royal Hotel	Local	3	Moderate
H2C-19-H13	Gatton Post and Telegraph Office	Local	3	Moderate
H2C-19-H14	House	Local	2	Moderate
H2C-19-H15	UQ (Gatton)	State	5	High
H2C-19-H16	Cottage	Local	2	Moderate
H2C-19-H17	House	Local	4	Moderate
H2C-19-H18	House	None	None	Negligible
H2C-19-H19	Forest Hill Railway Station	None	None	Negligible
H2C-19-H20	Forest Hill School of Arts	Local	6	Moderate
H2C-19-H21	Forest Hill War Memorial	State	4	High
H2C-19-H22	Railway platform building (relocated)	Local	4	Moderate
H2C-19-H23	Lockyer Hotel	State	3	High
H2C-19-H24	National Bank (former)	State	4	High
H2C-19-H25	Forest Hill Hotel	State	3	High
H2C-19-H26	Cottage	Local	3	Moderate
H2C-19-H27	Outbuildings	None	None	Negligible
H2C-19-H28	Homestead Complex	Local	3	Moderate
H2C-19-H29	Homestead Complex	Local	2	Moderate
H2C-19-H30	House ruin	None	None	Negligible
H2C-19-H31	House	Local	3	Moderate
H2C-19-H32	Homestead complex	Local	2	Moderate
H2C-19-H33	General Store (former)	Local	2	Moderate
H2C-19-H34	House	Local	3	Moderate
H2C-19-H35	Railway platform buildings (relocated)	State	4	High
H2C-19-H36	Grandchester Railway Complex	State	3	High
H2C-19-H37	Grandchester Community Hall	Local	3	Moderate
H2C-19-H38	House	Local		Moderate
H2C-19-H39	Railway residence	Local	7	Moderate
H2C-19-H40	Railway house	None	None	Negligible
H2C-19-H41	Calvert Community Hall (former)	Local	2	Moderate
H2C-19-H42	Grandchester Archaeological Complex	State	5	High

8.3 Potential impacts and magnitude of change

Potential impacts on heritage sites can be divided into two main types: direct and indirect. Direct impacts occur if a heritage place or site is located directly in a development area and/or would be physically impacted by development. Such impacts include the demolition or substantial alteration of a building, or the disturbance of an archaeological site. Indirect impacts, alternatively, are those that alter the surrounding physical environment in such a way that a heritage place or site is affected. Indirect impacts might include extra vibration from construction activities or subsequent traffic load, as well as additional water runoff or sediment deposition due to changing hydrology. The effects of direct or indirect impacts are measured in terms of the extent to which they alter the heritage values of a heritage place. This is represented as the 'magnitude of change' (refer Section 3.4).

Direct impacts to heritage are most likely to occur during site preparation as a part of the construction phase. At this time, clearing and stripping activities will require the demolition of heritage structures and the destruction of archaeological sites within the disturbance footprint. The heritage places that are within this footprint are listed in Table 8.3, along with the potential nature of impact and magnitude of change.

Table 8.3 Heritage places at risk of direct impact

Site ID	Description	Potential impact	Likely magnitude of change
H2C-19-H01	Helidon Railway Culvert	Removal of all heritage elements	Major
H2C-19-H03	House	Removal of house	Major
H2C-19-H04	House	Removal of house	Major
H2C-19-H05	House	Removal of house	Major
H2C-19-H06	Lockyer Creek Rail Bridge	Removal of bridge	Major
H2C-19-H07	Gatton Railway Station	Removal of footbridge, platform shelter and weighbridge	Medium
H2C-19-H08	Gatton Station Masters Residence	Removal of house	Major
H2C-19-H15	UQ (Gatton)	Removal of siding, alteration to original entrance and road, removal of plantings	Low
H2C-19-H17	House	Removal of house, disturbance of archaeological deposits	Major
H2C-19-H19	Forest Hill Railway Station	Removal of remaining station elements	Negligible
H2C-19-H21	Forest Hill War Memorial	Removal of memorial	Major
H2C-19-H23	Lockyer Hotel	Removal of building	Major
H2C-19-H26	Cottage	Removal of dwelling, disturbance of archaeological deposits	Major
H2C-19-H27	Outbuildings	Removal of buildings	Negligible
H2C-19-H30	House ruin	Removal of built and archaeological elements	Negligible
H2C-19-H33	General Store (former)	Removal of building, disturbance of archaeological deposits	Major
H2C-19-H38	House	Removal of building, disturbance of archaeological deposits	Major
H2C-19-H39	Railway residence	Removal of building, disturbance of archaeological deposits	Major
H2C-19-H40	Railway house	Removal of building	Major
H2C-19-H41	Calvert Community Hall (former)	Removal of building	Major

Indirect impacts may occur during any phase of the Project, when construction, operation, or decommissioning (as it related to construction) activities result in excessive dust, noise or vibration which damages heritage structures. Sites at risk of indirect impacts are listed in Table 8.4, along with the potential nature of impact and magnitude of change.

Table 8.4 Heritage places at risk of indirect impact

Site ID	Description	Potential impact	Likely magnitude of change
H2C-19-H02	House	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original.	Negligible
H2C-19-H07	Gatton Railway Station	Dust and vibration from construction and operation may speed dilapidation of passenger station.	Low
H2C-19-H09	Boer War Memorial	Dust and vibration from construction and operation may speed dilapidation of memorial.	Low
H2C-19-H10	Weeping Mother Memorial	Dust from construction and operation may speed dilapidation of memorial.	Low
H2C-19-H11	Commercial Hotel	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original.	Negligible
H2C-19-H12	Royal Hotel	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original.	Negligible
H2C-19-H13	Gatton Post and Telegraph Office	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original.	Negligible
H2C-19-H14	House	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original. Archaeological deposits unlikely to be impacted.	Negligible
H2C-19-H16	Cottage	Dust from construction and operation may speed dilapidation. Building in poor condition and maybe more susceptible to impact.	Low
H2C-19-H18	House	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original.	Negligible
H2C-19-H20	Forest Hill School of Arts	Dust and vibration from construction and operation may speed dilapidation.	Low
H2C-19-H22	Railway platform building (relocated)	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original.	Negligible
H2C-19-H24	National Bank (former)	Dust from construction and operation may speed dilapidation. Building in poor condition and maybe more susceptible to impact.	Low
H2C-19-H25	Forest Hill Hotel	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original.	Low
H2C-19-H28	Homestead Complex	Dust from construction and operation may speed dilapidation. Rear building appears in poor condition and maybe more susceptible to impact.	Low
H2C-19-H29	Homestead Complex	Dust from construction and operation may speed dilapidation.	Negligible
H2C-19-H31	House	Dust from construction and operation may speed dilapidation. Building in poor condition and maybe more susceptible to impact. Archaeological deposits unlikely to be impacted.	Low

Site ID	Description	Potential impact	Likely magnitude of change
H2C-19-H32	Homestead complex	Dust from construction and operation may speed dilapidation of buildings. Archaeological deposits unlikely to be impacted.	Negligible
H2C-19-H34	House	Dust from construction and operation may speed dilapidation. Archaeological deposits unlikely to be impacted.	Low
H2C-19-H35	Railway platform buildings (relocated)	Dust from construction and operation may speed dilapidation. Buildings may fall into disuse and dereliction if works result in the closure of the cricket ground.	Low-Major
H2C-19-H36	Grandchester Railway Complex	Dust from construction and operation may speed dilapidation.	Low
H2C-19-H37	Grandchester Community Hall	Dust from construction and operation may speed dilapidation. However, elements most likely impacted – such as the roofing iron – are non-original.	Negligible
H2C-19-H42 ¹	Grandchester Archaeological Complex	Archaeological deposits unlikely to be impacted.	Negligible

Table note:

1 further investigation required to determine the extent of potential archaeological value

8.4 Assessment of significance of unmitigated impact

The significance of predicted unmitigated impacts to each of the sites is assessed in Table 8.5, using the rankings established in the previous sections.

Table 8.5 Assessment of significance of unmitigated impacts

Site ID	Description	Sensitivity	Magnitude of change	Significance of impact
H2C-19-H01	Helidon Railway Culvert	Moderate	Major	Large
H2C-19-H02	House	Negligible	Negligible	Neutral
H2C-19-H03	House	Moderate	Major	Large
H2C-19-H04	House	Low	Major	Moderate
H2C-19-H05	House	Moderate	Major	Large
H2C-19-H06	Lockyer Creek Rail Bridge	Moderate	Major	Large
H2C-19-H07	Gatton Railway Station	Moderate	Medium	Moderate
H2C-19-H08	Gatton Station Master's Residence	Moderate	Major	Large
H2C-19-H09	Boer War Memorial	High	Low	Slight
H2C-19-H10	Weeping Mother Memorial	High	Low	Slight
H2C-19-H11	Commercial Hotel	Moderate	Negligible	Slight
H2C-19-H12	Royal Hotel	Moderate	Negligible	Slight
H2C-19-H13	Gatton Post and Telegraph Office	Moderate	Negligible	Slight
H2C-19-H14	House	Moderate	Negligible	Slight
H2C-19-H15	UQ (Gatton)	High	Low	Moderate
H2C-19-H16	Cottage	Moderate	Low	Slight
H2C-19-H17	House	Moderate	Major	Large
H2C-19-H18	House	Negligible	Negligible	Neutral
H2C-19-H19	Forest Hill Railway Station	Negligible	Negligible	Neutral

Site ID	Description	Sensitivity	Magnitude of change	Significance of impact
H2C-19-H20	Forest Hill School of Arts	Moderate	Low	Slight
H2C-19-H21	Forest Hill War Memorial	High	Major	Very Large
H2C-19-H22	Railway platform building (relocated)	Moderate	Negligible	Neutral
H2C-19-H23	Lockyer Hotel	High	Major	Very Large
H2C-19-H24	National Bank (former)	High	Low	Slight
H2C-19-H25	Forest Hill Hotel	High	Low	Slight
H2C-19-H26	Cottage	Moderate	Major	Moderate
H2C-19-H27	Outbuildings	Negligible	Negligible	Neutral
H2C-19-H28	Homestead Complex	Moderate	Low	Slight
H2C-19-H29	Homestead Complex	Moderate	Negligible	Neutral
H2C-19-H30	House ruin	Negligible	Negligible	Neutral
H2C-19-H31	House	Moderate	Low	Slight
H2C-19-H32	Homestead complex	Moderate	Negligible	Neutral
H2C-19-H33	General Store (former)	Moderate	Major	Large
H2C-19-H34	House	Moderate	Low	Slight
H2C-19-H35	Railway platform buildings (relocated)	High	Low-Major	Slight-Very Large
H2C-19-H36	Grandchester Railway Complex	High	Low	Slight
H2C-19-H37	Grandchester Community Hall	Moderate	Negligible	Neutral
H2C-19-H38	House	Moderate	Major	Large
H2C-19-H39	Railway residence	Moderate	Major	Large
H2C-19-H40	Railway house	Negligible	Major	Slight
H2C-19-H41	Calvert Community Hall (former)	Moderate	Major	Large
H2C-19-H42	Grandchester Archaeological Complex	High	Negligible	Neutral

8.5 Proposed mitigation measures

The accepted methodology for managing impacts on heritage places is to avoid wherever possible, minimise as far as is practical and then mitigate where avoidance and minimisation is not possible (ICOMOS 2011). This impact assessment method assumes the implementation of all standard ARTC mitigation measures (refer Table 8.6), with additional measures outlined in Table 8.7 and applied to the heritage places in Table 8.8.

Table 8.6 Cultural heritage mitigation measures

Delivery phase	Aspect	Proposed additional mitigation measures
Detailed design	All heritage	Design to avoid direct impacts to identified sites/items of Indigenous and non-Indigenous heritage significance where practicable. Design to respond to the outcomes of any further cultural heritage surveys.
Pre-construction	All heritage	Construction planning avoids directly impacting on identified sites/items of Indigenous and non-Indigenous heritage significance where practicable. If items/sites cannot be avoided, photographic/archival recording of culverts/underbridges with timber components, former rail station sites and other contextual locations/structures of heritage significance will occur in accordance with outcomes of any further cultural heritage surveys for the Project. Artefacts will be collected prior to construction in accordance with the Cultural Heritage Sub-plan of the draft Outline EMP.

Delivery phase	Aspect	Proposed additional mitigation measures
		<p>The Cultural Heritage Sub-plan will detail mitigation and management measures to be implemented during construction in relation to cultural heritage. It is expected to include:</p> <ul style="list-style-type: none"> ■ Requirements for site induction, training, heritage monitors, inspections, audits, corrective actions, notification and classification of environmental incidents, record keeping, monitoring and performance objectives for handover on completion of construction ■ Heritage management actions to be undertaken by suitably qualified persons ■ Specific requirements for cultural heritage sites/items that cannot be avoided during construction ■ Unexpected finds procedure, including assessment by a suitably qualified person and notification obligations under the applicable legislation ■ Procedure for encountering potential burial sites or potential human skeletal material including notification obligations under applicable legislation ■ Any other requirements necessary to comply with conditions of approval, subsequent approvals, regulatory requirements or ARTC cultural heritage management plans/agreements. <p>Archaeological investigations will only be undertaken by archaeologists qualified and experienced in Aboriginal heritage, in consultation with the registered Aboriginal stakeholders, in accordance with any Cultural Heritage Management Plans (CHMPs) in place between ARTC and relevant parties.</p>
	Vibration	<p>Building condition/dilapidation surveys will be undertaken at all heritage structures identified during detailed design as being subject to potential vibration impacts. Surveys will occur before and after undertaking vibration generating works (e.g. pile-driving), with the potential for monitoring during the construction activities as per the Noise and Vibration Sub-plan of the draft Outline EMP.</p>
Construction and Commissioning	All heritage	<p>Where impacts can be avoided to known Indigenous or non-Indigenous heritage, appropriate precautionary measures, such as informing relevant staff and contractors of the nature and location of the items and need to avoid impacts, detailing location on site maps, along with temporary protective fencing and signage will be implemented for those sites within close proximity of the area of works.</p> <p>Works will not be performed on potential heritage items without required approvals and appropriate management plans.</p> <p>Temporary protective barricading will be installed around heritage places or artefacts that are located within the disturbance footprint and are to be retained.</p> <p>If a suspected Aboriginal or historic heritage item or site is identified, any works that may impact the item or site will stop, and the unexpected finds procedure in the CHMP will be followed. Any responses to chance finds will only be undertaken by archaeologists qualified and experienced in the relevant discipline.</p> <p>In the event of the discovery of potential human remains, all work in the area will cease and the relevant statutory process for the notification and management of human remains will be instigated.</p>
	Vibration	<p>Vibration monitoring will be required at heritage structures where the potential for building/structural damage risk is identified during the detailed design phase or as part of preconstruction dilapidation surveys. Vibration monitoring will be undertaken by a suitably qualified person, in accordance with relevant standards and guidelines. Where monitoring is required occur at a heritage structure, placement of equipment will be carried out on advice from a suitably qualified person (heritage practitioner).</p>

Table 8.7 Proposed management and mitigation measures

Measure		Description
Avoidance		<ul style="list-style-type: none"> ■ Consider options to alter disturbance footprint and avoid direct or indirect impacts
Management and minimisation	Vibration impacts	<ul style="list-style-type: none"> ■ Tailor construction methodology to limit vibration impacts (see the noise assessment in the EIS for further detail) ■ Vibration at heritage places to be kept below a target of 2mm/sec where-ever possible (with reference to DIN4150) ■ Pre-construction and post-construction condition/dilapidation surveys to be undertaken at all heritage places at risk of vibration impact ■ Vibration to be monitored at places where thresholds exceedances are possible ■ Where vibration exceedances occur, change design/construction methodology where possible to reduce impact ■ If impacts cannot be avoided, refer to following measures for Built heritage impacts.
	Built heritage impacts	<ul style="list-style-type: none"> ■ Archival recording <ul style="list-style-type: none"> – Undertake archival photographic recording in accordance with DEHP (2013) <i>Guideline: Archival Recording of Heritage Places</i> – Copies of archival records to be lodged with the John Oxley Library (or local libraries and/or historical societies as appropriate) ■ Repair <ul style="list-style-type: none"> – Repair any damage to heritage structures in a way which conserves the heritage values of the place (see Burra Charter Article 1.4) if/as possible ■ Relocation <ul style="list-style-type: none"> – Relocation of heritage items is generally undesirable, as setting forms an intrinsic part of heritage value (ICOMOS Australia 2013) – However, if impacts cannot be managed in any other way, it may be appropriate to relocate buildings or items of moveable heritage to another location, such as a local historical society (where agreed to prior).
	Archaeological impacts	<ul style="list-style-type: none"> ■ Archaeological survey <ul style="list-style-type: none"> – Undertake archaeological survey to map elements of complex sites and identify areas of possible subsurface deposit ■ Archaeological excavation <ul style="list-style-type: none"> – If warranted by results of archaeological survey, undertake a two-stage archaeological excavation: <ul style="list-style-type: none"> ■ Stage 1 – test excavation to confirm subsurface deposit ■ Stage 2 – salvage excavation of subsurface deposits (if required and if possible) ■ Archaeological surface collection <ul style="list-style-type: none"> – Collect archaeological artefacts on the ground surface – Depending on nature of site may be undertaken in conjunction with, or in place of, excavation ■ Archaeological monitoring <ul style="list-style-type: none"> – If warranted by results of archaeological survey, archaeologists to monitor ground breaking works to identify any subsurface deposit ■ Archaeological chance finds <ul style="list-style-type: none"> – In the case of unexpected archaeological finds protocol included in CMP is to be followed.

Table 8.8 Proposed mitigation measures for each heritage place

Site ID	Description	Listings	Significance of impact	Mitigation
H2C-19-H01	Helidon Railway Culvert	None	Large	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording of built elements If avoidance is not possible: <ul style="list-style-type: none"> ■ Archaeological survey to identify extent of culvert and any additional features ■ Depending on results of survey, archaeological monitoring or excavation

Site ID	Description	Listings	Significance of impact	Mitigation
H2C-19-H02	House	None	Neutral	None
H2C-19-H03	House	None	Large	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording If avoidance is not possible: <ul style="list-style-type: none"> ■ Consider relocation to residential area with heritage or character protection provisions
H2C-19-H04	House	None	Moderate	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording If avoidance is not possible: <ul style="list-style-type: none"> ■ Consider relocation to residential area with heritage or character protection provisions
H2C-19-H05	House	None	Large	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording If avoidance is not possible: <ul style="list-style-type: none"> ■ Consider relocation to residential area with heritage or character protection provisions
H2C-19-H06	Lockyer Creek Rail Bridge	QR	Large	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording If avoidance is not possible: <ul style="list-style-type: none"> ■ Discuss any additional measures with infrastructure owner
H2C-19-H07	Gatton Railway Station	LHR	Moderate	<ul style="list-style-type: none"> ■ Avoid heritage elements where possible ■ Manage indirect impacts ■ Archival recording If avoidance/management is not possible: <ul style="list-style-type: none"> ■ Consider relocating heritage elements to another QR property ■ Comply with local planning scheme heritage provisions where relevant
H2C-19-H08	Gatton Station Master's Residence	LHR	Large	<ul style="list-style-type: none"> ■ Avoid heritage elements where possible ■ Manage indirect impacts ■ Archival recording If avoidance/management is not possible: <ul style="list-style-type: none"> ■ Consider relocating building to a QR property or a residential area with heritage or character protection provisions ■ Comply with local planning scheme heritage provisions where relevant (complete an impact assessment)
H2C-19-H09	Boer War Memorial	SHR	Slight	<ul style="list-style-type: none"> ■ Manage indirect impacts ■ Archival recording If any direct impacts are anticipated: <ul style="list-style-type: none"> ■ Seek Exemption under the QH Act or Development Approval under the Planning Act

Site ID	Description	Listings	Significance of impact	Mitigation
H2C-19-H10	Weeping Mother Memorial	SHR	Slight	<ul style="list-style-type: none"> ■ Manage indirect impacts ■ Archival recording <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> ■ Seek Exemption under the QH Act or Development Approval under the Planning Act
H2C-19-H11	Commercial Hotel	LHR	Slight	<ul style="list-style-type: none"> ■ Manage indirect impacts ■ Archival recording <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> ■ Comply with local planning scheme heritage provisions where relevant (complete an impact assessment)
H2C-19-H12	Royal Hotel	LHR	Slight	<ul style="list-style-type: none"> ■ Manage indirect impacts ■ Archival recording <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> ■ Comply with local planning scheme heritage provisions where relevant (complete an impact assessment)
H2C-19-H13	Gatton Post and Telegraph Office	LHR	Slight	<ul style="list-style-type: none"> ■ Manage indirect impacts ■ Archival recording <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> ■ Comply with local planning scheme heritage provisions where relevant (complete an impact assessment)
H2C-19-H14	House	None	Slight	<ul style="list-style-type: none"> ■ Manage indirect impacts ■ Archival recording <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> ■ Archaeological survey and possible excavation
H2C-19-H15	UQ (Gatton)	SHR	Moderate	<ul style="list-style-type: none"> ■ Seek Exemption under the QH Act or Development Approval under the Planning Act ■ Avoid heritage elements where possible ■ Archival recording of existing road and plantings ■ If required, re-establish avenues of plantings, especially Canary Island Date Palms (<i>Phoenix canariensis</i>) (or appropriate alternative)
H2C-19-H16	Cottage	None	Slight	<ul style="list-style-type: none"> ■ Manage indirect impacts ■ Archival recording <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> ■ Archaeological survey and possible excavation
H2C-19-H17	House	None	Large	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording <p>If avoidance is not possible:</p> <ul style="list-style-type: none"> ■ Archaeological survey and possible excavation ■ Consider relocating building to a residential area with heritage or character protection provisions
H2C-19-H18	House	None	Neutral	None

Site ID	Description	Listings	Significance of impact	Mitigation
H2C-19-H19	Forest Hill Railway Station	LHR	Neutral	<ul style="list-style-type: none"> Comply with local planning scheme heritage provisions where relevant
H2C-19-H20	Forest Hill School of Arts	None	Slight	<ul style="list-style-type: none"> Manage indirect impacts Archival recording
H2C-19-H21	Forest Hill War Memorial	SHR	Very Large	<ul style="list-style-type: none"> Avoid site Archival recording <p>If avoidance is not possible:</p> <ul style="list-style-type: none"> Seek Exemption under the QH Act or Development Approval under the Planning Act Engage heritage mason to advise on conservation and relocation processes Consult with local community regarding suitable location for memorial Re-instate memorial in appropriate setting
H2C-19-H22	Railway platform building (relocated)	None	Neutral	None
H2C-19-H23	Lockyer Hotel	SHR	Very Large	<ul style="list-style-type: none"> Avoid site Archival recording <p>If avoidance is not possible:</p> <ul style="list-style-type: none"> Seek Exemption under the QH Act or Development Approval under the Planning Act
H2C-19-H24	National Bank (former)	SHR	Slight	<ul style="list-style-type: none"> Manage indirect impacts Archival recording
H2C-19-H25	Forest Hill Hotel	SHR	Slight	<ul style="list-style-type: none"> Manage indirect impacts Archival recording
H2C-19-H26	Cottage	None	Moderate	<ul style="list-style-type: none"> Avoid site Archival recording <p>If avoidance is not possible:</p> <ul style="list-style-type: none"> Archaeological survey and possible excavation Consider relocating building to a residential area with heritage or character protection provisions
H2C-19-H27	Outbuildings	None	Neutral	None
H2C-19-H28	Homestead Complex	None	Slight	<ul style="list-style-type: none"> Manage indirect impacts Archival recording
H2C-19-H29	Homestead Complex	None	Neutral	None
H2C-19-H30	House ruin	None	Neutral	<ul style="list-style-type: none"> Archaeological survey to confirm heritage assessment Archaeological mitigation if required
H2C-19-H31	House	None	Slight	<ul style="list-style-type: none"> Manage indirect impacts Archival recording <p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> Archaeological survey and possible excavation
H2C-19-H32	Homestead complex	None	Neutral	<p>If any direct impacts are anticipated:</p> <ul style="list-style-type: none"> Archaeological survey and possible excavation

Site ID	Description	Listings	Significance of impact	Mitigation
H2C-19-H33	General Store (former)	None	Large	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording If avoidance is not possible: <ul style="list-style-type: none"> ■ Archaeological survey and possible excavation ■ Consider relocating building to a residential area with heritage or character protection provisions
H2C-19-H34	House	None	Slight	<ul style="list-style-type: none"> ■ Manage indirect impacts ■ Archival recording If any direct impacts are anticipated: <ul style="list-style-type: none"> ■ Archaeological survey and possible excavation
H2C-19-H35	Railway platform buildings (relocated)	None	Slight-Very Large	<ul style="list-style-type: none"> ■ Archival recording ■ Manage indirect impacts ■ Relocate buildings to the Grandchester Railway Station or other appropriate location
H2C-19-H36	Grandchester Railway Complex	SHR	Slight	<ul style="list-style-type: none"> ■ Archival recording ■ Manage indirect impacts If any direct impacts are anticipated: <ul style="list-style-type: none"> ■ Seek Exemption under the QH Act or Development Approval under the Planning Act
H2C-19-H37	Grandchester Community Hall	LHR	Neutral	<ul style="list-style-type: none"> ■ Archival recording ■ Manage indirect impacts If any direct impacts are anticipated: <ul style="list-style-type: none"> ■ Comply with local planning scheme heritage provisions where relevant (complete an impact assessment)
H2C-19-H38	House	LHR	Large	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording If avoidance is not possible: <ul style="list-style-type: none"> ■ Archaeological survey and possible excavation ■ Consider relocating building to a residential area with heritage or character protection provisions ■ Comply with local planning scheme heritage provisions where relevant (complete an impact assessment).
H2C-19-H39	Railway residence	LHR	Large	<ul style="list-style-type: none"> ■ Avoid site ■ Archival recording If avoidance is not possible: <ul style="list-style-type: none"> ■ Archaeological survey and possible excavation ■ Consider relocating building to a residential area with heritage or character protection provisions ■ Comply with local planning scheme heritage provisions where relevant (complete an impact assessment)

Site ID	Description	Listings	Significance of impact	Mitigation
H2C-19-H40	Railway house	LHR	Slight	<ul style="list-style-type: none"> Avoid site Archival recording If avoidance is not possible: <ul style="list-style-type: none"> Comply with local planning scheme heritage provisions where relevant (complete an impact assessment)
H2C-19-H41	Calvert Community Hall (former)	LHR	Large	<ul style="list-style-type: none"> Avoid site Archival recording If avoidance is not possible: <ul style="list-style-type: none"> Comply with local planning scheme heritage provisions where relevant (complete an impact assessment)
H2C-19-H42	Grandchester archaeological complex	None	Neutral	<ul style="list-style-type: none"> Avoid site If avoidance is not possible: <ul style="list-style-type: none"> Archaeological survey and possible excavation

8.6 Post mitigation impacts

The significance of predicted post-mitigation impacts to each of the sites is assessed in Table 8.9 using the rankings established in the previous sections.

Table 8.9 Assessment of significance of mitigated impacts

Site ID	Description	Sensitivity	Magnitude of change after mitigation	Significance of impact after mitigation
H2C-19-H01	Helidon Railway Culvert	Moderate	Medium	Moderate
H2C-19-H02	House	Negligible	Negligible	Neutral
H2C-19-H03	House	Moderate	Low	Slight
H2C-19-H04	House	Low	Low	Slight
H2C-19-H05	House	Moderate	Low	Slight
H2C-19-H06	Lockyer Creek Rail Bridge	Moderate	Medium	Moderate
H2C-19-H07	Gatton Railway Station	Moderate	Low	Slight
H2C-19-H08	Gatton Station Master's Residence	Moderate	Low	Slight
H2C-19-H09	Boer War Memorial	High	Negligible	Slight
H2C-19-H10	Weeping Mother Memorial	High	Negligible	Slight
H2C-19-H11	Commercial Hotel	Moderate	Negligible	Neutral
H2C-19-H12	Royal Hotel	Moderate	Negligible	Neutral
H2C-19-H13	Gatton Post and Telegraph Office	Moderate	Negligible	Neutral
H2C-19-H14	House	Moderate	Negligible	Neutral
H2C-19-H15	UQ (Gatton)	High	Negligible	Slight
H2C-19-H16	Cottage	Moderate	Negligible	Neutral
H2C-19-H17	House	Moderate	Low	Slight
H2C-19-H18	House	Negligible	Negligible	Neutral
H2C-19-H19	Forest Hill Railway Station	Negligible	Negligible	Neutral
H2C-19-H20	Forest Hill School of Arts	Moderate	Negligible	Neutral
H2C-19-H21	Forest Hill War Memorial	High	Low	Slight

Site ID	Description	Sensitivity	Magnitude of change after mitigation	Significance of impact after mitigation
H2C-19-H22	Railway platform building (relocated)	Moderate	Negligible	Neutral
H2C-19-H23	Lockyer Hotel	High	Low	Slight
H2C-19-H24	National Bank (former)	High	Negligible	Neutral
H2C-19-H25	Forest Hill Hotel	High	Negligible	Neutral
H2C-19-H26	Cottage	Moderate	Low	Slight
H2C-19-H27	Outbuildings	Negligible	Negligible	Neutral
H2C-19-H28	Homestead Complex	Moderate	Negligible	Neutral
H2C-19-H29	Homestead Complex	Moderate	Negligible	Neutral
H2C-19-H30	House ruin	Negligible	Negligible	Neutral
H2C-19-H31	House	Moderate	Negligible	Neutral
H2C-19-H32	Homestead complex	Moderate	Negligible	Neutral
H2C-19-H33	General Store (former)	Moderate	Low	Slight
H2C-19-H34	House	Moderate	Negligible	Neutral
H2C-19-H35	Railway platform buildings (relocated)	High	Low	Slight
H2C-19-H36	Grandchester Railway Complex	High	Negligible	Slight
H2C-19-H37	Grandchester Community Hall	Moderate	Negligible	Neutral
H2C-19-H38	House	Moderate	Low	Slight
H2C-19-H39	Railway residence	Moderate	Low	Slight
H2C-19-H40	Railway house	Negligible	Low	Neutral
H2C-19-H41	Calvert Community Hall (former)	Moderate	Low	Slight
H2C-19-H42	Grandchester archaeological complex	High	Negligible	Neutral

8.7 Cumulative impacts

The potential for cumulative impacts emerges when concurrent or consecutive activities bring about incremental change to heritage places and values. These changes may not be captured in an assessment for any single project, and instead need to be considered on a wider physical and temporal scale (ICOMOS 2011).

It should be noted that the results of cumulative impact assessments undertaken for cultural heritage sites and places must be interpreted with caution, not least because they are based (in part) on heritage datasets that are inevitably incomplete and contain various inconsistencies and errors. Godwin (2011), in particular, has questioned the value of cumulative impact assessments to cultural heritage management in Australia, arguing that the 'fundamentals' necessary for undertaking such assessments simply do not exist. The 'fundamentals' Godwin (2011) is referring are robust regional and national data sets for measuring proposed impacts and the determination of acceptable scientific and cultural impact thresholds.

In the case of the Project, the projects most relevant to the cumulative impact assessment are considered to be two adjoining ARTC proposed rail developments: Calvert to Kagaru (C2K project), and Gowrie to Helidon (G2H project).

Assessment of the potential impacts of the adjacent C2K project and G2H project was undertaken and an analysis of the number of heritage sites impacted is presented in Table 8.10. The analysis suggests that the three packages will have a similar extent of impact with the cumulative impact of all Projects proceeding being the sum of the three package impacts. No other cumulative cultural heritage impacts are anticipated.

Table 8.10 Summary heritage cumulative impacts for C2K, H2C and G2H

Category	Calvert to Kagaru			Helidon to Calvert			Gowrie to Helidon			Total		
	# Sites	# Impacted	% Impacted	# Sites	# Impacted	% Impacted	# Sites	# Impacted	% Impacted	# Sites	# Impacted	% Impacted
Bridge	5	0	0	7	5	71	1	0	0	12	5	42
Cemetery	0	0	0	3	0	0	0	0	0	3	0	0
Church	0	0	0	4	0	0	0	0	0	4	0	0
Dairy	3	3	100	0	0	0	0	0	0	3	3	100
Dip	2	0	0	0	0	0	0	0	0	2	0	0
Hall	0	0	0	4	3	75		0	0		3	75
Homestead	6	2	33	0	0	0	3	0	0	6	2	33
Hotel	0	0	0	4	4	100	0	0	0	4	4	100
House	2	0	0	51	6	12	1	0	0	53	6	11
Hut	7	3	43	1	1	100	0	0	0	8	4	50
Industrial	1	1	100	6	1	17	0	0	0	7	2	29
Memorial	0	0	0	4	3	75	0	0	0	4	3	75
Mill/Factory	0	0	0	0	0	0	1	0	0	0	0	0
Multiple structures	20	5	25	42	14	33	6	4	67	62	19	31
Post Office	0	0	0	2	1	50	0	0	0	2	1	50
Railway	4	1	25	12	9	75	8	2	25	16	10	63
School	0	0	0	4	1	25	0	0	0	4	1	25
Shop	0	0	0	6	2	33	0	0	0	6	2	33
Single structure	6	2	33	99	28	28	20	5	25	105	30	29
Trail	0	0	0	0	0	0	1	1	100	0	0	0
Windmill	0	0	0	5	1	20	0	0	0	5	1	20
Total	56	17	30	254	79	31	42	12	29	352	108	31

9 Summary and conclusion

This assessment has considered the potential non-Indigenous (historical) cultural heritage impacts of the Project. A search of heritage registers in addition to the analysis of historical mapping, combined with investigations and inspections, identified 42 areas of high cultural heritage potential within the cultural heritage study area, including eight SHR places and 20 LHR places. Forty-one of these sites were inspected, and an assessment of heritage significance undertaken for the 42 sites, finding that 25 are of local heritage significance and 11 are of State heritage significance (refer Table 9.1).

Potential project impacts on these places were assessed using ICOMOS standard guidelines both before and after the implementation of mitigation (refer Table 9.1). The assessment found that, with appropriate measures (refer Section 8.5), potential impacts could be reduced to moderate for two places, and neutral/slight for the remainder. In general, mitigation includes an archival recording and interpretation. Impacts to the 'Helidon Railway Culvert' and 'Lockyer Creek Rail Bridge' remain as moderate despite the application of these mitigation measures. The significance of the impact after mitigation remains moderate due to the heritage significance of these items – both items are of State significance and therefore their removal from the physical fabric of QLD cannot be mitigated below a moderate impact without retaining the items in situ.

In relation to the 'Helidon Railway Culvert', it is recommended that this item be avoided, if possible. If direct impacts cannot be avoided, an archival recording should be undertaken, including measured drawings and photographic recording. It is suggested that the sandstone be salvaged and its reuse as part of the interpretation, in line with the interpretation plan (included within the Cultural Heritage Sub-plan), be considered.

With regard to the 'Lockyer Creek Rail Bridge', it is recommended that this item be avoided, if possible. If direct impacts cannot be avoided, an archival recording should be undertaken, including measured drawings and photographic recording. Consultation should be undertaken with QR regarding other mitigation measures that may be implemented. This may include the retention of elements to assist in the maintenance or conservation of similar bridges within the rail network. Alternatively, elements could be salvaged and its reuse as part of the interpretation, in line with the interpretation plan (included within the Cultural Heritage Sub-plan), be considered.

Table 9.1 Summary cultural heritage significance and impact assessment

Site ID	Description	Significance	Significance of impact before mitigation	Significance of impact after mitigation
H2C-19-H01	Helidon Railway Culvert	State	Large	Moderate
H2C-19-H02	House	None	Neutral	Neutral
H2C-19-H03	House	Local	Large	Slight
H2C-19-H04	House	Local	Moderate	Slight
H2C-19-H05	House	Local	Large	Slight
H2C-19-H06	Lockyer Creek Rail Bridge	Local	Large	Moderate
H2C-19-H07	Gatton Railway Station	Local	Moderate	Slight
H2C-19-H08	Gatton Station Master's Residence	Local	Large	Slight
H2C-19-H09	Boer War Memorial	State	Slight	Slight
H2C-19-H10	Weeping Mother Memorial	State	Slight	Slight
H2C-19-H11	Commercial Hotel	Local	Slight	Neutral
H2C-19-H12	Royal Hotel	Local	Slight	Neutral
H2C-19-H13	Gatton Post and Telegraph Office	Local	Slight	Neutral
H2C-19-H14	House	Local	Slight	Neutral
H2C-19-H15	UQ (Gatton)	State	Moderate	Slight

Site ID	Description	Significance	Significance of impact before mitigation	Significance of impact after mitigation
H2C-19-H16	Cottage	Local	Slight	Neutral
H2C-19-H17	House	Local	Large	Slight
H2C-19-H18	House	None	Neutral	Neutral
H2C-19-H19	Forest Hill Railway Station	None	Neutral	Neutral
H2C-19-H20	Forest Hill School of Arts	Local	Slight	Neutral
H2C-19-H21	Forest Hill War Memorial	State	Very Large	Slight
H2C-19-H22	Railway platform building (relocated)	Local	Neutral	Neutral
H2C-19-H23	Lockyer Hotel	State	Very Large	Slight
H2C-19-H24	National Bank (former)	State	Slight	Neutral
H2C-19-H25	Forest Hill Hotel	State	Slight	Neutral
H2C-19-H26	Cottage	Local	Moderate	Slight
H2C-19-H27	Outbuildings	None	Neutral	Neutral
H2C-19-H28	Homestead Complex	Local	Slight	Neutral
H2C-19-H29	Homestead Complex	Local	Neutral	Neutral
H2C-19-H30	House ruin	None	Neutral	Neutral
H2C-19-H31	House	Local	Slight	Neutral
H2C-19-H32	Homestead complex	Local	Neutral	Neutral
H2C-19-H33	General Store (former)	Local	Large	Slight
H2C-19-H34	House	Local	Slight	Neutral
H2C-19-H35	Railway platform buildings (relocated)	State	Large	Slight
H2C-19-H36	Grandchester Railway Complex	State	Slight	Slight
H2C-19-H37	Grandchester Community Hall	Local	Neutral	Neutral
H2C-19-H38	House	Local	Large	Slight
H2C-19-H39	Railway residence	Local	Large	Slight
H2C-19-H40	Railway house	None	Moderate	Neutral
H2C-19-H41	Calvert Community Hall (former)	Local	Large	Slight
H2C-19-H42	Grandchester archaeological complex	State	Negligible	Neutral

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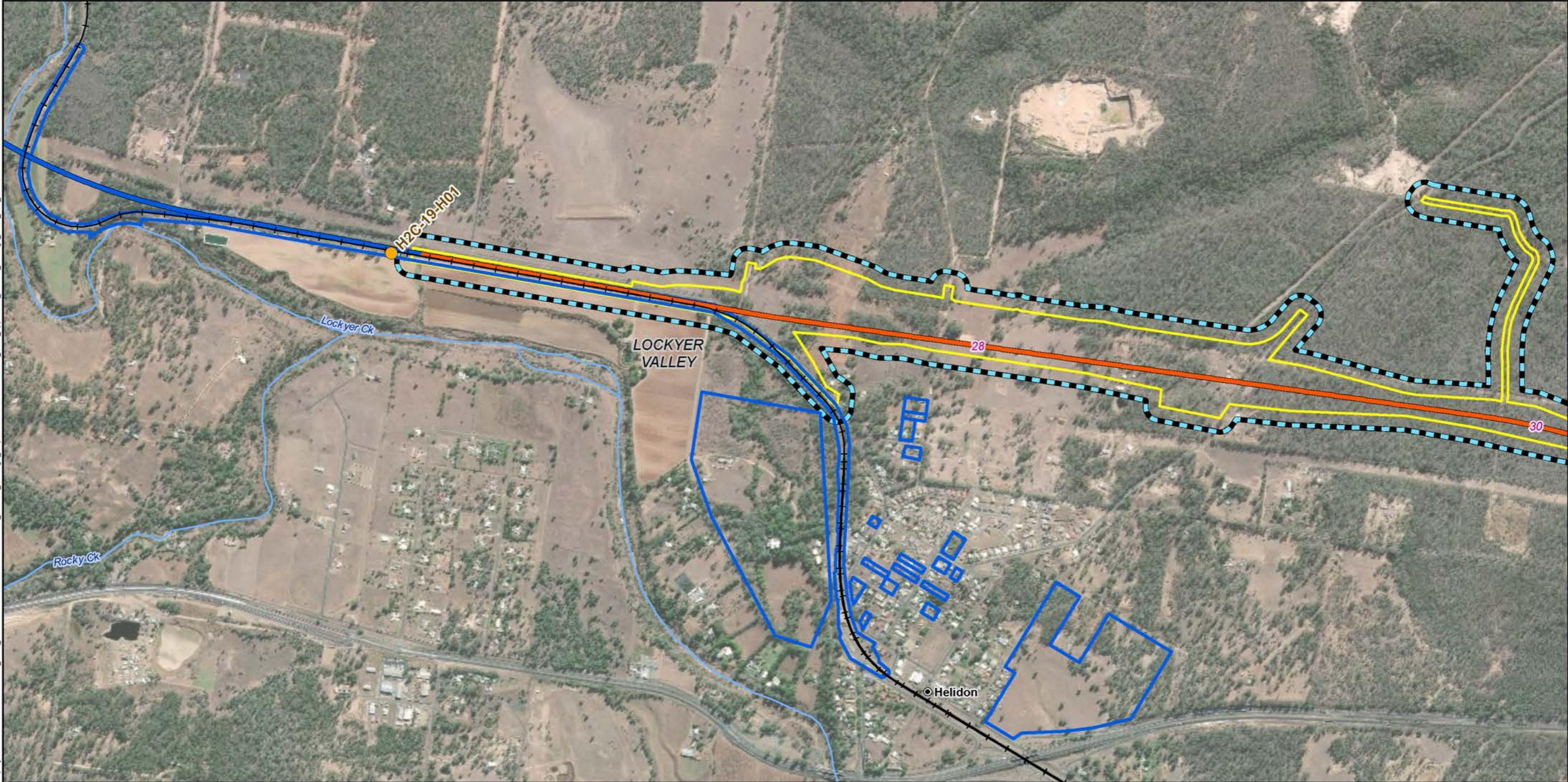
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APPENDIX

S

Non-Indigenous Cultural Heritage Technical Report

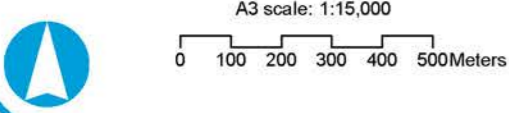
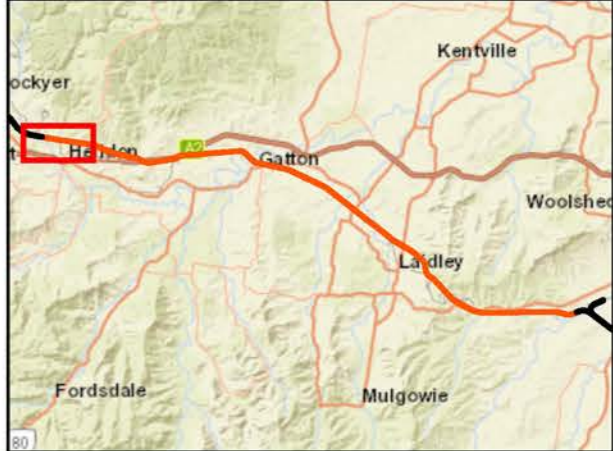
Appendix A Mapping



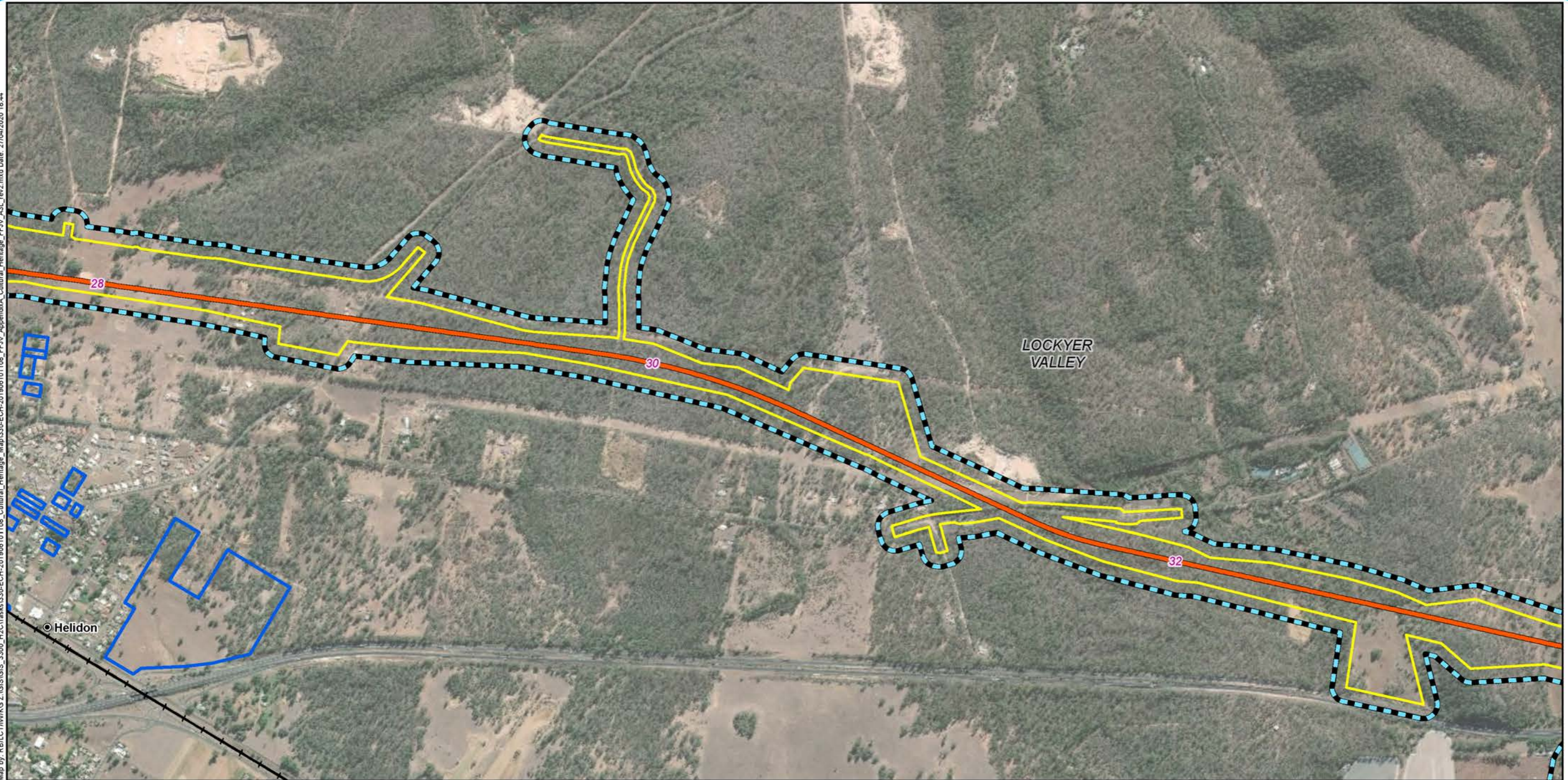
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Legend

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- Localities
- Heritage AOI
- Existing rail
- G2H project alignment
- H2C project alignment
- Watercourses
- ▣ Cultural heritage study area
- ▣ EIS disturbance footprint
- ▣ Local Government Areas
- ▣ Local Heritage Register

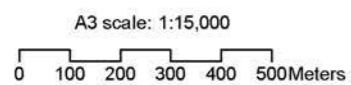
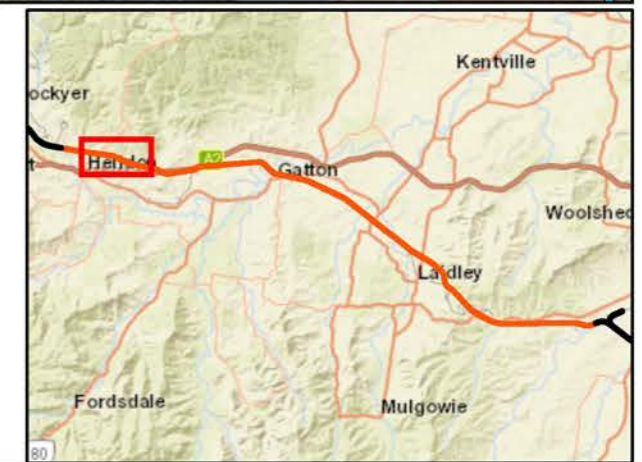


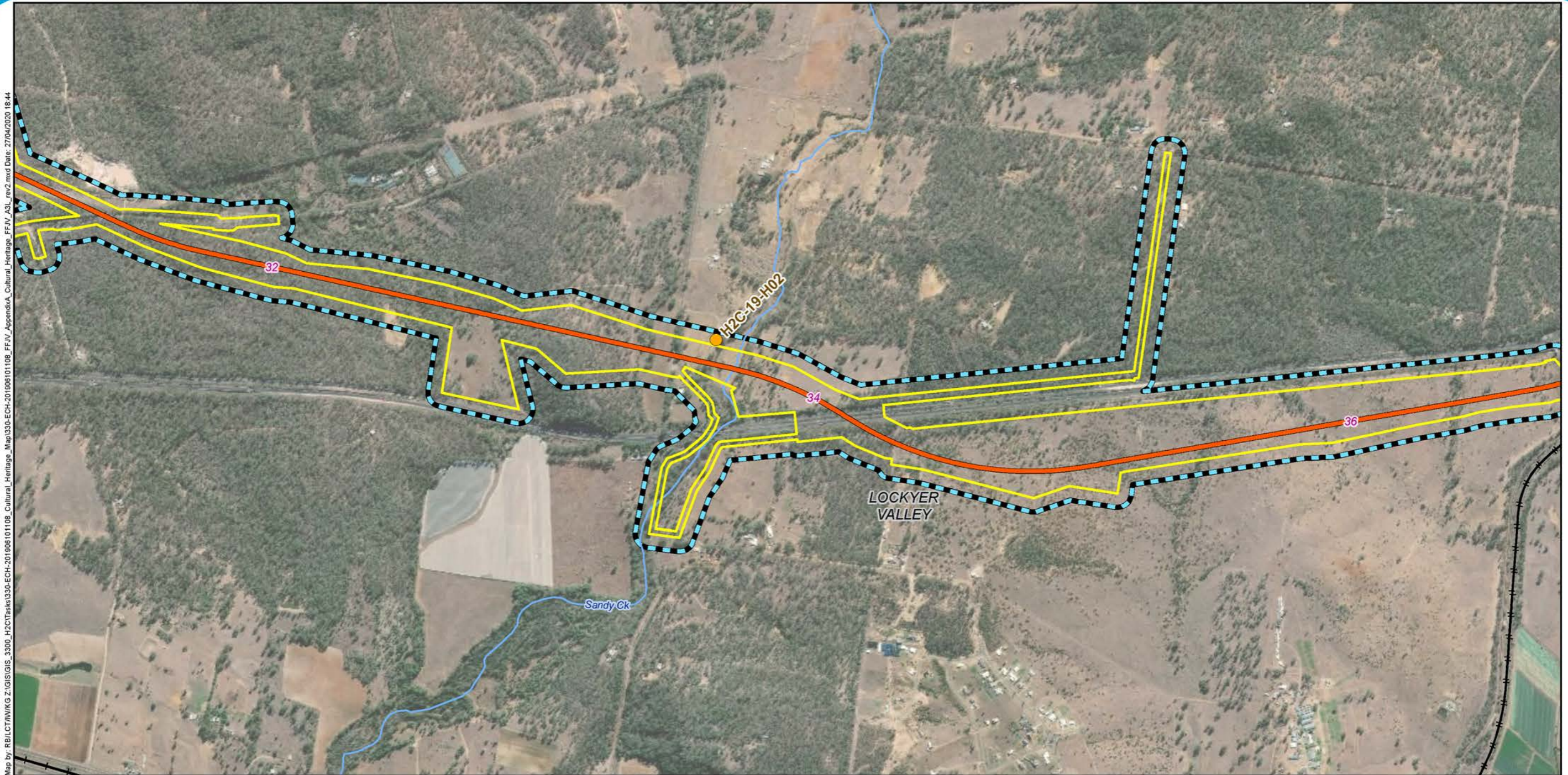
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- H2C project alignment
- ▭ Cultural heritage study area
- ▭ EIS disturbance footprint
- ▭ Local Government Areas
- ▭ Local Heritage Register

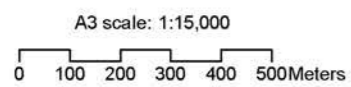
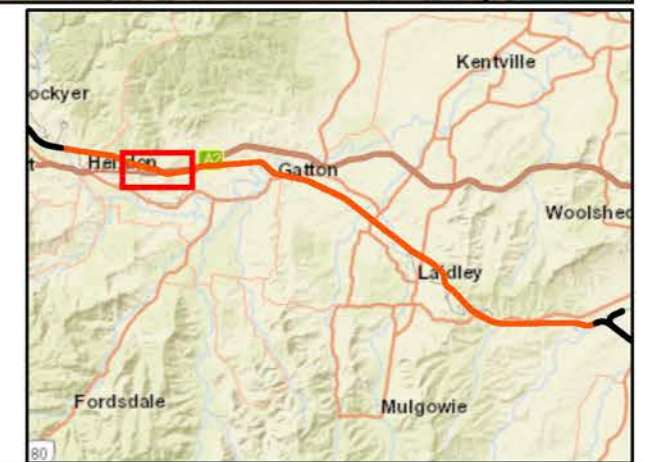




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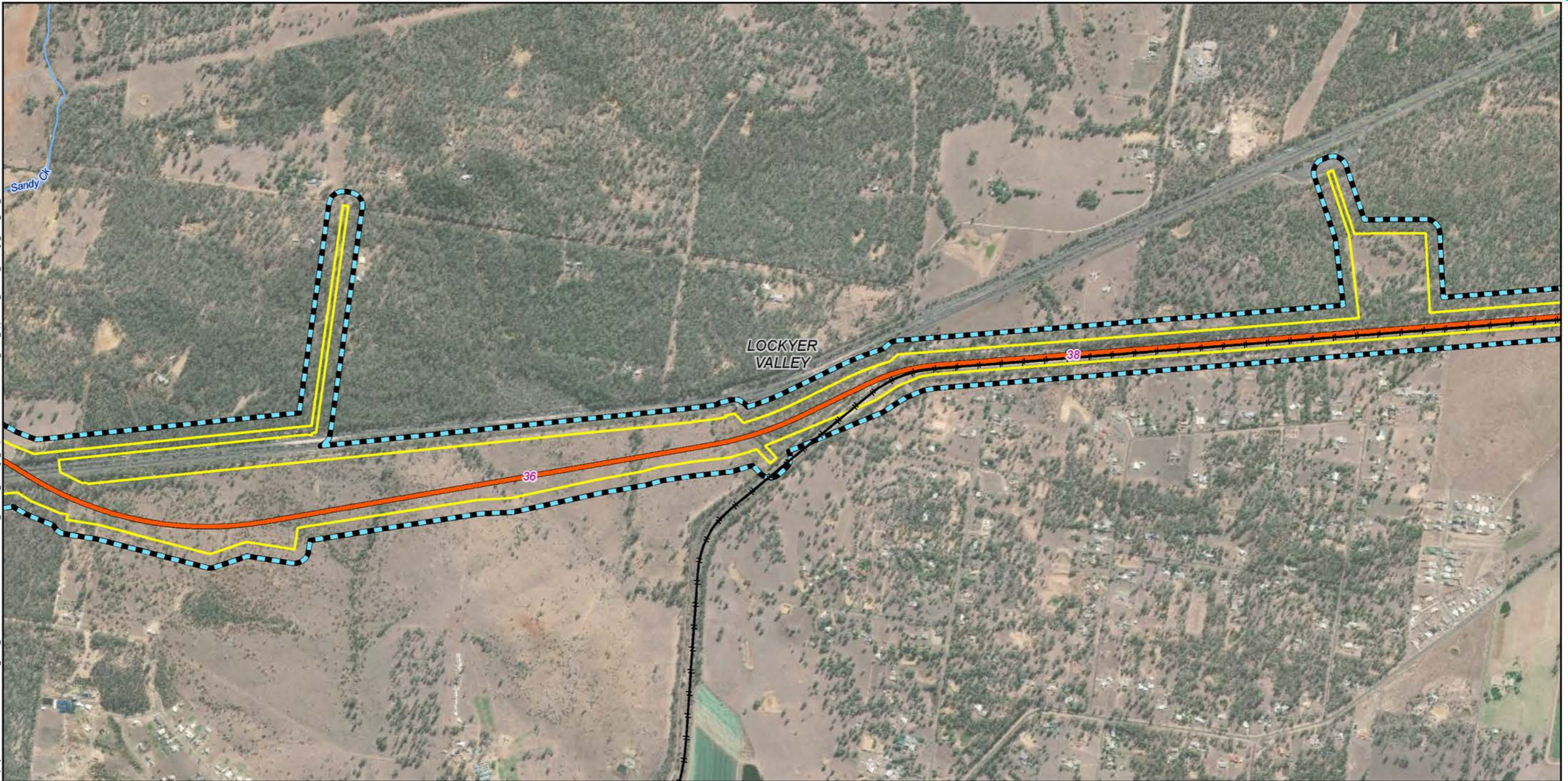
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- Local Government Areas



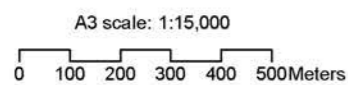
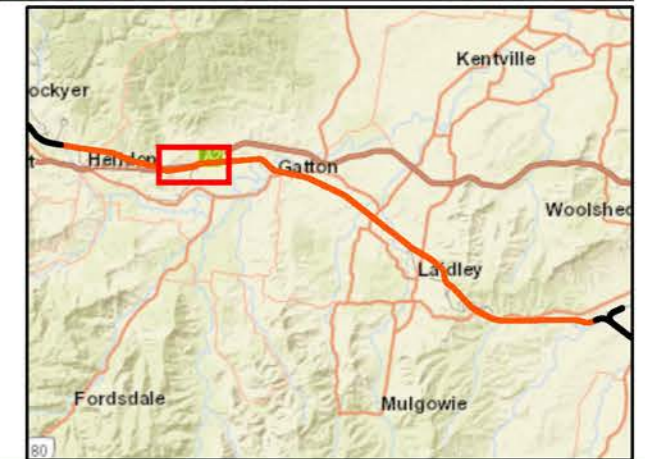
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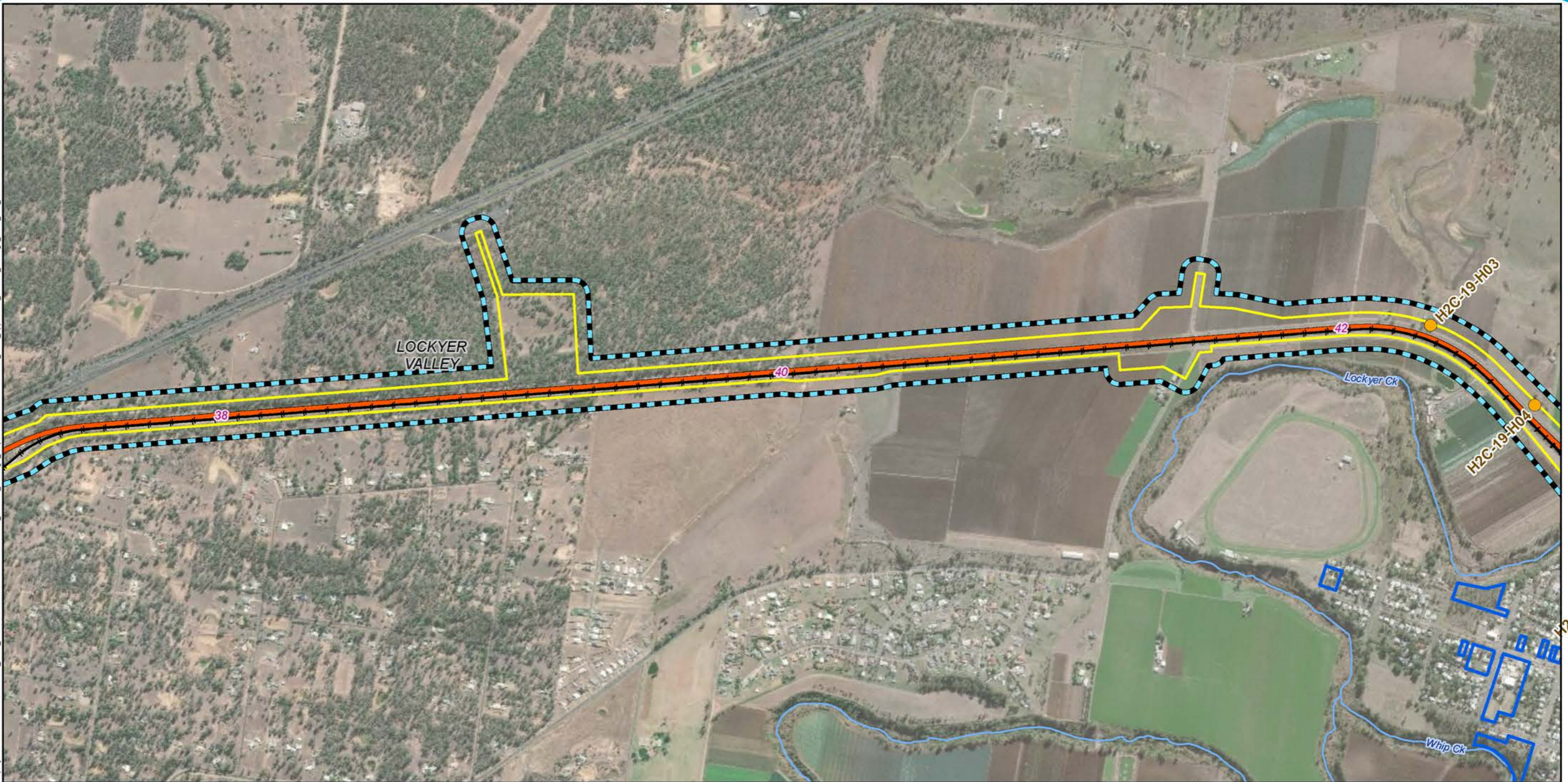


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- H2C project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas

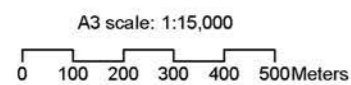
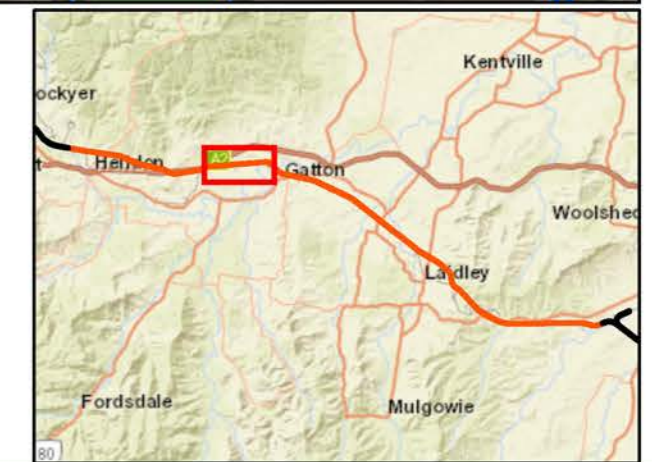


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- Existing rail
- H2C project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas
- Local Heritage Register

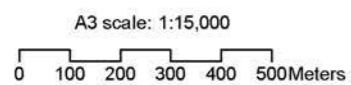


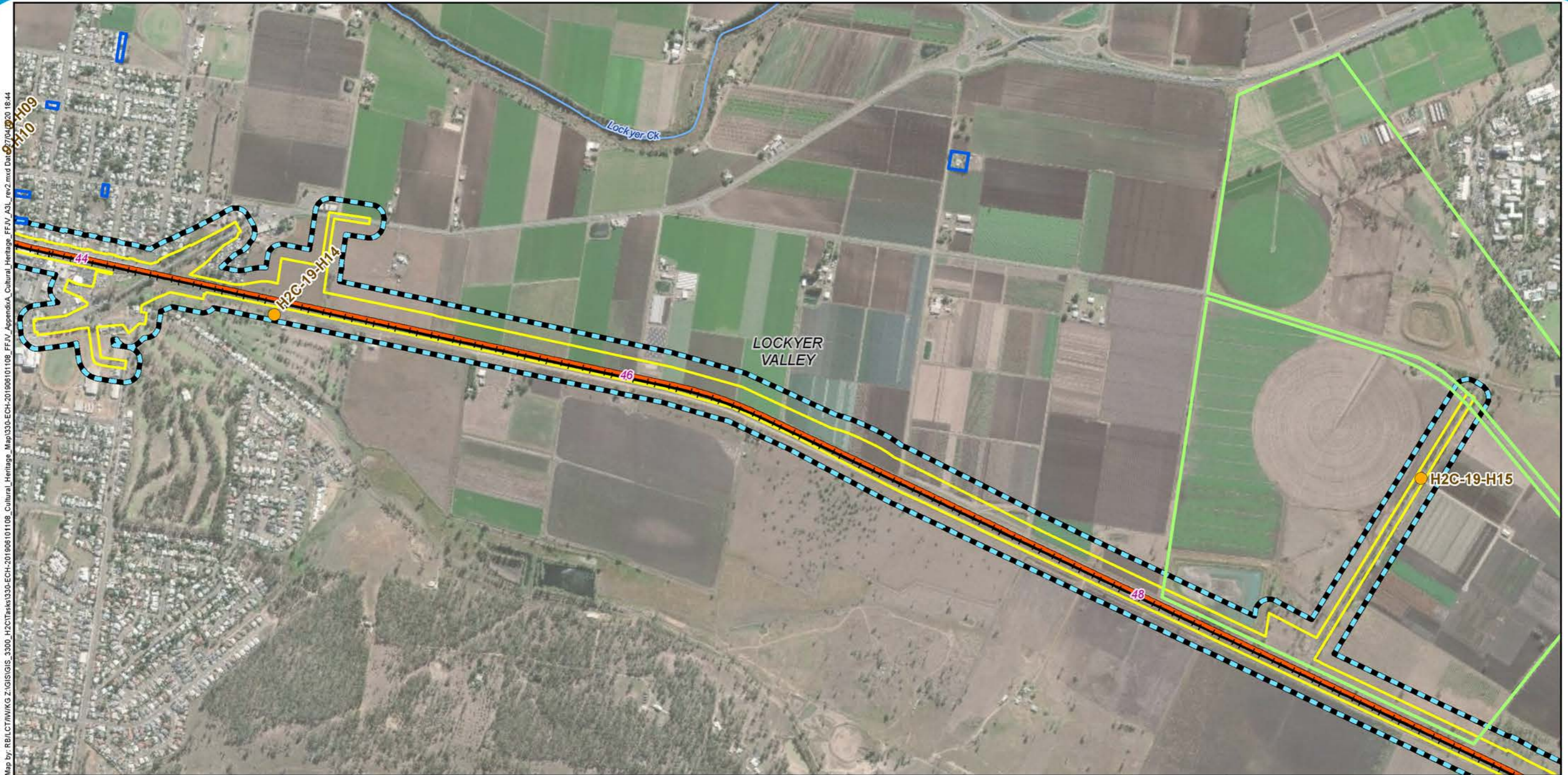
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- Localities
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- H2C project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas
- State Heritage Register
- Local Heritage Register

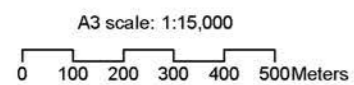
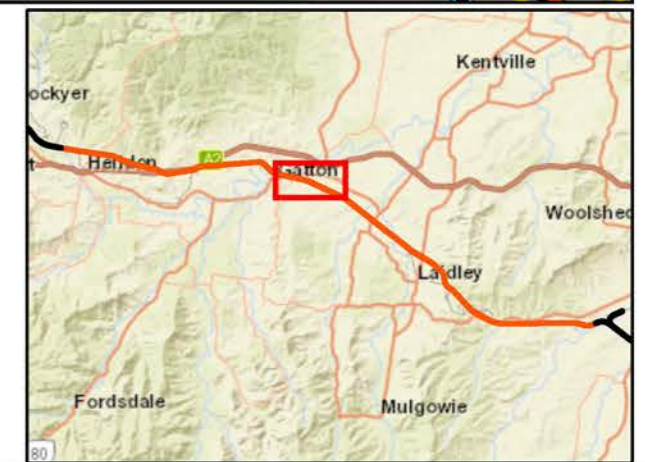




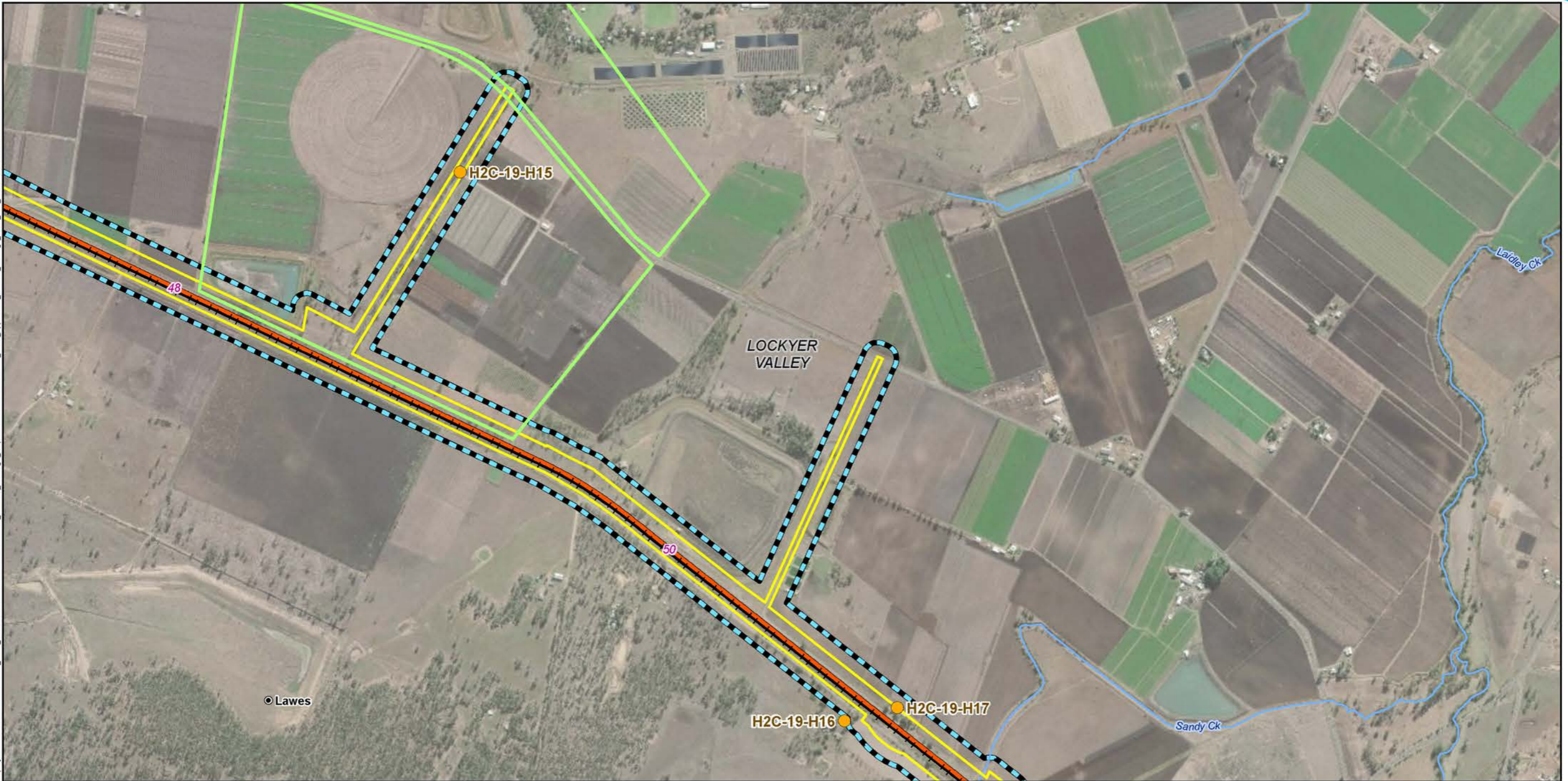
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- EIS disturbance footprint
- Local Government Areas
- State Heritage Register
- Local Heritage Register

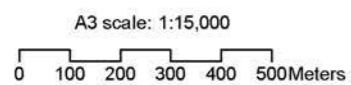
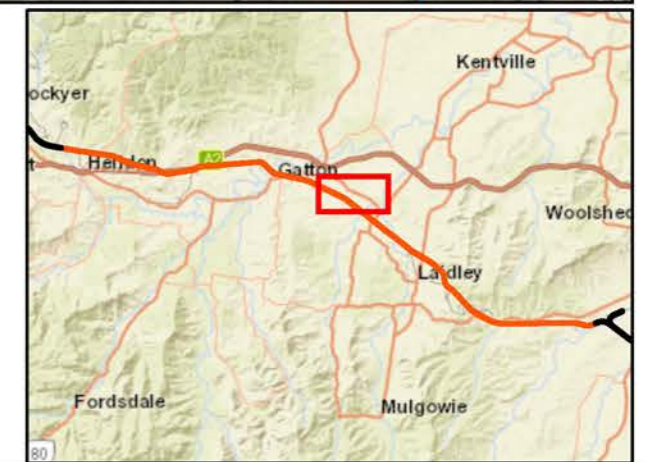


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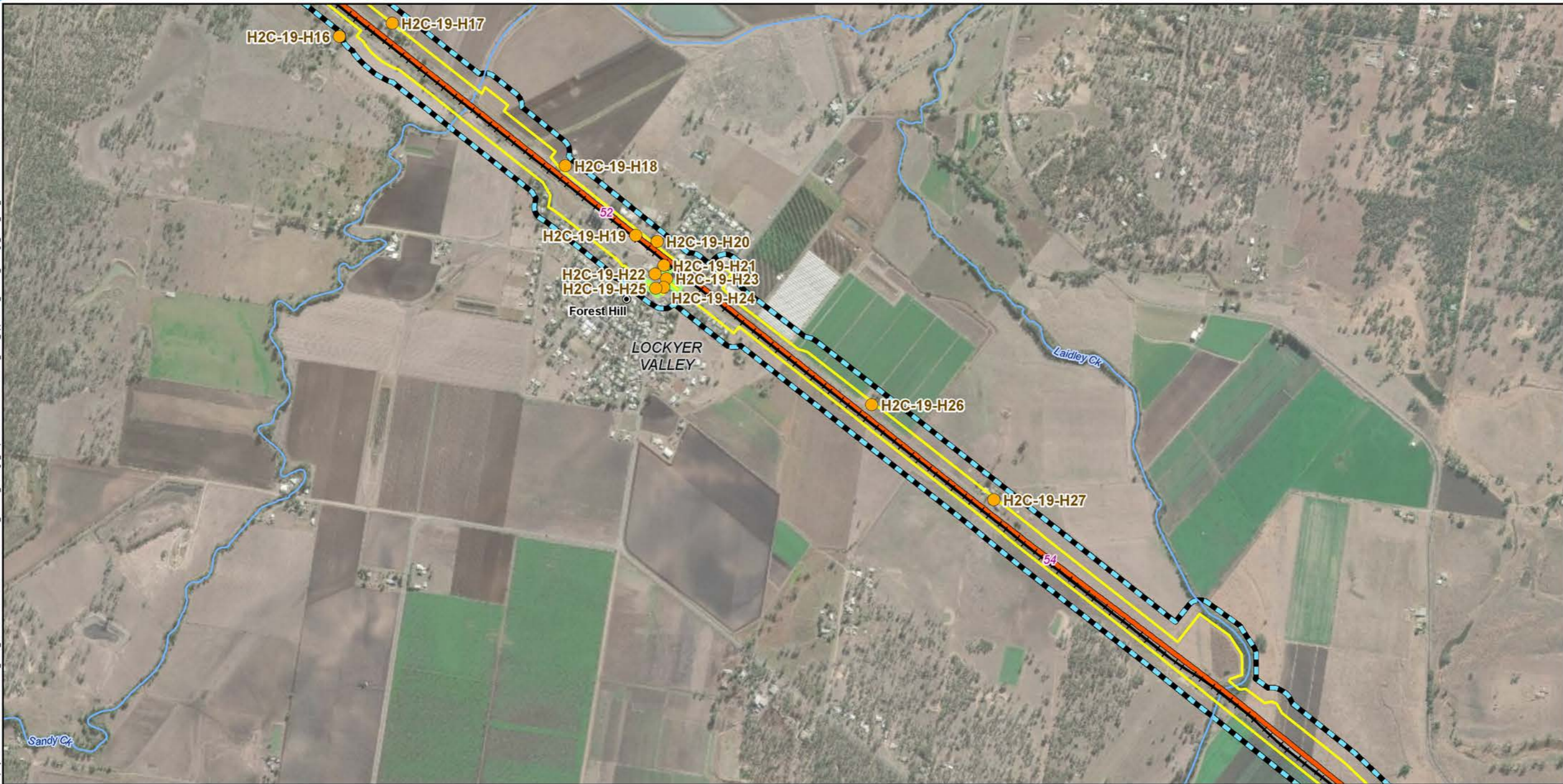


Legend

- 5 Chainage (km)
- Localities
- Heritage AOI
- + Existing rail
- H2C project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas
- State Heritage Register

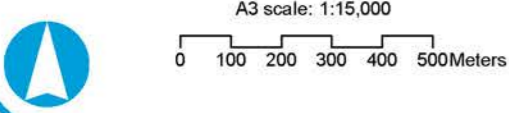
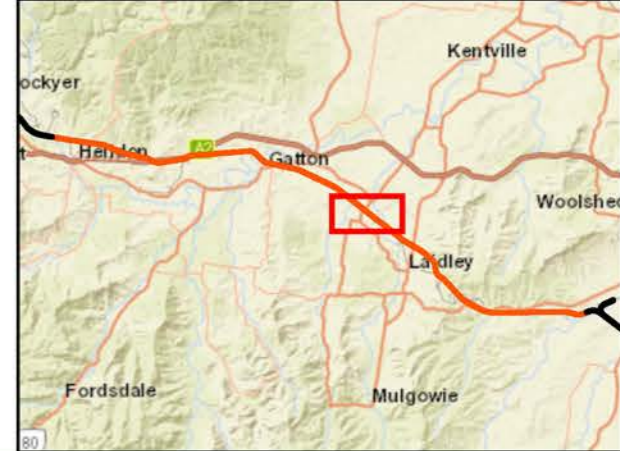


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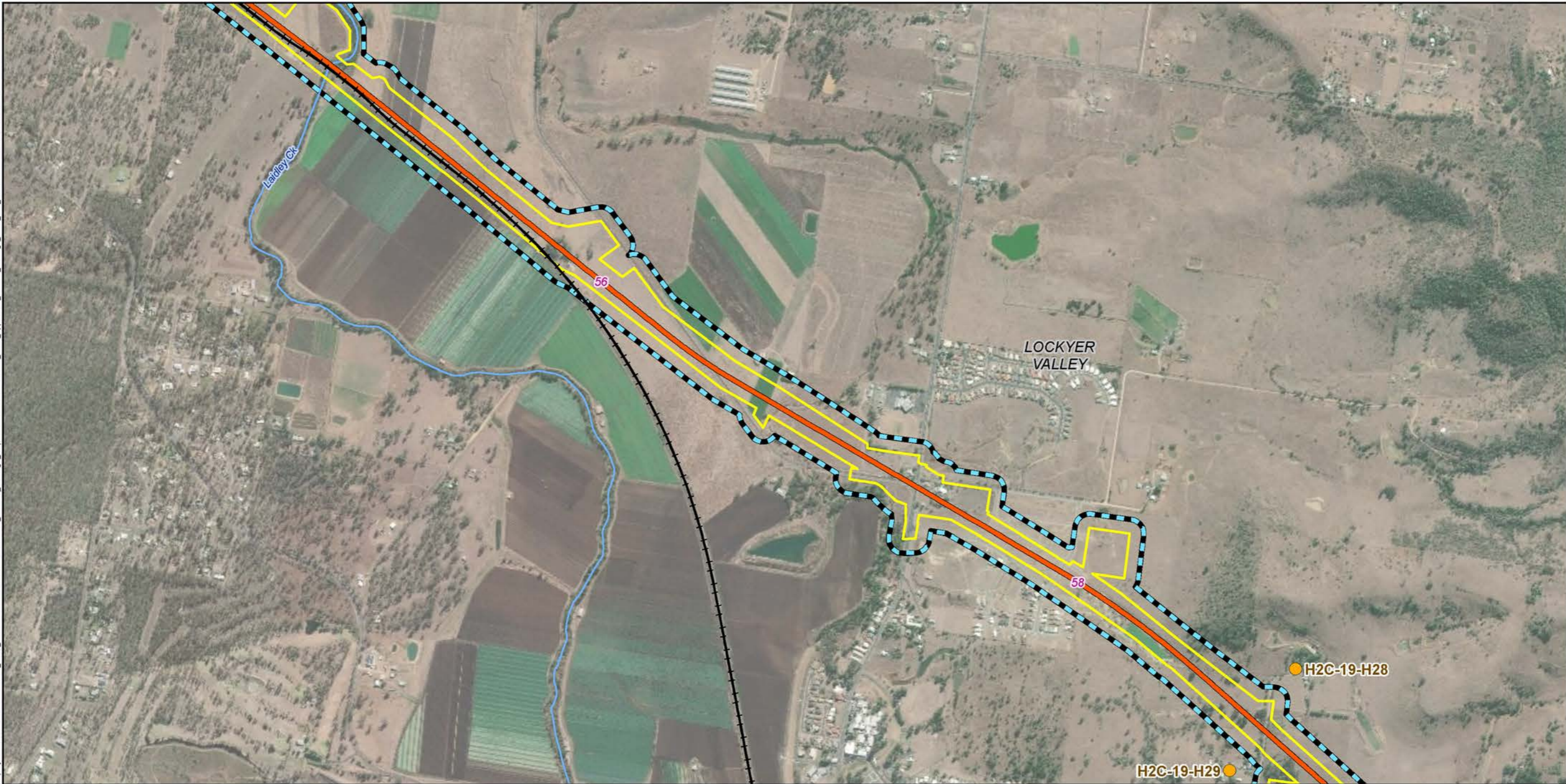


Legend

- 5 Chainage (km)
- Localities
- Heritage AOI
- Existing rail
- H2C project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas
- State Heritage Register

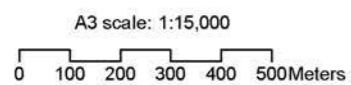
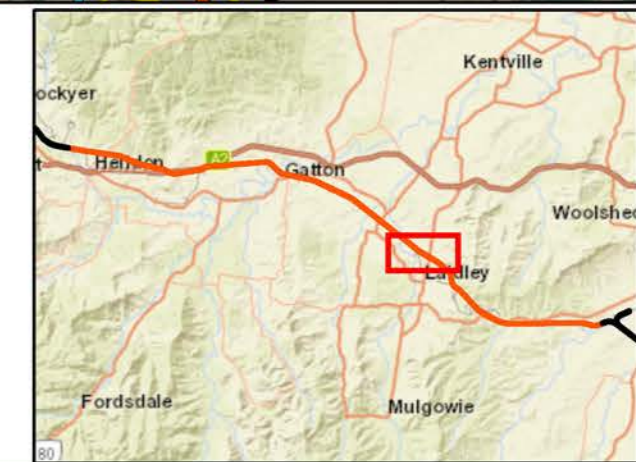


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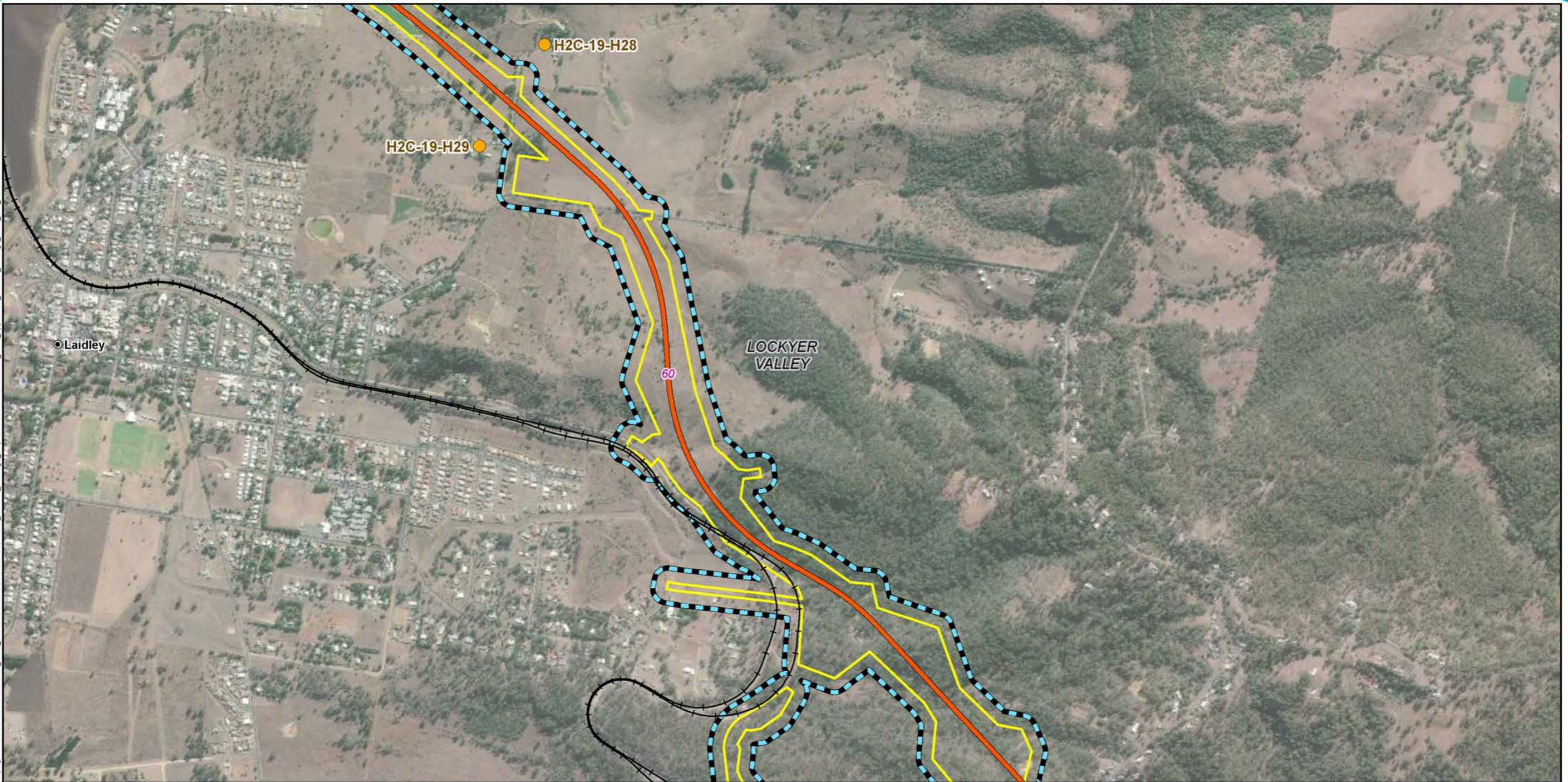


Legend

- 5 Chainage (km)
- Heritage AOI
- Existing rail
- H2C project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas

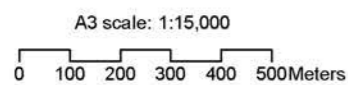
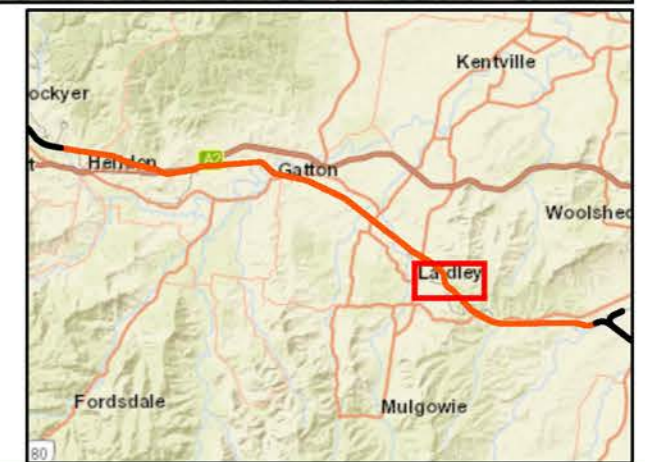


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Legend

- 5 Chainage (km)
- Localities
- Heritage AOI
- Existing rail
- H2C project alignment
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas



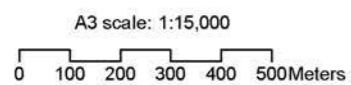
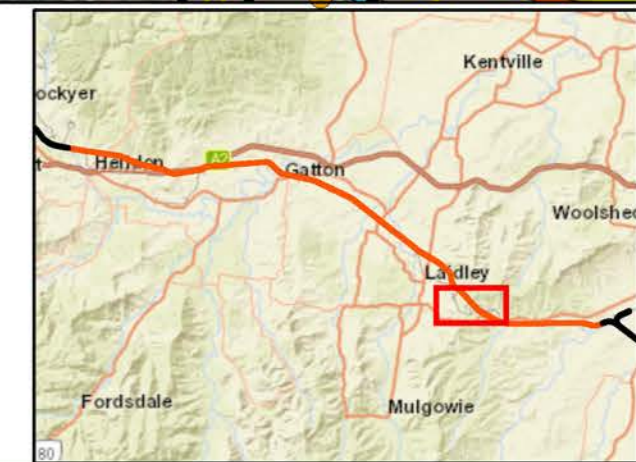
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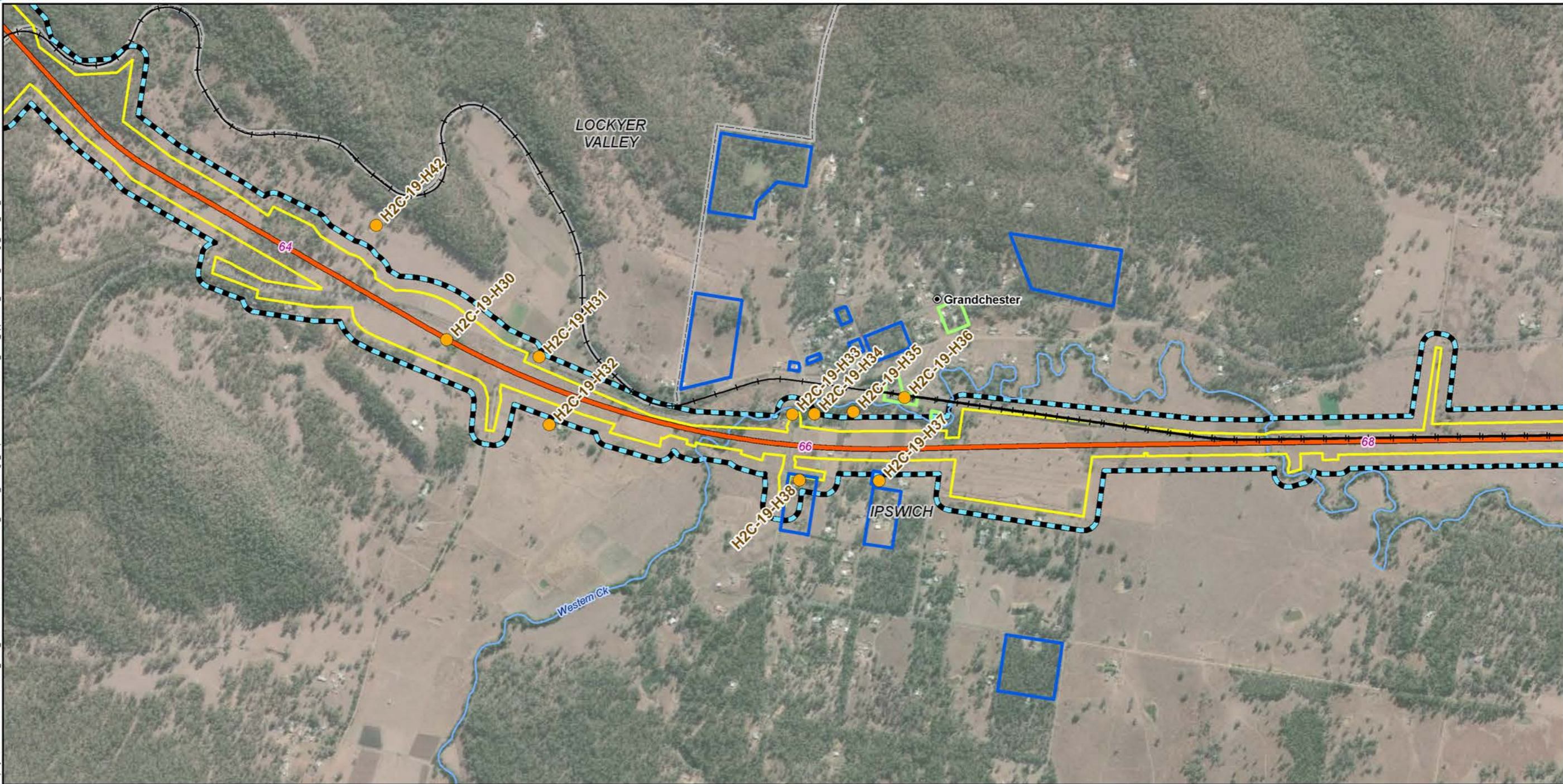


Legend

- 5 Chainage (km)
- Heritage AOI
- Existing rail
- H2C project alignment
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas
- Local Heritage Register

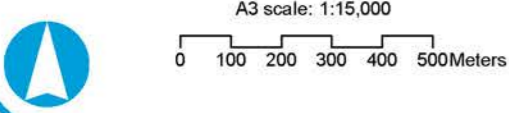


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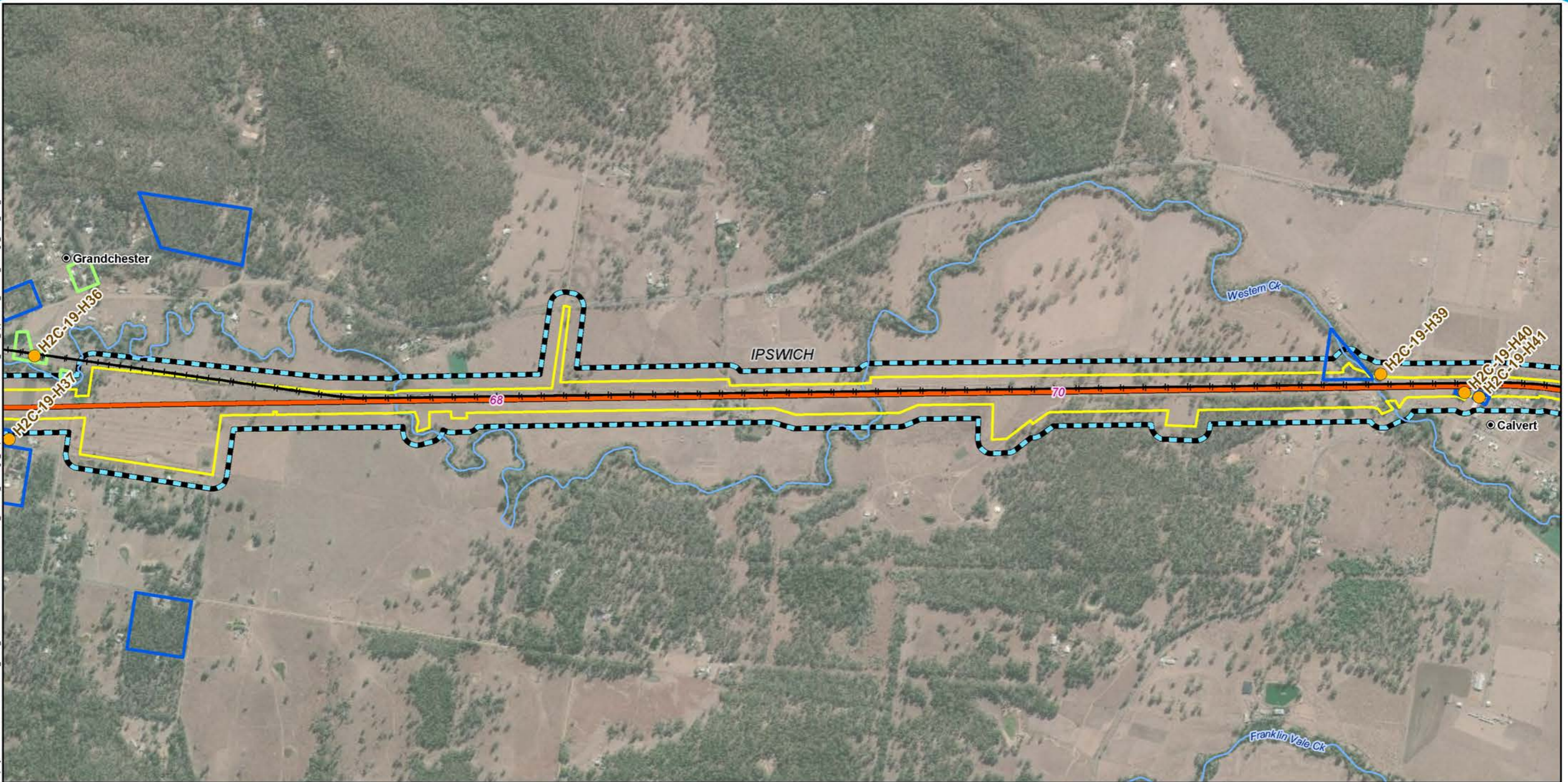


Legend

- 5 Chainage (km)
- Localities
- Heritage AOI
- Existing rail
- H2C project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas
- State Heritage Register
- Local Heritage Register

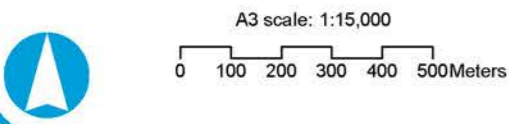
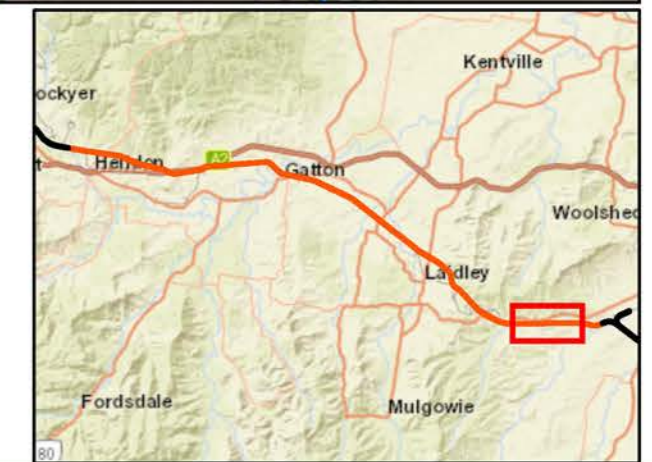


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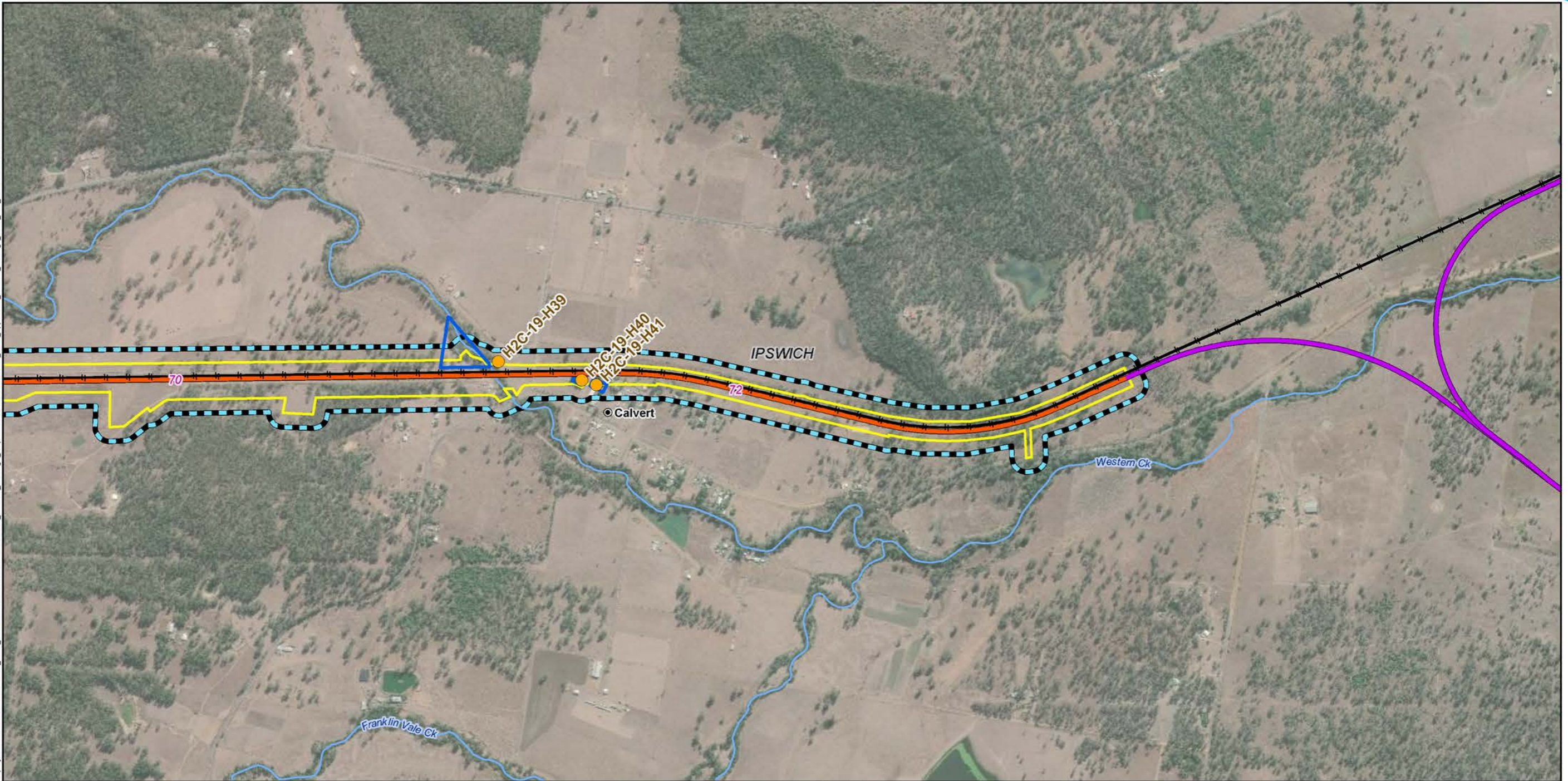


Legend

- 5 Chainage (km)
- Localities
- Heritage AOI
- Existing rail
- H2C project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas
- State Heritage Register
- Local Heritage Register



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Legend

- 5 Chainage (km)
- Localities
- Heritage AOI
- + Existing rail
- H2C project alignment
- C2K project alignment
- Watercourses
- Cultural heritage study area
- EIS disturbance footprint
- Local Government Areas
- Local Heritage Register

