



# **Double Island Lighthouse, Great Sandy National Heritage Impact Statement**

**Queensland Parks and Wildlife Service & Partnerships**

**October 2020**



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# Contents

List of Figures.....	iii
List of Tables .....	iii
Glossary of Terms.....	iv
1 Introduction .....	5
1.1 Background.....	5
1.2 Place Details.....	5
1.3 Previous Assessments .....	8
1.4 Report Objectives .....	8
1.5 Dates and Personnel .....	8
2 Significance of the Place .....	9
2.1 Historic context.....	9
2.2 Description of Area proposed for Change .....	13
2.3 Significance .....	16
3 Project Description.....	20
3.1 Purpose.....	20
3.2 Site Selection Process.....	20
3.3 Scope of Works .....	22
4 Heritage Impact and Management .....	33
4.1 Impact Assessment .....	33
4.2 Recommendations for the management of potential heritage impacts.....	37
4.3 Statement of Heritage Impact .....	38
References .....	39
Appendices .....	40
Appendix A – QHR Citation .....	40
Appendix B – New Finds Procedure .....	41

## List of Figures

Figure 1: General location of QHR place Double Island Point Lightstation (Courtesy Google Earth, DES)	6
Figure 2: Location of proposed development area in relation to QHR place and property boundaries. Development area in blue, QHR place in white, property boundaries in yellow (courtesy Queensland Globe, QETP).	7
Figure 3: Lighthouse and Residence, Double Island Point (Image Number oai:minerva-access.unimelb.edu.au:11343/194057)	10
Figure 4: Sketch Plan of Double Island Point Lightstation 1994 (Heritage Buildings Group 1994:34)	11
Figure 5: Aerial imagery from May 1958. The approximate location of the proposed camps is highlighted in red (courtesy QImagery, QAP0784039)	12
Figure 6: Aerial imagery from May 1979 (courtesy QImagery QAP2717529)	12
Figure 7: View north to lightstation from Teewah Beach. The proposed development area is not visible being over the ridge on the left side of the Hoop pines (Converge 2020)	13
Figure 8: Double Island Point Lightstation tower and historic hoop pines from the proposed Kabi Kabi RAA site. View to the SE (Converge 2020)	13
Figure 9: View to proposed development area from NW side of lighthouse. Camp areas highlighted with red arrows (Converge 2020)	14
Figure 10: View to west from the lighthouse. Note the roof of one of the cottages highlighted with red arrow (Converge 2020)	14
Figure 11: View to lightstation tower from path off concrete track on the north side of the cottages clearing. View to SE (Converge 2020)	14
Figure 12: View from lightstation tower to south. (Converge 2020)	14
Figure 13: View north from RAA area from edge of headland (Converge 2020)	15
Figure 14: RAA area. View to west (Converge 2020)	15
Figure 15: The more open area proposed for the Double Island Point camp (Converge 2020)	16
Figure 16: View in the area of proposed access tracks off the Rainbow Beach track (Converge 2020)	16
Figure 17: Example of small logged tree in proposed access track area (Converge 2020)	16
Figure 18: Start of Rainbow Beach track on north side lightstation complex (Converge 2020)	16
Figure 19: Location of the Great Cooloola Walk and Double Island Point Camp within the Great Sandy National Park (Courtesy QETP)	21
Figure 20: Detail of proposed location of Double Island Point Camp and Kabi Kabi area (RAA) Great Sandy National Park (Courtesy of QETP)	24
Figure 21: Indicative layout of CABN and RAA camps. Note that the site plan is subject to ongoing consultation and may be subject to change.	25
Figure 22: Detail of the CABN camp. Note that the site plan is subject to ongoing consultation and may be subject to change.	26
Figure 23: Design of Luxe (camping) pod (Courtesy CABN)	28
Figure 24: Elevations and view, Luxe pods (courtesy CABN)	29
Figure 25: Elevations Luxe pod (courtesy CABN)	30
Figure 26: Concept plan of communal structure (courtesy CABN)	31
Figure 27: Textures proposed for Double Island Point Camp structures (Courtesy CABN)	32

## List of Tables

Table 1: Heritage Place Details	7
Table 2: Significance of individual elements potentially impacted by the change	18
Table 3: Impact assessment to QHR significance.	33
Table 4 Assessment of Impacts to Individual Elements	35

## Glossary of Terms

Abbreviation	Definition
Converge	Converge Heritage + Community
DES	Department of Environment and Science
HIS	Heritage Impact Statement
NPA	Noosa Park Association
QETP	Queensland Government's Ecotourism Trail Program
QHA	<i>Queensland Heritage Act</i>
QHR	Queensland Heritage Register
QPWS&P	Queensland Parks and Wildlife Service & Partnerships
RAA	Restricted Access Area for Kabi Kabi People

# 1 Introduction

## 1.1 Background

The Cooloola Great Walk, Great Sandy National Park is an existing 102-kilometre walking and camping experience that links Noosa North Shore with Rainbow Beach, southeast Queensland. The Queensland Government's Ecotourism Trail Program (QETP) is working with the Kabi Kabi People and trail operator CABN to enhance the existing trail through culturally inspired, low-impact eco-accommodation and tourism experiences. The QETP is designed to enhance the existing Cooloola Great Walk and its public infrastructure, cultural values and environmental features. The additions will include nature-based tourism offerings such as low-impact eco-accommodation, guided tours and additional bushwalking, wellbeing and cultural experiences. QETP proposes to construct five additional eco-accommodation and communal facilities along the Walk (QETP, July 2020).

It is intended to locate one of these eco-accommodation and communal facilities and a Restricted Access Area (RAA) for the Kabi Kabi People on the lower headland area to the northeast of Double Island Lightstation adjacent to the existing walking trail within Great Sandy National Park. This will be known as the 'Double Island Point Camp'. The Kabi Kabi Site may be used to value-add to CABN's product and additionally provide a place 'on country' for cultural purposes for the Kabi Kabi People. The proposed location for both camp areas lie within the external boundary of Double Island Point Lightstation which is included on the Queensland Heritage Register (QHR), Place ID 601722, under the provisions of the *Queensland Heritage Act 1992*. Works to QHR places require heritage approval from the Department of Environment and Science (DES).

Converge Heritage + Community (Converge) was engaged by Queensland Parks and Wildlife Service & Partnerships (QPWS&P) to prepare a Heritage Impact Statement (HIS) for the proposed Double Island Point Camp eco-accommodation and communal facilities area and the RAA to assess the potential heritage impacts of the proposed development on the QHR values of the place.

Pre-lodgement meetings with QPWS&P, CABN and the Queensland Department of Heritage and Science (Heritage Branch) were held on 11 May 2020 with follow up correspondence by DES dating 18 May 2020. At this time the location and exact layout of the camps had yet to be finalised. The finalisation and agreement to the proposed camp site locations by Kabi Kabi was also outstanding although it was anticipated that the location of the camp area would not change substantially. Final designs for the trekker pods, communal facilities and associated infrastructure were also outstanding and will incorporate requirements and conditions of any exemption certificate issued under the QHA.

## 1.2 Place Details

### 1.2.1 Location details

Double Island Point Lightstation is located on the Double Island Point headland. This headland lies approximately 70km north of Noosa Heads. Double Island Point is part of the Great Sandy National Park and is located east of Rainbow Beach in southeast Queensland. The QHR heritage boundary takes in parts of 21NPW1150, and all of 527NPW661 and USL37860. The total area of the QHR place is 61.6 hectares.

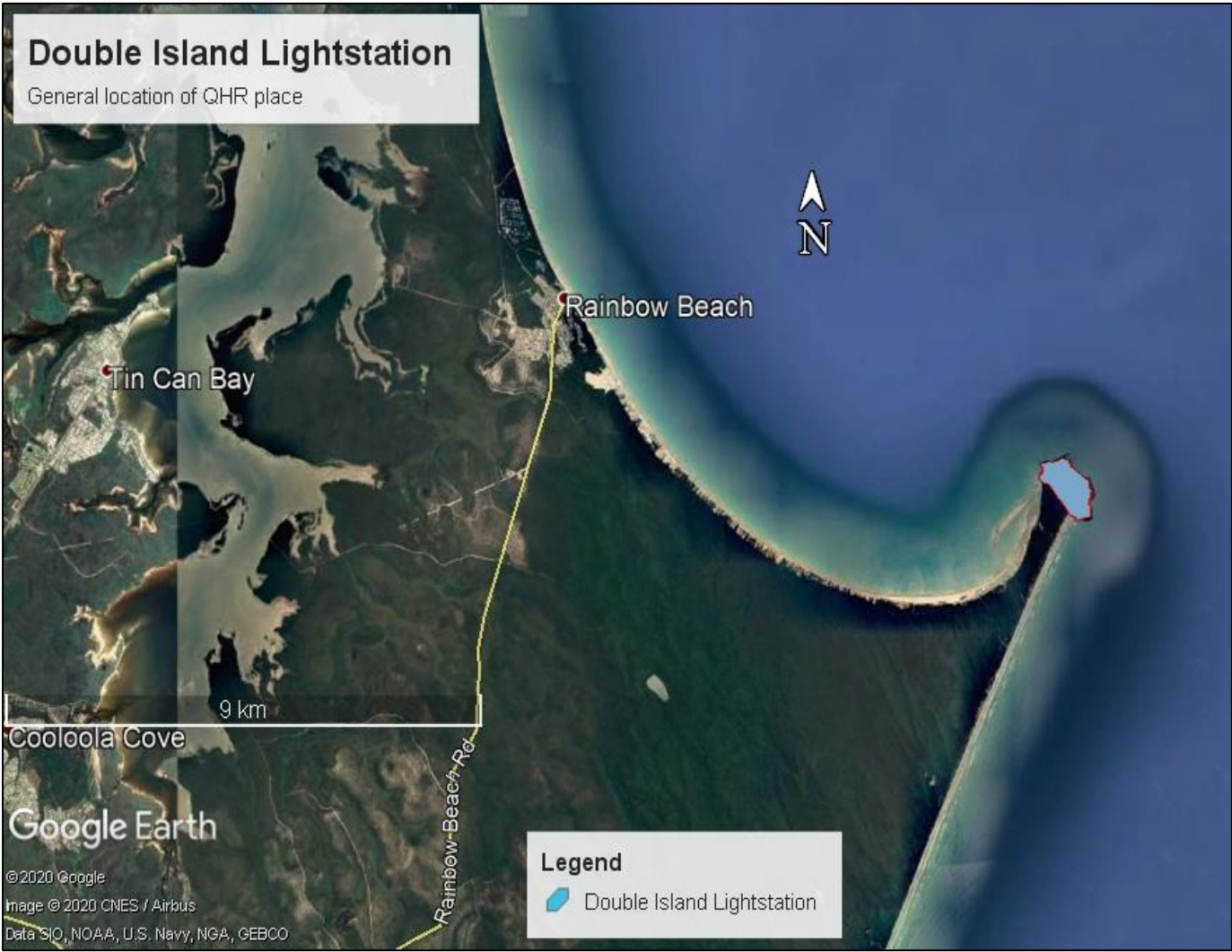


Figure 1: General location of QHR place Double Island Point Lightstation (Courtesy Google Earth, DES)





Figure 2: Location of proposed development area in relation to QHR place and property boundaries. Development area in blue, QHR place in white, property boundaries in yellow (courtesy Queensland Globe, QETP).

### 1.2.2 Cultural Heritage Significance

The following table provides information about the statutory heritage listings of the Double Island Lightstation

Table 1: Heritage Place Details

Item	Description
Place name	Double Island Point Lightstation
Address	Cooloola Recreation Area Great Sandy National Park, Cooloola, Queensland
Statutory Heritage Registers	Queensland Heritage Register (QHR) Place ID#601722

The development area is located within an area identified in the Gympie Regional Council Planning Scheme (Heritage Overlay – All) as being ‘Heritage – areas adjoining State Heritage’ but is not otherwise listed on the local heritage register.

### **1.3 Previous Assessments**

The following information was reviewed for the current assessment:

- Department of Environment and Science (DES), 2016, ‘Double Island Lightstation, Cooloola, Place ID # 601722, QHR citation.
- Queensland Ecotourism Trails, 2020, Proposed Site Selection Information Package, Cooloola Great Walk Ecotourism Trail. Including Attachments 1 and 2, Site Selection Table, and Buildings and Vibes.
- Queensland Ecotourism Trails, Proposed Site Selection Information Package - Kabi Kabi -July 2020
- CABN Q&A extract May 2020.
- DES, Eco-tourism development - Cooloola Great Walk (cabin-style accommodation + track work), email 18/5/2020.
- CABN Adjusted Site Plans 10/9/2020.
- Heritage Buildings Group, Administrative Services Department. 1994. Double Island Point Lightstation; Conservation Plan. Brisbane.

### **1.4 Report Objectives**

The purpose of this report is to provide a Heritage Impact Statement (HIS) for the proposed development. This HIS therefore describes:

- The significance of the place (Chapter 2).
- The proposed works and why they are required (Chapter 3).
- Heritage impact statement and relevant mitigation measures to be implemented (Chapter 4).

This report has been prepared in accordance with the guidelines and articles of the *Australia ICOMOS Burra Charter, 2013 (Burra Charter)*, and the Department of Environment and Science (DES) Guidelines: *Preparing a Heritage Impact Statement (2013)*.

### **1.5 Dates and Personnel**

A site assessment was undertaken by Simon Gall (Director and Senior Archaeologist), Karen Townrow and Ulrike Oppermann (Senior Heritage Consultants), and Ferenc Gall (Drone Pilot) on 22 June 2020. The following report was prepared by Karen Townrow in August 2020 and reviewed internally by Ulrike Oppermann.

## 2 Significance of the Place

The following section establishes the significance of the place. It includes the following:

- Historic context focussing on the project area.
- Physical description (restricted to the applicable area of the place subject to the HIS).
- The established significance of the place.
- The significance of key elements subject to the HIS.

### 2.1 Historic context

This section provides the historic context of the QHR place and is sourced *verbatim* from the QHR citation.

*Up until 10 December 1859, the colony of New South Wales extended as far north as Cape York Peninsula. In 1859, the new colony of Queensland acquired over 5000 kilometres of coastline which had few safety features in place, and became responsible for all navigation lights and harbours along this coastline. At the time the only lighthouse which existed had been built at Cape Moreton [600257] by the New South Wales Government in 1857.*

*By 1862, the Queensland government had appointed a Portmaster, Commander George Poynter Heath and had passed the Marine Board Act 1862. In the two years following, due to a lack of funds to spend on marine safety, activity concentrated on dealing with pilots and harbour lights, The issue of coastal lights was not taken up until 25 May 1864, when Members of the Legislative Assembly moved that a Select Committee be appointed to enquiry into and report upon the state of the harbours and rivers in the colony. The Committee consisted of Messrs Macalister, Douglas, Sandeman, Cribb, Challinor and Bell and convened for the first time on 27 May 1864. The Committee widened the terms of reference to include the question of the necessity of additional lighthouses on the coast of Australia, within the colony of Queensland.*

*A Select Committee was also appointed by the Legislative Council with the more specific field of reference to enquire into and report upon the requirements of this Colony, under its increasing trade and commerce, as to the provision of additional lighthouses for its coasts and harbors.*

*The reports of both Select Committees were in agreement regarding the necessity of a light at Sandy Cape. Other points where it was considered that lighthouses were required were at Cape Capricorn on Curtis Island, Point Danger or Cape Byron and Bustard Head [601260]. Lady Elliot Island [601580] and Double Island Point were also among the sites which the Committee indicated as possible suitable sites, however, it was not until the 1880s that the construction of a lighthouse on Double Island Point was seriously considered.*

*One of the earliest references to Double Island Point by Europeans was in 18 May 1770, when Captain James Cook, on his voyage of discovery in the Endeavour, named the island 'Double Island Point'.*

*In Heath's 1882 report to Parliament, he states...at Double Island Point a light is required for vessels entering Wide Bay. In January 1883, Heath visited Double Island Point and recommended that the site initially suggested would not have a sufficiently wide outlook. He recommended a light at the top of the headland with the installation of a 3rd Order light. This advice resulted in plans and specifications being prepared, by the Colonial Architect's Office, for a lighthouse and cottages at Double Island Point. Tenders were called, at the end of June 1883, for both Double Island Point and Pine Islet lighthouses.*

*The contract for the construction of the lighthouses was awarded to WP Clark at a cost of £6900. The figure included costs for constructing the lighthouse at Pine Islet [601268]. The Double Island Point light was first exhibited on 11 September 1884. A report to the Marine Department's Treasure dated 30th June, 1895, states the initial cost of constructing the Double Island Point Lighthouse was £5199, with annual maintenance costs of £484. With the completion of the Double Island Point and Pine Islet*

*lighthouses, Clark had been responsible for five of the nine towers built in Queensland since separation in 1859.*

*The establishment of the lightstation of Double Island Point is the first, and apart from grazing and recreational fishing, the only use of the site following European settlement of Australia. This use has been uninterrupted from 1884 until the present.*

*The tower is the only component of the lightstation constructed in 1884 still extant. The light was originally fitted with a Third Order Lens and an oil wick burner. In 1923 the illuminant was altered to a kerosene burner. Ten years later the light was converted to electric operation. The light was automated in 1991, reducing the work of the lightkeeper to that of caretaker, and facilitated the subsequent destaffing of the lightstation. (DES 2016).*



Figure 3: Lighthouse and Residence, Double Island Point (Image Number oai:minerva-access.unimelb.edu.au:11343/194057)

In 1999 the Noosa Parks Association (NPA) was awarded a 20-year lease of the Double Island Point Conservation Park. This organisation undertook the restoration of the lighthouse keepers' cottages. They have subsequently implemented a vegetation management plan and endeavours to remove weeds and revegetate the area with endemic.

In December 2019, NPA were awarded a 10-year extension of our custodianship of the Double Island Point Conservation Park and light-station.

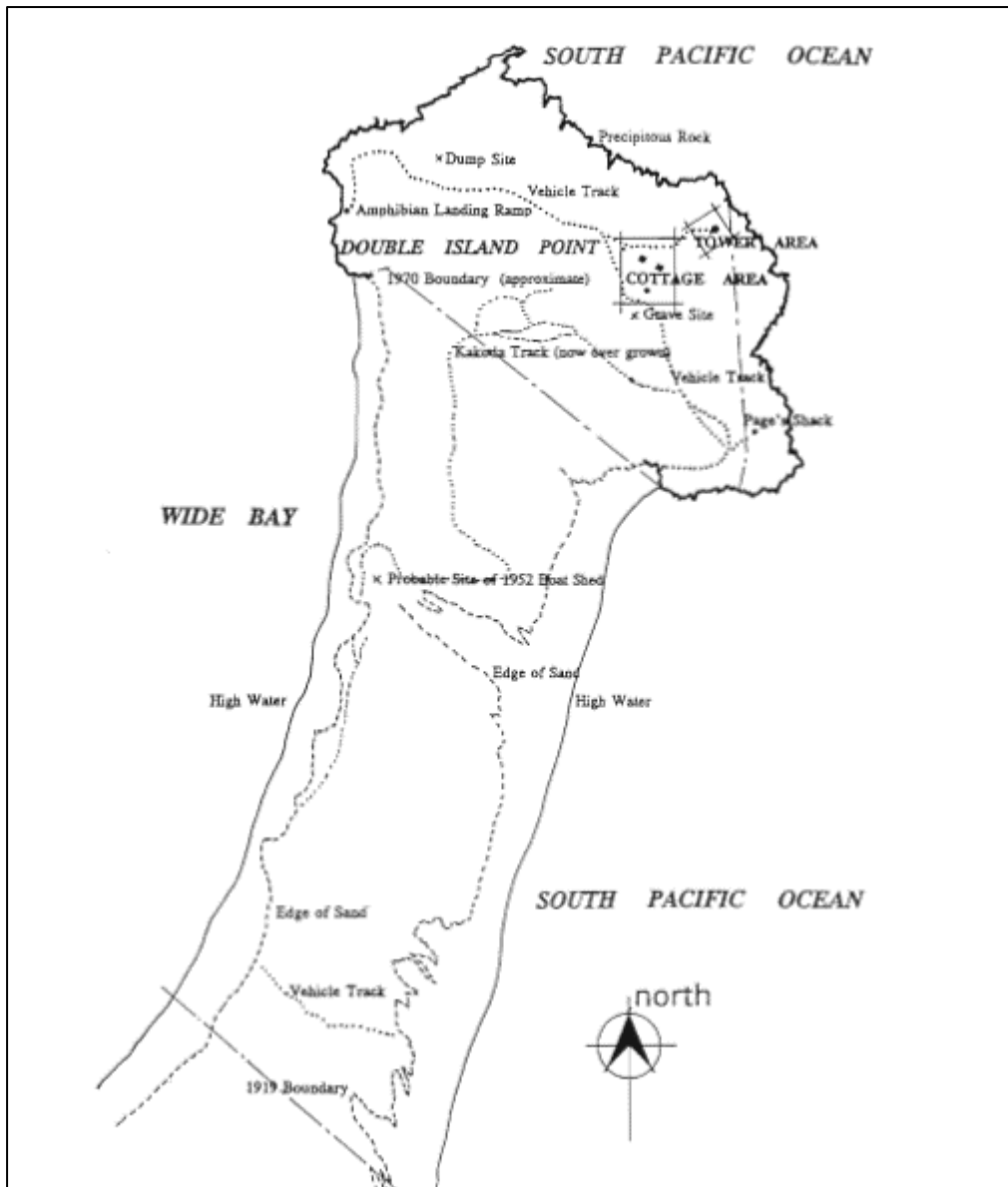


Figure 4: Sketch Plan of Double Island Point Lightstation 1994 (Heritage Buildings Group 1994:34)

### 2.1.3 Images

Historic photos of the lightstation from 1909 show the headland area clear of vegetation and some native vegetation on the edge of the northern edge of the headland (Heritage Buildings Group 1994: 18-19).

Aerial photographs of the area, available at QImagery, date from May 1958. This shows clearings for the light tower, cottages and road to Teewah Beach to the south. A track along the northern ridge is apparent as is a cleared line leading southwest from the cottages. The proposed development area appears to be relatively undisturbed bush (see Figure 5).

Further imagery from May 1979 clearly shows the lightstation and cottage grounds surrounded by a firebreak, track linking Rainbow Beach to Teewah Beach via the lightstation. A number of internal bush tracks on the south side of the lightstation are also evident. There appears to be little or no disturbance to the proposed development area (see Figure 6).

In both images, the area for the proposed development appears to be less thickly vegetated than at present.

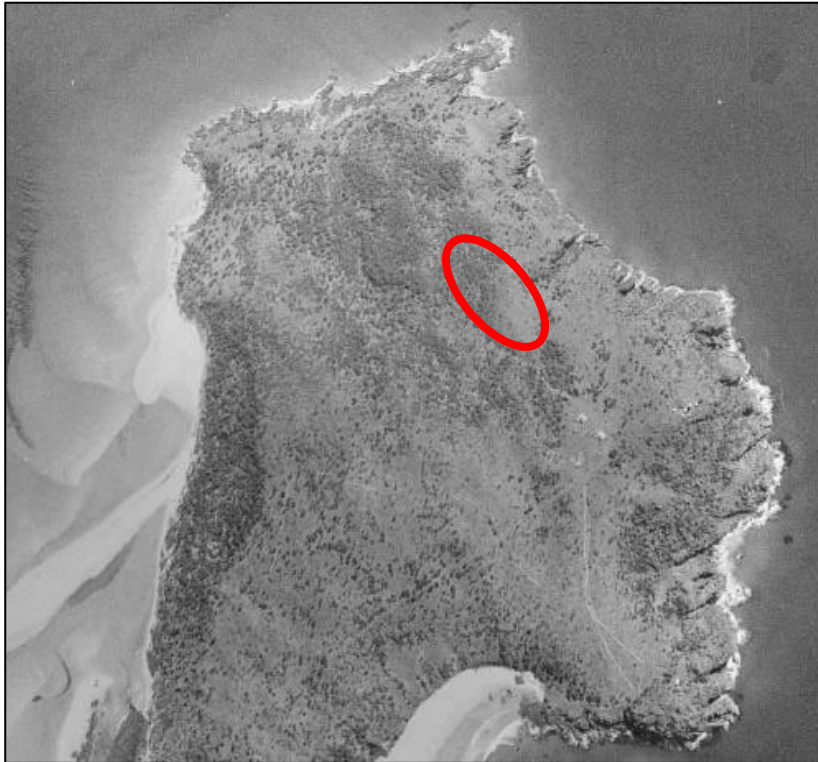


Figure 5: Aerial imagery from May 1958. The approximate location of the proposed camps is highlighted in red (courtesy QImagery, QAP0784039).

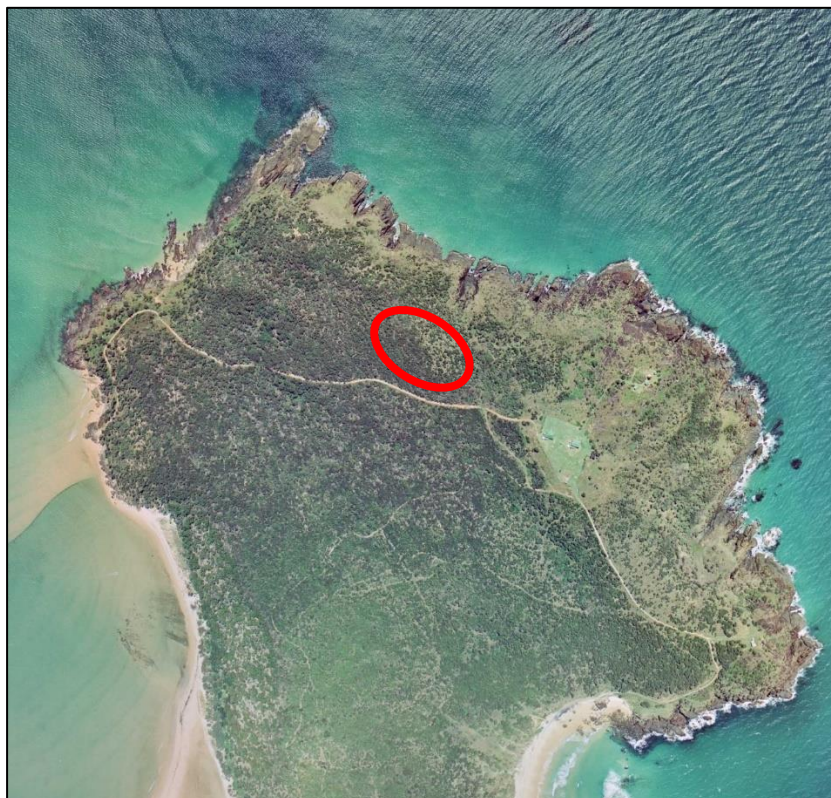


Figure 6: Aerial imagery from May 1979 (courtesy QImagery QAP2717529).

## 2.2 Description of Area proposed for Change

The images of the following sections were taken in June 2020.

### 2.1.2 Description of Double Island Point Lightstation: Remaining Area

The QHR place is described in the citation as comprising three areas: the Tower Area, the Cottage Area and the Remaining Area. The proposed development area is located in the Remaining Area. This area is not described in the QHR citation however it can be described as comprising the lower headland area which extends to the north and west of the lightstation.

The site for the proposed development area comprising Double Island Point Camp, Kabi Kabi RAA, service road and upgraded walking track is sited on generally undulating ground before falling away to the north and east. It is currently covered with thick bush comprising species such as cypress, banksia, tea-tree, acacia, bloodwood and sheoak with thick patches of midyim berry (*Austromyrtus dulcis*) and other shrubs on a thick leaf litter. The tree canopy appears older and less disturbed towards the north resulting in a more open ground below the canopy.

The Rainbow Beach access track is located on the western side of the centreline of the ridge and extends from the concreted section of track which leads from Teewah Beach on the south side of the Point to the lightstation area.

Views from the camp areas are mostly obscured by the tree canopy but views to the north and northwest towards Wide Bay Bar and K'gari (Fraser Island) can be glimpsed through the vegetation. A view to the lighthouse from the proposed Kabi Kabi RAA is possible from the eastern outer edge of the headland.

The knolls which comprise the proposed areas for development are visible from the lighthouse. However it appears unlikely that the new service road and CABN camp will be visible from the lighthouse as the existing walking track, in similar location on the western side of the knoll, is not visible.



Figure 7: View north to lightstation from Teewah Beach. The proposed development area is not visible being over the ridge on the left side of the Hoop pines (Converge 2020).



Figure 8: Double Island Point Lightstation tower and historic hoop pines from the proposed Kabi Kabi RAA site. View to the SE (Converge 2020).



Figure 9: View to proposed development area from NW side of lighthouse. Camp areas highlighted with red arrows (Converge 2020).



Figure 10: View to west from the lighthouse. Note the roof of one of the cottages highlighted with red arrow (Converge 2020).



Figure 11: View to lightstation tower from path off concrete track on the north side of the cottages clearing. View to SE (Converge 2020).

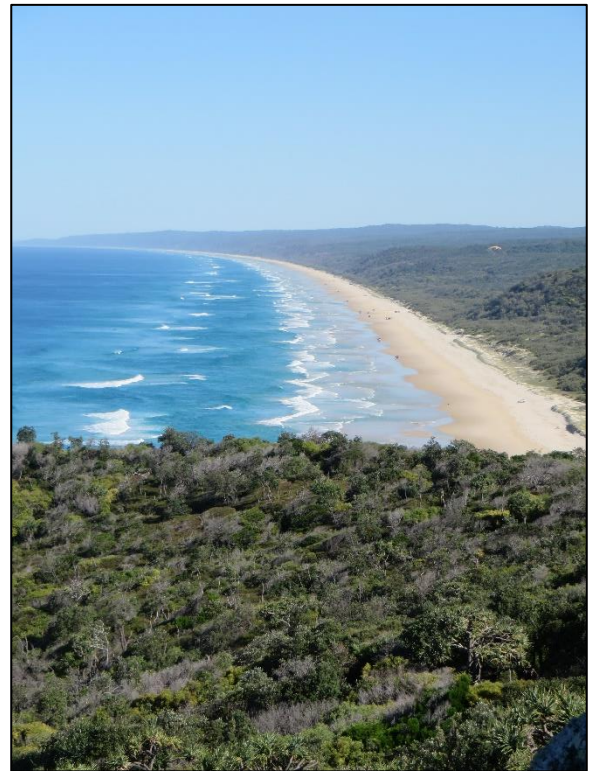


Figure 12: View from lightstation tower to south. (Converge 2020).

### 2.2.2 Proposed Double Island Point Camp areas

The camp areas are located approximately between 250m (RAA) and 400m (CABN camp) from the lightkeepers' cottages clearing on the northeast side of the Rainbow Beach track (see Figure 4 and 9). The RAA site is located on the higher knoll to the north of the lightstation complex. The CABN camp area is located on the western side of a lower knoll. Together these knolls form the flatter part of the headland to the north of the lighthouse. Views are limited by the tree canopy and shrubbery in the area. Both areas are in a natural bush setting. There is no development in the area although it is



probable that opportunistic logging for items such as fencing material occurred in the larger area identified in Figure 4.

The proposed Kabi Kabi RAA comprises regrowth of low, salt spray affected trees such as cypress, acacia, tea-tree and bloodwood. A shell midden of undetermined size is located to the immediate north of the Kabi Kabi area and extends to the north for at least 15m. The ground is covered in a thick litter of leaves and bark detritus with patches of midyim berry (*Austromyrtus dulcis*) and vine undergrowth.

The proposed Double Island Point camp area service road and walking track are located in older forest which is more open than the Kabi Kabi RAA. Views are obscured by the tree canopy, however glimpses of the water can be gleaned to the west and north towards Rainbow Beach, the Wide Bay Bar and southern end of K'gari (Fraser Island). The sound of the sea can clearly be heard. The ground is thickly covered in a thick litter of leaves and bark detritus with patches of midyim berry (*Austromyrtus dulcis*) and other shrubs.

A historic dump is known to be located to the north of the proposed areas (see Figure 4) and a number of additional ad hoc dumps, of unknown location, may exist in the general area. On inspection, however, no surface evidence of historic material was located in the specific proposed development areas and the archaeological potential of this area was considered to be low.



Figure 13: View north from RAA area from edge of headland (Converge 2020).



Figure 14: RAA area. View to west (Converge 2020).



Figure 15: The more open area proposed for the Double Island Point camp (Converge 2020).



Figure 16: View in the area of proposed access tracks off the Rainbow Beach track (Converge 2020).



Figure 17: Example of small logged tree in proposed access track area (Converge 2020).



Figure 18: Start of Rainbow Beach track on north side lightstation complex (Converge 2020).

## 2.3 Significance

Double Island Point Lightstation is listed on the Queensland Heritage Register. The State heritage values of the place, as stated in the Register entry, are listed below.

### 2.3.1 Statement of State Heritage Values

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

Constructed in 1884, the 18<sup>th</sup> lighthouse built by the Queensland government, Double Island Point Lightstation occupies an integral part in understanding the establishment of maritime navigational aids along the Queensland coast and reflects the growth and development of Queensland after its separation from New South Wales.

Double Island Point Lightstation is associated with Commander George Poynter Heath, the first Portmaster of Queensland (1862-1890), a significant figure in the development of the Queensland lighthouse service. During Heath's time twelve major lighthouses were built along the Queensland coast.

**Criterion C: The place has potential to yield information that will contribute to an understanding of Queensland's history.**

The area also has the potential to reveal further information about infrastructure associated with the lightstation.

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

The lighthouse is substantially intact, and survives as a good example of a type of lighthouse construction, a round timber-framed tower clad with galvanised iron sheets, unique to Queensland and incorporating Queensland resources. The use of a timber framed building clad in iron was continued throughout the Colonial Period, following the construction of the timber-framed lighthouse on Lady Elliott Island in 1873.

**Criterion E: The place is important because of its aesthetic significance.**

Double Island Point Lightstation is significant as a well-known landmark, visible from sea and air approaches. Although a comparatively small structure, the lighthouse has aesthetic value, with the white tower, capped by a bright red dome, isolated against the green foliage of the headland. It makes a dramatic visual statement in the natural landscape.

**Criterion F: The place is important in demonstrating a high degree of creative or technical achievement at a particular period.**

The lighthouse is substantially intact, and survives as a good example of a type of lighthouse construction, a round timber-framed tower clad with galvanised iron sheets, unique to Queensland and incorporating Queensland resources. The use of a timber framed building clad in iron was continued throughout the Colonial Period, following the construction of the timber-framed lighthouse on Lady Elliott Island in 1873.

**Criterion G: The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.**

The place has a strong association with the life of the lightkeepers, their families and maintenance and stores people, who contributed to the continuum of a system dedicated to the single aim of maintaining the navigational aid.

### 2.3.2 Schedule of significant elements

A methodology for assessing the significance of historic heritage places was developed in 2006 by the Queensland Heritage Council. This document was used to develop the following ratings which have been used to inform the schedule of significant elements of Double Island Point Lightstation in relation to the project area.

Elements of exceptional significance: Considered essential to the understanding, appreciation or cultural value of the place including:

- Elements that demonstrate critical periods in the evolution of the site and are reasonably intact or are rare evidence of their period.
- Characteristic elements that are good or rare examples of importance in understanding the evolution of similar places in Queensland.
- Elements that are distinctive in Queensland for their historical, aesthetic, creative or technical value.
- Should be retained and conserved.
- Intervention should be minimised, and adaptations should be reversible and temporary in nature.

**Elements of considerable significance:** Considered important to the understanding, appreciation or cultural value of the place including:

- Elements that are important for demonstrating critical periods in the evolution of the site but are less intact.
- Characteristic elements that are good examples of importance in understanding the evolution of similar places in Queensland but are less intact.
- Elements that are distinctive within the school context for their historical, aesthetic, creative or technical value.
- Elements that are likely to be crucial for the attachment of the local community to the site.
- Should be retained and conserved.
- Intervention should be of a minimised.

**Elements of some significance:** Considered useful, but not essential to the understanding, appreciation or cultural value of the place including:

- Elements relating to less important periods of evolution of the site that are distinctive and reasonably intact.
- Characteristic elements that are less intact and where better examples of their type exist elsewhere.
- Elements that are likely to be valued by the community but are incidental to the evolution of the site.
- Could be intervened with in a sensitive and controlled manner.

**Elements of no significance:**

- Need not be conserved.
- Intervention or new work is appropriate, providing that no nearby areas of higher cultural significance are compromised.

**Intrusive elements:**

- Should be removed.
- Original form reconstructed, or new compatible adaptation made.

As the proposed project is located well away from the lightstation complex and will not impact these structures and grounds, only those elements that will be impacted by the proposed project have been included here. Table 2 below provides a heritage rating for the elements potentially impacted by the change.

Table 2: Significance of individual elements potentially impacted by the change

Element	Grading	Comment
Overall setting	Exceptional	Double Island Point Lightstation is prominently located at the highest point of the Double Island Point headland and can be seen from the north, south and east (seaward side) for a considerable distance. The lighthouse is a prominent and distinctive landmark.

Element	Grading	Comment
Views	Exceptional	<p>Double Island Point Lightstation is a prominent and well-known landmark, visible from sea and air approaches. Although a comparatively small structure, the lighthouse has aesthetic value, with the white tower, capped by a bright red dome, isolated against the green foliage of the headland. It makes a dramatic visual statement in the natural landscape.</p> <p>The purpose of a lighthouse is to be clearly visible for as great a distance as possible, particularly to sea. The almost 360° views from the lighthouse are unimpeded by bush and/or other buildings from the sea.</p> <p>The lightkeepers' cottages are tucked into the western side of the lighthouse knoll and surrounded by thick vegetation.</p>
Teewah Beach Access Road	Considerable	<p>Thought to retain the original 1884 alignment.</p> <p>Upgraded in the 1940s to concrete so the lightstation could be more easily serviced by vehicles reflecting the modernisation of servicing of the lightstation.</p>
Lightstation grounds	Considerable	<p>May have in situ, subsurface material in the form of ad hoc dumps which could contribute to our knowledge of the social history of the lightstation.</p> <p>The proposed development is sited well away from the lightstation clearings and do not appear to be located over dump sites.</p>
Rainbow Beach Access Track	Considerable	<p>The main access to the lightstation is now located to the south and Teewah Beach. However in previous years the track linked Teewah Beach to Rainbow Beach via the lightstation and the Rainbow Beach end of the track was the landing point for amphibious vehicles used to service the lightstation. It is likely to have retained its original alignment.</p> <p>The current pedestrian track adds to the ambience of the lightstation.</p>
Setting and vegetation at the proposed development area	Some	<p>The proposed development area lies within a natural bush setting which contributes to the aesthetic qualities of the lightstation setting. It is possible that there are subsurface historic remains in the area in the form of ad hoc rubbish dumps.</p>

### 3 Project Description

The following chapter is based on information provided by QETP (July 2020) and CABN (May 2020) regarding the concept of the Cooloola Great Walk upgrade and construction of a series of eco-accommodation camps along the route of the Walk including for the Double Island Point Camp.

#### 3.1 Purpose

The QEPT is about building sustainable, culturally inspired, low-impact eco-accommodation in national parks. Throughout this process it is imperative for impacts to cultural heritage and ecological communities to be minimised and acceptable and agreed by law and lore. The way in which the State ensures cultural heritage and ecological communities are not impacted is through:

- Working with the Traditional Owners to identify cultural heritage values and artefacts.
- Working with environmental consultants to identify important ecological communities.
- Negotiating and implementing an Indigenous Land Use Agreement for native title.
- Negotiating and implementing a Cultural Heritage Agreement.
- Receiving State approval (*Nature Conservation Act 1992*) for the Project in regards to the natural and cultural values.
- Receiving Federal approval (EPBC) for the Project in regards to the environmental matters.
- Undertaking a historic heritage inspection and related research as part of developing this HIS.

In the Cooloola section of the Great Sandy National Park, QETP is working with the Kabi Kabi People and trail operator CABN to enhance the existing trail through culturally inspired, low-impact eco-accommodation and tourism experiences. Five sites have been proposed for the development of eco-accommodation camps of the overall project. These are Noosa River, Litoria, New Camp, Poona Lake and Double Island Point (see Figure 19).

#### 3.2 Site Selection Process

Site selection has been a collaborative process between CABN, Kabi Kabi Aboriginal Group Representatives and the DES. This process started with 39 sites which were then reduced down to five for the whole project. Comprehensive Aboriginal cultural heritage monitoring and environmental studies were undertaken for all sites. The DES engaged consultant Biodiversity Assessment and Management Pty Ltd (BAAM) to undertake research and provide ecological assessment reports for all sites. Cultural and environmental factors have been taken into great consideration to determine the five proposed site locations.

At the start of the process, Double Island Point was identified as a sacred Dreaming Site for the Kabi Kabi People. The State has worked with the Kabi Kabi Representatives to identify a Restricted Access Area (RAA) for the Kabi Kabi People. It is envisaged that the Kabi Kabi RAA may be used to value-add to CABN's product and additionally provide a place 'on country' for cultural purposes for the Kabi Kabi People.

Alternate locations in the general area were identified by CABN in June 2019 (see Figure 21). These were Pages Hut clearing and the Lighthouse area. Kabi Kabi stated that they did not wish to have any additional structures built on a significant cultural site but were open to considering reuse of the lighthouse complex. QPWS&P objected to both sites due to high visitation from free-and-independent travellers due to heritage values and scenic amenity. In addition, sites by the lighthouse would be too exposed to weather extremes. QPWS&P also objected to the site as it would not meet the 'public interest' test under the *Nature Conservation Act 1992*.

With ecological, cultural heritage and park management feedback taken into account, the CABN Detailed Proposal, submitted in October 2019, identified the preferred site to the north of the lighthouse. QPWS&P objected to the new CABN camp site. Despite being further away from the lighthouse, the camp would still be visible from the lighthouse precinct. The site for the Kabi Kabi RAA was tentatively agreed to.

The current site for the CABN camp site was proposed in March 2020 and is slightly to the north of previously identified sites. Kabi Kabi Representatives identified a number of constraints and conditions for the sites and noted that issues remain with impacts on intangible cultural values and Kabi Kabi aspirations for Double Island Point. QPWS&P were generally supportive of the site, but vehicle access would need to be discussed as access is currently walk-in only. BAAM advised that the vehicle access track into the site would be the biggest constraint and would need to avoid large trees and major disturbance to soil. They also noted that some hollow bearing trees occur within the alignment and the site, but impacts could be reduced dependent on eco-accommodation layout and design.

During a May 2020 visit, vehicle access tracks were mapped and there was a general agreement to realign the existing walking track to allow for vehicle access to the CABN site, however further design

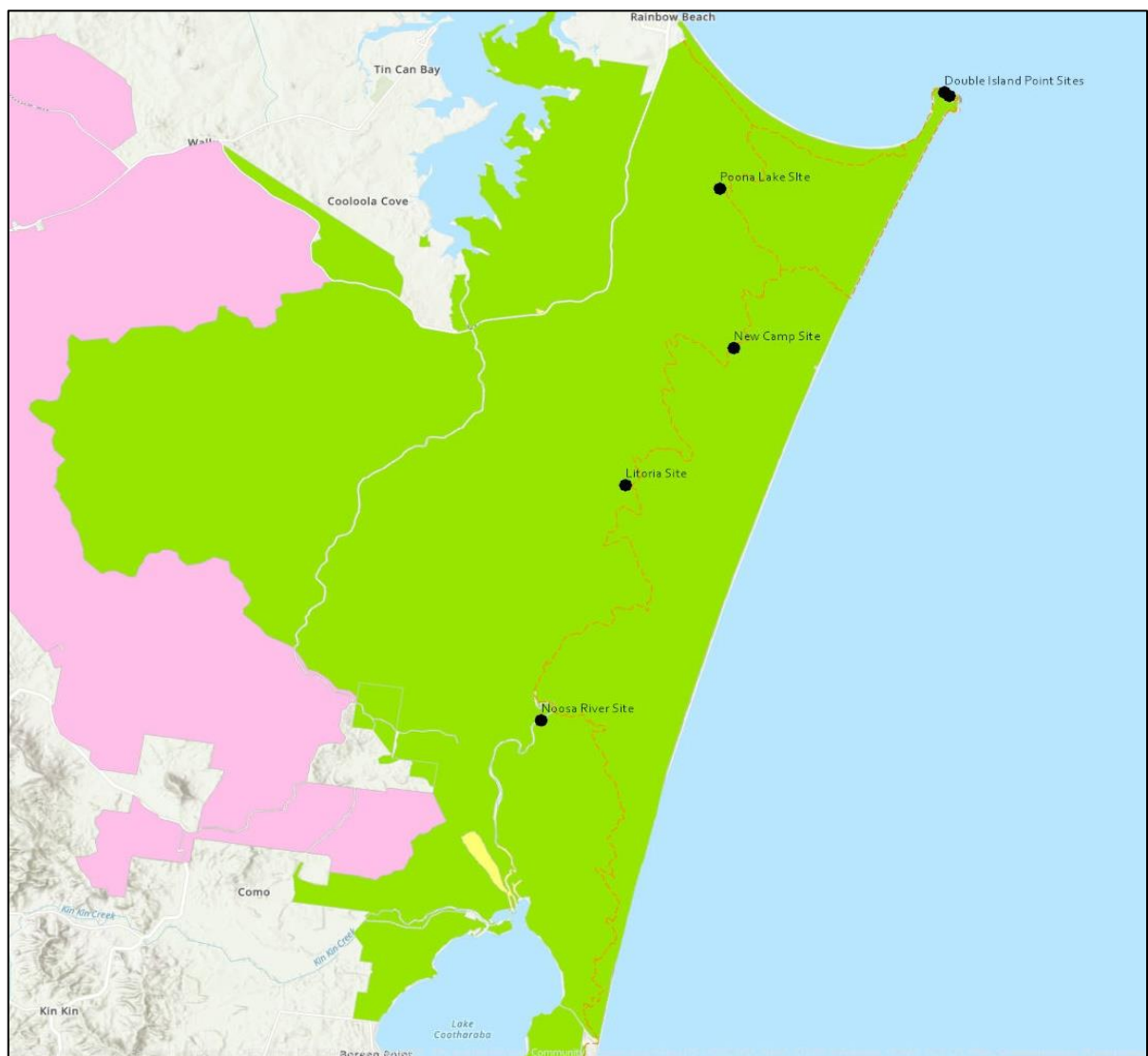


Figure 19: Location of the Great Cooloola Walk and Double Island Point Camp within the Great Sandy National Park (Courtesy QETP)

work would be required to ensure clarity of pedestrian and vehicle movements. The Kabi Kabi RAA was mapped and would remain in the same area.

The current development area (see Figure 20) has been identified as the best compromise between the various interest groups. It is located on the northeast side of the Rainbow Beach track. It occupies approximately 2.53 hectares and is located wholly within 21NPW1150.

The development area was identified as overlapping with historic heritage values in March 2020 as proposed campsites were being finalised. Pre-lodgement advice was sought from the Heritage Branch of DES in May 2020 and Converge was engaged to prepare this HIS in support of heritage approvals under the QHA.

### **3.3 Scope of Works**

#### **3.3.1 Double Island Point Camp**

The Double Island Point camp will occupy the western side of a knoll which, in part, forms the lower headland of Double Island Point. It is located approximately 400m to the north of the lightstation complex. Whilst the final site design, as well as the design and placement of ancillary infrastructure (water, power, etc) has not been finalised, placement of structures will only occur within the site footprint and will not impact heritage features identified in this HIS.

It is likely that the scope of work to establish the eco-accommodation will comprise:

- 12 Luxe pods within a cleared area of approximately 33m<sup>2</sup> each.
- A communal structure within a cleared area of approximately 128m<sup>2</sup>.
- Interconnecting pathways, boardwalks and access tracks connecting the site to the existing Cooloola Great Walk.
- Ancillary infrastructure – solar panels (to be installed on cabin and communal area rooftops), water tanks and wastewater system.
- Service vehicle access to existing access trails throughout Great Sandy National Park.
- Hiking and construction/service vehicle access to the site will be via an existing vehicle access track of historical significance from Teewah Beach (which bypasses the Double Island Lightstation), which forms part of the existing Cooloola Great Walk.

It is proposed that all structures will be on a footing and comprise a post-type structure. The height of the structures will depend on the topography of the ground. The structures will be on skids or supports that ensure their direct impact to the ground is minimal, encouraging air flow and less overall impact. There is an option (if required) to place the footings on a surefoot or mega anchor that secures them and deals with sloping sites. All of these will be set out for future removal if needed.

Structure designs and placement will minimise impacts from artificial lighting – Lighting will be designed and located to avoid light spill onto surrounding habitat, will be internally facing, and will be at a frequency that will not adversely affect nocturnal wildlife. Interior lights will be low blue light emitting. External lights will be a soft orange, 590-610 nanometres in wavelength. Remnant vegetation surrounding the eco-accommodation site will be retained, and revegetation of site will be undertaken.

The design of the structures are yet to be finalised but the Luxe (camping) pods will be approximately 8.4m by 4m and the communal structure approximately 16m x 8m. These structures will be based on the design illustrated in Figures 23-26.

It is anticipated that a clearing will be required for establishment of the cabins, the communal area, the infrastructure and the service track. It is intended that there will be no removal of culturally significant or ecologically significant trees (identified by Kabi Kabi Representatives and BAAM). Clearing will be undertaken by DES. This arrangement is intended to allow DES complete control and



oversight over clearing to ensure that natural and cultural values of the national park are not impacted by the development. Clearing will require the use of light machinery to clear vegetation, fell small trees (where they cannot be retained) and for grading of accommodation and vehicle access. Total clearing footprint will not be permitted to exceed 0.5ha at each of the proposed sites. Large habitat and canopy trees will be retained on site to reduce visibility of the development from the Lightstation, cottage complex, and adjacent public access beaches. Site preparation will aim to retain sub-canopy and ground level vegetation to the greatest extent possible to minimise erosion risk and disturbance of substrate.

It is anticipated that construction will entail:

- Offsite pre-fabrication of modular/flat packed structural components.
- Delivery and on-site assembly of structures.
- Installation of service infrastructure – water tanks, wastewater system, solar panels and new vehicle access.
- Minor disturbance of substrate for placement of structures, construction of walkways and surfacing of new connecting vehicle access track.
  - No upgrade or realignment of the lightstation track will be undertaken.

For safety reasons it will be necessary to enable a large 4WD vehicle with a trailer to access Double Island Point Camp to facilitate the delivery of stock, removal of waste and maintenance services. It is also a requirement for medical reasons and/or to enable the evacuation of all staff and guests in an emergency such as a bush fire. It would also be required to get a 10T truck to a service point at each site to supply clean drinking water and pump out septic systems. These service and emergency vehicles will use the lightstation access track and the new section of track to the camp area.

CABN will not clear vegetation to enhance views. The Double Island Point site currently has filtered views out towards Rainbow Beach and K’Gari (Fraser Island), and CABN have stated that this will be sufficient.

See the indicative plans, elevations and perspectives on the following pages (Figures 20-26).

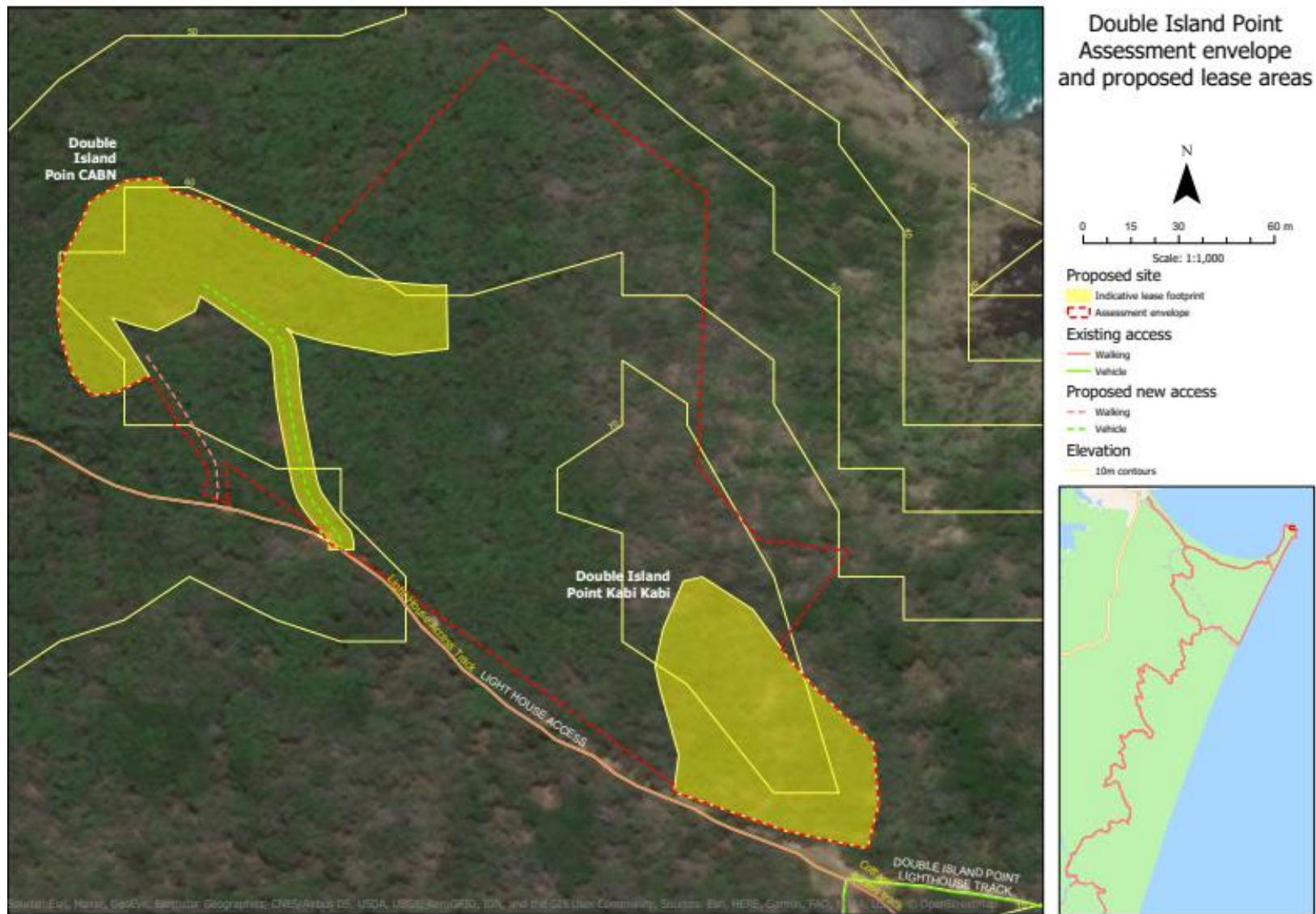


Figure 20: Detail of proposed location of Double Island Point Camp and Kabi Kabi area (RAA) Great Sandy National Park (Courtesy of QETP).



Image removed

Figure 21: Indicative layout of CABN and RAA camps. Note that the site plan is subject to ongoing consultation and may be subject to change.

Image removed

Figure 22: Detail of the CABN camp. Note that the site plan is subject to ongoing consultation and may be subject to change.

### 3.3.2 Kabi Kabi RAA

Kabi Kabi are currently developing a business strategy which will include the RAA at Double Island Point.

The site is located approximately 250m west of the lighthouse, immediately adjacent to an existing carpark. The site was historically cleared and is currently covered by early successional regrowth. The proposed use of the RAA area will be for low impact cultural activities. Some clearing is anticipated to create space to undertake these activities. There are currently no details on the specific designs, capacity or the type of toilet system and equipment storage shed that will be installed. However, any structures constructed in this area will be located where they cannot be viewed from the lighthouse, will have a low profile using non-reflective materials, and use an earthy colour palate in order to minimise or negate any visual impacts on the Double Island Point Lightstation.

### 3.3.3 Ancillary Works

The form and nature of ancillary works are yet to be finalised but will be sited at the CABN camp area and will need to include:

- **Wastewater treatment facilities**  
This is currently undergoing substantial redesign due to concerns raised about environmental impacts. Resolving these impacts will likely require CABN to consider options with minimal discharge within the park (e.g. using a closed, pump-out system) and to minimise disruption of substrate (i.e. minimising clearing and earthworks to bury pipes and septic systems).
- **Water storage**  
At this stage it is anticipated that rainwater tanks will be included in the design, but information on the storage capacity at each site, installation (i.e. whether they will be above or below ground), and water sourcing have not been provided.
- **Power supply**  
The CABN Double Island Point camp area will rely solely on rooftop solar which will be installed on cabins and communal structures. There will be no requirement for underground cabling or off-site solar.

All of the proposed ancillary infrastructure will be sited so as not to interfere with historic heritage values.

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Figure 23: Design of Luxe (camping) pod (Courtesy CABN)

Image removed

Figure 24: Elevations and view, Luxe pods (courtesy CABN).

Image removed

Figure 25: Elevations Luxe pod (courtesy CABN).



Image removed

Figure 26: Concept plan of communal structure (courtesy CABN).

Image removed

Figure 27: Textures proposed for Double Island Point Camp structures (Courtesy CABN).

## 4 Heritage Impact and Management

### 4.1 Impact Assessment

The following impact assessment is based on information provided by QETP and CABN including plans and drawings.

#### 4.1.1 Assessment of Impacts to QHR Significance

Table 32 assesses the potential impacts of the proposed development against the identified state heritage values of the place. Refer to section 2.3.1 for the QHR statement of significance.

Table 3: Impact assessment to QHR significance.

Criteria	Comments	Impact Assessment
A	Criterion A is about the historical significance of the place in understanding the establishment of maritime navigational aids along the Queensland coast and reflecting the growth and development of Queensland after its separation from New South Wales. The place is also associated with Commander George Poynter Heath, the first Portmaster of Queensland.	<ul style="list-style-type: none"> <li>The proposed eco-accommodation camp is part of the proposed development of eco-tourism in the area. It is intended to encourage visitors to the place while conserving the natural landscape and heritage values of the landscape.</li> <li>The proposed development will not impact on the historical significance of the Double Island Point Lightstation as it is located away from the components of the lightstation and will not impact any part of the lightstation complex located within the currently cleared areas.</li> <li>There is interpretative potential at the camp which could provide an opportunity to enhance visitor understanding and appreciation of the lightstation and its importance to the development of Queensland.</li> </ul>
C	Criterion C is about the archaeological (material) significance of items which may still be located 'in situ' within the QHR place. This could relate to the infrastructure associated with the lightstation.	<ul style="list-style-type: none"> <li>The proposed development is unlikely to impact on the archaeological potential of the Double Island Point Lightstation as it is located away from the components of the lightstation and will not impact any part of the lightstation complex located within the previously cleared areas.</li> <li>The development area was assessed as having low archaeological potential. Nevertheless a new finds protocol will be in place for the construction of the camp which will be implemented should the development uncover any archaeological material (e.g. ad hoc dump sites known to be associated with the lightstation).</li> </ul>
D	Criterion D is about the ability of the lightstation to demonstrate the principal characteristics of a particular class of cultural place; in this instance the operation of a	<ul style="list-style-type: none"> <li>The proposed development will not impact on the lighthouse as it is located away from the components of the lightstation and will not impact the lightstation complex.</li> </ul>

	lightstation complex in its essential function as a navigational aid.	
E	Criterion E focusses on the aesthetics and landmark qualities of the place and relates to the lighthouse’s setting and prominence in the environment and its significance as a well-known landmark.	<ul style="list-style-type: none"> <li>• The Double Island Point Camp is designed to blend into the natural bush setting. It comprises low set buildings and uses an earthy colour palette and natural fabrics which will blend into this setting.</li> <li>• The RAA will be minimalistic and comprise a camp area with no structures. It will blend into the natural bush setting.</li> <li>• The Double Island Point camp and service tracks are located on the western side of the knoll which forms the northern part of Double Island headland. The camp is therefore unlikely to be visible from the lighthouse. Further views to the north and northwest from the camp area will be filtered through the existing tree canopy with no additional clearing taking place.</li> <li>• The reformed Rainbow Beach Track and new service track will be located on the western side of the ridge line and will be located under the existing tree canopy. It is unlikely that they will be visible from the lighthouse.</li> <li>• Overall the development will be less prominent than the lightstation complex. It is unlikely that the camps will be visible from Teewah Beach or Rainbow Beach. They will therefore not ‘compete’ as a landmark with the lightstation.</li> </ul>
G	Criterion H is about the special association of the place with the life of lightkeepers, their families, and maintenance and stores people, who contributed to the continuum of a system dedicated to the single aim of maintaining the navigational aid.	<ul style="list-style-type: none"> <li>• The proposed development will not impact on this aspect of the significance of the lightstation as it is located well away from the lightstation complex and will not impact with it</li> <li>• The development of Double Island Point Camp and RAA represents an opportunity to share with visitors to the area the history of lightstations in Queensland in general and Double Island Point in particular.</li> </ul>

#### 4.1.2 Assessment of Impacts to Individual Elements

The following table uses the significance assessment as the basis and provides an impact assessment based on the proposed works and level of significance of each element which may be impacted. Refer to section Table 2 for the Schedule of significant elements.

The form and nature of ancillary works to be undertaken as part of the construction of the CABN camp are outstanding and have not been considered in the following table.

Table 4 Assessment of Impacts to Individual Elements

Element	Grading	Works Proposed	Impact Assessment
Overall setting	Exceptional	<ul style="list-style-type: none"> <li>Construction of two camps, upgrade of a short section of pedestrian track and the construction of a short section of new track within an area on the northern side of the QHR area.</li> <li>Camp areas and road and tracks will be within a 2.53ha area.</li> </ul>	<ul style="list-style-type: none"> <li>The camp areas will be constructed well away from the Double Island Lightstation in bushland on the lower northern end of the headland. The CABN camp area will be located on the western side of the knoll in this area.</li> <li>The upgrade of part of the Rainbow Beach track to allow access by vehicles represents the reinstatement of its previous form. The new section of service track is short and located in a shallow saddle.</li> <li>The RAA area will comprise a small clearing. Any structures located within this area will be located so as not to be visible from the lighthouse, will be low set structures using non reflective materials and an earthy colour palette.</li> <li>The size of the CABN camp area is small and designed to blend into the bush setting through the use of low set buildings using an earthy colour palette. Overall it is considered that there will be minimal impact to the overall setting of the lightstation.</li> </ul>
Views	Exceptional	<ul style="list-style-type: none"> <li>Construction of 12 Luxe pods.</li> <li>Construction of 1 communal structure including stores area.</li> <li>Construction of short section of road and upgrade of a section of existing pedestrian track.</li> <li>Clearing of a small area within the RAA and the construction of some low key infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>The CABN camp area is located slightly to the western side of a lower knoll of the Double Island Point headland. Clearing will be limited to a small communal area with lux pods being placed under the tree canopy. It is unlikely that they will be visible through the tree canopy.</li> <li>The design and height of the luxe pods and communal structure use fabrics, textures and colour palette which blend into the surroundings. See Figure 21-25. The structures, therefore, will not be a prominent feature which will 'stand out' in comparison to the lightstation structures.</li> <li>The luxe pods and communal area are designed so that they are removable making their impact reversible.</li> <li>Any structures built in the RAA area will be low set structures using non reflective materials and an earthy colour palette. These structures will be located within a cleared area so as to not be visible from the lighthouse. It may be possible to see filtered views</li> </ul>

			of the lighthouse from the southeast side of the RAA area. Overall is it considered that there will be minimal impact to the views of the lightstation.
Lightstation Access Road	Considerable	<ul style="list-style-type: none"> <li>Use of the lightstation access road during the initial construction phase and then for ongoing servicing of the camp</li> <li>Increased visitation to the site by CABN guests.</li> </ul>	<ul style="list-style-type: none"> <li>It is not intended to upgrade or change the alignment of this road.</li> <li>Increased use of this road may lead to increased wear of the historic materials used in the track construction (e.g. concrete laid down for the use of LARCs). However these materials have been changed and patched through their life. Any repair of the track will use QPWS&amp;P rules and protocols and will use a Construction Management Strategy. This will incorporate the principles set out in the Burra Charter such as the use of 'like for like' materials.</li> </ul>
Lightstation grounds	Considerable	<ul style="list-style-type: none"> <li>Increased visitation to the site by CABN guests.</li> </ul>	<ul style="list-style-type: none"> <li>It appears unlikely that there will be any impact, additional to existing usage, to the lightstation grounds as a result of the proposed development.</li> </ul>
Rainbow Beach Access Track	Some	<ul style="list-style-type: none"> <li>Upgrade of a section of the access track in the vicinity of the camp areas</li> </ul>	<ul style="list-style-type: none"> <li>This track was previously a vehicular track. No additional tree clearing, earthworks or major construction will be undertaken.</li> <li>The upgrade will reinstate the previous form of part of this track.</li> </ul>
Setting and vegetation at the proposed development area	Some	<ul style="list-style-type: none"> <li>Construction of the CABN camp area , RAA, Service track and pedestrian track</li> </ul>	<ul style="list-style-type: none"> <li>The archaeological potential of the proposed development area was considered as a result of a site inspection to be low. Nevertheless it is possible that subsurface historic material (ad hoc rubbish dumps) may be uncovered during the construction process. A New Finds process will be implemented during the construction phase to manage any impact.</li> </ul>

## 4.2 Recommendations for the management of potential heritage impacts

The Conservation Plan for the Double Island Point Lightstation (Heritage Buildings Group, 1994) sets out development guidelines for the site at section 6.3. Although some of these guidelines have been outdated they still provide clear guidance for development at the place. These are:

### 6.3.1 The Site

- i. *The intactness of the reserve on its boundaries should be maintained. However, where alterations to the current form of the reserve would ensure the continued use of the lightstation, then minimal alterations may be acceptable provided that:*
  - *The cultural significance of the place, as identified in this document, is maintained.*
  - *Any impact on the existing physical, visual and environmental character is minimal.*
  - *Any excision or alteration should have a negligible impact on the overall area and form of the reserve. Subdivision into several small allotments would not be acceptable.*
- ii. *The Commonwealth should take action to consolidate adjacent vacant crown land into the reserve.*
- iii. *New buildings or structures should be sited away from the Tower and Cottage areas.*
- iv. *New buildings should have a low physical and visual impact.*
- v. *All existing buildings should be retained.*
- vi. *The management of existing dumps should be considered in relation to a suggested waste management strategy.*
- vii. *Public and vehicular access to the site should be controlled by keeping the gates to the vehicular tracks locked.*
- viii. *The rights and privileges of Mr George Page, as covered by the existing agreement between the AMSA and Mr Page should be maintained.*
- ix. *The integrity of the grave area should be maintained. A maintenance programme should be put in place. (Heritage Buildings Group 1994:113).*

The following recommendations are made in addition to the above:

#### 4.2.1 Raise awareness

All contractors associated with the project should be made aware of the heritage values of the site and associated obligations. The awareness training can be undertaken as toolbox talks or incorporated within general inductions.

#### 4.2.2 Heritage Induction

An historic heritage induction should be provided to all site visitors during construction and to operators of the ecotourism facilities to advise them of their responsibility under the Qld Heritage Act. This information should be included in the Construction Management Strategy (see section 4.2.5).

#### 4.2.3 Implementation of New Finds Policy

An appropriate New Finds process is appended to this HIS. This process should be adopted during the construction phase off the development.

#### 4.2.4 Exercise Due Care

During construction work due care should be exercised to minimise the impact of the work on the site.

This includes but is not limited to:

- Minimising the use of heavy machinery.
- Making sure to stay within the site boundaries.

#### 4.2.4 Keep records

Records of all works should be kept and stored in a safe place for future reference.

#### 4.2.5 Construction Management Strategy

It will be necessary to develop a Construction Management Strategy to be submitted with this HIS and used during the construction phase of the project. This strategy should show how damage to the heritage values of the place will be avoided during construction. Specific risks that should be addressed may include the impacts of construction activities such as vehicular movement, a new finds process and storage of materials. Construction methodology may also propose measures to ensure temporary protection measures to protect delicate elements from incidental damage or the effects of increased use (e.g. increased wear and tear on the concrete of the Teewah Beach section of the lightstation access track).

### 4.3 Statement of Heritage Impact

Based on the foregoing analysis and provided work is undertaken following the above recommendations the proposed work, as described in the Development Application including accompanying plans (QETP July 2020, CABN May 2020), will have a minimal impact on the State heritage values of the site including its archaeological potential. Further the structures have been designed so that they minimally impact the ground and subsurface and will blend into their surrounds. The proposed structures at Double Island Point CABN camp will not interfere with views from the lightstation or visually compete with the lighthouse, as they will be low structures that will not extend beyond the existing tree canopy. The structures are also located on a knoll that is oriented towards K'Gari (Fraser Island) and Rainbow Beach, and unlikely to be visible from the public day use area around the lighthouse. The RAA will be minimal with a small clearing. Any structures will be placed so as not to be visible from the lighthouse. Further they will be low structures which use non reflective materials and an earthy colour palate. Thus they will not interfere with views from the lightstation or visually compete with the lighthouse. The proposed project is regarded as acceptable from a heritage perspective.



## References

Australia ICOMOS, 2013, Burra Charter.

Department of Environment and Science, 2016, 'Double Island Point Lightstation', Double Island Point, QHR citation ID # 601722.

Department of Environment and Science, Eco-tourism development - Cooloola Great Walk (cabin-style accommodation + track work), email 18/5/2020.

Heritage Buildings Group, Administrative Services Department. 1994. Double Island Point Lightstation; Conservation Plan. Brisbane.

Queensland Ecotourism Trails, 2020, Proposed Site Selection Information Package, Cooloola Great Walk Ecotourism Trail. Including Attachments 1 and 2, Site Selection Table, and Buildings and Vibes.

Queensland Ecotourism Trails, Proposed Site Selection Information Package- Kabi Kabi-July 2020

Queensland Heritage Council, 2006, *Using the Criteria: A Methodology*. Cultural Heritage Branch, Environmental Protection Agency, Brisbane, Queensland.

CABN Q&A extract May 2020.

CABN Adjusted Site Plans and Trekker Pod Option 6 Plans August 2020.

## Appendices

### Appendix A – QHR Citation

<https://apps.des.qld.gov.au/heritage-register/detail/?id=601722>

## Appendix B – New Finds Procedure

PROCEDURE FOR THE DISCOVERY OF A FIND OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE	
<p><b>STOP WORK</b></p> <p>If suspected cultural heritage is found, all work at that location should stop and a minimum 10m buffer zone around the outer extent of the find should be established. No project activities should occur within the buffer zone. The potential cultural heritage should not be removed or disturbed any further (barriers or temporary fences may be erected as a buffer around the find if required). Work can continue elsewhere within the broad area if these activities will not affect the potential cultural heritage.</p>	
↓	
<p><b>INITIAL CONTACT</b></p> <p>Contact the Site Supervisor immediately and notify them of the suspected cultural heritage item and its location.</p>	
↓	
<p><b>NOTIFICATION TO HERITAGE CONSULTANT</b></p> <p>The Site Supervisor is to contact a Heritage Consultant, providing details of the nature and location of the suspected cultural heritage item (include photographs where possible).</p>	
↓	
<p><b>ASSESS SIGNIFICANCE</b></p> <p>The Heritage Consultant will make an initial assessment of the find and attend the site where deemed necessary in order to assess the nature and significance of the suspected cultural heritage item and recommend a course of action.</p>	
↓	↓
<p style="text-align: center;"><b>ABORIGINAL CULTURAL HERITAGE</b></p> <p>Should the find be shown to be Aboriginal cultural heritage then representatives of the relevant Aboriginal Party must be contacted as soon as possible to develop appropriate management strategies. The Heritage Consultant can facilitate this process. A site visit and other mitigation strategies (e.g. site survey, collection and relocation of artefacts) may be requested by representatives of the relevant Aboriginal Party. A request for a site survey could impact on the project's work program, but this should be discussed with representatives of the relevant Aboriginal Party.</p>	<p style="text-align: center;"><b>HISTORICAL HERITAGE</b></p> <p>If the item is historical heritage, the management options might include:</p> <ul style="list-style-type: none"> <li>i. record and remove;</li> <li>ii. protect and avoid;</li> <li>iii. investigate and preserve; or</li> <li>iv. no action if the item is deemed to have no significance.</li> </ul> <p>These options may require preparation of a work method statement in consultation with the Department of Environment and Science (DES) Cultural Heritage Branch prior to any action commencing.</p>
↓	↓
<p style="text-align: center;"><b>WORK RECOMMENCES</b></p> <p>Following discussions and agreement and implementation of any required mitigation strategies, the Aboriginal Party will advise when works can recommence at the location and provide sign-off that works can recommence.</p>	<p>GO TO NEXT PAGE</p>
↓	
<p style="text-align: center;"><b>FURTHER FINDS</b></p> <p>Continue to follow the Procedure for Discovery of a Find of Potential Cultural Heritage Significance.</p>	
(Converge 2020)	

<b>FURTHER PROCEDURE FOR DISCOVERY OF A FIND OF HISTORIC HERITAGE SIGNIFICANCE</b>	
IS ITEM DISCOVERED SIGNIFICANT?	
Yes ↓	↓ NO
<p><b>REPORT FIND TO DES CULTURAL HERITAGE</b> The Heritage Consultant will report the find to DES Cultural Heritage Branch as is required by law. Depending on the nature of the find, the Heritage Consultant and DES will negotiate requirements for the find.</p> <p style="text-align: center;">↓</p>	<p><b>RECORDING</b> Items deemed to have no significance will require recording as evidence. A photographic recording of the item, including a description of why it is not of significance, will be completed by the Heritage Consultant and forwarded to the Project Manager.</p> <p style="text-align: center;">↓</p>
<p><b>COMPLETE RECORDING/FIELD WORK</b> Complete the remedial works in accordance with the consent permit or agreed course of action. Advise Site Manager when assessment is complete.</p> <p style="text-align: center;">↓</p>	<p><b>ADVICE</b> Advise Site Manager when assessment is complete. Confirm advice with DES Cultural Heritage Branch if required.</p> <p style="text-align: center;">↓</p>
<p style="text-align: center;"><b>WORK RECOMMENCES</b></p> <p>The Heritage Consultant will advise the Project Manager when works can re-commence in the original or changed form. A Work Method Statement may be devised to ensure suitable management is in place by the project (if required).</p> <p style="text-align: center;">↓</p>	
<p style="text-align: center;"><b>SUBMIT REPORT</b></p> <p>The Heritage Consultant will complete reporting in accordance with the appropriate guidelines and conditions. A copy of the report will be provided to the Project Manager and relevant Government Authorities.</p> <p style="text-align: center;">↓</p>	
<p style="text-align: center;"><b>FURTHER FINDS</b></p> <p>Continue to follow the Procedure for Discovery of a Find of Potential Cultural Heritage Significance.</p>	
(Converge 2020)	