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Pettigrew's Cooloola Timber Tramway Complex, Great Sandy National Park
Heritage Impact Statement

Queensland Parks and Wildlife Service & Partnerships

October 2020

Converge Heritage + Community

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Glossary of Terms

Abbreviation	Definition
Converge	Converge Heritage + Community
DES	Department of Environment and Science
HIS	Heritage Impact Statement
QETP	Queensland Government's Ecotourism Trail Program
QHA	*Queensland Heritage Act*
QHR	Queensland Heritage Register
QPWS&P	Queensland Parks and Wildlife Service & Partnerships

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 (QEPT, July 2020).

It is intended to locate one of these eco-accommodation and communal facilities adjacent to the existing trail within the Broutha Scrub within Great Sandy National Park. The camp currently has the working name of New Camp. This name may be changed in the future as a result of ongoing consultation with Kabi Kabi People. The proposed location for the camp lies within the eastern external boundary of Pettigrew's Cooloola Timber Tramway Complex which is included on the Queensland Heritage Register (QHR), Place ID 602819, under the provisions of the *Queensland Heritage Act 1992* (QHA). 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 New Camp eco-accommodation and communal facilities area 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 with follow up correspondence by DES dating 18 May 2020.

1.2 Place Details

1.2.1 Location details

Pettigrew's Cooloola Timber tramway Complex is located either side of Rainbow Beach Road in southeast Queensland (Figure 1). It extends to Tin Can Bay on the western side and almost to Cooloola Beach within the Great Sandy National Park to the east. Its boundaries in this area are largely defined by bush tracks; Pettigrew's Road in the north and the Thannae Scrub Break in the south with the Broutha Scrub track lying between the two (Figure 3). The total area of the QHR place is 1470.0284 hectares.

The proposed development, New Camp, also located within the eastern boundary of the QHR place, Pettigrew's Cooloola Timber Tramway Complex (Figures 1 and 2). The proposed camp area is 0.364567 hectares.

Figure 1: Location of New Camp within QHR Pettigrew Timber Tramway Complex boundary. Location marked with red arrow (Courtesy Google Earth 2020 and QETP).

Figure 2: Detail of location of New Camp within Broutha Scrub, Great Sandy National Park (Courtesy of Google Earth and QETP).

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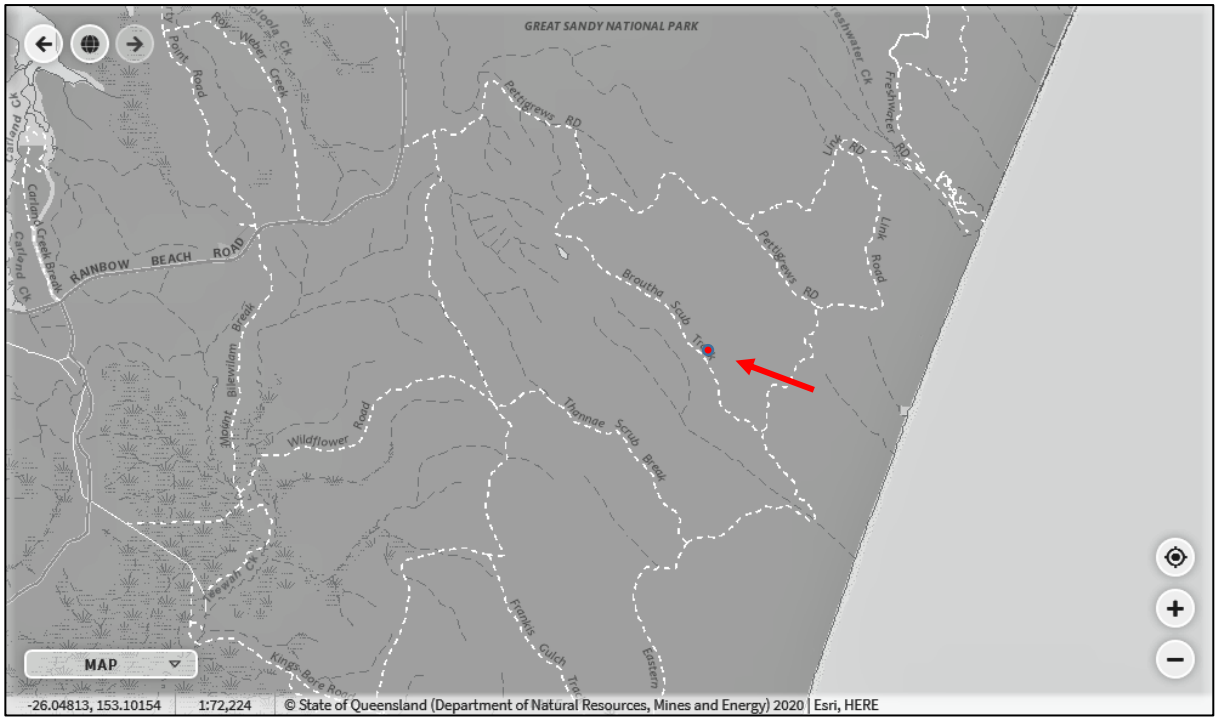

Figure 3: Location of tracks in the Broutha Scrub section of the Great Sandy National Park. Approximate position of New Camp identified by red dot. The proposed access route to the camp is Pettigrews Rd and the Broutha Scrub Track off Rainbow Beach Rd.

1.2.2 Cultural Heritage Significance

The following table provides information about the statutory heritage listings of Pettigrew's Cooloola Timber Tramway Complex.

Table 1: Heritage Place Details

Item	Description
Place name	Pettigrew's Cooloola Timber Tramway Complex
Address	Cooloola Recreation Area Great Sandy National Park, Cooloola, Queensland
Statutory Heritage Registers	Queensland Heritage Register (QHR) Place ID#602819

The camp 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 identified 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, 'Pettigrew's Cooloola Timber Tramway, Cooloola, Place ID#602819, 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.

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 of the Pettigrew Rd, Broutha Scrub Track and proposed camp site location by Converge staff; Simon Gall, Karen Townrow (Senior Archaeologists), Ulrike Oppermann (Heritage Consultant), and Ferenc Gall (Drone Pilot) on 22 June 2020. The following report was prepared by Karen Townrow in August 2020 and reviewed internally by Simon Gall and 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.

Pettigrew's Cooloola timber operation began in the 1860s with the extraction of timber from Woolann (the area around Lake Poona). Bullock teams were used to drag Kauri pine logs to the mouth of Seary's Creek. The sandy nature of the terrain and lack of feed for horses and bullocks made traditional forms of timber transport unfeasible and Pettigrew had to find a solution to access the rich timber of inland Cooloola. The answer was the construction of a tramway: Cooloola Tramway opening in October 1873 as Queensland's first major private railway….

The Maryborough timber industry industrialised and grew rapidly during the 1860s. In 1876 more timber (mainly sawn pine) was produced in Maryborough than had been exported from Queensland in the preceding 10 years. A number of firms were established including Wilson, Hart and Bartholomew; and James Fairlie. Despite early competition from Gladwell and Greathead's Union Sawmill, Dundathu Sawmill quickly proved profitable, shipping timber to Sydney, Gladstone, Rockhampton and Bowen…

Pettigrew continued to seek out timber resources which could be milled at Dundathu. In September 1863, he set off in the paddle steamer Gneering *to search for stands of timber that were reported to exist in the Noosa area. On his return Pettigrew concluded that the timber was disappointing and inaccessible. However, others did not agree and by the end of 1863, timber-getters were operating in the lower Noosa area. Pettigrew turned his attention to the north, and in late June 1865 Pettigrew landed at the head of Tin Can Bay to examine the area further…*

His discovery of Kauri pine in the Woolann area of north Cooloola provided the main source of timber for the Dundathu Sawmill. By 1865, Pettigrew's men were using bullock teams to drag Kauri pine logs from Woolann (the area around Lake Poona). Early timber-getters are recorded as using a corduroy crossing of tea-tree branches and saplings to cross the tidal flats in the northern Cooloola area. Pettigrew's men dragged the logs to the mouth of Seary's Creek, tied them into large rafts and towed them through the Tin Can Bay Inlet, Great Sandy Strait and up the Mary River. Tugs were then used to haul the rafts of timber to Dundathu. …

In October 1872, Pettigrew and Sim arrived at Cooloola and began surveying a route for a tramway.[47] By this time their men were extracting timber from Thannae Scrub (located to the south of Woolann), and taking it out through Cooloola Creek. Pettigrew located a suitable terminus on Cooloola Creek and commenced surveying a tramway towards Thannae Scrub. Its construction was underway by January 1873. Pettigrew planned the technical details of the line and ordered materials, and Sim supervised the laying of the track Sim contributed some of the funds for the tramway by purchasing a further quarter-share in Pettigrew and Sim for £3,750 in September 1871.

The locomotive for the tramway was built especially for the line by John Walker and Co. of Maryborough. According to Pettigrew, it was 'the first locomotive built in Queensland'.

*In July 1873 Pettigrew joined Sim to inspect progress and try out the 'Mary Ann' [*locomotive*] on the tramway. The rails were sawn at Maryborough, and taken by steamer to the tramway. The 'Mary Ann'*

itself was used to saw the Cypress pine sleepers for the tramway as the line progressed. Pettigrew explained the process in his letter to the Governor dated 5 August 1873:

"It is now at work preparing its line from Thannae to Tin Can Bay. On side of framing is seen a pulley. This is for driving a circular saw bench for cutting up the sleepers. The bench is mounted on two trucks, and is taken along the line as required...The country is barren sandy ground, and the line…is over pretty even ground, requiring no cutting or banking at least as far as yet made. Steepest gradient is about 1 in 18. Gauge 3 ft 3 in; rails are off spotted gum 4" x 3" but are found to be rather light for weight of engine which is about 6 tons. They are now being made of 4 ½" x 3". The cross sleepers are of Cypress pine 7" x 4 ½" and are notched to receive the rails, and are fastened together by wedges....The ends of the rails require to be bolted or pegged to sleepers but has not yet been done. We estimate that the engine will be able to bring 400 cubic feet of Dundathu pine logs at a trip and at a speed of from 6 to 8 miles per house. The two miles already laid has cost about £200 per mile".

The line was opened on 29 October 1873[65] after 3½ miles (5.63km) had been laid.

William Sim's death and the destruction of the Brisbane Saw Mill by fire for the second time in 1874 postponed extensions to the Cooloola Tramway. At the time of Sim's death a little over half of the planned 7 mile (11.27km) tramway had been constructed, however, on 25 May 1875 Pettigrew ordered 2 tons of 23lb (10.43kg) railway iron from Smellie and Co. which was enough for approximately 100 yards (91.44m) of rail.[89] The planned extension of the tramway was in 2 directions: from the inland terminus (near what later became the site of the Forestry Department's Camp Milo) to a new terminus in the Broutha Scrub; and 1 mile (1.61km) from Cooloola Creek (the original coastal terminus) north-west to a new coastal terminus at Poverty Point…

In late October 1875, Pettigrew began to survey the extension from the first inland terminus into the Broutha Scrub. On a survey map dated 1876, timber-getter camps are recorded at the Broutha and Thannae waterholes with several structures relating to these camps. The Broutha and Thannae scrubs lay within a 1000-acre selection, Portion 274, which was held in the name of William Sim. Pettigrew carried out surveys and James Sim Tertius supervised the laying of the track. In November 1875, Pettigrew negotiated with Walker and Co. for a second locomotive for £550, and a boiler (6 x 3 ft) for £22 (which may have been used to operate the winding engine). The new engine was called Dundathu and began running on 21 September 1876. The design of the locomotive Dundathu differed to the Mary Ann in that it had a neat cab with iron stanchions and a corrugated roof which protected the driver from all weather. All the gearing for starting, braking and reversing the locomotive were connected so as to be immediately under the driver's hand…

Pettigrew had to overcome a number of obstacles in the construction of the tramway extension. Blocking the planned route were 2 ridges to the east of the original inland terminus and a third ridge which led into "the hollow" (or Broutha Scrub). To overcome the first 2 ridges, Pettigrew cut 2 steep-sided passes through them and filled the gully between them with the sand removed from the cuts, to ensure a gentle gradient. This formation was the only substantial earthworks carried out by Pettigrew on the route of the railway. The third ridge rose steeply over 200ft (60.96m) to a height of 484ft (147.52m), followed by a descent of 182ft (55.47m) into Thannae Scrub. After persistent survey work, Pettigrew decided on 20 November 1876 to abandon the attempt to survey a conventional line down into the Broutha Scrub and opted for a balanced incline tramway. This entailed positioning a stationary winding engine on the top of the ridge. The tramway track came up the ridge on a side cut, crossed it and ran down into the Broutha Scrub on an embankment. A loaded wagon was kept on top of the ridge at all times so that 'the effort of raising the loaded wagons, one at a time, was counter-balanced by the weight of the descending wagon', creating 2 isolated systems for locomotive purposes. The 'Mary Ann' was used within Broutha Scrub to haul loaded wagons to the foot of the ridge, and the 'Dundathu' took them from the other side of the ridge to the coast. The railway line was completed to its final inland terminus past Broutha Scrub in 1878...

In 1874, Pettigrew told the Tramways Select Committee that he expected his tramway to last at least 10 years.[113] Ten years later the operation did cease, and in March 1884, Pettigrew paid 2 final visits to the tramway and the timber-getters' camps at Broutha and Thannae waterholes…..

In 1912 and 1924 surveyors assessed Cooloola's remaining timber resources, and the extraction of timber (mainly hardwoods) continued. Areas associated with Pettigrew's nineteenth century operations, including the Poverty Point terminus site and the former tramway route were utilized during the twentieth century. The Poverty Point firebreak which is believed to follow the tramway route in part was widened in the 1960s.

In the 1960s a conflict over sand mining, forestry and future development in the region began. In 1970, environmental conservationists successfully fought to preserve Cooloola from sand mining. Queensland Titanium Mines, a subsidiary of American National Lead, was the principal mining company involved in the Cooloola controversy. In 1975, the Cooloola National Park was gazetted. The western catchment of the Noosa River and the high dunes of northern Cooloola were later added to it. (DES 2016).

2.1.2 Aerial images

There is aerial imagery of the area from 1958. None of the aerial images show evidence of significant clearing or development in the vicinity or at the New Camp area, Pettigrew Road or the Broutha Scrub track. Nor is it possible to discern the extent of logging activity in the area, probably because regrowth, since the closing of the tramway in 1884, has created a canopy obscuring the tramway route and sites of felled trees.

The Cooloola Great walk was officially opened in 2010.

2.2 Description of Area proposed for Change

New Camp is one of five camps to be located adjacent to the Cooloola Great Walk track. It is to be located on the north side of the Broutha Scrub Track which lies off Pettigrew's Road within the Broutha Scrub. The Broutha Scrub forms part of the Great Sandy National Park and is located on the east side of Rainbow Beach Road, southeast of Rainbow Beach, southeast Queensland (see Figure 4).

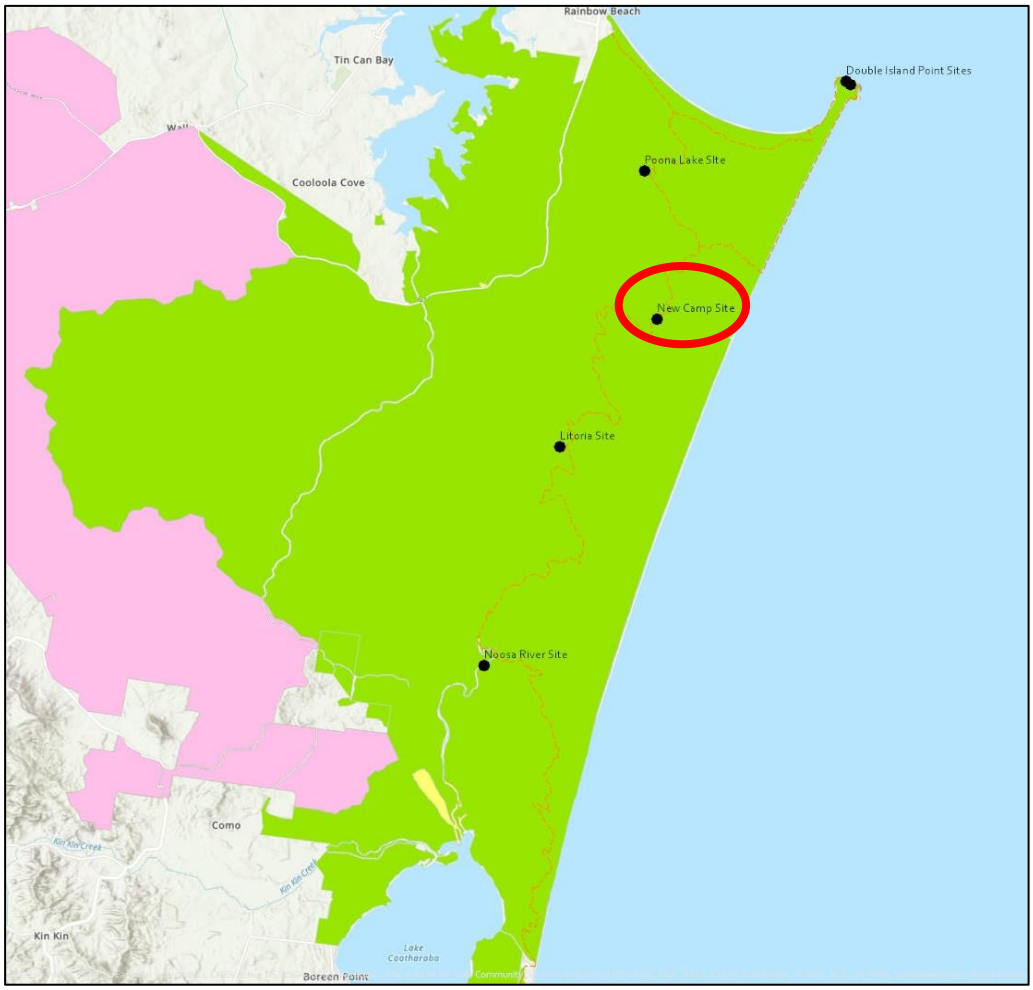

Figure 4: Location of the Great Cooloola Walk and New Camp within the Great Sandy National Park (Courtesy QETP)

The eastern part of the QHR place largely comprises the tramway extension and may include remains of timber getter's camps at Camp Milo, Broutha and Thannae Lakes. The following description of this part of the QHR place is sourced *verbatim* from the QHR citation.

Tramway route

The complete route of the tramway is currently unconfirmed.

The tramway route is aligned with the Poverty Point firebreak, located on a slightly elevated ridge, for at least a portion of the firebreak. The site of the sawmill and windmill referred to in an article of Maryborough Chronicle[135] may be located at a depression in the firebreak, just over 1 mile (1.61km) from the Cooloola Creek terminus site. It is believed the windmill was located near the low-lying swampy area north of the Poverty Point firebreak, and the sawmill on the high ground south of the firebreak. Several stumps (possibly building stumps) have previously been located to the south-west of the firebreak, potentially marking the sawmill site.

A route thought to be the continuance of the tramway begins east of the termination of the Poverty Point firebreak at Rainbow Beach Road and continues through vegetation to the entrance of the Eastern Firebreak (Pettigrew's Road). The route is particularly discernible in certain sections due to a clearly visible depression along the firebreak; the absence of regrowth along the track, and the way in which surrounding trees have arched over the track. Other portions of the route are harder to identify, with heavy regrowth and fallen branches. This route provides a smooth and direct line for the tramway from where it would have crossed Rainbow Beach Road to the Camp Milo area, the location of the first inland tramway terminus prior to its extension into the Broutha Scrub.

Following the eastern firebreak past the site of Camp Milo, a series of cuttings and an embankment are evident. The presence of these features indicates that this portion of the firebreak aligns with Pettigrew's tramway route. It has been used as a road since the tramway closed and the engineering features are still very recognisable. Along the cuttings, the firebreak track is 3.3m wide. The portion of embankment is 4.9m wide with a slope of 9.5m at an angle of 45 degrees. The height of the embankment is approximately 5m. Beyond the cuttings and an embankment, the firebreak heads down into a more densely forested area.

The tramway line is believed to have deviated from the Eastern firebreak at some point after the cuttings, as the firebreak becomes winding and steep and not suitable for the course of a tramway. A likely deviation of the tramway from the firebreak is located approximately half-way between Camp Milo and the site of the stationary winding engine. This route would have continued through the scrub, eventually climbing the incline and crossing the eastern firebreak to stationary winding engine. A route is clearly visible through the scrub with trees having grown around the track.

At the top of the ridge above Broutha Scrub is the original site of the stationary winding engine. It is marked by a sign with the words "Site of steam engine and winch". The remains of this operation, including large bedlogs and metal fittings, are buried here.

Broutha Scrub

From the site of the stationary winding engine, the tramway descended south-east into Broutha Scrub. The tramway route into the scrub is still visible as an embankment approximately 4m wide. This continues into Broutha Scrub to the tramway's second inland terminus.

Investigations in Broutha Scrub have identified some wooden rails of the line still intact and in-situ, used to identify where the route of the tramway through the scrub ran. Other artefacts previously found within this area include bolts, a broken wheel, a grease tin and a knife. (DES 2016).

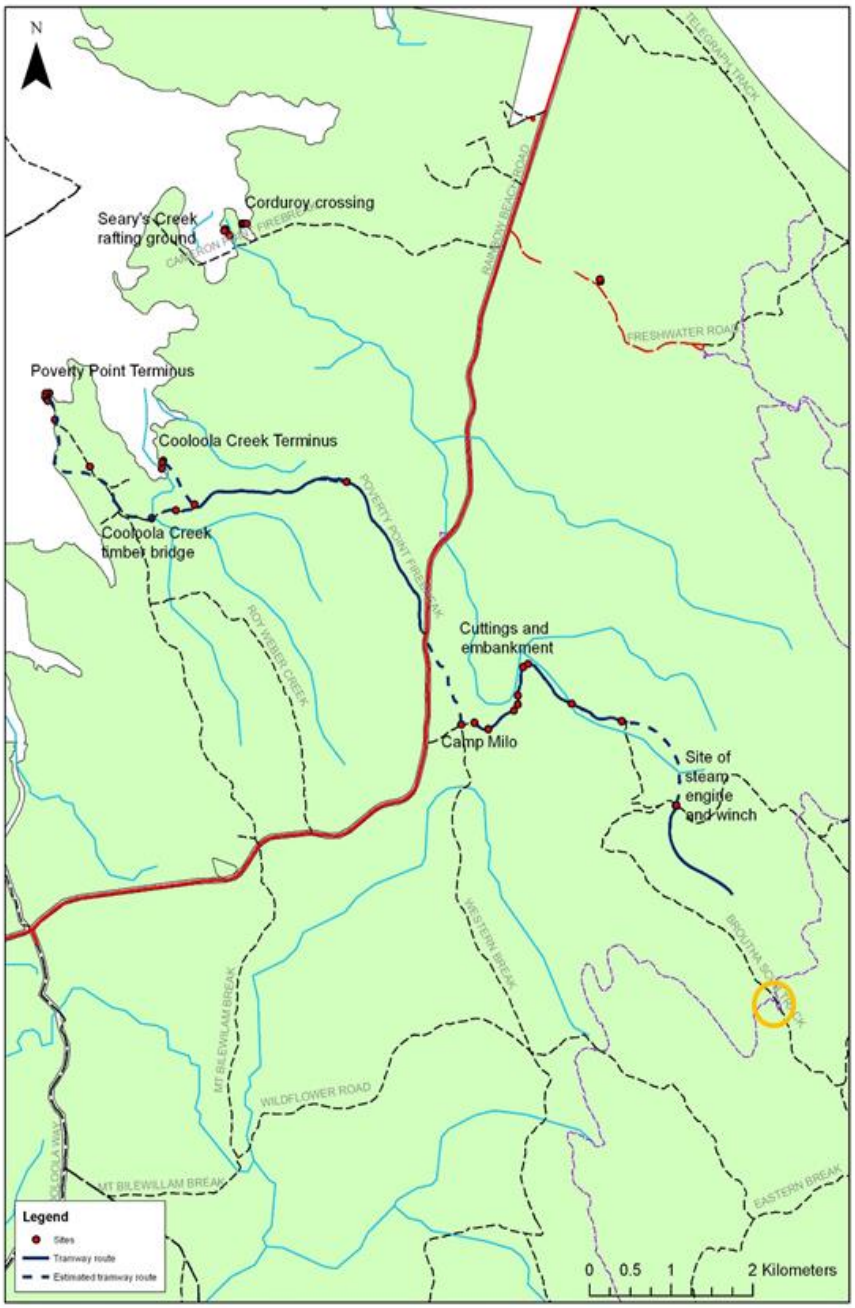

Figure 5: Location of known historic heritage within QHR place (courtesy DES 18/5/2020).

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

2.2.1 Setting

The site is located approximately 200m northwest of the intersection of the Broutha Scrub Track and the Cooloola Great Walk within a blackbutt dominated woodland. The site proposed for the New Camp is located on the side of a relatively steep hill which slopes to the northeast. It is located in the 'fork' created by Broutha Scrub track to the south-west, on top of the hill, and the Cooloola Great Walk track which is located on the eastern side of the camp area. Views are obscured in all directions by the tree canopy although it is possible to see for approximately 25 metres down the slope.

Figure 6: Location of New Camp relative to Broutha Scrub Track and the Great Cooloola Walk track (Courtesy Google earth, QPET)

Figure 7: Broutha Scrub Track on the top of the hill. The New Camp area is located on the left side of the photograph. View to the SE (Converge 2020).

Figure 8: Cooloola Great Walk Track. The New Camp area is located on the right side of the photograph. View to the NW (Converge 2020).

Figure 9: View E down slope in the proposed New Camp area (Converge 2020).

Figure 10: View NW through the proposed New Camp area (Converge 2020).

2.2.2 Proposed New Camp area

The camp area still retains evidence of the selective logging carried out in the area in the form of stumps and portions of the crown of the logged trees lying on the ground. This material evidence of logging is set in a thick litter of leaves and bark detritus with some vine and bush undergrowth. It is evident that logged Satinay trees have sent up new 'suckers' from the cut stumps. These 'suckers' are now 10m + in height evidencing the length of time which has passed since the logging took place. An area where it appears that logs were stacked is located to the immediate north-east of the camp area (see Figure 10).

The potential for surface or sub- surface archaeological deposits in the camp area was assessed as very low.

2.2.3 Pettigrew's Road and the Broutha Scrub Track

The proposed access route for New Camp is off Rainbow Beach Rd, along Pettigrew's Road turning onto Broutha Scrub Track to the campsite.

The cuttings and embankment on Pettigrew's Rd, identified in Figure 5, are still evident. It was noted that the site of the steam engine and winch is marked by a sign further along Pettigrew's road past the Broutha Scrub track turn off.

Both tracks are currently used as 4WD tracks. It was considered that residual heritage significance of these elements was in their alignment.

Figure 11: Historic logging evidence within and in the vicinity of the proposed New Camp (Courtesy Google Earth, QETP).

Figure 12: Satinay regrowth in the New Camp area. View to the NW across the camp area (Converge 2020).

Figure 13: View of old growth tree in the New Camp area. View to the N (Converge 2020).

Figure 14: Historic logged tree stump (Converge 2020).

Figure 15: Satinay historic logged stump with 'sucker' regrowth (Converge 2020).

Figure 16: Crown of historically logged tree covered in vine (Converge 2020).

Figure 17: Area where logs may have been stacked to the NE of the New Camp area (Converge 2020).

Figure 18: New Camp area: Large logs abandoned to the NE of the

Figure 19: Historic stump within New Camp area (Converge 2020).

2.3 Significance

Pettigrew's Cooloola Timber Tramway Complex 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.

It is important in demonstrating the evolution of Queensland's history as an early example of rapid environmental degradation and consequent conservation measures initiated by the local community. Pettigrew's Cooloola Timber Tramway Complex is important in demonstrating the early expansion of Queensland's timber industry and the development of private railways in the State in the late nineteenth century.

The Wide Bay-Burnett region was historically one of Queensland's most important timber producing regions. The remains of the Seary's Creek rafting ground and related corduroy crossing, and the Cooloola tramway complex provide rare surviving evidence of the earliest period of the timber industry in this region.

The Cooloola tramway constructed by Pettigrew and Sim, in operation from 1873 to 1884, was the first major private railway in Queensland. Its success encouraged other timber-getting operations to utilise tramways to access remote timber resources and influenced the Queensland Government's construction of cheaper railways.

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

The ephemeral nature of extraction activities and regrowth of vegetation has left little apparent evidence of timber-getters' activities during the earliest period of the timber industry in Queensland. Archaeological investigation into Pettigrew's Cooloola Timber Tramway Complex has the potential to reveal important information that will contribute to our understanding of the development of Queensland's timber industry.

Further investigations into the tramway may help determine the exact route, construction and operation of the tramway. Sub-surface investigations have previously revealed artefacts relating to the operation of the line.

Archaeological investigation may also reveal material relating to the camps and settlement which were established in relation to the tramway. This material has the potential to contribute to our understanding of the organisation and domestic life of remote timber settlements that existed in late nineteenth century Queensland.

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

Pettigrew's Cooloola Timber Tramway Complex has strong aesthetic values derived from a picturesque setting incorporating beaches, inlets, creeks, scrubs and forests. Remaining evidence of the tramway set against the otherwise natural environment, elicits an appreciation of the tenacity required to construct the tramway in such a remote area and across such inhospitable terrain.

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

The Cooloola Tramway has a special association with William Pettigrew. Under the business partnership of Pettigrew and Sim, the tramway was constructed to supply timber to their Maryborough sawmill Dundathu. While the influence of Sim occurred mainly in the Maryborough area, Pettigrew made an important contribution to the development of the state's timber industry, and in turn the economic development of Queensland.

Pettigrew, an important and influential pioneer of the Queensland timber industry, established Brisbane's first steam sawmill and conducted extensive timber-getting and processing operations between Brisbane and Maryborough during the colonial period.

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 Pettigrew's Cooloola Timber Tramway Complex 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 adaptions 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 manner.

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.

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	Considerable	Pettigrew's Cooloola Timber Tramway Complex on the east side of Rainbow Beach Road is a large area showing evidence of logging activity within a natural setting. The exact route of the timber tramway is unknown although it is likely that several tracks retain the original alignment.
Setting of New Camp area	Some	Pettigrew's Cooloola Timber Tramway Complex in the New Camp area has evidence of logging within a natural setting both in the proposed development area and in its surrounds.
Views to and from	Some	There are very limited views to and from the project area however the view through the trees is reminiscent of a selectively logged forest.
Pettigrew Road	Considerable	This track is known to retain the original alignment of Pettigrew's tramway. Some cuttings are still evident.
Broutha Scrub Track	Considerable	It is possible that the track retains the original alignment of a tramway.
Cooloola Great Walk Track	Considerable	It is unclear when this track was established. It may be the same alignment as an Aboriginal or early colonial track through the area.
Logging evidence	Some	Whilst there is interest in the historic logging evidence it is not unique to the proposed New Camp area and there is similar evidence in the area surrounding the proposed camp area.

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 New Camp.

The following description of the proposed development of New Camp was provided by QETP and CABN.

3.1 Purpose

The Queensland Ecotourism Trails program 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; and
- 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.

Cultural heritage consultants, CABN, environmental consultants and State have worked hard for a long period of time to identify site locations that will not significantly impact cultural heritage or ecological communities.

3.2 Site Selection Process

Five sites have been proposed for the development of eco-accommodation camps. These are Noosa River, Litoria, New Camp, Poona Lake and Double Island Point. Site Selection has been a collaborative process between CABN, Kabi Kabi Aboriginal Group Representatives and the DES. This process started off with 39 sites which were then cut down to five. For all sites there has been comprehensive Aboriginal cultural heritage monitoring and environmental studies undertaken. 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 locate the five proposed site locations.

The site selection process for the New Camp eco-accommodation site involved the initial rejection of a preferred site at the existing Kauri Walkers Camp. This was rejected for the following reasons:

- There was low ground surface visibility due to thick vegetation.
- There are a considerable number of large, mature trees and associated high integrity undergrowth in RE 12.2.8 (*Eucalyptus pilularis* open forest).
- The area is considered to be an area rich in resources that would have been of high value during traditional times.
- It was considered that there is a moderate potential for culturally modified trees and isolated stone artefacts to be present.
- There are concerns regarding the scope of potential clearing of trees and undergrowth.

- It was requested that there be more detailed surveys and discussions around the footprint and disturbance and that there be tight management of any environmental and cultural impacts.
- It would not meet the 'public interest' test under the *Nature Conservation Act 1992* as it would limit public access.

With ecological, cultural heritage and park management feedback taken into account, three alternative sites were proposed, all as new camps. Two of these sites were rejected based on ecological surveys, ground-truthing by proponent and park management feedback. The current revised new site was proposed by QPWS&P.

The final site 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 New Camp

It is proposed that New Camp will be located along Broutha Scrub Track/Firebreak (management road) approximately 200m from the Cooloola Great Walk. 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 development of the Eco-accommodation will be a two staged process. On completion the camp will comprise:

- 12 'trekker pods, approximately 28m^2 each, to be constructed in two stages of six cabins each.
- A communal structure, approximately 128m^2.
- 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.

It is proposed that all structures will be on a footing and post type structure; the height of this 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. It is possible if required, the footings can be placed 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.

Initial site preparation will include all clearing of vegetation for the placement of structures and infrastructure. This will be undertaken by DES, rather than the CABN. 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 of the site will be minimal, limited to areas required for the placement of structures and infrastructure. Large habitat and canopy trees will be retained on site to reduce visibility of the development from the Cooloola Great Walk. No removal of historic evidence of timber extraction including stumps and felled timber will be undertaken. Site preparation will aim to retain sub-canopy

and ground level vegetation to the greatest extent possible to minimise erosion risk and disturbance of substate.

Clearing will require the use of light machinery to clear vegetation, fell trees (where they cannot be retained) and for grading of accommodation and vehicle access. Total clearing footprint will not be permitted to exceed 0.36ha.

The design of the structures are yet to be finalised but the trekker camping pods will be approximately 8.4m x 4m per trekker pod and the communal structure 16m x 8m. These structures will be based on the design illustrated in Figures 20 - 25. 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.

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.
- CABN will use Pettigrew Rd and the Broutha Scrub track to transport the eco-accommodation units to site. No upgrade or realignment of either road or track will be undertaken.

For safety reasons it will be necessary to get a large 4WD vehicle with a trailer to New 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. This may only need to get within 100m of each site as pipes could be run to the pump out points from this distance but it could have less impact if these vehicles could get right to each site. An All Terrain Vehicle will be sufficient to service sites along the walking trails, much like the current QPWS&P protocols. If overly sensitive and difficult to attain access to sites small scale cartage on a more regular basis will be used to service sites. Therefore ongoing servicing of the camp will not require any upgrade or realignment of existing roads and tracks.

3.3.2 Ancillary Works

The form and nature of ancillary works are yet to be finalised but 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

  The 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.

New Camp will also require a new Grade 5 walker's track from the north-eastern edge of the site connecting to the Great Walk. This will be constructed using hand tools and does not require earthworks or any major construction.

See the indicative plans, elevations and perspectives on the following pages.

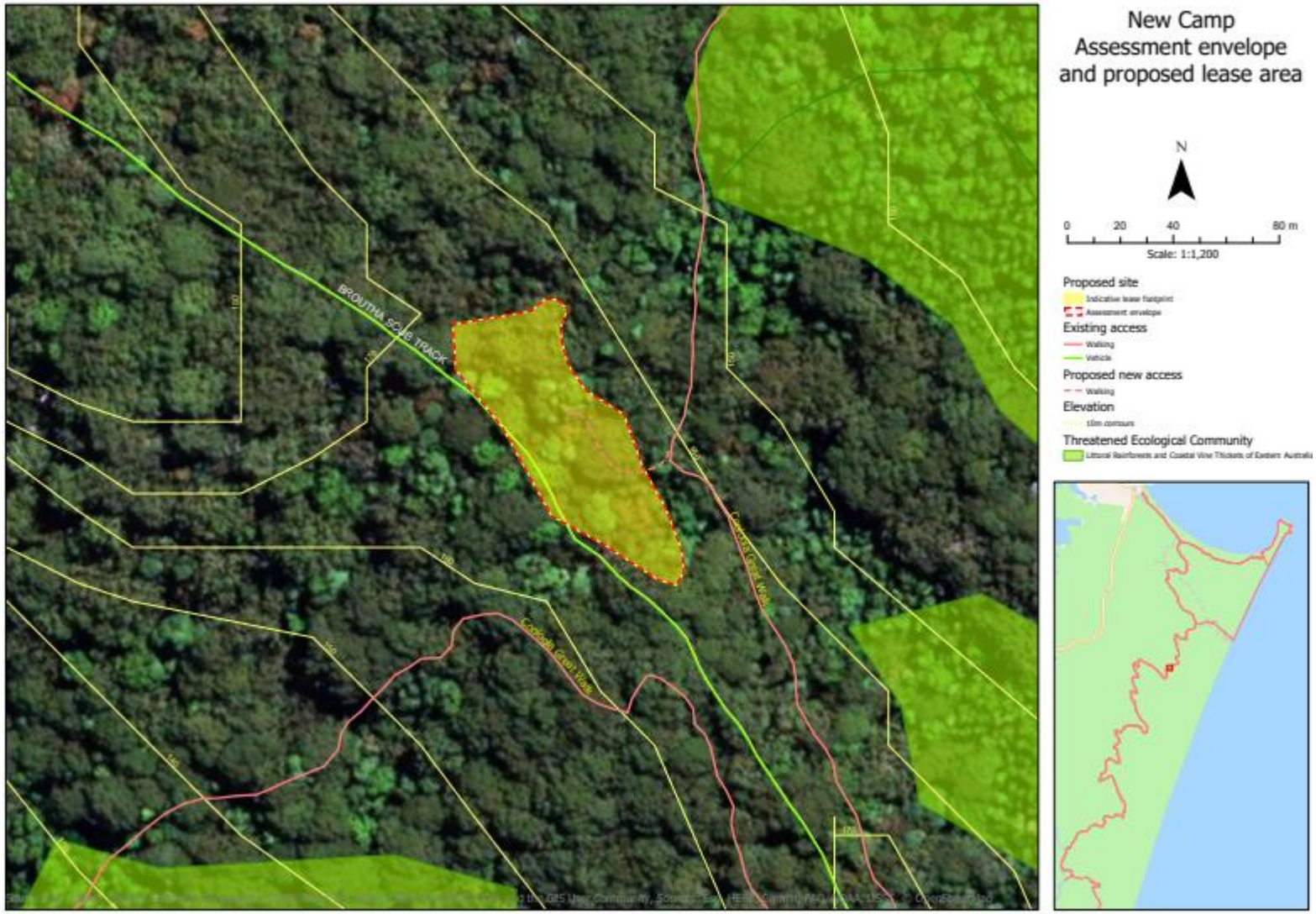

Figure 20: New Camp Location relative to topography (courtesy QEPT)

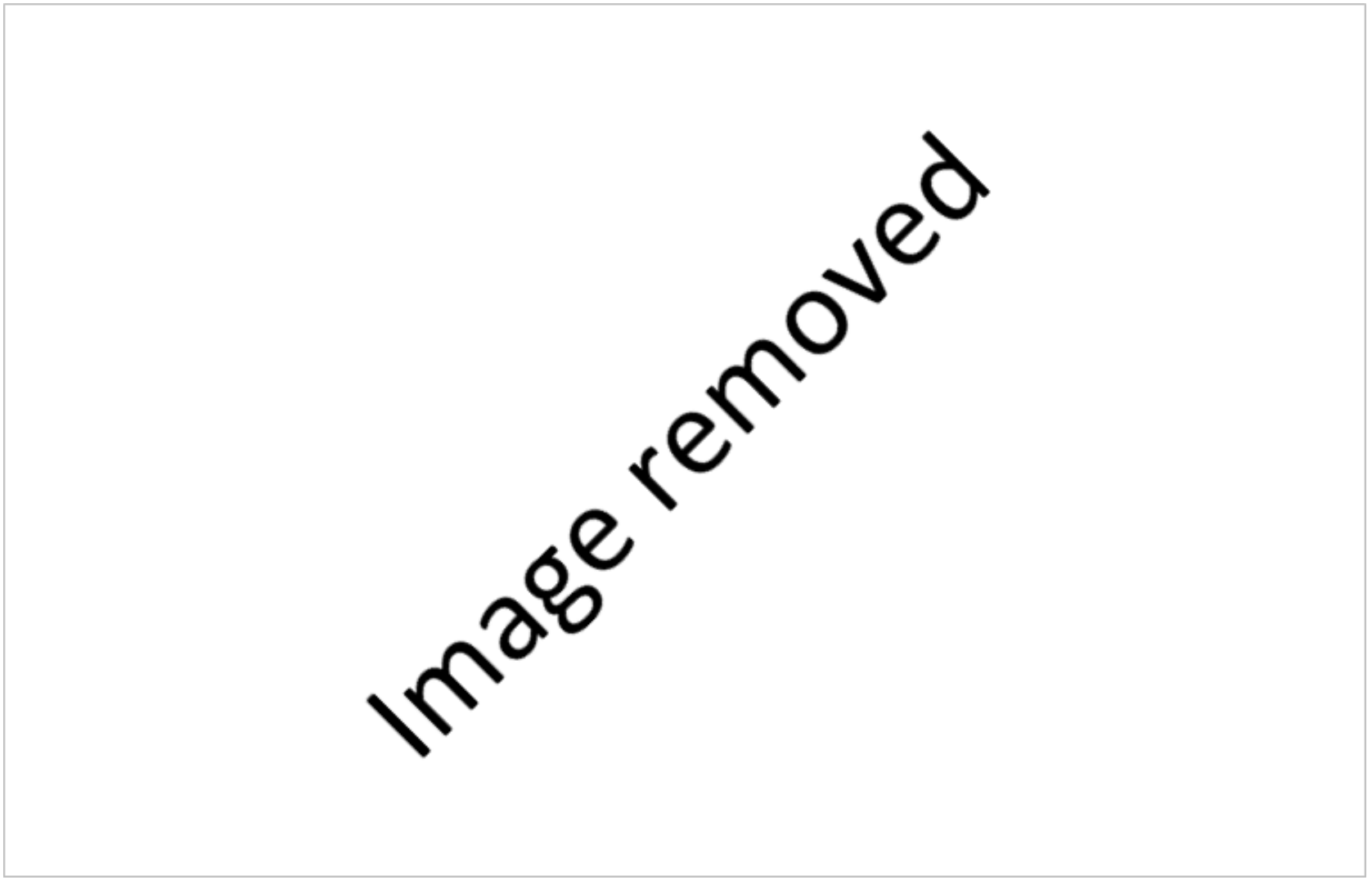

Figure 21: Indicative site plan. Note that the site plan is subject to ongoing consultation and may be subject to change

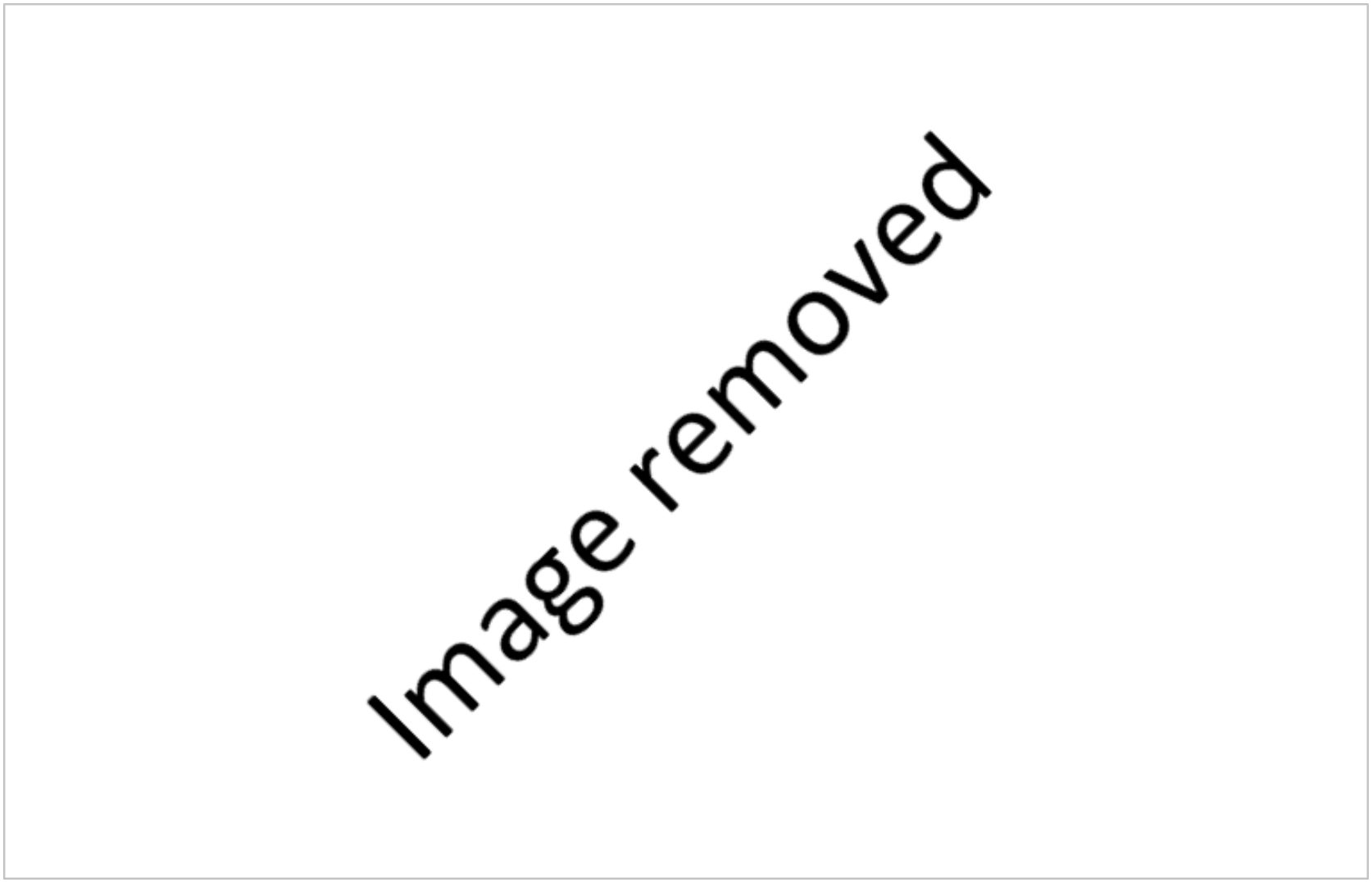

Figure 22: Design of trekker (camping) pod (courtesy CABN)

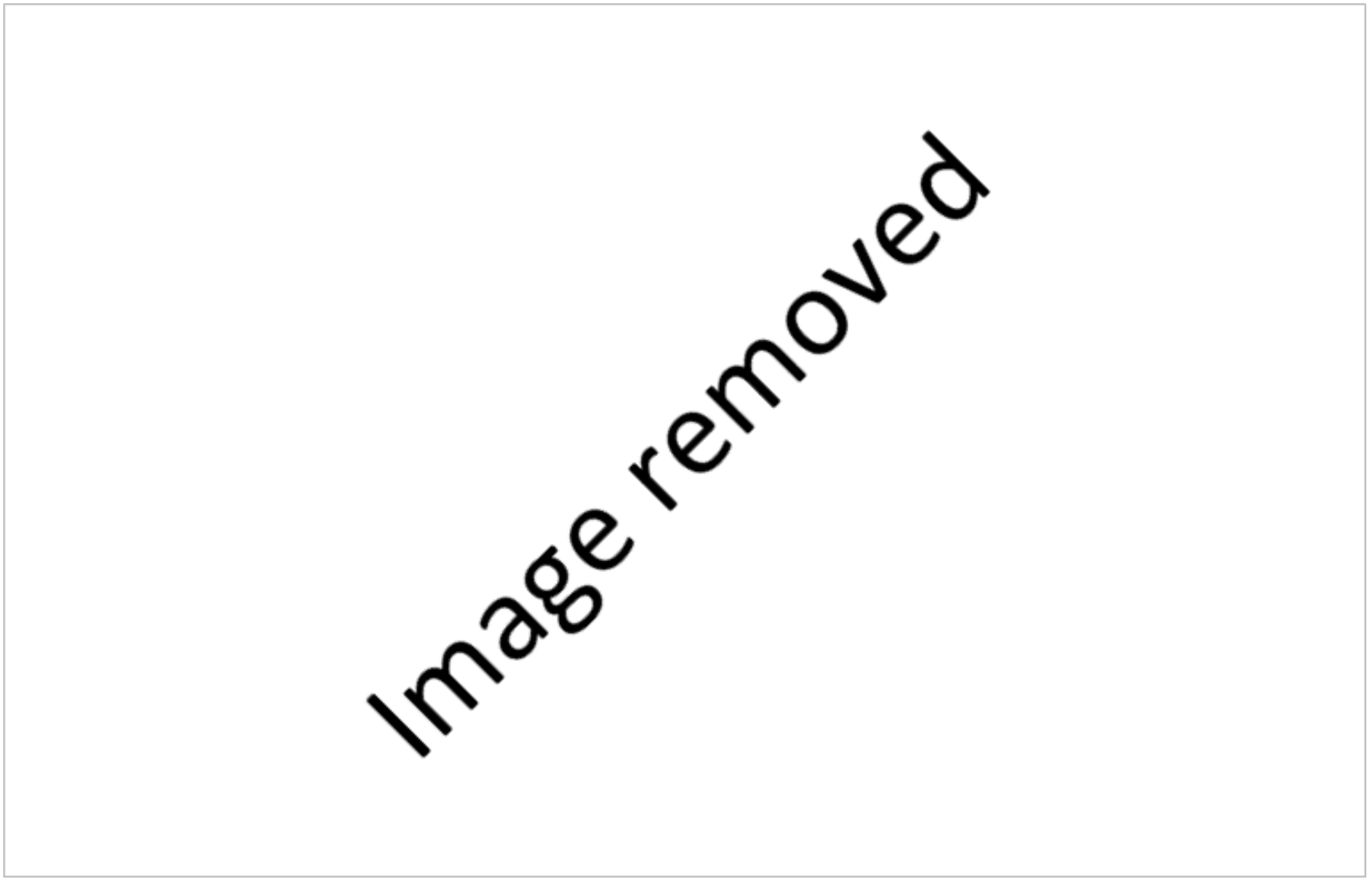

Figure 23: Trekker Pods, Elevations (courtesy CABN).

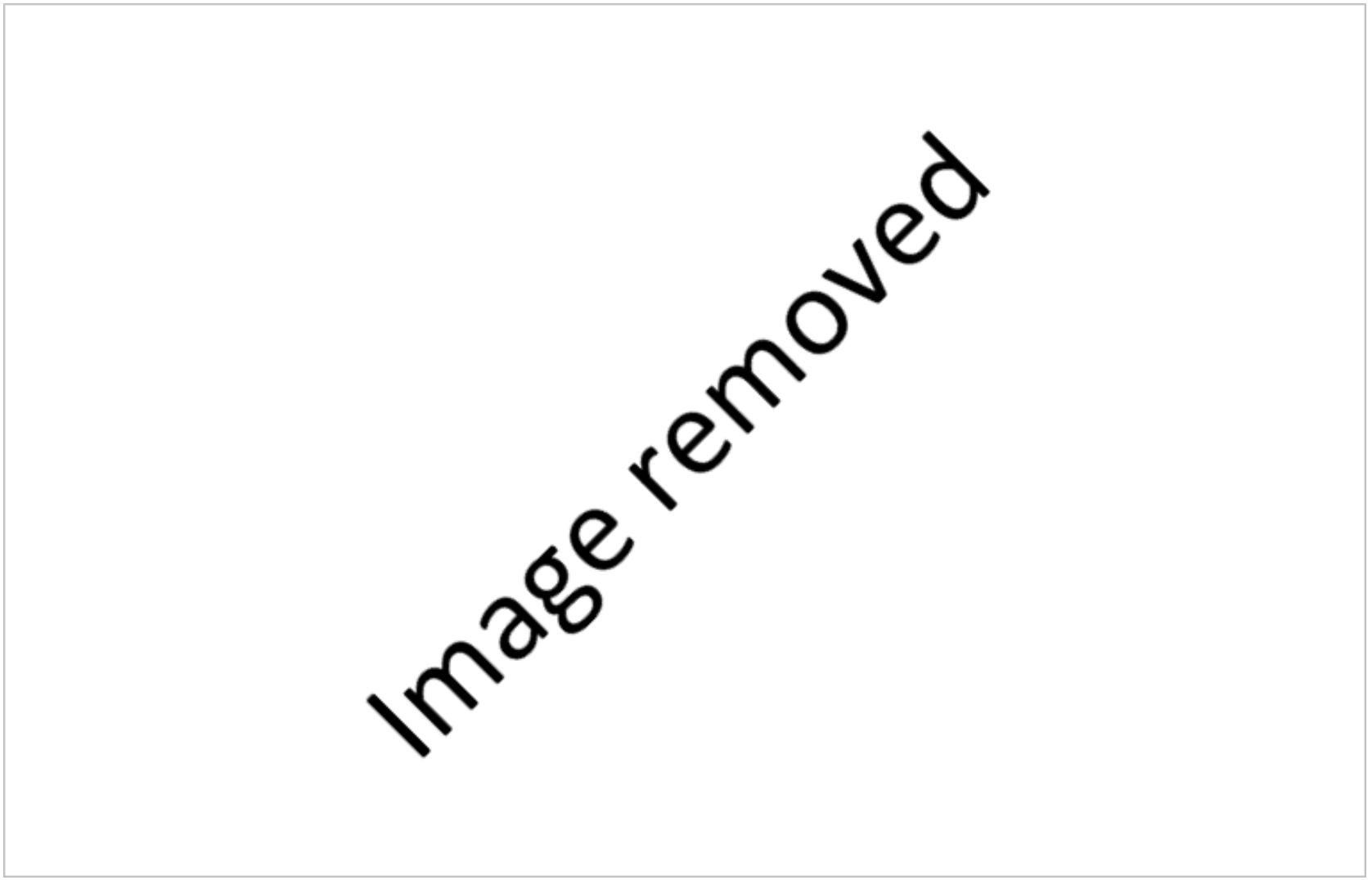

Figure 24: Concept plan of 16 person communal structure

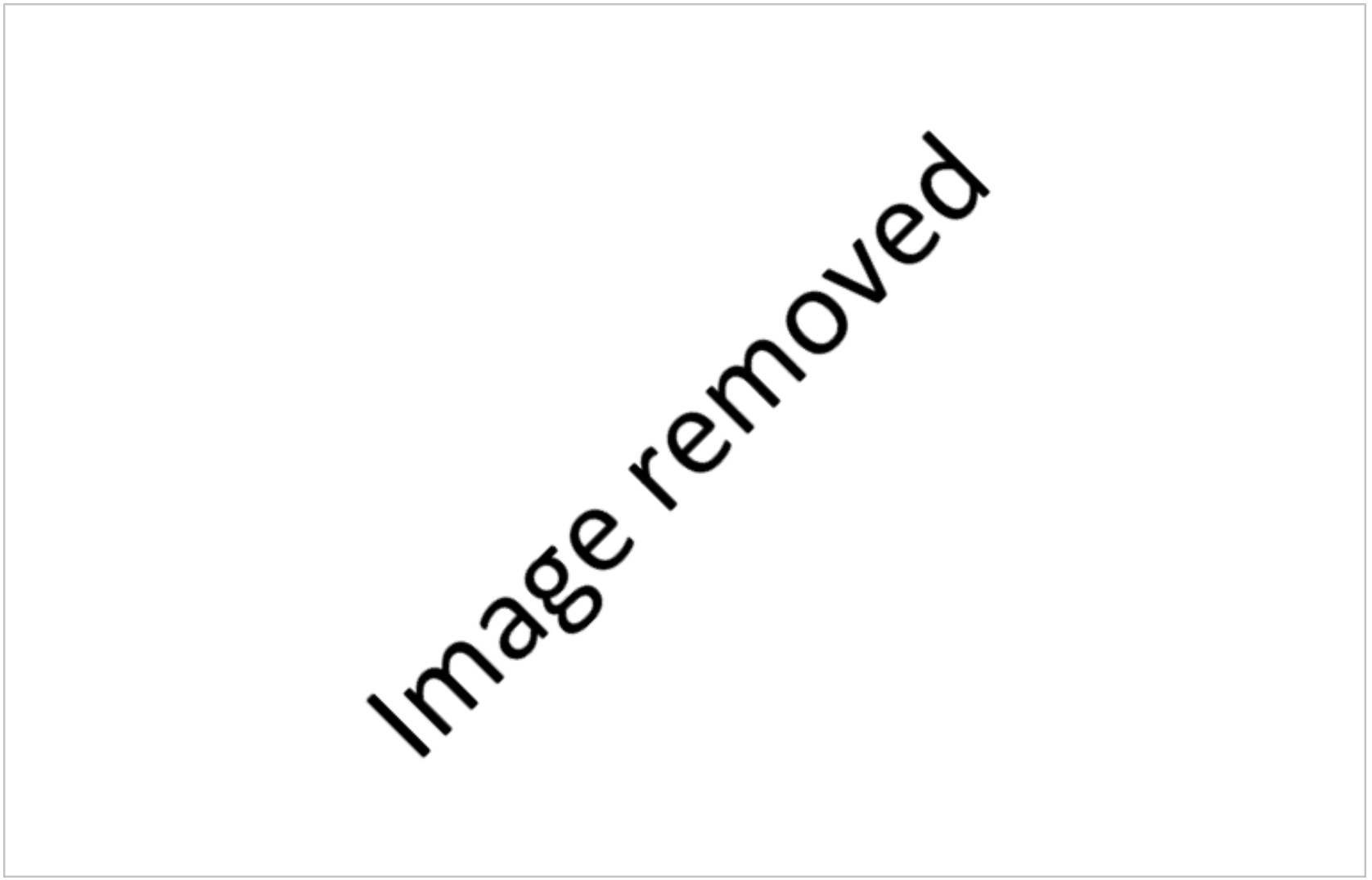

Figure 25: Textures proposed for New Camp structures (Courtesy CABN).

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 3 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 demonstrating the early expansion of the Queensland timber industry and the development of the first major private tramway in Queensland.	• 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. • The proposed development will not impact on the historical significance of Pettigrew's Cooloola Timber Tramway Complex as it is intended that no changes to Pettigrew Road or Broutha Scrub Track by which the camp will be accessed will be undertaken. • The historic evidence of logging within the camp area will be retained. • There is interpretative potential both at the camp and to the immediate north of the camp area which provides the opportunity to enhance visitor understanding and appreciation of the early logging and the tramway.
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 tramway, timber extraction and associated infrastructure such as logger's camps.	• Pettigrew Road and Broutha Scrub Track, which will be used to access the camp, and which are likely to be on the tramway alignment will not be impacted by the development. • The archaeological potential of the camp area was assessed as being very low. Nevertheless a new finds protocol will be in place for the construction of the camp. • The camp represents a very small percentage (app. 0.025%) of the QHR listed area. Additionally there is minimal evidence of timber extraction within the camp footprint and a low potential for archaeological material. It is therefore considered that its impact over the QHR place as a whole is negligible.

E	Criterion E focusses on the aesthetics and landmark qualities of the place and relates to the evidence of the tramway set against the otherwise natural environment which elicits an appreciation of the tenacity required to undertake the construction of a tramway in such a remote area across such inhospitable terrain.	• The campsite is designed to blend into the natural bush setting. It comprises low set structures and uses an earthy colour palette and natural fabrics which will blend into this setting. • Pettigrew Road and Broutha Scrub Track which will be used to access the camp and which are likely to be on the tramway alignment will not be impacted by the development either during construction or for ongoing servicing of the camp. • The upgrade to the walker's track is unlikely to impact the aesthetics and/or landmark qualities of the place. • There is interpretative potential both at the camp and to the immediate north of the camp area which could provide the opportunity to enhance visitor understanding and appreciation of the early logging and the tramway.
H	Criterion H is about the special association of the place with William Pettigrew.	• The development of New Camp represents an opportunity to share with visitors to the camp the history of logging and the development of the tramway in the area and thus the life of William Pettigrew. • There is no negative impact on this criterion.

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. 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	Considerable	• Construction of a camp within an area on the eastern side of the QHR area. • Camp area will be within a 0.367564ha area.	• The size of the camp area is very small compared to the size of the overall QHR area. There will be negligible impact to the overall setting. • The camp is sited on the side of a hill and will only be visible for a short distance due to the natural bush setting.
Setting of New Camp Area	Some	• Construction of 12 trekker pods. • Construction of 1 communal structure including stores area. • Construction of access tracks and installation of minimal ancillary infrastructure. • Partial clearing of an area approximately 30m by 100m with a clear space approximately 30m by 20m around the communal structure.	• The design of the trekker pods and communal structure use textures and colour palette which blend into the surroundings. See Figures 21 - 24. • It is intended that all standing and historically logged trees will be retained and that the structures and tracks will be placed around them. Thus the camp will retain its natural bush setting. • The trekker pods and communal area are designed so that they are removable making their impact reversible.
Views to and from	Some	• Construction of the camp and associated clearing.	• Views on the eastern side of Rainbow Beach road are limited to track and road lines and through forest canopies. The proposed development is sited on the side of a hill. Therefore the views from the Broutha Scrub track will not be impacted. • The current view through the forest and forest canopy are limited. The proposed development will have little impact on these views.

Element	Grading	Works Proposed	Impact Assessment
			• The design of the trekker pods and communal structure use textures and colour palette which blend into the surroundings. See Figures 21-24.
Pettigrew Road	Considerable	• Use of the road during the initial construction phase and then for ongoing servicing of the camp	• There will be no changes to Pettigrew Road and therefore no impact on the current alignment or to the historic cutting and embankment. • There will be a Construction Management Strategy which will provide guidance during the construction phase of the development. • A New Finds policy will be implemented during the construction phase of the development • Interpretative options are being developed as part of the tour options which will provide visitors with information about the history of Pettigrew's tramway and logging in the area.
Broutha Scrub Track	Considerable	• Use of the road during the initial construction phase and then for ongoing servicing of the camp.	• There will be no changes to the Broutha Scrub track and therefore no impact on its current alignment. • There will be a Construction Management Strategy which will provide guidance during the construction phase of the development. • A New Finds policy will be implemented during the construction phase of the development. • Interpretative options are being developed as part of the tour options which will provide visitors with information about the history of Pettigrew's tramway and logging in the area.
Logging evidence	Some	• Tree stumps which have been historically logged will be retained.	• The evidence of historical timber extraction will be retained in the final design of the camp. • There will be a Construction Management Strategy which will ensure their avoidance during the construction phase of the development. • A New Finds policy will be implemented during the construction phase of the development. • Interpretative panels will provide information to visitors about the history of Pettigrew's tramway and logging in the area.

4.2 Recommendations for the management of potential heritage impacts

There is currently no Conservation Management Plan for the management of development within Pettigrew's Cooloola Timber Tramway Complex. The following recommendations are made in lieu of a CMP to guide development within the QHR place and at the proposed New Camp area specifically.

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 4.2.6).

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:

- Installing protective barriers around trees and stumps to be retained.
- Minimising the use of heavy machinery.
- Making sure to stay within the site boundaries.

4.2.5 Keep records

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

4.2.6 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 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 that evidence of timber extraction are protected and not disturbed during the construction phase of the development.

4.2.7 Commission a Conservation Management Plan

Currently, there is no Conservation Management Plan (CMP) for Pettigrew's Cooloola Timber Tramway Complex to guide the management, including change, of the cultural heritage values of the place. A CMP based on the principles of the Burra Charter is a practical document providing policies based on the cultural significance of a place and provides guidance including an action and implementation plan for the management of the cultural heritage values including during times of change.

It is recommended to commission the preparation of a CMP by an experienced heritage professional to guide the management of the heritage values of Pettigrew's Cooloola Timber Tramway Complex which will be especially helpful for ongoing use of the Great Sandy National Park in this area.

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 negligible 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. The proposed project is regarded as acceptable from a heritage perspective.

References

Australia ICOMOS, 2013, Burra Charter.

Department of Environment and Science, 2016, 'Pettigrew's Cooloola Timber Tramway, Cooloola, QHR citation.

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

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=602819

Appendix B – New Finds Procedure

<table>
<tr><th colspan="2">PROCEDURE FOR THE DISCOVERY OF A FIND OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE</th></tr>
<tr><td colspan="2">STOP WORK
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.</td></tr>
<tr><td colspan="2">↓</td></tr>
<tr><td colspan="2">INITIAL CONTACT
Contact the Site Supervisor immediately and notify them of the suspected cultural heritage item and its location.</td></tr>
<tr><td colspan="2">↓</td></tr>
<tr><td colspan="2">NOTIFICATION TO HERITAGE CONSULTANT
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).</td></tr>
<tr><td colspan="2">↓</td></tr>
<tr><td colspan="2">ASSESS SIGNIFICANCE
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.</td></tr>
<tr><td>↓</td><td>↓</td></tr>
<tr><td>ABORIGINAL CULTURAL HERITAGE
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.</td><td>HISTORICAL HERITAGE
If the item is historical heritage, the management options might include:
i. record and remove;
ii. protect and avoid;
iii. investigate and preserve; or
iv. no action if the item is deemed to have no significance.
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.</td></tr>
<tr><td>↓</td><td>↓</td></tr>
<tr><td>WORK RECOMMENCES
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.</td><td rowspan="3">GO TO NEXT PAGE</td></tr>
<tr><td>↓</td></tr>
<tr><td>FURTHER FINDS
Continue to follow the Procedure for Discovery of a Find of Potential Cultural Heritage Significance.</td></tr>
<tr><td colspan="2">(Converge 2020)</td></tr>
</table>

FURTHER PROCEDURE FOR DISCOVERY OF A FIND OF HISTORIC HERITAGE SIGNIFICANCE	
IS ITEM DISCOVERED SIGNIFICANT?	
Yes ↓	↓ NO
REPORT FIND TO DES CULTURAL HERITAGE 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.	RECORDING 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.
↓	↓
COMPLETE RECORDING/FIELD WORK Complete the remedial works in accordance with the consent permit or agreed course of action. Advise Site Manager when assessment is complete.	ADVICE Advise Site Manager when assessment is complete. Confirm advice with DES Cultural Heritage Branch if required.
↓	↓
WORK RECOMMENCES 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).	
↓	
SUBMIT REPORT 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.	
↓	
FURTHER FINDS Continue to follow the Procedure for Discovery of a Find of Potential Cultural Heritage Significance.	
(Converge 2020)	