Grandchester Railway Station Heritage Asset Management Plan

for Queensland Rail

November 2010

Job No. 0121780

Delivering sustainable solutions in a more competitive world

ERM

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Environmental Resources Management Australia Pty Ltd Quality System

Quality-ISO-9001-PMS302

Grandchester Railway Station

Heritage Asset Management Plan

QR Limited

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1 INTRODUCTION

1.1 BACKGROUND

Environmental Resources Management Australia Pty Ltd (ERM) were commissioned by Queensland Rail (QR) in September 2010 to prepare a Heritage Asset Management Plan (HAMP) for the Grandchester Railway Station, south west of Brisbane in Queensland.

The Grandchester Railway Complex is listed in the Queensland Heritage Register (QHR), the National Trust of Queensland Heritage Register and the Ipswich Planning Scheme's Schedule of Character places. It is also listed as a Category 1 site on the Queensland Rail Heritage Asset Register which is a result of its high level of cultural heritage significance.

In December 2009, QR constructed fencing around the Grandchester Passenger Station due to public safety concerns associated with the low platform, and due to a number of acts of vandalism to the site. Subsequent consultation has been undertaken with various stakeholders regarding the future use of the Grandchester Railway Complex, and the site is now proposed to be leased to a local business.

1.2 OBJECTIVES

To ensure the future care and management of this important heritage listed site, this HAMP provides the following:

- presentation of a summary documentary history of the development of the place based on the information contained in the DERM Queensland Heritage Register entry and Heritage Survey undertaken for QR by Bruce Buchanan;
- an up to date description of the site, and specific buildings and features within the heritage register boundary;
- a review of the cultural heritage significance assessment by DERM including comparative analysis with similar places in Queensland to determine the degree of rarity and representativeness;
- an assessment of the opportunities and constraints for the site including an assessment of opportunities for the adaptive reuse of the site, and what sort of alterations are required to adaptively reuse the station building; and
- preparation of a set of conservation policies for the place which will provide clear direction and guidance on the future care, management and maintenance of the site in accordance with the *Queensland Heritage Act 1992* and principles of the Burra Charter.

1.3 METHODOLOGY

In Australia, the conservation of heritage places is guided by the *Australia International Council on Monuments and Sites* (ICOMOS), Burra Charter. The Burra Charter has been widely adopted as the standard for heritage conservation practice in Australia, providing a guiding philosophy for the care of places of cultural heritage significance. The preparation of this HAMP has been guided by the principles of the Burra Charter, the *Queensland Heritage Act 1992* and associated regulations and the DERM template for preparing a Conservation Management Plan.

1.4 HERITAGE STATUS

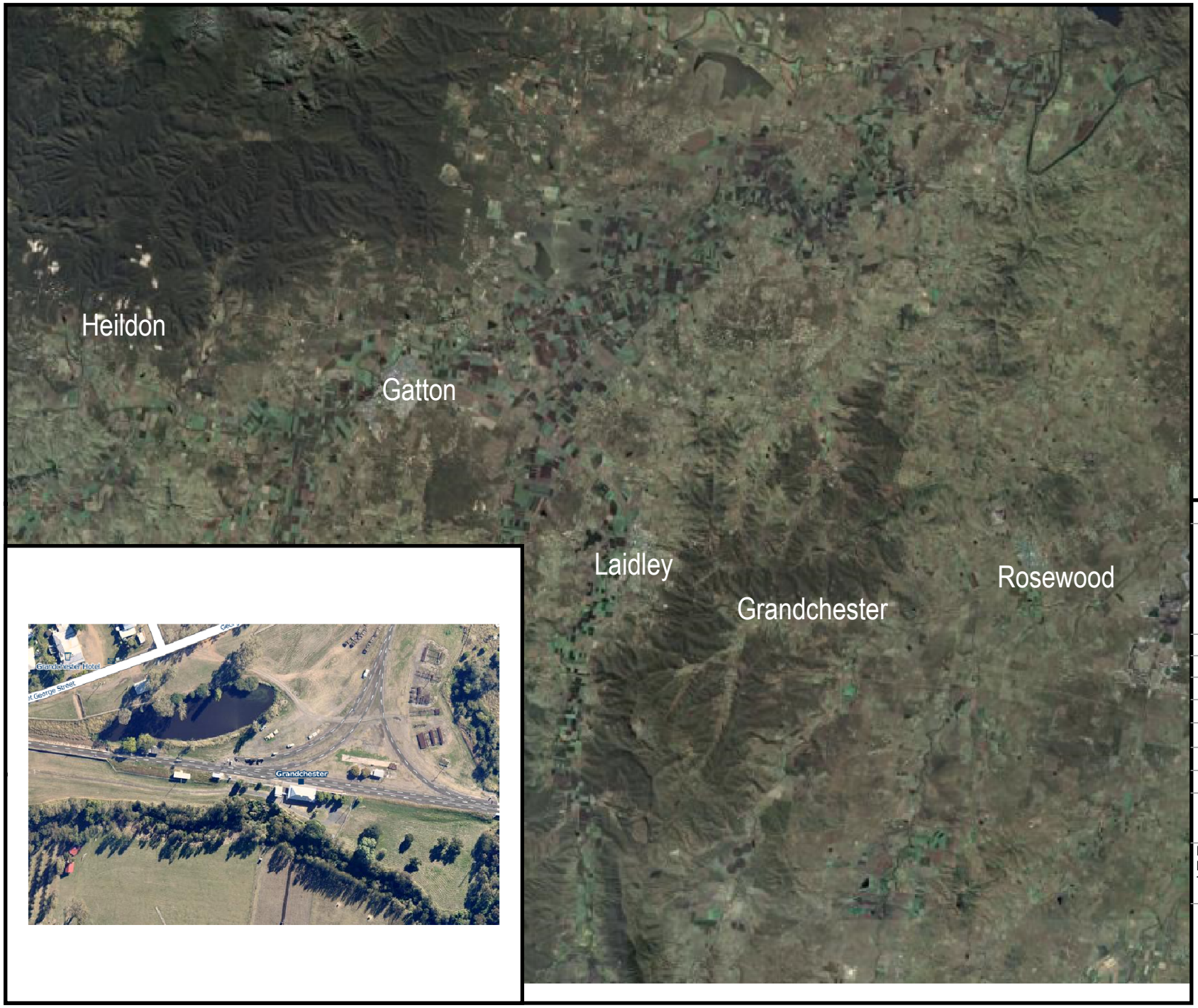
The cultural heritage significance of Grandchester Railway Station is demonstrated by its listing on local, State and National heritage registers. It is entered in the Register of the National Estate (Place ID#8581), the Queensland Heritage Register (Place ID#600729), The National Trust of Queensland Heritage Register and the Ipswich City Council Planning Scheme Schedule of Character Places.

1.5 LOCATION

Grandchester is located south west of Ipswich in South East Queensland, and is approximately half way along the railway line linking Ipswich and Toowoomba. It is west of Rosewood and east of Laidley and Grandchester Railway Station sits south of the township of Grandchester as shown at *Figure 1.1.*

1.6 LIMITATIONS

The primary aim of this HAMP was to provide guidance for the proposed adaptive reuse of the site and future management and care of significant elements. The aim was to use the existing historical information in the DERM heritage citation, 2002 Bruce Buchannan Heritage Survey report, and QR heritage files. Limited historical information was found in these documents, and therefore a detailed history of the place has not been included.



Legend

Figure 1.1

Location Plan Grandchester Railway Station

Client:	Queensland Rail		
Project:	Grandchester Railway Station HMP		
Drawing No:	0121780_1.1	Suffix No:	A0
Date:	29/09/2010	Drawing size:	A4
Drawn by:	TK	Reviewed by:	JH
Source:	NearMap		
Scale:			

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2 HISTORY

The following provides a brief overview history of Grandchester Railway Station. A more comprehensive history outlining the development of the Ipswich to Toowoomba railway can be found at *Annex A*.

2.1 GRANDCHESTER RAILWAY STATION

Grandchester, originally known as Bigg's or Bigge's Camp, is the western terminus for the first railway in Queensland. It was also the first section of the Main Line to Toowoomba which opened from Ipswich on 31 July 1865 (DERM 2006). Bigges Camp had been used by bullock teams for more than twenty years prior to the arrival of the railway, and following its opening the name Bigges Camp was Latinised to Grandchester (Bigge meaning Grand and Camp meaning Chester) at the suggestion of Governor Bowen (Buchanan 2002), but . From the terminus at Grandchester, passengers would be able to continue their journey to Toowoomba via Cobb and Co (QR n.d).

The contract for the timber passenger station was won by J. Pickering, however construction of the building was undertaken by N.J. Smith. At the time of the opening in July 1865, only half the station was complete (QR n.d). The original station building was thought to be "L shaped" with the rear wing housing the station master's quarters, similar to that constructed at Gatton in the late 1860s, as shown at *Figure 2.1.* Grandchester was designed with 8ft wide verandahs to the north, west and southern elevations and the verandah roof was supported on iron brackets along the platform and timber posts along to the south and west verandahs (QR 2010). The layout of the building comprised a lamp room, two bedrooms, living room, and waiting room with common chimney (QR 2010).

Figure 2.1 Gatton Station c1860s (Australian Railway Historical Society July 1965, p12)

A Post Office operated from the station shortly after its opening (Buchanan 2002), and in early 1874 a telegraph station was also installed. Works were undertaken to the station building in 1875 and 1876 and goods shed constructed in the same year (DERM 2006).

In 1876, a water tank was relocated to the Grandchester Railway Station, and a historical photograph dating from this period (Kerr 1990) shows it comprised a single cast iron tier. A railway dam was also constructed around this time at a distance of approx 1km to the north of the rail line to supply water via a pump house to the station yard and tank (Buchanan 2002).

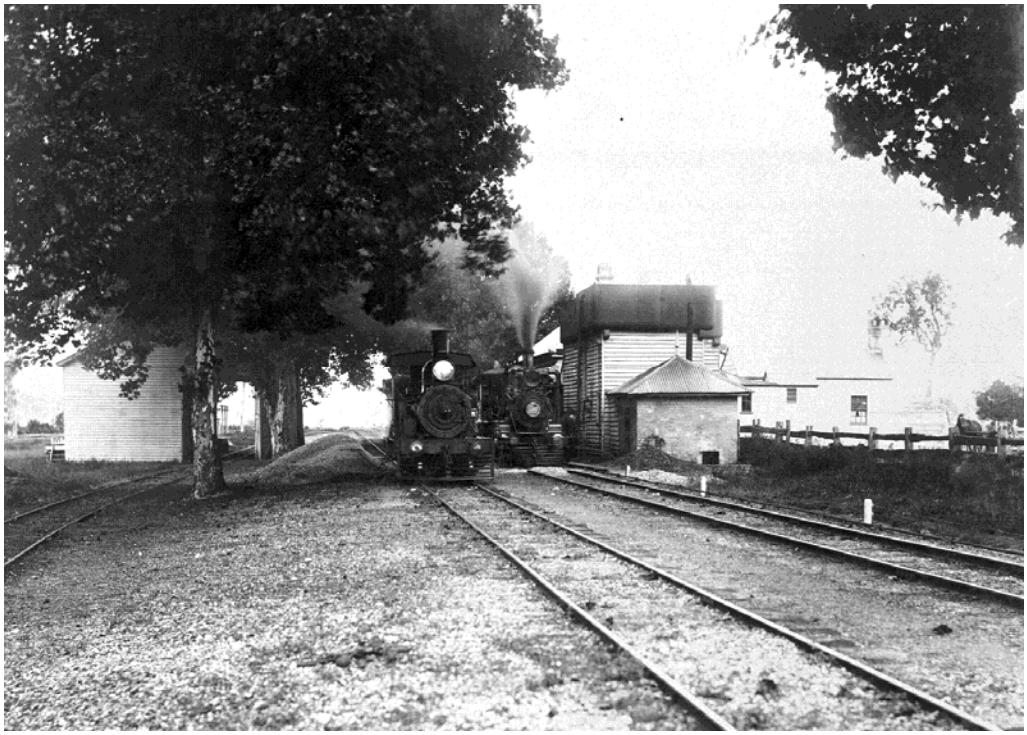


Figure 2.2 ***Grandchester Railway Station c1890-1900 (QR #X2763)***

In 1885, works were underway for the construction of an engine shed and second goods shed. A plan of the station dated 1899 (See *Figure 2.3*) shows Grandchester Railway Station accommodating a waiting shed, booking offices, ladies room, store and a bar along the platform, and dining room, service room, kitchen and servant's quarters in the western section of the building. A separate station master's house was constructed south east of the station by 1910, and additional works undertaken to the passenger station at this time (DERM 2006) which may have included the removal of the western end of the building.

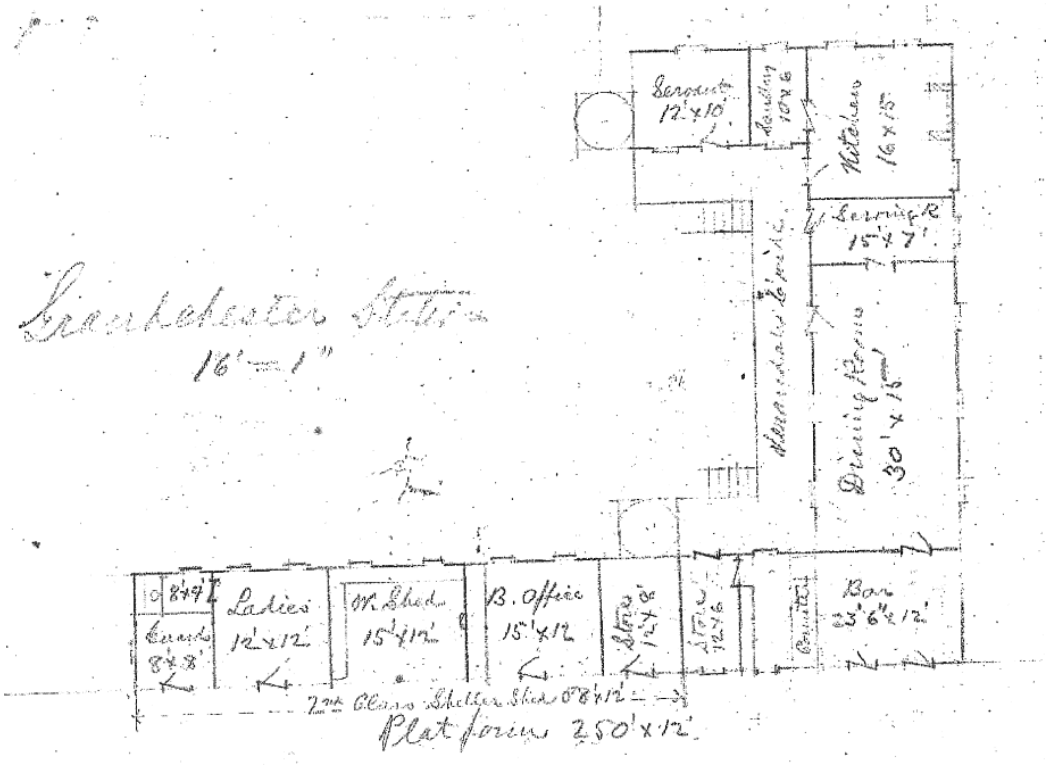


Figure 2.3 Plan of Grandchester c1899 (Queensland Rail)

In 1913, railway staff were also handling postal, telegraphic and telephone work (Buchanan 2002), and by 1961, the Grandchester complex comprised station building and signal cabin, two tanks, cream shed closet, pumphouse, station master's house, forkline to cattleyards, engine shed, coal stage, and trolley shed (DERM 2006 and Buchanan 2002).

By 1963 the engine shed had been demolished and a photograph of Grandchester taken in 1964 (QR n.d) shows a second cast iron water tank on timber tank stand adjacent to the earlier one. Works were undertaken to the station for the 100th anniversary of its opening in 1965, and a memorial placed in the grounds.

Figure 2.4 Grandchester Station c1980 (Australian Heritage Commission #rt22104)

The signal cabin was presumably taken out of service in the late 1980s following the construction of a new CTC building (QR 1988), and the trucking yards were discontinued in 1991 (DERM 2010). Following the completion of the CTC through to Toowoomba and discontinuation of service between Ipswich and Helidon in 1991 (Weekly Notice 6 1991:6), staff were withdrawn from Grandchester Railway Station. In 2005, the station master's residence was demolished due to its deteriorated and unsafe condition.

Following a number of incidences of vandalism to the station in late 2009 and concerns regarding public safety and security, QR constructed a fence at the western entry to the site restricting public access. Currently, freight trains pass by the station, and Grandchester is used as a rest stop for drivers. The waiting room and station building remain from the original 1865 building.

3 DESCRIPTION

3.1 NEIGHBOURING CONTEXT

Grandchester is located within Ipswich City Council area, south west of Brisbane in South East Queensland. It is located on the first section of railway in Queensland on the main line to Toowoomba, approximately 12km west of the town of Rosewood.

The Grandchester Railway Station is situated south of the town, and faces the Grandchester Sawmill in Symes Street which is also entered in the Queensland Heritage Register (Site ID#600730). The Grandchester Model Live Steam Association is also located north east of the Railway Station as shown at *Figure 3.1.*

Figure 3.1 Grandchester (Google Earth Pro)

3.2 SITE CONTEXT

The entry to Grandchester Railway Station is off Rosewood-Laidley Road to the west of the site. The station building sits in a prominent position along the southern side of the platform. Two small rainwater tanks are connected to the building to the east, and a large square water tank sits adjacent to the platform west of the station.

Additional buildings including a Pump House and CTC building are located to the west of the Railway Station (see *Figure 3.2*) and outside of the heritage register boundary shown in red. The boundary in the south west reflects the former site of the Station Master's House which was demolished in 2005.

Figure 3.2 ***Heritage register Boundary of the Grandchester Railway Station***

3.3 *VIEWS AND VISTAS*

Significant views exist from across the railway easement to the Railway Station as shown at *Figure 3.3* below.

Figure 3.3 ***View to Grandchester Railway Station from Ipswich Road (ERM 2010)***

3.4 GROUNDS

Western Creek winds through the southern portion of the Grandchester Railway Station site, and a dam constructed to supply water to the station is located on the northern portion of the grounds.

East of the station building a row of lily pillies provide a screen between the eastern end of the platform and the carpark (see *Figure 3.4*). In the carpark there is a monument commemorating the 100 year anniversary of the opening of the first railway in Queensland from Ipswich to Grandchester in 1865.

Figure 3.4 Row of Lilly Pillies (left) and Centenary Monument (right) (ERM 2010)

3.5 STATION BUILDING

3.5.1 Exterior

The station building is rectangular in plan and located on the timber platform. It is a timber framed, weatherboard clad building raised off the ground on the southern elevation and supported by concrete stumps. It is symmetrical in design with verandah on all four sides, and centrally positioned stairs to the south providing access to the building and up onto the platform.

The station has a hipped corrugated iron roof with separate skillion roof on three sides, and concave curved verandah roof to the southern elevation. The verandah roof on the northern elevation is supported by angle struts, while the remaining roof beams are supported on timber posts. A central brick chimney stack with two flues protrudes from the roof.

Stairs on the southern elevation are flanked on either side by garden beds which are bordered with old railway track. The stairs lead to a set of centrally positioned double timber doors with a timber sign bearing the words "Bigges Camp" over the entrance. Double hung sash windows are symmetrically positioned on either side of this door, while another at the western end provides access to the signals room. Garden beds located on either side of the stairs and bordered by old railway track.

The eastern and western elevations have later walls on their verandahs restricting access from the southern verandah. The eastern verandah also provides access to male and female toilets and gutters connect to adjacent water tanks. The western elevation has two double hung windows and a timber door to the signals room at the northern corner. A freight trolley is also displayed on the western verandah.

The northern elevation of the station opens out onto the platform and the symmetry of the building is further enhanced with timber doors on either side of the passenger waiting area, and two timber double hung windows as shown at *Figure 3.5*. A QR timber bench seat is located at the western end.

Figure 3.5 Southern Elevation (left) and Northern Elevation (right) (ERM 2010)

3.5.2 Interior

Internally, the station building has undergone many alterations, and it is likely that evidence of the original two bedrooms, living room, waiting room and office will be evident in the roof space.

Waiting Room

The entrance on the southern elevation of the building provides access to the open waiting room in the centre part of the building. Timber bench seating lines both walls and a fireplace projecting from the western wall is flanked on wither side by tickets windows.

An Honour Board painted by Hugh F. O'Brien of Toowoomba hangs on the eastern wall of the waiting room, and. It is constructed of timber with an ornate capital and columns on either side of the centre panel bearing the Union Jack, Australian flag and coat of arms, and contains the names of men in the Grandchester region who fought in the First World War. The honour roll is now displayed in a ventilated Perspex case following concern from the community about potential vandalism of the board.

Figure 3.6 ***Waiting Area (left) and Honour Roll (right) (ERM 2010)***

Ticket Office and Signals Cabin

The western portion of the station building accommodates the ticket office and signals cabin. The room is lined with horizontal tongue and groove boards and has a timber floor covered in linoleum, and a later ceiling. Later additions to this room include fans, heaters, fluorescent lights, shelving, and a basin along the west wall. The fireplace is non operational, and has been converted into storage space, and a safe is located adjacent to this and below the ticket counter. Various pieces of furniture and documents are located around the room.

The signal cabin is positioned on a raised platform in the north west corner and has exposed timber floorboards and simple timber balustrade. It comprises a 22 lever T-bar machine which is no longer operational, and which was presumably put out of service in the late 1980s following the construction of the CTC building west of the station.

Figure 3.7 ***Raised Signal Cabin (left) and Ticket Office (right) (ERM 2010)***

Store Room

The interior walls and ceiling of the store room are clad with tongue and groove boards, with shelving built along the eastern wall. Timber floor

boards are stained with oil, and there is evidence in the walls and floor of the room of an earlier building layout. A round ceiling rose is evident in the ceiling, however modern lighting has been installed adjacent to this.

A measuring stick is attached to the southern wall for checking the height of containers travelling to Toowoomba and beyond.

Figure 3.8 Store Room Shelving (left) and Change in Floorboards (right) (ERM 2010)

Toilets

In the area south of the store room and accessible from the eastern verandah are the male and female toilets. Later timber partitions have been installed separating the two rooms but do not reach all the way to the ceiling (See *Figure 3.9*). A change in profile of timber in the ceiling also indicates alterations to the original layout of this part of the building. An earlier ceiling rose is evident in the ceiling, however modern fluorescent lighting has been installed throughout. Glazing to the window of the male toilet along the southern elevation has been replaced with frosted glass.

Figure 3.9 Female Toilet (left) and Male Toilet (right) (ERM 2010)

3.6 WATER TANK

3.6.1 Exterior

The water tank was relocated from nearby Laidley in 1886, and comprises a two tier cast iron tank sitting on a timber tank stand on a concrete base. The timber tank stand has been enclosed with weatherboards and timber beams protrude through the weatherboards at the top level. A double hung sash window and timber door are located on the eastern elevation, while another door and access ladder are on the western elevation (See *Figure 3.10*)

The water tank is thought to be supplied by the dam to the north via the pump house to the west.

Figure 3.10 Eastern Elevation (left) and Western Elevation (right) (ERM 2010)

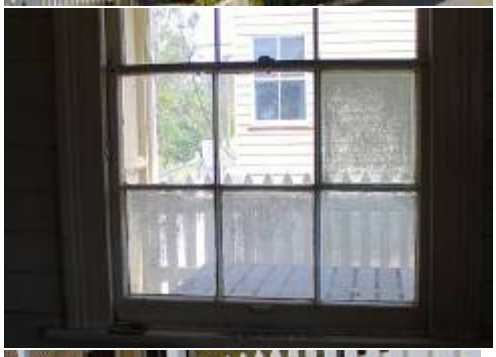
4 CONDITION

An inspection by a structural engineer in May 2010 found that the buildings are generally in good condition with a few minor faults. During ERM's September 2010 site visit, a number of these faults were noted as being rectified, however a number of issues remain outstanding, and new issues identified as outlined below.

Table 4.1 Condition Reporting Grandchester Railway Station

Photograph	Issue
Grounds	
	Gate across road is decayed and paint is failing.
	Timber picket fence and gate between tankstand and station is decayed.
	Water overflowing from station tanks and pooling into depression east of station and south of the platform.
Platform	
	Timber ramp at eastern end sits directly on ground and poses threat for termites.

Photograph	Issue
	Timber hand rails and posts decayed in a number of areas, and not compliant with BCA.
Station Building	
	Tank stands east of station rotting as a result of being constantly wet.
	Missing mid rail in balustrade at eastern verandah.
	Ends of floor boards on eastern verandah decaying
	Downpipe at front of building directing water below the station.

Photograph	Issue
	Lifting roof sheets.
	Missing and damaged putty in windows.
	Timber elements sitting on ground at western end of building posing termite risk.
	Redundant services in ticket office.
	Paint flaking on some timber elements within interior spaces.

Photograph	Issue
	Loose timber strips to joins in ceiling of ticket office.
	Plywood fixed to back of ticket office door.
	Stained floorboards in storage room.
Tank	
	Timber elements of stand show signs of cracking, decay and termite damage.
	Timber elements have been painted in acrylic paint.

Photograph	Issue
	Evidence of corrosion of water tank

5 CULTURAL SIGNIFICANCE

5.1 HERITAGE ASSESSMENT PRINCIPLES

An assessment of significance is undertaken to explain why a particular site is important and to enable the appropriate site and building management strategies to be determined and employed. Cultural significance has been defined by the Australia ICOMOS *Burra Charter* (1999: Article 1.2) as meaning "*aesthetic, historic, scientific, social or spiritual value for past, present or future generations.*"

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. The significance of a place is not fixed for all time, and what is of significance to us now may change as similar items are located, more historical research is undertaken and community tastes change.

The Queensland Heritage Council has published guidelines for the assessment of heritage significance – *Using the criteria: a methodology* (2006). These guidelines are based upon the general values defined by the *Burra Charter*.

5.2 COMPARATIVE ANALYSIS

A comparative analysis is important in establishing the rarity and representativeness of a place. Four stations entered in the QR Heritage Register which are located on the Ipswich – Toowoomba line have been chosen as a basis for comparison. These are Rosewood, Gatton, Murphy's Creek and Toowoomba Railway Stations.

5.2.1 *Rosewood Railway Station*

Following the opening of the railway between Ipswich and Grandchester in July 1865, Rosewood gate was opened in 1866 and the first station buildings constructed at Rosewood in 1875 (Buchanan). Additional buildings were constructed in 1880 and 1918.

Today the railway station comprises the c1880 passenger station in the south side, the 1918 precast concrete station on the north side, the c1916 footbridge, and a later trolley shed, bondwood hut and maintenance sheds.

The 1880 station is timber framed weatherboard clad building with a gable corrugated iron roof. It sits on concrete stumps, and has a waiting room on the eastern side of the building. Windows are double hung sash and the original ticket window survives on the northern elevation.

The building has historic significance in demonstrating the evolution of the design of passenger stations in Queensland, and architectural and aesthetic value in contributing to the railway complex as a whole.

Figure 5.1 Rosewood Railway Station c1920 (Rosewood Scrub Historical Society, 0285)

5.2.2 Gatton Railway Station

The line from Ipswich to Gatton opened on 1 June 1866 and in the late 1860s a station building similar in design to the one at Grandchester was known to exist.

A new station building was constructed c1889/1890 (Buchanan 2002), and the existing passenger station is thought to be of c1914 origin, but may contain parts of the earlier structure. The station reflects the standard design of a rectangular timber framed building with corrugated iron roof and weatherboard cladding. It has a central open awaiting area, station master's office, parcels shed, store and toilets. The building has undergone a number of alterations such as the inclusion of a ramp from the waiting area to the platform (See *Figure 5.2*).

Today the Gatton Railway Station complex comprises the c1914 station, goods store and footbridge, a signal cabin, waiting shed, trolley shed, cart weighbridge and produce sheds.

Gatton Railway Station is representative of its type, and has historical significance in demonstrating the evolution of timber passenger stations in Queensland. It also has aesthetic significance in contributing to the town centre precinct.

Figure 5.2 Gatton Railway Station c2007 (Anon 2007)

5.2.3 Murphy's Creek Railway Station

The railway line between Helidon and Toowoomba through Murphys Creek opened in May 1867, and a booking office and platform constructed by 1878 (Buchanan 2002). A cast iron water tank was added the following year, and a second tier added by 1949 to increase capacity.

The existing station building is thought to contain part of the original 1878 structure, and a number of subsequent changes have been made to the building including the addition of a signal cabin to the eastern side of the station in 1963. The building is rectangular in plan, timber framed with gable roof and clad in weatherboard. It has double hung sash windows and a ticket window to the central waiting area.

Today the complex comprises the passenger station and signal cabin, cast iron water tank, trolley shed and other small sheds.

5.2.4 Toowoomba Railway Station

A prominent two storey building was designed for Toowoomba Railway Station in 1866. It was designed by Sir Charles Fox in England was to be prefabricated there and shipped to Queensland for construction at the terminus of the Ipswich to Toowoomba line. However, financial difficulties saw these plans fall through, and by the late 1860s, a two storey gable roof structure similar to that constructed at Laidley was built at Toowoomba. By 1871, the decision was made to construct a new station, and by 1874 Toowoomba Railway Station was the first masonry station building constructed in country Queensland (DERM 2006).

The building has undergone many alterations and extensions throughout its history, including a Refreshment Room Wing, Tea Room, extensions to the Dining Room, new kiosk, extensions to the platform and canopies.

Today the Railway Station comprises the passenger station, honour board, two air raid shelters, a signal cabin, goods shed, workers accommodation and maintenance sheds.

Constructed in 1874, the Toowoomba Railway Station has historic significance in being the first masonry station building constructed in country Queensland, and the oldest surviving masonry railway station in Queensland. It is also important in demonstrating the development of the railway in Queensland. The place also demonstrates principles characteristics of its type, and has architectural and aesthetic qualities. The Honour Roll is a rare example of its type, being crafted in the railway workshops, and the place also exhibits social significance sue to the strong association with railway workers and the local community.

Figure 5.3 Toowoomba Railway Station c1882 (John Oxley Library APO004-0001-0001)

5.2.5 Discussion

Four stations along the Ipswich – Toowoomba line were chosen as a basis for comparison with Grandchester Railway Station to aid in identifying its representativeness and rarity.

The comparative analysis found that Grandchester station building is rare as the earliest surviving railway station built in Queensland. The original L shaped layout of the building with the station masters quarters to the rear was similar to that of the original Gatton Railway Station, however the original

Gatton Railway station no longer remains, and the southern wing has also been removed from Grandchester.

As a railway complex Grandchester does not have as many buildings as Rosewood, Gatton or Toowoomba. However Grandchester and Murphy's Creek are unique in having square cast iron water tanks to supply water to the site. Compared with the water tank at Murphy's Creek, Grandchester's tank is older, but has undergone more alterations. The water tank at Murphy's Creek is of State significance as one of only three remaining two tier cast iron tanks on timber stand.

The passenger station at Grandchester is representative of a mid to late 19th century timber station building in Queensland, with its symmetrical design, open air waiting room and ticket windows. It is similar in construction to stations at Rosewood, Gatton and Murphy's Creek being framed with timber and clad in weatherboards. Grandchester originally had a shingle roof, and similar to the other contemporary stations now has a corrugated iron roof, however the form of the room with its concave curve over the southern verandah is unique in comparison with the other station buildings.

Grandchester and Toowoomba are the only two stations which have honour boards and while Murphy's Creek has a 1963 signals cabin attached to one end of the station, Grandchester is also unique in having a signals cabin within the Station Master's Office.

In comparison with Rosewood, Gatton, Murphy's Creek and Toowoomba Railway Stations, Grandchester Railway Station is representative of an early timber railway station building in Queensland, and demonstrates rare features of an honour board and a signals cabin accommodated within the station building. It is exceptionally rare as the oldest extant railway station in Queensland.

Table 5.1

Name	Date of Construction	Type of Construction	Layout	Buildings in Complex	Additions and Alterations	Significance	Condition	Current Use
Grandchester Railway Station	1865	Timber frame, weatherboard clad with gable roof.	Rectangular plan with central open waiting room	Station with signal cabin, water tank, pump house and CTC.	Station Master's Quarters have been demolished, and alterations to eastern side of building.	Historic, rarity, architectural.	Good	Currently vacant.
Rosewood Railway Station	c1880	Timber frame weatherboard clad with gable roof.	Rectangular plan with open waiting area on eastern end.	Two passenger stations, footbridge, trolley shed bondwood hut and maintenance sheds.	unknown	Historic, architectural and aesthetic.	Good	Station. Western terminus of the electrified metropolitan network.
Gatton Railway Station	c1914 with part of 1880 structure	Timber frame weatherboard clad with gable roof.	Rectangular plan with central open waiting room	Station, goods store, signal cabin, waiting shed, footbridge, trolley shed, weighbridge and produce sheds.	New doors, seating and ramp to platform.	Historic, architectural and aesthetic.	Good	Station.
Murphys Creek Railway Station	1878	Timber frame weatherboard clad with gable roof.	Rectangular plan with central open waiting room and signal cabin attached to one end.	Station, tank, signal cabin	Signal cabin added eastern end.	Historic, architectural and aesthetic.	Fair	Currently used by Progress Association.
Toowoomba Railway Station	1874	Two storey masonry.	Two storey symmetrical design with refreshment room wing.	Station including honour board, signal cabin, goods shed, air raid shelters, workers accommodation and maintenance sheds.	Additional wing, refreshment rooms, tea room, kiosk, additions to dining room and extensions to platforms and canopies.	Historic, architectural, aesthetic, social, rarity and representativeness.	Good	Station

5.2.6 Significance and Threshold Indicators

Heritage criteria assist in the assessment of the qualities and attributes that a place may have to qualify for inclusion on a heritage register or a place that we want to keep. While a place can be assessed against criteria for its heritage value, this may not always be sufficient to determine whether it is worthy of inclusion on a particular heritage list.

At State level DERM has developed a systematic approach to the assessment of cultural heritage significance and prepared a booklet, *Using the criteria: a methodology*, which provides a model for professional assessment of historical cultural heritage significance in Queensland in accordance with the QHA.

The methodology says "The application of significance and threshold indicators is an internationally accepted and utilised method for determining whether places are of cultural heritage significance." It provides a summary of significance indicators and state-level threshold indicators for the criteria specified under the provisions of the QHA, and is based upon the general values defined by the *Burra Charter*. A copy of this table is at *Table 5.2.*

This QHA criteria and threshold indicators have been applied to Grandchester Railway Station to establish the degree of significance of individual buildings and features. The results of this assessment are at *Section 5.3.*

Table 5.2

Type of Cultural Heritage Significance	Criterion	Significance Indicators	Threshold Indicators
Historical significance Scientific significance	**(a)** *the place is important in demonstrating the evolution or pattern of Queensland's history*	• Product, result or outcome of an event, phase, movement, process, activity or way of life that has made a strong, noticeable or influential contribution to the evolution or pattern of development of our society or of our environment. • Example of a process or activity that has made a strong, noticeable or influential contribution to the evolution or pattern of development of our society or of our environment. • Influenced by an event, phase, movement, process, activity or way of life that has made a strong, noticeable or influential contribution to the evolution or pattern of development of our society or of our environment. • Has influenced an event, phase movement, process, activity or way of life that has made a strong, noticeable or influential contribution to the evolution or pattern of development of our society or of our environment. • Site of or associated with an event or activity that has made a strong, noticeable or influential contribution to the evolution or development of our society or of our environment. • Symbolic association with an event, phase, movement, process, activity or way of life that has made a strong, noticeable or influential contribution to the evolution or pattern of development of our society or of our environment.	• Regional importance • Earliness • Representativeness • Distinctiveness/ Exceptionality • Rarity
All aspects of cultural heritage significance	**(b)** *the place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage*	• Way of life (including fashion. Taste and aspiration) that once was common but is now rare or that has always been uncommon or is endangered. • Custom that once was common but is now rare or uncommon or no longer practised or has always been uncommon or is endangered. • Process that once was common but is now rare or uncommon or has always been uncommon or is endangered. • Function that once was common but is now rare or uncommon or has always been uncommon or is endangered. • Land use that once was common but is now rare or uncommon or has always been uncommon or is endangered. • Design or form that once was common but is now rare or uncommon or has always been uncommon.	• Intactness/Integrity • Distinctiveness • Exceptionality

Type of Cultural Heritage Significance	Criterion	Significance Indicators	Threshold Indicators
Scientific significance **Historical significance**	**(c)** *the place has potential to yield information that will contribute to an understanding of Queensland's history*	• Potential to contribute new knowledge about Queensland's history. • Potential to contribute knowledge that will lead to a greater understanding of particular aspects of Queensland's history. • Potential to contribute knowledge that will aid in comparative analysis of similar places.	• Earliness • Rarity • Extensiveness • Intactness
Architectural significance **Historical Significance**	**(d)** *the place is important in demonstrating the principal characteristics of a particular class of cultural places*	• Exemplifies or illustrates in the surviving fabric: - a way of life or custom that has made a noticeable contribution to the pattern or evolution or Queensland's history; - the impact of ideology, value or philosophy on Queensland's history; - a process or land use that has made a strong contribution to the pattern or evolution of Queensland's history; - a function that has been an important part of the pattern of Queensland's history; - the work of a designer who made important contribution to Queensland's built environment; - an architectural style or form that has made an influential or noticeable contribution to the evolution of Queensland's built environment; - a construction technique or particular use of materials that has made a conspicuous or early contribution to the evolution of Queensland's built environment; or - variations within, or the evolution of, or the transition of, the principal characteristics of a class of cultural places.	• Inactness/Integrity • Earliness • Rarity/Uncommonness • Exceptionality
Aesthetic significance **Architectural significance**	**(e)** *the place is important because of its aesthetic significance*	• Demonstrates or possesses: - Beautiful attributes; - Natural beauty or other natural aesthetic quality; - Picturesque attributes; - Evocative qualities; - Expressive attributes; - Landmark quality; or - Symbolic meaning.	• Intactness • Integrity • Degree of deterioration • Setting and location context • Demonstrated representation

Type of Cultural Heritage Significance	Criterion	Significance Indicators	Threshold Indicators
Architectural significance **Technological significance**	**(f)** *the place is important in demonstrating a high degree of creative or technical achievement at a particular period*	• Displays artistic value. • Displays architectural excellence. • Is innovative or develops new technology. • Represents a breakthrough in design or construction technique. • Is a particularly appropriate solution to a technical problem that extends the limits of existing technology. • Adapts technology in a creative manner.	• Intactness/Integrity • Peer recognition/award
Social significance	**(g)** *the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*	• Important to the community as a landmark, marker or signature. • A place which offers a valued customary experience. • A popular meeting or gathering place. • Associated with events having a profound effect on a particular community or cultural group. • A place of ritual or ceremony. • Symbolically representing the past in the present. • A place of essential community function leading to special attachment.	• Length of association • Demonstrated extent and degree of community association. • Significant former association
Historical significance	**(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*	• Has a special association with: - A person who has made an important or notable contribution to the evolution or development of our society or our physical environment; - A group of people who have made an important or notable contribution to the evolution or development of or society or of our physical environment; or - An organisation that has made an important or notable contribution to the evolution or development of our society or of our physical environment.	• Importance of the person, group or organisation in Queensland's history • Degree or extent of the association • Length of association • Influence of the association

5.3 ASSESSMENT OF SIGNIFICANCE

Under *Section 35 (1)* of the QHA, a place may be entered in the Queensland Heritage Register (QHR) if it meets the state level threshold for one or more of the criteria outlined below. The current State assessment (DERM 2006) and ERM's updated assessment is shown below.

Table 3.3 Assessment of Significance Grandchester Railway Station

Criteria	DERM assessment	ERM assessment
a) the place is important in demonstrating the evolution or pattern of Queensland's history; *Historical Significance*	Grandchester Railway complex has historical importance as the western terminus of the first railway in Queensland, opened on 31 July 1865. Grandchester as a place is commonly acknowledged to be an historical railway site of State significance. It was the first railway station built in Queensland using local materials.	Opening in 1865, Grandchester Railway Station has historical significance as the first railway station building constructed in Queensland. Changes to the site also contribute to an understanding of the changing technology and development of the railway. This criterion is met.
b) the place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage; *Rarity*	The survival of a station building incorporating quarters is also rare (compare Clifton, Springsure and Pentland).	Grandchester Railway Station is rare as the earliest extant station building to be constructed in Queensland, and demonstrates unique qualities such as evidence of Station Master's Quarters, an honour roll, and a signal cabin built within the station building. This criterion is met.
c) the place has potential to yield information that will contribute to an understanding of Queensland's history; *Archaeological Significance* *Scientific Significance*	Currently under review.	There is potential for physical evidence of earlier building layout to remain in the ceiling, which would contribute to our knowledge of the earliest surviving railway station constructed in Queensland. This criterion is met.
d) the place is important in demonstrating the principal characteristics of a particular class of cultural places; *Architectural Significance* *Representativeness*	The station building and tank are key elements demonstrating its early date and are understood to have existed on this site from the mid-late 1870s, predating other railway buildings in Queensland with the possible exception of Gracemere (Central Line), Murphy's Creek (Main Line), Nobby and Clifton (Southern Line).	Grandchester Railway Statiion displays characteristics of an early timber railway station and is highly representative of its type. This criterion is met.

Criteria	DERM assessment	ERM assessment
e) the place is important because of its aesthetic significance;	Does not meet this criterion.	Grandchester Railway Station is highly visible from the northern side of the railway line and possesses landmark qualities. This criterion is met at a local level.
f) the place is important in demonstrating a high degree of creative or technical achievement at a particular period; *Architectural Significance* *Representativeness*	Does not meet this criterion.	The place does not display architectural excellence, therefore this criterion is not met.
g) the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons; *Social Significance*	Currently under review.	The local community has a strong association with the World War 1 Honour board in the waiting area of Grandchester Station, and have voiced concerns about the future care and use of the building. This criterion is met.
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. *Social Significance*	Does not meet this criterion.	Grandchester Railway Station has a special association with railway workers who developed the first railway line in Queensland, however this association is not considered sufficient for the place to meet this criterion at a State level. This criterion is met at a local level.

5.4 STATEMENT OF SIGNIFICANCE

Opening in 1865, Grandchester Railway Station has historical significance as the earliest surviving railway station building constructed in Queensland. Changes to the site also contribute to an understanding of the changing technology and development of the railway.

Grandchester Railway Station is rare as the first station building to be constructed in Queensland, and demonstrates unique qualities such as evidence of Station Master's Quartes, an honour roll, and a signal cabin built within the station building.

The Station building is a landmark feature and highly visible from the town. It demonstrates architectural qualities and is representative of an early timber station building in Queensland.

5.5 *ELEMENTS OF SIGNIFICANCE*

The grade of heritage significance of a place also needs to be considered. Different components of a place may make up different relative contributions to its heritage value. Loss of integrity or poor condition may diminish significance. *Table 5.4* provides the categories of grading and their relative justification, while the significance of the site is mapped at *Figure 5.6.*

Table 5.4 Levels of Significance

Grading	Justification	Status
High	Has high degree of original fabric. Demonstrates a key element of the place's significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
Moderate	High degree of original or early fabric but may have altered or modified elements, or poor condition. May possess elements with little heritage value, but has key importance in contributing to the overall significance of the place.	Fulfils criteria for local or State listing.
Low	May suffer loss of integrity and poor condition. Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the place's heritage significance.	Does not fulfil criteria for local or State listing.

These gradings are taken from the NSW Heritage Office Guideline "Assessing Heritage Significance" (2001) which is the NSW guideline used as best practice model for places of State significance.

Legend

- Heritage Register Boundary
- High Significance
- Moderate Significance
- Low Significance
- Intrusive

Figure 5.6

Levels of Significance Grandchester Railway Station

Client:	Queensland Rail		
Project:	Grandchester Railway Station HMP		
Drawing No:	0121780_5.6	Suffix No:	A0
Date:	29/09/2010	Drawing size:	A4
Drawn by:	TK	Reviewed by:	JH
Source:	NearMap		
Scale:	Refer Scale Bar		

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6 OPPORTUNITIES AND CONSTRAINTS

This section outlines constraints to Grandchester Railway Station as a result of its statutory listings, and opportunities for its adaptive reuse and development of the site.

6.1 STATUTORY CONTEXT

6.1.1 Queensland Heritage Act 1992

The major piece of historical cultural heritage legislation is the *Queensland Heritage Act 1992,* administered by the Department of Environment and Resource Management. The QHA underwent a major revision and update in 2003 and again in early 2008, and makes provision for the conservation of Queensland's cultural heritage by protecting all places and areas listed on the Queensland Heritage Register.

The Queensland Heritage Register is a list of all places which are important for their rarity or representativeness or for their aesthetic, architectural, archaeological, social and historical contributions to the development of Queensland. Places entered in this register are subject to an approval process outlined in further detail at *Section 5.2.2.*

6.1.2 National Trust of Queensland

The National Trust has been gathering information about heritage places in Queensland for more that three decades. This list may contain individual buildings, precincts, natural environment places or culturally significant artefacts. These listings do not attract any legal protection for a place, nor do they put the owner of a listed place under any legal obligation.

6.1.3 Register of the National Estate

The Register of the National Estate (RNE) is Australia's national inventory of natural and cultural heritage places which are worth keeping for the future. It was compiled by the Australian Heritage Commission. There are now more than 12,000 natural, historic and Indigenous places in the Register.

With the introduction of amendments to the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and the *Australian Heritage Council Act 2003* in 2004 and 2006 the RNE is no longer classed as a statutory list.

6.1.4 Memorandum of Understanding

A memorandum of Understanding (MOU) currently exists between QR and DERM which relates to properties owned by QR with identified cultural heritage significance. It sets out a process which supports the delegation of some functions of the Queensland Heritage Council to QR. It allows for a Queensland Rail Heritage Committee (QRHC) comprising relevant QR staff, a DERM representative and independent heritage advisor to provide advice and assessment of the guidance of developments to places on the QR Heritage Asset Register. It also negates the requirement for exemption certificate applications to go to DERM for approval allowing for an in house assessment process.

6.2 APPROVALS

6.2.1 Queensland Rail Heritage Committee

The Grandchester Railway Station is categorised as a Level 1 site on the Queensland Rail Heritage Asset Register, indicating its high level of significance. This requires proposed changes within the heritage curtilage to be referred to the Queensland Rail Heritage Committee (QRHC) for guidance and approval. Any proposal requiring a development application will be referred to the Queensland Heritage Council for the advice and assessment.

6.2.2 DERM and Queensland Heritage Council

The Grandchester Railway Station is listed on the Queensland Heritage Register. The *Queensland Heritage Act 1992* requires that any development within the heritage register boundary which will impact on the cultural heritage significance of the site be referred to DERM for assessment prior to any changes taking place. Minor development can be determined by the QRHC under the existing MOU.

There are three levels of applications for development occurring on QHR properties, general exemptions, exemption certificates and development applications.

General Exemptions

General exemptions are a list of pre-approved works that are necessary for the ongoing maintenance of the place and include things such as repainting in previous colour schemes, rewiring using existing cavities and temporary freestanding signage. A list of these pre-approved works can be found at *Annex B*.

A general exemption notification form must be filled out notifying DERM of the intended work, and signed by a legally authorised representative of the owner. This form is also at *Annex C.*

Exemption Certificates

Exemption certificates relate to a broader range of works such as maintenance and minor repair works which will not impact on the cultural heritage significance of a place. Generally applications are made to the Cultural Heritage Branch of the DERM, and a decision made within 20 business days. However under the Memorandum of Understanding development at this level can be assessed at the QRHC meetings which comprise QR heritage staff, a DERM representative and an independent heritage advisor.

Applications to this QRHC must include a description of the proposed works including any relevant plans or photographs, and a statement of heritage impact listing the criteria identified for the place, and how the significance is to be retained.

Works which can be assessed under this process are generally minor development works which do not involve the removal or obstruction of significant fabric. Developments such as internal fitouts, equitable access ramps, installation of CCTV and smoke detectors and new structures on the site can be assessed at this level provided they are to be undertaken in a manner sympathetic to the place's heritage values.

Applications for this process can be found on the QR intranet.

Development Applications

Where proposed works are likely to have an impact on the cultural heritage significance of a registered place, a development application is necessary through the Integrated Development Assessment System (IDAS).

Proposals where a development application may be required at Grandchester Railway Station include partial or total demolition of a heritage place, and major redevelopment of the station building or tank requiring removal or obstruction of significant fabric.

6.3 FUTURE USE AND DEVELOPMENT

6.3.1 Adaptive Reuse

In January 2010, QR received a proposal from the Grandchester Stage Coach Company to lease Grandchester Railway Station and use the passenger station as their booking office and as a departure point for their tours. In addition to

providing a compatible use and improved security by having an ongoing presence at the place, the proposal includes allowing public access to the station and interpretation of the site's history.

For the station to be successfully adaptively reused a number of minor and major alterations are needed to bring the place up to modern standards and ensure its compliance with the *Disability Discrimination Act 1992* (DDA) and the Building Code of Australia (BCA).

Minor alterations

A number of minor alterations will need to be undertaken to put the place back into service which includes but is not limited to the following:

- Replacement of some deteriorated fabric such as the timber floor boards;
- upgrading the electrical capacity of the place which will include rewiring of the entire station building, and replacement of the switchboard;
- installation of fire detection and security systems such as CCTV;
- removal of redundant furniture and cabinets not required in the new lease;
- refurbishment of large cabinets around signal levers for display purposes, including sanding back and painting where required;
- removal of redundant services; and
- repainting interior spaces in existing or previously approved colour schemes using oil based paint system.

Major alterations

A number of more intensive alterations will need to be undertaken to put the place back into service and ensure the place is DDA and BCA compliant. This includes an equitable access ramp, new DDA compliant toilets, BCA compliant fencing around the platform and station, and resolution of site drainage problems.

1. Equitable Access Ramp

Construction of an equitable access ramp is required to allow wheelchair access to the station building. Three options for the construction of a ramp west of the station building have been looked at, and these are shown at *Figures 6.1* to *6.3* and discussed below. All three options will also require DDA compliant carparking and pathways to the ramp, and options will also have a bearing on the options for safety fencing and toilet configurations.

The first option involves construction of a new ramp running parallel to the western side of the building and onto the southern verandah. This will require the relocation of the existing picket fence between the station and the water tank, and removal of a part of the balustrade on the western part of the verandah to allow access. Overall the impact on heritage values of the site is considered to be minimal.

Figure 6.1 Option 1 Equitable Access Ramp (ERM 2010)

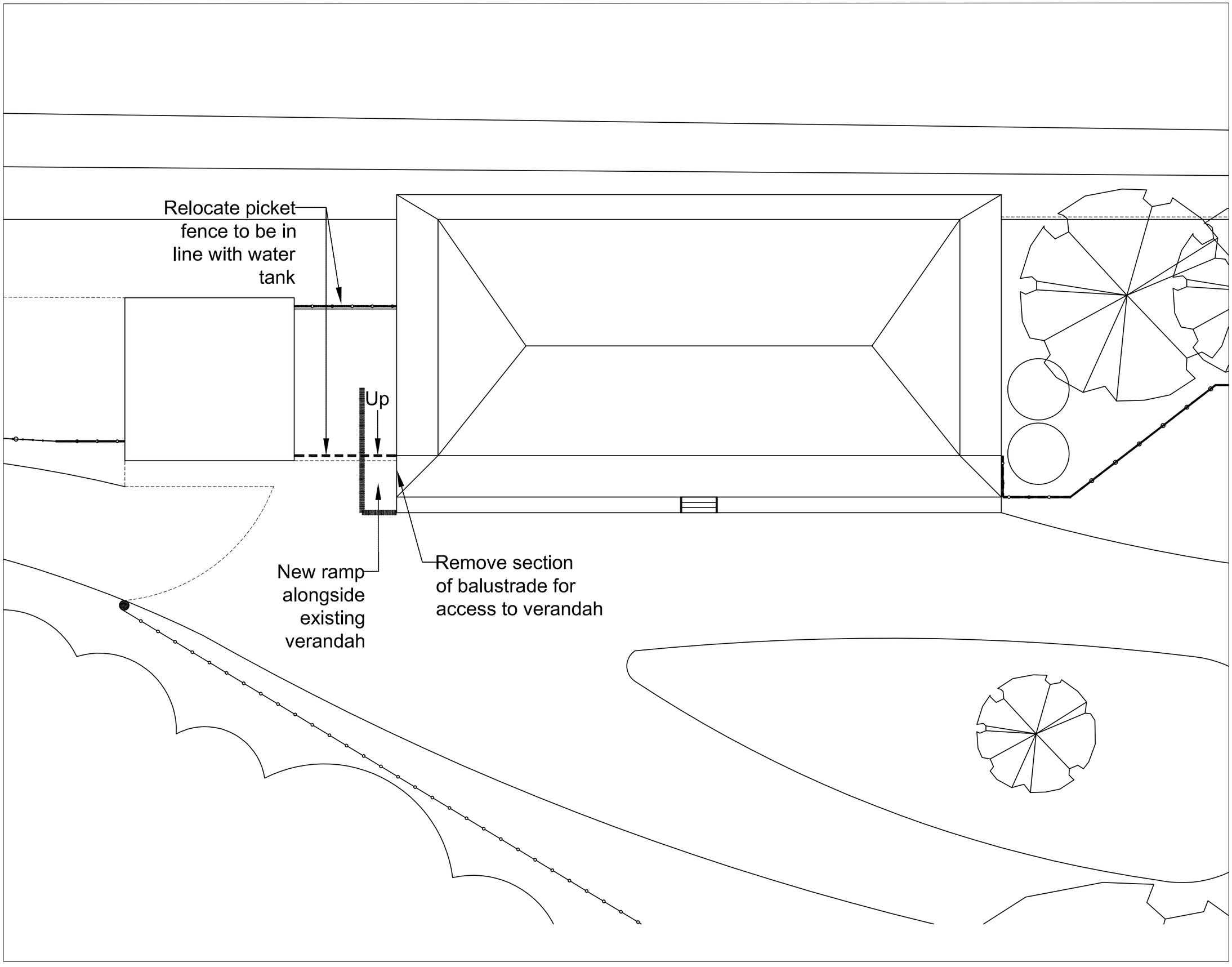
The second option involves the construction of a smaller ramp running in a northerly direction onto the platform. This will require removal of a greater amount of building fabric than Option 1 including the existing picket fence and wall along the western verandah as shown at *Figure 6.2.*

Figure 6.2 Option 2 for Equitable Access Ramp (ERM 2010)

Option 3 includes construction of an equitable access ramp in an easterly direction up onto the southern verandah. While this only requires the removal of a small piece of balustrade, it will have a significant impact on the aesthetic and architectural values of the place.

Figure 6.3 ***Option 3 for Equitable Access Ramp (ERM 2010)***

In terms of impact on heritage values, Option 1 is the preferred option as it will have the least visual impact on the place and require minimal removal of fabric in comparison with Options 2 and 3.



Suffix	Revisions	Date	Init.
B	Options Issue	28.09.2010	NH
A	Preliminary	17.02.2010	NH

ACCESS RAMP OPTION 1

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Grandchester, QLD.

Client:	Queensland Rail		
Project:	Grandchester Station		
Drawing No:	0121780_FIG_6.4	Suffix No:	B
Date:	28/09/2010	Drawing Size:	A1
Drawn By:	NH	Reviewed By:	JH/TK
Source:	ERM		
Scale:	1:400 @ A3		

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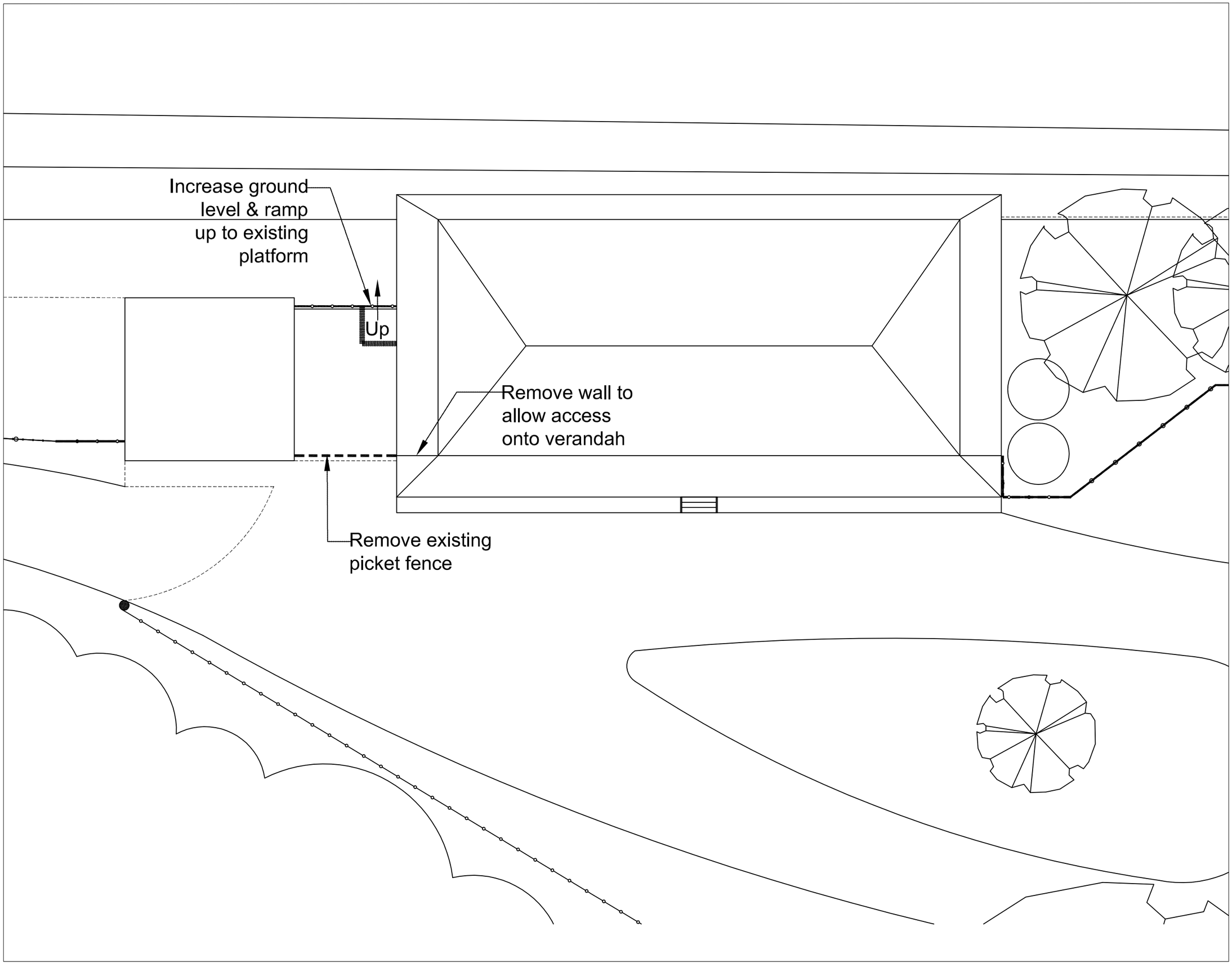

Suffix	Revisions	Date	Init.
B	Options Issue	28.09.2010	NH
A	Preliminary	17.02.2010	NH

ACCESS RAMP OPTION 2

Grandchester Station
Grandchester, QLD.

Client:	Queensland Rail		
Project:	Grandchester Station		
Drawing No:	0121780_FIG_6.5	Suffix No:	B
Date:	28/09/2010	Drawing Size:	A1
Drawn By:	NH	Reviewed By:	JH/TK
Source:	ERM		
Scale:	1:400 @ A3		

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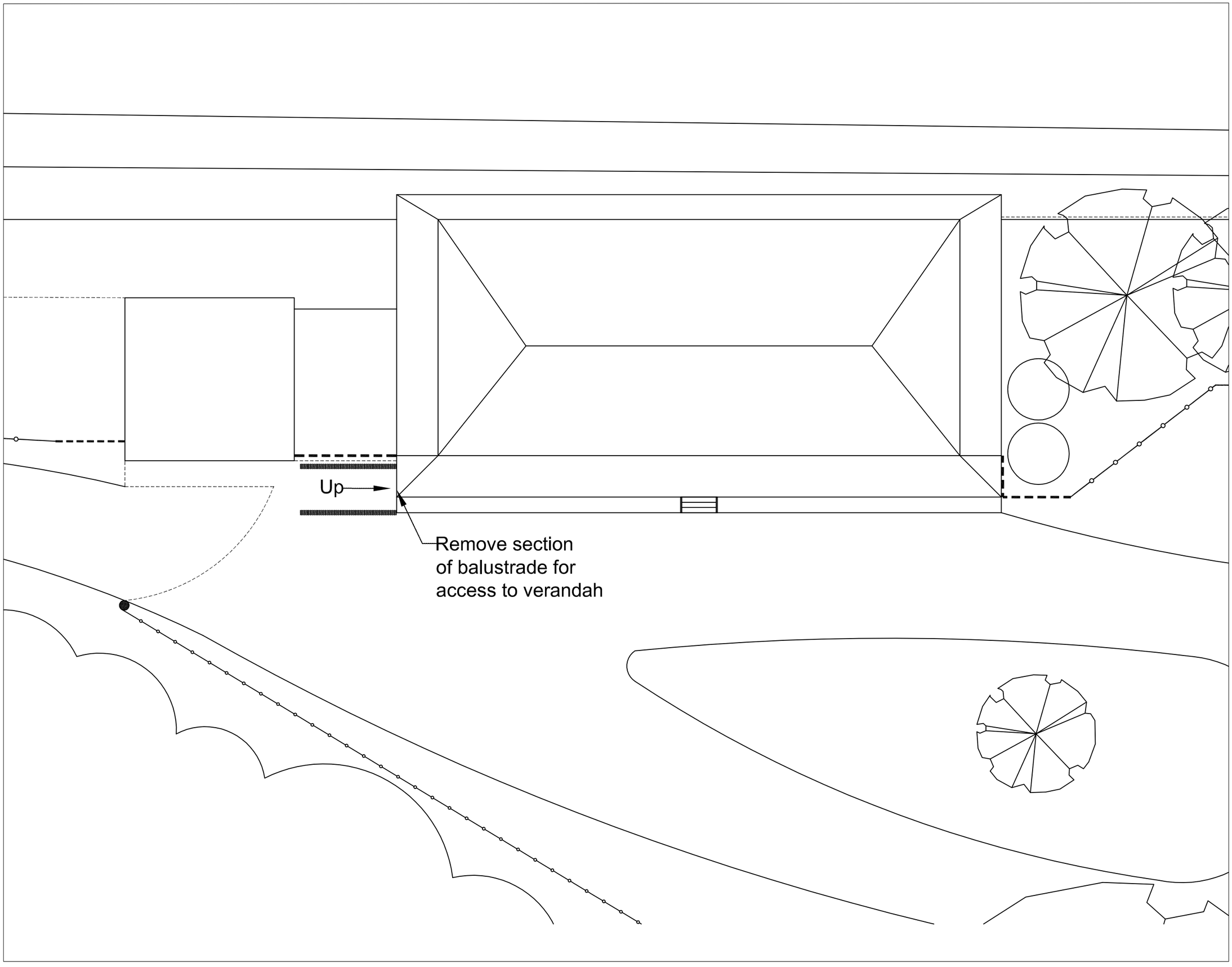

Suffix	Revisions	Date	Init.
B	Options Issue	28.09.2010	NH
A	Preliminary	17.02.2010	NH

ACCESS RAMP OPTION 3

Grandchester Station
Grandchester, QLD.

Client:	Queensland Rail		
Project:	Grandchester Station		
Drawing No:	0121780.FIG_6.6	Suffix No:	B
Date:	28/09/2010	Drawing Size:	A1
Drawn By:	NH	Reviewed By:	JH/TK
Source:	ERM		
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2. DDA Compliant Toilets

Options for the construction of DDA compliant toilets is also linked to safety fencing and construction of a DDA compliant ramp to the building. Three options have been assessed and can be shown at *Figure 6.7.*

The first option for the construction of DDA compliant toilets includes the reconfiguration of the existing layout including widening door to allow for equitable access. The wall on the eastern verandah will need to be removed and a new gate erected at the northern end of the verandah, allowing access from the southern verandah, but restricting platform access to train drivers only.

The second option for the construction of DDA compliant toilets includes the reconfiguration of the existing layout including widening door to allow for equitable access. This option will retain the existing wall and allow access along the platform.

The third option involves construction of a new DDA compliant toilet block away from the station building, retaining the existing toilets for use by tenancy staff and QR drivers.

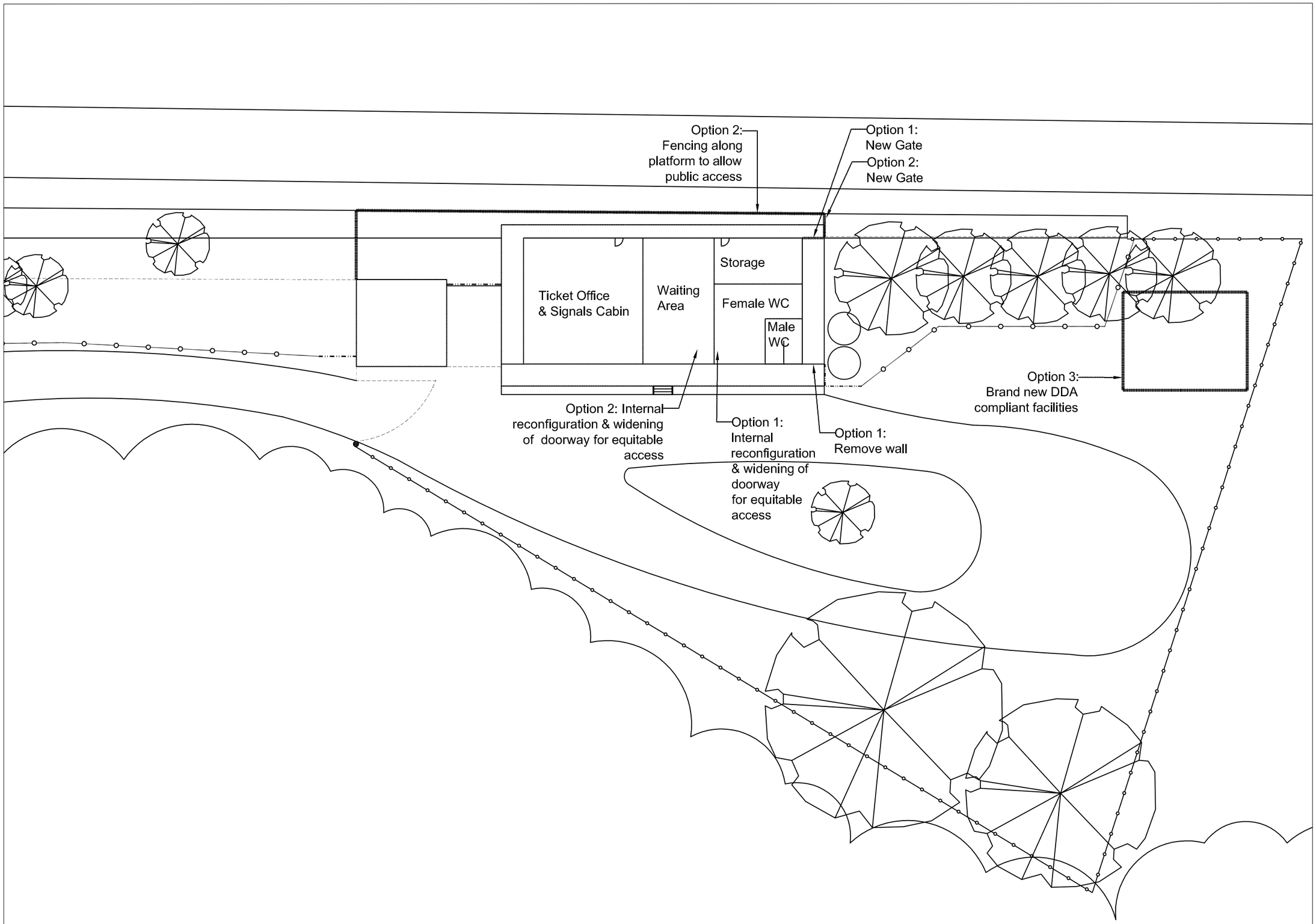
Of the three options, Option 3 will have the least impact on heritage values of the place as it will require minimal intervention of building fabric. If the toilets are to be incorporated into the existing station building, Option 1 would be the preferred option as it will have a lesser visual impact on the building due to not requiring fencing along the platform.

3. Safety fencing

The low platform and simple fencing at Grandchester currently poses a public safety risk, and new screens, fencing and gates are required around the site to allow for safer public access to the station.

Two main options for restricting access to the railway track are the installation of a fence along the entire platform, and installation of fence across the waiting area restricting access to the entire platform area. These options are shown at *Figure 6.8.* Option 1 should be undertaken using glazed screening, similar to pool fencing, along the platform to reduce visual impact to the building. Option 2 should be constructed using vertical steel angles to a height of 1700mm as shown at *Figure 6.9*, and be easily reversible. Of these two options, Option 2 would have the least impact on heritage values and would be the preferred option from a heritage perspective.

Due to the levels of the site and easy access to the platform and railway easement, additional fencing will be required in line with the south eastern corner of the building, along the row of lilly pillies, and connecting to the existing timber fence at the eastern end of the platform.



Suffix	Revisions	Date	Init.
B	Options Issue	28.09.2010	NH
A	Preliminary	17.02.2010	NH

TOILET REFURBISHMENT
OPTIONS

Grandchester Station
Grandchester, QLD.

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Project:	Grandchester Station		
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Date:	28/09/2010	Drawing Size:	A1
Drawn By:	NH	Reviewed By:	JH/TK
Source:	ERM		
Scale:	1:400 @ A3		

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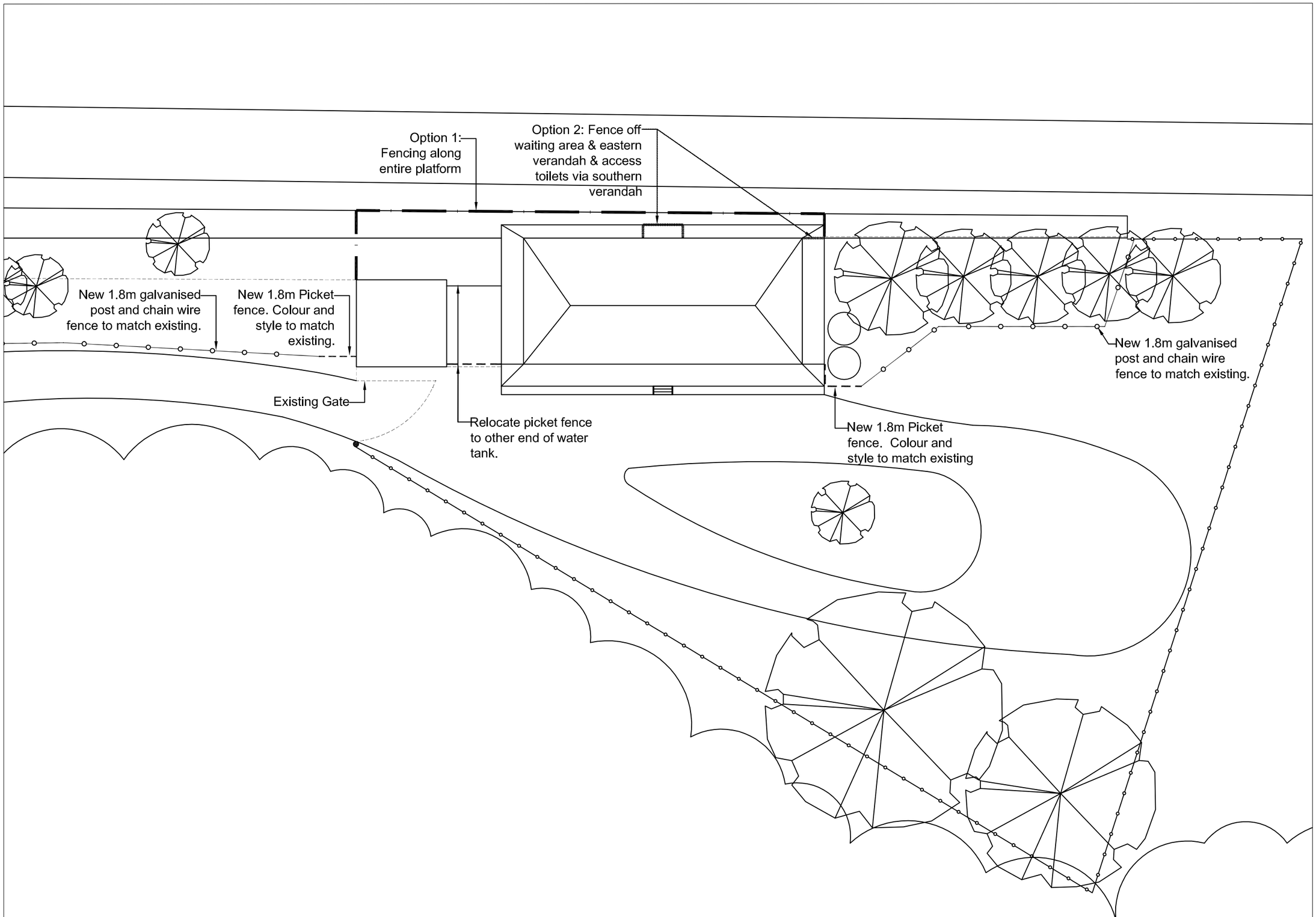

Legend

- Existing Post & Chain Wire Fence
- Existing Timber Fence
- New 1.8m Chain Wire Fence
- New 1.8m Picket Fence

Suffix	Revisions	Date	Init.
B	Options Issue	28.09.2010	NH
A	Preliminary	17.02.2010	NH

PUBLIC ACCESS OPTIONS

Grandchester Station
Grandchester, QLD.

Client:	Queensland Rail		
Project:	Grandchester Station		
Drawing No:	0121780_FIG_6.8	Suffix No:	B
Date:	28/09/2010	Drawing Size:	A1
Drawn By:	NH	Reviewed By:	JH/TK
Source:	ERM		
Scale:	1:400 @ A3		

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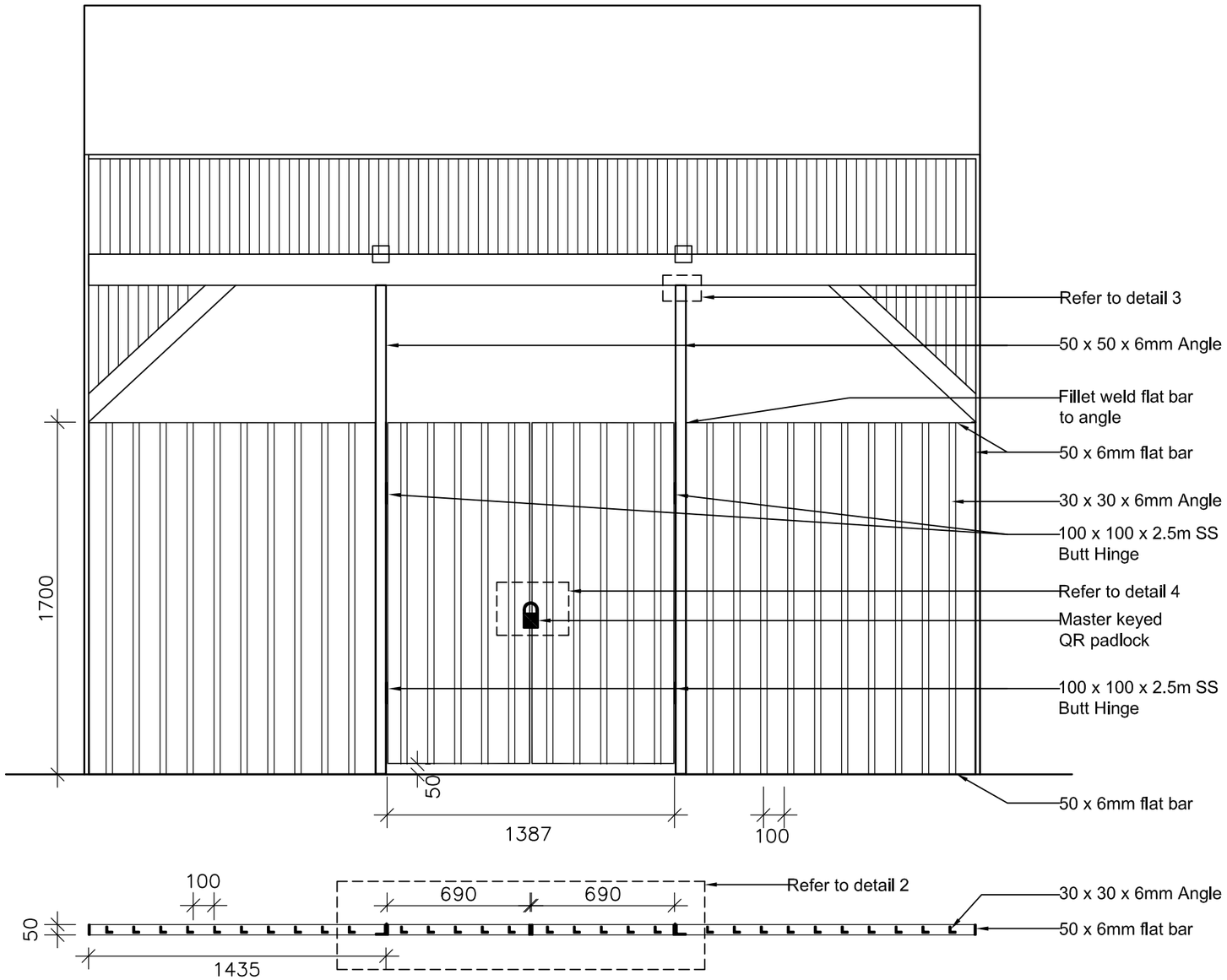
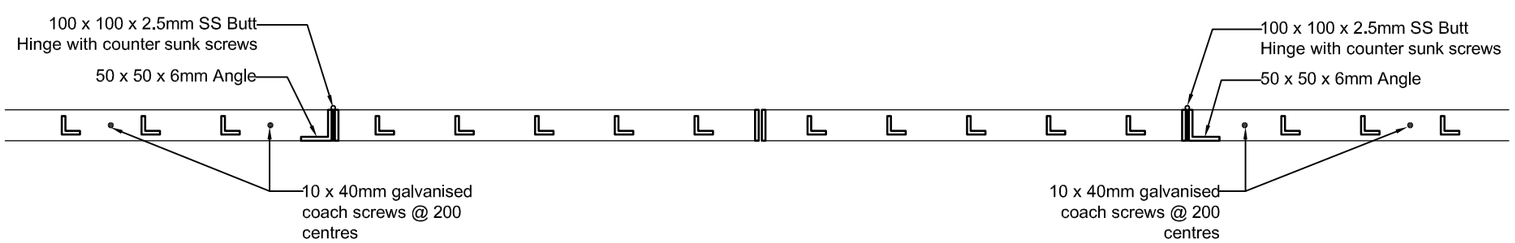
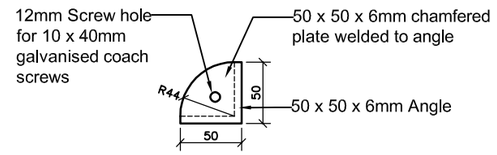


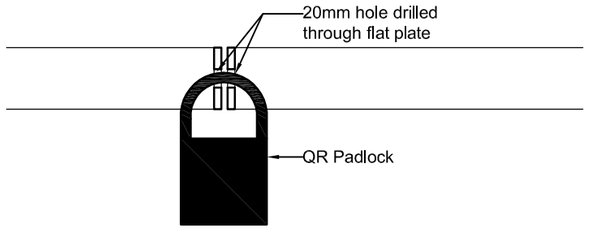
1 PLAN & ELEVATION SCALE 1:25



2 DETAIL PLAN SCALE 1:10



3 PLAN - FIXING OF 50 x 50mm ANGLE TO UNDERSIDE OF TIMBER BEAM SCALE 1:5



4 SECTION - FIXING OF PADLOCK TO GATES SCALE 1:5

Note:
Finish to screen and gate - metal primed undercoat and 2 coats of oil based enamel (Colour White)

Suffix	Revisions	Date	Init.
C	Detailed Issue	03.11.2010	NH
B	Options Issue	28.09.2010	NH
A	Preliminary	17.02.2010	NH

WAITING AREA SCREEN AND GATE

Grandchester Station
Grandchester, QLD.

Client:	Queensland Rail		
Project:	Grandchester Station		
Drawing No:	0121780-FIG_6.9	Suffix No:	C
Date:	28/09/2010	Drawing Size:	A1
Drawn By:	NH	Reviewed By:	JH/TK
Source:	ERM		
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4. Plumbing and Drainage Issues

The site currently has a number of drainage and plumbing issues as the septic tank needs continual clearance and the water tanks keep overflowing and pooling water in a depression behind the platform. As a result of this the tank stands are continually damp and rotting.

As the use of the site increases, new septic tanks will need to be installed further away from the station building, and overflow pipes installed to water tanks directing the water away from the building.

6.3.2 Additional Development

As the use of the site increases, the lessees may require additional buildings to be constructed for storage purposes for example. Within the heritage register boundary, there are many opportunities for additional development to occur without impacting on the heritage values of the place.

Potential areas for new structures are shown at *Figure 6.10.*

6.4 FINANCIAL ASSISTANCE

In 2006, a $5 million heritage grants program was initiated by the Queensland Government. The *Living Buildings and Places* program is administered by DERM and was established to support the ongoing conservation and use of places of cultural heritage significance. While not established under the *Queensland Heritage Act 1992*, the grants scheme has been eligible to owners of places on the QHR in addition to National Trust of Queensland listed places and local heritage places entered in Council planning schemes.

To date, there have been three rounds of grants, and the money has been used for a variety of conservation works for QHR properties including the preparation of conservation management plans, urgent stabilisation works, and conservation of historic building fabric. While there is no current round of funding available, there may be opportunities to obtain funding under this scheme in future.

Legend

Potential Development Area

Heritage Register Boundary

Figure 6.10

Potential Development Areas

Client:	Queensland Rail		
Project:	Grandchester Railway Station HMP		
Drawing No:	0121780_6.7	Suffix No:	A0
Date:	29/09/2010	Drawing size:	A4
Drawn by:	TK	Reviewed by:	JH
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Scale:	Refer Scale Bar		

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7 CONSERVATION POLICY

This section provides a list of policies to facilitate the future management and conservation of Grandchester Railway Station.

7.1 DEFINITIONS

The definitions for conservation terms used in this report are those adopted in The Burra Charter: The Australia ICOMOS Charter for places of cultural significance.

Adaptation means modifying a place to suit proposed compatible uses.

Associations mean the special connections that exist between people and a place.

Compatible uses means a use which involves no change to the culturally significant fabric which are substantially reversible, or changes which require minimal impact.

Conservation means all the processes of looking after a place so to retain its cultural significance. It includes maintenance and may, according to circumstance, include restoration, preservation, reconstruction and adaptation, and will commonly be a combination of more than one of these.

Demolition is confined to actions which reveal structures or relationships of much greater significance than the structure demolished, or that will remove intrusions which reduce the significance of the place. At times demolition may be considered if portions of the site can be opened for new construction that will facilitate the successful adaptation of the more significant components.

Interpretation means all the ways of presenting the cultural significance of a place and may include exhibitions, events, publications, art works and other forms of expressions, and is not confined to the place.

Maintenance means the continuous protective care of the fabric, contents and setting of the place, and is distinguished from repair. Repair involves restoration or reconstruction and it should be treated accordingly.

Preservation means returning the fabric to a known earlier state by removing accretions of by re-assembling of refixing components without the introduction of new materials.

Reconstruction means returning the place as nearly as possible to a known earlier state or the introduction of materials (new or old) into the fabric. It does not necessarily mean going back to the earliest stage of construction or even to one date for the entire place. Reconstruction is associated with recapturing the expression of the place at points in history which are either important or at which the place demonstrated a greater functional clarity or

design expression. This is not to be confused with either re-creation or conjectural reconstruction, which are outside the scope of *The Burra Charter*.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Setting conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place.

7.2 *POLICIES*

Conservation policies for Grandchester Railway Station fall under 10 main categories shown in *Table 7.1* which are described in further detail below.

Table 7.1 Summary of Policies

Category	Sub Category	
General	Adoption of Burra Charter Adoption of Policies	Appropriate Skills
Fabric and Setting	Views, Site and Setting Grounds Significant Fabric Condition	Materials Station Building Water Tank Historical Archaeological Potential
Future Use and Development	Use Adaptive Reuse Internal Fitouts	Public Access New Development
Equitable Access	Equitable Access Ramp	DDA Compliant Toilets
Safety and Security	Platform Safety	After Hours Security
Services	Redundant Services	New Services
Maintenance	Maintenance Schedule	
Interpretation	Interpretation	Collection Policy
Compliance	Compliance Heritage Approvals Building Approvals	Documenting Change Lodgement of Documents
Implementation	Review of HAMP	

7.3 GENERAL POLICIES

7.3.1 Adoption of Burra Charter

Grandchester Railway Station is a recognised place of cultural heritage significance. The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance, 1999, the *Burra Charter,* is widely recognised for its guiding principles on the conservation in Australia in terms of the physical fabric. It contains basic conservation principles in a range of articles, which address cultural significance and how to protect it. This conservation management plan advocates an understanding of those principles which include:

- The place itself is important;
- understand the significance of the place;
- understand the fabric;
- significance should guide decisions;
- do as much as is necessary, as little as possible;
- keep records; and
- do everything in a logical order.

Policy 1: The conservation and development of Grandchester Railway Station, its fabric, setting and uses, shall be carried out in accordance with the principles of The Burra Charter.

7.3.2 Adoption of Policies

The policies recommended in this HAMP shall be endorsed as a primary guide for management as well as future planning and development work.

Policy 2: This HAMP should be adopted by the current owner and future lessees of Grandchester Railway Station to guide the ongoing care and conservation of the building.

7.3.3 Appropriate Skills

In accordance with Article 27 of the Burra Charter, any building works on the site should be monitored and undertaken by suitably qualified tradespeople and professionals with experience in heritage conservation. Works involving the use of the local community should be supervised by a heritage professional. A log of all new work should also be kept.

Policy 3: People skilled and experienced in protecting and conserving historic places should be involved in conservation and building work at Grandchester Railway Station.

7.4 FABRIC AND SETTING

The conservation policy should identify the most appropriate way of caring for the fabric and setting of the place arising out of the Statement of Significance and other constraints. The physical investigation of the place and the existing condition survey will provide input to this. The physical investigation should include archaeological components of the place. A specific combination of conservation actions should be identified, including any need for the involvement of other specialists (materials conservator, horticulturalist, engineer, etc.). This may or may not include changes to the fabric.

7.4.1 Views, Site and Setting

The site and setting of Grandchester Railway Station contributes to the importance of the place and is reflected by the heritage register boundary which takes into account the area surrounding the station and tank and the area north of the station towards the dam.

Policy 4: Development to the north of the Station will obstruct the setting and significant views to the property and should not be permitted.

Policy 5: New structures should be limited to areas which will not impact on the aesthetic or architectural values of the site, as shown at Figure 6.10.

Significant views to the station currently exist from the northern side of the railway line, and viewing openings have been made in chain wire fencing in two locations for public appreciation of the place. The proposed lessees of the station, the Grandchester Stage Coach Company have requested opportunity to drive onto QR land in this location, inform passengers of the history of the place and allow the significant views to the station to be photographed.

Policy 6: Where opportunity exists, an area on the northern side of the railway easement off George Street should be made available for the Cobb and Co tours to pull in to take photos of Grandchester Railway Station without leaving the coach.

7.4.2 Grounds

Historic photographs of the site show a row of plane trees north of the railway line and opposite the water tank. While these no longer exist, significant vegetation on the site includes the row of lilly pillys along the eastern end of

the platform which contributes to the setting and aesthetic values of the station.

Policy 7: The row of lilly pillys along the eastern end of the platform should be retained to maintain the setting and aesthetic heritage values of Grandchester Railway Station.

7.4.3 Drainage

There are currently a number of issues associated with the septic tanks, wastewater and water tanks which is resulting in pooling east of the station building, under the tank stands and underneath the station building.

Policy 8: An audit of wastewater and drainage of the complex should be undertaken to rectify current problems and aid in the ongoing conservation and use of the place.

7.4.4 Significant Features and Fabric

Section 5 of this HAMP identifies the significance values of the complex which can be used as a guide when proposing changes to the site

Policy 9: Changes to significant buildings and features should be minimal and Figure 5.6 should be used as a guide.

With the exception of the toilets, the new ceiling in the ticket office and the layout of the eastern portion of the building, the majority of the building retains much of its original or early fabric. Original and early fabric are of primary cultural significance and should be carefully conserved, while elements identified as low or intrusive may not contribute to, or may actually detract from the significance of the place.

Policy 10: Features and building fabric identified as low or intrusive within the complex may be removed. Care should be taken to ensure no damage is done to significant components as part of this process.

7.4.5 Condition

Condition reporting has been undertaken and used to guide the prioritised schedule of repairs at *Section 8.*

Policy 11: The condition of structures should be regularly monitored and steps taken to correct any problem as soon as they are detected.

7.4.6 Materials

New building work adjacent or within heritage buildings should not dominate and materials used should be sympathetic to the heritage value of the place.

Policy 12: New materials should be modern and good quality, and period reproduction detailing should be avoided.

7.4.7 Station Building

Ticket Office and Signal Cabin

The ticket office contains furniture, cabinets, documents and equipment of varying ages and heritage value, and there is potential for these to be reused or displayed by potential lessees in the ticket office and signals cabin.

Policy 13: Prior to lessees taking over the site, all documents of historic value located in the Station Masters Office should be collected and archived.

Policy 14: Where opportunity exists, the former use of the room should be interpreted through the placement of furniture and exhibition of other relevant documents and artefacts associated with the use of the room as the Ticket Office and Signals Cabin.

Policy 15: Furniture and equipment in the ticket office not proposed to be used by tenants should be kept in the storage room in the short term. In the long term, the historical value and potential display capability should be assessed by the Workshops Rail Museum staff and a collection policy for the items prepared.

Policy 16: In association with the collection of documents from the Ticket Office, the roof space should be checked for documents of historic value such as ledgers.

Waiting Area

The World War One Honour Board is located on the eastern wall of the waiting room and is protected by its enclosure in a ventilated perspex case. There have been recent requests to relocate the honour board to another more publically accessible away from Grandchester, however taking it out of its context would result diminish its significance.

Policy 17: The Honour Board should remain in its current position, and be accessible to the community.

7.4.8 Water Tank

The water in the tank at Grandchester Railway Station is supplied from a bore in the South East corner of the yard, and the railway dam is now owned by Ipswich City Council.

Policy 18: The water tank has historical value for its continual use to supply water to Grandchester Railway Station and should continue to do so in future.

7.4.9 Historical Archaeological Potential

Early railway workers involved in the construction of the line between Ipswich and Toowoomba are likely to have camped at places such as Grandchester. Similarly, the original Station Master's Quarters which were attached to the station and the 1910 Station Master's House south east of the station removed in 2005 indicates the potential for the site to yield archaeological information relating to the early occupation and use of Grandchester Railway Station.

Under s89 of the *Queensland Heritage Act 1992* (QHA), there is a requirement to report new discoveries of archaeological artefacts which are an important source of information about an aspect of Queensland's history to the Cultural Heritage Branch of DERM. A photograph, description and location of the item must be provided, and unless DERM has given written approval or there is reasonable excuse, the artefact or site must not be interfered with for 20 business days.

Under s89 there are fines for not adhering to this reporting process, and additional fines under s.90 for interfering with archaeological artefacts prior to receiving notification from DERM.

Policy 19: While the potential for archaeological material to be discovered is low, if anything is uncovered on the site, DERM Cultural Heritage Branch must be notified prior to disturbing the find.

7.5 FUTURE USE AND DEVELOPMENT

The ongoing and compatible use of a building is the best means of ensuring maintenance and long-term preservation, and it is therefore important that the buildings on site continue to be used.

7.5.1 Use

To ensure the future protection and conservation of Grandchester Railway Station, the building should be put back into use.

Policy 20: To ensure the future protection and conservation of Grandchester Railway Station, a compatible use for the place should be found.

7.5.2 Adaptive Reuse

The proposed use by the Grandchester Stagecoach Company to use the station as their departure point for tours, including the adaptive reuse of the ticket office as their own booking office and museum is an ideal adaptive reuse proposal. This would be beneficial in putting the currently disused office back into use, lowering the risk of vandalism, highlighting the important cultural heritage significance of the station. It will also require minimal alterations and have a low impact on the heritage values of the place.

Policy 21: The proposal to adaptively reuse the station as the Cobb and Co booking office and museum is an ideal use which should be encouraged and supported.

7.5.3 Internal Fitouts

To bring the station building back into use a change of use is necessary which will require internal alterations. However, new uses may be temporary and therefore it is necessary to ensure that additions are minimal and reversible.

Policy 22: Changes to the layout of the building should be easily reversible and fixings into original and early fabric minimised.

7.5.4 Public Access

There has been public concern regarding the recent restriction of the Station to the public due to vandalism which occurred in 2009. Grandchester Railway Station is highly significant heritage place and a local tourist attraction which should be available to the general public.

Policy 23: The station should be made open and available to the public and available for future events such as Steamfest.

7.5.5 New Development

QR or future lessees of the Grandchester Railway Station may require additional structures for storage purposes, or to manage increased numbers of tourists visiting the site for example.

Policy 24: New structures should not impact on the views or setting of the station building and be located in areas identified at Figure 6.7.

Where new structures are required, they should be sympathetic in bulk, mass and scale and not detract from the important heritage building. Therefore any new structures should be set back from the existing station and be smaller in size than the existing structure. Their design should be an architect in conjunction with a heritage architect.

Policy 25: New structures should demonstrate sympathetic bulk, mass and scale to existing heritage buildings and be designed by an architect.

7.6 EQUITABLE ACCESS

In Australia, equitable access should be guided by the principles outlined in "Access to Heritage Buildings for People with Disabilities", Eric J. Martin, 1997, which finds solutions for achieving DDA compliance while minimising impacts to heritage buildings. Grandchester Railway Station is currently not DDA compliant, and changes such as the construction of an equitable access ramp are required.

7.6.1 Equitable Access Ramp

Section 6.3.1 displays three opportunities for the construction of a ramp to the station building, and assesses their impacts on the heritage values of Grandchester Railway Station.

Policy 26: The installation of an equitable access ramp should be undertaken in a manner sympathetic to the place's heritage values, as outlined at Section 6.3.1.

7.6.2 Toilets

Section 6.3.1 displays three opportunities for the construction of DDA compliant toilets both within and adjacent to the station building, and assesses their impacts on the heritage values of Grandchester Railway Station.

Policy 27: The installation of DDA compliant toilets should be undertaken in a manner sympathetic to the place's heritage values, as outlined at Section 6.3.1.

7.7 SAFETY AND SECURITY

7.7.1 Platform Safety

The proximity to the active railway line, low level of the platform and easy accessibility of the site to the general public poses a risk, and does not comply with current safety standards.

Policy 28: Safety fencing should be installed in and around the site restricting public access to the railway easement, and Figure 6.8 should be used as a guide.

7.7.2 After Hours Security

Since the station building has been vacant, Grandchester Railway Station has been subject to a number of acts of vandalism. While the adaptive reuse of the place is considered to be a positive step to reducing vandalism, after hours security is recommended. Security patrols will have the least impact on the heritage values of the place, however if considered by the lessee to be impractical a security system should be installed in the station.

Policy 29: If required by the new lessee, installation of a security system should be undertaken in a manner sympathetic to the architectural qualities of the building and require minimal changes to the building fabric.

7.8 SERVICES

The installation of services can impact on historic buildings and care must be taken to ensure minimal impact on historic fabric when upgrading or installing new services such as the reticulation of power, water and communications cabling. The least damaging routes should be selected and should be discreetly located to avoid impairing the appearance, character and integrity of Grandchester Railway Station.

7.8.1 Redundant services

A number of redundant services were evident in and around the building which impacts on the aesthetic and physical attributes of the place.

Policy 30: Redundant services within the station building should be removed.

7.8.2 New Services

As discussed in *Section 6.3,* as part of the adaptive reuse, the station will need to be rewired to bring the place up to modern day standards. This should be undertaken in conjunction with the installation of fire services and security systems where these are required.

Policy 31: New services such as ducting, cabling, plumbing, wiring and fire services should be installed using existing voids and cavities where possible.

7.9 MAINTENANCE

Maintenance is an essential part of owning a heritage property and ensuring its preservation for the future.

7.9.1 Maintenance Schedule

While the building is currently in good condition, a number of minor faults were found (see *Section 4*) which form the basis of a prioritised schedule of maintenance found at *Section 8.*

Policy 32: The faults outlined at Section 4 form the basis of a prioritised schedule of maintenance, and monthly, annual and five yearly inspections should be undertaken in accordance with this schedule.

7.10 INTERPRETATION

Heritage interpretation is a means of sharing culture and history within the local and wider community. It is also a means of passing on knowledge and appreciation of a place's cultural heritage to future generations so this is not lost. Interpretation should be an integral part of the experience of significant heritage places where site access is feasible within security and safety requirements.

7.10.1 Interpretation

Grandchester Railway Station is has great historical value, and the history and development of the place should be made publically available through the place's interpretation. The proposed adaptive reuse of the ticket office as the booking office for Cobb and Co tours and a museum provides an ideal opportunity for interpretation through displaying photographs, artefacts and memorabilia associated with the history and development of the station.

Policy 33: The history of the Grandchester Railway Station should be made more publicly accessible through the interpretation of the place's development and history within the ticket office.

7.10.2 Collection Policy

A collection policy is an important document which identifies the significance of items in a collection, and outlines processes and procedures for the accessioning, display and ongoing care of items to be exhibited. It also provides scope for any future acquisitions.

Policy 34: QR should work closely with the new lessees to determine items to be displayed within the building, and an external consultant engaged to prepare a collections policy outlining which items to be displayed, how they should be displayed, and any conservation requirements they may have.

7.11 COMPLIANCE

It is necessary to comply with relevant legislation and obtain relevant permits when undertaking any sort of work on the site including excavation, construction of buildings or removal of vegetation. It is also essential to keep a record of changes to a place.

7.11.1 Compliance

The station does not currently comply with equitable access and safety requirements and will require alterations to achieve this.

Policy 35: To put the station back into use, changes such as provision of disabled toilets, an equitable access ramp and safety fencing to the platform will need to be undertaken to ensure BCA and DDA compliance.

7.11.2 Heritage Approvals

A discussed at Section *6.2.2*, DERM has a list of pre-approved works known as General Exemptions (see *Annex B*) which covers minor repair and maintenance work. However, more major work requires permits to be obtained prior to undertaking the work. Exemption Certificates are required for minor development works.

Policy 36: Developments considered to have a low impact on the site should be referred to the Queensland Rail Heritage Committee for their assessment and approval.

For more extensive development which is likely to have an impact on the cultural heritage significance of the place, a development application will need to the lodged. Through this system, applications for development in a registered place are lodged with the local government or building certifier and are referred to DERM for assessment.

Policy 37: A Development Application should be lodged for major development works which will impact on the heritage values of the place, such as alterations to early and original fabric.

7.11.3 Building Approvals

Development works such as the installation of new services should also comply with current building regulations and planning controls.

Policy 38: Owners should seek advice from relevant authorities and local governments to ensure they have all appropriate approvals prior to undertaking the proposed work.

7.11.4 Documenting Change

Articles 31 and 32 of the Burra Charter recommend documenting changes and keeping records of a heritage place. The DERM guidelines for archival recording include the preparation of measured drawings of the site which include:

- A location plan;
- A site plan (1:500 or 1:200);
- A floor plan/s (1:100 or 1:50); and
- Any other significant details (1:20 or 1:10).

Photographic recording may also be a useful prior to any alterations on site. Photographic recording should include negatives and proof sheets of black and white and colour photographs in 35mm. Specific photographs should include:

- General views to and from the site;
- Relationship of the place to its surroundings;
- Record of individual features including close ups and contextual photographs of the item; and
- Any significant details.

Because there are few historical records for Grandchester Railway Station, and due to its high significance as Queensland's earliest surviving railway station, it is important to retain as much information as possible.

Policy 39: Records of changes to Grandchester Railway Station should be retained by the owner, and copies forwarded to the DERM for retention in their archives.

7.12 HAMP LODGEMENT AND REVIEW

It is important that the HAMP be readily available to building occupants, contractors and heritage authorities, and for the HAMP to remain up to date.

7.12.1 Lodgement of documents

Article 28 of the Burra Charter recommends storage of site information and recording in public archives such as public library, archive or government department. It is therefore recommended that any archival recording of the place be deposited in the local history section of the Ipswich City Council Library, and be provided to the DERM as a record of the conservation policy and work to the building.

Policy 40: This HAMP along with any additional conservation works documentation should be submitted to the DERM and Ipswich City Council Heritage Unit as a record of the conservation policy and work to the building.

7.12.2 Review of Heritage Asset Management Plan

This HAMP provides general conservation advice for the building aimed at the proposed lease for the Grandchester Stagecoach Company. Where the use of the place changes in the future, the HAMP should be revised to provide up to date guidance on the use and management of the place.

Policy 41: This HAMP should be revised and updated if the use, ownership or management of Grandchester Railway Station should change, or every ten years.

8 MAINTENANCE SCHEDULE

8.1 CYCLICAL MAINTENANCE SCHEDULE

This section provides a strategy for the owner to ensure the continuing care and conservation of the significant heritage values of Grandchester Railway Station. The desirable standard of maintenance depends on the intensity of use and climatic conditions. A prioritised schedule of repairs is also included.

Maintenance at Grandchester Railway Station should ideally be tackled by routines of monthly, annual and quinquennial (five yearly) inspections, followed by brief reports. Examination of the setting and the extant features of the site should be carried out systematically by the owner.

The following checklist is an indication of what needs to be done at Grandchester Railway Station to ensure issues that may have an impact on heritage values are mitigated.

8.1.1 *Monthly Routine*

Each month, a delegated person should walk around the site and take note of and action the following problems:

- Unauthorised entry;
- Overflowing gutters;
- Loose or missing roof sheeting;
- Uncontrolled vegetation;
- Water and wind damage; and
- Borer dust and termite mudding.

8.1.2 *Annual Routine*

Once a year a more thorough walkover of the site should be undertaken, specifically targeting the following:

- Condition of road, garden edges, perimeter fences, trees and shrubs;
- Check and clear stormwater pits and drains;
- Inspect roofs (outside and inside), gutters, rainwater disposal outlets and gulley traps;

- Check all timber elements for rot, borer or termite infestation. Look in subfloor and roof spaces;
- Check ceiling spaces for dust, dirt, birds nests and vermin activity;
- Arrange the inspection and checking of fire fighting equipment for operation and currency;
- Inspection and checking of all electrical services for operation and currency; and
- All plumbing lines and drainage of all sinks, basins, showers and toilets.

8.1.3 Quinquennial (Five Yearly) Routine

Every five years a heritage practitioner should make a full report of the site. Any structural defects that should be kept under observation should be noted and the cyclical maintenance plan should be updated drawing attention to any defects or where further study might be required. Proposed actions should be prioritised and recorded in a maintenance log book:

1. Small items (basically good house keeping);
2. Repairs to electrical, plumbing and drainage services;
3. A rolling program of long term preventive maintenance carried out year by year; and
4. Major items of renewal such as roofs, walls, windows and doors.

The scope of a typical quinquennial inspection would be consistent with the list of items set out in the annual inspection.

8.2 PRIORITISED SCHEDULE OF REPAIRS

The following schedule of repairs in *Table 8.1* is a result of ERM's inspections of the site. Works noted as being high priority should be undertaken immediately, moderate within year, and low within the next five years.

Table 8.1 Prioritised Schedule of Repairs

Site Fault	Description of the Work	Priority
Grounds		
Gate across road is decayed and has been painted with acrylic paint.	Replace decayed pieces of timber with like, remove acrylic paint and repaint using oil based paint system.	Moderate
Timber picket fence and gate between tankstand and station is decayed.	Replace with new timber picket fence and paint using oil based paint system.	Moderate
Water overflowing from station tanks and pooling into depression east of station and south of the platform.	Redirect overflow to drain into stormwater or adjacent creek.	Moderate
Platform		
Timber ramp at eastern end sits directly on ground and poses threat for termites.	Create a termite barrier by ensuring timber is raised off the ground and sitting on concrete.	High
Timber hand rails and posts showing signs of decay in a number of areas.	Replace decayed pieces of timber with new hardwood pieces and paint using oil based paint system.	Low
Station		
Tank stands east of station rotting as a result of being constantly wet.	Rectify drainage problem to ensure water is directed away from the building.	Low
Missing mid rail in balustrade near toilets.	Replace mid rail with new hardwood piece and paint using oil based paint system.	Moderate
Paint flaking on some timber elements within interior spaces.	Lightly sand and repaint in existing colour scheme using oil based paint system.	
Piece of plywood fixed to bottom of signals cabin door.	Undertake door repairs to match existing.	Low
Downpipe at front of building directing water below the station.	Rectify drainage problem to ensure water is directed away from the building.	Moderate
Some lifting sheets of corrugated iron.	Refix lifting sheets.	Moderate
Redundant services within ticket office,	Remove redundant services.	Low
Missing and damaged putty in windows.	Replaced damaged and missing window putty.	Moderate

Site Fault	Description of the Work	Priority
Timber elements sitting on ground at western end of building posing termite risk.	Fix levels, ensure timber is raised off ground and maintain existing termite control system.	High
Tankstands		
Timber elements of stand show signs of cracking, decay and previous termite damage.	Undertake detailed investigation of structural integrity. Where timber members are in poor condition, replace like with like.	Moderate
Timber elements have been painted in acrylic paint.	Remove acrylic paint and repaint using oil based paint system.	Moderate
Evidence of corrosion on water tank.	Undertake detailed inspection of tank to determine its structural integrity.	Low

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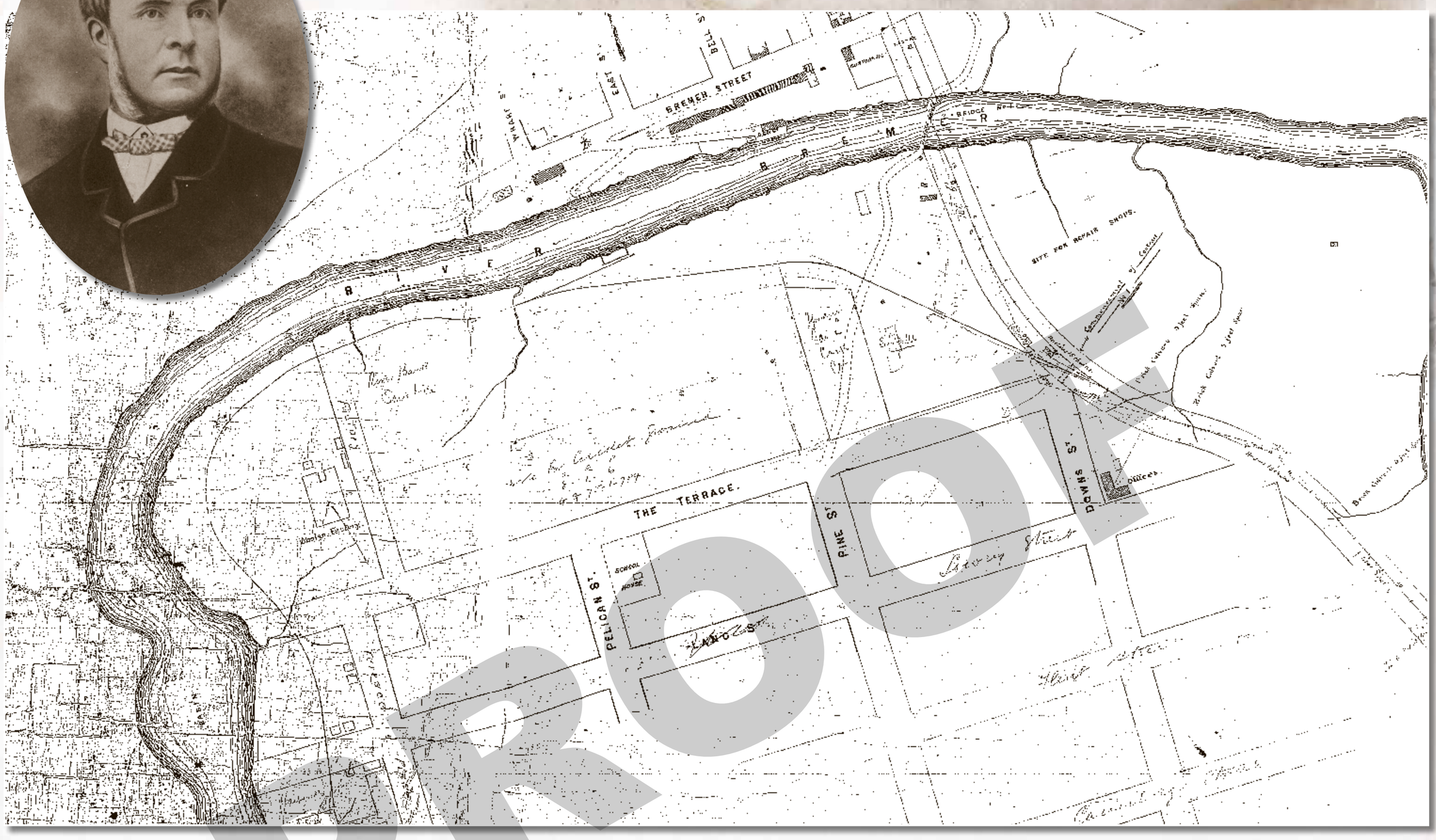
Annex A

From Queensland's Southern and Western Rail to Queensland Rail

From Queensland's *Southern & Western Railway* to Queensland Rail



Part of the original railway survey from north Ipswich to Bigges Camp, showing the site of the 1864 workshop area, north Ipswich.
Inset: *Abram Fitzgibbon, first Commissioner for Railways, and first consultant for the railways, who sold the government on the 1067mm gauge.*

A tale of railway Beginnings...

In the last weeks of July 1865, the population of southern Queensland watched with increasing interest and confidence, the anticipated completion of the first section of the Southern and Western Railway. As the preparations began for the opening of Section One from Ipswich to Bigges Camp, the population of Brisbane and Ipswich would have had time to reflect on the rapid developments of the age around them. The world of the 1860s was a time of great social and technological change.

For the editor of the Brisbane Courier the opening of *"... the Southern and Western Railway, though not an accomplished fact yet, is just on the eve of being so, and probably the date of publication of a railway timetable may be reckoned one of the most brilliant epochs in our brief history." For the local people, the opening of a railway line was an issue that had been part of their lives ever since the separation of the colony of Queensland from New South Wales in 1859.*

The provision of railway communication for Queensland was a contentious issue on many levels. Politically, the 1863 Railway Bill was one of the most fiercely debated bills that had been placed before the colonial legislature. The main opposition centred on the choice of three foot, six inches as the gauge for a main line. The support of the Minister for Lands, Arthur MacAlister was crucial during the debate and more influential was the report handed down from the consultant engineer, Abraham Fitzgibbon. Fitzgibbon's report called for not only a narrow gauge, but steep grades, sharp curves and lightweight rollingstock.

Tenders for Section One of the Southern and Western Railway were called for and closed on 3 January 1864. The world wide railway construction company of Peto, Brassey and Betts were subsequently awarded the contract for £86,900.

In the 1840s, this firm had constructed much of the trunk railway network in Britain. Initially, the line was surveyed to run from north Ipswich keeping to the north side of the Bremer River.

The first sod of this railway was turned by Lady Bowen at a special ceremony on 25 February 1864 at north Ipswich.

The major engineering works on the line consisted of four wrought iron girder bridges crossing Wide Gully (near the south entrance of the modern workshops), Mihi Creek and Iron Pot Gully. In keeping with a philosophy of lessening costs, 22 timber bridges were also provided along the length of line.

The first section of railway that would be opened to public traffic was in many aspects an English railway transported to the colony. In keeping with the Southern and Western Railway being a fully imported concern the labourers (Navvies) to construct the right of way were also recruited by contractors and

From Queensland's *Southern & Western Railway* to Queensland Rail

One of the original wood burning A10's No 4, or PBB No 1, the contractors locomotive.

11 January, 1865, what is thought to be the first run of A10 No 2 (Faugh-a-Ballagh), from North Ipswich railway workshops.

brought to Queensland from Europe. They arrived on specially chartered ships of the Black Ball Line, and were expected to work a ten hour day, for about 35 shillings a week. Local contractors were also able to secure work for station construction and sleeper getting. Not only was the birth of the Southern and Western a stormy political beginning, difficulties were experienced between the construction workers (Navvies), as well as with the supply of rollingstock and materials.

Big in Bigges Camp...

Bigges Camp was decided as the terminus of Section One because of the engineering works that would be encountered on the Little Liverpool Range, thereby opening a paying section as soon as possible. Bullock teams had used Bigges Camp as a watering hole (of the natural and fermented varieties) for nearly twenty years. The new railway would continue on with this practice. From Bigges Camp passengers would also be able to transfer to Cobb and Co. coaches to complete their journey to Towooomba.

In engineering practises signalling, was copied from systems available in England. The workforce to operate and maintain the rolling stock on the line were also imported from England. Most of the traffic staff had arrived from Britain on board the "Commodore Perry", a vessel charted by the Queensland government to bring out equipment and personnel for the fledgling railway.

A very English Railway...

To provide motive power on the line four locomotives were ordered from the Avonside Company of Stratford-on-Avon, in England. A 2-4-0 wheel arrangement, costing 1260 pounds, these small (25 ton) locomotives burnt firewood supplied from timber alongside the line. They were assembled from kit-form, at North Ipswich, near the present day Hotel Cecil.

Each locomotive was named. The first engine in steam (Faugh-a-Ballagh) later No. 2, earnt its magnificent name, from the traditional Irish postal cry of "clear the way". No. 1 was christened Premier, No. 3 Lady Bowen, after Roma Diamantina wife of the Governor, and No.4, Pioneer.

The first locomotive to move under its own steam was Faugh-A-Ballagh, an event that took place as a test run from North Ipswich to Wide Gully with two carriages on 11 January 1865. The noise of those first shrieks of the whistle on that day apparently caught many Ipswegians by surprise, but not some local children who turned up for the ride. Other longer test runs were accomplished on 13 April, and on 22 April 1865, on a contractors special to Walloon.

A right way for a railway...

Along the Right of Way to Bigges Camp two stations were provided, Walloon and a smaller halt called Moruya. Walloon station was similar in design and construction to that at Bigges Camp. Locomotives would take water at this station or take the opportunity to take on cut timber for the rest of the run to Bigges Camp. On opening day both of these were described as being completed and in neat trim. This was

From Queensland's *Southern & Western Railway* to Queensland Rail

in contrast to the Ipswich and Bigges Camp stations both of which were only half finished on opening day.

The Ipswich station was also a pre-fabricated design imported from England and constructed of iron, being some two storey's in height. Special goods sheds were also provided in what was a cramped location for a railway terminal. In design, it was an imposing building, similar to colonial stations being built in India. It was obviously meant as a statement of pride for the colonists in the first government owned railway in the world.

Feeling Feverish?

As opening day approached, and was set for 31 July, feverish preparations were being carried out by the residents of Ipswich, as well as by the railway staff and contractors. Complaints were being made about the slowness of the work, and the Brisbane Courier reported on 18 July 1865,

The rails have been laid as far as Bigges Camp, but a great deal of ballasting has yet to be done. It is proposed however to open the line upon the 31st instant...The rollingstock to be employed on the first section is almost ready for work. The iron work of the Bremer Bridge is nearly finished, the planking remains to be done, the stone abutments are still unfinished.

On the night of the opening it was also planned to have a glittering railway ball in Ipswich to celebrate the opening. This event was to be held at the School of Arts and was expected to be one of the most successful ever held in the colony, with over three hundred guests being expected to take part. Decorations for the evening were to include, signals, coloured lights, models, and the spade and barrow used for the turning of the first sod.

On July 25, the Queensland Times reported that great preparations were being made to officially welcome the railway age. A public holiday was to be declared on Monday 31st. Five hundred invitations were issued by Samuel Willcox, on behalf of Peto Brassey and Betts, the railway contractors.

Photograph taken in 1867 at Lockyer Creek crossing at Gatton, showing construction train, and plate girder bridge.

A12 class steam locomotive and train, possibly at Grandchester in late 1870s. Image courtesy of John Oxley Library.

Four trains hauled by each of the locomotives were arranged to take the guests to a special luncheon near the mouth of the first tunnel on the Little Liverpool Range. Passengers were to detrain at a temporary platform and proceed up the hillside so that they could overlook the railway works, from a special marquee erected for the occasion. Bigges Camp was to be by-passed for its opening day.

Sometimes confused with Grandchester, original Gatton Station around the late 1860s.

From Queensland's *Southern & Western Railway* to Queensland Rail

A bit rough and ready 31 July 1865...

Train services actually began on Saturday, July 29, and Sunday, July 30, with two departures from Bigges Camp at 4.30 pm with two special trains to bring to Ipswich the invited guests from Toowoomba. However fears were held that the first trains could face derailment due to the unsteady ballasting that had only just been completed a few days before. It was to be a rather rough and ready railway that would greet the guests on July 31.

July 31 1865 was according to the records a fine and clear day. As originally planned the trains were to depart from Ellenborough Street Station, and not North Ipswich. The departure times were to be at 10.00 a.m.,10.20, 10.41, and the vice-regal train was due to whistle out at 11.00 am. Contemporary accounts of the day spoke of a great throng that had gathered outside of the station to cheer off each of the trains.

One of the original four steam locomotives, A10 No 3 (Lady Bowen), at Chinaman's Creek near Tiaro in the early 1880s.

Uniform criticism of Queensland Railways...

The correspondent from the Queensland Daily Guardian recorded his impressions of that day:

Excepting a little more than the ordinary bustle of a railway terminus at home, there was not a great deal to distinguish the scene yesterday morning at our first grand venture in railway locomotion. The guards were just as railway guards usually are - big, bluff, good humoured looking fellows with beards...[but] why those same good looking fellows should be made guys of by the abominable ugly costume which has been provided for them...(when) a neat and smart yet inexpensive suit might easily be selected, instead of the ill-looking ill fitting, clumsy garments that they were attired in.

Criticism of the railway uniform began early in Queensland !

The journey Begins...

Locomotive No.1 came out from its shed with a piercing scream on its whistle, shunted on to a long tail of carriages behind it and puffed its way into the platform. All the locomotives and carriages were polished until they glistened brilliantly in the morning sun. Locomotives and carriages were also decorated with evergreen laurels, and newly made flags in which red white and blue dominated.

For the first time travellers the carriages looked very small and narrow, and although comfortable, confined for the Queensland climate. There was some concern also about the lack of light and ventilation in the carriages.

The first of the special trains moved out of Ellenborough Street at 10.05- and like all the trains that ran that day- they left late! The train conveying the vice regal party left a few minutes after eleven to rousing cheers, and a special salute from the Ipswich Volunteer artillery.

Fine and clear for The Big Day...

The morning and indeed the entire day continued remarkably fine and clear; and as each train passed through the multitude of people that had assembled on all sides to witness the departure , crossed the noble bridge that spans the Bremer, and wound around the rather startling curve that almost immediately occurs upon the line...one could not help feeling that it was under the happiest and most cheering auspices that the first Queensland railway was being opened.

The character of the line with its curves, steep grades and lightweight rollingstock seemed to be of concern to the Brisbane Courier correspondent who travelled on that first train.

A great example of early marketing at work. Taken in 1867, on the original Ipswich roadrail bridge over the Bremer River, A10 Class and Train.

The adoption of this system of earthworks, and the real danger of a train leaving the line was compensated for by the driver who was careful in manipulating ,the apparatus for adding to or taking from the speed of an engine. Apparently it reminded the passengers of a jockey handling a racing horse.

The driver's hand never left the starting and throttle valve levers from the time the train started from Ipswich until its arrival at Bigges Camp. He was also very careful in watching the grade posts - situated at the right hand side of the line, indicating the extent of the gradient.

Wandering to Walloon...

As far as Walloon the line was a rollercoaster of dips and steep climbs, with a series of sharp curves opposite Woodend,(home of Arthur Macalister-the location of the North end of Ipswich Workshops today). These 6 chain curves could only be negotiated by the train at 8 miles an hour. The correspondent reported *that the train made a very graceful sweep indeed round it, if anything connected with locomotives can be termed graceful at a slow pace.*

The first train after a stop at Walloon arrived in Bigges Camp at 11.06, just over an hour for the run of twenty-one miles. The Vice-Regal party after their late departure made it to the terminus at 1.20pm. The trains continued past Bigges Camp station to the temporary platform near the mouth of the first tunnel on the Little Liverpool Range. Some of the guests took the opportunity to explore the recently begun tunnelling works, before climbing to the brow of the hill for their luncheon.

From Queensland's *Southern & Western Railway* to Queensland Rail

Photograph thought to be of opening event at Bigges Camp (Grandchester) in 1865.

The original Ipswich station at Ellenbrough Street, around 1867.

In 1964, station master hands over train staff to the crew of BB18 1-4 1076. Eric Marggraf/Queensland Rail Historical Collection.

Not being quite honest to history, a photo of A10 No 3 (B Class Neilson), Carriage and Brake Van, in a 1914 recreation of 'the first train.'

Reinventing history Queensland Railways style in 1965, A10 No 6 at Grandchester Centenary 1965.

B12 class steam locomotive at Grandchester, with A12 class in platform. Plane trees provide a lot of shade!

O'Reilly, O'Really? Oh, a hundred thousand welcomes!

As guests arrived at the marquee, which was again decorated with laurels, flowers and flags in red, white, and blue a large banner in gaelic from the railways Irish contingent greeted them, **Cead Maille Failthe** (A hundred thousand welcomes!) according to the Queensland Daily Guardian's reporter.

Party on, Pilgrims...

After a sumptuous luncheon, drinking of toasts, and long winded speeches, the four trains departed and had their guests back in Ipswich by 6.00pm for the Railway Ball. Not without some concern to passengers as they experienced a rough ride over the newly ballasted sections.

From Tuesday 1 August the railway got down to the business of what is has been doing for nearly 150 years, taking people, and products to their destinations on a regular timetable.

This was in contrast to the Bullock teams who could only manage 15 miles a day and who were to be superseeded by the railways in Queensland transport. As trains began regular services on the first section of line, navvies were still hard at work creating the first railway line to cross the Great Dividing Range in Australia, to Toowoomba.

An early traveller on the line Alice Frere, on an around the world trip in August 1865, recalled her experience of travelling on the first section of railway in Queensland between Ipswich and Bigges Camp.

The next day we sent on the carriage and horses by an early train to Bigg[e]'s Camp, and followed later. This is the only piece of railroad yet opened in Queensland. The gauge is but three foot, as they could not with anything wider have managed the sharp curves which frequently occur in the course of the twenty-one miles...The carriages take three persons abreast, but, to enable them to do so, are made to project considerably on either side of the wheels; so that, in going around some of the sharpest curves, one can see easily into the next carriage but one. An old woman in our carriage was very proud of this little bit of railroad.

This little bit of railway was progressively extended further westward. In April 1866, the line across the Little Liverpool Range was opened through the partially brick lined Victoria Tunnel, and on 1 June 1866 to Gatton. However the major ascent of the Main Range to Toowoomba was not opened to traffic until 1 May 1867.

That however as we say in history, is another story…

Annex B

DERM General Exemptions

EXEMPTION CERTIFICATE
GENERAL EXEMPTION (G1)

This certificate
Exemption Certificate – General Exemption (G1)
is issued by the Queensland Heritage Council
under s.37 of the *Queensland Heritage Act 1992* and
applies to all places in the Queensland Heritage Register
except those places expressly excluded by
the Queensland Heritage Council pursuant to a notice of revocation.

John Brannock
Chair, Queensland Heritage Council
Resolution 170.55
3 December 2004

Queensland Government
Queensland Heritage Council

EXEMPTION CERTIFICATE
GENERAL EXEMPTION (G1)

contents

EXEMPTION CERTIFICATE
GENERAL EXEMPTION (G1)

PREAMBLE

DEVELOPMENT IN A REGISTERED PLACE

All development in a privately-owned registered place, unless it is emergency work, requires approval by the Queensland Heritage Council under a development permit or an exemption certificate.

All development by the State in a registered place, unless it is emergency work or covered by an exemption certificate, requires a recommendation by the Queensland Heritage Council.

An exemption certificate is issued for development that does not cause detriment to or impact on the cultural heritage significance of a registered place. Development carried out in accordance with an exemption certificate does not require any further approval by the Queensland Heritage Council.

GENERAL EXEMPTION (G1)

This **Exemption Certificate – General Exemption (G1)** applies to all places in the Queensland Heritage Register. The development listed in this Exemption Certificate is approved by the Queensland Heritage Council as exempt development under s.35(4) and s.37 of the *Queensland Heritage Act 1992*. It may be undertaken without further approval by the Queensland Heritage Council provided it is carried out in accordance with this Exemption Certificate and corresponding guidelines (as amended from time to time).

The General Exemption (G1) applies only to specified development in the following categories:

- building maintenance;
- landscape maintenance;
- painting; and
- minor repairs.

The development must be carried out doing as much work as is necessary to repair and secure and to make a place function, but as little as possible, so the history of the place can continue to be recognised in its physical material and not detrimentally impact on the cultural heritage significance of the place.

EFFECTIVE

This **Exemption Certificate – General Exemption (G1)** is effective from 3 December 2004.

Description of exempt development

BUILDING MAINTENANCE

The following building maintenance works are permitted under this General Exemption (G1) and are exempt development under s.35(4) of the *Queensland Heritage Act 1992*.

1. maintenance of any building, structure or monument where maintenance is the continuous protective care of existing material;

2. maintenance of an item to retain its condition or operation;

3. removal of surface deposits, organic growths or graffiti using low pressure water (less that 100psi at the surface being cleaned) or other non-damaging agent, neutral detergents and mild brushing and scrubbing as appropriate for the surface;

4. clearing of paths and drains; and

5. cleaning undertaken in accordance with the cleaning guideline [General Exemption (G1) guideline G1.1.3].

Building maintenance work does NOT include:

- removal of or damage to existing materials; or
- introduction of new materials.

Description of exempt development

LANDSCAPE MAINTENANCE

The following landscape maintenance works are permitted under this General Exemption (G1) and are exempt development under s.35(4) of the *Queensland Heritage Act 1992*.

1. the processes of gardening, namely:- weeding, watering, mowing, top-dressing, hedge clipping, bedding displays, removal of dead trees and plants, replanting the same species or cultivar, disease and pest control and fertilising necessary for the continued health of plants;

2. replanting to conserve the significant landscape character or planting theme;

3. in the event of the loss of any significant planting, replanting with the same species;

4. pruning to control size, improve shape, flowering or fruiting and the removal of diseased, dead or dangerous material, not exceeding 20% of the crown of a tree within a period of 2 years; and

5. maintenance of existing hard landscape elements including roads, driveways, tennis courts, pools, paths, fences, gates, walls, edges, pavilions, arbours and gazebos, bush houses and the like, drains, water reticulation facilities and other utilities.

Landscape maintenance work does NOT include:

- removal, major alteration or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; and
- damage or major alterations to layout, garden walls and edges, surfaces, contours, plant species, or other significant landscape features.

Description of exempt development

PAINTING

The following painting works are permitted under this General Exemption (G1) and are exempt development under s.35(4) of the *Queensland Heritage Act 1992*:

1. painting that uses the existing colour scheme; or
2. painting that uses a documented surface preparation, paint system and colour scheme that has been approved by the Queensland Heritage Council; and
3. painting of an interior area of a building which has been approved by the Queensland Heritage Council as not being of cultural heritage significance.

Painting work in 1. and 2. must also

- use an undercoat over existing paint work as an isolating layer to provide a means of protection for significant earlier layers or to provide a stable basis for repainting; and
- use a paint type or system that is appropriate to the substrate and does not endanger the survival of earlier paint layers; and
- prepare the surface by cleaning, hand scraping and hand sanding only; except that an orbital sander may be used as a smoothing / finishing tool.

Painting work NOT permitted under the General Exemption (G1) includes:

- painting over an original finish; or
- painting over or removing wallpaper that is an original or significant finish; or
- painting over a surface that has never been painted; or
- painting over a varnished surface; or
- removal of all paint to the substrate; or
- disturbance or removal of earlier paint layers other than that which has failed by chalking, flaking, peeling or blistering.

Description of exempt development

MINOR REPAIRS

The following minor repairs are permitted under this General Exemption (G1) and are exempt development under s.35(4) of the *Queensland Heritage Act 1992*:

1. repair or replacement of missing, damaged or deteriorated physical material that is beyond further maintenance and that matches the existing physical material in appearance, material and method of fixing; and
2. replacement of services such as cabling, plumbing, wiring and fire services that use existing service routes, cavities or voids or replace existing surface mounted services.

Repairs MUST

- be based on the principle of doing as little as possible and only as much as is necessary to retain and protect the element;
- maximise protection and retention of physical material and include the conservation of existing detailing; and
- match like with like.

Repairs MUST NOT

- involve a high proportion of the physical material of an element or of the place;
- involve damage to or removal of significant physical material;
- use new materials that exacerbate the decay of existing physical material due to chemical incompatibility;
- obscure existing physical material; or
- limit access to existing physical material for future maintenance.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION (G1)

CONDITIONS

These conditions apply for all exempt development in the categories of building maintenance, landscape maintenance, painting and minor repairs listed in the General Exemption (G1).

1. The only development authorised by this Exemption Certificate is the work listed and described in this certificate issued by the Queensland Heritage Council..
2. The works must only be carried out in accordance with the current approved guidelines.
3. All exempt development is to be planned and carried out in a manner that prevents damage to the physical material of the registered place.
4. If original or previously hidden or inaccessible details of the place are revealed which relate to its significance, then the exemption covering this development will cease and the Environmental Protection Agency is to be notified as soon as possible.
5. Notwithstanding the granting of this Exemption Certificate the Queensland Heritage Council may revoke the exemption certificate or amend the exemption certificate (including conditions) if the cultural heritage significance of the place is at any time threatened or harmed.
6. This Exemption Certificate is effective from the date of issue until amended or revoked by the Queensland Heritage Council.
7. It is the responsibility of the owner of the registered place to ensure that all development is carried out in accordance with the Exemption Certificate.

NOTE

Nothing in this Exemption Certificate exempts owners or their agents from the responsibility to obtain relevant planning or building approvals from the responsible authorities.

GENERAL EXEMPTION (G1) GUIDELINES

All exempt development must be carried out in accordance with this Exemption Certificate and the corresponding guidelines. These are the General Exemption (G1) guidelines.

Exemption certificates: overview
General exemptions: overview
Lead paint: cautionary note
Asbestos: cautionary note

G1.1.1 Building maintenance: approvals – what and why
G1.1.2 Building maintenance: inspections
G1.1.3 Building maintenance: cleaning

G1.2.1 Landscape maintenance: approvals – what and why
G1.2.2 Landscape maintenance: outline

G1.3.1 Painting: approvals – what and why
G1.3.2 Painting: maintenance
G1.3.3 Painting: glossary

G1.4.1 Minor repairs: approvals – what and why
G1.4.2 Minor repairs: metal roofing
G1.4.3 Minor repairs: slate and terracotta roof tiles
G1.4.4 Minor repairs: timber
G1.4.5 Minor repairs: timber doors and windows
G1.4.6 Minor repairs: window and door hardware
G1.4.7 Minor repairs: metal work
G1.4.8 Minor repairs: stone / masonry
G1.4.9 Minor repairs: steel framed windows and doors
G1.4.10 Minor repairs: services

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G2

This certificate
Exemption Certificate – General Exemption G2
is issued by the Queensland Heritage Council
under s.37 of the *Queensland Heritage Act 1992* and
applies to all places in the Queensland Heritage Register
except those places expressly excluded by
the Queensland Heritage Council pursuant to a notice of revocation.

David Eades
Chair, Queensland Heritage Council
Resolution 187.27
2 December 2005

Queensland Government
Queensland Heritage Council

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G2

contents

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G2

PREAMBLE

DEVELOPMENT IN A REGISTERED PLACE

All development in a privately-owned registered place, unless it is emergency work, requires approval by the Queensland Heritage Council under a development permit or an exemption certificate.

All development by the State in a registered place, unless it is emergency work or covered by an exemption certificate, requires a recommendation by the Queensland Heritage Council.

An exemption certificate is issued for development that does not cause detriment to or impact on the cultural heritage significance of a registered place. Development carried out in accordance with an exemption certificate does not require any further approval by the Queensland Heritage Council.

GENERAL EXEMPTION G2

This **Exemption Certificate – General Exemption G2** applies to all places in the Queensland Heritage Register. The development listed in this Exemption Certificate is approved by the Queensland Heritage Council as exempt development under s.35(4) and s.37 of the *Queensland Heritage Act 1992*. It may be undertaken without further approval by the Queensland Heritage Council provided it is carried out in accordance with this Exemption Certificate and corresponding guidelines (as amended from time to time).

The General Exemption G2 applies only to specified development in the following category:

- signage

The development must be carried out so as to ensure that existing significant signage and other significant fabric is not damaged or removed and that inappropriate or excessive signage does not detrimentally affect the cultural heritage significance of the place.

EFFECTIVE

This **Exemption Certificate – General Exemption G2** is effective from 2 December 2005.

Description of exempt development

SIGNAGE

Installation of the following signage is permitted under this General Exemption G2 and is exempt development under s.35(4) of the *Queensland Heritage Act 1992*.

1. temporary signage in a shop window which must
    - be located behind or on the glass surface of a window;
    - not be internally illuminated or flashing;
    - suit the size, scale and design of the place; and
    - not involve fixings which penetrate the significant fabric of the place

2. a real estate sign which is removed within 10 days of the sale or letting of the place;

3. non-illuminated signage to assist in the interpretation of cultural heritage significance of the place; and

4. promotional signage in the form of a flag or banner, a particular flag or banner to be displayed for a maximum period of eight weeks; and

5. additions to existing name-boards such as memorial and honour boards. The additions must match the existing lettering in style, material, size, spacing and colour.

Signage work MUST:
- be in accordance with G2 signage guidelines; and
- be able to be removed without causing damage to the significant fabric.*

Signage work MUST NOT:
- conceal or remove existing significant signage;
- obstruct significant views to and from the place; or
- be painted directly onto any part of the significant fabric of the place.*

* except for item 5 above

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G2

CONDITIONS

These conditions apply for all exempt development in the category of signage listed in the General Exemption G2.

1. The only development authorised by this Exemption Certificate is the work listed and described in this certificate issued by the Queensland Heritage Council.
2. The works must only be carried out in accordance with the current approved guidelines.
3. All exempt development is to be planned and carried out in a manner that prevents damage to the physical material of the registered place.
4. If original or previously hidden or inaccessible details of the place are revealed which relate to its significance, then the exemption covering this development will cease and the Environmental Protection Agency is to be notified as soon as possible.
5. Notwithstanding the granting of this Exemption Certificate, the Queensland Heritage Council may revoke the exemption certificate or amend the exemption certificate (including conditions) if the cultural heritage significance of the place is at any time threatened or harmed.
6. This Exemption Certificate is effective from the date of issue until amended or revoked by the Queensland Heritage Council.
7. It is the responsibility of the owner of the registered place to ensure that all development is carried out in accordance with the Exemption Certificate.

NOTE

Nothing in this Exemption Certificate exempts owners or their agents from the responsibility to obtain relevant planning or building approvals from the responsible authorities.

Prior to commencing work, check with your local EPA office or the EPA website www.epa.qld.gov.au for the current version of the exemption certificate and guidelines.

GENERAL EXEMPTION G2 GUIDELINES

All exempt development must be carried out in accordance with this Exemption Certificate and the corresponding guidelines. These are the General Exemption G2 guidelines:

Exemption certificates: overview
General exemptions: overview
G2.1 Signage: approvals – what and why?
G2.2 Signage: G2

GENERAL EXEMPTIONS ISSUED BY QUEENSLAND HERITAGE COUNCIL

General Exemption G1 (maintenance and repairs): issued 3 December 2004.
General Exemption G2 (signage): issued 2 December 2005.
General Exemption G3 (temporary structures): issued 2 December 2005.
General Exemption G4 (services): issued 2 December 2005.
General Exemption G5 (safety and security): issued 2 December 2005.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G3

This certificate
Exemption Certificate – General Exemption G3
is issued by the Queensland Heritage Council
under s.37 of the *Queensland Heritage Act 1992* and
applies to all places in the Queensland Heritage Register
except those places expressly excluded by
the Queensland Heritage Council pursuant to a notice of revocation.

David Eades
Chair, Queensland Heritage Council
Resolution 187.28
2 December 2005

Queensland Government
Queensland Heritage Council

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G3

contents

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G3

PREAMBLE

DEVELOPMENT IN A REGISTERED PLACE

All development in a privately-owned registered place, unless it is emergency work, requires approval by the Queensland Heritage Council under a development permit or an exemption certificate.

All development by the State in a registered place, unless it is emergency work or covered by an exemption certificate, requires a recommendation by the Queensland Heritage Council.

An exemption certificate is issued for development that does not cause detriment to or impact on the cultural heritage significance of a registered place. Development carried out in accordance with an exemption certificate does not require any further approval by the Queensland Heritage Council.

GENERAL EXEMPTION (G3)

This **Exemption Certificate – General Exemption G3** applies to all places in the Queensland Heritage Register. The development listed in this Exemption Certificate is approved by the Queensland Heritage Council as exempt development under s.35(4) and s.37 of the *Queensland Heritage Act 1992*. It may be undertaken without further approval by the Queensland Heritage Council provided it is carried out in accordance with this Exemption Certificate and corresponding guidelines (as amended from time to time).

The General Exemption G3 applies only to specified development in the following category:

- temporary structures

The development must be carried out so as to ensure that significant fabric is not damaged or removed by the installation, use or removal of a temporary structure and that the structure does not detrimentally affect the cultural heritage significance of the place.

EFFECTIVE

This **Exemption Certificate – General Exemption G3** is effective from 2 December 2005.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G3

Description of exempt development

TEMPORARY STRUCTURES

Installation of the following temporary structures is permitted under this General Exemption G3 and is exempt development under s.35(4) of the *Queensland Heritage Act 1992*.

1. framed structures with or without walls, clad in canvas, plastic or similar lightweight material, supported by poles or similar and fastened to the ground using ropes, pegs or ballast. Examples include tents, market stalls, box framed marquees, umbrellas;
2. furniture and other items for commercial purposes such as tables, chairs, umbrellas, dividers and ramps that are erected and removed each trading day;
3. construction buildings such as site offices, storage containers, gantries and scaffolding; and
4. portable temporary access ramps and platform lifts that facilitate access to the place and that are removed after each use or at the end of the day.

A temporary structure MUST be erected in accordance with the G3 guidelines.

A temporary structure under G3 MUST NOT:

- be larger than 100m^2 ; and
- be located where it could damage or endanger significant fabric including landscape or archaeological features of its curtilage or obstruct significant views of and from the registered place.

A temporary structure under G3 MUST NOT:

- be erected for more than 28 consecutive days;
- be erected for more than 180 days within a twelve month period;

UNLESS

- it can be erected and dismantled on a daily basis; or
- if it is associated with the execution of a building contract, it must be dismantled with 14 days of practical completion.

In addition to the above, for structures associated with the execution of a building contract:

- the building contract must be for approved work to the registered place; and
- the supply of services to such structures must not damage any significant fabric (including the trimming of significant trees or shrubs) or obscure views to and from the place.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G3

CONDITIONS

These conditions apply for all exempt development in the category of temporary structures listed in the General Exemption G3.

1. The only development authorised by this Exemption Certificate is the work listed and described in this certificate issued by the Queensland Heritage Council.
2. The works must only be carried out in accordance with the current approved guidelines.
3. All exempt development is to be planned and carried out in a manner that prevents damage to the physical material of the registered place.
4. If original or previously hidden or inaccessible details of the place are revealed which relate to its significance, then the exemption covering this development will cease and the Environmental Protection Agency is to be notified as soon as possible.
5. Notwithstanding the granting of this Exemption Certificate, the Queensland Heritage Council may revoke the exemption certificate or amend the exemption certificate (including conditions) if the cultural heritage significance of the place is at any time threatened or harmed.
6. This Exemption Certificate is effective from the date of issue until amended or revoked by the Queensland Heritage Council.
7. It is the responsibility of the owner of the registered place to ensure that all development is carried out in accordance with the Exemption Certificate.

NOTE

Nothing in this Exemption Certificate exempts owners or their agents from the responsibility to obtain relevant planning or building approvals from the responsible authorities.

Prior to commencing work, check with your local EPA office or the EPA website www.epa.qld.gov.au for the current version of the exemption certificate and guidelines.

GENERAL EXEMPTION G3 GUIDELINES

All exempt development must be carried out in accordance with this Exemption Certificate and the corresponding guidelines. These are the General Exemption G3 guidelines:

Exemption certificates: overview
General exemptions: overview
G3.1 Temporary structures: approvals – what and why?
G3.2 Temporary structures: G3

GENERAL EXEMPTIONS
ISSUED BY QUEENSLAND HERITAGE COUNCIL

General Exemption G1 (maintenance and repairs): issued 3 December 2004.
General Exemption G2 (signage): issued 2 December 2005.
General Exemption G3 (temporary structures): issued 2 December 2005.
General Exemption G4 (services): issued 2 December 2005.
General Exemption G5 (safety and security): issued 2 December 2005.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G4

This certificate
Exemption Certificate – General Exemption G4
is issued by the Queensland Heritage Council
under s.37 of the *Queensland Heritage Act 1992* and
applies to all places in the Queensland Heritage Register
except those places expressly excluded by
the Queensland Heritage Council pursuant to a notice of revocation.

David Eades
Chair, Queensland Heritage Council
Resolution 187.29
2 December 2005

Queensland Government
Queensland Heritage Council

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G4

contents

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G4

PREAMBLE

DEVELOPMENT IN A REGISTERED PLACE

All development in a privately-owned registered place, unless it is emergency work, requires approval by the Queensland Heritage Council under a development permit or an exemption certificate.

All development by the State in a registered place, unless it is emergency work or covered by an exemption certificate, requires a recommendation by the Queensland Heritage Council.

An exemption certificate is issued for development that does not cause detriment to or impact on the cultural heritage significance of a registered place. Development carried out in accordance with an exemption certificate does not require any further approval by the Queensland Heritage Council.

GENERAL EXEMPTION G4

This **Exemption Certificate – General Exemption G4** applies to all places in the Queensland Heritage Register. The development listed in this Exemption Certificate is approved by the Queensland Heritage Council as exempt development under s.35(4) and s.37 of the *Queensland Heritage Act 1992*. It may be undertaken without further approval by the Queensland Heritage Council provided it is carried out in accordance with this Exemption Certificate and corresponding guidelines (as amended from time to time).

The General Exemption G4 applies to specified development in the category of

- services

The development must be carried out so as to ensure that significant fabric is not damaged or removed by the installation, use or removal of services and that the associated equipment, fixtures, fittings and wiring do not detrimentally affect the cultural heritage significance of the place.

EFFECTIVE

This **Exemption Certificate – General Exemption G4** is effective from 2 December 2005.

Description of exempt development

SERVICES

Installation of the following services is permitted under this General Exemption G4 and is exempt development under s.35(4) of the *Queensland Heritage Act 1992*.

There must be no damage to significant fabric when undertaking the work. If uncertain about the significance of particular fabric or element, clarify its status with the Environmental Protection Agency.

HEATING AND COOLING

1. new ceiling or wall mounted fans in locations where original fittings no longer survive;
2. new fans in new locations in spaces that are not significant and are fixed to non-significant fabric;
3. roof vents to concealed roofs;
4. insulation in ceiling spaces;
5. vertical runs of ducts, pipes and cables in cupboards, service rooms and wall cavities;
6. new split system air-conditioners (cooling, reverse cycle) where components:
   - are not located on major elevations;
   - do not obscure significant fabric; and
   - do not allow a build-up of moisture that could damage significant fabric;
7. repair and upgrading of existing air conditioning systems including:
   - new ducted air-conditioning components located:
     i. in non-significant underfloor or ceiling spaces where the system does not have a visual impact on the significant character of the interior;
     ii. in less visible areas, e.g. basements, secondary areas;
     iii. on less significant elevations and in carparking areas;
     iv. connecting to existing vents.
   - new distribution systems for air-conditioning in existing ducts, chases or shafts.

LIGHTING

1. modern light fittings, fixed to existing ceiling or wall mounts where original fittings do not survive;
2. replacement fittings (secondhand equivalent to original), fixed to existing ceiling or wall mounts where documentary evidence of original is available;
3. new lighting in new locations in spaces that are not significant and fixed to non-significant fabric;
4. exterior lighting not fixed to the building;
5. new light switches, including pull switches, wired using existing cavities or conduits; and
6. new light switches, including pull switches, with minimal new wiring where wiring is concealed and cutting/drilling is minimised to 25mm diameter holes.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G4

ELECTRICITY; PLUMBING AND DRAINAGE; GAS; COMMUNICATIONS

1. new power points and switches where wiring is concealed and any original fittings are retained;
2. new plumbing concealed in existing cavities, subfloor and ceiling spaces;
3. telecommunications (telephone, television, computers etc.) where wiring is concealed in existing cavities, subfloor or ceiling spaces and connection points are discreetly located;
4. new fixtures in kitchens/bathrooms/laundries/laboratories etc. and associated plumbing, drainage, gas fitting and wiring where existing fixtures are not original or significant;
5. water filter systems that are not fixed to significant fabric; and
6. sprinkler systems to gardens.

Installation of antennae and satellite dishes is NOT APPROVED under this exemption.

EXTRANEOUS

1. removal of any extraneous, non-significant items including air-conditioners and associated ducting, lighting, pipe work, wiring, antennae, aerials etc.

Services work MUST:

- suit the character and appearance of the place in materials, colours, bulk, form and appearance where components of the system are visible;
- where components of building services are screened, the screens must suit the character and appearance of the place in materials, colours, bulk, form and appearance;
- minimise visual impact;
- use minimal and reversible fixings;
- locate visible components discreetly;
- be distinguishable as new work upon close inspection; and
- when trenching or disturbance of land is necessary, make good to match existing.

Services work MUST NOT:

- damage or remove significant fabric, except for openings of no larger than 25mm diameter that may be cut or drilled into surfaces to facilitate the insertion of wiring and cabling;
- be located on the main elevations or in prominent roof positions;
- involve chasing into plaster or masonry walls in significant spaces (chasing in other walls must be made good using materials to match existing);
- exacerbate decay of existing fabric due to chemical incompatibility;
- obscure existing fabric; or
- limit access to existing fabric for future maintenance through the introduction of new materials or components.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G4

CONDITIONS

These conditions apply for all exempt development in the category of services listed in the General Exemption G4.

1. The only development authorised by this Exemption Certificate is the work listed and described in this certificate issued by the Queensland Heritage Council.
2. The works must only be carried out in accordance with the current approved guidelines.
3. All exempt development is to be planned and carried out in a manner that prevents damage to the physical material of the registered place.
4. If original or previously hidden or inaccessible details of the place are revealed which relate to its significance, then the exemption covering this development will cease and the Environmental Protection Agency is to be notified as soon as possible.
5. Notwithstanding the granting of this Exemption Certificate, the Queensland Heritage Council may revoke the exemption certificate or amend the exemption certificate (including conditions) if the cultural heritage significance of the place is at any time threatened or harmed.
6. This Exemption Certificate is effective from the date of issue until amended or revoked by the Queensland Heritage Council.
7. It is the responsibility of the owner of the registered place to ensure that all development is carried out in accordance with the Exemption Certificate.

NOTE

Nothing in this Exemption Certificate exempts owners or their agents from the responsibility to obtain relevant planning or building approvals from the responsible authorities.

Prior to commencing work, check with your local EPA office or the EPA website www.epa.qld.gov.au for the current version of the exemption certificate and guidelines.

GENERAL EXEMPTION G4 GUIDELINES

All exempt development must be carried out in accordance with this Exemption Certificate and the corresponding guidelines. These are the General Exemption G4 guidelines:

Exemption certificates: overview
General exemptions: overview
G4.1 Services: approvals – what and why?
G4.2 Services: G4

GENERAL EXEMPTIONS
ISSUED BY QUEENSLAND HERITAGE COUNCIL

General Exemption G1 (maintenance and repairs): issued 3 December 2004.
General Exemption G2 (signage): issued 2 December 2005.
General Exemption G3 (temporary structures): issued 2 December 2005.
General Exemption G4 (services): issued 2 December 2005.
General Exemption G5 (safety and security): issued 2 December 2005.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G5

This certificate
Exemption Certificate – General Exemption G5
is issued by the Queensland Heritage Council
under s.37 of the *Queensland Heritage Act 1992* and
applies to all places in the Queensland Heritage Register
except those places expressly excluded by
the Queensland Heritage Council pursuant to a notice of revocation.

David Eades
Chair, Queensland Heritage Council
Resolution 187.30
2 December 2005

Queensland Government
Queensland Heritage Council

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G5

contents

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G5

PREAMBLE

DEVELOPMENT IN A REGISTERED PLACE

All development in a privately-owned registered place, unless it is emergency work, requires approval by the Queensland Heritage Council under a development permit or an exemption certificate.

All development by the State in a registered place, unless it is emergency work or covered by an exemption certificate, requires a recommendation by the Queensland Heritage Council.

An exemption certificate is issued for development that does not cause detriment to or impact on the cultural heritage significance of a registered place. Development carried out in accordance with an exemption certificate does not require any further approval by the Queensland Heritage Council.

GENERAL EXEMPTION G5

This **Exemption Certificate – General Exemption G5** applies to all places in the Queensland Heritage Register. The development listed in this Exemption Certificate is approved by the Queensland Heritage Council as exempt development under s.35(4) and s.37 of the *Queensland Heritage Act 1992*. It may be undertaken without further approval by the Queensland Heritage Council provided it is carried out in accordance with this Exemption Certificate and corresponding guidelines (as amended from time to time).

The General Exemption G5 applies to specified development in the category of

- safety and security.

The development must be carried out so as to ensure that significant fabric is not damaged or removed by the installation, use or removal of structures and devices for providing safety and security and that the associated equipment, fixtures, fittings and wiring do not detrimentally affect the cultural heritage significance of the place.

EFFECTIVE

This **Exemption Certificate – General Exemption G5** is effective from 2 December 2005.

Description of exempt development

SAFETY & SECURITY

Installation of the following safety and security provisions is permitted under this General Exemption G5 and is exempt development under s.35(4) of the *Queensland Heritage Act 1992*.

There must be no damage to significant fabric when undertaking the work.
If uncertain about the significance of particular fabric or element, clarify its status with the Environmental Protection Agency.

Installation of

- temporary fencing, scaffolding or hoardings that
  - do not connect into significant fabric;
  - prevent unauthorised access or secure public safety; and
  - are installed for up to three months;
- removable bollards to restrict entry or secure public safety;
- alarms and detection devices that are not hard-wired or are wired within existing building cavities or conduits;
- security lighting that is not hard-wired or is wired within existing building cavities;
- video surveillance devices that are wired within existing building cavities;
- locks where original hardware remains in situ;
- smoke detectors;
- emergency lighting;
- exit lighting; and
- portable fire extinguishers using minimal fixings.

For the above work,

- where components are visible:
  - ➔ choose the smallest of its type to minimise visual impact;
  - ➔ materials, colours, bulk, form or appearance of the components must suit the character and appearance of the place;
- where components are screened:
  - ➔ screening must be of materials, colours, bulk, form or appearance that suit the character and appearance of the place;
- all fixings should be reversible;
- new components should not be located on the main elevation of the building or in prominent roof positions;
- do not damage or remove significant fabric – openings no larger than 25mm diameter may be made in masonry or timber to facilitate insertion of wiring and cabling;
- do not chase into plaster or masonry walls in significant spaces – chasing in other walls must be made good using materials to match existing;

- deteriorated existing components are to be replaced with like;
- introduced new materials and components must not:
  - exacerbate decay of existing significant fabric due to chemical incompatibility;
  - obscure existing significant fabric; or
  - limit access to existing significant fabric for future maintenance;
- make good to match existing when trenching or disturbance of land is necessary for the installation of safety and security provisions;

The installation of interior sprinklers and modifications to doorways and other openings is NOT APPROVED under this certificate.

EXEMPTION CERTIFICATE
GENERAL EXEMPTION G5

CONDITIONS

These conditions apply for all exempt development in the category of safety and security listed in the General Exemption G5.

1. The only development authorised by this Exemption Certificate is the work listed and described in this certificate issued by the Queensland Heritage Council.
2. The works must only be carried out in accordance with the current approved guidelines.
3. All exempt development is to be planned and carried out in a manner that prevents damage to the physical material of the registered place.
4. If original or previously hidden or inaccessible details of the place are revealed which relate to its significance, then the exemption covering this development will cease and the Environmental Protection Agency is to be notified as soon as possible.
5. Notwithstanding the granting of this Exemption Certificate, the Queensland Heritage Council may revoke the exemption certificate or amend the exemption certificate (including conditions) if the cultural heritage significance of the place is at any time threatened or harmed.
6. This Exemption Certificate is effective from the date of issue until amended or revoked by the Queensland Heritage Council.
7. It is the responsibility of the owner of the registered place to ensure that all development is carried out in accordance with the Exemption Certificate.

NOTE

Nothing in this Exemption Certificate exempts owners or their agents from the responsibility to obtain relevant planning or building approvals from the responsible authorities.

Prior to commencing work, check with your local EPA office or the EPA website www.epa.qld.gov.au for the current version of the exemption certificate and guidelines.

GENERAL EXEMPTION G5 GUIDELINES

All exempt development must be carried out in accordance with this Exemption Certificate and the corresponding guidelines. These are the General Exemption G5 guidelines:

Exemption certificates: overview
General exemptions: overview
G5.1 Safety & security: approvals – what and why?
G5.2 Safety & security: G5

GENERAL EXEMPTIONS
ISSUED BY QUEENSLAND HERITAGE COUNCIL

General Exemption G1 (maintenance and repairs): issued 3 December 2004.
General Exemption G2 (signage): issued 2 December 2005.
General Exemption G3 (temporary structures): issued 2 December 2005.
General Exemption G4 (services): issued 2 December 2005.
General Exemption G5 (safety and security): issued 2 December 2005.

Annex C

DERM General Exemption Notification Form

Department of Environment and Resource Management

Notification form

Heritage

General exemption notification

Use this form to notify DERM of General Exemption development being undertaken in accordance with section 75 of the Queensland Heritage Act 1992 on a Queensland Heritage Place (a place that is entered in the Queensland Heritage Register).

1. Details

Name (individual or organisation)	
Postal address	
Contact person name	
Contact telephone number	
Contact email	

2. Place Details

Queensland heritage place name (as used in the Queensland Heritage Register)	
Queensland heritage register number	
Registered place address	

Department of Environment and Resource Management
www.derm.qld.gov.au **ABN 46 640 294 485**

Queensland Government

3. Proposed Development

General exemption approved development (tick category of development)	
Landscape maintenance	
Painting	
Minor repairs	
Safety and security	

Description of proposed development Provide a brief description including conservation techniques to be used including:
- conservation or traditional work methods to be used that will match existing appearance, techniques or materials at the heritage place
- details of any chemicals/cleaning treatments
- any trade skills used in carrying out the work
- new materials and work methods that will be used

4. Supporting information (no larger than A3 format)

Provide relevant supporting information to explain the development.

Supporting information attached (Please tick which information is attached)	
Location plan showing development in relation to features of the place	
Recent photographs	
Scaled site plan	
Scaled drawings of development including plans, sections and elevations	
Specification of works	
Consultants report	
Other (please specify):	

5. Signature of Owner or Authorised Person

As owner of the place subject of this notification, or the legally authorised representative of the owner, I hereby notify DERM of intended development to be carried out pursuant to *section 75 of the Queensland Heritage Act 1992.*

SIGNATURE	DATE

Send **one copy** of this form and supporting information to:

Department of Environment and Resource Management
Implementation and Support Unit
GPO Box 2454
BRISBANE Q 4001

Telephone: 1300 130 372
Facsimilie: 07 3896 3342

Enquiries:

For more information about carrying out work at a heritage place telephone **DERM Customer Service Centre** on **1300 130 372** and ask to speak to a heritage officer in the region in which the heritage place is located