

Historical influences and typology

The area in the vicinity of Crows Nest was declared a town in 1876. Key historic themes include:

The early Darling Downs: exploring the land and establishing settlements

In the 1840s, large areas of land were taken up in the general area of Crows Nest as sheep runs; however, these pastoral holdings were subdivided and opened for selection by the mid-1870s. During this time, forest reserves were dedicated to encourage the growth of the timber industry and immigrant settlers began establishing dairy farms. By 1876, Crows Nest was officially declared a town.

'Opening up' rural settlements: the advent of rail and establishing railway towns

Crows Nest was the terminus of the former branch railway line constructed from Toowoomba to Crows Nest in 1886. The town originally developed around the present-day Albert and South Streets, but with the coming of the railway, the town centre moved further north towards the railway. As the rail head for the region, Crows Nest became a relatively substantial town in the early twentieth century until the closure of the line to Toowoomba in the early 1960s.

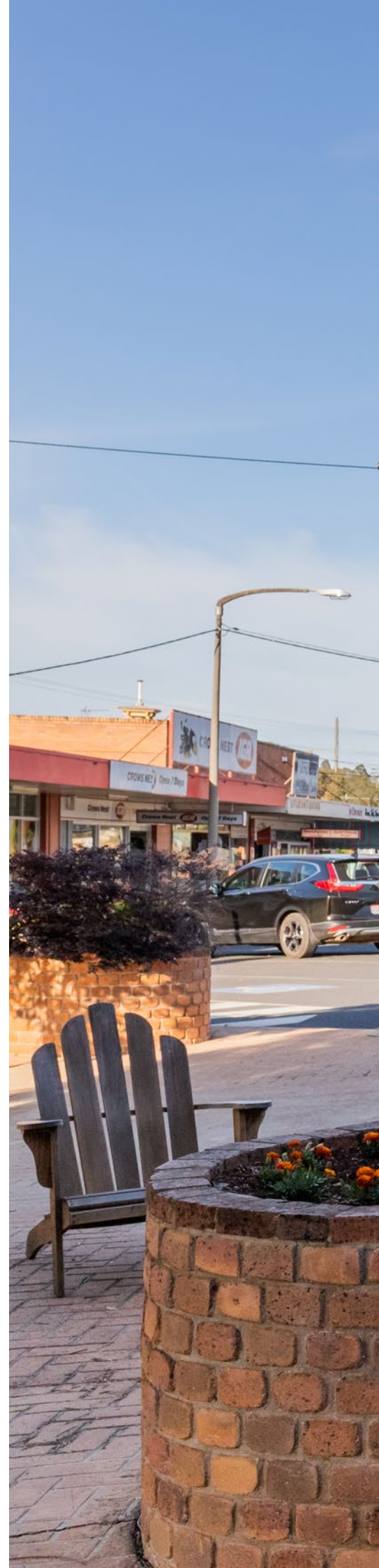
Living off the land: developing primary and secondary industries

With the arrival of rail, the town prospered and became an established place to live and work, partly due to its plentiful natural timber resources (e.g. pine, blackbutt, stringybark, ironbark) and the surrounding lands' suitability to the growing of food crops (e.g. potatoes, maize, wheat, lucerne) and dairy farming. The latter was consolidated with the establishment of the Crows Nest Butter Factory (1905 to 1969), which processed milk and cream from local farms. With its closure, the local district's dairy produce had to be conveyed to Goombungee and then Oakey, and as a result dairying in Crows Nest declined.

Country living: establishing institutions and shaping community life

The early development of the town of Crows Nest was largely a result of the efforts of an early storekeeper, J.T. Littleton, an entrepreneur (also appointed as police magistrate) who wanted to establish a new town. The early public buildings included a court house, police barracks, a railway station, a hotel, four churches, and a state school. In addition, a large emporium was built by James Nolan in 1916, known as Nolan's Block, as one of the main stores of Crows Nest. The town consolidated in the 1920s and 1930s largely due to the success of the timber industry; however, by the mid-twentieth century, the population contracted as many local rural industries stagnated. A series of major fires in 1949 and 1967 also destroyed many of the buildings in the main street.

[View along Curnow Street >](#)





Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none">• The western part of the settlement is located on arenite-mudrock associated with the Marburg subgroup, with the eastern part of the town comprising arenite of the Helidon Sandstone. East of the settlement, the undulating and elevated landscape comprises the harder granitoid rocks of the Crows Nest Granite.• The settlement is situated at a high elevation at up to around 550m AHD. However, it appears relatively lower and somewhat less sloping than the immediately surrounding landscape, being located on gently rising land around the valleys of Bald Hills and Crows Nest Creeks.• The undulating landscape that forms the context of the settlement culminates in a series of hills and ridges. North of the town, a gentle grassy ridge provides visual containment to the settlement. To the immediate east, the town is defined by a prominent wooded hill which extends to Dingo Mountain and reaches up to 600m AHD, which forms an important defining backdrop to the settlement. At around 4km to the southwest lies the Great Dividing Range, which reaches heights of up to 760m AHD.
Hydrological features	<ul style="list-style-type: none">• Bald Hills Creek and Crows Nest Creek are important features both of the local landscape and the history of the town.• Bald Hills Creek flows eastwards in the northern part of the town, to the immediate north of the New England Highway (A3)/Thallon Street, then flows southwards around the eastern boundary of the town (at the base of the wooded hill described above). Here it has its confluence with Crows Nest Creek that traverses northwards east of the New England Highway (A3)/Toowoomba Road. The combined waterways then flow in a generally northeasterly direction, forming part of the Brisbane River catchment.• An important waterhole, the 'Pump Hole' is located close to the confluence of Bald Hills and Crows Nest Creeks.
Vegetation features & habitat values	<ul style="list-style-type: none">• The wooded hill to the east of the hill, which extends to Dingo Mountain is a key characteristic of the town. This land is essential habitat and MSES (endangered/of concern). This comprises Broad Leaved Ironbark (<i>Eucalyptus fibrosa subsp. fibrosa</i>) woodland on sedimentary rocks (RE 12.9-10.19) and Blackbutt (<i>Eucalyptus montivaga</i>) woodland on sedimentary rocks (RE 12.9-10.19).• The creeks are also important vegetated corridors that contribute to the character of the town. These comprise riverine wetlands and fringing riverine wetlands of Giant White Gum (<i>Eucalyptus nobilis</i>) open forest (RE 12.3.9)• Crows Nest National Park is located around 2km to the northeast of the town and attracts visitors to the town.

"The recently established Dingo Mountain Park is home to gliders and other wildlife, and represents a unique ecosystem type occurring only on sandstone near Crows Nest. A woodland walk to the ridgetop is rewarded with 360° views."

Community feedback – Love Your Local Landscapes engagement Jan 2021



View from Lake Perseverance Road towards the Great Dividing Range and undulating landscape to the west of Crows Nest



'Pump Hole' from Pump Hole Lookout situated on Crows Nest Creek



Crows Nest Creek situated on the Applegum Walk within Bullocky's Rest Park



Centenary Park in the centre of Crows Nest

Built environment

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| Settlement & land use pattern | <ul style="list-style-type: none"> • As one of the larger towns in the LGA and the centre of the former local government area in which it is located, Crows Nest is a significant regional service centre and, accordingly, comprises a mixture of residential, commercial, retail and educational land uses. • The town has a relatively compact form centred on the y-shaped intersection of Thallon Street and Toowoomba Road (both on the New England Highway (A3)) and Emu Creek Road. • The town centre layout of Crows Nest is unlike most other towns in Queensland and can be traced back to the coming of the railway to the town in the 1880s. As the centre of the town gravitated towards the rail activity, the main buildings were constructed around the railway yards and over time, the main street has wrapped around in a U-shape. However, when the railway closed in the 1960s, the area of land to the east of the road (i.e. the former rail yards) became a public park. This open park space is now the central feature of the town centre layout and defines the business centre of Crows Nest. • Today, Crows Nest is distinguished by its memorable town centre of shops and cafés located around a distinctive and unusual 'village green', which is an unusual open, quadrangular-shaped park space (variously called Centenary Park and Crows Nest Park) that is surrounded on four sides by roads, (namely the New England Highway (A3) and William, Charlotte and Curnow Streets) and the main commercial buildings which front onto this town square space. • The streets are laid out on a loose (fragmented) grid oriented in a general northwest to southeast direction. • The core of older buildings has expanded into newer settlement, mostly to the south, distinguished by somewhat larger houses on slightly smaller blocks (between Parklands Drive and Lake Perseverance Road). • To the west of the town outlying areas of the town relate to the former presence of the railway branch line, now dismantled (Railway Terrace). • Crows Nest State School is located on Littlejohn Street to the west of the settlement. |
| Open Space & Recreation | <ul style="list-style-type: none"> • Centenary Park is a key defining element of the town centre and includes a variety of passive and active recreational facilities including playground and picnic tables. • Bullocky's Rest Park is a well-known recreation area, popular with locals and tourists alike, that includes a pleasant wooded walk along Crows Nest Creek and through Chasely Park to a scenic waterhole. • Dingo Mountain Park is also an important element of the town (as described above) and includes some walking tracks. • The Crows Nest Showground is located to the north of the New England Highway (A3) and serves an important civic function. • Crows Nest also has a golf course located in the eastern part of the settlement. |



Mid-twentieth century masonry bank is the dominant built form in the Charlotte Street



View towards the Crows Nest Post Office and the New England Highway (A3) (A2)



Bullocky's Rest Park



Centenary Park in the centre of Crows Nest

Built form mass, scale and density	<ul style="list-style-type: none"> • Crows Nest has a range of building types and is notable for the presence of heritage buildings from a number of different periods. • Typical of other country towns in the region, there are many single storey residential timber and tin buildings set within well-established gardens. • An irregular subdivision pattern has resulted in a variety of lot sizes and commercial building frontages within this town centre area. However, the commercial buildings overlooking the town square are commonly single-storey, detached structures of either timber or masonry construction. Many in this main commercial area typically feature parapeted façades and provide post-supported awnings over the footpath.
Heritage elements	<ul style="list-style-type: none"> • In accordance with the categorisation adopted by Brannock & Associates (2010), Crows Nest is designated as rural 'town' and is considered of 'low priority' (i.e. it has been subject to previous heritage investigation). • State Heritage listed places include: <ul style="list-style-type: none"> - Crows Nest Post Office (QHR 602403) • Key heritage places listed in the <i>Toowoomba Regional Planning Scheme 2012</i> include: <ul style="list-style-type: none"> - 6 Charlotte Street (2/CRO/0059) - 1 and 19 Curnow Street (2/CRO/0060-0061) - Crows Nest Shire Council Building – 0 Thallon Street (2/CRO/0058) - Nolan's Block building – 1 Thallon Street (2/CRO/0062) - QCWA Hall – 7 Thallon Street (2/CRO/0063) - 22 William Street (2/CRO/0066) - The Grand Old Crow Hotel – 32 William Street (2/CRO/0067) • The former Nolan's Block building (Roger Salt antiques centre) is of historical and aesthetic significance as a much larger example of a rural general store, akin to a country town department store. Important contributing character elements included its richly decorated façade. • The New England Highway (A3) forms a strong western edge to the Crows Nest town square. Prominent built forms on the New England Highway (A3) corners of the town centre include the former Crows Nest Shire Council Chambers (at William and Curnow Streets), the Grand Old Crow Hotel, and the Crows Nest Post Office. • Designed by the Queensland Works Department, the Crows Nest Post Office (QHR) makes a strong contribution to the townscape of Crows Nest. It is illustrative of an intact timber single porch and gable post office. Its position with elevations to both Curnow Street and Toowoomba Road makes an important visual contribution to the townscape of Crows Nest. It is also still operational and has had a long connection with the people of Crows Nest and the surrounding district as a provider of communication services since 1911. • The double-storey, mid-twentieth century masonry bank (currently NAB) is the dominant built form in the Charlotte Street streetscape. The original timber bank in this location was destroyed by fire in 1949.



The Grand Old Crow Hotel on William Street, a local heritage listed place



QCWA Hall on Thallon Street, a local heritage listed place



Crows Nest Shire Council Building, a local heritage listed place



The former Nolan's Block building (Roger Salt antiques centre), a local heritage listed place



The Crows Nest Historical Village entrance

Streetscape character

Gateways and landmarks	<ul style="list-style-type: none"> The western approach to the town along the New England Highway (A3) is framed by Bottlebrush trees (<i>Callistemon</i> sp.). The key landmarks are the heritage buildings along the New England Highway (A3)/Toowoomba Road (described below) that are set around Centenary Park.
Links and connections	<ul style="list-style-type: none"> The compact and logical arrangement of Crows Nest and legibility provided by visual links to the surrounding landscape creates a strong sense of connectedness and orientation.
Façades, frontages and rhythm	<ul style="list-style-type: none"> Residential character comprises detached dwellings set back from small residential streets within large gardens. The town centre of Crows Nest is notable for its pressed metal ceilings on porticoes, which provide a traditional and shaded character to the streetscape.
Street trees	<ul style="list-style-type: none"> There is a strong framework of established street trees in Crows Nest, mostly comprising flowering natives such as Bottlebrush trees (<i>Callistemon</i> sp.) as well as remnant eucalypts and other species. Trees and palms within established gardens also contribute significantly to the character and amenity of the residential streetscape.
Pavements and parking	<ul style="list-style-type: none"> Within the town centre pedestrian paths are paved/concrete. There is ample angle parking located around Centenary Park. Elsewhere residential streets are typically standard grassy verges without concrete paths.
Furniture and art	<ul style="list-style-type: none"> The town is relatively well furnished with benches, picnic tables and facilities. There is also a wide range of artwork throughout the town, as described below. A well-known feature of the town is a statue at Bullocky Rest which comprises a life-size team of four bullocks pulling a wagon laden with logs. This depicts the role of the area (including the waterhole) as an important rest stop and overnight camp for the bullock teams hauling timber on the journey to Toowoomba, which later attracted farmers and settlers. The story of Jimmy Crow (see below) is represented within Centenary Park and is believed to be the only memorial in Australia to an Aboriginal person after whom a town was named. This comprises a 6-foot 6-inch high statue of Jimmy Crow sculpted from a single block of Helidon freestone by Fred Gardiner of the Tia Art Gallery, which was unveiled in 1969. Behind this is located a hollow tree stump on which a fig tree has been planted to form a living hollow tree representative of Jimmy's original residence.



Cunrow Street showing commercial building frontages within the town centre



View along Cunrow Street



View along Charlotte Street



Pedestrian crossing on William Street



Corner of Charlotte and Cunrow Street in the town centre

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none">• There are no defined neighbourhood character precincts. However, Centenary Park and the surrounding concentration of heritage buildings described above create a distinctive heritage area at the heart of the settlement.
Cultural associations	<ul style="list-style-type: none">• The Crows Nest Folk Museum and Village is a popular tourist attraction and contains a diverse array of information on the local history of the area and memorabilia.• There are two compelling stories about the origin of the name 'Crows Nest'. The popular theory is that the town was named after an Aboriginal man, Jimmy Crow. In the mid-1800s when bullock teamsters visited the Crows Nest area, Jimmy Crow reportedly used a hollow tree as his gunyah and was relied on for information and directions. The area was used as a camping place by teamsters and became colloquially known as 'Jimmy Crow's Nest', and hence the name 'Crows Nest'. An alternative origin considers that the name derives from the indigenous name for the area Tookoogandanna, meaning 'the home of crows'.• In 1902, Ray White established himself as a local real estate agent in Crows Nest and the name, Ray White Real Estate, has since become one of Australia's most widely recognised in the real estate business. The Crows Nest Museum and Historical Village (Carbethon Folk Museum), located on the corner of Oxford Street and Thallon Street, includes the building that was the original Ray White Real Auction house and also showcases a range of educational and residential buildings over the years. The museum contains more than 20 relocated buildings associated with the history of the area including a replica of a one-teacher school, an extensive machinery shed, a slab hut, a blacksmith's shop, the Highfields Baptist Church, and the c.1880s 'Carbethon' homestead. While such historical villages do retain historical buildings for educational and tourism purposes, their establishment results in the removal of buildings from their original historical context.• A Crows Nest local, John French, distinguished himself in battle in 1942 at Milne Bay in Papua New Guinea and was awarded a posthumous Victoria Cross.• Established 1903, Crows Nest Soft Drinks has since become widely known throughout Queensland and New South Wales as a manufacturer of premium quality soft drinks and syrup flavourings.



View towards the 'Jimmy Crow' memorial and 'Jimmy Crows Nest' within Centenary Park



Crows Nest Museum and Historical Village



The Crows Nest Historical Village entrance



Character buildings in the town centre



The Crows Nest Historical Village information centre and old railway station

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">• There are no significant panoramic scenic lookouts in or nearby Crows Nest, however there are two lookouts within Crows Nest NP; these do not provide any views over the settlement.• Locally important scenic amenity is provided by the creek lines and, in particular, the highly scenic quality of the Pump Hole on Crows Nest Creek that is viewed from the Applegum Walk and Pump Hole Lookout, located within Bullock's Rest Park.
View corridors	<ul style="list-style-type: none">• The national <i>Australia's Country Way</i> and local <i>Dams Tour Tourist Drive</i> and <i>High Country Drive</i> tourist routes pass through the town.• Views are obtained from the settlement retaining a strong relationship with the agricultural and forested landscapes beyond, particularly along and from the New England Highway (A3).• Key views are associated with views from the town centre north to bald hills, east to close vegetated hills (including Dingo Mountain) and south to more distant wooded and settled hills.
Landmarks	<ul style="list-style-type: none">• The key landmarks in Crows Nest that assist with legibility and wayfinding are the post office, hotel and the Roger Salt Antique Centre building.
Perceptions	<ul style="list-style-type: none">• Crows Nest has a pleasant and traditional rural town ambience.

"The Crow's Nest night sky has very little light pollution, so the stars are usually clearly definable."

Community feedback – Love Your Local Landscapes engagement Jan 2021



Entrance to Crows Nest from the New England Highway (A3)



View towards forested landscapes associated with Dingo Mountain



'Pump Hole' from Pump Hole Lookout situated on Crows Nest Creek

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Identified as a Priority Living Area in the *Darling Downs Regional Plan 2013*.
- Steady growth pressure, with growth to be generally focused in existing planned areas and residential growth to be accommodated through a mix of housing forms, including detached dwellings on standard and small lots, dual occupancy and multiple dwellings within an 800m walking area around the town centre (being land within the Major Centre Zone within Crows Nest) and detached dwellings on standard lots and dual occupancy elsewhere throughout the town.
- A changing demographic profile and increasing number of older residents, which may require additional provision of aged care services and facilities to continue to cater for the town's aging population.
- Community seeking to become a 'recreational vehicle friendly town'.

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines surrounding the settlement, including landscapes in the vicinity of Dingo Mountain that contribute to the amenity of the town.
- Strengthen and maintain existing vegetation associated with Crows Nest Creek and Bald Hills Creek, in recognition of the scenic amenity value of these waterways and their important contribution to the landscape setting of Crows Nest.
- Encourage private land owners to rehabilitate Crows Nest Creek and Bald Hills Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values.

Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and fine grained scale of the town centre precinct.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Seek opportunities for restoration and reinvigoration of vacant stores and heritage buildings in recognition of the important contribution they make to the character of the town, including through promotion of grants available through Council's CBD heritage incentives scheme.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Crows Nest, in particular from the New England Highway (A3) and, to a lesser extent, from the north along the Emu Creek Road and from the east along Perseverance Dam Road.
- Consider urban design measures to improve pedestrian connectivity across the New England Highway (A3) and within the town centre.
- Improve connectivity between the Applegum Walk and surrounding local streets.
- Consider provision of street tree build outs along the New England Highway (A3) between John Street and Sharp Street, and within the town centre to improve shade provision and amenity.
- Build on the existing moderate framework of street trees within the town (including avenues of Bottlebrush trees (*Callistemon* sp.)) through developing a strategy for streetscape tree planting to ensure succession planning and to complete residential streets that currently lack a framework of street trees, in accordance with the *Street Tree Masterplan*.

Cultural heritage

- Consider identifying the town centre and associated heritage listed buildings as a neighbourhood character precinct in recognition of the contribution these buildings make to the town's character.
- Consider reinstating a Crows Nest Heritage Trail.

Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Crows Nest including the national *Australia's Country Way*, local *Dams Tour* *Tourist Drive* and *High Country Drive* tourist routes and existing local *soft 4wd* trails and bird trails.
- Provide wayfinding signage that directs visitors from the town centre to local trail heads to access the Applegum Walk and Hartmann Park Circuit.
- Provide trail head signage including trail maps at Bullocky's Rest, Hartmann Park and at the end of William Street.
- Investigate the feasibility of providing a rail trail between Toowoomba and Crows Nest along the dismantled Crows Nest Branch railway (including liaison with private land owners).

Scenic amenity

- Maintain and enhance views to prominent ridgelines and vegetated landscapes associated with Dingo Mountain, particularly from the New England Highway (A3) and town centre..



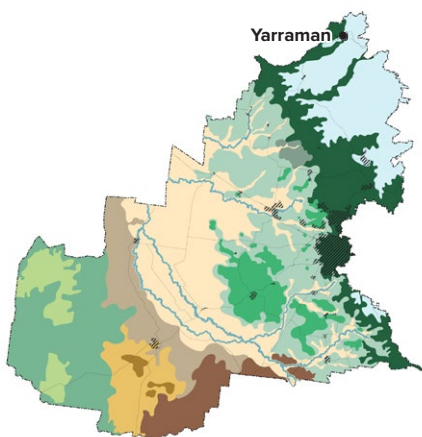


YARRAMAN

Yarraman is a large rural town situated at the junction of the New England and D'Aguilar Highways, within a valley adjacent to Yarraman Creek and surrounded by State forests that support timber production. It has a strong core of traditional civic and retail buildings and views to surrounding undulating farmland and vegetated hills associated with the Cooyar Range and Blackbutt Range.

Location and boundaries

Yarraman is the northernmost settlement in Toowoomba Region and is located where the New England Highway (A3) joins the D'Aguilar Highway (A17). It is located around 80km north of Toowoomba City centre and falls within the 'High Country Hamlets' micro region. While Yarraman is in Toowoomba Region it is often included in tourist literature about the South Burnett due to its close proximity the adjoining region.



Landscape and visual setting

- Yarraman is located in a rural valley that forms part of **LCT E: Steeply Undulating Foothills and Valleys – LCA E1: Cooyar Creek**
- The wider landscape setting of Yarraman is defined by the elevated landscapes of **LCT A: Elevated Ridges and Plateaus – LCA A2: Cooyar Range Ridge**.
- Due to its valley location and enclosure to the north by elevated and wooded landscapes including extensive State forests, Yarraman appears embedded in its landscape setting, with hillside properties commanding southerly views over the surrounding valley.

Key character attributes

- Yarraman is one of the largest towns in Toowoomba Region. The Yarraman UCL is recorded as having a population of 864 people living in 466 private dwellings. The wider Yarraman SSC has 1,064 people (ABS, 2016).
- The town is accessed by and located around the junction of the New England Highway (A3) and D'Aguilar Highway (A17) on flat and sloping land within the fertile valley of Yarraman Creek.
- Due to the location of settlement on the rising valley side the town is visible from the surrounding landscape and appears anchored and enveloped into its valley landscape setting and the elevated forests beyond that provide an impressive backdrop to the town.
- As a significant town, Yarraman has a strong core of civic and retail buildings surrounded by largely residential land use.

Legend

- Urban Extent
- Landscape Character Type (LCT) boundary
- ++++ Railway (dismantled/abandoned)
- ==== Highways and Secondary Roads
- ==== Local Connector Roads
- ==== Local Roads
- ==== National Tourist Drive
- ▲ Mountains

- ✱ Hills
- Ridgelines
- Contours (10m)
- Waterways
- Reservoirs
- Protected Areas
- Town Centre

- ⊙ Gateways*
- ✱ Key features
- Parks and open space
- Key views and directions*

*Legend item not to scale

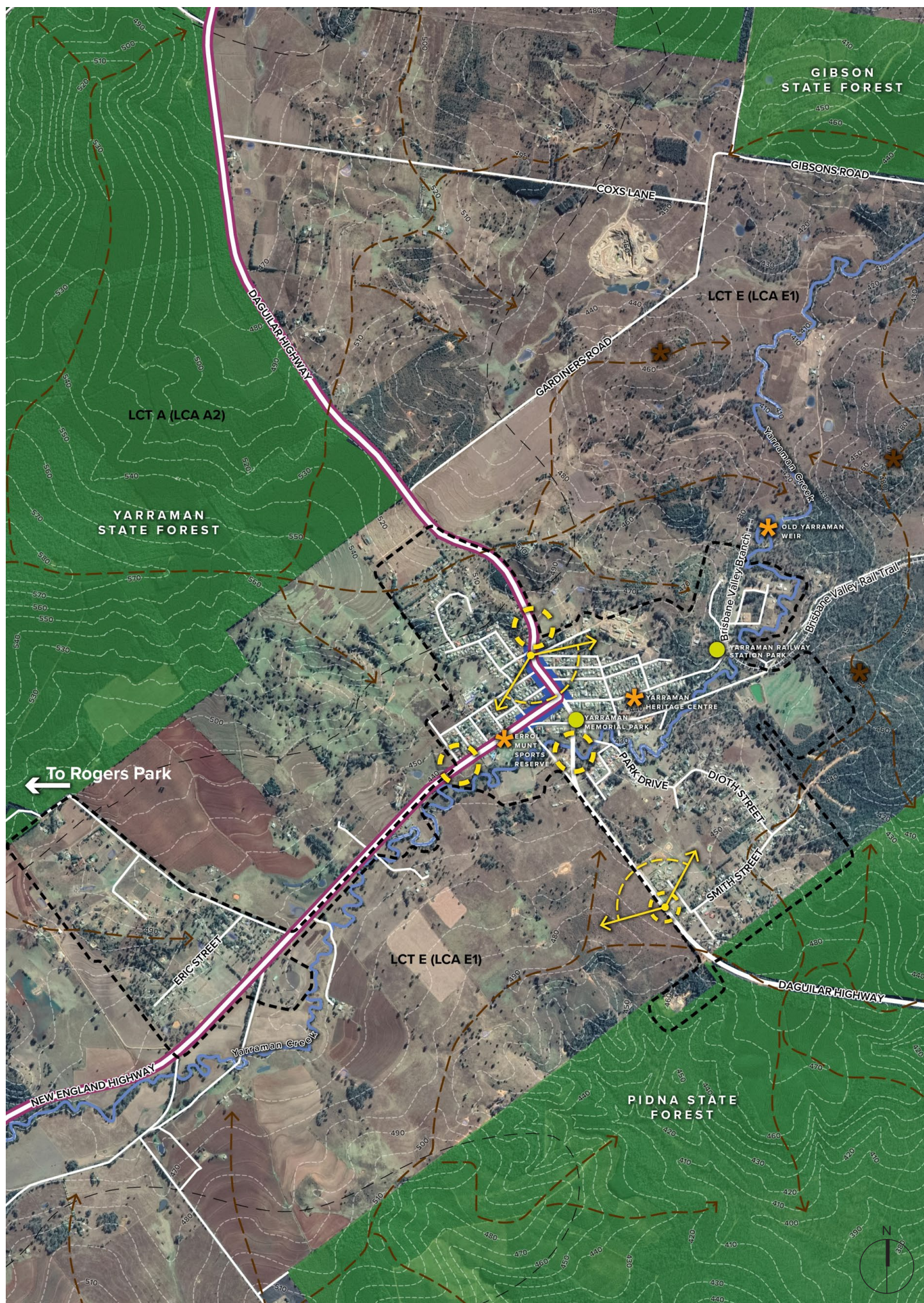
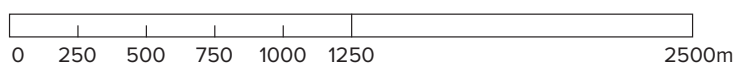


Figure 28: Key landscape and urban character features of Yarraman



Historical influences and typology

Yarraman was declared a town in the late 1870s. Key historic themes include:

The early Darling Downs: exploring the land and establishing settlements

Yarraman was established on the site of a former camp of the Cooyar pastoral station. Stockmen from the Cooyar, Tarong, and Taromeo stations would meet at a waterhole known as Yerraman Creek, which ultimately became the town of Yarraman. The first selectors entered the area in the late 1880s, but a larger influx occurred after the Cooyar pastoral run was resumed in 1898. The town's early beginnings served as a camping place for pastoral workers and their families from nearby Cooyar station during cattle musters.

'Opening up' rural settlements: the advent of rail and establishing railway towns

Significantly, of all the towns in the LGA that enjoyed the benefits of a railway connection, Yarraman was the only one not connected to Toowoomba by rail. The town is also located 'outside' the Great Dividing Range, on the coastal side of the range. A railway line (along the Brisbane Valley line from Ipswich) was only constructed to Yarraman in 1913, a year after the town had already been established. The branch railway line to Yarraman was closed in 1993.

Living off the land: developing primary and secondary industries

Yarraman was located in the Burnett River pastoral district, and as a result was not within the usual sphere of influence of Toowoomba or the Darling Downs generally, unlike most other towns in the LGA. Unlike other towns that predominantly relied on pastoralism or dairying, Yarraman was a timber town with saw milling being one of the main industries. Initially, the area's extensive stands of timber in the area were problematic; early settlers had to laboriously clear extensive growths of pine before lands could be brought under crop. However, by the early twentieth century, the commercial value of pine was realised and many settlers became pine vendors or haulers. By 1912, the Queensland Pine Company established a sawmill, which precipitated the development of Yarraman. Today, the timber industry has remained an important rural industry in the northern part of the LGA and Yarraman's plantation hoop pine forests are regularly harvested.

Country living: establishing institutions and shaping community life

Driven by the success of its timber industry, Yarraman grew quickly throughout the early twentieth century. By 1916, the town had five hotels, two banks, a butcher and baker, a dance hall, a newsagent, a cordial manufacturer and a produce agent. Several decades later, by the late 1940s, the town had grown to the point where three sawmills, 40 various stores, and 30 different service providers were supported.



View along Margaret Street (New England Highway (A3)) >



Urban character and built form assessment

Natural environment

Geological features	<ul style="list-style-type: none">• The settlement is situated at a high elevation rising from the town centre at around 430m AHD up to around 510m AHD associated with the valley of Yarraman Creek.• The core of the town and landscape to the north is located on the Tarong beds (Ro) which are a stratified unit (including volcanic and metamorphic rocks), containing sandstone, shale, coal and conglomerate. This is significant as the occurrence of coal is the reason for the presence of the nearby Tarong Power Station (in South Burnett LGA).• The elevated ridges and hills around the town comprise volcanic rocks including the Gilla Volcanics (PRvg) to the east of the town and Main Range Volcanics (Tm) to the north of the town.• A prominent wooded ridge (part of LCA A2) envelops the town to both the north and south. To the north this reaches heights up to around 600m AHD, whereas the ridge to the south is slightly lower lying up to around 480m AHD.
Hydrological features	<ul style="list-style-type: none">• Yarraman Creek is an important feature of the local landscape. It flows in a generally northeasterly direction to the south of the main town (its confluence with Cooyar Creek is located beyond the boundaries of Toowoomba Region).• Due to the undulating and elevated nature of the landscape immediately adjoining the town, farmers have dammed the small tributaries leading to Yarraman Creek resulting in a high number of farm dams in the locality around Yarraman.
Vegetation features & habitat values	<ul style="list-style-type: none">• Remnant vegetation is a key feature of the town and its surrounds. Due to the complexity of the geology and topography in the area around Yarraman there are a variety of vegetation types which add interest to the natural and rural landscape.• Stands of Hoop Pine (<i>Araucaria cunninghamii</i>) on remnant Tertiary surfaces (RE 12.5.13) and Bunya Pines (<i>Araucaria bidwillii</i>) are a striking and distinctive feature of the landscape in the parts of Toowoomba closest to the Bunya Mountains, including around Yarraman. Additionally, there are significant Hoop Pine plantation forests around the town that are important to its context, history and uniqueness. Some areas of Hoop Pine are considered to be MSES. Areas of significance include Yarraman SF to the north of the town and Pidna SF to the south.• Other habitats include open forest complex with Spotted Gum (<i>Corymbia citriodora subsp. variegata</i>) on subcoastal remnant Tertiary surfaces (RE 12.5.1).• Yarraman Creek is an important vegetated corridor that contributes to the character of the town. This comprises Forest Red Gum (<i>Eucalyptus tereticornis</i>) woodland on Quaternary alluvium (RE 12.3.3). Parts of this creek are considered to be MSES and the creek is known to support populations of platypus.



Remnant native vegetation along the creek



Plantation forests dominated by Hoop Pine are a key feature of the area surrounding Yarraman



Yarraman Creek at Yarraman Weir Park



Yarraman Creek at Yarraman Weir Park



Bunya Pines are common in the area

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> The town is centred on the T-shaped intersection of Toomey Street and Asher Street (both on the D'Aguilar Highway (A17)) and Margaret Street (on the New England Highway (A3)). The key civic and retail buildings of the town, including a number of buildings with heritage character, are located on these streets, which appear wide but have a strong sense of place. It is notable that some of the retail premises are now vacant. The remainder of the town comprises a loose grid of residential properties set on relatively large blocks surrounded by gardens. The orientation of the grid generally follows the contour lines with areas to the west of the D'Aguilar Highway (A17) oriented southwest to north east and properties to the east of the highway orientated in a more east-west direction. To the east of the town outlying areas of the town relate to the former presence of the railway branch line, dismantled in 1988. Yarraman State School is located on a large area on John Street in the west of the settlement.
Open Space & Recreation	<ul style="list-style-type: none"> The key park in the town centre is the small Yarraman Memorial Park on Barr Smith Road. In the east of the town is Yarraman Railway Station Park associated with the former railway line and now reinvigorated with the Brisbane Valley Rail Trail (BVRT) which commences in Yarraman and follows the disused Brisbane Valley rail line from Wulkuraka near Ipswich to Yarraman. Also, in this location lies the Old Yarraman Weir open space which attracts both locals and passing tourists. The west of the town is served by the Errol Munt recreation area and skate park which provide more formal sports facilities.
Built form mass, scale and density	<ul style="list-style-type: none"> Yarraman has a fairly homogeneous range of building types, typically comprising timber and tin low set buildings. There are some newer areas of residential development, mostly to the north of the town, but there is not a strong sense of development pressure. The Yarraman town centre or 'character area' extends along the main streets of Margaret and Toomey Streets from Norman Street to McDaniel Street. The focal point is the corner of Toomey and Margaret Streets which is occupied by the first bank in Yarraman, the Commercial Bank of Australia Ltd., which was constructed in 1940. Another focal point, but to a lesser extent, is Yarraman Post Office located on the nearby corner of Toomey and Douglas Streets. Prominent within the Margaret Street streetscape, and forming the southern end of the commercial area, is the double-storey timber Yarraman Hotel. The northern end of the commercial area is characterised by the single-storey Herbert's Food & Fuel. The majority of the Margaret Street commercial area consists of detached, single-storey, timber shops that are built to the street (i.e. built-to-boundary). These commercial buildings typically feature parapeted façades and many provide post-supported awnings over the footpath. In terms of residential character, Yarraman also contains a core of early traditional character timber dwellings spaced around the early street network that range from the late 1800s through to the 1930s, mostly sited north of the Yarraman Creek. The town lots became infilled with 1950s-1970s dwellings out to the perimeter of the town allotment layout. Limited expansion followed with contemporary housing, (1980s- 2000s) developing in small sections at the perimeters, one south of the Creek, however a larger expansion of rural residential lots has occurred at the north and south of the town. The siting of the Yarraman cemetery at some distance from the town itself (e.g. 4km) is indicative of the influence of the town's timber industry. It is likely that this land was extracted from the State forest and in 1910, would have been the only available land under control of the council, who could enable this use as a donation for community purposes.



View towards the intersection of the D'Aguilar Highway (A17) and the New England Highway (A3)



Yarraman Weir Park



Yarraman Post Office on the corner of Toomey and Douglas Streets



View southwest along Margaret Street within the town centre

Heritage elements

- In accordance with the categorisation adopted by Brannock & Associates (2010), Yarraman is designated as rural 'town' and is considered of 'medium priority' (i.e. it has not been subject to previous heritage investigation and is experiencing little or no development pressures).
- There are no State heritage listed places in Yarraman.
- Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include:
 - 73 Barr-Smith Street (2/YAR/0177)
 - 1 and 15 John Street (2/YAR/0178-0179)
 - 12-16 McDaniel Street (2/YAR/0180)
 - 22 Millar Street (2/YAR/0182)
 - 24-28 Millar Street (2/YAR/0181)
 - 15 and 23 Toomey Street (2/YAR/0183 and 0185)
- A number of other key heritage buildings in the town are located at the Yarraman Heritage Centre on Millar Street. This includes the Yarraman railway station, which is no longer in situ and has been relocated. The Yarraman Heritage Centre comprises an information centre, museum, and eight historic buildings, including a butcher shop, a c.1921 timber slab hut, a c.1930 farmer's cottage, the Sisters of Mercy Convent, and the railway station building. While such historical villages do retain historical buildings for educational and tourism purposes, their establishment results in the removal of buildings from their original historical context.



Heritage listed building, currently Bendigo Bank



Yarraman Heritage Centre on Millar Street



Yarraman Railway Station Park



Rainforest timber trial location to the north of the settlement



'Yarra-man' sculptures are scattered throughout the town

Streetscape character

Gateways and landmarks	<ul style="list-style-type: none"> The key approaches to the town are from the D'Aguilar Highway (A17) and New England Highway (A3). Driving northwards, along the D'Aguilar Highway (A17) the key gateway is formed by the view achieved at the crest of the hill, which provides sweeping views across the settlement and up the valley sides. Arriving from the north views are obtained to the valley below the Yarraman horse sculpture (see below) provides a key arrival node. Arriving into town from the east on the New England Highway (A3) the gateway is marked by a simple transition from rural to residential land.
Links and connections	<ul style="list-style-type: none"> The logical arrangement of Yarraman and orientation with reference to the underlying landscape structure provides a strong sense of connectedness and legibility within the local landscape.
Façades, frontages and rhythm	<ul style="list-style-type: none"> The Yarraman streetscape is notable for its wide streets and low density – even within the centre of the town. Shade is provided by wide porticoes extending across the width of the pavement
Street trees	<ul style="list-style-type: none"> Yarraman lacks a strong framework of streetscape trees and relies heavily on remnant stands of native vegetation and trees within private gardens to create its vegetated character. Bunya trees (<i>Araucaria bidwillii</i>) are a feature of the townscape being located either as isolated specimens within gardens verges or in stands in the surrounding countryside.
Pavements and parking	<ul style="list-style-type: none"> Within the town centre, pedestrian paths are paved/concrete or, frequently, tarmac. There is a considerable amount of on-street angle parking in the town centre due to the wide streetscape. Elsewhere residential streets are typically standard grassy verges without concrete paths.
Furniture and art	<ul style="list-style-type: none"> Yarraman is distinctive for its wide range of quirky artwork and features of interest. The 'Yarra-man' is a recurring element throughout the town, comprising a series of wooden sculptures of a man's head. The possible origins of the settlement name from the Aboriginal name for horse is reflected in the horse sculpture on the D'Aguilar Highway (A17)/Bugden Street (see cultural heritage below). There are also motifs relating to cycling and the BVRT within the town. In the Yarraman Railway Station Park a steam engine provides a local element of interest. The town is not particularly well furnished with benches, picnic tables and facilities, except for in local parks.



Approaching Yarraman from the north along the D'Aguilar Highway (A17)



Yarraman Hotel Motel on Margaret Street



Yarraman town centre



Traditional timber and tin dwellings typify Yarraman's residential character



Wide streets and low density in town centre

Cultural heritage

Urban/ character precincts

- Yarraman has a distinctive heritage character, but no defined neighbourhood character precincts.
 - The Yarraman Heritage Centre includes buildings and memorabilia from the town as described above.
-

Cultural associations

- Yarraman is situated in close proximity to the Bunya Mountains, which are noted as being of considerable importance for Aboriginal people from a wide area of southern Queensland and northern New South Wales.
 - Allegedly the name Yarraman means horse in the Port Jackson Pidgin English spread by Aboriginal stockmen and may derive from the word 'yira' or 'yera' meaning large teeth.
 - An alternative explanation is that the town's name is derived from an Aboriginal expression describing the kangaroo.
-



'Yarra-man' sculptures are scattered throughout the town



Yarraman Horse



The former Yarraman Railway Station, now located at the Yarraman Heritage Centre

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">• There are no formal scenic lookouts in or nearby Yarraman. However, the rest stop with horse sculpture on the D'Aguilar Highway (A17) provides panoramic valley views.• Other locally important scenic amenity is provided by the Yarraman Creek including the Old Yarraman Weir destination.
View corridors	<ul style="list-style-type: none">• The national <i>Australia's Country Way</i> tourist drive passes through the town.• As noted above, The Brisbane Valley Rail Trail (BVRT) is a key route through the town and views from this cycleway are of importance to its amenity.• Views are obtained from within the town retaining a strong relationship with the surrounding Hoop Pine plantations and fertile valley floor landscapes beyond, particularly from along the D'Aguilar Highway (A17).
Landmarks	<ul style="list-style-type: none">• The key landmarks in Yarraman that assist with legibility and wayfinding are heritage buildings in the town centre and local artwork elements.
Perceptions	<ul style="list-style-type: none">• Yarraman has a peaceful, picturesque and traditional rural town ambience, enhanced by the valley setting and strong relationship to the surrounding forests.



Yarraman Weir Park



Views over the surrounding rural landscape



Entrance to Yarraman SF



View southeast from near the Yarraman Horse along the D'Aguilar Highway (A17) towards the town centre and the Blackbutt Range



View northwest along the D'Aguilar Highway (A17) towards Yarraman and the Cooyar Range

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Identified as a Priority Living Area in the *Darling Downs Regional Plan 2013*.
- Minimal growth pressure, with growth to be generally focused in existing low-medium density residential and rural residential zoned areas. In Yarraman, residential and centres/industrial growth within the floodway of Yarraman Creek is avoided, flood resilient low density residential, industrial and commercial development occurs in areas of tolerable flood risk, and vulnerable uses are avoided in flood risk areas or higher risk overland flow path areas.

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines and hills surrounding the settlement that contribute to the amenity of the town.
- Strengthen and enhance Yarraman Creek, including waterway health, its habitat value and riparian vegetation in recognition of its scenic amenity value and the contribution it makes to the character of Yarraman.
- Encourage private land owners to rehabilitate Yarraman Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values.

Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and fine grained scale of the town.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Investigate opportunities to enhance the local economy to enable repair and restoration of buildings.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Yarraman, in particular from the southeast and northwest along the D'Aguilar Highway (A17) and from the southwest along the New England Highway (A3).
- Continue to implement Council's program for street tree planting within the heart of the town to provide shade and enhance the amenity of the town centre, in accordance with the *Street Tree Masterplan*.
- Strategy of tree planting elsewhere should build upon the existing fragmented native and non-native vegetation, in accordance with the *Street Tree Masterplan*.
- Streetscape enhancement such as reduction of tarmac pedestrian surfaces in town centre areas.

Cultural heritage

- Consider identifying the town centre and associated heritage listed buildings as a neighbourhood character precinct in recognition of the contribution these buildings make to the town's character.

Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Yarraman, including the national *Australia's Country Way*.
- Investigate opportunities to further support and enhance the landscape setting of the BVRT, including through the provision of services to support users or through the provision of additional local cycle routes.
- Continue the artwork strategy which provides a key point of difference to the town and enhances its tourism value, particularly in relation to the BVRT.

Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Yarraman, in particular towards landscapes associated with the Cooyar Range (LCA A2) and Blackbutt Range (LCA A3).
- Enhance views of Yarraman Creek, in particular from Old Yarraman Weir.



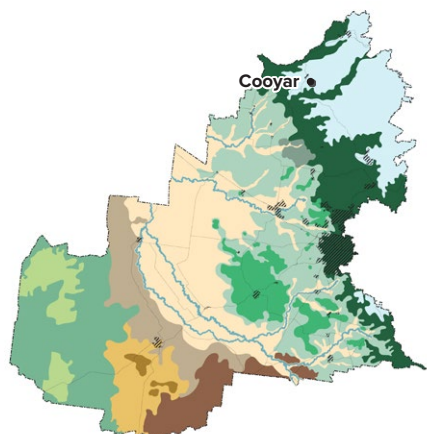


COOYAR

Cooyar is a small rural town, situated on the New England Highway (A3) within a valley adjacent to Cooyar Creek, with views to the surrounding steeply undulating farmland and vegetated hills associated with the Great Dividing Range and Cooyar Range.

Location and boundaries

Cooyar is a small settlement located on the New England Highway (A3) within the valley of Cooyar Creek, situated approximately 65km northwest of Toowoomba City centre. Cooyar falls within the ‘High Country Hamlets’ micro region.



Landscape and visual setting

- Cooyar is located in an undulating rural valley that forms part of **LCT E: Steeply Undulating Foothills and Valleys – LCA E1: Cooyar Creek**.
- The wider landscape setting of Cooyar is defined by the elevated landscape of **LCT A: Elevated Ridges and Plateaus** including **LCA A1: Great Dividing Range**, **LCA A2: Cooyar Range** and **LCA A3: Blackbutt Range**.
- Due to its location at the confluence of Cooyar and Back Creek, and the surrounding elevated landscape, Cooyar appears nestled within its valley setting.

Key character attributes

- Cooyar is a small town located predominantly to the east of the New England Highway (A3).
- Located on low lying and sloping land around the vegetated corridor of Cooyar Creek
- The Cooyar SSC has a population of 244 (ABS, 2016).
- It is largely a residential settlement, with the exception of a number of stores that service the local community and passing travellers.

Legend

- Urban Extent
- Landscape Character Type (LCT) boundary
- Railway (dismantled/abandoned)
- Highways and Secondary Roads
- Local Connector Roads
- Local Roads
- National Tourist Drive

- Hills
- Ridgelines
- Contours (10m)
- Waterways
- Reservoirs
- Greenfield Areas
- Town Centre

- State Heritage Listed Place
- Gateways*
- Key features
- Parks and open space

*Legend item not to scale

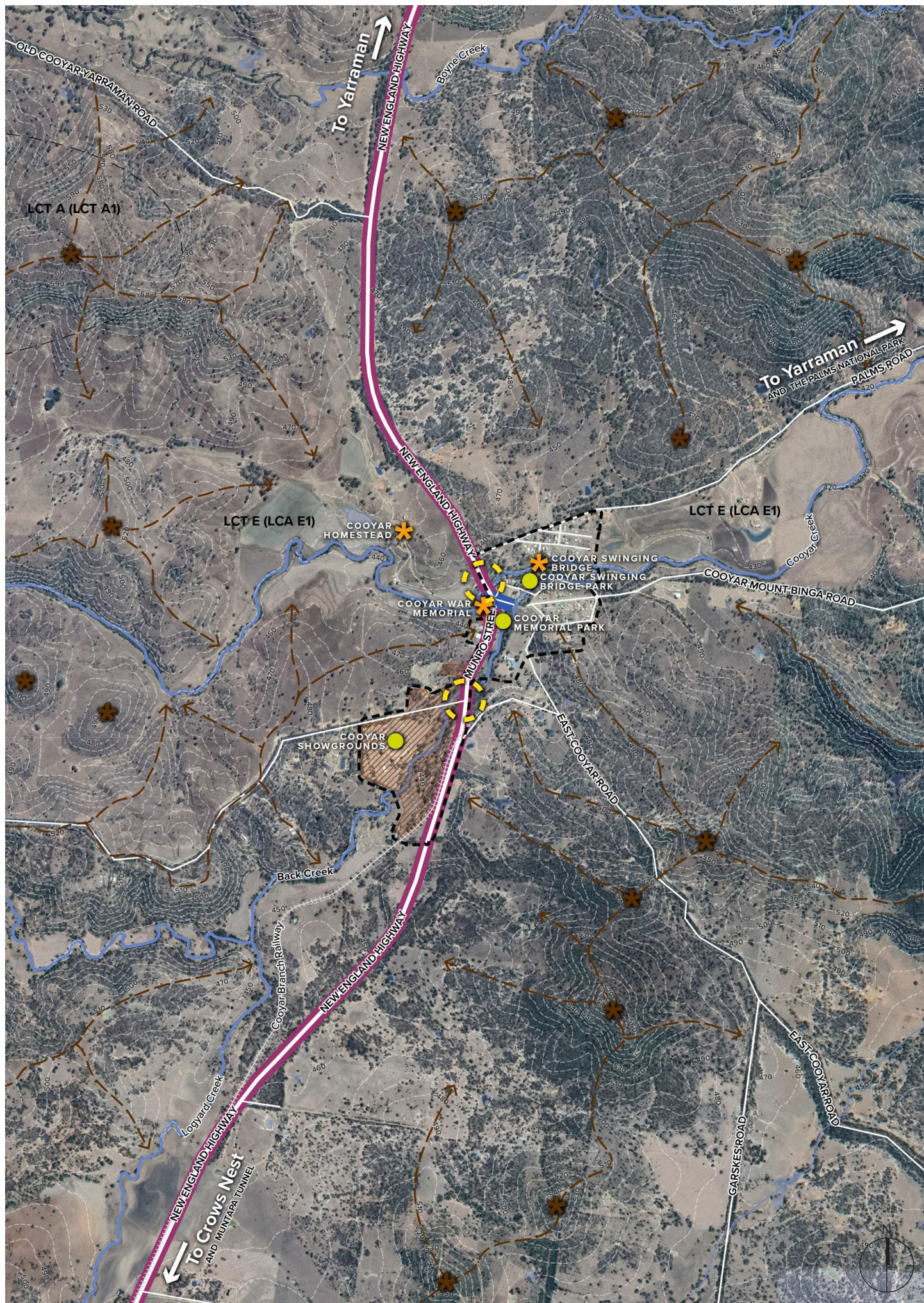
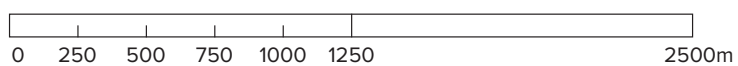


Figure 29: Key landscape and urban character features of Cooyar



Historical influences and typology

The area in the vicinity of Cooyar opened for selection and was settled sporadically from c.1877 onwards, likely due to its location in Cooyar Creek valley. Key historic influences include:

The early Darling Downs: exploring the land and establishing settlements

The town of Cooyar is located on land that was once part of the Cooyar pastoral station, which was an out-station of the Rosalie Plains pastoral run taken up by Robert Ramsay in 1848. By the late nineteenth century, a small settlement had developed nearby the Cooyar Homestead for timber getters working the Cooyar Range and for farmers who selected land that had been resumed from the Cooyar pastoral run.

'Opening up' rural settlements: the advent of rail and establishing railway towns

Cooyar is located on the branch rail line which was constructed from Oakey to Cooyar in 1913. By the time of the construction of the railway line, the town had grown considerably to include two hotels, two sawmills, a bank, two stores, a police station, a state school, a bakery, a chemist, a commercial agency, and several houses. The railway line to Cooyar was closed in the 1960s, resulting in the closure and/or relocation of many businesses.

Living off the land: developing primary and secondary industries

Like many of the towns in the northern part of the LGA, Cooyar developed as a service town for the timber and dairy industries. The timber industry dominated the economy though, as like other towns in the northern part of the LGA, Cooyar was not supported by the same pastoral or agricultural base as those towns in the southern part. However, the closure of the railway line in the 1960s aligned with a decline in the timber and dairy industries.



Memorial to Cooyar's Blacksmiths erected in 1962 near the Cooyar War Memorial



View towards character buildings on Monro Street (part of the New England Highway (A3))



Remnants of the dismantled Cooyar Branch Railway adjacent the New England Highway (A3)

Urban character and built form assessment

Natural environment

Geological and topographic features	<ul style="list-style-type: none"> The settlement is located on granitoid intrusives with the more elevated landscape beyond comprising arenite-mudrock associated with the Marburg subgroup. The settlement is situated at a relatively high elevation at up to around 460m AHD. However, it appears lower than the surrounding landscape, being located on rising land around the valley of Cooyar and Back Creeks from around 430m AHD. Beyond the settlement, the land rises rapidly to hills and ridgelines above 500m AHD. Cooyar Mountain (752m AHD) is located on the Cooyar Range around 8 km northwest of the settlement. Mount Binga (599m AHD) is located around 9km southeast of the settlement.
Hydrological features	<ul style="list-style-type: none"> Cooyar Creek and Back Creek are important features of the local landscape and drain to the northeast forming part of the Brisbane River catchment.
Vegetation features & habitat values	<ul style="list-style-type: none"> The creek valleys are an important green and vegetated element within the Cooyar and form a verdant backdrop to cross-valley views. They comprise riverine wetlands and fringing riverine wetlands (RE 12.3.7/12.3.3) including Blue Gum (<i>Eucalyptus tereticornis</i>) woodland, River She-oak (<i>Casuarina cunninghamiana</i>) and Paperbark (<i>Melaleuca</i> sp.). The remnant vegetation in these valleys is classified as MSES and is 'of concern' high ecological significance wetlands.

Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> The town of Cooyar is a low density settlement spread out over a wide area. The heart of the settlement is located where the New England Highway (A3)/Munro Street converge with McDougall Street and Fergus Street. This area extends north along the New England Highway (A3) to where it meets with McDougall Street and east along McDougall Street Cooyar is situated at the junction of Cooyar Creek and Back Creek. The creeks divide the residential areas, with the commercial area contained around the stretch of the New England Highway (A3) situated between the creeks near the Cooyar Hotel just west of the confluence of Cooyar Creek and Back Creek. The settlement has only a few dozen dwellings with a few located in the vicinity of the early commercial buildings. One subdivision is located north of Cooyar Creek, around Clarence Street and to the south of Palms Road. Another key zone of residential land is located south of Back Creek, around McDougall and Flora Streets. Cooyar State School is located to the south of the main settlement with the Cooyar Showground some distance to the southwest.
Open Space & Recreation	<ul style="list-style-type: none"> The key open space and recreation amenity is provided by Cooyar Swinging Bridge Park which is located around Cooyar Creek valley and includes creekside walks, a rest stop for caravans/campers and the locally renowned Cooyar Swinging Bridge. The current suspension bridge was rebuilt in 1988 after a flood swept away the former bridge as well as a number of houses and the local hall. This bridge provides a key vantage point and affords views of Cooyar Creek from its position nestled high on the bank above. Within the heart of the town, the Cooyar Memorial Park is a key element and point of interest. Although divorced from the main settlement, the Cooyar Showground is also an important open space element as it hosts regionally important events. The Palms National Park is easily accessible from Cooyar and preserves remnant rainforest in a spring-fed gully, as well as picnic facilities and bush-walking circuits.



View towards the confluence of Cooyar and Back Creeks and the Cooyar Range beyond



View of Cooyar Creek from the swinging bridge within Swinging Bridge Park



McCoy's Cafe situated on Munro Street, part of the New England Highway (A3)



Free overnight camping is provided at Swinging Bridge Park adjacent Cooyar Creek

Built form mass, scale and density	<ul style="list-style-type: none"> In terms of residential character, Cooyar's housing stock is typically mixed with the character residences being scattered through the subdivided areas, interspersed with c1950s dwellings and a range of contemporary dwellings, some in brick. Many traditional houses are located on stumps, presumably due to flood risk associated with the creek valley location and levelling due to the sloping land on which they are built. It is notable that some of the older housing stock in Cooyar is in a poor state of repair.
Heritage elements	<ul style="list-style-type: none"> In accordance with the categorisation adopted by Brannock & Associates (2010), Cooyar is designated as rural 'village' and is considered of 'medium priority' (i.e. it has not been subject to previous heritage investigation and is experiencing little or no development pressures). State Heritage listed places include: <ul style="list-style-type: none"> - Cooyar War Memorial (QHR 600825). Key heritage places listed in the <i>Toowoomba Regional Planning Scheme 2012</i> include: <ul style="list-style-type: none"> - Church – 17 Malcolm Street (2/COO/0057) - Cooyar Hotel – 35 McDougall Street (2/COO/0055) - Road Reserve – 0 Munro Street / McDougall Street (2/COO/0054) - Railway Reserve – 0 Narko-Nutgrove Road (2/COO/0056) - Cooyar Homestead – 2736 New England Highway (A3) (2/COO/0052) One of the prominent historical built forms in the Cooyar townscape is the Cooyar Hotel, established in 1903 but then re-built into a double-storey hotel in 1936. It occupies a prominent position on the intersection of McDougall Street, Fergus Street, and the New England Highway (A3). It is the settlement's only hotel and with its wide, sweeping verandahs, is a dominant landmark. A prominent feature in McDougall Street is the Cooyar War Memorial, erected in 1923 comprising a pedestal surmounted by a digger statue and a smaller plinth. This particular statue is of aesthetic value for its high degree of workmanship and is an uncommon example of a memorial still situated in its original and intact setting. It is of an extravagant scale in comparison to the size of Cooyar and is a dominant landmark. Another prominent built form is the Cooyar and District Memorial Hall, which commemorates those Australians who have served in the various conflicts. The Hall has played an important role in the social history and cultural life of this small rural settlement; however, it is a replacement of the original 1951 building that was destroyed in the 1988 floods and therefore, makes little contribution to the built character of Cooyar. Cooyar itself contains St Malachy's Church, located in the residential area off McDougall Street. The built character of St Malachy's Church has traditional timber character elements and is important for having played an ongoing role in the cultural life and social history of the community. However, it has a c.1960s front addition and is located at the rear of the residential area off McDougall Road. The other church, St Andrews Lutheran, is located several kilometres to the east of the town. The former Cooyar Railway Station building survives but appears to be currently located on a private residential property (or possibly relocated to this location). It is noted that the Cooyar Post Office service (est. 1907), which had been based in the Cooyar Store Fuel & Food, closed in November 2017.

Streetscape character

Gateways and landmarks	<ul style="list-style-type: none"> The key gateway into Cooyar is along the New England Highway (A3). This is a rural approach with ornamental median landscaping. The key landmark building is the Cooyar Hotel. The Swinging Bridge also acts as a local landmark.
Links and connections	<ul style="list-style-type: none"> The arrangement of Cooyar over a number of zones with poor visual connectivity and empty blocks gives the town a fragmented feel.



Traditional character buildings within the floodplain of Cooyar Creek



Cooyar War Memorial (QHR 600825)



St Malachy's Church, overlooking the Cooyar Creek valley



Former Cooyar Railway Station building

Façades, frontages and rhythm	<ul style="list-style-type: none"> Predominantly residential character, of detached dwellings set back from small residential streets within large gardens. The Cooyar Hotel, established in 1903, is a key building and provides the main civic heart of the town.
Street trees	<ul style="list-style-type: none"> There are formal plantings of large ornamental flowering Oleander in the wide central median on the New England Highway (A3). Street trees are typically remnant natives such as Silky Oaks (<i>Grevillea robusta</i>) rather than formal planting Trees and palms within gardens also contribute to the character of the residential streetscape.
Pavements & parking	<ul style="list-style-type: none"> Standard grassy verges, typically without concrete paths, reflect the rural ambience of the town An on-street parking area is associated with Cooyar Memorial Park. A caravan and camping area is located in Cooyar Swinging Bridge Park,
Furniture & art	<ul style="list-style-type: none"> The only significant 'artwork' is the war memorial described above.

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"> While there are heritage elements within the town it does not have a strong and coherent urban heritage character.
Cultural associations	<ul style="list-style-type: none"> Cooyar is situated in close proximity to the Bunya Mountains, which are noted as being of considerable importance for Aboriginal people from a wide area of southern Queensland and northern New South Wales. Cooyar Homestead, located to the northwest of the town along the New England Highway (A3), is important as surviving evidence of the nascent period of European settlement in this area by pastoral squatters. The annual Cooyar Agricultural Show, held in February at the Cooyar Showgrounds, features great country competitions and a night rodeo. The former Muntapa Rail Tunnel, Queensland's longest straight railway tunnel spanning 287 metres, is located approximately 14km to the south/southwest of Cooyar and is identified as a place of State heritage significance (QHR 602594). This historic railway infrastructure is a highly intact example of a concrete railway tunnel and is important as a reminder of the region's pioneering days and the important role railways played in developing the area. It was the only tunnel that crossed the summit of the Great Dividing Range. The former line, now closed, was originally constructed to support small-scale agriculture in the area and to provide access to timber reserves at Blackbutt and Nanango. The Cooyar War Memorial is associated with Toowoomba monumental masons, R C Ziegler and Son of the Downs Electric Monumental Works, who produced the memorials pedestal. The firm of R C Ziegler and Son was established in Toowoomba in c.1902 and produced many memorials throughout southwestern Queensland.

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none"> Due to its position within a creek valley, there are no significant scenic lookouts in or nearby Cooyar. Key views within the town are associated with the presence of Cooyar Creek.
View corridors	<ul style="list-style-type: none"> The national <i>Australia's Country Way</i> tourist drive passes through the town. Views are obtained from the settlement retaining a strong relationship with the agricultural and forested landscapes beyond. A view down Cooyar Creek can be obtained from the swinging bridge.
Landmarks	<ul style="list-style-type: none"> The key landmarks in Cooyar are the Hotel and the swinging bridge.
Perceptions	<ul style="list-style-type: none"> The rural character of Cooyar is affected by the presence of through traffic on the New England Highway (A3).



Central median planting along Munro Street (part of the New England Highway (A3))



The Cooyar Hotel on McDougall Street



Private access road to Cooyar Homestead, a local heritage place



Cooyar Showgrounds

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Minimal growth pressure, with growth to be generally focused in existing planned areas and future urban growth to be avoided in flood risk areas, with development focused on long-term movement of the town area away from natural hazard risk.

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines and hills surrounding the settlement that contribute to the amenity of the town.
- Strengthen and enhance Cooyar Creek and Back Creek, including waterway health, its habitat value and riparian vegetation in recognition of its scenic amenity value and the contribution it makes to the character of Cooyar.
- Encourage private land owners to rehabilitate Cooyar Creek and Back Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values.

Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and fine grained scale of the town.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Investigate opportunities to enhance the local economy to enable repair and restoration of buildings.
- Consider opportunities to improve Cooyar Memorial Park and Cooyar Swinging Bridge Park and rest area to enhance amenity and presentation, such as through landscaping works.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Cooyar, in particular from the New England Highway (A3).
- Continue to implement Council's program for street tree planting within the town to further enhance the amenity of the town, including through targeted tree planting building upon the existing informal natural vegetated character, in accordance with the *Street Tree Masterplan*.

Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Cooyar including the national *Australia's Country Way*, local *Farmers Country Drive* and existing local *soft 4wd* trails and bird trails.
- Update the *Farmers Country Drive* Google Maps route to include Cooyar, the Palms NP and Muntapa Tunnel as per the route description on Council's website.
- Investigate the feasibility of providing a rail trail between Oakey and Cooyar along the dismantled Cooyar Branch railway (including liaison with private land owners).
- Update dated tourist signage that still refers to the former Shire of Rosalie.

Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Cooyar, in particular towards landscapes associated with the Great Dividing Range (LCA A1) and Cooyar Range (LCA A2).
- Enhance views of Cooyar Creek from Cooyar Swinging Bridge Park.



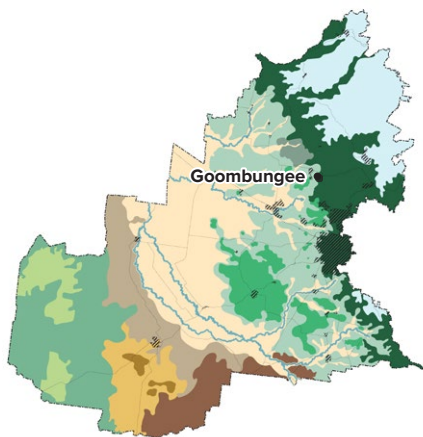


GOOMBUNGEE

Goombungee is a large rural town, with a distinctive town centre characterised by traditional character buildings and Jacaranda trees, located within the open and undulating basaltic uplands near Little Gomaren Creek and with views to the surrounding rolling agricultural farmland and vegetated hills.

Location and boundaries

Goombungee is a large rural town located around 30km northwest of Toowoomba City centre in the Darling Downs accessed by Kingsthorpe-Haden Road, Pechey-Maclagan Road (SR68) and several other small rural roads.



Landscape and visual setting

- Goombungee is located in a rural setting close to a number of landscape character types.
- The settlement is located on the slightly elevated landscape of **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B1: Goombungee**.
- Land south of the settlement is associated with **LCT C: Darling Downs Forested Peaks and Ridgelines – LCA C3: Kelvinhaugh Hills**
- The settlement is also associated with the valley of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G2: Oakey Creek**.
- The landscape of **LCT D: Forested Sandstone Hills with Outcrops – LCA D1: Goombungee Hills** and **LCT A: Elevated Ridges and Plateaus – LCA A1: Great Dividing Range (North)** also forms part of the wider context to this settlement.

Key character attributes

- Goombungee a significant rural town. The Goombungee UCL is recorded as having a population of 769 people living in 327 private dwellings with the wider Goombungee SSC having a population of 1,026 (ABS, 2016).
- The town is located on Mocatta Street, with outlying dwellings located on the Kingsthorpe-Haden Road and Pechey Maclagan Road.
- It is a rural residential settlement with a strong town centre supporting a range of shops and services with its character influenced strongly by the surrounding rolling agricultural fields.

Legend

- Local Government Area boundary
- Urban Extent
- Landscape Character Type (LCT) boundary
- +++++ Railway (operational)
- +++++ Railway (future)
- +++++ Railway (dismantled/abandoned)
- ===== Highways and Secondary Roads
- ===== Local Connector Roads
- ===== Local Roads
- ===== National Tourist Drive
- ===== Regional and Local Tourist Drives

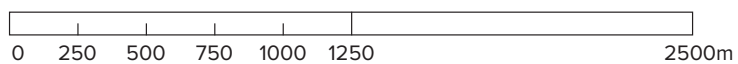
- ▲ Mountains
- * Hills
- Mountain Ranges
- Ridgelines
- Contours (10m)
- Waterways
- Reservoirs
- Protected Areas
- Greenfield Areas
- Town Centre
- State Heritage Listed Place

- Gateways*
- Key features
- Parks and open space

*Legend item not to scale



Figure 30: Key landscape and urban character features of Goombungee



Historical influences and typology

Key historic themes for Goombungee are:

The early Darling Downs: exploring the land and establishing settlements

The name 'Goombungee' is derived from one of the original pastoral stations, taken up by Charles Pitt in 1847, established in the initial pastoral expansion across the Darling Downs in the mid-nineteenth century. Parts of the Goombungee station's holdings were resumed in 1874 and a town reserve gazetted in 1885.

'Opening up' rural settlements: the advent of rail and establishing railway towns

The establishment of Goombungee was in response to the promise of a railway connection through the area, which is a demonstration of the importance of the railway connection to regional areas in this period. In the late nineteenth century, the area was opened for settlement on the premise that a rail line would be put through from Meringandan on the Crow's Nest line. However, Goombungee was not connected by rail to Toowoomba until 1910 with the construction of the branch line from Kingsthorpe to Haden.

Living off the land: developing primary and secondary industries

By the early 1900s, the Goombungee area was substantially cleared, with numerous farms concentrating on dairying and fodder crops. The district's economy was chiefly agricultural, with rich scrub lands and production of maize, wheat, potatoes, as well as pig-raising. By the 1920s, there were two dairy factories, one in the town, and the larger of them produced cheese and butter products weekly.

Country living: establishing institutions and shaping community life

From the late nineteenth century onwards, Goombungee became a thriving rural town supporting numerous civic and business facilities: several churches, a Show society, several hotels, a hospital, multiple trade stores, a blacksmith, a post office, a butchery, the Queensland NAB, a school of arts, a town hall, a cordial factory, and a school. By the 1960s, the town experienced a population decline marking a time when the dairying industry was contracting and the town's factory facilities were winding down. However, a population upturn began again in the late 1970s as residents were attracted to Goombungee's rural residential lifestyle and public facilities (e.g. shopping centre and golf club).



Country Women's Association



Pioneer Arms Hotel



Goombungee is framed by broad rural landscapes.



Goombungee's original churches of various denominations collectively contribute to the character of the town.



The rural landscape adjacent the town

Urban character and built form assessment

Natural environment

Geological & topographic features	<ul style="list-style-type: none">• The settlement is situated at a subtle spur of land which extends from around 480m AHD in the south of the settlement up to up to around 530m AHD.• The majority of the town is located along Mocatta Street on the Kingsthorpe-Haden Road at above 500m AHD.• The more elevated parts of the settlement have an underlying basaltic geology associated with the Main Range Volcanics (Tm), which contrasts with the somewhat softer arenite-mudrock of the Marburg subgroup (Jbm) to the south.• Beyond the town, the land is undulating and the setting of the town is created by a backdrop of ridges and rolling hills including the Kelvinhaugh Hills (up to 540m AHD) to the south, Goombungee Hills (up to 590m AHD) to the northwest and Great Dividing Range (up to and above 590m AHD) to the north and east.
Hydrological features	<ul style="list-style-type: none">• The main hydrological feature is Little Gomaren Creek, which is located in a gentle valley to the west of the town, and its associated tributary which connects to it south of Harths Road.• Little Gomaren Creek is a tributary of Gomaren Creek which then joins Oakey Creek and is part of the Condamine River catchment.• The creek is not a prominent part of the town, although is crossed on the northbound approach to Goombungee.
Vegetation features & habitat values	<ul style="list-style-type: none">• Much of the land around Goombungee has been cleared for agriculture, although the wooded hills that form the context to the settlement include important remnant vegetation.• Within Goombungee only a small area of remnant vegetation located in the south western part of the settlement is classified as MSES. This land is considered habitat (endangered) and largely comprises Semi-evergreen vine thicket with Queensland Bottle Tree (<i>Brachychiton rupestris</i>) on sedimentary rocks.• Goombungee has a strong character of street trees created due to planting in the wide central median and the presence of trees within gardens.

Built environment

Settlement & land use pattern	<ul style="list-style-type: none">• The town is centred on Mocatta Street, which is a wide linear main street.• The centre has a range of cafés and shops servicing both the local population and passing visitors (such as an antique and gift shops).• In contrast to some other settlements in the region, the town appears vibrant with relatively few vacant premises.• Elsewhere the settlement includes a range of civic and educational buildings including a number of churches, Goombungee State School, library and a council service centre.• There is a small industrial estate located around Harths Road/Industrial Avenue in the southern part of Goombungee.• Most other buildings are residential, comprising relatively small town blocks laid out in a fairly regular grid either side of Mocatta Street and orientated in an approximately north-south to east-west direction.
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View from Kingsthorpe-Haden Road
Image: Evan Williams ('Love Your Local Landscapes' Photography Competition Entry)



Bottle Trees within a private garden on Daher Street



Central median planting along Mocatta Street



Northern gateway to Goombungee



Goombungee State School

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- Open Space & Recreation
- Goombungee has a number of parks and open spaces.
 - The Goombungee Showgrounds is located in the east of the settlement south of the Pechey-Maclagan Road (SR68). These are of social significance, supporting an agricultural show for the local region from the early 1900s and serving as a venue for major community events such as the Goombungee Rodeo.
 - The Goombungee Golf Course (nine-hole) is located in the far south of town
 - A key open space element is the wide median in the town centre and a small park known as Bottle Tree Park is also located in the heart of the town.
 - A larger open space – Pioneer Park is located on Baker Street.
 - Other smaller parks are located in the residential areas across the town, such as Norm Wockner Park.
 - The Goombungee-Haden Cemetery, located on Cemetery Road, was established in 1894 and is of importance as evidence of the history and demography of the local district.
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- Built form mass, scale and density
- The very wide main street has a pleasant ambience due to its planted shady median and inclusion of a number of picnic tables and amenities.
 - The settlement appears compact due to its small block size but has a low density.
 - In terms of residential character, Goombungee's housing stock typically has a core of c.1900 traditional timber dwellings that are scattered though the areas close to the main commercial area and contains infill housing from the 1930s, 1950s and 1970s. Contemporary housing tends to the fringes of the residential areas and is more prevalent at the north.
 - There are few new houses in the town indicating that there is little development pressure.
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Goombungee Golf Course



Pioneer Park on Baker Street



Goombungee Showgrounds



Old grandstands at Goombungee Showgrounds



Iron Man at the Goombungee Showgrounds

Heritage elements

- In accordance with the categorisation adopted by Brannock & Associates (2010), Goombungee is designated as rural 'town' and is considered of 'medium priority' (i.e. it has not been subject to previous heritage investigation and is experiencing little or no development pressures).
- Key heritage places listed in the Queensland Heritage Register include:
 - Goombungee War Memorial (600826)
- Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include:
 - 40-42 and 44 Barker Street (2/GOO/0071-0072)
 - Hartwig Street (Road Reserve) (2/GOO/0073)
 - 2, 40-42 King Street (2/GOO/0074-0075)
 - 56, 57-63, 60, 62, 64, 74, 93, 103, 109, 119 and 123 Mocatta Street (2/GOO/0076-0080)
 - 28 Nicholas Street (2/GOO/0082)
- Goombungee retains four of its original five churches, of various denominations, which collectively contribute to the character of the town.
- One of the prominent historical built forms in the Goombungee townscape is the Pioneer Arms Hotel, the only surviving hotel of the four originally established in Goombungee.
- Another prominent feature in Hartwig Street is the Goombungee War Memorial (QHR), erected in 1920 comprising a pedestal surmounted by a sandstone digger statue. This memorial bears the names of local men who fell in World War I and 8 who fell in World War II.
- The timber well-frame of the former Goombungee Butter Factory (which closed in 1973) is still located in Hartwig Street and is important surviving infrastructure demonstrating the importance of the dairy industry to the economic development of this town.
- The former Naumann Store makes a strong contribution to the built form and character of Goombungee. General stores were a vitally important part of rural life in Australia in the nineteenth and early twentieth centuries and in rural places like Goombungee, stocking a wide variety of household supplies, were frequently one of the first retail businesses to be established and played an important role as an ongoing commercial operation.
- The Goombungee Public Hall makes a strong contribution to the townscape and, since its establishment in c.1910, has played an important role in the cultural life of Goombungee.
- The CWA building fronting Mocatta Street makes a strong contribution to the Goombungee townscape and played an important role in the social history and cultural life of this rural town. The larger form of the hall provides an anchoring presence and contributes to the area of community buildings. The CWA building also features a striking memorial gate with sandstone pillars commemorating those who served in World War II.



Goombungee Police Station



The former Neumann Store makes a strong contribution to the built form and character of Goombungee



44 Barker Street, a local heritage place



40-42 Barker Street, a local heritage place overlooking the town



40-42 King Street, a local heritage place

Streetscape

Gateways and landmarks	<ul style="list-style-type: none"> Goombungee lacks distinct gateways – the sense of arrival is simply the transition from rural farmland into a settled area. To the south of the town the arrival experience is weak as it is marked by the industrial estate. Buildings are the key landmarks within the town, particularly various heritage buildings in the town centre as described above.
Links and connections	<ul style="list-style-type: none"> The arrangement of Goombungee along a main street with consistent views from the settlement out to the surrounding rolling agricultural fields and wooded hills provides a clear sense of legibility and wayfinding to the settlement.
Façades, frontages and rhythm	<ul style="list-style-type: none"> In the Goombungee town centre, Hartwig Street and Mocatta Street (which becomes Kingsthorpe-Haden Road) are commonly characterised by a series of single-storey timber commercial buildings, placed at regular intervals along both sides of the street. The repetitive scale and building materials are important contributing character elements of this streetscape. Elsewhere, due to its compact pattern but low density the Goombungee town appears as a traditional rural town and does not have a strong streetscape character. Some of the stores have closed and a number of buildings are derelict.
Street trees	<ul style="list-style-type: none"> Goombungee is known for its magnificent Jacaranda (<i>Jacaranda mimosifolia</i>) and Silky Oak (<i>Grevillea robusta</i>) trees, which form the backdrop of the annual Jacaranda Day Festival held in early November. Many but not all residential streets also include street trees of various sizes. Trees and vegetation in gardens and parks are also important and are notable for the presence of distinctive native species such as Queensland Bottle Trees (<i>Brachychiton rupestris</i>).
Pavements & parking	<ul style="list-style-type: none"> Parking comprises informal parallel parking bays within the centre of the town. Paving is brick/paved. Outside of the centre, parking is on street and grassy verges without footpaths are present.
Furniture & art	<ul style="list-style-type: none"> Goombungee is well endowed with a range of traditional and quirky artwork and sculptural features. These include the war memorial, located in the median at the intersection of Mocatta Street and Hartwig Street. The town also boasts a unique ironman at the southern entrance to the town, which is reminiscent of the rural Ironman and Ironwoman competition, that was once held annually on Australia Day. Fun artwork which contributes to the distinct character of Goombungee includes a range of picnic benches in the median that have been painted to resemble liquorice all-sorts and a ‘pencil’ gate to the state school.

Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"> Goombungee has a traditional rural character with many listed heritage buildings, but no defined heritage precincts.
Cultural associations	<ul style="list-style-type: none"> The name ‘Goombungee’ is derived from one of the original pastoral stations, taken up by Charles Pitt in 1847



The War Memorial is a key focal point in the town centre streetscape



Streetscape character outside the town centre, with concrete footpaths



Goombungee is home to a range of traditional and quirky public art pieces



Liquorice all-sorts picnic benches and furniture

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none">• Due to its low-lying nature relative to the surrounding landscape, there are no formal scenic lookouts in Goombungee, although travellers may pass through Goombungee to reach the Haden lookout to the north.
View corridors	<ul style="list-style-type: none">• The local level <i>Farmers Country Drive</i> passes through the town. A number of promoted motorcycle routes also pass through the town.
Landmarks	<ul style="list-style-type: none">• Buildings, particularly heritage buildings in the town centre, are the most significant landmarks in Goombungee.
Perceptions	<ul style="list-style-type: none">• Goombungee is a pleasant country town with interesting buildings, an attractive and memorable streetscape, good amenities and a friendly laid-back ambience.



The vegetated hills to the southeast of the town contribute to the local character

"I love the explosion of purple during Jacaranda season and this celebrates Goombungee's Jacaranda Day."

Community feedback – Love Your Local Landscapes engagement Jan 2021



Jacarandas in bloom on Lily Street
Image: Michele Fowler ('Love Your Local Landscapes' Photography Competition Entry)



Goombungee presents as a peaceful, welcoming country town

Planning for the future

Sensitivities and forces for change

Key forces for change include:

- Identified as a Priority Living Area in the *Darling Downs Regional Plan 2013*.
- Steady growth pressure, with growth to be generally focused in existing low-medium density residential and rural residential areas.

Strategy for this settlement

Natural environment

- Maintain and enhance the rural and vegetated character of prominent ridgelines and hills surrounding the settlement that contribute to the amenity of the town.
- Encourage private land owners to rehabilitate Little Gomaren Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values.

Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and fine grained scale of the town.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.
- Undertake a heritage investigation to understand existing built heritage and inform ongoing development considerations.

Streetscape character

- Seek opportunities to strengthen the arrival experience into Goombungee from the north and south along Kingsthorpe-Haden Road, to enhance the sense of arrival and address the first impressions of the town created by the industrial estate (to the south).
- Build on the existing strong framework of street trees within the town through developing a strategy for streetscape tree planting to ensure succession planning and to complete residential streets that currently lack a framework of street trees. Include Bottle Trees, Jacarandas and Silky Oaks, in accordance with the *Street Tree Masterplan*.

Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Greenmount including the local *Farmers Country Drive*.
- Consider a rural artwork strategy (with links to surrounding rural towns such as Kulpi, Quinalow, MacLagan and Peranga).
- Investigate the feasibility of providing a rail trail between Kingsthorpe and Haden (via Goombungee) along the dismantled Haden Branch railway (including liaison with private land owners).

Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Goombungee, in particular towards Turkey Hill and Boah Peak (LCA C2), Kelvinhaugh Hills (LCA C3), Goombungee Hills (LCA D1) and landscapes associated with the Great Dividing Range (LCA A1).
- Maintain views to key elements that complement the natural transitions to the town, and where appropriate seek landscape enhancements to enhance amenity, for example the crossing over Emu Creek.



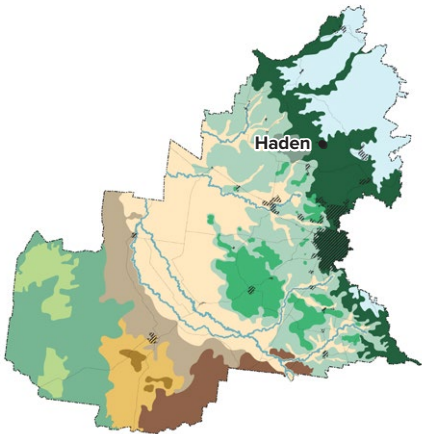


HADEN

Haden is a picturesque small rural town located on the top of the Great Dividing Range, with expansive and panoramic views across the region and several distinctive character buildings.

Location and boundaries

Haden is a small settlement located high on the Great Dividing Range, approximately 38km northwest of Toowoomba City centre. Haden is accessed via Kingsthorpe-Haden Road, Reinke Road, Djuan Road and several other small rural roads. Haden falls within the High Country Hamlets’ micro region.



Landscape and visual setting

- Haden is located in an elevated and undulating rural landscape that forms part of **LCT A: Elevated Ridges and Plateaus – LCA A1: Great Dividing Range (north)**.
- To the east of Haden lies the agricultural landscape of **LCT E: Steeply Undulating Foothills and Valleys – LCA E2: Emu Creek**.
- Due to its elevated location, Haden enjoys extensive views out to the surrounding landscape.

Key character attributes

- Haden is a small elevated picturesque town located on the divide between the Condamine and Brisbane river catchments.
- The Haden SSC has a population of 195 (ABS, 2016).
- It is largely a residential settlement, with the exception of the general store located on Kann Street and Haden State School that services the local community. Haden includes many heritage and character buildings which enhance its rural character.

