

## Historical influences and typology

Key historic influences include:

### The early Darling Downs: exploring the land and establishing settlements

The area in the vicinity of Haden opened for selection and was settled sporadically from c.1876 onwards, likely due to its strategic location high on the edge of the Great Dividing Range. However, a surge of settlement activity occurred after the turn of the twentieth century, resulting in the establishment of a rural village originally known as Wagoon.

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

The establishment of Haden (then known as Wagoon) was directly 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. Campaigning for the railway line to Haden began in 1901 and the construction of the line began in 1909, which began at Kingsthorpe and passed through 8 stations before terminating at Haden (Wagoon). The local Haden Sleeper Mill cut and supplied the ironbark timber sleepers to support the rails, as well as for other rail lines in the area. This mill was closed during World War I.

The railway operations began in December 1910 and by 1912, the station name was officially changed from Wagoon to Haden to avoid confusion with an Ipswich station (Walloon). On a weekly basis, the line carried pigs, cattle, timber, local produce, and passengers to and from Toowoomba weekly. The line, situated on the edge of the Great Dividing Range, closed in 1964 and the tracks were pulled up.

### Living off the land: developing primary and secondary industries

With the arrival of rail, the town prospered and became an established place to live, partly due to its location high on the Great Dividing Range and the surrounding lands' suitability for cattle and dairy farming. However, with the rapid increase in technology and the decline of the dairy industry in Queensland due to deregulation, Haden's population progressively began to decline.

### Country living: establishing institutions and shaping community life

By the mid-1900s, the small town supported a relatively large number of business including three general stores (Horn's, McCollim's and Baker's), a butchery and bakery, a cordial factory, a National Bank, a state school, a blacksmith, and two hotels - the Royal and the Wagoon.

The Haden Stores first traded as R J McCollim's General Store and then traded under a succession of different owners until the Naumanns changed the trading name to Haden Stores in 1953. In the late 1970s, the Pukallus' moved the post office into the store.

However, as was the case with other regional settlements in the Darling Downs, the growth of Haden was impeded by the enlistment of a majority of their local men in World War I and during the inter-war years, struggled to recover socially and economically. However, a public hall was constructed in 1922, together with Anglican, Lutheran and Roman Catholic churches, which attests to the resilience of community life there.

Today, Haden presents as a small rural town which comprises a store (only one of three originally constructed), a public hall, the aforementioned churches, Haden State School, and several houses. None of the hotels survive. The Haden Stores building has celebrated a century of business operations and today still supplies day-to-day necessities for the Haden community, as well as takeaway food and a postal service.



A rural town setting



The Haden Stores has celebrated a century of business operations



The surrounding hills are a key feature of Haden



Traditional timber dwelling with mature garden trees

# Urban character and built form assessment

## Natural environment

Geological features	<ul style="list-style-type: none"> <li>• Situated on a high point of the Great Dividing Range at up to around 640 m AHD.</li> <li>• Elevated location due to the underlying basaltic geology associated with the Main Range Volcanics which contrasts with the lower lying undulating valley landscape below associated with the arenite mudstone of the Marburg subgroup.</li> </ul>
Hydrological features	<ul style="list-style-type: none"> <li>• Due to its elevated location water is not a visible element of the landscape.</li> <li>• The town is located at the watershed between the Brisbane river catchment northeast and the Balonne-Condamine catchment to the southeast.</li> </ul>
Vegetation features & habitat values	<ul style="list-style-type: none"> <li>• Vegetation in the town is largely of an ornamental nature planted in gardens.</li> <li>• Some remnant vegetation around the town particularly an area of open eucalypt woodland classified as MSES located to the west of the town which contributes to the setting of the town.</li> </ul>

## Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> <li>• Haden is arranged in a triangular layout between Kann Street and Kingsthorpe-Hayden Road.</li> <li>• Today, Haden presents as a small rural town with a store, a public hall, churches, Haden State School, and several houses.</li> <li>• Two churches and Haden Public Hall are situated at the highest point to the north at the boundary of the residential area. The Haden State School is situated separately to the east and a small group of dwellings in this area along Just Street, while somewhat removed from the vicinity of the Haden Stores, also contribute to the character of the town.</li> <li>• With the decline in the population and closure of the rail, development post World War II was limited. Importantly, as a result, modern dwellings make little to no contribution to the character of Haden.</li> <li>• The Goombungee-Haden Cemetery, located on Cemetery Road, was established in 1894 and is of importance as evidence of the history and demography of Haden and the surrounding district.</li> </ul>
Open Space & Recreation	<ul style="list-style-type: none"> <li>• There is a small park/playground (Haden Park) located opposite the general store to the south of the town which is a key focal point for residents and tourists.</li> <li>• Gurneys Sports Ground is located near the State School to the east.</li> </ul>
Built form mass, scale and density	<ul style="list-style-type: none"> <li>• Haden's housing stock, typical of other small country settlements, retains a core of early dwellings dating from its early establishment. This includes a range of traditional timber dwellings dating from the 1880s through to the 1930s. The timber community and residential dwellings with their early twentieth-century style contribute most importantly to the built character of Haden.</li> </ul>



View from Haden Lookout on Reinke Road, across landscapes within LCT A and LCT E



View southeast along Boundary Street towards Kann Street



Haden Park situated across the road from the Haden Stores



Traditional timber dwellings with enclosed verandahs that contribute to the built character of Haden



Interpretive signage regarding historic elements of the town in Haden Park



Heritage elements	<ul style="list-style-type: none"> <li>• In accordance with the categorisation adopted by Brannock &amp; Associates (2010), Haden is designated as rural 'village' and is considered of 'low priority' (i.e. it has been subject to previous heritage investigation).</li> <li>• There are no State heritage listed places in Haden.</li> <li>• Key heritage places listed in the <i>Toowoomba Regional Planning Scheme 2012</i> include: <ul style="list-style-type: none"> <li>- Haden Hall – 0 Boundary Street (2/HAD/0089)</li> <li>- St Leo's Church – 36 Boundary Street (2/HAD/0090)</li> <li>- Holy Trinity Lutheran Church – 0 Church Street (2/HAD/0091)</li> <li>- Old Church – 0 Goombungee Road (2/HAD/0092)</li> <li>- Haden Store – 31 Kann Street (2/HAD/0093)</li> </ul> </li> <li>• Many traditional houses in Haden feature verandahs enclosed with weatherboard up to sill height and rows of casement windows (rather than a typical open balustrade). This is a common design element across southeast Queensland and is likely linked with the tradition of early timber houses having so-called 'sleep-out' spaces to accommodate large families, as well as to provide some protection from the weather.</li> <li>• Unlike Toowoomba, there are not many houses in Haden with brick chimneys built for cold weather.</li> <li>• The Haden Public Hall makes a strong contribution to the Haden townscape and since its establishment in 1922, has played an important role in the social history and cultural life of this small rural town. The larger form of the hall, with the prominent gable roof, provides an anchoring presence and contributes to the area of community buildings with the nearby churches.</li> <li>• The Haden Stores building has celebrated a century of business operations and today still supplies day-to-day necessities for the Haden community, as well as takeaway food and a postal service. The building's timber construction, parapeted frontage with small, post supported awnings, and large shop windows contribute early commercial character features to Kann Street.</li> </ul>
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Heritage listed Haden Hall on Boundary Street was established in 1922



Heritage listed Holy Trinity Church on Church Street is situated at the top of the town

## Streetscape

Gateways and landmarks	<ul style="list-style-type: none"> <li>• Haden is very easy to navigate.</li> <li>• It is accessed via a network of small rural roads comprising Reinke Road/ Church Street to the northwest; Djuan Road/Kann Street to the northeast; Haden-Crows Nest Road to the east Just Road to the east, Kingsthorpe-Haden Road to the south; and Kilburnie-Haden Road to the west.</li> <li>• The key gateway element to Haden is the Reinke Road scenic lookout</li> </ul>
Links and connections	<ul style="list-style-type: none"> <li>• Simple and legible townscape character focussed on the public facing Kann Street.</li> </ul>
Façades, frontages and rhythm	<ul style="list-style-type: none"> <li>• Predominantly residential character, of detached dwellings set within large gardens.</li> </ul>
Street trees	<ul style="list-style-type: none"> <li>• Formal street trees in Haden comprise the central median along Boundary Street that includes Silky Oak (<i>Grevillea robusta</i>).</li> <li>• Trees within gardens also contribute considerably to streetscape character and include a range of species including Silky Oak (<i>Grevillea robusta</i>), stately figs (<i>Ficus sp.</i>) and Bunya Pines (<i>Araucaria bidwillii</i>).</li> </ul>
Pavements and parking	<ul style="list-style-type: none"> <li>• Standard grassy verges with concrete paths.</li> <li>• On-street angle parking associated with general store on Kann Street</li> </ul>
Furniture and art	<ul style="list-style-type: none"> <li>• The key element is a statue of the Wagoon (scrub turkey) in Haden Park that describes the origins of the settlement.</li> </ul>



Haden Stores awning and post office on Kann Street



Central median along Boundary Street



Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"><li>• The settlement as a whole has a strong heritage appeal.</li></ul>
Cultural associations	<ul style="list-style-type: none"><li>• The district was originally known as Wagoon, from an Aboriginal word meaning scrub turkey – a motif that is still present in the landscape including the scrub turkey statue in the park.</li><li>• The Haden branch of the Country Women's Association (CWA) has been active since 1938; however, it has recently closed. A plaque from the former CWA's Garden of Remembrance commemorating the members of the Haden CWA branch is displayed in the Haden Public Hall.</li></ul>

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none"><li>• Haden Lookout is an important scenic lookout located on Reinke Road (the Haden-Maclagan Road) immediately to the northwest of the town that provides panoramic 180-degree views northeast over the hills and valleys of Emu Creek.</li></ul>
View corridors	<ul style="list-style-type: none"><li>• Haden is located on the <i>Farmers Country Drive</i> scenic route and is also accessed by a number of promoted motorcycle touring roads.</li><li>• Key views are obtained from the settlement retaining a strong relationship with the agricultural landscape beyond</li></ul>
Landmarks	<ul style="list-style-type: none"><li>• The key landmarks in Haden are the General Store and church buildings.</li></ul>
Perceptions	<ul style="list-style-type: none"><li>• Haden has a strong peaceful and rural character which is attractive to visitors and locals alike. Its sense of remoteness belies its relatively close proximity to Toowoomba.</li></ul>



A scrub turkey statue in the park, a motif to the district's original name of Wagoon (from an Aboriginal word meaning scrub turkey)



A town of peaceful and rural character



View from Haden Lookout on Reinke Road



## 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 township zoned 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.

#### 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.

#### Streetscape character

- Seek opportunities to strengthen the arrival experiences into Haden, in particular from the south along Kingsthorpe-Haden Road and from the north along Reinke Road.
- Continue to implement Council's program for street tree planting within the town to further enhance the amenity of the town, in accordance with the *Street Tree Masterplan*.

#### Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Haden including the local *Farmers Country Drive*.
- Promote awareness of the existing Haden Scenic Lookout.
- Investigate the feasibility of providing a rail trail between Kingsthorpe and Haden 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 Haden, in particular towards landscapes associated with the Great Dividing Range (LCA A1) and the Emu Creek valley (LCA E2).
- Liaise with local private land owners to ensure views from Haden Scenic Lookout are maintained.







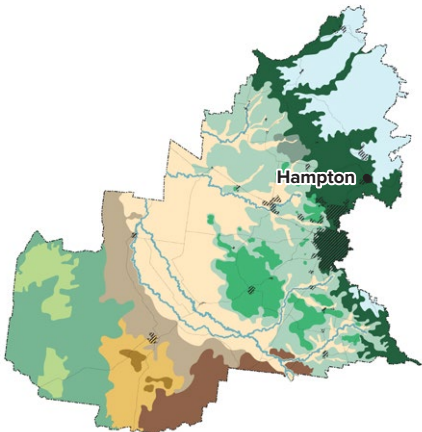


# HAMPTON

Hampton is a small rural town located on the New England Highway (A3) on the edge of the Great Dividing Range surrounded by tall open forests and small farms and orchards, with expansive views across the Lockyer Valley and Somerset region from the eastern parts of the town.

## Location and boundaries

Hampton is a small settlement located high on the Great Dividing Range, approximately 25km northeast of Toowoomba City centre. Hampton is accessed via the New England Highway (A3), Esk-Hampton Road (SR85) and a network of small rural roads. Hampton falls within the ‘High Country Hamlets’ micro region.



## Landscape and visual setting

- Hampton is located in an elevated and undulating rural landscape that forms part of **LCT A: Elevated Ridges and Plateaus – LCA A4: Ravensbourne**
- To the east of Hampton lies the agricultural landscape of **LCT E: Steeply Undulating Foothills and Valleys – LCA E4: Cressbrook Creek**.
- Due to its elevated but wooded location Hampton feels enclosed, however parts enjoy extensive views out to the surrounding landscape.

## Key character attributes

- Hampton is a small elevated town located at a high point on the watershed between the Condamine and Brisbane river catchments.
- The Hampton SSC has a population of 356 in 149 private dwellings (ABS, 2016).
- It is largely a residential settlement but has a range of buildings to service the local community including Hampton State School and a visitor information centre for tourists
- Hampton has an affluent character with well-maintained heritage and more modern buildings and a leafy ambience.

### Legend

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

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

- Gateways\*
- Key features
- Parks and open space

\*Legend item not to scale



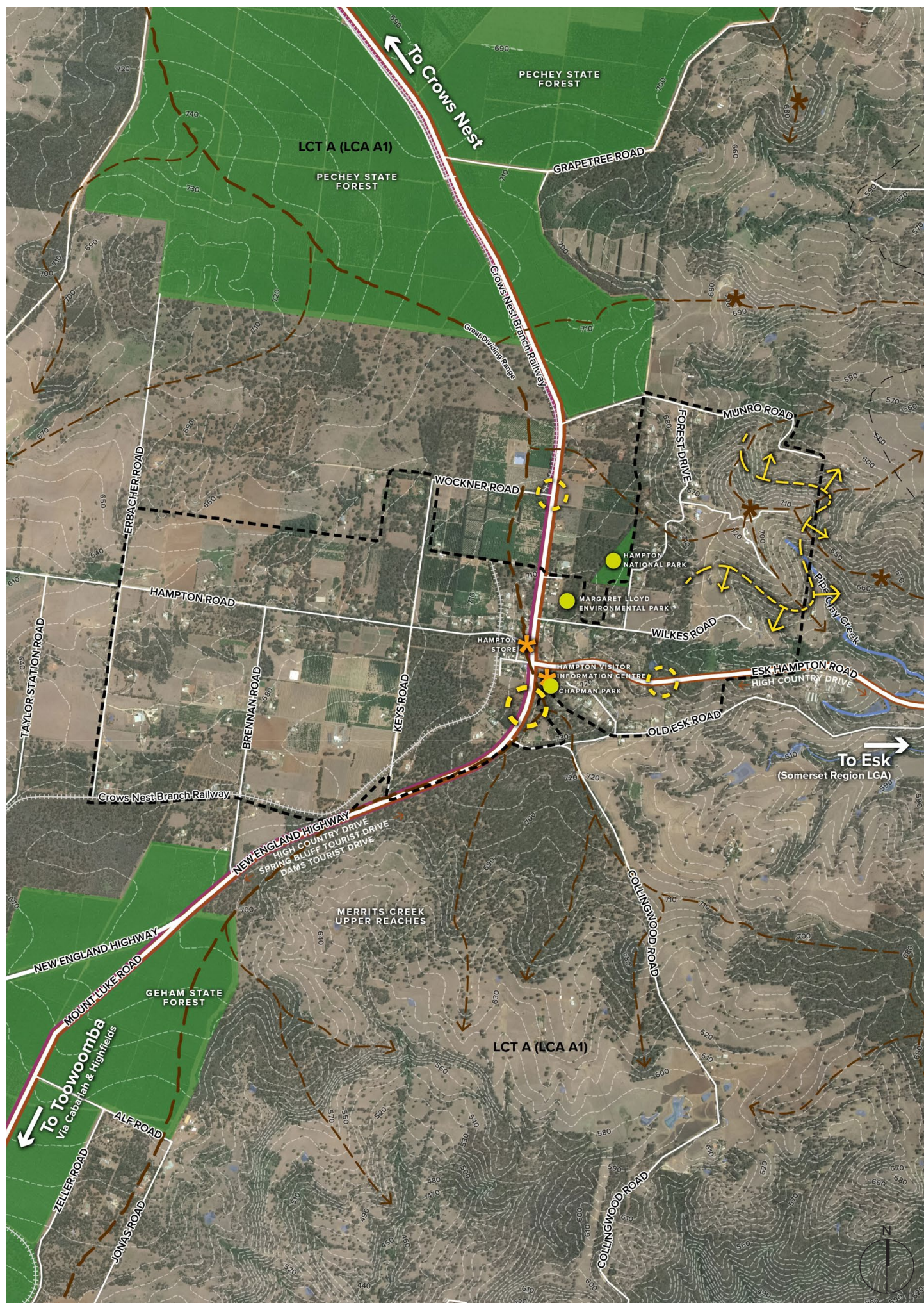


Figure 32: Key landscape and urban character features of Hampton



## Typology and historical influences

Key historic influences on the development of Hampton include:

### The early Darling Downs: exploring the land and establishing settlements

The rural settlement of Hampton began as an outgrowth of the timber mills located at the nearby Perseverance Creek during the late nineteenth century. Compared to other nearby rural centres, Hampton developed later, evident by the fact the town was not surveyed into blocks for auction until the early twentieth century.

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

Hampton is located on the northern rail line from Toowoomba to Crows Nest, which was constructed in the mid-1880s. The settlement steadily developed following this period, due to both its position as a siding along the rail line and the expanding timber industry in the area (which relied on railway transport). Hampton's first hotel was constructed during this period and by the early 1900s, many stores and businesses had been established including the post office (1913). However, by the latter half of the twentieth century, the settlement began to decline: the state school and rail line were closed by the 1960s, resulting in the closure and/or relocation of many local businesses.

### Living off the land: developing primary and secondary industries

In the latter half of the nineteenth century, timber mills began emerging within the region, with several established near Hampton. The settlement was strongly connected to the timber industry, with many residents employed in timber production. In the inter-war years, Hampton experienced a decline in timber supplies and the two primary timber mills in the area closed during the early twentieth century. Following their closure, rail services became less frequent and were later abandoned. Today, Hampton is known for its local produce, particularly citrus, rhubarb and avocados grown on local farms.

### Country living: establishing institutions and shaping community life

Hampton was a significant settlement in the region in the nineteenth and early twentieth centuries and as a result of its successful timber industry, Hampton boasted a dance hall, a school, a tennis court, a cricket pitch, a football field, and a racecourse. None, unfortunately, are surviving today. In more recent years, with the growing trend for hobby farming and a new appreciation of the town as a retirement or Air B&B location, Hampton has experienced recent residential growth.



Approach to Hampton along the New England Highway (A3)



Hampton is now known for its local produce



Plantation forestry within the nearby Geham SF



Hampton has experienced recent residential growth, with many new dwellings situated on the edge of the Great Dividing Range with expansive views across the Lockyer Valley



# Urban character and built form assessment

## Natural environment

Geological features	<ul style="list-style-type: none"> <li>Situated on a high point on the escarpment of the Great Dividing Range at elevations of up to around 710m AHD.</li> <li>Elevated location due to the underlying basaltic geology associated with the Main Range Volcanics (Tm) which contrasts with the lower lying undulating valley landscape associated with the Helidon Sandstone (RJbh) in the valley to the east below.</li> </ul>
Hydrological features	<ul style="list-style-type: none"> <li>The town is located at the significant regional watershed between the Brisbane river catchment northeast and the Balonne-Condamine catchment to the southeast.</li> <li>Due to its elevated location, water is not a highly visible element of the landscape.</li> <li>The upper reaches of Pipe Clay Creek flow in a general easterly direction north of the Esk-Hampton Road (SR85) towards the Brisbane River.</li> <li>The upper reaches of Merrit Creek flow in a general westerly direction close to the Hampton Road towards the Condamine River.</li> </ul>
Vegetation features & habitat values	<ul style="list-style-type: none"> <li>The character of Hampton is strongly influenced by the presence of significant tracts of native vegetation that enclose the settlement and the presence of non-native street trees within the settlement.</li> <li>Large areas of forest located around the town are classified as MSES 'endangered/of concern'. This relates to communities of Northern Grey Ironbark (<i>Eucalyptus siderophloia</i>), Grey Gum (<i>E. propinqua</i>), Tallowood (<i>E. microcorys</i>) and/or Blackbutt (<i>E. pilularis</i>) open forest on remnant Tertiary surfaces and usually on deep red soils (RE 12.5.6).</li> <li>A significant area of this vegetation is protected – including land within the Hampton National Park and the Margaret Lloyd Environmental Park.</li> </ul>

## Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> <li>Hampton is arranged along roads orientated approximately east-west extending from the north-south oriented spine created by the New England Highway (A3). The key roads are Station Street/Esk Hampton Road (Route 85), Hampton Road and Wilkes Road.</li> <li>Hampton presents as a small rural settlement comprising a loose collection of commercial and residential buildings either side of the highway.</li> <li>A number of commercial and civic buildings are located in the heart of the settlement on the New England Highway (A3). These include the Hampton Store, the Hampton Visitor Information Centre and a small number of retail stores including an antique shop.</li> <li>To the east and west of the highway thoroughfare, the settlement of Hampton comprises scattered residential areas and produce farms. Consequently, most of the settlement is strongly enclosed by vegetation (as described above) except on the edge of the elevated area to the east.</li> <li>A distinctive setting for the settlement is created by the surrounding mosaic of farmland laid out of a grid, used for growing citrus, avocados, berries crops as well as rhubarb and other speciality crops.</li> </ul>
Open Space & Recreation	<ul style="list-style-type: none"> <li>The main recreation areas are the Hampton National Park located on McMullen Road/Forest Drive and Margaret Lloyd Environment Park located on Wilkes Road. These provide walking tracks through natural landscapes.</li> <li>A small park with picnic area known as Chapman Park, suitable for campervans, is located on the corner of the new England Highway and Esk Hampton Road (surrounding the Hampton Visitor Information Centre). Chapman Park plays an important role in the cultural life of this small rural settlement including serving as the venue for Hampton's annual festival.</li> </ul>



Hampton is located on the edge of the Great Dividing Range



Significant tracts of native vegetation surround the settlement



The Hampton Store is located at the heart of the settlement on the New England Highway (A3)



Margaret Lloyd Environment Park located on Wilkes Road



**Built form  
mass, scale  
and density**

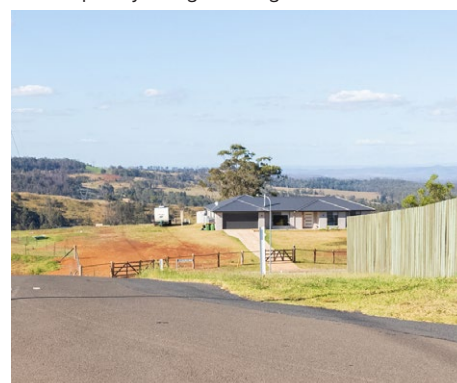
- Hampton is a small settlement with very few early dwellings, located in proximity to the Visitor Information Centre, on Old Esk Road. Scattered at the perimeter of the area are twentieth century farming lots that include a large proportion of orchards. The settlement area has a large proportion of single-storey houses, of contemporary design on larger allotments; some are of brick construction, particularly in the newer subdivision at Kay Ann Court. The settlement is situated in an undulating area, vegetated with mature trees in context with the nearby State forests.
- Residential buildings along the New England Highway (A3) are of a mixed character comprising traditional timber and tin Queensland style homes as well as low set brick houses. All are set back from the road in extensive gardens with large trees.
- The density of the settlement becomes lower and the grid more fragmented away from the heart of Hampton, particularly in the eastern and western parts of the settlement where properties typically comprise large houses set on big 'acreage' blocks, for example on Kay Ann Court and Forest Drive.
- New high quality homes are currently being built to the east of the settlement, to capitalise on the extensive views available to the rural valley below. These include houses on Hampton View Court. Here the more varied landform results in winding roads that more closely follow the topography.

**Heritage  
elements**

- In accordance with the categorisation adopted by Brannock & Associates (2010), Hampton is designated as a rural 'settlement' and is considered of 'low priority' (i.e. it has been subject to previous heritage investigation).
- There are no defined heritage precincts in Hampton.
- There are no State or local heritage listed places in Hampton.
- The Hampton Store, which appears to have operated as the former post office and general store, is located in the middle of the townscape. The store makes a strong contribution to the built form and character of Hampton. General stores were a vitally important part of rural life in Australian in the nineteenth and early twentieth centuries and in small places like Hampton, these stores were frequently one of the first retail businesses established.
- The Hampton Visitor Information Centre, located at the junction of Esk Hampton Road and the New England Highway (A3), occupies a prominent position that makes a strong contribution to the Hampton townscape. The visitor centre dates back to the late nineteenth or early twentieth century.
- Salt's Antiques Shop, which occupies a prominent position on the New England Highway (A3) at its junction with Wilkes Street, is a relatively modern building and does not contribute to the heritage character of Hampton.



A large proportion of Hampton's residential structures are single-storey houses, of contemporary design on larger allotments



New high quality homes are currently being built to the east of the settlement, capitalising on extensive views over the landscape



New homes to the east of the settlement



View along the New England Highway (A3) from the Hampton Store towards the Hampton Visitor Information Centre



New homes under construction



## Streetscape

Gateways and landmarks	<ul style="list-style-type: none"> <li>Due to its linear character along the New England Highway (A3), Hampton is very easy to navigate.</li> <li>Hampton's main thoroughfare is marked at its northern extent by the intersection of Wilkes Road and the New England Highway (A3), and at its southern extent by the intersection of the New England Highway (A3) and Esk Hampton Road to the south</li> <li>The key gateway experience of Hampton is created by the large trees located around and on arrival in the settlement.</li> </ul>
Links and connections	<ul style="list-style-type: none"> <li>Most traffic passes through Hampton on the New England Highway (A3), which is a simple linear connection.</li> </ul>
Façades, frontages and rhythm	<ul style="list-style-type: none"> <li>The main street of Hampton is distinguished by its large and mature trees and the large setback of properties from the New England Highway (A3).</li> </ul>
Street trees	<ul style="list-style-type: none"> <li>Extensive roadside shelter belts of large native eucalypts are a key element of the Hampton streetscape, both on arrival into the settlement and within the settlement.</li> <li>The native vegetation is complemented by formal street trees in Hampton that comprise traditional Queensland street trees such as Silky Oak (<i>Grevillea robusta</i>) and Jacaranda (<i>Jacaranda mimosifolia</i>) which create a colourful contrast of purple and yellow when in flower.</li> <li>Large trees and planting within gardens also contribute considerably to streetscape character.</li> </ul>
Pavements and parking	<ul style="list-style-type: none"> <li>There are small on street parking areas associated with destinations such as the visitor centre and Hampton Store. Elsewhere parking is on street.</li> </ul>
Furniture and art	<ul style="list-style-type: none"> <li>There are no significant artwork or furniture elements.</li> </ul>

## Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"> <li>Hampton does not have any defined neighbourhood character precincts.</li> </ul>
Cultural associations	<ul style="list-style-type: none"> <li>The town was named after its former railway station, which was named after Hampton (then located in the county of Middlesex in England).</li> <li>The annual Hampton Festival, held in May at Chapman Park, celebrates the local food production, regional artisans and music of the area and its surrounds.</li> <li>The Ravensbourne National Park is easily accessible from Hampton and preserves remnants of the original rainforest along the edge of the Great Dividing Range, as well as features picnic facilities and bush-walking circuits.</li> </ul>

## Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none"> <li>There are no formal scenic lookouts in Hampton. However, it is noted that travellers are likely to pass through Hampton on the way to Gus Beutel scenic lookout.</li> <li>Extensive views can be obtained from the edge of the escarpment over the valleys to the east of Hampton from residential roads in the east of the settlement such as Hampton View Court and Charlotte Drive.</li> </ul>
View corridors	<ul style="list-style-type: none"> <li>Hampton is located on a number of local scenic drives including the national <i>Australia's Country Way</i> and local <i>Dams Tour Tourist Drive</i>, <i>Spring Bluff Tourist Drive</i> and <i>High Country Drive</i>.</li> <li>Key views within the town are linear views down the New England Highway (A3) and adjoining main roads that retain a strong framework of large native trees.</li> </ul>
Landmarks	<ul style="list-style-type: none"> <li>The key landmarks in Hampton are the General Store and Visitor Information Centre.</li> </ul>
Perceptions	<ul style="list-style-type: none"> <li>Hampton is distinguished by its ridgetop location, orchard setting and natural forested ambience and by its close proximity and access to national parks and conservation areas.</li> </ul>



Large and mature trees and large setback of properties on the main street



Extensive roadside shelter belts of large native eucalypts



View along the New England Highway (A3) from the Hampton Store towards the Hampton Visitor Information Centre



Hampton is distinguished by its ridgetop location

## Planning for the future

### Sensitivities and forces for change

Key forces for change include:

- Generally minimal growth pressure, with growth to be generally focused in existing township and rural residential zoned areas. However, there is ongoing risk to the existing horticultural character and orchards, which contribute to the landscape setting of the town, as these areas are zoned Rural Residential with sub-divisional potential.

### Strategy for this settlement

#### Natural environment

- Protect and enhance identified areas of vegetation that provide environmental and visual amenity values and contribute to the bushland character of Hampton, especially through protection of areas that are currently in private ownership.

#### Built environment

- Maintain the compact form of the settlement.
- Maintain the existing low-rise and rural residential character of the town.
- Ensure new development and any redevelopment is sympathetic to the prevailing character of the surrounding area.

#### Streetscape character

- Seek opportunities to strengthen the arrival experience into Hampton, in particular from the north and south along the New England Highway (A3) and from the east along Esk-Hampton Road (SR85).
- Plan for a succession of street tree planting to ensure the strong character of vegetated gateways is retained, in accordance with the *Street Tree Masterplan*.

#### Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Hampton including the national *Australia's Country Way*, several of the Queensland's 'Big Sky Country Drives', the local *Dams Tour Tourist Drive* and *High Country Drive* and existing local soft 4WD and bird trails.
- Consider opportunities to build upon the existing popularity of Spring Bluff as a tourism destination.
- Consider developing a 'paddock to plate' trail capitalising on local produce providers.
- Promote awareness of the Hampton visitor information centre and local tourism attractions.
- Investigate the feasibility of providing a rail trail between Toowoomba and Hampton along the dismantled Crows Nest Branch railway (including liaison with private land owners).

#### Scenic amenity

- Carefully consider the balance of views from the escarpment edge and views towards the edge of Hampton from surrounding areas.
- Consider potential for a new public scenic lookout on the escarpment edge.









# KULPI

Kulpi is a very small rural town, located within the open and undulating basaltic uplands near Middle Creek with views to the surrounding rolling agricultural farmland and vegetated hills. It is situated in very close proximity to Peranga and not far from Maclagan and Quinalow.

## Location and boundaries

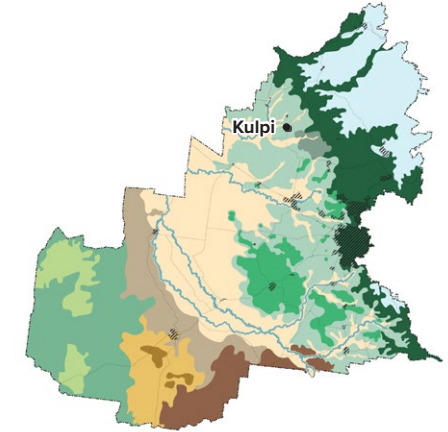
Kulpi is a very small rural town located in the north of the region around 48km northwest of Toowoomba City centre (and close to Quinalow, Maclagan and Peranga) and is accessed by Oakey-Cooyar Road (SR68) and several other very small rural roads.

## Landscape and visual setting

- Kulpi is located in a rural valley at the intersection of landscape types.
- The settlement is located on the slightly elevated landscape of **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B1: Quinalow.**
- The settlement is also associated with the valley of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G3: Myall Creek.**
- The landscape of **LCT D: Forested Sandstone Hills with Outcrops – LCA D1: Goombungee Hills** forms part of the wider context to this settlement.

## Key character attributes

- Kulpi a very small rural town. The Kulpi SSC is recorded as having a population of 77 people living in 36 private dwellings (ABS, 2016).
- The town is located on the Oakey-Cooyar Road (SR68) with outlying dwellings located on the Kulpi-Quinalow and Kulpi-Peranga Road.
- It is a residential settlement with its character influenced strongly by the surrounding rolling agricultural fields.



**Legend**

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

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

- Key features
- Parks and open space

\*Legend item not to scale



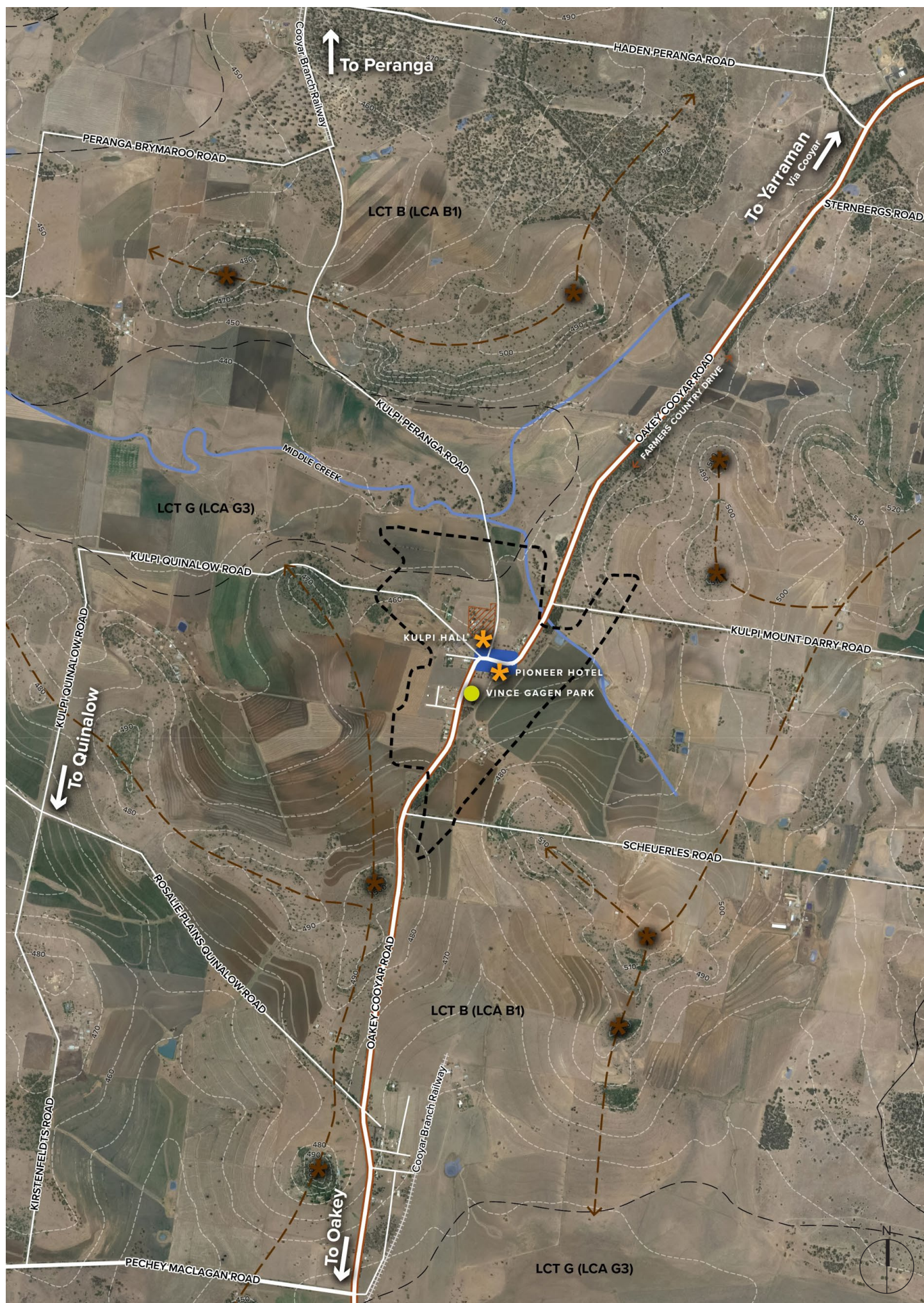


Figure 33: Key landscape and urban character features of Kulpi



## Historical influences and typology

Key historical themes associated with Kulpi comprise:

### The early Darling Downs: exploring the land and establishing settlements

The small rural settlement of Kulpi is located within the extents of the former Rosalie Plains pastoral station. Around the turn of the twentieth century, a selection was made from the Rosalie Plains station by Fred Beckmann, who built the Pioneer Hotel and a store. This was the extent of the settlement at that time. Originally the settlement was known as Rosalie but was later changed to Kulpi to avoid confusion with the Rosalie Plains station which was a small settlement in itself.

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

Kulpi is located on the former railway line from Oakey to Cooyar, which was constructed in 1913. There was a small burst of activity in the town when the railway line was constructed through it in 1912, however only a small number of dwellings exist in the town.

### Living off the land: developing primary and secondary industries

By 1904 a blacksmith and saddler were present in the town, as well as the Pioneer Hotel and the store. Settlement in the area began to grow after the rail line was constructed with several farming properties in the wider area centred on the town. Cattle and agricultural farms typify the landscape around Kulpi and are significant industry for the town, these industries also benefited from the construction of the railway line through the settlement.

### Country Living: establishing institutions and shaping community life

Following the construction of the rail line, more businesses were established including a post office at the newly constructed railway station and a number of cheese makers. A state school was also constructed in 1915. By the 1930s a butchery and fruit shop were trading in the town. In 1945 the town supported a branch of the Queensland National Bank. Since World War II the town has declined and the number of businesses in the town has reduced. Today the town consists chiefly of the hotel and the hall, which is a popular central venue for functions in the Shire.



View across landscape near Kulpi



Rural properties and Bottle Trees



Entering Kulpi along Oakey-Cooyar Road (SR68)

## Urban character and built form assessment

### Natural environment

Geological features	<ul style="list-style-type: none"> <li>The settlement is situated at a relatively high elevation at between 450m and 470m AHD located on flat to gently shelving land associated with Middle Creek, an upper tributary valley of Myall Creek.</li> <li>The town is located on colluvial geology (MG-TQs) with the surrounding landscape comprising alluvial geology (Qa-QLD) which makes this area an important agricultural resource.</li> <li>Beyond the town the land is undulated and comprises a series of hills of over 500m AHD that create a rolling rural backdrop to the settlement.</li> </ul>
Hydrological features	<ul style="list-style-type: none"> <li>The main hydrological feature is Middle Creek, which is barely evident in the landscape due to vegetation removal. Middle Creek flows in a generally westerly direction towards its confluence with Myall Creek and forms part of the Condamine River catchment.</li> <li>Farmers have dammed parts of the drainage lines associated with Middle Creek and its tributaries to form high farm dams.</li> </ul>
Vegetation features & habitat values	<ul style="list-style-type: none"> <li>Much of the land around Kulpi has been cleared for agriculture and no land close to the settlement is classified as MSES.</li> <li>Areas of remnant vegetation in and around the town comprise White Gum/Narrow Leaved Ironbark (<i>Eucalyptus albens/ E. crebra</i>) woodland on Cainozoic igneous rocks (RE11.8.8) and Brigalow (<i>Acacia harpophylla</i>) and/or She-oak (<i>Casuarina cristata</i>) shrubby open forest on Cainozoic clay plains (RE11.4.3)</li> <li>Middle Creek retains fragmented vegetation. The key vegetation in this area is Eucalyptus (<i>Corymbia</i> spp.) woodland on alluvial plains (RE 11.3.17)</li> <li>Within the town, some native street tree planting is present.</li> </ul>

### Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> <li>The town is centred on the staggered crossroads formed by Oakey-Cooyar Road (SR68), Beckman Street, Kulpi-Quinalow, Kulpi-Peranga Road and Church Street.</li> <li>Kulpi presents as a small rural settlement comprising a loose collection of commercial and residential buildings, predominantly located to either side of the State Route 68.</li> <li>Most buildings are residential, although there is also a community hall and a small state school. The majority of Kulpi's residential area is located to the north of the settlement's centre, with a few farming estates scattered around the extents of the settlement.</li> <li>Kulpi and the surrounding small rural settlements of Peranga, Quinalow and MacLagan, are considered interdependent, having between them all the amenities of a small town.</li> </ul>
Open Space & Recreation	<ul style="list-style-type: none"> <li>Vince Gagen Park is a significant recreation facility located east of the Oakey-Cooyar Road (SR68). This park includes lit tennis courts and a playground.</li> </ul>
Built form mass, scale and density	<ul style="list-style-type: none"> <li>Kulpi has a fairly homogeneous range of building types, typically comprising traditional timber and tin single storey buildings, elevated slightly on stumps and set on large blocks. The settlement has a very low density.</li> <li>In terms of residential character, there is a small range of traditional timber character dwellings originating in c1910s-20s in the centre area of Kulpi and several conventional timber dwellings typical to 1950s-70s scattered through the town.</li> <li>There are few new houses in the town indicating that there is little development pressure.</li> </ul>



Hills beyond Kulpi



Fragmented native vegetation



The town centre is defined by the intersection of four roads



Traditional timber and tin, single storey buildings on stump footings typify Kulpi's residential character



Heritage elements	<ul style="list-style-type: none"> <li>In accordance with the categorisation adopted by Brannock &amp; Associates (2010), Kulpi is designated as a rural 'settlement' 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).</li> <li>Kulpi has a traditional rural character, but no defined heritage precincts.</li> <li>There are no State heritage listed places in Kulpi.</li> <li>Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 include: <ul style="list-style-type: none"> <li>Kulpi Pioneer Hotel – 24 Oakey-Cooyar Road (SR68) (2/KUL/0107)</li> </ul> </li> <li>The only significant heritage building in Kulpi is the Kulpi Pioneer Hotel located at 24 Oakey-Cooyar Road (SR68). One of the prominent historical built forms in the Kulpi townscape, occupying a centrally located position is the Pioneer Hotel, established in the early twentieth century and rebuilt in the 1920s following a fire. The Hotel makes a strong contribution to the built form and character of the townscape. It is a single, storey, domestically scaled hotel of timber and brick construction.</li> <li>Marking the entrance to the town is the original store building. The store is no longer operational however is in original condition and its traditional timber character detailing contributes strongly to the small town, together with the nearby, associated residence.</li> <li>The Kulpi Hall situated on Oakey Cooyar road, opposite the Pioneer Hotel has and continues to play an important role in the social history and cultural life of this small rural settlement. Established in the early twentieth century, the Kulpi Hall, modified c1960s makes a strong contribution to the built character of this settlement.</li> <li>Kulpi Garage, situated on Oakey Cooyar Road, occupies a prominent position in the centre of the settlement. The garage makes a strong contribution to the built form and character of the place.</li> <li>Kulpi State School (est. 1915) is significant as a surviving component of the early development of Kulpi. Although the school campus today contains more contemporary buildings and additions, given its long history providing educational services to this small community (over a century), the school makes an important contribution to the character of the town and reflects the important role of the establishment of schools in the development of rural communities, attracting children from a wide rural catchment area.</li> </ul>
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## Streetscape character

Gateways & landmarks	<ul style="list-style-type: none"> <li>Kulpi lacks distinct gateways.</li> <li>Buildings are the key landmarks within the town, particularly the Kulpi Pioneer Hotel and Kulpi Hall.</li> </ul>
Links & connections	<ul style="list-style-type: none"> <li>The arrangement of Kulpi along main streets 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.</li> </ul>
Façades, frontages and rhythm	<ul style="list-style-type: none"> <li>Due to its compact pattern but low density the Kulpi town appears as a traditional rural town and does not have a strong streetscape character.</li> <li>Many of the stores have closed and a number of buildings are derelict.</li> </ul>
Street trees	<ul style="list-style-type: none"> <li>Kulpi generally lacks formal street tree planting but there is a small boulevard of native trees adjacent to the recreation reserve and occasional planting of Bottlebrush trees (<i>Callistemon</i> sp.).</li> <li>Trees in gardens are also important and include distinctive species such as Queensland Bottle Trees (<i>Brachychiton rupestris</i>).</li> </ul>
Pavements and parking	<ul style="list-style-type: none"> <li>Parking comprises informal on street angle parking and a few parking bays adjacent to the Kulpi Pioneer Hotel.</li> <li>The streets are not paved so pedestrians use the wide grassy verges.</li> </ul>
Furniture and art	<ul style="list-style-type: none"> <li>There are no distinctive artwork or streetscape furniture in Kulpi.</li> </ul>



The Pioneer Hotel



Kulpi Hall on Oakey Cooyar Road



Kulpi is situated in close proximity to the New Acland mine



Many of the buildings in Kulpi are in a state of disrepair



Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"><li>Kulpi does not have any defined neighbourhood character precincts.</li></ul>
Cultural associations	<ul style="list-style-type: none"><li>The town takes its name from the former railway station and is reportedly an Aboriginal word meaning box tree or charred logs.</li><li>The 1960 brick church provides cultural associations for the religious community. The community hall is managed by Toowoomba Regional Council and the tennis court may provide for some community activity.</li></ul>

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none"><li>Due to its low-lying nature relative to the surrounding landscape, there are no formal scenic lookouts in or nearby Kulpi.</li></ul>
View corridors	<ul style="list-style-type: none"><li>The local level <i>Farmers Country Drive</i> passes through the town and also accesses the nearby Muntapa Tunnel tourist attraction. A number of promoted motorcycle routes also pass through the town.</li></ul>
Landmarks	<ul style="list-style-type: none"><li>There are no significant landmarks in Kulpi although the Kulpi Hotel and Hall are likely to assist with wayfinding.</li></ul>
Perceptions	<ul style="list-style-type: none"><li>Kulpi is a tiny rural settlement. While the presence of derelict buildings adds to its charm and interest this is also symptomatic of the difficult economic conditions following the closure of the railway.</li></ul>



The Lutheran Church is a key feature of Kulpi



St John's Lutheran Church built in the 1960s



The town lacks distinct gateways



## 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.

### 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 Middle Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values, in recognition of the contribution it makes to the character of Kulpi.

#### Built environment

- Maintain the compact form of the settlement and seek opportunities to enhance the sense of cohesiveness.
- 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.

#### Streetscape character

- Seek opportunities to strengthen the arrival experiences into Kulpi, capitalising on existing natural landmarks and views, particularly from the north and south along Oakey-Cooyar Road (SR68) and the east along Kulpi-Mount Darry Road.
- Continue to implement Council's program for street tree planting within the town, in accordance with the *Street Tree Masterplan*.

#### Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Kulpi including the local *Farmers Country Drive*.
- Investigate the feasibility of providing a rail trail between Oakey and Cooyar (via Kulpi) along the dismantled Crows Nest Branch railway (including liaison with private land owners).
- Consider a rural artwork strategy (with surrounding towns such as Quinalow, MacLagan and Peranga) to enhance likelihood of visitors who would in turn contribute to the viability of businesses within the town.

#### Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Kulpi.









# MACLAGAN

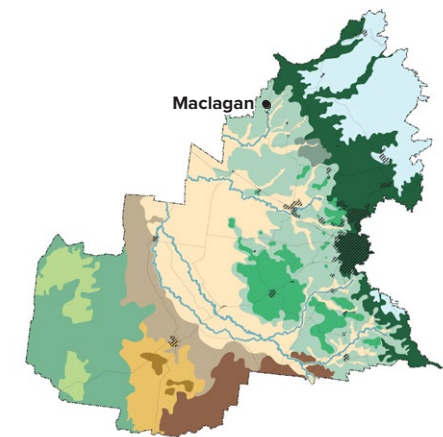
Maclagan is a very small rural town, located on the alluvial plains of Myall Creek within the open and undulating basaltic uplands with views to the surrounding rolling agricultural farmland and vegetated hills. It is situated in very close proximity to Quinalow and not far from Peranga and Kulpi.

## Location and boundaries

Maclagan is a very small rural town located in the north of the region around 62km northwest of Toowoomba City centre (and very close to Quinalow) and is accessed by Dalby-Cooyar Road and Bunya Mountains-Maclagan Road.

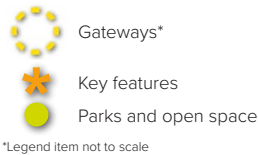
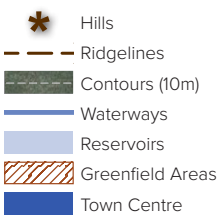
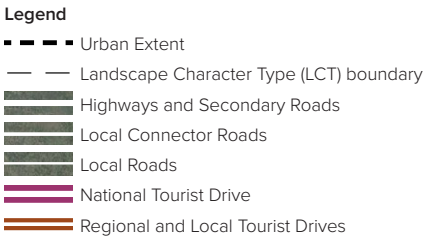
## Landscape and visual setting

- Maclagan is located in a rural valley at the intersection of a variety of landscape types.
- The settlement is mostly associated with the valley of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G3: Myall Creek.**
- Maclagan also lies adjacent to part of **LCT F: Alluvial Floodplain and Valley Floor Cropland – LCA F5: Myall Creek.**
- The wider landscape setting of Maclagan is defined by the elevated landscape of **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B1: Quinalow.**



## Key character attributes

- Maclagan a very small rural town. The Maclagan SSC is recorded as having a population of 195 people living in 85 private dwellings (ABS, 2016).
- The town is located at the cross roads of Margaret Street/Dalby-Cooyar Road with Bunya Mountains-Maclagan Road and Bismark Road on flat and sloping land within the fertile valley of Myall Creek and surrounded by rolling hills.
- It is a largely residential settlement influenced strongly by its relationship with the adjoining creek and surrounding agricultural fields.





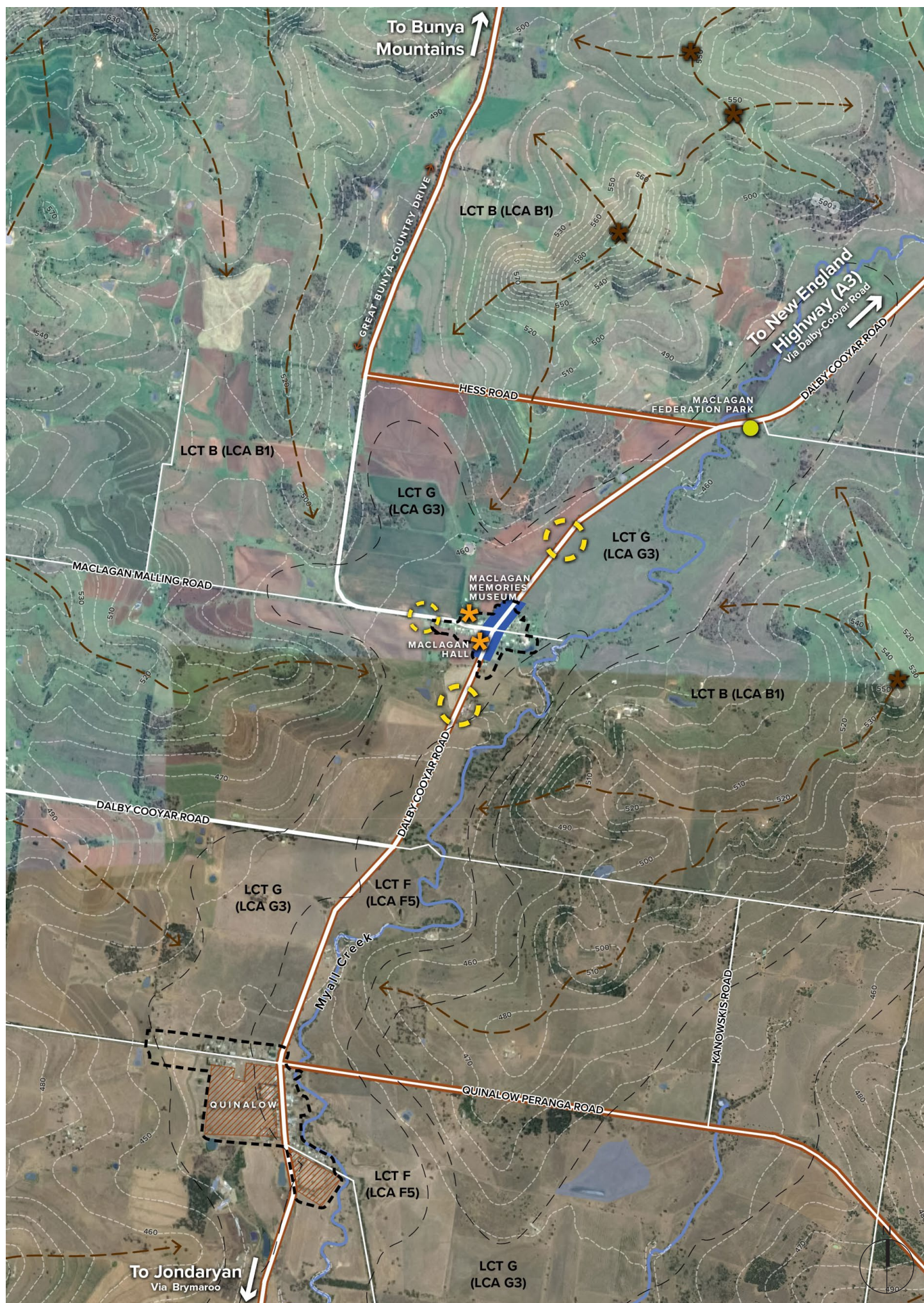
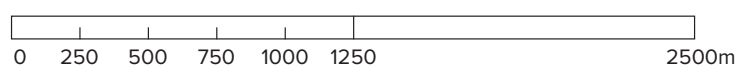


Figure 34: Key landscape and urban character features of Maclagan





## Typology and historical influences

Key historic influences of MacLagan include:

### The early Darling Downs: exploring the land and establishing settlements

The MacLagan area was selected for selection c.1890 and the initial settlement, which supported a small house and a produce store, was known as 'Bismark' and had a large German settler population. In 1905, the arrival of a Mr. John Warran facilitated its early development by building another store, opening a post office, and establishing a butter factory. A school was also established about this time.

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

From the late nineteenth century through to the mid-twentieth century, a town did not grow if it was not connected to the railway. Those few that were not connected, such as MacLagan, remained very small settlements.

### Living off the land: developing primary and secondary industries

The MacLagan area has historically supported a thriving dairying industry, specifically cheese and butter production, and its early settlers established a number of dairy farms in the early twentieth century. The MacLagan Valley Co-op Dairy Company (initially called Mt Bismark Dairy Company Ltd.), which operated from the early 1900s through to the early 1970s, was central to the development of the settlement. By the time of its closure in 1972, new innovations in dairying technologies had resulted in the decline of the industry.



View across landscape towards landscapes associated with the Great Dividing Range



Agricultural surrounds and fertile soils adjacent to Myall Creek that are used for cropping



View along Dalby-Cooyar Road towards MacLagan town showing a local hill in the background



# Urban character and built form assessment

## Natural environment

- |                     |  |
|---------------------|--|
| Geological features | <ul style="list-style-type: none"> <li>The settlement is situated at a relatively high elevation at between 450m and 460m AHD, located on flat to gently shelving land associated with the upper valley of Myall Creek.</li> <li>The town is associated with alluvial geology (Qa-QLD) beyond which more elevated land is associated with the arenite mudrock of the Marburg subgroup (Jbm). The fertility of the alluvial landscape and access to water makes this area an important agricultural resource.</li> <li>Beyond the town the land is undulating and comprises a series of hills of up to around 600m AHD that create a rolling rural backdrop to the settlement.</li> </ul> |
|---------------------|--|

- |                       |  |
|-----------------------|--|
| Hydrological features | <ul style="list-style-type: none"> <li>The main hydrological feature is Myall Creek. Myall Creek flows in a generally southwesterly direction and forms part of the Condamine River catchment. As the settlement falls within the floodplain of the Condamine River and Myall Creek, it may be subject to flood risk.</li> <li>Farmers have dammed sections of the small tributaries leading to Myall Creek resulting in a high number of farm dams in this locality.</li> </ul> |
|-----------------------|--|

- |                                      |   |
|--------------------------------------|---|
| Vegetation features & habitat values | <ul style="list-style-type: none"> <li>Much of the land around MacLagan has been cleared for agriculture.</li> <li>Areas of open woodland have been retained in parts, typically related to more steeply sloping areas which are more marginal for agriculture.</li> <li>Myall Creek is a key waterway, which retains fragmented vegetation. The key vegetation in the area is <i>Corymbia</i> spp. woodland on alluvial plains (RE 11.3.17) including an area south of the town which is valued as MSES.</li> <li>Other areas include Brigalow (<i>Acacia harpophylla</i>) and/or She-oak (<i>Casuarina cristata</i>) open forest on fine-grained sedimentary rocks (RE 11.5.9).</li> <li>Within the town, vegetation comprises street trees and vegetation within private gardens.</li> </ul> |
|--------------------------------------|---|

## Built environment

- |                               |  |
|-------------------------------|--|
| Settlement & land use pattern | <ul style="list-style-type: none"> <li>MacLagan presents as a small rural settlement comprising a loose collection of commercial and community-use buildings clustered around the intersection of Bismark Street (which becomes Bunya Mountains-MacLagan Road) and Margaret Street (which becomes Dalby-Cooyar Road).</li> <li>The main commercial area is concentrated along Margaret Street, to the south of Bismark Street. Prominent built forms along Margaret Street include the MacLagan Post Office, MacLagan Meats (butcher), the MacLagan Memorial Hall, and the MacLagan Store.</li> <li>There are a range of civic buildings including a remarkably large number of churches of many denominations as well as a post office. There is also a small museum (MacLagan Memories Museum) including the relocated Jondaryan Court House and Rangemoor State School buildings.</li> <li>Notable service buildings include a butcher (MacLagan Meats) and a general store.</li> <li>MacLagan and the surrounding small rural settlements of Peranga, Quinalow and Kulpi, are considered interdependent, having between them all the amenities of a small town.</li> </ul> |
|-------------------------------|--|

- |                         |   |
|-------------------------|---|
| Open Space & Recreation | <ul style="list-style-type: none"> <li>The MacLagan Coronation Park located beside MacLagan Hall is the only park and contains a playground.</li> <li>It is noted that the MacLagan Federation Park is located around 2km northeast of the town.</li> </ul> |
|-------------------------|---|

- |                                    |  |
|------------------------------------|--|
| Built form mass, scale and density | <ul style="list-style-type: none"> <li>MacLagan has a fairly homogeneous range of building types, typically comprising traditional timber and tin low set buildings set on large blocks.</li> <li>Small groups of residential dwelling are situated to the north and south of Bismark Street, which becomes Bunya Mountains-MacLagan Road, as well as towards the outskirts of the settlement along the northern extent of Margaret Street.</li> <li>In terms of residential character, MacLagan contains several significant traditional timber character dwellings. A substantial c1930s brick residence is also prominent in the streetscape. A few later c1950s-1970s dwellings are located in infill lots. The town is distinctive for not having a grid street network or modern subdivision. The dwellings at the edge of the cross roads present a largely traditional aesthetic to the small town.</li> <li>There are few new houses in the town indicating that there is little development pressure.</li> </ul> |
|------------------------------------|--|



Undulating landscape in surrounding area



Street trees and vegetation in private gardens



MacLagan Store on Margaret Street



MacLagan War Memorial



Heritage elements	<ul style="list-style-type: none"> <li>In accordance with the categorisation adopted by Brannock &amp; Associates (2010), MacLagan is designated as a rural 'settlement' 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).</li> <li>There are no State heritage listed places in MacLagan.</li> <li>Key heritage places listed in the Toowoomba Regional Planning Scheme 2012 comprise: <ul style="list-style-type: none"> <li>34-36 Bunya Mountains-MacLagan Road (2/MAC/0108)</li> </ul> </li> <li>The MacLagan Store makes a strong contribution to the built form and character of the main Margaret Street. General stores were a vitally important part of rural life in Australia in the nineteenth and early twentieth centuries and in small places like MacLagan, stocking a wide variety of household supplies, were frequently one of the first retail businesses to be established. The general store holds an important role in rural settlements like MacLagan where it is the only commercial operation with a supply of household goods in town.</li> <li>The former MacLagan Valley Co-op Dairy Company building, which closed in early 1972, survives but now operates as a metal welding business.</li> <li>The MacLagan Memorial Hall makes a strong contribution to the MacLagan townscape and, since its establishment c.1914-1918, has played an important role in the social history and cultural life of this small rural settlement.</li> </ul>
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## Streetscape character

Gateways and landmarks	<ul style="list-style-type: none"> <li>The key approaches to the town are along the Dalby-Cooyar Road and Bunya Mountains-MacLagan Road which comprise low key rural views of the settlement framed against the hills beyond.</li> <li>Buildings are the only real landmarks within the town, particularly the stores, churches and memorial hall.</li> </ul>
Links and connections	<ul style="list-style-type: none"> <li>The logical arrangement of MacLagan along main streets with consistent views from the settlement out to the surrounding agricultural fields provides a clear legibility to the settlement.</li> </ul>
Façades, frontages and rhythm	<ul style="list-style-type: none"> <li>Due to its compact pattern but low density the MacLagan town appears as a traditional rural town and does not have a strong streetscape rhythm.</li> </ul>
Street trees	<ul style="list-style-type: none"> <li>MacLagan includes a framework of streetscape trees. However, these are relatively small, such as Bottlebrush trees (<i>Callistemon</i> sp.), in part due to the presence of above-ground electricity lines which limit the potential for significant street trees.</li> <li>The vegetated context of the town character relies heavily on remnant native trees, along roads and isolated specimens in private gardens.</li> </ul>
Pavements and parking	<ul style="list-style-type: none"> <li>Parking comprises on street angle parking in the town centre.</li> <li>Concrete pedestrian paths are limited to the area at the intersection outside the MacLagan Store, elsewhere pedestrians use the wide grassy verges.</li> </ul>
Furniture and art	<ul style="list-style-type: none"> <li>The war memorial is the main streetscape element within MacLagan.</li> </ul>



MacLagan has a strong rural aesthetic



View towards Church on Margaret Street



MacLagan Memorial Hall



MacLagan presents as a traditional rural town



Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"><li>Maclagan has a traditional rural character, but no defined heritage precincts.</li></ul>
Cultural associations	<ul style="list-style-type: none"><li>The town was originally named Bismarck after Otto von Bismarck. In 1916 it was renamed Maclagan in honour of Brigadier Ewen George Sinclair-Maclagan (1868-1948) due to the anti-German sentiment during World War I.</li><li>The Maclagan Memories Museum contains a collection of historical buildings associated with the early development of the district that have been relocated here from other locations, including the former Rangemore State School one-teacher classroom building, a timber slab hut, a Quinalow milk delivery truck, and the former Maclagan CWA building, among other buildings and structures. 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.</li></ul>

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none"><li>Due to its low-lying nature relative to the surrounding landscape, there are no formal scenic lookouts in or nearby Maclagan.</li></ul>
View corridors	<ul style="list-style-type: none"><li>A number of local scenic drives including the <i>Great Bunya Drive</i> and <i>Farmers Country Drive</i> pass through the town capitalising on views obtained from within and around the settlement to the surrounding rural agricultural landscape. A number of promoted motorcycle routes also pass through Maclagan.</li><li>Tourists visiting the nearby Muntapa Tunnel tourist attraction may pass through the town.</li></ul>
Landmarks	<ul style="list-style-type: none"><li>The key landmarks in Maclagan that assist with legibility and wayfinding are heritage buildings.</li></ul>
Perceptions	<ul style="list-style-type: none"><li>Maclagan has a peaceful, typical rural town ambience and the number of churches is a memorable and distinctive feature.</li></ul>



Maclagan War Memorial



Low lying surrounding landscape



Distant views towards the Bunya Mountains



Heritage buildings, including churches, assist with legibility and wayfinding in Maclagan



View along Dalby-Cooyar Road towards Maclagan town



## Planning for the future

### Sensitivities and forces for change

Key forces for change include:

- Minimal growth pressure.
- Greenfield development occurs outside the floodplain, 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

### 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 Myall Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values, in recognition of the contribution it makes to the character of Maclagan.

#### Built environment

- Maintain the compact form of the settlement and seek opportunities to enhance the sense of cohesiveness 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.
- Consider undertaking further heritage investigation to inform ongoing development.

#### Streetscape character

- Seek opportunities to strengthen the arrival experiences into Maclagan, particularly from the north and south along Dalby-Cooyar Road and the west along Bunya Mountains-Maclagan Road.
- Continue to implement Council's program for street tree planting within the town, in accordance with the *Street Tree Masterplan*.

#### Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Maclagan including the local *Great Bunya Country Drive* and *Farmers Country Drive*.
- Consider a rural artwork strategy (with surrounding towns such as Quinalow, Kulpi and Peranga) to enhance likelihood of visitors who would in turn contribute to the viability of businesses within the town.

#### Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Maclagan.









# PERANGA

Peranga is a very small rural town, located within the open and undulating basaltic uplands near Cockatoo Creek with views to the surrounding rolling agricultural farmland and vegetated hills. It is situated in very close proximity to Kulpi and not far from MacLagan and Quinalow.

## Location and boundaries

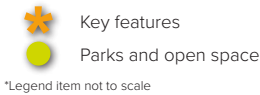
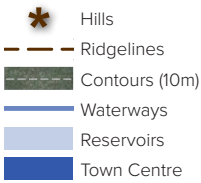
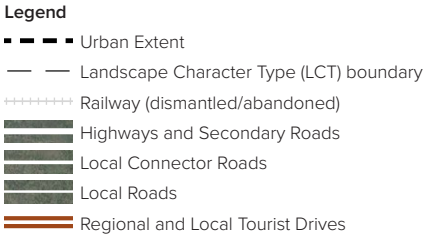
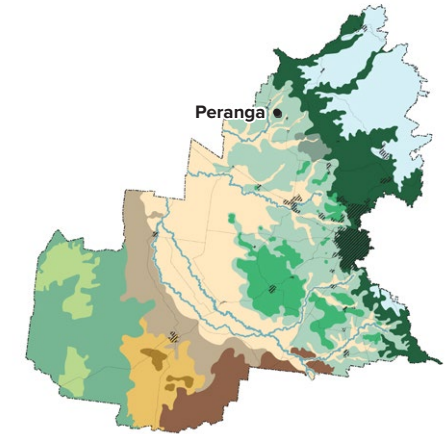
Peranga is a very small rural town located in the north of the region around 53km northwest of Toowoomba City centre (and close to Quinalow, MacLagan and Kulpi) and is accessed by Haden-Peranga Road, Quinalow-Peranga Road and several other very small rural roads.

## Landscape and visual setting

- Peranga is located in a rural valley at the intersection of landscape types.
- The settlement is located on the slightly elevated landscape of **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B1: Quinalow.**
- The settlement is also associated with the valley of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G3: Myall Creek.**

## Key character attributes

- Peranga a very small rural town. The Peranga SSC is recorded as having a population of 85 people living in 29 private dwellings (ABS, 2016).
- The town is located at the offset cross roads of Quinalow -Peranga Road, Haden Peranga Road (Denham Street), Peranga-Evergreen Road and Peranga-Narko Road within the upper valley of Myall Creek, surrounded by rolling hills.
- It is a residential settlement with its character influenced strongly by the surrounding rolling agricultural fields.





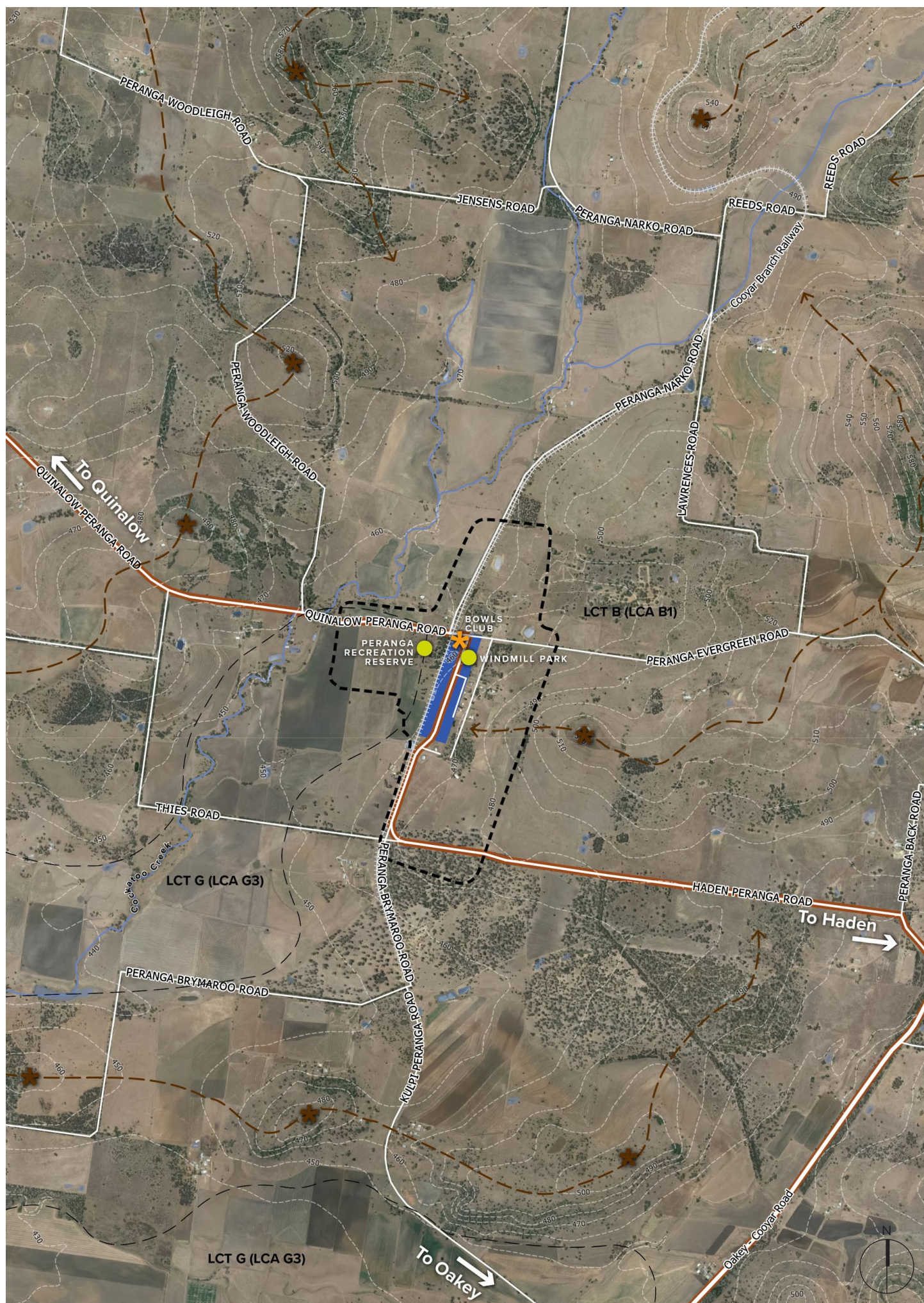
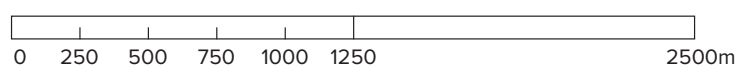


Figure 35: Key landscape and urban character features of Peranga





## Historical influences and typology

Key historic influences on Peranga include:

### The early Darling Downs: exploring the land and establishing settlements

The name 'Peranga' derives from the name of an outstation on the Rosalie Plains pastoral run, assigned when the town was surveyed in 1911. Once the area was opened for closer settlement, it was predominantly taken by immigrant farmers from Germany, England, Scotland and Ireland.

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

The Peranga stop along the Oakey-Cooyar branch line opened in November 1912 and connected this small settlement to the western line at Oakey by providing passenger and produce transport services. However, after the closure of the Oakey-Cooyar line in the mid-1960s, Peranga went into sharp decline.

### Living off the land: developing primary and secondary industries

Given its location as a stop along the Oakey-Cooyar branch line, Peranga historically provided pigs, cattle, and other agricultural produce for transport across the region. However, it was principally a rich dairy-producing area.



Entering Peranga along Haden-Peranga Road



Entering Peranga along Denham Street



Rural character of Peranga



# Urban character and built form assessment

## Natural environment

Geological features	<ul style="list-style-type: none"> <li>The settlement is situated at a relatively high elevation at between 460m and 470m AHD located on flat to gently shelving land associated with Cockatoo Creek, an upper tributary valley of Myall Creek.</li> <li>The town is located on the arenite mudrock of the Marburg subgroup (Jbm) with the surrounding landscape comprising alluvial geology (Qa-QLD) which makes this area an important agricultural resource.</li> <li>Beyond the town, the land is undulating and comprises a series of hills of over 520m AHD that create a rolling rural backdrop to the settlement.</li> </ul>
Hydrological features	<ul style="list-style-type: none"> <li>The main hydrological feature is Cockatoo Creek, which is barely evident in the landscape. Cockatoo Creek flows in a generally southwesterly direction, to Middle Creek and then to Myall Creek and forms part of the Condamine River catchment.</li> <li>Farmers have dammed the drainage lines associated with Cockatoo Creek resulting in a high number of farm dams in this locality.</li> </ul>
Vegetation features & habitat values	<ul style="list-style-type: none"> <li>Much of the land around Peranga has been cleared for agriculture.</li> <li>Areas of remnant vegetation in and around the town comprise White Gum/Narrow Leaved Ironbark (<i>Eucalyptus albens</i>/<i>E. crebra</i>) woodland on Cainozoic igneous rocks (RE 11.8.8) and Brigalow (<i>Acacia harpophylla</i>) and/or She-oak (<i>Casuarina cristata</i>) shrubby open forest on Cainozoic clay plains (RE 11.4.3)</li> <li>Cockatoo Creek, to the west of the settlement, retains fragmented vegetation. The key vegetation type in this area is Eucalyptus (<i>Corymbia</i> spp.) woodland on alluvial plains (RE 11.3.17) although none is classified as MSES.</li> <li>Within the town, significant vegetation has been retained within the recreation reserve.</li> </ul>



Undulating hills in surrounding area



Post Office on Denham Street

## Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> <li>The town is centred on the crossroads formed by Quinalow -Peranga Road, Haden-Peranga Road (Denham Street), Peranga-Evergreen Road and Peranga-Naka Road</li> <li>Peranga presents as a small rural settlement comprising a loose collection of commercial and community-use buildings generally concentrated along Denham Street up to where it intersects with Quinalow-Peranga Road. Small groups of dwellings are located to the north of Quinalow-Peranga Road and to east of Denham. While these small residential areas are somewhat removed from the main thoroughfare of Peranga, they contribute to its setting.</li> <li>The main commercial area and thoroughfare is along Denham Street. Prominent built forms along Denham Street include the Peranga Post Office, Peranga Police Station, Peranga Hall and the Peranga Bowls Club.</li> <li>Peranga and the surrounding small rural settlements of Quinalow, MacLagan and Kulpi, are interdependent, having between them all the amenities of a small town.</li> </ul>
Open Space & Recreation	<ul style="list-style-type: none"> <li>Peranga includes a surprisingly large amount of recreation facilities due to its relationship with the surrounding settlement.</li> <li>There is a significant bowls club – the Peranga Bowls Club located in the heart of the settlement.</li> <li>The Peranga Recreation Reserve includes a large number of trees.</li> <li>There is also an area known as Windmill Park.</li> </ul>
Built form mass, scale and density	<ul style="list-style-type: none"> <li>Peranga has a fairly homogeneous range of building types, typically comprising traditional timber and tin low set buildings set on very large blocks. It has a very low density.</li> <li>The few dwellings along Denham Street are modest and of limited contributing character. Only a few early dwellings are evident and these contribute traditional timber character aspects to the settlement.</li> <li>There are few new houses in the town indicating that there is little development pressure.</li> </ul>



Peranga Bowls Club



Traditional timber and tin low set building



Heritage elements	<ul style="list-style-type: none"> <li>• In accordance with the categorisation adopted by Brannock &amp; Associates (2010), Peranga is designated as rural ‘settlement’ 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).</li> <li>• There are no State or local heritage places in Peranga.</li> <li>• Peranga’s Our Lady of the Annunciation Catholic Church, located on Church Street, makes a strong contribution to the built character of this small rural settlement and has played an important role in the community’s social history and cultural life. It is believed to be the first church erected in Peranga (c.1917). The church contributes traditional timber character element to the streetscape.</li> <li>• The Peranga Hall has played an important role in the social history and cultural life of this settlement. The larger form of the hall provides an anchoring presence and, as one of the few community buildings, makes a strong contribution to the Peranga townscape.</li> <li>• The Peranga railway station building remains in situ and this surviving railway infrastructure is of cultural heritage significance and attests to the establishment and development of Peranga as a result of the railway.</li> <li>• It is noted that the Peranga Hotel burnt down in 1967 and the local school closed in 1973. The former Peranga Uniting Church was relocated to Goombungee and now serves as the Goombungee Uniting Church Hall.</li> </ul>
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Peranga’s Our Lady of the Annunciation Catholic Church (c.1917) located on Church Street



Peranga Hall

Streetscape character	
Gateways and landmarks	<ul style="list-style-type: none"> <li>• Peranga lacks distinct gateways.</li> <li>• Buildings are the only real landmarks within the town, particularly the Bowls Club.</li> </ul>
Links and connections	<ul style="list-style-type: none"> <li>• The logical arrangement of Peranga along main streets with consistent views from the settlement out to the surrounding agricultural fields provides a clear sense of legibility and wayfinding to the settlement.</li> </ul>
Façades, frontages and rhythm	<ul style="list-style-type: none"> <li>• Due to its compact pattern but low density the Peranga town appears as a traditional rural town but does not have a strong streetscape character.</li> </ul>
Street trees	<ul style="list-style-type: none"> <li>• Peranga does not have formal street tree planting but has a vegetated character due to the presence of stands of remnant vegetation in parks and in private gardens.</li> </ul>
Pavements and parking	<ul style="list-style-type: none"> <li>• On street angle parking is associated with the Peranga and District Bowls Club.</li> <li>• The streets are not paved so pedestrians use the wide grassy verges.</li> </ul>
Furniture and art	<ul style="list-style-type: none"> <li>• There are windmills in the town centre, which are the only notable ‘sculptural’ element of the town.</li> <li>• A series of interpretive signs provides information on key historic buildings in the town.</li> </ul>



Remnant vegetation in parks and windmill



On street angled parking at the Peranga and District Bowls Club



Cultural heritage	
Urban/ character precincts	<ul style="list-style-type: none"> <li>Peranga has a traditional rural character, but no defined heritage precincts.</li> </ul>
Cultural associations	<ul style="list-style-type: none"> <li>The name of Peranga was apparently derived from the name of an outstation on Rosalie Plains pastoral run.</li> <li>Peranga is within a short drive of a number of surrounding tourist attractions, including MacLagan's Rimfire Winery, Moorlands Host Farm, and the Muntapa Rail Tunnel (QHR 602594).</li> </ul>
Scenic amenity	
Scenic lookouts & views	<ul style="list-style-type: none"> <li>Due to its low-lying nature relative to the surrounding landscape, there are no formal scenic lookouts in or nearby Peranga.</li> </ul>
View corridors	<ul style="list-style-type: none"> <li>The local level <i>Farmers Country Drive</i> passes through the town which accesses the nearby Muntapa Tunnel tourist attraction.</li> </ul>
Landmarks	<ul style="list-style-type: none"> <li>There are no significant landmarks in Peranga although the Bowls Club is likely to assist with wayfinding.</li> </ul>
Perceptions	<ul style="list-style-type: none"> <li>Peranga is a tiny rural settlement with a peaceful ambience.</li> </ul>



Peranga Motor Engineers



Farm dams and views to ridgelines are key features of the surrounding rural landscape



Entrance to Peranga along Peranga-Evergreen Road



## 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.

### 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 Cockatoo Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values, in recognition of the contribution it makes to the character of Peranga.

#### Built environment

- Maintain the compact form of the settlement and seek opportunities to enhance the sense of cohesiveness 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.

#### Streetscape character

- Seek opportunities to strengthen the arrival experiences into Peranga, capitalising on existing natural landmarks and views, particularly from the east along Haden-Peranga Road and from the west along Quinalow-Peranga Road.
- Continue to implement Council's program for street tree planting within the town, in accordance with the *Street Tree Masterplan*..

#### Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Peranga including the local *Farmers Country Drive*.
- Investigate the feasibility of providing a rail trail between Oakey and Cooyar (via Peranga) along the dismantled Haden Branch railway (including liaison with private land owners).
- Consider a rural artwork strategy (with surrounding towns such as Quinalow, MacLagan and Kulpi) to enhance likelihood of visitors who would in turn contribute to the viability of businesses within the town.

#### Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Peranga.







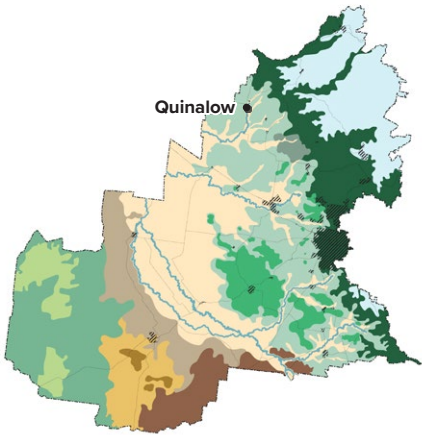


# QUINALOW

Quinalow is a very small rural town, located on the alluvial plains of Myall Creek within the open and undulating basaltic uplands with views to the surrounding rolling agricultural farmland and vegetated hills. It is situated in very close proximity to MacLagan and not far from Kulpi and Peranga.

## Location and boundaries

Quinalow is a very small rural town located in the north of the region around 60km northwest of Toowoomba City centre and is accessed by Pechey-Maclagan Road (SR68), Quinalow-Peranga Road and several other small rural roads.



## Landscape and visual setting

- Quinalow is located in a rural valley at the intersection of a variety of landscape types.
- The settlement is mostly associated with the valley of **LCT G: Alluvial Floodplain and Valley Floor Cropland – LCA G3: Myall Creek.**
- Quinalow also lies adjacent to part of **LCT F: Alluvial Floodplain and Valley Floor Cropland – LCA F5: Myall Creek.**
- The wider landscape setting of Quinalow is defined by the elevated landscape of **LCT B: Open Undulating Farmed Basaltic Uplands – LCA B1: Quinalow.**

## Key character attributes

- Quinalow a very small town. The Quinalow SSC is recorded as having a population of 173 people living in 80 private dwellings (ABS, 2016).
- The town is located at the cross roads of the Pechey-Maclagan Road (SR68) with the Quinalow-Peranga Road and Myall Street on flat and sloping land within the fertile valley of Myall Creek.
- It is a largely residential settlement influenced strongly by its relationship with the adjoining creek and surrounding agricultural fields.

### Legend

- — — Urban Extent
- — — Landscape Character Type (LCT) boundary
- — — Highways and Secondary Roads
- — — Local Connector Roads
- — — Local Roads
- — — Regional and Local Tourist Drives
- \* Hills

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

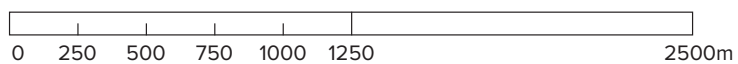
- ⦿ Gateways\*
- ✱ Key features
- Parks and open space

\*Legend item not to scale





Figure 36: Key landscape and urban character features of Quinalow





## Historical influences and typology

Key historic influences on Quinalow comprise:

### The early Darling Downs: exploring the land and establishing settlements

A settlement at Quinalow was established in the mid-1880s on the banks of the Myall Creek and by the early 1900s, it comprised a butter and cheese factory and sawmill (both operated by Daly Brothers), a few houses, a school, a store, a post office, and the Quinalow Hotel.

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

From the late nineteenth century through to the mid-twentieth century, a town did not grow if it was not connected to the railway. Those few that were not connected, such as Quinalow, remained very small settlements.

### Living off the land: developing primary and secondary industries

With the establishment of the sale yards in the early 1900s, Quinalow became a locale of business in the immediate local district. However, the staple industry was dairying, specifically cheese and butter production, exemplified by the establishment and long-standing operation of the Daly Brothers' Butter and Cheese Factory. The latter closed and reopened several times, before being rebuilt and sold to Kraft Foods Pty Ltd in 1945. By the 1960s, new innovations in dairying technologies resulted in the decline of the industry.

### Country living: establishing institutions and shaping community life

During World War I, the settlement's business economy was impacted by the enlistment of many local men. Over time, the town was reduced to a small collection of buildings, namely the Quinalow Hotel, the Daly Brothers' Cheese Factory, Quinalow State School and the sale yards.



Remnant factories in Quinalow



Quinalow Hotel



Entrance to the town along Quinalow-Peranga Road showing hills and ridgeline in the background



# Urban character and built form assessment

## Natural environment

Geological features	<ul style="list-style-type: none"> <li>The settlement is situated at a relatively high elevation at around 430m AHD located on flat to gently shelving land associated with the valley of Myall Creek.</li> <li>The town is associated with alluvial geology (Qa-QLD), beyond which more elevated land is associated with the arenite mudrock of the Marburg subgroup (Jbm). The fertility of the alluvial landscape and access to water makes this area an important agricultural resource.</li> </ul>
Hydrological features	<ul style="list-style-type: none"> <li>The main hydrological feature is Myall Creek. A tributary of Myall Creek, Cattle Gully, is located to the south of the town.</li> <li>Myall Creek flows in a generally southwesterly direction and forms part of the Condamine River catchment.</li> <li>Farmers have dammed sections of the small tributaries leading to Myall Creek resulting in a high number of farm dams in this locality.</li> <li>The town was affected by floods in 1981 and 2010-11.</li> </ul>
Vegetation features & habitat values	<ul style="list-style-type: none"> <li>Much of the land around Quinalow has been cleared for agriculture.</li> <li>Areas of open woodland have been retained in parts, typically related to more steeply sloping areas which are more marginal for agriculture. Occasional Queensland Bottle Trees (<i>Brachychiton rupestris</i>) are also found in the agricultural landscape.</li> <li>Myall Creek is a key waterway, which retains fragmented vegetation.</li> <li>Key remnant vegetation communities in the area include <i>Corymbia</i> spp. and <i>Eucalyptus</i> spp. woodlands on alluvial plains (RE 11.9.5, RE 11.9.10 and RE 11.9.9).</li> <li>Within the town, vegetation is comprises street trees and vegetation within private gardens.</li> </ul>



Land used for agricultural production



Street tree vegetation

## Built environment

Settlement & land use pattern	<ul style="list-style-type: none"> <li>The town is centred on the crossroads formed by Pechey-Maclagan Road (SR68) with the Quinalow-Peranga Road and Quinalow-Moola Road (Myall Street).</li> <li>Quinalow is a predominantly residential linear settlement located along the main roads and extending into Old Rosemount Road to the southeast of the settlement.</li> <li>It also includes a small number of buildings performing a civic function such as Quinalow State School, a small library and churches.</li> <li>Retail premises include a garage, small general store and hotel. However, lots of former service establishments are closed with vacant shop fronts. The old dairy is no longer in use.</li> <li>Quinalow and the surrounding small rural settlements of Peranga, Kulpi and Maclagan, are considered interdependent, having between them all the amenities of a small town.</li> </ul>
Open Space & Recreation	<ul style="list-style-type: none"> <li>Quinalow Recreation Reserve is located in the south of the town and is the main formal recreational facility. It includes sports fields and a children's playground.</li> </ul>
Built form mass, scale and density	<ul style="list-style-type: none"> <li>Quinalow presents as a small rural settlement comprising a loose collection of commercial and community-use buildings established generally around the intersection of Pechey-Maclagan Road (SR68) and Quinalow-Peranga Road (which becomes Myall Street). Small groups of dwellings are located to the north of Myall Street and to the southeast of Pechey-Maclagan Road (SR68). The commercial buildings, although some are of scale, are modestly constructed and contribute little architectural character or merit to the character of the settlement.</li> <li>Quinalow has a fairly homogeneous range of building types, typically comprising traditional timber and tin low set residential buildings set on large blocks. In terms of residential character, a handful of dwellings exhibit traditional timber, character elements. These are interspersed with a modest range of c1950s-1970s dwellings with some character elements.</li> <li>Quinalow and the surrounding small rural settlements of Peranga, Maclagan and Kulpi, are interdependent, having between them all the amenities of a small town.</li> <li>There are few new houses in the town indicating that there is little development pressure.</li> </ul>



Quinalow State School



Traditional timber and tin residential buildings typify the town



Heritage elements	<ul style="list-style-type: none"> <li>• In accordance with the categorisation adopted by Brannock &amp; Associates (2010), Quinalow is designated as rural 'settlement' 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).</li> <li>• There are no State or local heritage places in Quinalow.</li> <li>• Quinalow State School (est. 1909) is significant as a surviving component of the early development of Quinalow. Although the school campus today contains more contemporary buildings and additions, given its long history providing educational services to this small community (over a century), the school makes an important contribution the character of the place and reflects the important role of the establishment of schools in the development of rural communities.</li> <li>• The present-day Quinalow Library operates out of a c.1909 building, which was originally constructed as a classroom for Quinalow State School but then relocated to Daly Street in 1979. It was then utilised as a temporary pre-school building until 1984, when it was re-opened as the Quinalow Library. It is now one of several community-use buildings that form part of the Quinalow Recreation Reserve, including a large-form public hall clad in corrugated iron, and sports facilities.</li> <li>• Remnant buildings and infrastructure associated with the Kraft Foods Pty Ltd factory (formerly the Daly Brothers' Butter and Cheese Factory) are evident along Pechey-Maclagan Road (SR68). Given this community's long history of dairying, these remnant structures make an important contribution the character of the settlement and reflects the important role of the dairy industry in the development of small rural communities.</li> </ul>
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## Streetscape

Gateways and landmarks	<ul style="list-style-type: none"> <li>• The key approaches to the town are along the Pechey-Maclagan Road (SR68) and, to a lesser extent, Quinalow-Peranga Road, and are low key rural views framed by remnant vegetation.</li> <li>• Buildings are the only landmarks within the town, including the State School and churches.</li> </ul>
Links and connections	<ul style="list-style-type: none"> <li>• The logical arrangement of Quinalow along main streets with consistent views from the settlement to the surrounding agricultural fields provides a clear legibility to the settlement.</li> </ul>
Façades, frontages and rhythm	<ul style="list-style-type: none"> <li>• Due to its scattered and linear pattern the Quinalow town appears as a traditional rural town and does not have a strong streetscape rhythm.</li> </ul>
Street trees	<ul style="list-style-type: none"> <li>• Quinalow includes a framework of streetscape trees. However, these are relatively small (such as <i>Callistemon</i> sp.) due to the presence of above ground electricity lines which limit the potential for significant street trees.</li> <li>• The character relies heavily on remnant stands of native vegetation, particularly along Daly Street/The Old Rosemount Road.</li> </ul>
Pavements and parking	<ul style="list-style-type: none"> <li>• Parking comprises on street parking.</li> <li>• There are few pedestrian paths, even in the main part of Quinalow, with pedestrians using the wide grassy verges.</li> </ul>
Furniture & art	<ul style="list-style-type: none"> <li>• There are no memorable furniture or artwork features within Quinalow.</li> </ul>



Quinalow Library in a c.1909 building, formerly a school and pre-school building



Remnant buildings and factory infrastructure



Little to no streetscape rhythm



On-street parking in Quinalow, with few pedestrian paths



Cultural heritage

Urban/ character precincts	<ul style="list-style-type: none"><li>• Quinalow has a traditional rural character, but no defined heritage precincts.</li></ul>
Cultural associations	<ul style="list-style-type: none"><li>• John and Bridget Daly emigrated from Ireland in 1892 and took up a selection at Brymaroo. Generations of the Daly family have had a significant impact on the development of the local district, establishing the Daly Butter and Cheese Factory and Daly Saw Mill at Quinalow, as well as the post office and general store at Peranga.</li></ul>

Scenic amenity

Scenic lookouts & views	<ul style="list-style-type: none"><li>• Due to its low-lying nature relative to the surrounding landscape, there are no formal scenic lookouts in or nearby Quinalow.</li></ul>
View corridors	<ul style="list-style-type: none"><li>• A number of local scenic drives including the <i>Great Bunya Drive</i> and <i>Farmers Country Drive</i> pass through the town capitalising on views obtained from within and around the town to the surrounding rural agricultural landscape. A number of promoted motorcycle routes also pass through the town.</li><li>• Tourists visiting the nearby Muntapa Tunnel tourist attraction may pass through the town.</li></ul>
Landmarks	<ul style="list-style-type: none"><li>• The key landmarks in Quinalow that assist with legibility and wayfinding are heritage buildings.</li></ul>
Perceptions	<ul style="list-style-type: none"><li>• Quinalow has a peaceful, typical rural town ambience.</li></ul>



Rural timber and tin character



Peaceful rural ambience



View across the landscape towards Quinalow from Quinalow-Moola Road



## Planning for the future

### Sensitivities and forces for change

Key forces for change include:

- Minimal growth pressure.
- Greenfield development occurs outside the floodplain, 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

### 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 Myall Creek to improve the extent and quality of riparian vegetation and improve environmental and visual amenity values, in recognition of the contribution it makes to the character of Quinalow.

#### Built environment

- Maintain the compact form of the settlement and seek opportunities to enhance the sense of cohesiveness 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.
- Consider undertaking further heritage investigation to inform ongoing development.

#### Streetscape character

- Seek opportunities to strengthen the arrival experiences into Quinalow, particularly from the north and south along Pechey-Maclagan Road (SR68) and the east along Quinalow-Peranga Road.
- Continue to implement Council's program for street tree planting within the town, in accordance with the *Street Tree Masterplan*.

#### Tourism

- Improve awareness through increased promotion and signage of tourist drives that pass through Quinalow including the local *Great Bunya Country Drive* and *Farmers Country Drive*.
- Consider a rural artwork strategy (with surrounding towns such as Maclagan, Peranga and Kulpi) to enhance likelihood of visitors who would in turn contribute to the viability of businesses within the town.

#### Scenic amenity

- Maintain and celebrate views to the surrounding farmland and prominent ridgelines and hills near Quinalow.