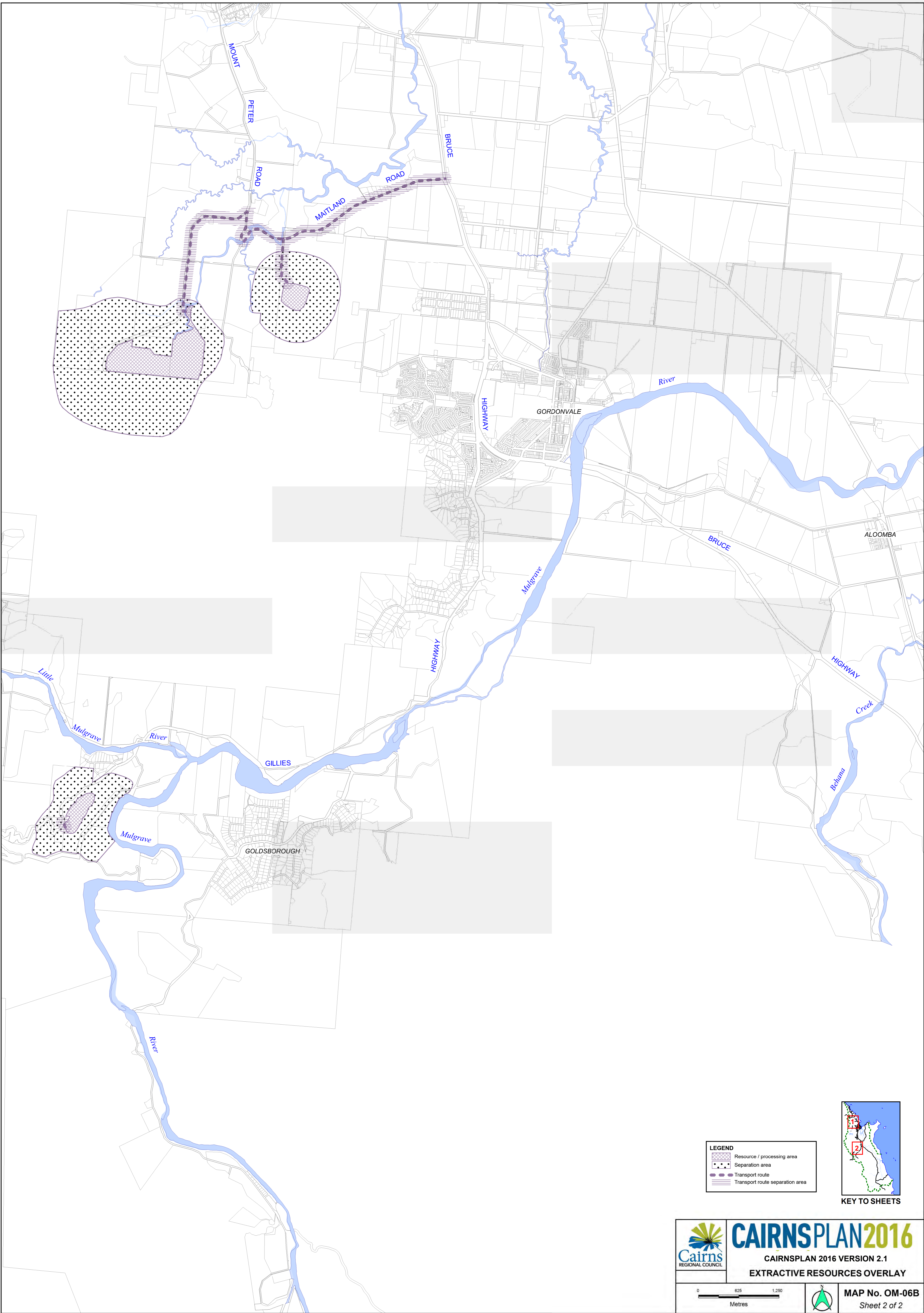


## SCHEDULE 3 – OVERLAY MAPS

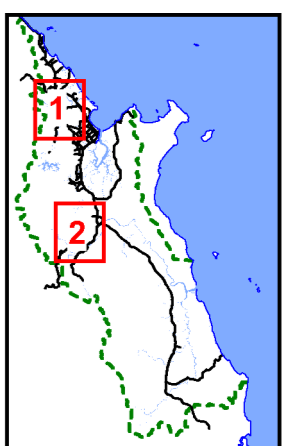
# SCHEDULE 3

The logo is a white version of the one in the top left, featuring a stylized bird icon above the word "PLAN" in a blue box.



**LEGEND**

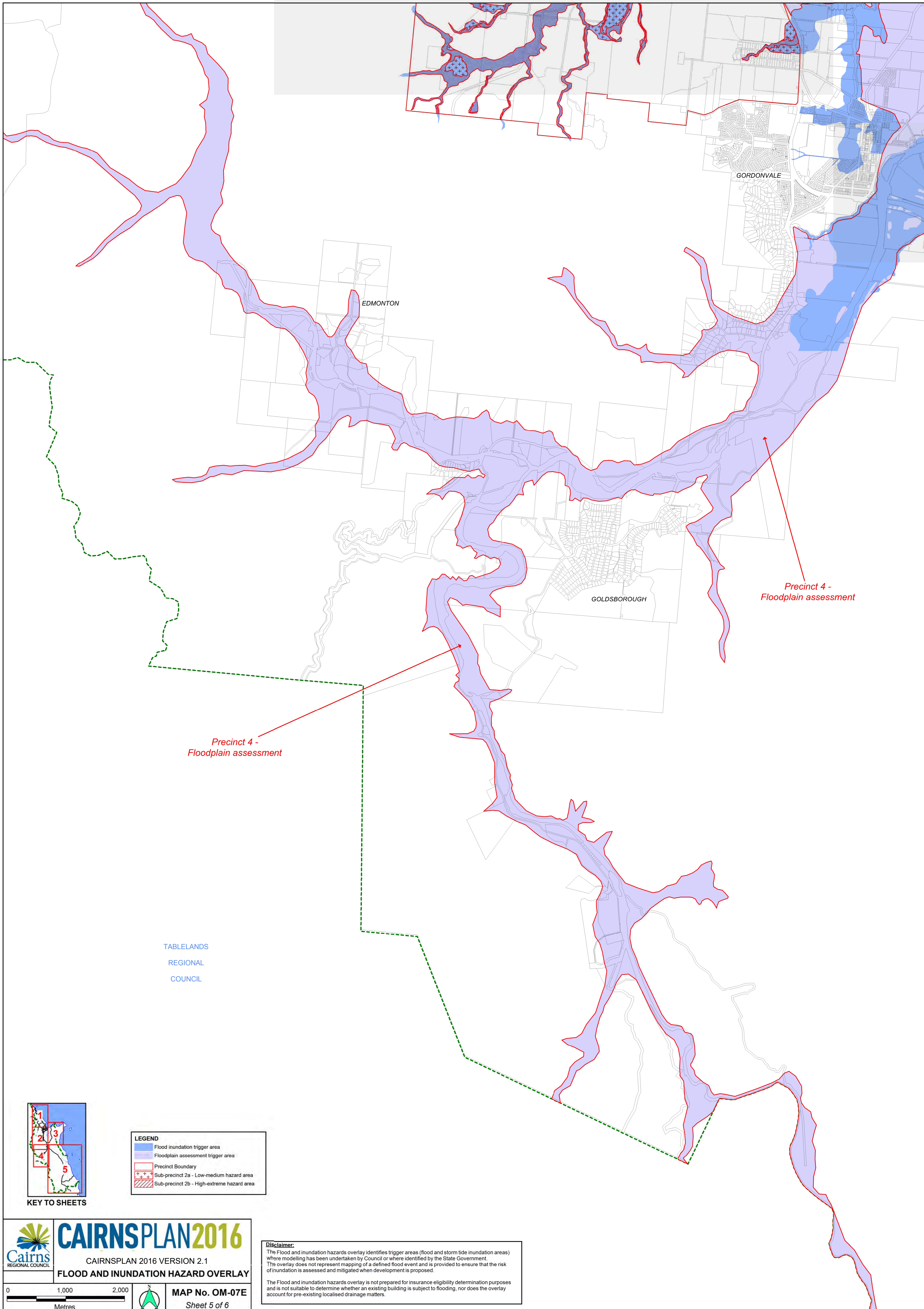
- Resource / processing area
- Separation area
- Transport route
- Transport route separation area



KEY TO SHEETS

**CAIRNSPLAN2016**  
CAIRNSPLAN 2016 VERSION 2.1  
EXTRACTIVE RESOURCES OVERLAY

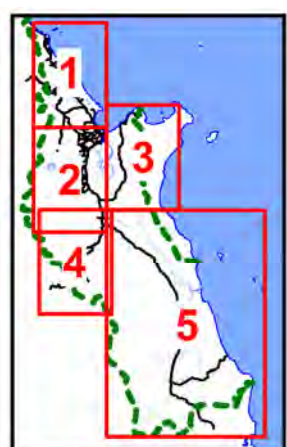
**MAP No. OM-06B**  
Sheet 2 of 2



TABLELANDS  
REGIONAL  
COUNCIL

Precinct 4 -  
Floodplain assessment

Precinct 4 -  
Floodplain assessment



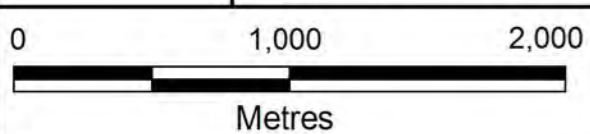
KEY TO SHEETS

| LEGEND |  |
|--------|--|
|        | Flood inundation trigger area              |
|        | Floodplain assessment trigger area         |
|        | Precinct Boundary                          |
|        | Sub-precinct 2a - Low-medium hazard area   |
|        | Sub-precinct 2b - High-extreme hazard area |

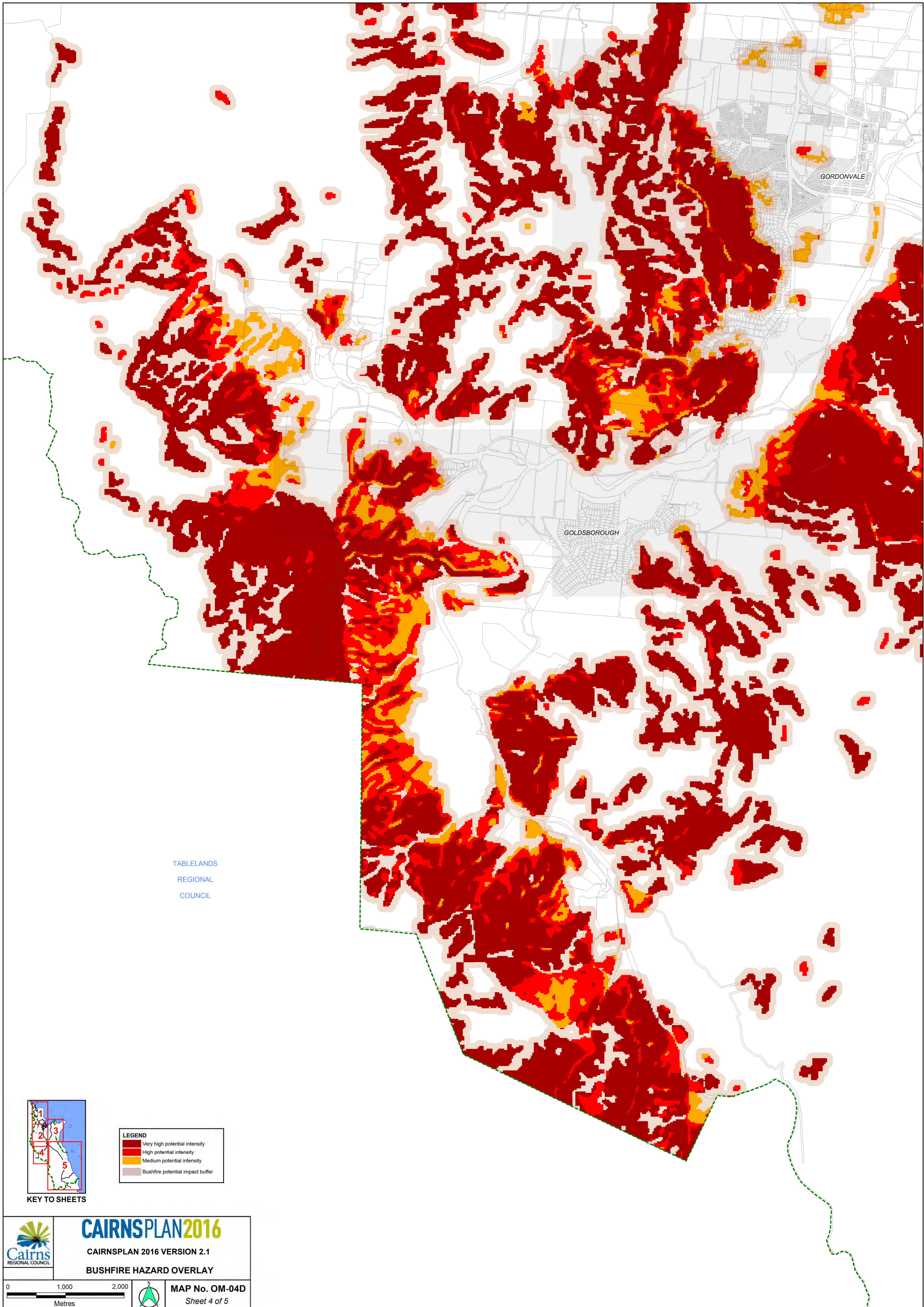
**CAIRNSPLAN2016**  
CAIRNSPLAN 2016 VERSION 2.1  
**FLOOD AND INUNDATION HAZARD OVERLAY**

**Disclaimer:**  
The Flood and inundation hazards overlay identifies trigger areas (flood and storm tide inundation areas) where modelling has been undertaken by Council or where identified by the State Government. The overlay does not represent mapping of a defined flood event and is provided to ensure that the risk of inundation is assessed and mitigated when development is proposed.

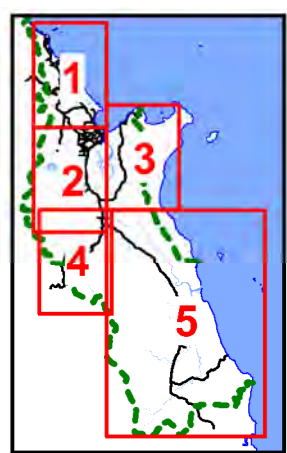
The Flood and inundation hazards overlay is not prepared for insurance eligibility determination purposes and is not suitable to determine whether an existing building is subject to flooding, nor does the overlay account for pre-existing localised drainage matters.



MAP No. OM-07E  
Sheet 5 of 6



TABLELANDS  
REGIONAL  
COUNCIL



KEY TO SHEETS

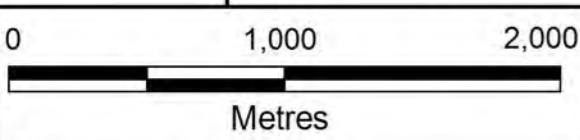
| LEGEND |                                  |
|--------|----------------------------------|
|        | Very high potential intensity    |
|        | High potential intensity         |
|        | Medium potential intensity       |
|        | Bushfire potential impact buffer |



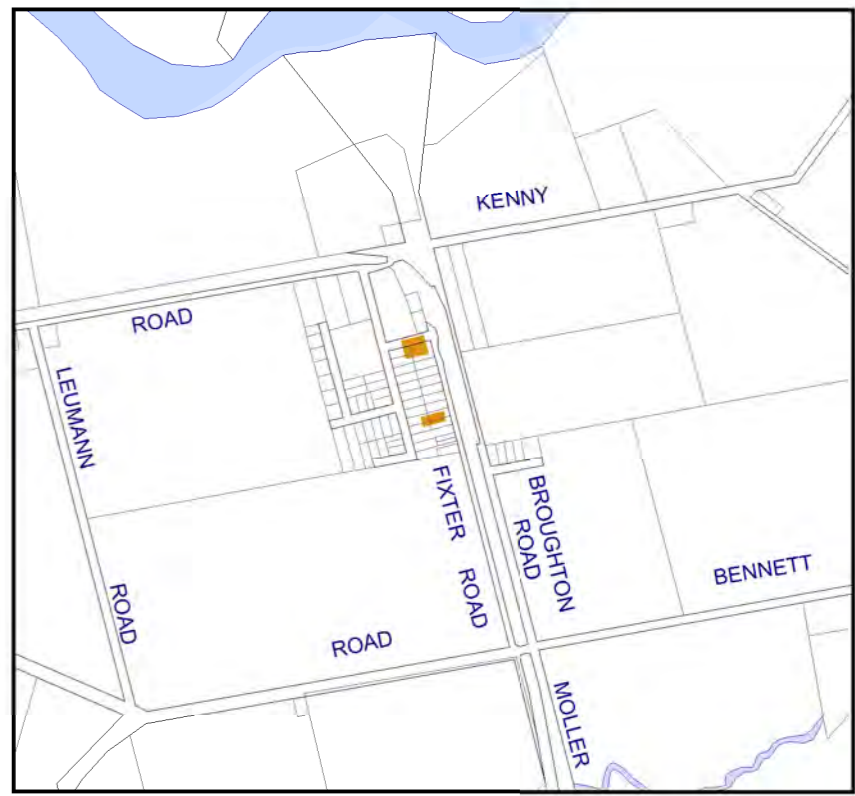
# CAIRNSPLAN2016

CAIRNSPLAN 2016 VERSION 2.1

## BUSHFIRE HAZARD OVERLAY



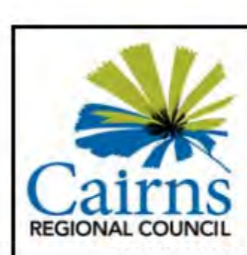
MAP No. OM-04D  
Sheet 4 of 5



INSERT - ALOOMBA

**LEGEND**

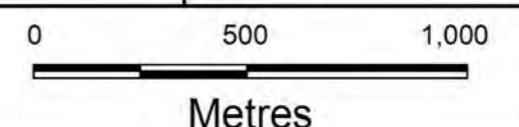
- State Heritage Place
- Premises adjoining State heritage place
- Place of local significance



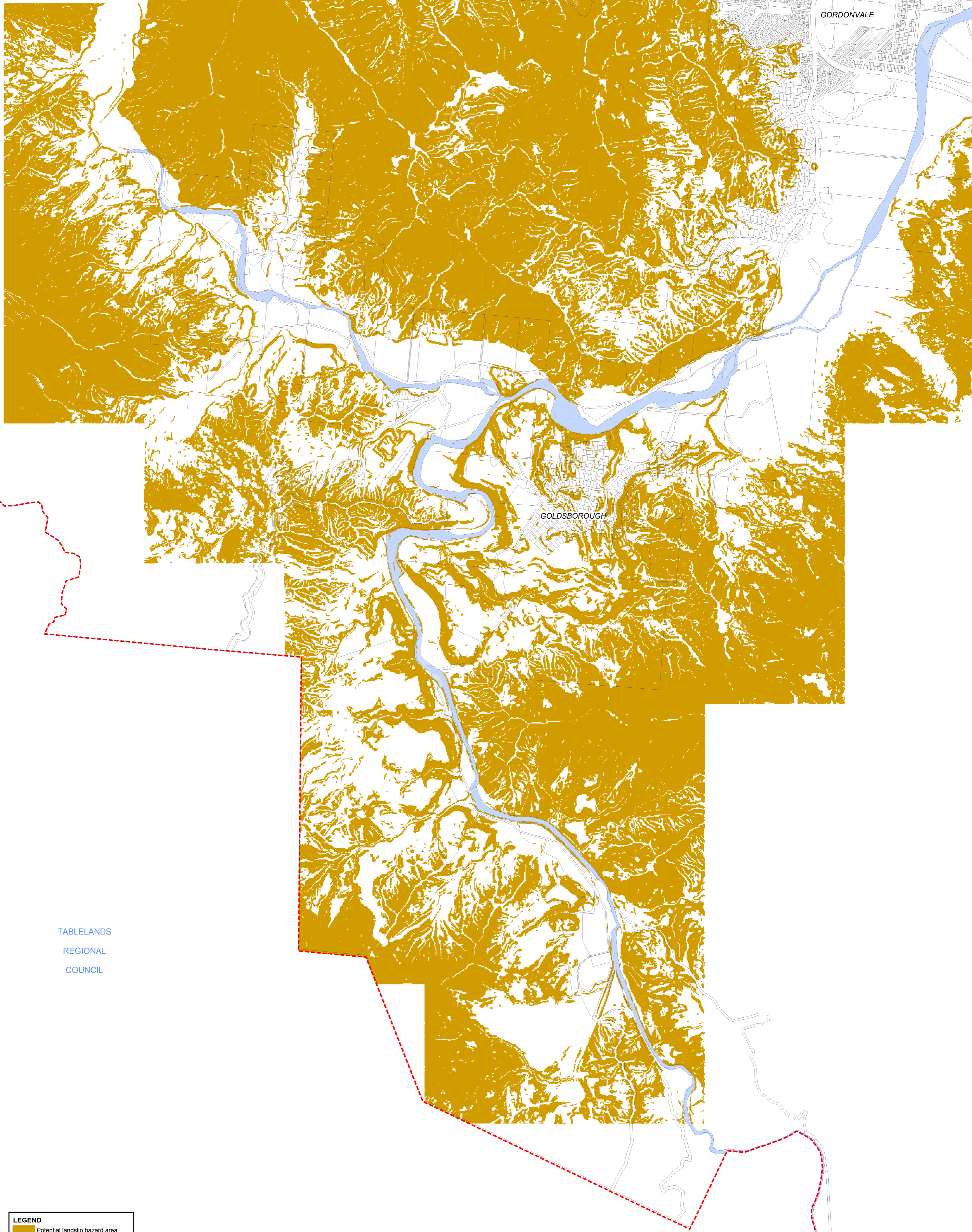
# CAIRNSPLAN2016

CAIRNSPLAN 2016 VERSION 2.1

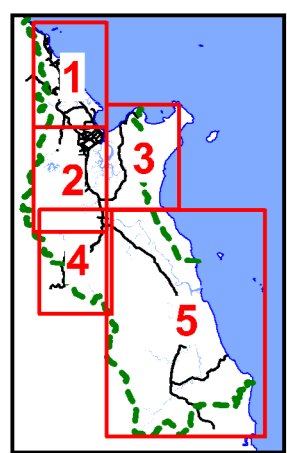
## PLACES OF SIGNIFICANCE OVERLAY



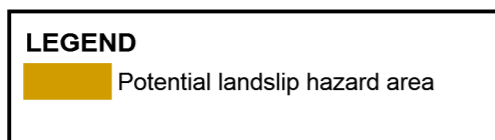
**MAP No. OM-13E**  
Sheet 5 of 6



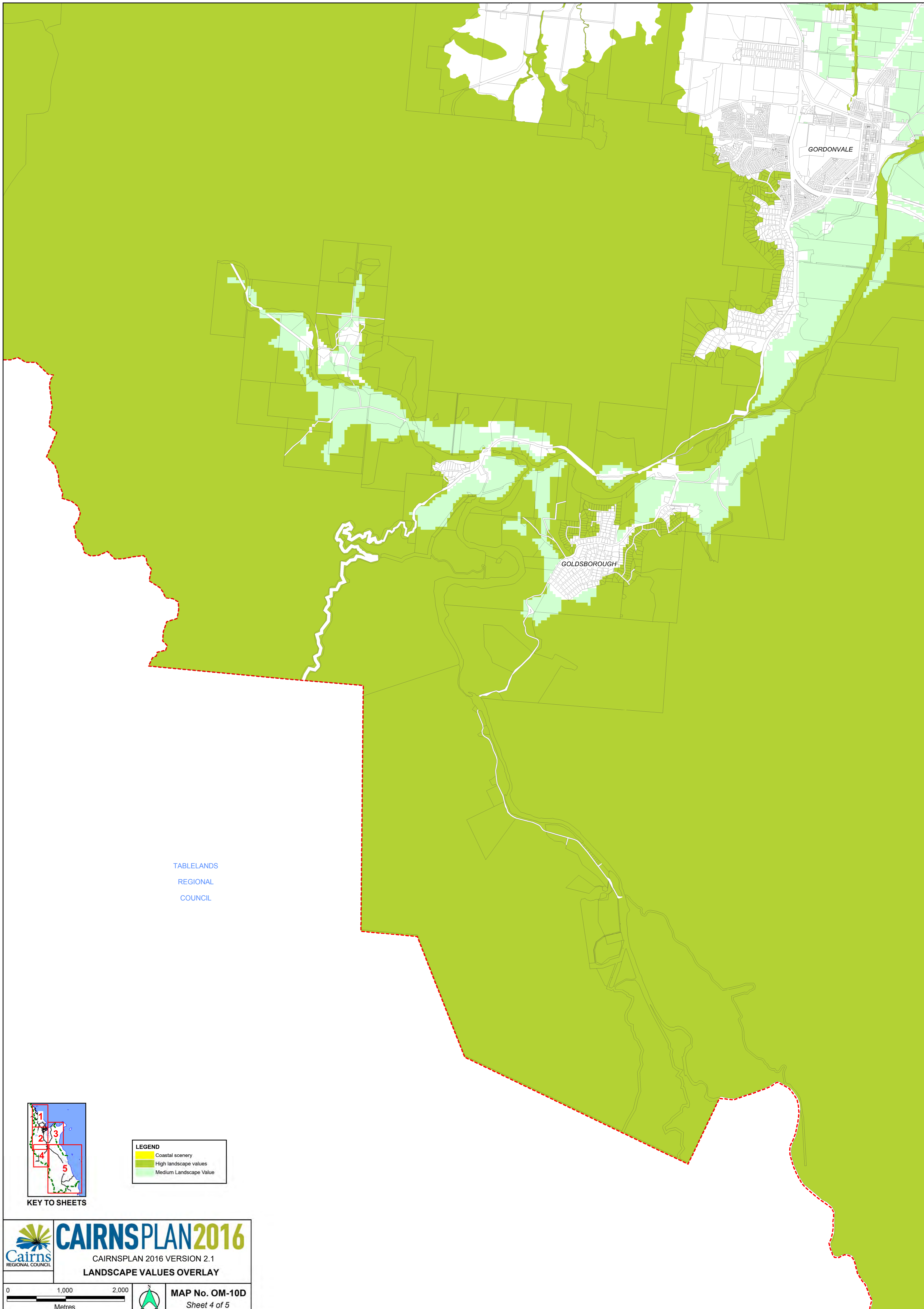
TABLELANDS  
REGIONAL  
COUNCIL



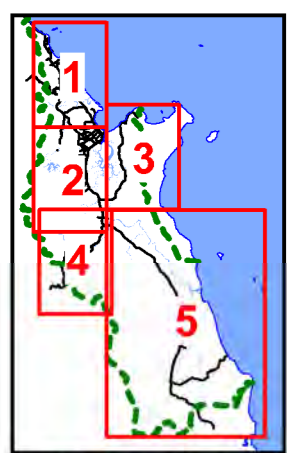
KEY TO SHEETS



|                                       |   |
|---------------------------------------|---|
|                                       | <b>CAIRNSPLAN2016</b>   |
|                                       | CAIRNSPLAN 2016 VERSION 2.1<br><b>POTENTIAL LANDSLIP HAZARD OVERLAY</b> |
|                                       |   |
| <b>MAP No. OM-14D</b><br>Sheet 4 of 5 |   |



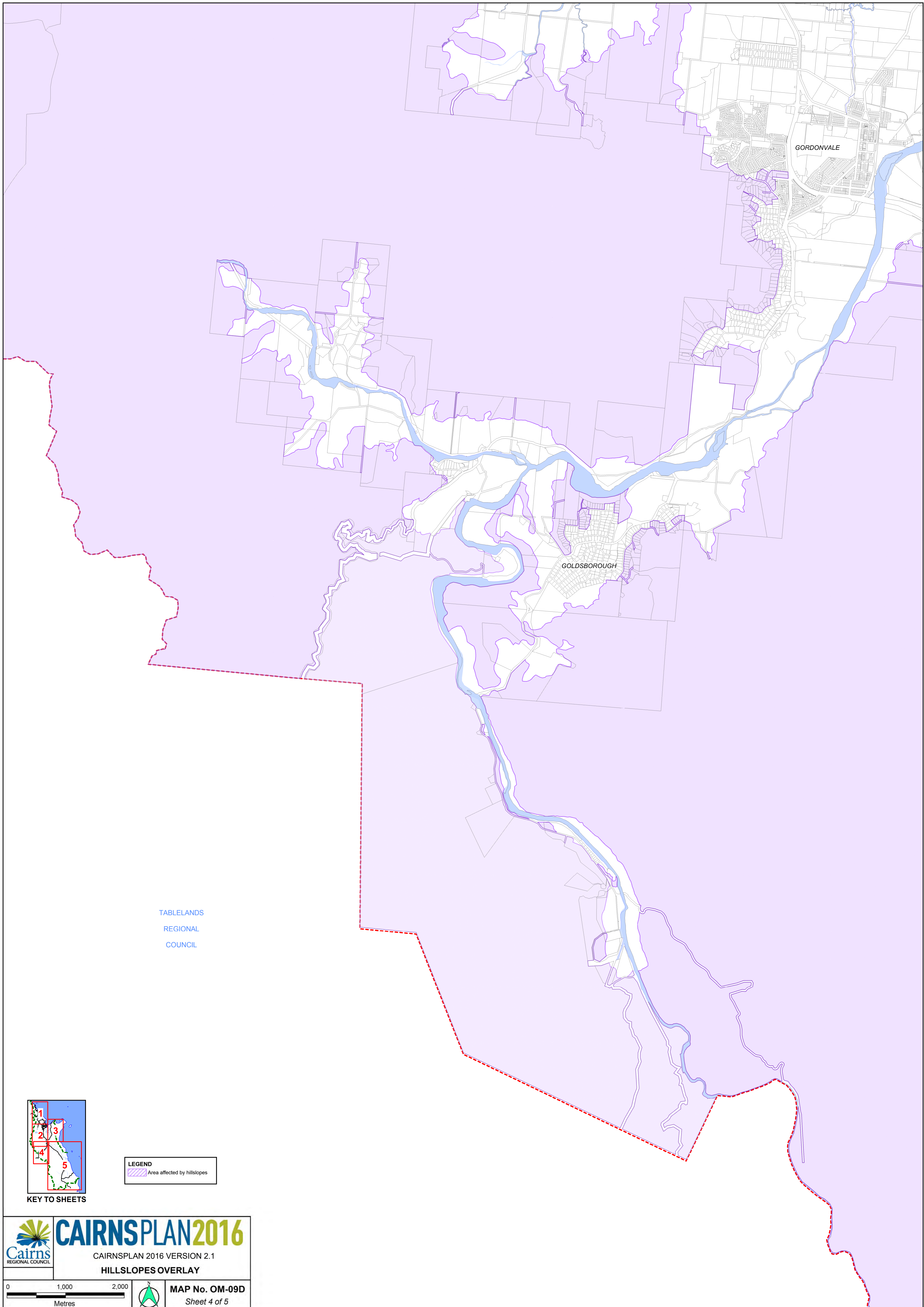
TABLELANDS  
REGIONAL  
COUNCIL



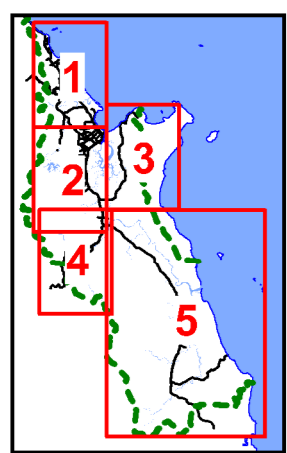
KEY TO SHEETS

| LEGEND |                        |
|--------|------------------------|
|        | Coastal scenery        |
|        | High landscape values  |
|        | Medium Landscape Value |

|  |   |
|--|---|
|  | <h1>CAIRNSPLAN 2016</h1>  |
|  | <p>CAIRNSPLAN 2016 VERSION 2.1<br/>LANDSCAPE VALUES OVERLAY</p> |
|  | <p>MAP No. OM-10D<br/>Sheet 4 of 5</p>                          |



TABLELANDS  
REGIONAL  
COUNCIL



KEY TO SHEETS

LEGEND  
Area affected by hillslopes

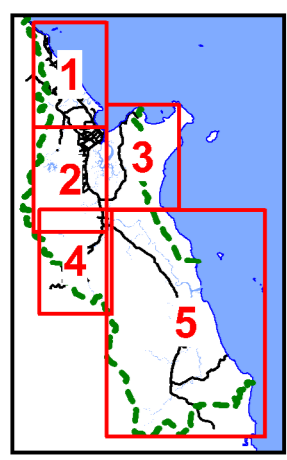
**Cairns** REGIONAL COUNCIL **CAIRNSPLAN 2016**  
CAIRNSPLAN 2016 VERSION 2.1  
**HILLSLOPES OVERLAY**

0 1,000 2,000  
Metres

MAP No. OM-09D  
Sheet 4 of 5



TABLELANDS  
REGIONAL  
COUNCIL



KEY TO SHEETS

| LEGEND |                                 |
|--------|---------------------------------|
|        | Biodiversity areas              |
|        | Urban waterway 'A' trigger area |
|        | Urban waterway 'B' trigger area |
|        | Non-urban waterway trigger area |
|        | Wetland                         |
|        | Wetlands trigger area           |
|        | Declared fish habitat           |
|        | Great Barrier Reef Marine Park  |

## CAIRNSPLAN2016

CAIRNSPLAN 2016 VERSION 2.1

**NATURAL AREAS OVERLAY**

**MAP No. OM-11D**  
Sheet 4 of 5


## SCHEDULE 4 – STATEMENTS OF CULTURAL SIGNIFICANCE

# SCHEDULE 4

## 2.7.16. Little Mulgrave


Table 2.7.16.a – Statement of cultural significance – Anderlini (assumed to be Leoni Barracks)

| Site Details                   |  |
|--------------------------------|--|
| Site Name                      | Anderlini (assumed to be Leoni Barracks)   |
| Alternative Name               |  |
| Location                       |  |
| Address                        | Irvin Access, Little Mulgrave  |
| Lot/Plan                       | Lot 211 on RP838265  |
| Coordinates                    | Easting 361984.6 Northing: 8104979.8   |
| Heritage Boundary              | All of the building and a 5m buffer zone around it   |
| Cultural Heritage Significance |  |
| Criterion B                    | <p>The barracks are significant as a now rare form of accommodation in a period in which labour for working in the sugar industry was provided by a number of nationalities and wages and conditions were basic.</p> <p>Accommodation was placed closed to the cane fields and was often very basic in terms of a kitchen and a bath area which often led to a L shaped arrangement to the building which often contained only a small number of labourers. These building have long been abandoned for accommodation and often used for other purposes (storage, spare accommodation, horse stalls and so on).</p>  |
| History                        |  |
| Historical Context             | <p>In 1878, the Queensland government began selling Far North Queensland land along the Bloomfield, Daintree, Mossman, Barron, Mulgrave and Johnstone Rivers. Land had originally been reserved under regulations in the 1863 Agricultural Reserves Act for coffee and sugar plantations within 10 miles of navigable rivers and the coastline. Land was secured by small farmers and larger companies, and by 1884 the sugar industry had been established in the region. This early industry was based on the plantation model of cane farming, which relied upon the use of indentured labourers. Most of the first field labourers were Melanesian (or Kanakas / South Sea Islanders), Chinese, Javanese or Malaysian as it was believed that Europeans were not capable of working in the tropics. Cane cutting as well as associated work such as planting, hoeing and trashing was very physically demanding and these men were paid less than Europeans. Plantation owners were not legislatively obliged to provide workers with accommodation or facilities. The labourers generally built and lived in humpies or huts made from grasses and cane tops, which were susceptible to fire.</p> <p>In 1884, a fall in world sugar prices and concern about the presence of Melanesian labourers in the colony triggered a drive to regulate and Europeanise the sugar industry. A petition to the Queensland Parliament in 1885 outlined the difficulties cane farmers had in being confined to the mills of plantation owners and an interest in changing the sugar industry from one dominated by Melanesian labourers to a white industry and centralized mills. Two subsequent pieces of legislation were instrumental in beginning this transformation. The 'Pacific Island Act 1885' stipulated that importation of Pacific Islander labour was to cease in 1890 and the 'Sugar Works Guarantee Act 1893' secured the development of the central milling system.</p> <p>In 1901, two additional pieces of legislation had a significant impact on Far North Queensland's sugar industry and labour force – the 'Immigration Restriction Act' and the 'Pacific Islanders Labourers Act.' The first excluded people from immigrating on the basis of a literacy test and the second prohibited the recruitment of Melanesians to Australia after 1904. Italian, Greek, Spanish and Croatian immigrants gradually replaced the Melanesian workers and organised themselves into teams or gangs to harvest the cane. A small number of Australian and British descent labourers continued in the industry, earning money to eventually set up their own small-holdings.</p> <p>European workers demanded better working conditions than the indentured Melanesians,</p> |

|                             |  |
|-----------------------------|--|
|                             | <p>Chinese and Japanese labourers. In response, the Queensland government introduced the 'Sugar and Shearers' Accommodation Act 1905', which prescribed minimum standards of food and accommodation for those employed in both the mills and cane fields. This required mill owners and cane growers to build substantial accommodation for their workers. Many of these early barracks provided for large groups of between 24-50 men.</p> <p>Specifications for farm workers accommodation (barracks) were expanded upon in the 'Workers Accommodation Act 1915' and subsequently the 'Workers Accommodation Act 1952'. The requirements for accommodation and sanitation included: the number of beds in rooms; spacing in bedrooms, ventilation, lighting, provision of vessels for cooking, eating and drinking, sanitary conditions and storage. Instead of providing a standard barrack design, the Act stipulated that regional inspectors would annually check for compliance with the Acts. As a result, many different types of barracks were built throughout Far North Queensland.</p> <p>The simplest structure was the 'single barracks', comprising a kitchen, four bedrooms and a verandah. The intention was to accommodate a single cane cutting gang of four to twelve men. Most barracks were timber-framed and were clad with corrugated iron or asbestos cement. Later barracks, built in the late 1940s and 1950s, were built of concrete. Four major barracks styles have been identified: a linear style, an L-shaped style, a cottage style and double barracks. The legislation also stipulated that the barracks had to be located a certain distance from mills and they were often situated near a tramway or other farm buildings.</p> <p>The use of seasonal labourers in the cane industry continued until the development of mechanical harvesting in the 1960s, although manual harvesting was not totally phased out until 1976. Cane barracks have not been required since this time, and as a result many have been demolished, adapted for other uses or fallen into disrepair.</p> <p>The history of these barracks is unknown.</p> |
| <p><b>Description</b></p>   |  |
| <p>Physical Description</p> | <p>Set within a complex of farm buildings and approximately 110m south of the access road and on a small rise above a man made cliff edge.</p> <p>A double-ended barracks building clad with corrugated iron. It comprises five rooms and has a kitchen at either end. A section under the verandah has been clad and it appears as though the verandah was previously enclosed. The building has a sawn timber frame and is set on concrete stumps with a timber floor. Most of the windows are casements, but some are glass louvres with iron hinged covers. The ablution block is separate.</p>  |
| <p>Images</p>               |    |

**Table 2.7.16.b – Statement of cultural significance – Mountain View Hotel**

| Site Details                   |   |
|--------------------------------|---|
| Site Name                      | Mountain View Hotel   |
| Alternative Name               |   |
| Location                       |   |
| Address                        | Gillies Highway, Little Mulgrave  |
| Lot/Plan                       | Lot 2 on RP707325   |
| Coordinates                    | Easting 364174.9 Northing: 8104433.1  |
| Heritage Boundary              | To the extent of the 1926 building and the title land   |
| Cultural Heritage Significance |   |
| Criterion D                    | The Mountain View Hotel is of local historic significance as the first (and only) hotel to be established on the newly completed Gillies Highway from Gordonvale to the top of the Range. The hotel intended to take advantage of the one way system established for motor vehicles whereby cars and their passengers often had to wait at the bottom (or top) for their chance to ascend (or descend) the range according to the times set out for the one way system which had been established because of the narrowness of the roadway and the lack of passing points. Those arriving late could be enticed to lunch or dine at the hotel while they waited for their turn on the road. Tolls were collected on the road until 1945 whereas the one way system was still in place until the late 1950s when the road was finally widened. The building is of importance providing services to the burgeoning tourist trade when erected.  |
| Criterion E                    | The Mountain View Hotel has aesthetic significance as a two storey timber hotel of the mid 1920s albeit with some removal of original features.   |
| History                        |   |
| Historical Context             | <p>The construction of the Tolga-Johnstone railway (a spur of the Cairns-Atherton line) was commenced in 1907 and supported the European settlement and development of the southern Atherton and Evelyn Tableland areas. The high rainfall, steep grades, and numerous creeks and rivers which required bridging, delayed the completion of the line and it was not until 1921 that it finally reached Millaa Millaa. A rail strike in 1917 revealed the Tablelands dependence on a combination of local roads and the railway to transport produce. Tableland residents lobbied for a road connection with the coast and the Gillies Highway was subsequently surveyed and planned.</p> <p>The route of the Gillies Highway was surveyed in 1922 and the road was opened in 1926. It connected Gordonvale with the Tablelands, via Yungaburra, and also supported tourism to the area. The road initially operated on a one-way system with times specified for ascent and descent. But this system was not always honoured, and gates were subsequently built at the top and bottom in 1930 and a toll imposed. The toll lasted until 1945; but the one way system last much longer with it still being noted on Royal Automobile Club maps into the 1950s. Widening work on the road commenced in 1958, and the two-way Gillies Highway was finally opened in 1959 thereby doing away with the up-down system.</p> <p>The Gillies Highway was named after William Neal “Farmer” Gillies, Secretary for Agriculture and Stock (and briefly Premier in 1925), who was instrumental in the passing of the Main Roads Act of 1920. William Reinhold, First Supervising Engineer for the Main Roads Board in North Queensland, determined the route of the Gillies Highway between Gordonvale and Yungaburra.</p> <p>The Mountain View Hotel was built in the latter part of 1925 and completed by the beginning of 1926 and served as a stop-over for those waiting for the opening of the lower gate for up traffic. The building has a dining room, bar and accommodation rooms with more recent extensions to the side and rear. The hotel was constructed by James Patterson for owner Carl Roos and when originally constructed there was a front and east side verandah with half glazed French doors and timber casement windows. The whole building was timber with exposed studwork, metal window hoods and timber louvres to</p> |

|                      |   |
|----------------------|---|
|                      | <p>the upper verandah area. The appearance of the building is shown on two photographs held by the Cairns Historical Society and these reveal that the east side has since lost its verandah and had the dining area added.</p> <p>The architect for the building was Richard Hill who had advertised for tenders in October 1925 and then had to extend the date to 28 November 1925 with work commencing immediately.</p>   |
| <b>Description</b>   |   |
| Physical Description | <p>Set on the north side of the Highway atop a road cutting in a slight sweep of the road as it commences to climb the range.</p> <p>The two-storey timber hotel was built as a fully exposed frame building, although the frame is now exposed only on the ground floor frontage below the verandah. Elsewhere the building is clad in weatherboards and asbestos cement sheet. The roof has a transverse ridge with gablet ventilators but is otherwise a hip structure covered in corrugated iron with the verandah roof formed off the main roof.</p> <p>The verandah retains its unenclosed timbered appearance with posts being simple squared timber running from the ground to the roof. The ground floor is now all concrete including the interior floors set at a step up level from the verandah concrete paving. The ground floor of the hotel is basically one large room (the bar room) with a small lobby for the stairs to first floor and a room to the south west with Dining Room written on the door's fanlight.</p> <p>The extension to the north east is a single storey concrete block structure on a squat squarish plan which contains the dining room and kitchen. The roof is a low angled gable covered with corrugated iron. Beyond the dining room to the north west is an area of decking covered by lightweight shade sails.</p> |
| Images               |    |

## SCHEDULE 5 – LGIP MAPPING

# SCHEDULE 5

The logo is identical to the one in the top left corner, featuring stylized Arabic calligraphy above the word "PLAN" in a blue rectangular box.



### PARKS and LAND for COMMUNITY FACILITIES

- Local Recreation Park
- District Recreation Park
- District Sports Park
- City Wide Recreation Park
- City Wide Sports Park
- Community Facility
- Other Open Space \* ^
- Conservation \*
- Drainage Reserve \*
- Land Acquired Prior to January 1st 1990 \*

### GENERAL

- Public Parks and Land for Community Facilities Service Catchment
- Property Boundary
- Road (Guide Only)

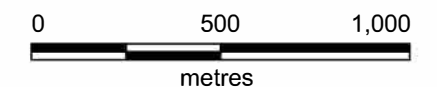
\* Land Contribution not included within calculation of Infrastructure Charge  
 ^ Includes Drainage Reserves & Open Space Buffers containing embellishments

**Disclaimer:**  
 While every care is taken to ensure the accuracy of this map, Cairns Regional Council makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation liability in negligence) for all expenses, losses, damage (including indirect or consequential damage) and costs which might incur as a result of the data being inaccurate or incomplete in any way and for any reason.  
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DATUM:  
 Geocentric Datum  
 of Australia 1994  
 (GDA94 - Zone 55)

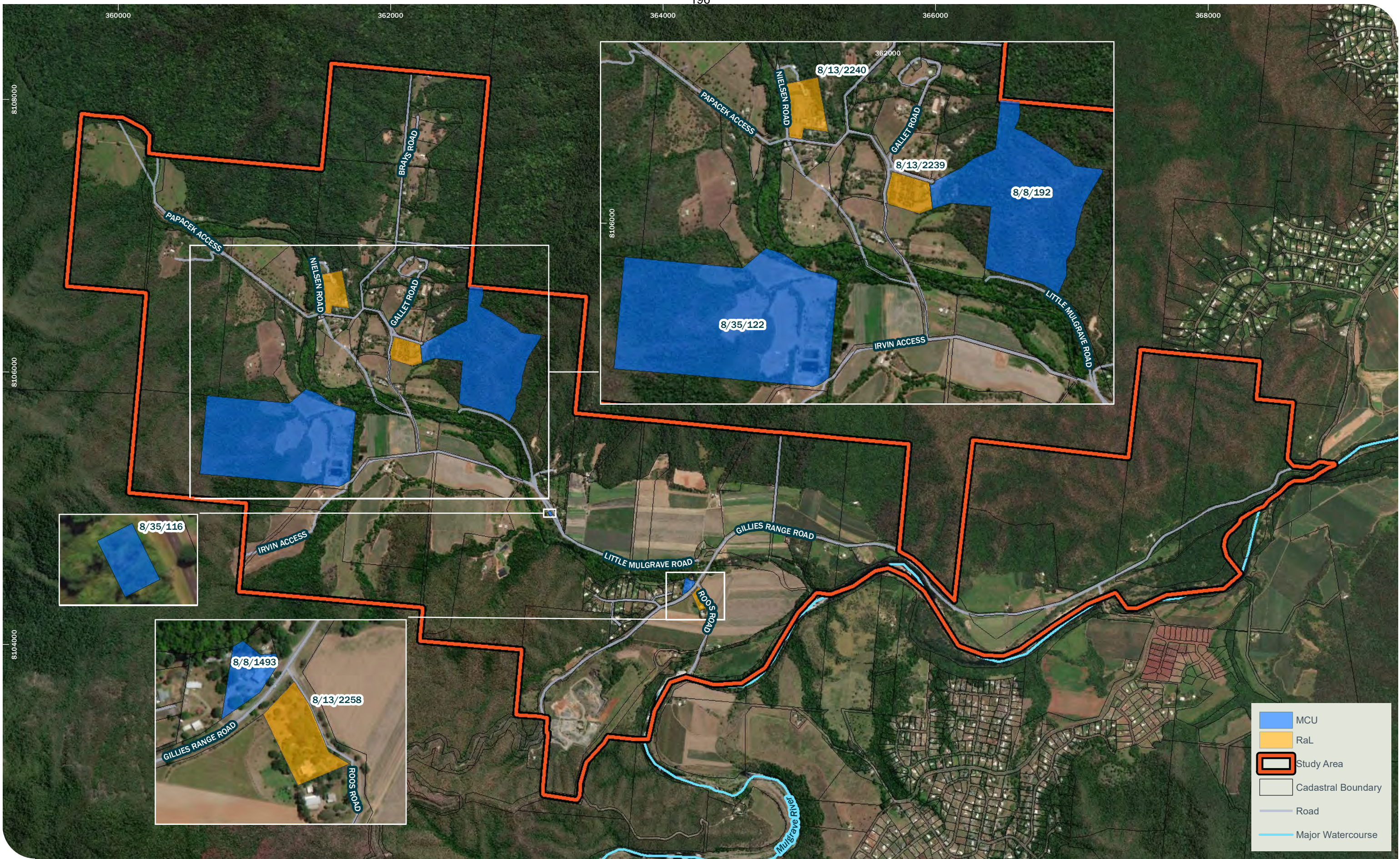


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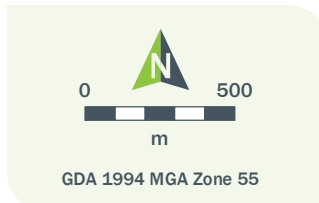


# SCHEDULE 6 – LITTLE MULGRAVE DEVELOPMENT APPLICATION ACTIVITY

# SCHEDULE 6



- MCU
- RaL
- Study Area
- Cadastral Boundary
- Road
- Major Watercourse



Project Manager: Dominic Hammersley  
 Niche Proj. #: 5527  
 Client: Cairns Regional Council

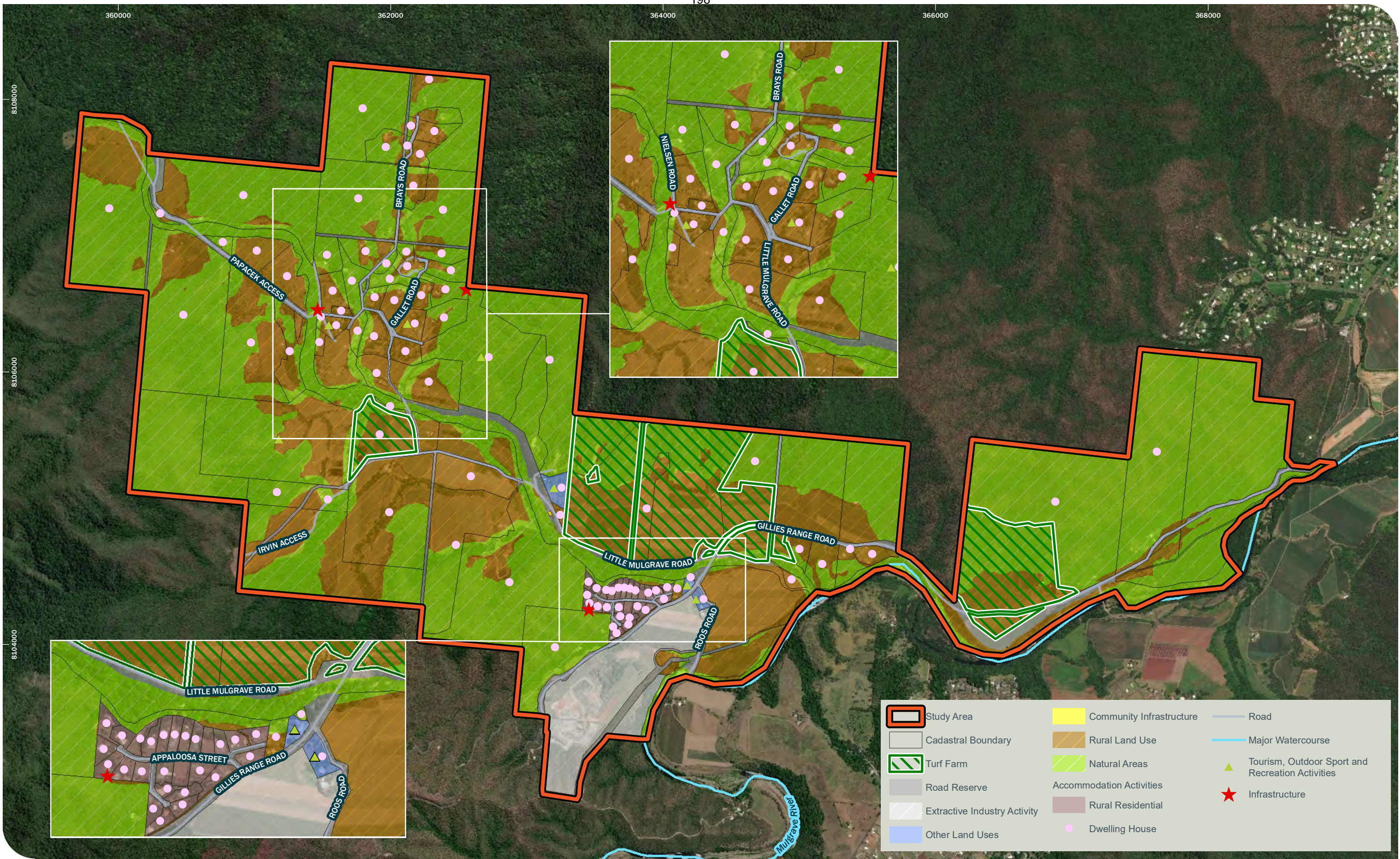
**Development Application Activity Plan**  
 Review of Rural Land within the Little Mulgrave Area

World Imagery: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

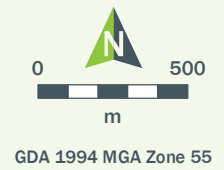
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# SCHEDULE 7 – LITTLE MULGRAVE LAND USE ASSESSMENT

# SCHEDULE 7



|  |                              |  |                          |  |  |
|--|------------------------------|--|--------------------------|--|--|
|  | Study Area                   |  | Community Infrastructure |  | Road   |
|  | Cadastral Boundary           |  | Rural Land Use           |  | Major Watercourse                                |
|  | Turf Farm                    |  | Natural Areas            |  | Tourism, Outdoor Sport and Recreation Activities |
|  | Road Reserve                 |  | Accommodation Activities |  | Infrastructure                                   |
|  | Extractive Industry Activity |  | Rural Residential        |  | Dwelling House                                   |
|  | Other Land Uses              |  |                          |  |  |



Project Manager: Dominic Hammersley  
 Niche Proj. #: 5527  
 Client: Cairns Regional Council

**Land Use Identification Plan**  
 Review of Rural Land within the Little Mulgrave Area

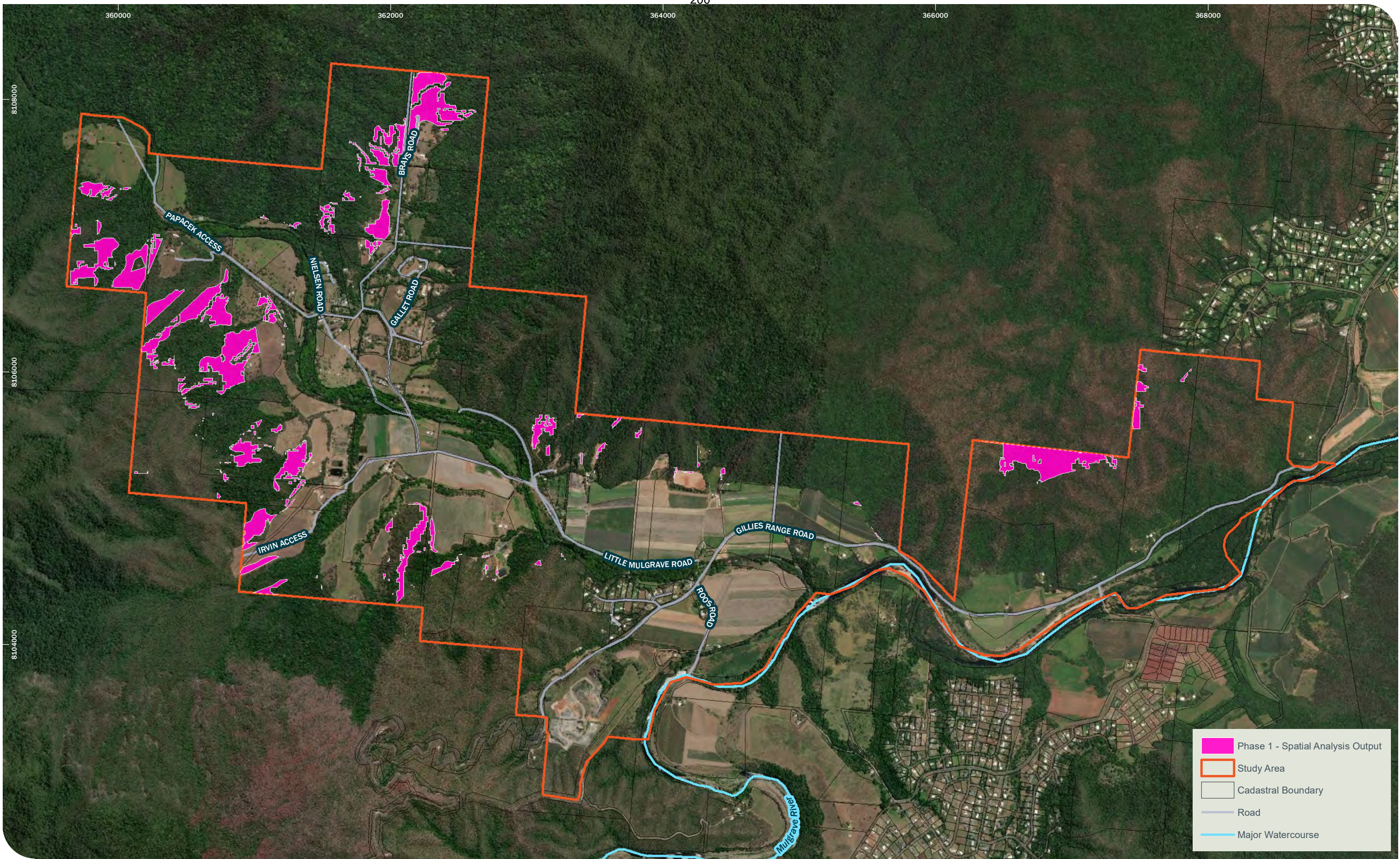
World Imagery: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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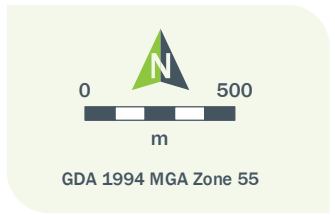
## SCHEDULE 8 – LITTLE MULGRAVE SPATIAL ANALYSIS

# SCHEDULE 8

The logo is a white version of the one in the top left, consisting of stylized Arabic calligraphy above the word "PLAN" in a white rectangular box.



- Phase 1 - Spatial Analysis Output
- Study Area
- Cadastral Boundary
- Road
- Major Watercourse



Project Manager: Dominic Hammersley  
 Niche Proj. #: 5527  
 Client: Cairns Regional Council

**Little Mulgrave Spatial Analysis**  
 Review of Rural Land within the Little Mulgrave Area

**Plan 5**

World Imagery: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Drawn by: Matt Harris File: TheSpatial\projects\5500\5527\_LittleMulgraveReview\_CIS\_GIS\_CAD\Map\report\5527\_Plan\_5\_MultiCriteriaAnaly.mxd Last updated: 22/04/2020 4:08:26 PM