
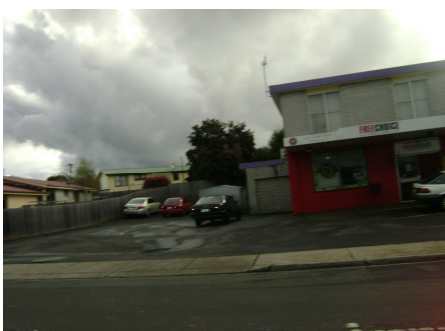















Acton




Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Madden Street, Acton	18	Shop	CT: 60791/102 PID: 6168891	This is a late twentieth century suburban shop.	The shop may have some level of social value. Local shops often play an important social as well as commercial role in local communities. The place is therefore potentially to be of social value as a community meeting place. The place has potential to meet criteria (f) at a local level.	This place does not meet the local threshold of significance	Further consultation may reveal that this place has strong or special meaning to the community. If such values are demonstrated, conservation should be considered.	 
Thorne St, Acton	36	Acton Primary School	CT: 235250/1 PID: 6168904	This is a primary school of functional modern construction.	This school may have some level of social value as a place of education or community meeting place. The place has potential to meet criteria (f) at a local level	This place does not meet the local threshold of significance	Further consultation may reveal that this place has strong or special meaning to the community. If such values are demonstrated, conservation should be considered	 

Brooklyn

Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Collins Street, Brooklyn	6	House	CT: 249649/1 PID: 6134536	<p>This place is of a vernacular design with low level design qualities.</p> <p>It is likely to date from the inter-war period of the twentieth century.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	<p>This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.</p>	<p>This place does not meet the local threshold of significance</p>	<p>Desirable to retain but not essential from a heritage perspective.</p>	
Collins Street, Brooklyn	11	House	CT: 108831/1 PID: 6133998	<p>This building has basic elements of the Federation Queen Anne Style of Architecture.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	<p>11 Collins Street is of local heritage significance for demonstrating the residential development in Burnie during the late nineteenth/early twentieth century. It demonstrates simple stylistic influences of the Federation Queen Anne type of architecture.</p> <p>This place is of significance as it meets the following criteria in the local context:</p> <p>(a) For its contribution to an understanding of the development and settlement patterns of Burnie during the late nineteenth/early twentieth century.</p> <p>(e) For its ability to demonstrate the broad characteristics of the Federation Queen Anne style of architecture.</p>	<p>Local</p>	<p>This place should be retained. Modifications should retain the public presentation of the building.</p> <p>As a place with basic design qualities, inclusion of this place on the Planning Scheme is considered a lower priority.</p>	
Collins Street, Brooklyn	25	House	CT: 54693/36 PID: 6134069	<p>This building has elements of the Interwar Californian Bungalow style of Architecture.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	<p>25 Collins Street is of local heritage significance for demonstrating the residential development in Burnie during the early twentieth century. It demonstrates simple stylistic influences of the Interwar Californian Bungalow type of architecture.</p> <p>This place is of significance as it meets the following criteria in the local context:</p> <p>(a) For its contribution to an understanding of the development and settlement patterns of Burnie during the early twentieth century.</p>	<p>Local</p>	<p>This house should be retained. Modifications should retain the public presentation of the building.</p> <p>As a place with basic design qualities, inclusion of this place on the Planning Scheme is considered a lower priority.</p>	




Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
					(e) For its ability to demonstrate the broad characteristics of the Interwar Californian Bungalow style of architecture.			
Collins Street, Brooklyn	33	House	CT: 58518/1 PID: 6134093	<p>This place is of a vernacular design with low level design qualities.</p> <p>It is likely to date from the inter-war period of the twentieth century.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	
Collins Street, Brooklyn	35-37	House and Shop	CT: 54693/41 PID: 6134122	<p>This is a modified Inter War period residence with attached shop.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	<p>The shop may have some level of social value. Local shops often play an important social as well as commercial role in local communities. The place is therefore potentially to be of social value as a community meeting place.</p> <p>The place has potential to meet criteria (f) at a local level.</p>	This place does not meet the local threshold of significance	<p>Further consultation may reveal that this place has strong or special meaning to the community.</p> <p>If such values are demonstrated, conservation should be considered.</p>	
Collins Street, Brooklyn	39	House	CT: 54693/43 PID: 6134130	<p>This place is of a vernacular design with low level design qualities.</p> <p>It is likely to date from the early to mid twentieth century.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	



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Flinders Street, Brooklyn	55	House	CT: 217229/217 PID: 7578964	<p>This place is of a vernacular design with low level design qualities. It consists of several structures demonstrating simple elements of the Art Deco style.</p> <p>It is likely to date from the inter-war period of the twentieth century.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective	 
Swanston Street, Brooklyn	2	House	CT: 76173/1 PID: 6152566	<p>This place is of a vernacular design with low level design qualities.</p> <p>It is likely to date from the inter-war period of the twentieth century.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 

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Swanston Street, Brooklyn	19	House	CT: 131958/1 PID: 6152945	<p>This place is of a vernacular design with low level design qualities.</p> <p>It is likely to date from the inter-war period of the twentieth century.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	<p>This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.</p>	<p>This place does not meet the local threshold of significance</p>	<p>Desirable to retain but not essential from a heritage perspective.</p>	
Swanston Street	45	House	CT: 54693/26 PID: 6152830	<p>This building has simple stylistic influences Art Deco style of architecture.</p> <p>This part of Brooklyn forms part of the 1941 subdivision of Joyce's Estate. The subdivision used Melbourne street names like Collins, Exhibition, Spencer and Flinders streets and specifically promoted as being close to the Mill.</p>	<p>45 Swanston Street is of local heritage significance for demonstrating the residential development of Burnie during the early-mid twentieth century, a period of rapid growth largely in response to the establishment of the paper mill. It demonstrates simple stylistic influences of the Art Deco type of architecture.</p> <p>This place meets the following criteria in the local context:</p> <p>(a) For its contribution to an understanding of the development and settlement patterns of Burnie during the early-mid twentieth century.</p> <p>(e) For its ability to demonstrate the broad characteristics of the Art Deco style of architecture.</p>	<p>Local</p>	<p>This place should be retained. Modifications should retain the public presentation of the building.</p> <p>As a place with basic design qualities, inclusion of this place on the Planning Scheme is considered a lower priority.</p>	
Latrobe Street, Brooklyn	9	Brooklyn Primary School	CT: PID: 6164241	<p>This is a primary school of functional modern construction.</p>	<p>This school may have some level of social value as a place of education or community meeting place.</p> <p>The place has potential to meet criteria (f) at a local level</p>	<p>This place does not meet the local threshold of significance</p>	<p>Further consultation may reveal that this place has strong or special meaning to the community.</p> <p>If such values are demonstrated, conservation should be considered</p>	

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Burnie Regional (Large) Places

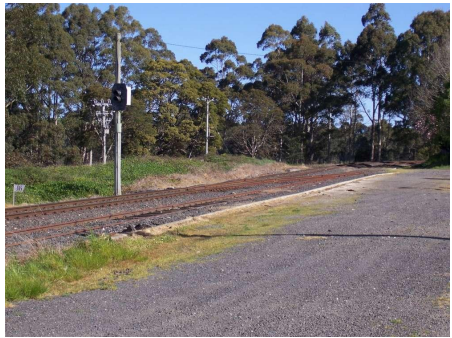

Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Bass Highway	--	Old North Coast Road (Bass Highway)	<i>(long linear feature)</i>	<p><i>History</i></p> <p>The history is poorly understood. A land based route along the north – northwest coast was not established until the late 1880s, with transport until the 1850s being from port to port along the coast, and from then still largely reliant on shipping for transport.</p> <p>The VDL Co. however had constructed a section of road along the coast from Emu Bay (Burnie) to Circular Head by 1832</p> <p>The coast road east of Burnie however was not constructed until after the formation of the Devon Road Trust in 1852. This Trust was responsible for all the land between Deloraine and Emu Bay. Work started in earnest on the eastern end in c.1856. By 1859, there was a road of sorts approximating the present day highway through to the Forth River. In the 1867 amendment of the Waste Lands Act 1865, funds were allocated for the extension of the north coast road from Forth to the Blythe River.</p> <p>Settlement in the north west however continued to be retarded by the lack of roads. It was not until the late 1870s that all the north coast towns from Devonport to Wynyard were connected by road – this being the north coast road. At this time the only inland road in the district was the VDL Co. Surrey Road (and there was also the newly constructed Emu Bay Railway line to M Bischoff. In the district, the major bridges on the north coast road appear to have only been put in in the late 1870s.</p> <p>The above historical notes are based on Newitt (1988) and Austral Archaeology (2002).</p> <p><i>Description</i></p> <p>The Old North Coast Main Road is essentially the alignment of the Bass Highway, which in essence runs along the lower coastal edge in the district. There are earlier sections of alignment evident, particularly at the Blythe and Cam River crossings.</p> <p>It appears from the bridge remains in the Burnie district, that the earliest road alignment was slightly further inland than the present day, at least for the river crossings of the Blythe River and Cam River. It would have been close to the coast in other sections with high land behind, eg, near Round Hill and west of the Burnie CBD (at the base of the plateau scarp). The evidence at both these crossing indicates that there were two series of bridges prior to the current bridges in the present location. These early two bridges are likely to date to</p>	<p>The significance of the Old North Coast Road has not been fully assessed given it is a complex heritage place, and has not been researched in detail.</p> <p>The Old North Coast Road is of historical significance as the first connecting land based transport route along the north - northwest coast of Tasmania, and subsequently as the main transport route, and one that has had ongoing use since it was established, albeit with minor alignment changes. The historical alignment and extant features along the route are considered to be of historical value as they are evidence of this historic route. They are also considered to be of scientific value as they can provide information about historic road and bridge construction. The present Emu River Bridge is considered to have high level significance in its own right.</p> <p>The Old North Coast Road is considered to meet the following criteria in the local context:</p> <p>(a) As the earliest land based route and one which has had ongoing use.</p> <p>(c) As comprising elements and features that can provide information about road design and bridge design since the mid-late 1800s.</p> <p>The place potentially has state level significance in relation to criterion (a) and possibly (c).</p>	Local (potential State)	<p>Preserve all extant remains of earlier (pre-1950) features and structures, and all more recent structures assessed to be significant.</p> <p>Undertake further research to better understand the history; to establish the physical heritage of the full place; and to fully determine the cultural significance.</p>	 <p>Road formation leading to bridge at Blythe River crossing.</p>  <p>Former bridge crossing, Blythe River.</p>  <p>The Old North Coast Rd (Bass Hwy) runs along the coastal margin at the base of Round Hill.</p>

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				<p>the mid-late 1800s and to the early 1900s.</p> <p>The full site was not surveyed as part of the Burnie Heritage Study.</p> <p><i>Identified Features</i></p> <ol style="list-style-type: none"> 1. Road General – no information. 2. Blythe River Bridge Abutments – two period of bridge abutment and sections of road formation well to the south of the present bridge (<i>refer Heybridge area inventory</i>) 3. Emu River Bridge and Abutments – a stone abutment on the east bank presumed to be the remains of the earliest (1870s) bridge; the timber abutments of a later (pre-1929) bridge; and the present bridge which is a concrete arch, Virendell type truss bridge (<i>refer – South Burnie area inventory</i>) 4. Cam River Bridge Abutments – older bridge abutments (dates unknown) some distance south of the present bridge crossing (<i>refer Camdale area inventory</i>) 				 <p data-bbox="2368 604 2718 653">1930s Bridge (extant) and c.1870s abutments, Emu River.</p>  <p data-bbox="2368 995 2718 1024">Former bridge crossing, Cam River.</p>

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Ridgley Highway (Old Surrey Road, Mount Road, Waratah Road)	--	Old Surrey Road	<i>(long linear feature)</i>	<p><i>History</i></p> <p>The first section of VDL Co. road to be built was from Emu Bay (Burnie) to the Hampshire Hills. This was surveyed by the VDL Co. Chief Surveyor, Henry Hellyer and was built in 1827-28 by (and for) the VDL Co. This is in effect the Old Surrey Road.</p> <p>From Hampshire the road deviated 1. to the west to the Surrey Hills stations; and 2. south to the May Day Plains (this section was surveyed by VDL Co. surveyor Fossey). This southern route joined up with the VDL Co. road from east (via the Middlesex Plains, and Mole Creek to Launceston. The two tracks linked through by c.1830-31. The western loop through the Surrey Hills was also constructed by 1832.</p> <p>The Old Surrey Road when completed was a track cleared of timber to a width of 12 ft to 20 ft.</p> <p>Many of the VDL Co. tracks fell into disrepair in the 1850s-1870s, a period when the Hampshire and Surrey Hills was leased out (to the Field Bros, and for a short period Hampshire Hills was leased to a William Gibson).</p> <p>In 1871 tin was discovered at Mt Bischoff by 'Philosopher' Smith (later a Burnie resident). This precipitated the development of a large scale mine at Mt Bischoff (and the commencement of large scale mining on the West Coast and in Tasmania). The closest transport route to the mine was the VDL Co. Road which, together with a government constructed track (for the Old Surrey Rd at Knole Plains to Mt Bischoff), was initially used to access the mine and carry in all the equipment. This use cemented the critical role of Burnie as the port for the Mt Bischoff operations, including the transport of ore to Launceston for processing at the company smelters there. By early 1876 up to 90 teams were reported using the road.</p> <p>The road however was not designed for the scale of traffic generated by the mine and was impassable in winter to the bullock teams with their heavy loads. This led to a decision in 1875 to construct a horse drawn tramway (<i>see Emu Bay Railway – this inventory</i>), which was completed in 1878. Possibly due to the delay in construction of the tramway, the Old Surrey Road was upgraded in 1877. This and later upgrading and maintenance work was undertaken by the government.</p> <p>A new main road from Burnie to Waratah and the west coast (the Murchison Highway) was constructed during WWI as an employment project. The Old Surrey Road however continued to be used to Hampshire as the</p>	<p>The significance of the Old Surrey Road has not been fully assessed given it is a complex heritage place, and has not been researched in detail.</p> <p>The Old Surrey Road is of considerable historical significance as the first inland road from Burnie; the first made road in northwest Tasmania; the main/only road which connected the VDL Co, headquarters at Emu Bay with the inland pastoral stations; and for its initial importance as the transport route for the Mt Bischoff Mine. It was also rare as a privately built road.</p> <p>It is important for its ongoing use as a major access from the NW coast to the West Coast, for some time (until 1932) the only road transport route to the West Coast.</p> <p>The general route (for approximately the first 25 miles – over half of the route) has been maintained and used to present day as the current Burnie- Waratah Road. This road also influenced the route of the Emu Bay Railway Line to Waratah.</p> <p>The road is also highly significant for its strong and long-term associations with the VDL Co.</p> <p>This place was noted as an historical place by the Burnie Historical Society as part of the project consultation (B. Rollins & P. Boxhall, pers comm, 2008)</p> <p>McConnell (2003) evaluated it as being of historical and possible social significance; and considered the road likely to have a sparse scatter of associated archaeological deposits (from construction and use).</p> <p>The Old Surrey Road is therefore considered to meet the following criteria in the local context:</p> <p>(a) As the earliest inland route in northwest Tasmania; as a critical and main access route to the hinterland for the VDL Co; as a rare privately built major road; for its role in servicing the Mt Bischoff Mine; and as a road route which has had ongoing use.</p> <p>(c) As comprising elements and features that can provide information about road design and bridge design since the -late 1820s.</p> <p>(g) For its associations with the VDL Co. and Henry Hellyer.</p> <p>The place is also considered to have State level significance in relation to all the above criteria.</p> <p>(Note: Austral Archaeology (2002) has assessed the VDL Co. and related sites as meeting all criteria for listing on the THR).</p>	Local and State	<p>Preserve all extant remains of earlier (pre-1950) features and structures, as well as extant sections of the original alignment.</p> <p>Respect the full historical alignment.</p> <p>Undertake further research to better understand the history; to establish the physical heritage of the full place; and to fully determine the cultural significance and management requirements.</p>	(no images)





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				<p>main road south from Burnie servicing the agricultural part of the district, and by the timber industry, including APPM, to access the freehold wood-production areas of the Hampshire and Surrey Hills.</p> <p>Although a private road up until the 1990s, the Old Surrey Road has had continual use since first constructed and is still in use as the Ridgley Main Road – Waratah Road, although parts of the original road are extant and disused. Austral Archaeology (2002), McConnell 2003), Rae (1986).</p> <p><i>Description</i></p> <p>No description is supplied as the Old Surrey Road was not surveyed by the present project, and has not been previously surveyed except in small sections.</p> <p>It is understood from Burnie to approximately the 25 mile point (Ringwood) the route of the present day road approximates the Old Surrey Road. From this point, the historic road deviated to the west, then south, not coinciding with the new road, but crossing it near the Wey River crossing. The route is shown in Austral Archaeology (2002).</p> <p>Identified in Austral Archaeology (2002) and McConnell (2003).</p>				

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Emu Bay Railway Line	--	Emu Bay Railway (Burnie – Waratah)	<i>(long linear feature)</i>	<p>History</p> <p>In 1875, the VDL Co. began works on constructing a horse drawn tramway from Waratah to Burnie, over a distance of some 45 miles. This was precipitated by the discovery of tin at Mt Bischoff in 1871 by 'Philosopher' Smith (later a Burnie resident). This discovery signaled the commencement of large scale mining on the West Coast and in Tasmania.</p> <p>At the coast, the line extended to the port and a station was erected near Spring Street, and a large stable block was built nearby. Because the horses worked only 10 mile stretches, staging posts were built along the tramway. The tramway, constructed south only as far as Rouses Corner, opened in 1878 (this was linked to the mine by a 3' gauge tramway, but necessitated the transfer of goods). Chinese labour was also used on the construction. The survey and engineering was undertaken by Mr J.C. Climie, who undertook considerable such work on the west coast (Rae 1986).</p> <p>The horse drawn tramway was soon found to be inadequate. The problem of the termination of the line at Rouses' Corner was solved with the purchase and extension of the tramway to the mine in 1881. The stranglehold by the VDL Co. was seen as stopping development in the North West and the freight charges were seen as exorbitant. The VDL Co. voted to upgrade the line to a railway following a report they commissioned (by James Bailey from NZ) which damned the tramway as uneconomical (Rae 1986).</p> <p>Preparations for the upgrade started in 1883, and between 1883 and 1884, the wooden horse drawn tramway was replaced by a 3ft 6in gauge railway to be powered by steam locomotives. This steel railway was extended to Waratah to the Mt Bischoff Mine. According to Rae 1986, 15), Climie's excellent routing of the tramway meant that in this conversion to the new 3'6" gauge line, the tramline route was followed with little extra earthworks required. In August 1884 the first train ran on the new railway line.</p> <p>In 1887 the VDL Co. resolved to sell the railway, which it then sold the same year to the Emu Bay and Mount Bischoff Railway Company, which had been formed for the purpose of running the railway. This company was virtually a subsidiary of the VDL Co, having the same Secretary and Directors and sharing the same offices (Rae 1986).</p> <p>The decline in production at Mount Bischoff threatened the success of the railway, and moves to extend the railway to the fields at Zeehan, Dundas, Mt Read and Rosebery were proposed. This new extended line which ran</p>	<p>The significance of the Emu Bay Railway (Burnie – Waratah) has not been fully assessed given it is a complex heritage place, and it has not been researched in detail.</p> <p>The Emu Bay Railway line is of considerable historical significance as the first inland tramway (and railway) in Western Tasmania; as an enterprise of the VDL Co, and as the main the transport option for the Mt Bischoff Mine; and a line, which opened up the interior of the district and brought prosperity to Burnie.</p> <p>It is highly significant for its ongoing use as a major access from the NW coast to the West coast, and which by 1901 though the extension to Zeehan linked created the first (and only) and an ongoing rail link to the of Tasmania.</p> <p>The line is also significant given that the route is the original 1878 alignment, effectively preserved in the transformation from a tramway to railway in the 1880s; and because of the preservation of a number of historic associated sites along the railway line. The complex of related sites (eg, port of Burnie, station, sidings, sawmills) enhance the significance of the site.</p> <p>The road is also highly significant for its strong and long-term associations with the VDL Co., the Emu Bay and Mt Bischoff Railway Co. and the Mt Bischoff Mining Co.</p> <p>The use of the railway workshop and foundry in Burnie for munitions and parts manufacture to support WWI war effort also contributes to the place's historical significance.</p> <p>This place was noted as an historical place by the Burnie Historical Society as part of the project consultation (B. Rollins & P. Boxhall, pers comm, 2008). McConnell (2003) evaluated it as being of significance.</p> <p>The Emu Bay Railway is therefore considered to meet the following criteria in the local context:</p> <p>(a) As the earliest inland tramway/railway in north western and western Tasmania; as a critical and main access for transport of goods and ore for the Mt Bischoff Mine (to Burnie); as a significant VDL CO. enterprise; and as a railway which has had ongoing use.</p> <p>(c) As comprising elements and features that can provide information about railway design and construction since the 1870s, as well as the broader VDL Co. businesses from the 1870s.</p> <p>(g) For its associations with the VDL Co.; Emu Bay and Mt Bischoff Railway Co. and the Mt Bischoff Mining Co. all significant enterprises</p>	Local, State	<p>Preserve all extant remains of earlier (pre-1920s) features and structures, as well as extant sections of the original alignment.</p> <p>Respect the full historical alignment.</p> <p>Undertake further research to better understand the history; to establish the physical heritage of the full place; and to fully determine the cultural significance and management requirements.</p>	 <p>Burnie Railway Station, Burnie CBD</p>  <p>Railway Workshops & Sheds, South Burnie</p>  <p>Railway at Old Surrey Road crossing, Emu Heights</p> 

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				<p>from Burnie to Zeehan (and which used most of the existing Burnie-Waratah line), was opened in late 1901, and was also run by the Emu Bay and Mount Bischoff Railway Company. This was an important rail link –as for the first time the west coast was linked to the rest of Tasmania (with most transport on the West Coast coming and going via the Port of Strahan until this time (Rae, 1986).</p> <p>The Emu Bay Railway (and local roads) were also used by the Burnie (Tasmania) Timber & Brick Co. (BTB Co.), essentially an offshoot of the VDL Co., from 1908 to c.1920 when it closed, to transport timber it hauled from VDL Co. land at Ridgley, Highclere and Hampshire (using bullock teams and horse drawn tramways).</p> <p>During WWII Burnie's industry, including the Emu Bay Railway Company, played a role in the war effort on the home front through munitions and machine toolled parts production.</p> <p>For a short period (from 1961 to 1964), before the completion of the Murchison Highway, the railway had a passenger and road vehicle train named the West Coaster between Burnie and Zeehan.</p> <p>In 2004, the Company was taken over by Tasrail.</p> <p><i>Description</i></p> <p>The Emu bay Railway line is today a modern steel rail that runs from Burnie to Zeehan (the 1878-1901 constructed route). It has in most places been modernised with replacement of wooden sleepers with concrete sleepers and with many/most bridges replaced. Some remnants of older features (eg, bridges, sidings, sawmills, huts) still occur along the route.</p> <p><i>Identified Features (north – south)</i></p> <p>1. Line: Burnie to Waratah, via Ridgley, Hampshire, Guildford (photo crossing Old Surrey Rd at Emu Heights). Parallels the Old Surrey Rd (Mount St) now the Ridgley Highway for most of its length The line runs though mostly flat high plains, hence has limited cuttings, major river crossings or other significant features. The remains of sidings and water tanks and associated sawmills can be found along the line within the district. The line has been maintained with most/all timber sleepers replaced with modern concrete sleepers. Old sleepers and railway spikes can be found along the line.</p> <p>2. Railway Station, Burnie – A station and yards was built at Burnie in the current location to access the port. A station building was also constructed on approximately the site of the</p>	<p>in the region and State.</p> <p>The place is also considered to have State level significance in relation to all the above criteria.</p> <p>(Note: Austral Archaeology (2002) has assessed the VDL Co. and related sites as meeting all criteria for listing on the THR).</p>			<p>Water tank, Pigeon Hill</p>  <p>Railway siding, Ridgley</p>   <p>Emu Bay Railway at the 27 mile mark (Twenty Seven Mile Sawmill)</p>

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				<p>present historic station as part of the initial (1870s) tramway. From 1901 the Station was shared with the Government Main Line. The current station building dates from c.1914. Railways elements not known (<i>refer separate listing</i>).</p> <p>3. Railway Workshops & Foundry, South Burnie – period unknown and shared Government Main Line infrastructure. Used in the war effort in WWII to produce munitions and parts. Complex of large corrugated iron sheds which appear to be well preserved (<i>refer separate listing</i>).</p> <p>4. Water Tank, Pigeon Hill – square steel framework tank stand with concrete corner posts and with timber tank platform, but without watertank (<i>refer separate listing – Romaine area inventory</i>).</p> <p>5. The 7 Mile – a siding/work camp in the vicinity of Pigeon Hill. Also a sawmill for building the tramway. This was moved to the 25 Mile when its work was completed (c.1877-78?).</p> <p>6. The 10 Mile (Ridgley) – station established in 1878 for horse changing – originally comprised 1 stable and 1 hut. Present day siding – comprising a flat raised platform with concrete edging along railway line on south side of line in Ridgley proper (near intersection with W. Mooreville Rd (<i>refer separate listing</i>)).</p> <p>7. The 14 Mile – had T fettler's cottages at the 14 Mile, presumed to have been constructed in c.1884 when the tramway was replaced with a steel railway. These buildings were moved to Highclere in 1918. Not investigated.</p> <p>8. Highclere (also Oonah Siding in early 1800s) – historically (early 1900s) a BT&B Co. siding for transporting milled/logged timber. Fettler's cottages from the 14 Mile moved to Oonah siding in 1918. Not investigated.</p> <p>9. Water tank, Highclere – intact steel framework tank stand with corrugated iron water tank on east side of railway line and north of Guide Rd just west of Highclere (GR (ADG): E 399400 N 5438900).</p> <p>10. The 20 Mile (Hampshire (also called Bland) – station established in 1878 for horse changing – originally comprised 4 cottages, 2 stable and one covered shed. From c.1908 it was a BT&B Co. siding for transporting milled/logged timber. Not investigated.</p> <p>11. The 25 Mile Sawmill (& siding) (Ringwood) – station established in 1878 for horse changing – originally comprised an inspectors cottage. Probably also a sawmill for building the line, established c.1878 (which was moved from the 7 Mile). A BTB sawmill was established in 1912 (or 1914?) when the BTB</p>				





Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
				Co. moved the 27 Mile Sawmill to the 25 Mile. This mill is understood to have operated until 1969. Not inspected.				
				12. The 27 Mile Sawmill (& siding) – at the 27 Mile timber logged by the Burnie Timber and Brick Co. was milled then transported by rail. The main period of operation was 1908 to 1914. The area had a sawmill, a siding, the company's bullock paddock, and huts for timber getters. The siding was moved from the east side to the west side of the line in 1907, then pulled up in 1914. Today the 27 Mile Sawmill is essentially an archaeological site with only the remains of the siding, a possible hut site and associated artefact scatter evident. The area has been substantially disturbed by recent forestry activity (<i>refer separate listing – Hampshire area inventory</i>).				
				13. The 29 Mile Sawmill – was established by the Burnie Timber and Brick Co. in 1918 to enable the Company to produce myrtle for the Sydney market. The mill included huts for men and 2 tramways. The mill operated until 1921, but may have re-opened in 1923-24 (+?). Today the 29 Mile Sawmill is essentially an archaeological site, which includes the sawmill site on the east side of the railway line (with most of the sub-floor layout preserved); a platform (timber stacking area?) on the opposite side of the line; a concentration of domestic artefact scatters c.50m east of the sawmill; and a section of tramway formation (<i>refer separate listing – Hampshire area inventory</i>).				
				14. The 30 Mile Station/Siding (Broadlands) – station established in 1878 for horse changing originally comprised 3 stables and 1 hut. Not investigated				
				<i>Waratah-Wyndard Municipality:</i>				
				15. The 40 Mile Station (Hellyer) – station established in 1878 for horse changing originally comprised 2 cottages, 2 stables, 1 blacksmiths and a covered goods shed. With the construction of the line to Zeehan (1901) a store and company office was opened at Hellyer. Not investigated.				
				16. Guildford Junction (the 37 Mile) – take off point for the line to Zeehan in c.1901. A small village and a sawmill was established in this locality. Not investigated.				
				17. Rouses Corner (terminus) – details unknown. Not investigated				
				Previously identified in Ross & Scotney (1990), Searle (1996) and McConnell (2003).				
				The above data is derived primarily from Austral Archaeology (2002) and the present study.				


Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
-	-	Government Main Line Railway (Western Line Railway)	<i>(long linear feature)</i>	<p>History</p> <p>The history of this site is not well established by the present study.</p> <p>The line was constructed by the Tasmanian Government Railways and reached Burnie in 1901, giving Burnie a direct connection with Launceston and Hobart. It also linked the rest of Tasmania to the West Coast by rail constructed by the Emu Bay Railway.</p> <p>An extension to Wynyard was constructed in 1913 (Austral Archaeology 2002).</p> <p>Description – General</p> <p>For most of its distance from Devonport/Don, the railway line skirts the north coast. It is understood that the original line had with modification limited to replacement of materials (sleepers, rails) and bridges.</p> <p>Features</p> <ol style="list-style-type: none"> 1. Railway Station, Burnie – rail yards and station initially established in 1877-8 for the Emu Bay tramway to Waratah; the present station building dates from c.1914 (<i>refer separate listing</i>). 2. Railway Workshops & Foundry, South Burnie – period unknown and infrastructure shared with the Emu Bay Railway. Used in the war effort in WWII to produce munitions and parts. Complex of large corrugated iron sheds which appear to be well preserved (<i>refer separate listing</i>). 3. Emu River Railway Bridge – The present bridge dates to c.1966 and is a steel rail bridge with concrete abutments. Earlier abutments likely. <p><i>No other features noted in present study – full place not researched.</i></p>	<p>The Government Main Line to Burnie (and to Wynyard) is considered to be of historical significance at the local and State level as providing the only rail link from Launceston and Hobart to the North West Coast, and as an essential linking section in connecting the West Coast mines to the rest of Tasmania. It also has significance as a system that has operated continuously, servicing North West Tasmania for over 100 years (Note – not all associated places still operate as railway infrastructure).</p> <p>The railway has potential social value given its public transport role and in connecting the North West Coast with a large part of Tasmania, including the main population centres of Launceston and Hobart.</p> <p>The railway yards (noted on 1880s plan) and Burnie Station were noted as historical places by the Burnie Historical Society as part of the project consultation (B. Rollins & P. Boxhall, pers comm, 2008).</p> <p>The Government Main Line is therefore considered to meet the following criteria in the local and State context:</p> <p>(a) As an important link which serviced the West Coast and North West Tasmanian community, mines; and other industry since 1901; and as a railway which has had ongoing use for over 100 years.</p> <p>The Government Main Line is also considered to potentially meet criteria (c), (d) and (f) at the local level.</p>	Local, State	<p>Preserve all extant remains of earlier (pre-1945) features and structures, as well as extant sections of the original alignment.</p> <p>Respect the full historical alignment and associated places and objects.</p> <p>Undertake further research to better understand the history; to establish the physical heritage of the full place; and to fully determine the cultural significance and management requirements.</p>	   

Burnie Railway Station, Burnie CBD

Railway Workshops & Sheds, South Burnie





Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
								 <p data-bbox="2371 615 2635 636">Emu River Railway Bridge</p>   <p data-bbox="2371 1318 2748 1339">North Coast Railway, east of Penguin</p>




Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
-		Romaine Creek Water Supply System	(several discrete places)	<p><i>History</i></p> <p>Burnie town water was first supplied from the natural spring on the hills of South Burnie.</p> <p>Later, in 1902, the Burnie Town Board established a small gravity fed water system running from the Romaine Creek. Throughout the twentieth century, Burnie suffered from water supply issues and a later augmentation scheme was established on the Emu River. This later system was necessary to supply the new APPM pulp and paper mill and the consequently rapidly expanding population.</p> <p>As water supply issues continued, in particular given the requirements of local industry, a new schemes capturing from the Pet River was eventually built.</p> <p>Today, the Romaine Reservoir operates as a recreational reserve with walking tracks, picnic facilities and play equipment. It is unclear how much of the original system and Emu River augmentation still supplies water to Burnie.</p> <p><i>Description</i></p> <p>The Romaine Creek Water Supply System is regarded as that part of the Burnie Water supply system constructed in the first half of the 20th century. This is essentially the full constructed 'local' (within Burnie) water supply system, as the later systems took water from the Burnie hinterland. This system comprises the Romaine Creek system and later Emu River augmentation system. Neither system is well understood, hence it is unclear what elements comprised the systems and what elements remain, in what condition, and how much of the original system and Emu River augmentation still supplies water to Burnie.</p> <p>Key elements of the system are considered to include:</p> <ol style="list-style-type: none"> 1. Romaine Creek Reservoir 1 (extant) 2. Romaine Creek Reservoir 2 (upstream of Reservoir 1 and understood to be silted up - not inspected) 2. Romaine Creek supply pipeline (understood to be a 6" cast iron pipe laid alongside the Emu Bay Railway through South Burnie and Burnie) 3. Mont Albert Reservoir (extant – not inspected or assessed) 4. Havenview Reservoir (extant – not inspected or assessed) 5. Emu River Dam/Weir (extant) 6. Emu Bay Pumping Station (extant). <p>Identified in McConnell (2005).</p>	<p>The Romaine Creek Water Supply System has historical importance as the first constructed water supply system for Burnie, reflecting the initial growth of Burnie following its expansion as a major port and agricultural centre from the late 1800s. The 1930s augmentation from the Emu River is historically significant as it demonstrates Burnie's response to increased water requirements generated by the new APPM pulp and paper mill and the consequently rapidly expanding population. The full system is considered historically significant as it shows that Burnie looked to local solutions during this period.</p> <p>Remnant sections of the system also have the potential to demonstrate the nature of 1900-1950s urban (i.e., large scale) water supply systems; and some elements, eg the Emu River pumping station are rare early 1900s pumping station in Tasmania.</p> <p>The system also has potential social value as the Burnie city early 1900s water supply system. .</p> <p>This place as a whole meets the following criteria in the local context:</p> <p>(a). As Burnie's first constructed water supply system and for delivering the town water supply from the early 1900s to the c.1960s, a period of significant growth for Burnie.</p> <p>(d) The water supply system is able to demonstrate the characteristics of an urban water supply system that was initially gravity fed, then later augmented by pumped water.</p> <p>The place potentially meets criteria (f) at the local level.</p> <p>At least one element (the first Emu River pumping station is considered to have State level significance in relation to criterion (b).</p>	Local	<p>Preserve all extant remains of earlier (pre-1950) features and structures.</p> <p>Respect the full historical system as an evolved water supply system.</p> <p>Undertake further research to better understand the history; to establish the physical heritage of the full place; and to fully determine the cultural significance and management requirements.</p>	 <p>Romaine Creek Reservoir (view N)</p>  <p>Romaine Creek Reservoir (earth dam)</p>   <p>Romaine Creek Augmentation – Emu River Dam and Pumping Station</p>






Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
								






Mont Albert Reservoir (view NW)


Camdale

Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Bass Highway, Camdale	335-339	Cheshunt	CT: 136396/1 PID: 2070053	<p>This land was part of an 82 acre grant to the VDL Co in 1848. The land was farmed until 1904 when Bladin and Margaret Panton purchased 78 acres and the following year built Cheshunt on the site (THR).</p> <p>This place is a good example of the Federation Queen Anne Style of Architecture.</p>	<p>335-339 Bass Highway is of local heritage significance for demonstrating the residential development in of farming in Burnie during the nineteenth century. . It demonstrates well the Federation Queen Anne type of architecture.</p> <p>This place is of significance as it meets the following criteria in the local context:</p> <p>(a) For its contribution to an understanding of the rural development and settlement patterns of Burnie during the late nineteenth/early twentieth century.</p> <p>(e) For its ability to demonstrate a good example of Federation Queen Anne style of architecture.</p>	Local	<p>This place should be retained. Modifications should retain the public presentation of the building.</p> <p>The place is currently listed on the THR. The place meets the local threshold of significance and should be listed in Council's planning scheme. Removal from the THR should be considered.</p>	 
Besser Crescent	33	House	CT: 132727/1 PID: 7721679	<p>A fence conceals this house from the main public viewing point. It appears that it is likely to date from the early twentieth century, demonstrating a simple vernacular Federation Queen Anne form.</p>	<p>Potential historical/design values for demonstrating residential development during the nineteenth/early twentieth century.</p>	Unknown	<p>Site inspection necessary to determine significance.</p>	 



Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Cam River (riverbank)	--	Potential Boat Slip	CT: 146654/1 PID: 2732352 GDA94: E- 402504 N-5456139	<p>This slipway is located on the east bank of the Cam River a short distance south of the Bass Highway. It comprises 4 parallel sections of timber (roundwood) running from the river directly up a sandy bank into low vegetation. The timber is rotted.</p> <p>From the 1860s until the late 1880s the Cam was a flourishing port, with wharves on both banks – Port Maldon on the east and Somerset on the west. From here, timber and produce were exported. Historically, six wharves were established on the Cam River, becoming a place of shipbuilding from the 1860s (Pink, 1990: 286).</p> <p>The history of this boat slip is unknown. The site may have been an historic boat slip as evidenced by the four parallel timber logs on the riverbank, entering the water.</p>	<p>This place has potential historical/archaeology values for demonstrating the development of boat building or other maritime activities in Burnie. Detailed Site inspection and research is necessary to determine significance.</p>	Unknown.	Site inspection and research is necessary to determine significance.	
Cam River (riverbank)	--	Cam River Bridge Abutments	CT: 121999/2 PID: 2071355 GDA94: E- 402409 N-5455702	<p>The site contains the stone abutments of an earlier crossing point of the Cam River, c. 500m up river from the current bridge. An abutment is only evident on the east bank, with the west bank being a shallow sloping sandy bank. This comprises an older rough, mortared, coursed stone abutment and a newer slightly wider and better made cemented, coursed stone abutment. Both abutments have vertical walls and the stone appears to be basalt. The 2 sets may represent an older and newer bridge or road widening.</p> <p>From the 1860s until the late 1880s the Cam was a flourishing port, with wharves on both banks – Port Maldon on the east and Somerset on the west. From here, timber and produce were exported. Historically, six wharves were established on the Cam River, becoming a place of shipbuilding from the 1860s (Pink, 1990: 286).</p> <p>History of this former Bridge crossing point is unknown. . It is likely that the abutments area from an earlier (late 1800s/early 1900s) alignment of the Coast Road and the Cam River crossing.</p> <p>The bridge abutments are located within both Burnie and Waratah-Wynyard municipal areas.</p>	<p>The bridge abutments have historical value for demonstrating an early crossing point of the Cam River. They may also have research potential.</p> <p>This place was noted as an historical place by the Burnie Historical Society as part of the project consultation (B. Rollins & P. Boxhall, pers comm, 2008).</p> <p>This place is of significance as it meets the following criteria in the local context:</p> <p>(a) For its historical association as an early crossing point of the Cam River and as a remnant of public transport infrastructure.</p> <p>(c) For its potential to provide information on earlier bridge construction techniques and forms.</p>	Local	<p>The bridge abutments should be conserved for their heritage values.</p> <p>The bridge abutments are located within both Burnie and Waratah-Wynyard municipal areas and conservation should occur in both areas.</p> <p>Site inspection and research are required to define historical and archaeological potential.</p>	
Scarfe St, Camdale	7	House	CT: 136867/1 PID: 6190247	<p>This place is of a vernacular design with low level design qualities.</p> <p>It is likely to date from the inter-war period of the twentieth century.</p>	<p>This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.</p>	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	

Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
								
Scarfe St, Camdale	9	House	CT: 15140/9 PID: 6190255	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 
Scarfe St, Camdale	11	House	CT: PID: 6190263	This place is of a vernacular design with low level design qualities. It is likely to date from the early to mid period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	
Scarfe St, Camdale	13	House	CT: PID: 6190263	This place is of a vernacular design with low level design qualities. It is likely to date from the early to mid period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	





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Scarfe St, Camdale	15	House	CT: 15140/6 PID: 7901231	This place is an example of the Art Deco Style of Architecture.	15 Scarfe Street is of local heritage significance for demonstrating the residential development of Burnie during the early-mid twentieth century, a period of rapid growth largely in response to the establishment of the paper mill. It demonstrates simple stylistic influences of the Art Deco type of architecture. This place meets the following criteria in the local context: This place meets criteria: (a) For its contribution to an understanding of the development and settlement patterns of Burnie during the early-mid twentieth century. (e) For its ability to demonstrate the broad characteristics of Art Deco style of architecture.	Local	This place should be retained. Modifications should retain the public presentation of the building.	 
Scarfe St, Camdale	16	House	CT: 15140/5 PID: 7901231	This place has elements of the Federation Bungalow style of architecture	16 Scarfe Street is of local heritage significance for demonstrating the residential development in Burnie during the early twentieth century. It demonstrates simple stylistic influences of the Federation bungalow type of architecture. This place meets the following criteria in the local context: (a) For its contribution to an understanding of the development and settlement patterns of Burnie during the early-mid twentieth century. (e) For its ability to demonstrate the broad characteristics of the Federation Bungalow style of architecture.	Local	This place should be retained. Modifications should retain the public presentation of the building.	 




Address	No.	Name/Use	Title/Co-ordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Scarfe St, Camdale	21	House	CT: 30091/2 PID: 6190319	This place is of a vernacular design with low level design qualities. It is likely to date from the early to mid period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	






Chasm Creek





Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Bass Highway, Chasm Creek	1a	Round Hill Point Lighthouse	CT: 144346/1 PID: 2648986	<p>The Round Hill Point Lighthouse is a 7m high square concrete tower with a white lantern. It includes a Chancel Bros. Lens. The lighthouse is located 30m above sea level.</p> <p>The structure was built in 1923 and automated in 1980. It was never manned (Lighthouses of Australia Inc).</p>	<p>The Round Hill Lighthouse is of local heritage significance for its association with maritime transport. As a local landmark, the structure has potential to meet criteria (f) at a local level.</p> <p>This place is of significance as it meets the following criteria in the local context:</p> <p>(a) For its association with the settlement and development of the surrounding region and the expansion of shipping trade along Tasmania's north west coast.</p> <p>(f) The Round Hill Point Lighthouse may have community significance as a local landmark.</p>	Local	<p>This place should be retained. Modifications should retain the public presentation of the building.</p> <p>It is desirable to retain the current use of the lighthouse, where possible, as a means of ensuring ongoing maintenance.</p>	 




Cooee






Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Bass Hwy, Cooee	76	House and Shop	CT: 127513/3 PID: 6112476	This is a Federation period residence and shop. The shop front, with two large windows of 9 timber panes appears to be of high integrity.	<p>76 Bass Highway is of local heritage significance for demonstrating the development of Burnie during the early twentieth century. It provides an example of the traditional tendency for commercial operators to live in close proximity to their businesses.</p> <p>Local shops such as the one at 76 Bass Highway often play an important social as well as commercial role in local communities. The place is therefore potentially to be of social value as a community meeting place.</p> <p>This place is of significance as it meets the following criteria in the local context:</p> <p>(a) For its contribution to an understanding of the commercial development and settlement patterns of Burnie during the early twentieth century.</p> <p>(e) For its ability to demonstrate the nature of a combined shop and residence from the Federation Period.</p> <p>(f) For its potential social value as a shop.</p>	Local	<p>This place should be retained. Modifications should retain the public presentation of the building.</p> <p>The picket fence contributes to the presentation of the building.</p>	 
Bass Hwy, Cooee	78	House	CT: 13359/1 PID: 6112468	<p>This place is of a vernacular design with low level design qualities.</p> <p>It is likely to date from the early to mid twentieth century.</p>	<p>This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.</p>	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 






Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Bass Hwy, Cooee	113 - 115	House	CT: 126502/1 PID: 6111887	This place is of a vernacular design with low level design qualities. It is likely to date from the early twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	
Bass Hwy, Cooee	121	House	CT: 17795/1 PID: 7673750	This place is an example of the Federation Queen Anne Style of Architecture.	121 Bass Highway is of local heritage significance for demonstrating the residential development in Burnie during the late nineteenth/early twentieth century. It demonstrates simple stylistic influences of the Federation Queen Anne type of architecture. This place is of significance as it meets the following criteria in the local context: (a) For its contribution to an understanding of the development and settlement patterns of Burnie during the late nineteenth/early twentieth century. (e) For its ability to demonstrate the broad characteristics of the Federation Queen Anne style of architecture.	Local	This place should be retained. Modifications should retain the public presentation of the building.	
Bass Hwy, Cooee	201	House	CT: 133357/2 PID: 6112214	This place has elements of the Interwar Californian Bungalow style of Architecture.	201 Bass Highway is of local heritage significance for demonstrating the residential development in Burnie during the early twentieth century. It demonstrates simple stylistic influences of the Interwar Californian Bungalow type of architecture. This place is of significance as it meets the following criteria in the local context: (a) For its contribution to an understanding of the development and settlement patterns of Burnie during the early twentieth century.	Local	This place should be retained. Modifications should retain the public presentation of the building.	






Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
					(e) For its ability to demonstrate the broad characteristics of the Interwar Californian Bungalow style of architecture.			
Brickport Rd, Cooee	20	House	CT: 133947/1 PID: 6113671	This place has elements of the Interwar Californian Bungalow style of Architecture.	20 Brickport Road is of local heritage significance for demonstrating the residential development in Burnie during the early twentieth century. It demonstrates simple stylistic influences of the Interwar Californian Bungalow type of architecture. This place is of significance as it meets the following criteria in the local context: (a) For its contribution to an understanding of the development and settlement patterns of Burnie during the early twentieth century. (e) For its ability to demonstrate the broad characteristics of the Interwar Californian Bungalow style of architecture.	Local	This place should be retained. Modifications should retain the public presentation of the building.	 
Burnell St, Cooee	1	House	CT: 72234/2 PID: 6114279	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 






Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Burnell St, Cooee	2	House	CT: 30671/1 PID: 6114260	This place is an example of the Federation Queen Anne Style of Architecture.	<p>443 Old Surrey Road is of local heritage significance for demonstrating the residential development in Burnie during the late nineteenth/early twentieth century. It demonstrates simple stylistic influences of the Federation Queen Anne type of architecture.</p> <p>This place is of significance as it meets the following criteria in the local context:</p> <p>(a) For its contribution to an understanding of the development and settlement patterns of Burnie during the late nineteenth/early twentieth century.</p> <p>(e) For its ability to demonstrate the broad characteristics of the Federation Queen Anne style of architecture.</p>	Local	This place should be retained. Modifications should retain the public presentation of the building.	 
Burnell St, Cooee	3	House	CT: 72234/1 PID: 6114287	<p>This place is of a vernacular design with low level design qualities.</p> <p>It is likely to date from the inter-war period of the twentieth century.</p>	<p>This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.</p>	This place does not meet the local threshold of significance	<p>Desirable to retain but not essential from a heritage perspective.</p> <p>The fence contributes to the character of this place.</p>	 
Cooee Creek	-	Captain Jones Property	<i>Location not established by Study</i>	<p>Captain Jones, an important Burnie figure, is understood to have developed several industries on his Uplands Farm property, to the west of Cooee Creek. This includes the production of bricks (1878-1967), and in 1893 the Emu Bay Butter Factory.</p> <p>No remains are thought to survive (B. Rollins & P. Boxhall, pers comm, 2008).</p> <p>The place was not inspected as part of the Burnie Heritage Study.</p>	<p>As the place was not inspected during the Burnie Heritage Survey, the place cannot be assessed at this stage.</p> <p>The place is likely to have high historical significance given the importance of Capt Jones to the history of Burnie, and to be important for its associations with Capt. Jones.</p> <p>This place was noted as an historical place by the Burnie Historical Society as part of the project consultation (B. Rollins & P. Boxhall, pers comm, 2008).</p>	Potential Local	<p>Undertake research (historical and field inspection) to determine the significance of the place.</p> <p>Manage the place to retain significance; and avoid further disturbance of the place until an assessment is completed.</p>	Not Available



Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Cooe Point	-	Cooe Point Aboriginal Historical Site	<i>Location not established more precisely than Cooe Point</i>	GA Robinson records the murder of an Aboriginal woman in 1829 in the Cooe Point area. The precise location of the murder is not known (B. Rollins & P. Boxhall, pers comm, 2008). The place was not inspected as part of the Burnie Heritage Study.	This place potentially has significance as a known site of early Aboriginal/European interactions in the region. The significance is likely to be historical, and potentially social (for the Burnie community generally and the Aboriginal community more specifically). This place was noted as an historical place by the Burnie Historical Society as part of the project consultation (B. Rollins & P. Boxhall, pers comm, 2008).	Unknown	Undertake historical and social values research) to determine the significance of the place. It is essential that the community consultation include consultation with the Aboriginal community. Management of the Cooe Point area should be sensitive to the early European settlement – Aboriginal dispossession history of the area and the violence that occurred at this location.	(Not Available)
Cooe Point Rd, Cooe	2	Cooe Sale Yards and Railway Platforms	PID: 7585806 CT: 117536/2	Former Sale Yards and Railway Platform located on the coast at Cooe. The platform relates from the c.1922 extension of the Tasmanian Government Railway from Burnie to Circular Head. The Sale Yards and Platform siding is open public space. The concrete platform remains from its former use. No other structures are located at the siding.	This railway platform has low level historical values. It demonstrates the range of infrastructure associated with the operations and expansions of the Tasmanian Government Railway. This place is of significance as it meets the following criteria in the local context: (a) As a demonstration of railway infrastructure associated with the 1922 extension of the Tasmanian Government Railway.	Local	The platform and grassed area should be retained as public open space.	
Fidler St, Cooe	30	Burnie High School	CT: PID: 6183928	By the 1950s, the West Park School site had reached its capacity. The Government acquired 50 acres of land at Cooe for the construction of a new Burnie High School, and in 1955, £285,000 was voted towards its construction. Despite the funds, delays occurred in the construction of the school (Pink, 2000: 225-227). This is a secondary school of functional modern construction.	This school may have some level of social value as a place of education or community meeting place. The place has potential to meet criteria (f) at a local level.	This place does not meet the local threshold of significance	Further consultation may reveal that this place has strong or special meaning to the community. If such values are demonstrated, conservation should be considered	
Fidler St, Cooe	11	Cooe Uniting Church	CT: 71862/1 PID: 6163994	This is a church of functional modern construction.	This church may have some level of social value as a place of worship or a community meeting place. The place has potential to meet criteria (f) at a local level.	This place does not meet the local threshold of significance	Further consultation may reveal that this place has strong or special meaning to the community. If such values are demonstrated, conservation should be considered.	






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Fidler St, Cooee	13	House	CT: 71862/2 PID: 6164006	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	
Morris St, Cooee	1	House	CT: 111500/1 PID: 6120863	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	
Morris St, Cooee	5	House	CT: 241140/1 PID: 6120839	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective. The fence contributes to the character of this place.	 






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Morris St, Cooee	12	House	CT: 30638/1 PID: 6120812	This place is of a vernacular design with low level design qualities. The building has been reclad in aluminium siding.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	
Osborne St, Cooee	2	House	CT: 32079/6 PID: 6122041	This place is of a vernacular design with low level design qualities. It is likely to date from the early, to inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 
Osborne St, Cooee	4	House	CT: 32079/5 PID: 6122068	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective. The fence contributes to the character of this place.	 

Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Osborne St, Cooee	6	House	CT: 32079/4 PID: 6122076	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective. The fence contributes to the character of this place.	 
Osborne St, Cooee	8	House	CT: 32079/3 PID: 6122084	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective. The fence contributes to the character of this place.	 
Poke St, Cooee	7	St David's Anglican Church	CT: 125277/1 PID: 6122631	After St George's in the City, the most substantial Anglican Church in the municipality is St David's at Cooee. The building was designed by Louis Williams, who was also responsible for Holy Trinity at Ulverstone. Regarded as one of Tasmania's most attractive brick churches, the building was erected following a £4000 donation by Anna-Maria Boston as a memorial to her only child. The Church was consecrated in 1932, and Cooee made a separate parish in 1950. Tragedy struck St David's in 1998, when it was extensively damaged by an arsonist attack. Substantial renovations were required	St David's Anglican Church has historical, creative/technical and social significance. This significance exists at both local and State levels. It relates to the role of providing places of worship and role of religion in during the inter-war period of the twentieth century; the architectural significance of the building, and the social value of the place. This place is of significance as it meets the following criteria in the State and local context: (a) For its demonstration of the provision of places of worship and role of religion in	State and Local	Retain the THR listing. This place should be retained. Modifications should retain the public presentation of the building and other significant features and values of the place, such as the architectural details in the fenestration, roof material and landmark tower. Retain community use. Amend current heritage listing to reflect history and significance.	

Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
				to bring the church back to its former glory (Pink, 2000: 246). The Church is a substantial Inter-War Gothic building, with landmark tower, prominent gabled roof forms and finely executed face brickwork.	suburban communities during the early to mid twentieth century. (e) As an excellent example of Inter War Gothic architecture. The building is acknowledged as one of Tasmania's most attractive brick Churches. (f) As a place which may have special meaning to the community as a Church.			
Saundridge Rd, Cooee		Cooee Memorial Hall	CT: 13555/1 PID: 7535091	The Cooee Memorial Hall is a vernacular, functional structure of the interwar period. It has a simple stepped parapet, a series of sash windows and its original signage.	The Cooee Memorial Hall is of local heritage significance as an example of an interwar memorial hall in a suburban setting. The place meets the following criteria in the local context: (a) As an example of how the community commemorated the service and contribution of local people. (f) As a place likely to have special meaning to the community as a place of commemoration. (e) As a good example of a community memorial building constructed to a functional design	Local	This place should be retained. Modifications should retain the public presentation of the building. The original signage should be retained. Further consultation may confirm that place has strong or special meaning for the community.	 
Saundridge Rd, Cooee	7	House	CT: 13555/43 PID: 6124899	This place is an example of the Art Deco Style of Architecture.	7 Saundridge Road is of local heritage significance for demonstrating the residential development of Burnie during the early-mid twentieth century, a period of rapid growth largely in response to the establishment of the paper mill. It demonstrates simple stylistic influences of the Art Deco type of architecture. This place meets the following criteria in the local context: (a) For its contribution to an understanding of the development and settlement patterns of Burnie during the early-mid twentieth century. (e) For its ability to demonstrate the broad characteristics of the Art Deco style of architecture.	Local	This place should be retained. Modifications should retain the public presentation of the building.	 

Address	No.	Name/Use	Title/Coordinates	Description and history (if available)	Statement of Significance & HCHA Criteria	Threshold State/Local?	Conservation Recommendations	Images
Saundridge Rd, Cooee	45 - 49	Former Shop	CT: 82777/3 PID: 6174984	This place appears to be a simple suburban store of the interwar period.	Local shops such as the one at 4 Saundridge Road, which is no longer operational, often played an important social as well as commercial role in local rural communities. The place is therefore likely to be of social value as a community meeting place. This place is of local significance as it meets the following criteria in the local context: (a) For its contribution to an understanding of the commercial development and settlement patterns of Burnie during the twentieth century. (f) For its potential social value as a former shop.	This place does not meet the local threshold of significance	Further consultation may reveal that this place has strong or special meaning to the community. If such values are demonstrated, conservation should be considered.	
Turrung St, Cooee	4	House	CT: 29188/1 PID: 6126704	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective. The fence contributes to the character of this place.	 
Turrung St, Cooee	8	House	CT: 18075/22 PID: 6126683	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	

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Turrung St, Cooee	10	House	CT: 18075/23 PID: 6126675	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 
Turrung St, Cooee	14	House	CT: 26150/8 PID: 6126659	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 

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Turrung St, Cooee	18	House	CT: 16923/6 PID: 6126632	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 
Turrung St, Cooee	20	House	CT: 16923/5 PID: 6126624	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	 
Turrung St, Cooee	21	House	CT: 52/5840 PID: 6126835	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	

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Turrung St, Cooee	27	House	CT: 65469/1 PID: 6126878	This place is of a vernacular design with low level design qualities. It is likely to date from the inter-war period of the twentieth century.	This place has some low level historical values for demonstrating residential development of suburban areas of the municipality.	This place does not meet the local threshold of significance	Desirable to retain but not essential from a heritage perspective.	