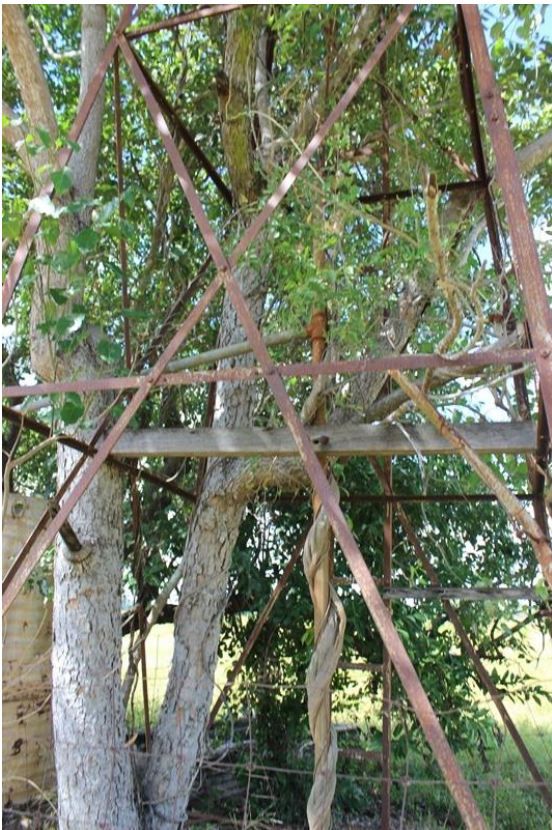


Lansdown Station Cultural Heritage Study

for Townsville City Council

June 2018



Converge Heritage + Community

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Document Verification	
Project	Lansdown Station Cultural Heritage Study
Project Number	18090
Document Title	Cultural Heritage Study
File Location	Shared Data
Client	Townsville City Council

Version history				
Revision	Date	Nature of revision	Prepared by	Authorised by
0	13/06/2018	Draft report	██████████	██
1	21/06/2018	Final report and mapping	██████████	-
2				
3				

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Abbreviations

Abbreviation	Definition
Converge	Converge Heritage + Community
Council	Townsville City Council
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DES	Department of Environment and Science
LHR	Local Heritage Register
NLA	National Library of Australia
QHA	<i>Queensland Heritage Act 1992</i>
QHR	Queensland Heritage Register
QNT	Queensland National Trust
QSA	Queensland State Archives
SLQ	State Library of Queensland

1. Introduction

Converge Heritage + Community (Converge) have been engaged for the Cultural Heritage Study associated with the Lansdown Planning Scheme Major Amendment.

1.1 Project Background

The Lansdown Station site was acquired by Townsville City Council (Council) in 2001. Prior to this, the Commonwealth Scientific and Industrial Research Organisation (CSIRO) had been using the site as part of their research station since the 1960s – the organisation still retains land for research purposes on the opposite side of the Flinders Highway.

The Lansdown Station site is currently being used for cattle grazing via a short-term lease arrangement with a private enterprise. Furthermore, four additional land parcels have been leased by Council to 'Drive It NQ' for the future development of a motorsports precinct. Council has also signed a MOU with Boston Energy and Innovation (April 2017), to investigate the viability of developing a battery manufacturing plant on three land parcels within the Lansdown Station site.

The *Townsville City Plan 2014* presently identifies the Lansdown Station site as being Rural, but the site's longer-term development focus is considered to be one that is more industry based. To facilitate the future growth, Council resolved to commence the process of undertaking a major amendment to the *Townsville City Plan* to remove the land identified as Lansdown Station from the Rural zone and include the site within both the Medium and High impact industry zones.

The purpose of this Cultural Heritage Study is to identify any significant cultural heritage areas within the Lansdown Station site, recommend measures to conserve, interpret and/or undertake archival recording of such areas. This is to ensure that future land parcels that are to be included in the High and Medium impact industry zones are located appropriately.

1.2 Project Methodology

This section describes the methodology used by the project team for the draft Lansdown Heritage Study.

Desktop research and stakeholder consultation was undertaken in the first phase of the project to gain an understanding of the project area prior to the field investigation. This research included a review of existing information, including lists and registers of places of (or potential) local heritage significance, and relevant previous heritage studies, where available; archival research; and a review of *Townsville City Plan's* heritage code and overlay. Refer to Section 2.

Following the review of information, a brief history of the project area was prepared to assist with the context and identification of individual places and for assessing significance. The production of a list of places of known potential local heritage significance in the study area was prepared. This list included a compilation of places identified in existing lists and registers and previous studies, where applicable. Refer to Section 3.

The field investigation was targeted on places identified from the desktop assessment and included further places identified by Lansdown Station Manager, [REDACTED] Refer to Section 4.2.

Places identified or confirmed from the field investigation were assessed against the heritage criteria in the *Townsville City Plan* to determine their heritage significance. Refer to Section 5.

Recommendations and mitigation measures for the protection of identified heritage places in the project area were prepared. These measures align with the *Townsville City Plan*, including consideration of potential entry to the local heritage register and refinement of buffer zones for places considered to threshold for heritage listing under the local heritage criteria.

The final stage of the project will include mapping of the places nominated for entry into the heritage register (Refer to Appendix 1) and presentation of the study to Council for approval.

1.3 Project Area

The Lansdown Station site is located on the Flinders Highway at 132 Bidwilli Road, Calcium, approximately 45km south-east of Townsville (Figure 1). The site has a total land area of 2,100 hectares, comprising of 19 separate land parcels (Figure 2 – refer also to Section 4.2.1).

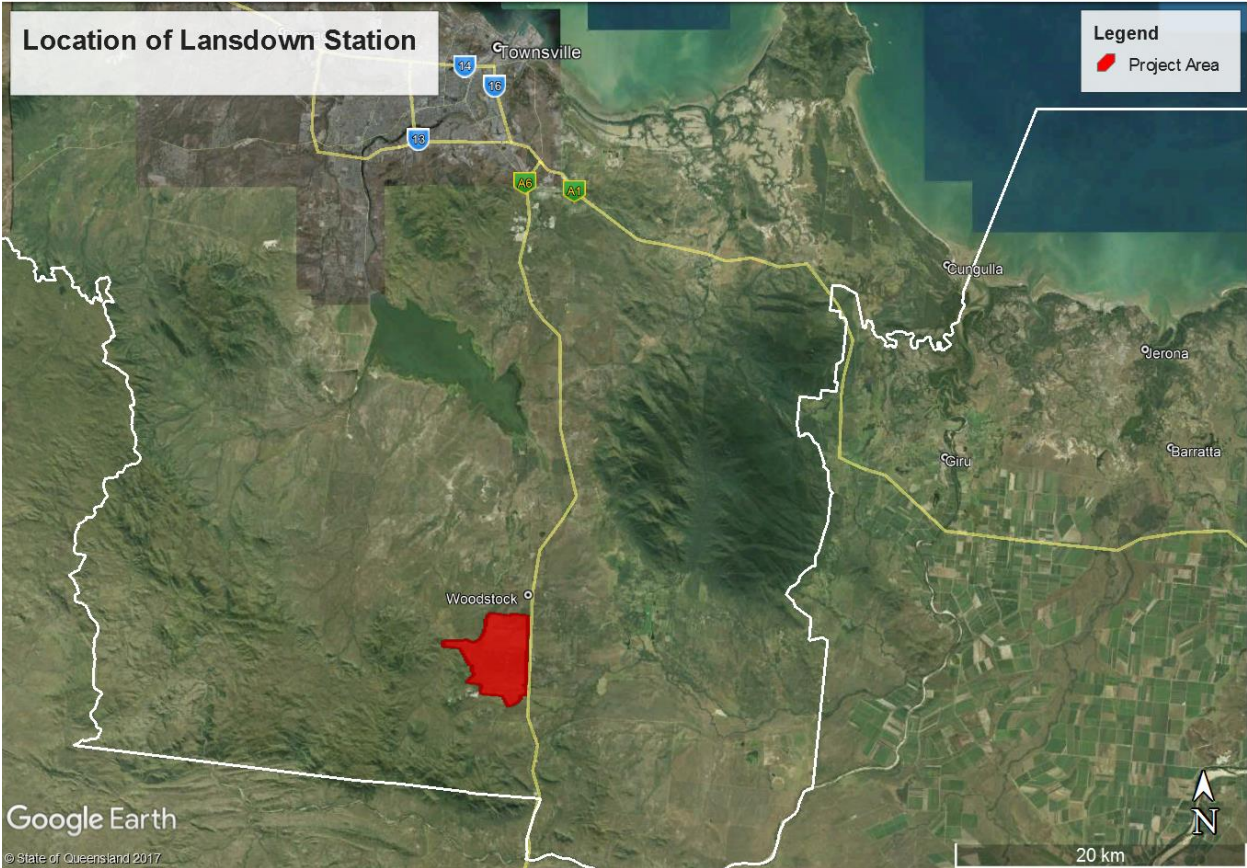


Figure 1: Location of the project area (red) in relation to Townsville. The white outline is the part of the boundary of Council's Local Government Area (Google Earth Pro 2018).

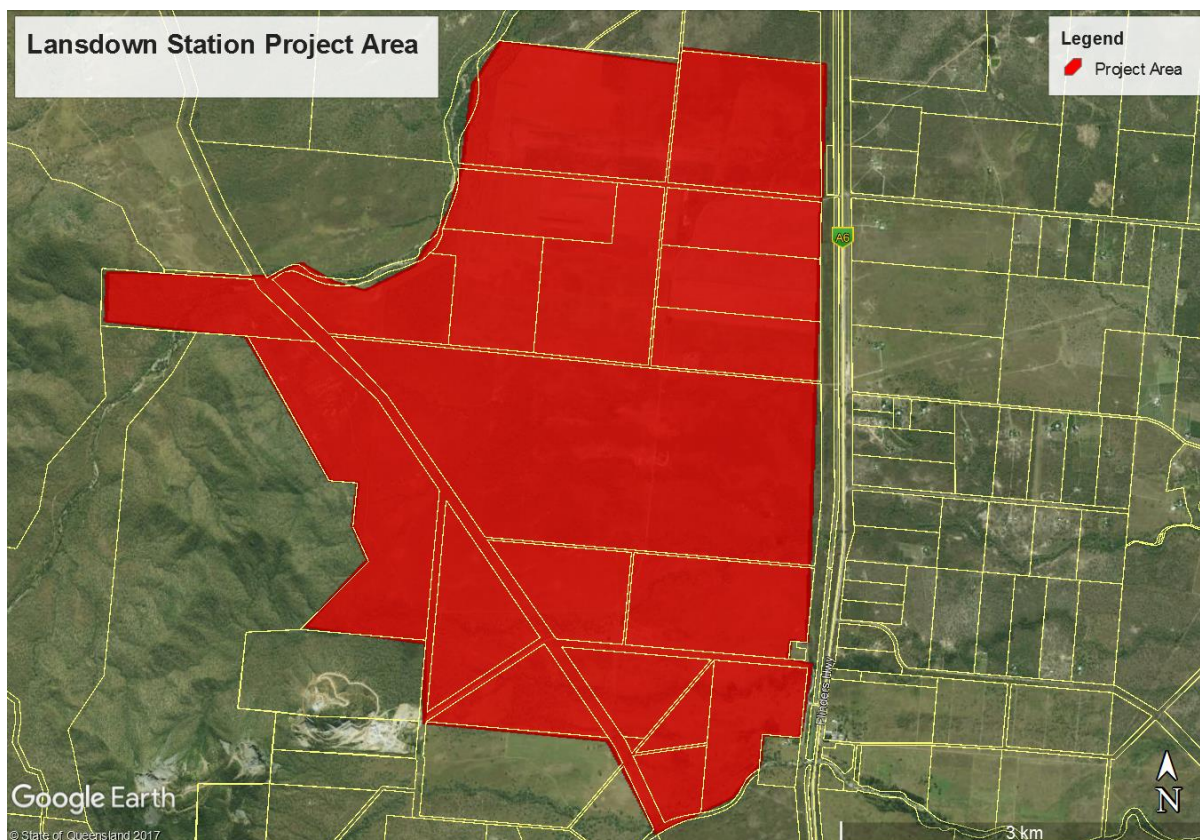


Figure 2: Lansdown Station Project Area (Google Earth Pro 2018).

1.4 Dates and Personnel

The staff are allocated for the Lansdown Station Heritage Study:

- [REDACTED] Managing Director.
- [REDACTED] Heritage Consultant.
- [REDACTED] Archaeologist.
- [REDACTED] Heritage Consultant and Mapping Consultant.
- [REDACTED] Graduate Consultant.

The field investigations were undertaken by [REDACTED] and [REDACTED] on the 10th May 2018. The draft report was completed on 13th June 2018 and the final report was completed on the 21st June 2018.

1.5 Acknowledgements

The following organisations and people assisted with the study:

- Cameron Finter, Townsville City Council.
- Ted Brandi, Townsville City Council.
- Judith Jensen, Townsville City Council.
- [REDACTED] Lansdown Station property manager.

1.6 Project Limitations

The grass in the project area was very long and therefore the site assessment was restricted largely to cleared areas for safety reasons due to the potential for snakes to be present.

2. Review

This Section provides a review of existing information, including lists and registers of places of local heritage significance – or potential heritage significance – and previous heritage studies, where available; archival research; and a review of *Townsville City Plan's* heritage code and overlay. The purpose of this review was to inform the development of the historical context (Section 3) and the targeted field investigations (Section 4.2).

2.1 Sources of Information

Few studies have been undertaken for the project area in the past. Only one previous study was located and reviewed for this assessment. Given the lack of existing studies, archival research was undertaken to inform the study. Sources of information used to develop the historical context for this study are briefly described in Table 1 below.

Table 1: Sources of Information.

Source	Relevance
<i>Townsville City Council Cultural Heritage Study</i> , 2011, Brannock and Associates.	<p>The cultural heritage study does not include any sites within the Lansdown Station project area, but it does include the Woodstock CWA Hall, which is 1.3 km to the north of the project area (see Section 2.2).</p> <p>The cultural heritage study noted the urban focus of previous heritage studies and listings and this was identified as a gap in the knowledge base of the existing heritage resources in the Townsville local government area.</p> <p>The 2011 heritage study recommended ‘that Council prepare a heritage study or assessment of rural areas contained within the Townsville City Council local government area, with a view to finding and considering places associated or demonstrated with pastoralism and rural industries for heritage listing. Such studies could utilise the key historical themes discussed in the Queensland Cultural Heritage Context Study’ (Brannock and Associates 2011: 119).</p> <p>See Section 3.8 of this report for relevant historical themes of the Lansdown Station site which were identified by the current heritage study, utilising the themes from the Queensland Cultural Heritage Context Study.</p>
National Library of Australia (NLA)	Historic photographs of the project area were sourced from the NLA – these include photographs of the Lansdown Station from the 1930s and from 1960s, when it was taken over CSIRO.
State Library of Queensland (SLQ)	The SLQ was searched for contextual information relating to the project area. Information sourced from this library includes historic photographs of Woodstock Station.
Queensland State Archives (QSA)	<p>Searches at the QSA were largely focused on the ‘run files’ for Woodstock Station and the Lansdown Run. Run files provide historical information regarding previous lessees/owners of the pastoral runs; improvements made to runs and stations – such as homesteads, fencing, outbuildings and the like. These files assist in determining the location and likelihood of historic buildings to be extant on the properties.</p> <p>Details about the Manton Cemetery were also sourced from the QSA – these were 1970s records showing grave locations and names of burials.</p>

Source	Relevance
Fryer Library	<p>The Fryer Library is located at the University of Queensland. It holds a large collection of resources such as books, manuscripts, photographs, theses, architectural drawings and oral histories.</p> <p>A copy of the 'Woodstock State School Centenary, 1890 – 1990' was sourced from the Fryer Library, which provided background information for the development of the Woodstock and Manton Schools, which are of relevance to the project area for their historic connections to the Woodstock and Lansdown stations' pastoralists and their families.</p>
Historic newspapers (Trove)	Historic newspapers have been digitised and are available online through Trove. Trove was searched for newspaper articles relating to the historic development of the project area, including the Manton Cemetery.

2.2 Results of Heritage Searches

Heritage searches of various databases and registers were undertaken to determine if there are known heritage places in the project area.

Table 2: Results of Heritage Searches.

Heritage Database/ Register	Heritage Places Identified
Local Heritage Register (LHR)	<p>No local heritage places were identified in the LHR in the project area.</p> <p>The closest local heritage place is the 'Woodstock CWA Hall' which is located about 1.3 km from the northern border of the project area.</p>
Queensland Heritage Register (QHR)	No state heritage places were identified in the QHR in the project area, or within its vicinity.
National Trust of Queensland (NTQ)	No heritage places were identified in the National Trust's database in the project area, or within its vicinity.
Former Register of the National Estate (RNE)	No heritage places were identified in the former RNE in the project area, or within its vicinity.

2.3 Review of Council Planning Scheme

The *Townsville City Plan* was reviewed to ensure this study was undertaken in alignment with existing heritage processes, policies and codes.

As stated in the introduction, the Lansdown Station site is currently classified as Rural Land under the *Townsville City Plan*. Given that the longer-term development focus for the site is planned to be more industry based, Council resolved to commence the process of undertaking a major amendment to the *Townsville City Plan* to remove the land identified as Lansdown Station from the Rural zone and include the site within both the Medium and High impact industry zones.

The current heritage study has been prepared to provide advice to Council with regards to potential for any heritage places on the Lansdown Station site, to inform the future development. Potential heritage places identified by the study – that meet the criteria for entry to the local heritage register – are recommended for entry to the LHR.

The draft heritage place cards in Appendix 1 are based on the template used in the existing local heritage register and the assessment for these places followed the criteria outlined in the *Townsville City Plan*.

2.3.1 Criteria and Process for Adding Local Heritage Places

Section SC6.3.10 of the *Townsville City Plan* provides information for ‘Adding or Removing a place from Schedule 7 Places of cultural heritage value’. Potential heritage places (Appendix 1) identified by this study have been assessed against the following criteria:

- A. *It is important in demonstrating the evolution or pattern of Townsville's history.*
- B. *It demonstrates rare, uncommon or endangered aspects of Townsville's cultural heritage.*
- C. *It has potential to yield information that will contribute to the knowledge and understanding of Townsville's history.*
- D. *It is important in demonstrating the principal characteristics of a particular class or classes of cultural places.*
- E. *It is important because of its aesthetic significance.*
- F. *It is important in demonstrating a high degree of creative or technological achievement at a particular period.*
- G. *It has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons.*
- H. *It has a special association with the life or work of a particular person, group or organisation of importance in Townsville's history.*
- I. *It was constructed prior to 1910.*

Council will undertake a formal assessment of the potential heritage places identified in Appendix 1. If Council endorses the potential places for entry to the local heritage register, an amendment to the planning scheme will be required, which may take up to 12 months to take effect.

2.3.2 Cultural Heritage Planning Scheme Policy

Once a place is entered on the local heritage register, proposed developments or significant changes to that place will be assessed under Section SC6.3 ‘Cultural Heritage Planning Scheme Policy’ of the *Townsville City Plan*.

Table 3: Overview of Cultural Heritage Policies.

Policy	Details
SC6.3.3	Requires that Development Applications provide sufficient information to support the proposal.
SC6.3.4	For management of development <i>adjoining</i> a heritage place including scale, setbacks, heights and views of a new development next to a heritage place.
SC6.3.5	For management of development <i>within</i> a heritage place including scale, setting, setbacks, height, landscaping and views of a new development at a heritage place. Also includes management of existing heritage fabric and elements of the site.
SC6.3.6	Requires that developments proposing to impact on a heritage place must provide a heritage impact statement prepared by a heritage professional.
SC6.3.7	Requires that developments proposing to demolish a heritage place must provide a condition report prepared by heritage engineer.
SC6.3.8	Requires the preparation of a photographic archival report for developments proposing to demolish, change or relocate a heritage place.
SC6.3.9	Requires that developments that have potential to impact on archaeological places must provide an archaeological management plan, prepared by an archaeologist.
SC6.3.10	Refer also to Section 2.3.1. Provides guidance on adding or removing a local heritage place from the register.

2.3.3 Cultural Heritage Overlay Code

In addition to the Cultural Heritage Planning Scheme Policy, the Townsville City Plan provides codes for development at heritage places in Section 8.2.4 ‘Cultural Heritage Overlay Code’.

The purpose of the Cultural heritage overlay code is to ensure:

- a) the cultural heritage of Townsville continues to be a major contributor to the identity of the city and local communities;*
- b) the cultural heritage of Townsville is conserved for present and future communities;*
- c) development is consistent with the Burra Charter;*
- d) new development reflects and respects cultural heritage significance; and*
- e) places of cultural heritage significance are appropriately reused.*

The purpose of the code will be achieved through the following overall outcomes:

- a) places having cultural heritage significance in Townsville are conserved;*
- b) change is managed to ensure significant heritage features and values of a place are retained;*
- c) any demolition, removal or relocation of a heritage place does not have an adverse impact on the heritage significance of that place;*
- d) development on or adjoining a heritage place does not detract from the cultural heritage significance of the heritage place and its cultural heritage values;*
- e) development on or adjoining a heritage place is visually subservient to the heritage place and does not cause adverse impacts on significant views or the visual setting of the heritage place;*
- f) development on or adjoining a place of cultural heritage significance incorporates features which complement rather than replicate the heritage place;*
- g) restoration or reconstruction of known earlier states of heritage places is encouraged where practical; and*
- h) places of Aboriginal and Torres Strait Islander cultural heritage significance are conserved and managed in a culturally appropriate way.*

2.4 Results of Stakeholder Consultation

Stakeholder consultation was undertaken to further inform the study and to provide key stakeholders with relevant information about the study, where applicable. Key stakeholders were nominated by Council at the commencement of the project.

Table 4: Results of stakeholder consultation.

Stakeholder	Date	Method	Details
Townsville City Council	Various	Phone and email and site visit	Liaison about project general requirements. Council provided assistance with site survey/ obtaining access and provision of other stakeholders. Converge provided updates as required for the study.
Townsville Library	4/05/18 and 15/05/18	Phone and email	Request to history and heritage department for historical information for: <ul style="list-style-type: none"> • Woodstock Station. • Lansdowne (Lansdown) Runs. • Manton and Woodstock. • Great Northern Line to Woodstock. • Manton Cemetery. • Manton School. • CSIRO Lansdown Pastoral Research Station.

Stakeholder	Date	Method	Details
			An email was received on 15 th May with additional research information from the History and Heritage section of the library.
CSIRO	4/05/18	Phone	<p>CSIRO provided contact details for ██████████ and suggested he would be the most appropriate person to assist with the enquiry.</p> <p>██████████ said that he may have some historical photographs and details to assist the research, but suggested that ██████████ would know more in terms of CSIROs use of the area now owned by Council.</p>
██████████ ██████████, Lansdown Station Manager	10/05/18	Site visit	██████████ provided an historical overview of the place and details regarding locations of former CSIRO sites within the project area as well as the location of lone grave and former 'Cobb & Co' site (possibly a former homestead). ██████████ assisted on the site assessment to show the locations of these sites.

3. Historical Background

The inclusion of the following historical information is intended to inform and support the heritage assessment of the project area by providing a context for the broader region as well as the former station itself. Lansdown – alternately spelled Lansdowne – Station, was established as a cattle run in Woodstock Station, located in Thuringowa.

3.1 Thuringowa

The name of Thuringowa was inspired by that of the German state of Thuringia, where the town and district surveyor – John Stieglitz – originated from (Vance & Copeman 1989:16). Significantly, Stieglitz – who resided at the base of Mt Stuart – was both a member of the Thuringowa Divisional Board – which was established in 1879 and encompassed an area of 7162sq km– as well as helping to establish Thuringia as a historical district of Germany.

Moreover, while Thuringowa Divisional Board included present day Townsville, half of the original Thuringowa area became Burdekin Shire in 1888 (University of Queensland, 2018).

In 1860, the Queensland Government passed an Act opening up the Kennedy District (including present day Thuringowa) for pastoral leases (Vance & Copeman 1989:6). This resulted in John Melton Black taking up a number of properties such as Woodstock, Lansdowne, Halifax Plain and Repulse Plains (Vance & Copeman 1989:6).

Furthermore, while the early pastoralists such as Black initially ran sheep on the properties, in 1864 grazier Edward Cunningham, began grazing cattle instead, as it was discovered that the climate was not adequate for raising sheep and cattle were more resilient (Vance & Copeman 1989:6).

While pastoral leases and runs in the region were variable at the time – with these frequently changing name, area or ownership – a clear pattern in ownership can be seen, with pastoralists generally occupying homesteads, while blacksmiths, saddlers, bullock drivers, stockmen, accountants, carpenters and shearers also frequented the lands (Bell 2000:18). Furthermore, homesteads were also scattered across long distances – sometimes taking a distance of up to two days to travel between – and stockmen lived permanently at outstations on cattle and sheep runs (Bell 2000:18). At the same time, in a bid to protect stock from the threat of dingoes, sheep were sent out in small flocks while accompanied by a pair of shepherds (Bell 2000:18).

In terms of transportation to and from the region, this was greatly improved with the construction of the Great Northern Line from Townsville to Charters Towers commencing in February 1879 with the first 15-mile section linking Woodstock to Townsville was opened in December 1880 (Figures 5 and 6), and the second linked to Charters Towers in 1882 (Woodstock State School Centenary 1890-1990). More importantly, the introduction of the railway meant transport to and from the region was now much faster, with exports now being able to be distributed more rapidly and within greater quantities, which increased profits and productivity for the region including its farmers.

3.2 Woodstock Station

According to historical records from 1885, Woodstock station (Figures 3 – 6) – situated in the unsettled District of North Kennedy and managed by the Rae brothers since 1897 (North Queensland Register,

1895) – was comprised of the following runs¹: Woodstock no.1, Woodstock no.2, Woodstock no.3, Callandoon no.2, Cleveland Plains, Cintra, Balaclava, Magenta, Wyoming, Lansdowne no.1, Lansdowne no.2 and Crimea (Queensland State Archives – see Figure 5). Eventually, Woodstock was leased by William Collins and John Forrest in 1906, and in 1926 John Holmes Mackenzie Shaw and his wife Katie Elizabeth leased sixty-six square miles of Woodstock Station for ten years (Qld.gov.au, 2018).



Figure 3: Mustering on Woodstock Station, n.d (SLQ).

¹ Often stations were too large to be used in a viable manner solely by the pastoralist they were initially awarded to. Therefore, in the 1860's, the Queensland government developed a scheme whereby half the land within a station was taken back by the government. The aforementioned half was in turn broken up into smaller subdivisions referred to as runs, such as the runs named after Woodstock station referenced in this report – for example Woodstock runs no. 1 through to Woodstock no 3 and Lansdowne run. This scheme resulted in an increase in revenue for the government while also benefiting the populous, as it meant the same land could be inhabited for different purposes – making it more lucrative overall – while also catering to the rise in demand for farming land (Qld.gov.au. 2018).

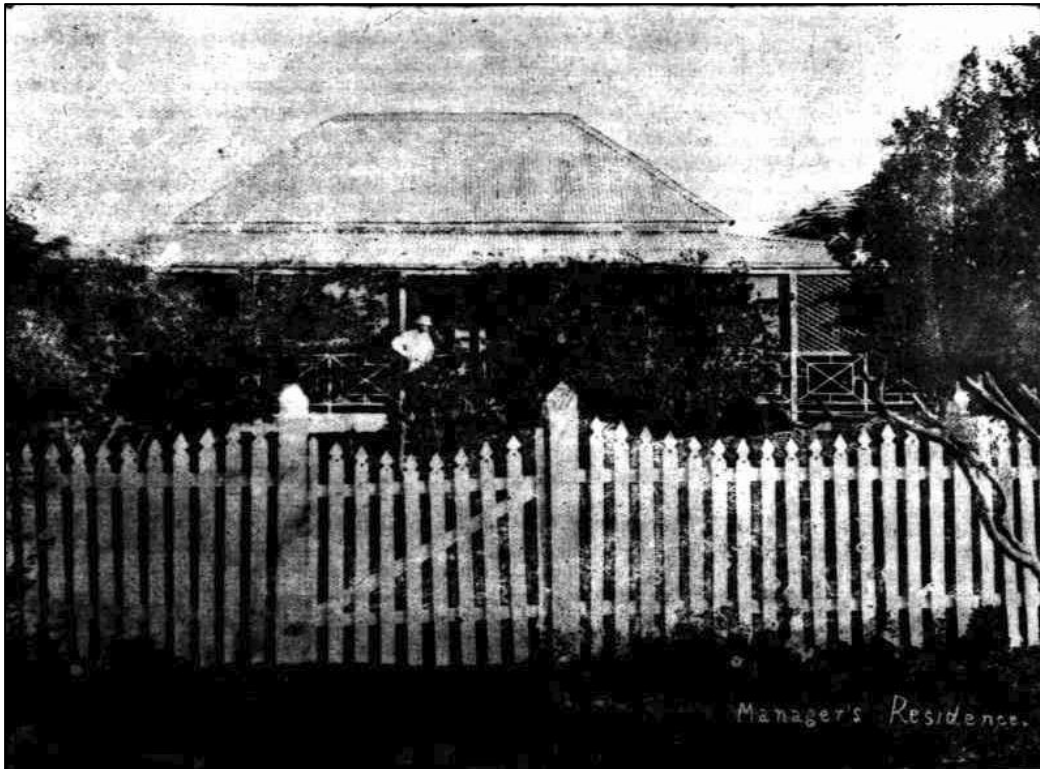


Figure 4: Managers Residence, Woodstock Station, 1895 (SLQ).

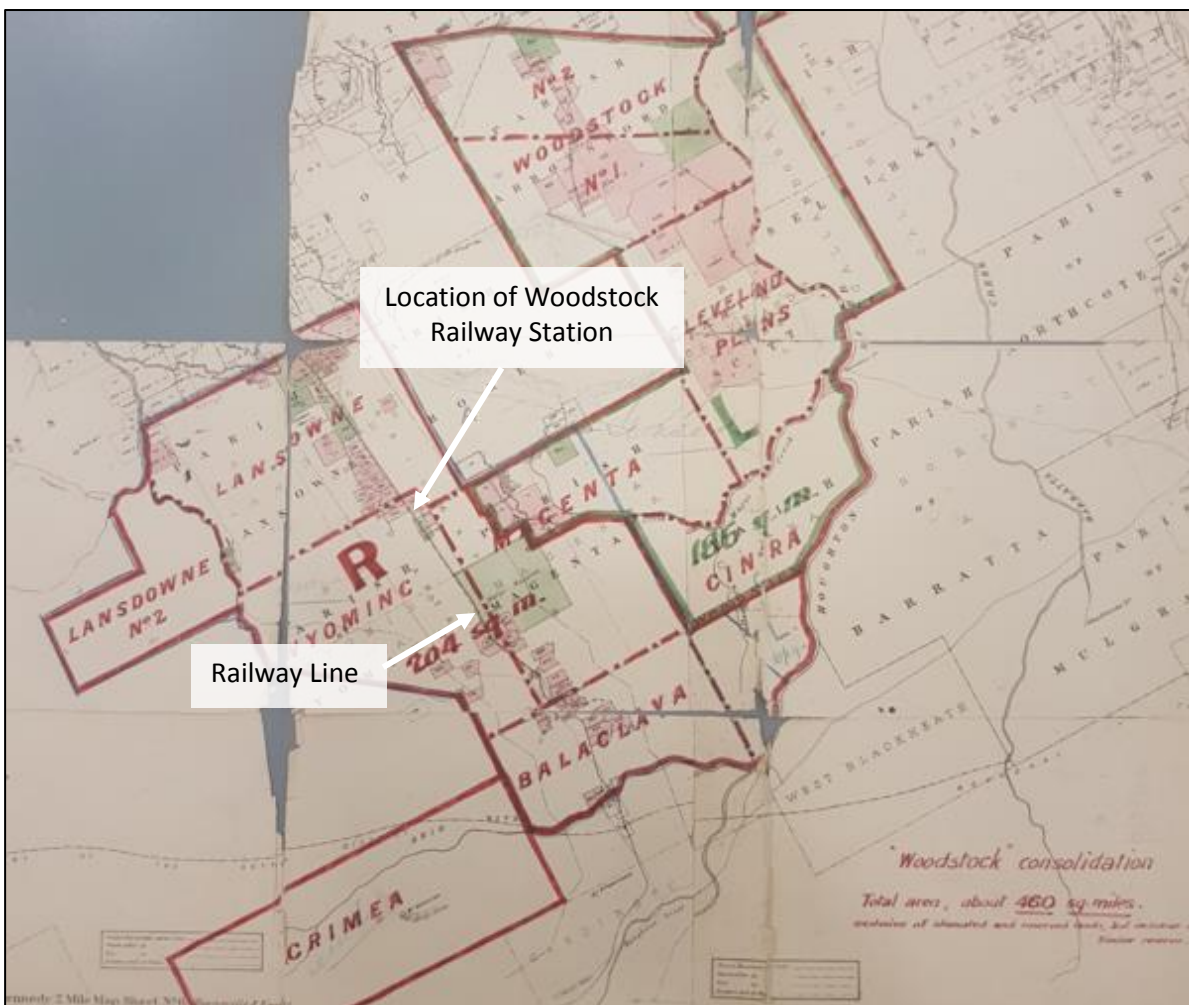


Figure 5: Woodstock consolidation 1885 (Queensland State Archives).

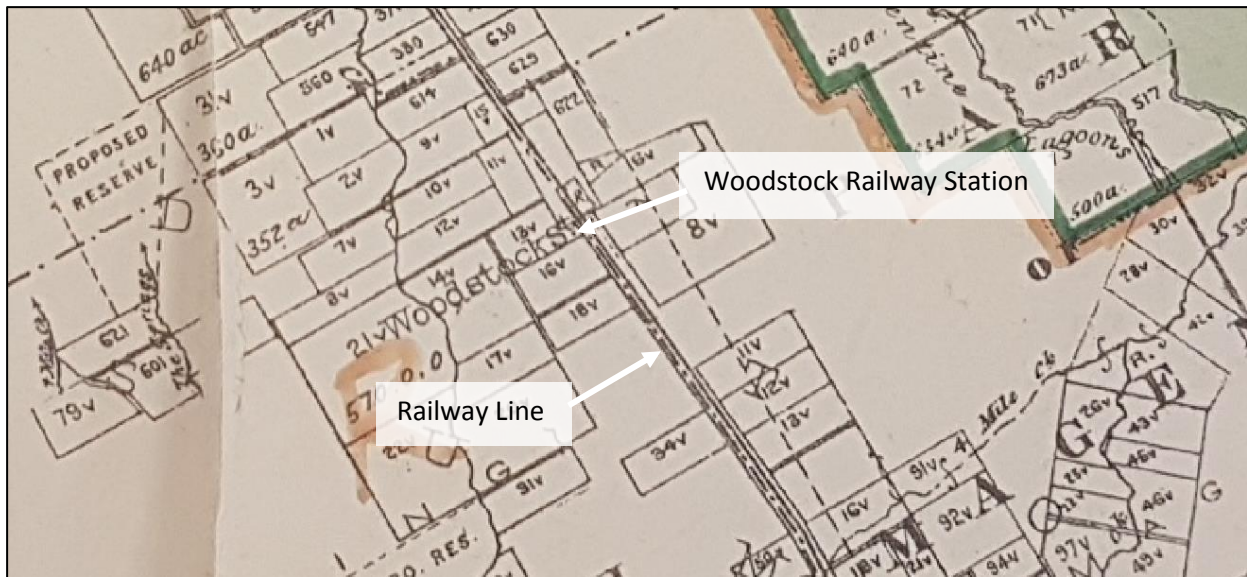


Figure 6: Woodstock Railway Station in 1887 (Queensland State Archives).

3.3 Woodstock State School

Woodstock State School is located approximately 1km north of the Lansdown Station Heritage Study Project Area. The following information has been adapted from Woodstock State School centenary 1890-1990.

Woodstock State School was proposed for construction on the site of a camping reserve – a high and dry area with access to a water well – as a result of the residents of the township petitioning the Minister of Education for a school in 1889. Although the initial construction was completed in 1890 (Figure 7) - when Ethel A. Harvey was appointed head teacher for the school – more additions and repairs to the building were carried out in 1896. Further improvements to the structure were made throughout upcoming years, including a front veranda being attached to the building in 1897 - followed by gates to this being built in 1899 - and the school reserve being fenced in 1908.

Additional repairs and improvements to the building and surrounds – including the installation of a flagpole – were carried out in 1910, a year that also saw 5 acres located on the railway reserve being transferred to the Department for Public Instruction, with this extra land being intended for school use. Following this, in 1921 a tennis court was built, with a play shed sequentially erected in 1923.

Due to growth at the school, a new building was constructed in 1939 (Figure 8) and the 1890 building was auctioned for sale in 1940 and eventually purchased by Mr and Mrs Field who then moved the building to an alternate location in Woodstock. A teacher’s residence was constructed in 1977 (Figure 10). Later changes to the 1939 school building included enclosing its veranda and the removal of a partition between the two classrooms in 1974, the addition of a new school building (c.1970) and the addition of a demountable building in 1984, as well as a shed, covered walkways and security lighting.

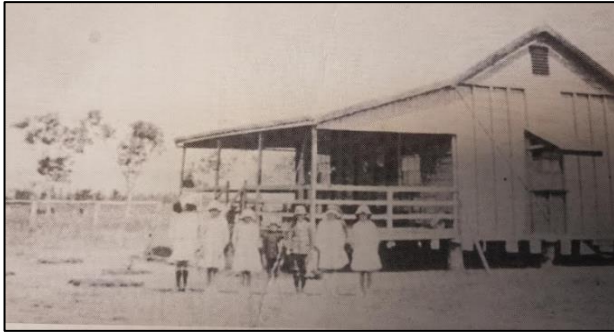


Figure 7: Woodstock School in 1890 (Woodstock State School Centenary 1890-1990).

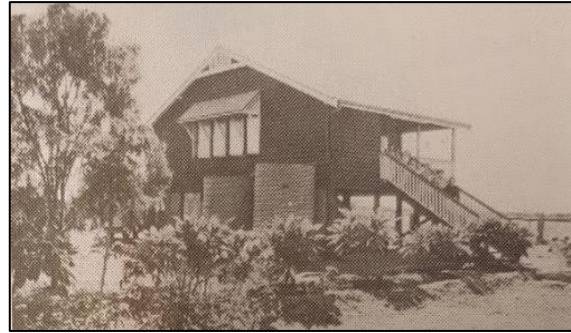


Figure 8: Second Woodstock building 1939 (Woodstock State School Centenary 1890-1990).



Figure 9: New building in 1970 (Woodstock State School Centenary 1890-1990).

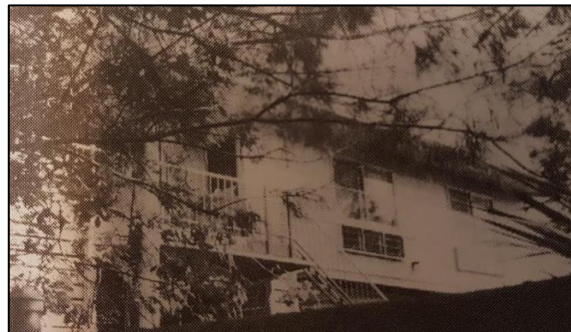


Figure 10: School residence built in 1977 (Woodstock State School Centenary 1890-1990).

3.4 Lansdowne (Lansdown Station)

According to an oral history of the late Charles Wallace Wordsworth's daughter [REDACTED], her father arrived in Australia from England in the early 1880s. Charles Wordsworth was the son of the Queen's counsellor in the Victorian era and in 1883 he took up the run of Springvale in Manton (Townsville Daily Bulletin, Dec 5, 1952). Furthermore, Wordsworth held the office as Chairman of Thuringowa Shire Council for 18 years before his death in 1949 at the age of 85. He was buried at Manton Cemetery (Townsville Daily Bulletin, Dec 5, 1952; Townsville Daily Bulletin, 21 March 1949).

The oral history also goes on to mention that the property was named after Lord Lansdowne and that Andrew and Agnes Dean – [REDACTED]'s great aunt and uncle – were the first owners of the Lansdowne run (Townsville Library, 1991). Correspondingly, 1888 land records from the Queensland State Archives indicate the station was acquired by Andrew Dean (Figure 11) and passed on to his wife Agnes in 1908.

[REDACTED] herself was born at the Lansdowne Homestead and one of her brothers eventually took ownership of Lansdown Station, including the area that was later acquired by CSIRO (included in current project area). [REDACTED] attended Manton School as a child with around 25 other children – see next section (Townsville Library, 1991).

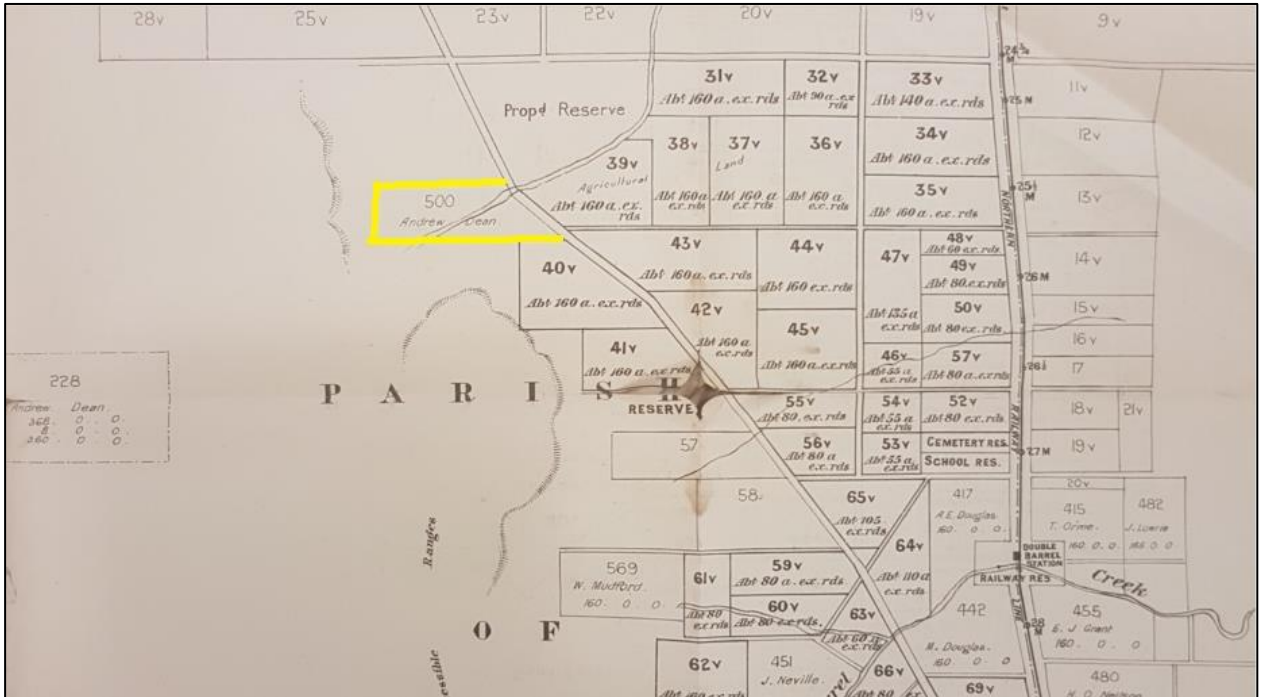


Figure 11: Portion leased by the Dean family in 1888, and later acquired by the Wordsworth family (Queensland State Archives).

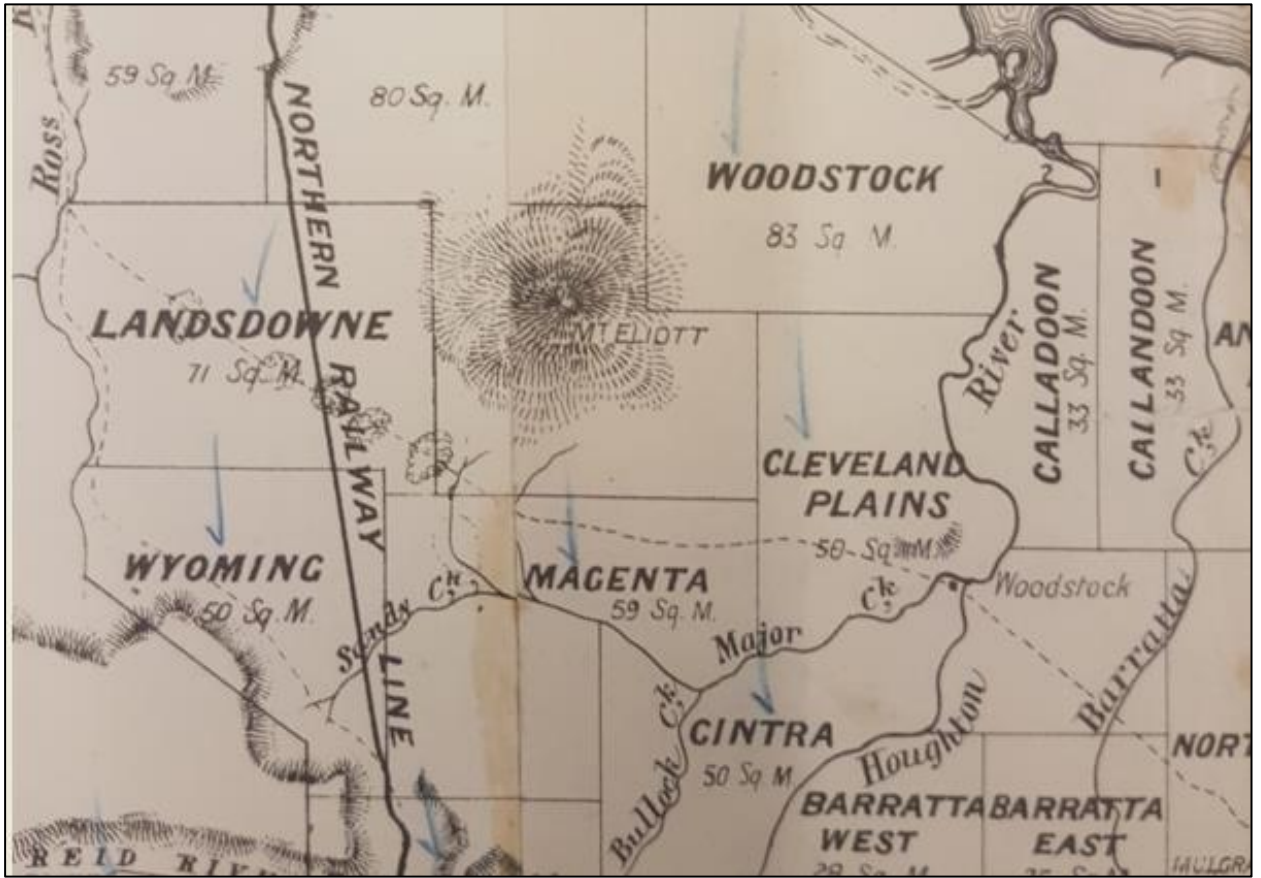


Figure 12: Lansdowne and surrounding runs c.1892 (Queensland State Archives).



Figure 13: Lansdowne Station c.1930 owned by Ted and Marge Wordsworth (NLA).

3.5 Manton School

Although Manton School was located outside the project area, it is essential to the overall context and understanding of the project to include the following background to it, as residents of significance to both the Woodstock and Lansdown area attended the school – for example [REDACTED]

Manton School was located on the opposite side of the railway line from the current project area – the following information about the former school has been adapted from Woodstock State School centenary dated 1890-1990.

Residents of Manton petitioned for a school in May 1902, which was approved in December of the same year. The school was built on Portion 20V in the Parish of Magenta and was opened in August 1903 with children arriving at school by horse or sulkies, buggies or wagons while other walked up to 6 miles. School desks were equipped with two holes serving as inkwells as well as a pencil slot and slate hole and could seat up to 6 children. Additionally, the school itself was comprised of a one room building, with front veranda and hat and bag pegs either side of the door (Figure 14) however a back veranda was subsequently added during WWII and enclosed on one side to store hats and bags. A shed was also constructed during the 1930s. During WWII trenches were dug around the school (Figure 15) and the school had several closures between 1920 and 1934, finally closing permanently in 1946 (Woodstock State School Centenary 1890-1990).

Furthermore, all buildings from the former Manton School have since been removed and the area is now occupied by the CSIRO Research Station on the opposite side of the Flinders Highway to the project area (Figure 16).

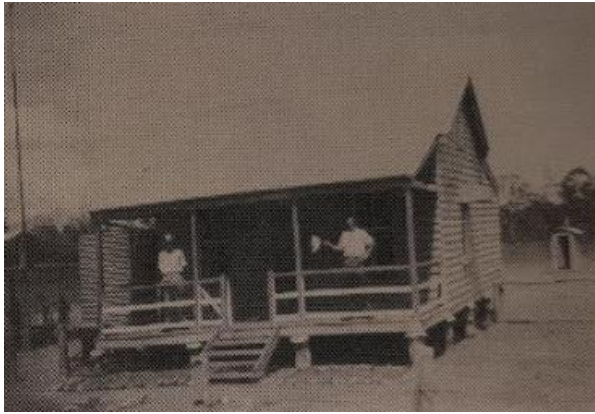


Figure 14: Manton School (undated) (Woodstock State School Centenary 1890-1990).



Figure 15: Digging trenches for WWII at Manton School (undated) (Woodstock State School Centenary 1890-1990).

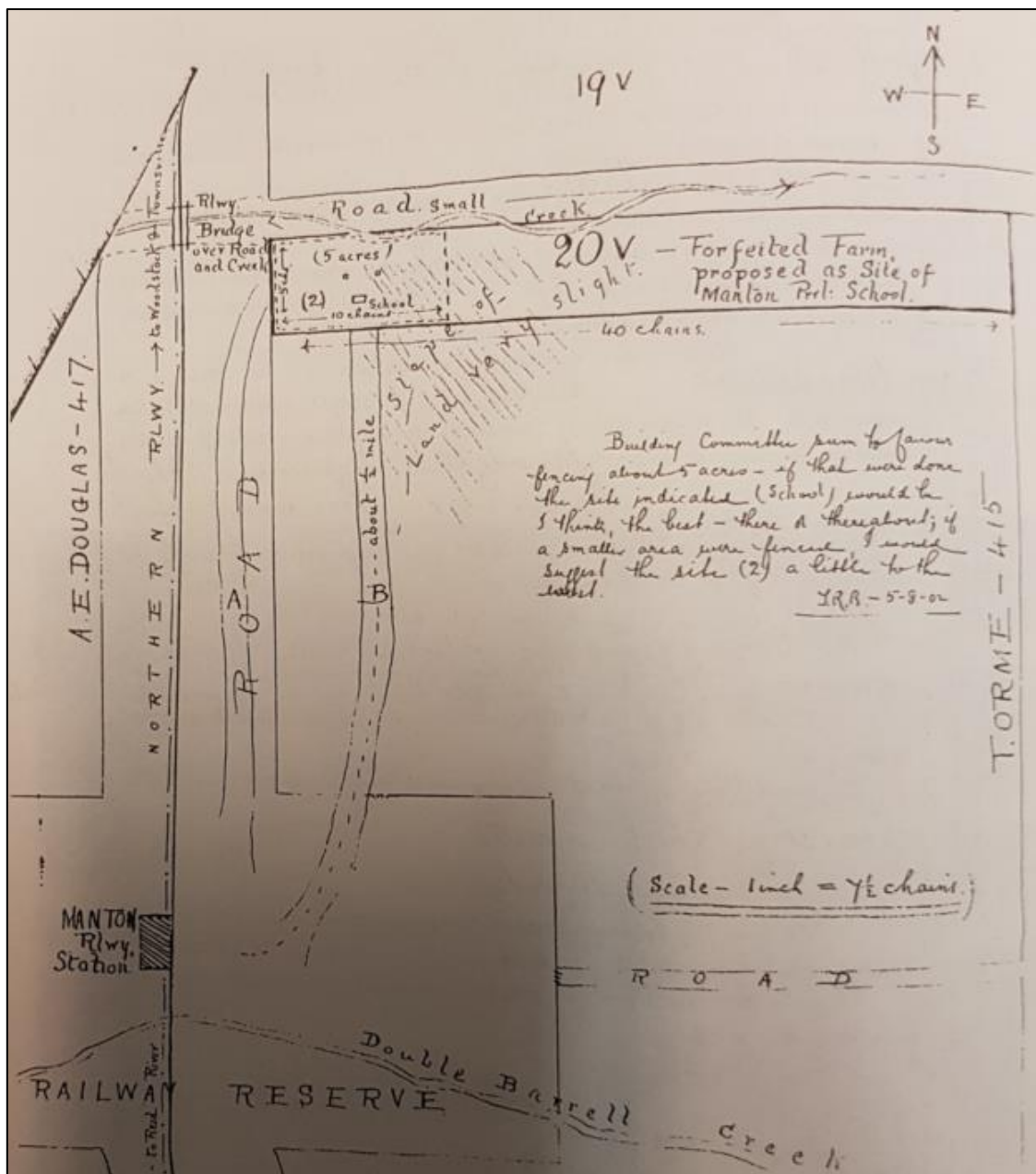


Figure 16: Plan of the proposed school site on Portion 20V, 1902 (Woodstock State School Centenary 1890-1990).

3.6 Manton Cemetery

A plan drawn in 1888 (Figure 17) shows the cemetery reserve as located to the north of the school reserve, but neither school nor cemetery were established in these locations. As stated above, the Manton School was built in 1902 on the opposite side of the road on Potion 20V.

Manton Cemetery was established in 1902 on 5 acres of land, originally set aside as the school reserve, (Brisbane Courier, December 20th, 1902: p.10), approximately 800 metres north of the former railway station (Figure 17).

There are 31 known burials at the Manton Cemetery, including members of the Wordsworth family. Charles Wallace Wordsworth, Chairman of Thuringowa Shire Council for 18 years, was buried at Manton Cemetery in 1949, beside his wife who had died in 1920 (Townsville Daily Bulletin, Dec 5, 1952; Townsville Daily Bulletin, 21 March 1949) and their 5-week-old son (Townsville Daily Bulletin, 18 February 1920).

For further records of burials at Manton Cemetery, refer to Figure 18, overleaf, and Table 9 in Section 4.2.2.

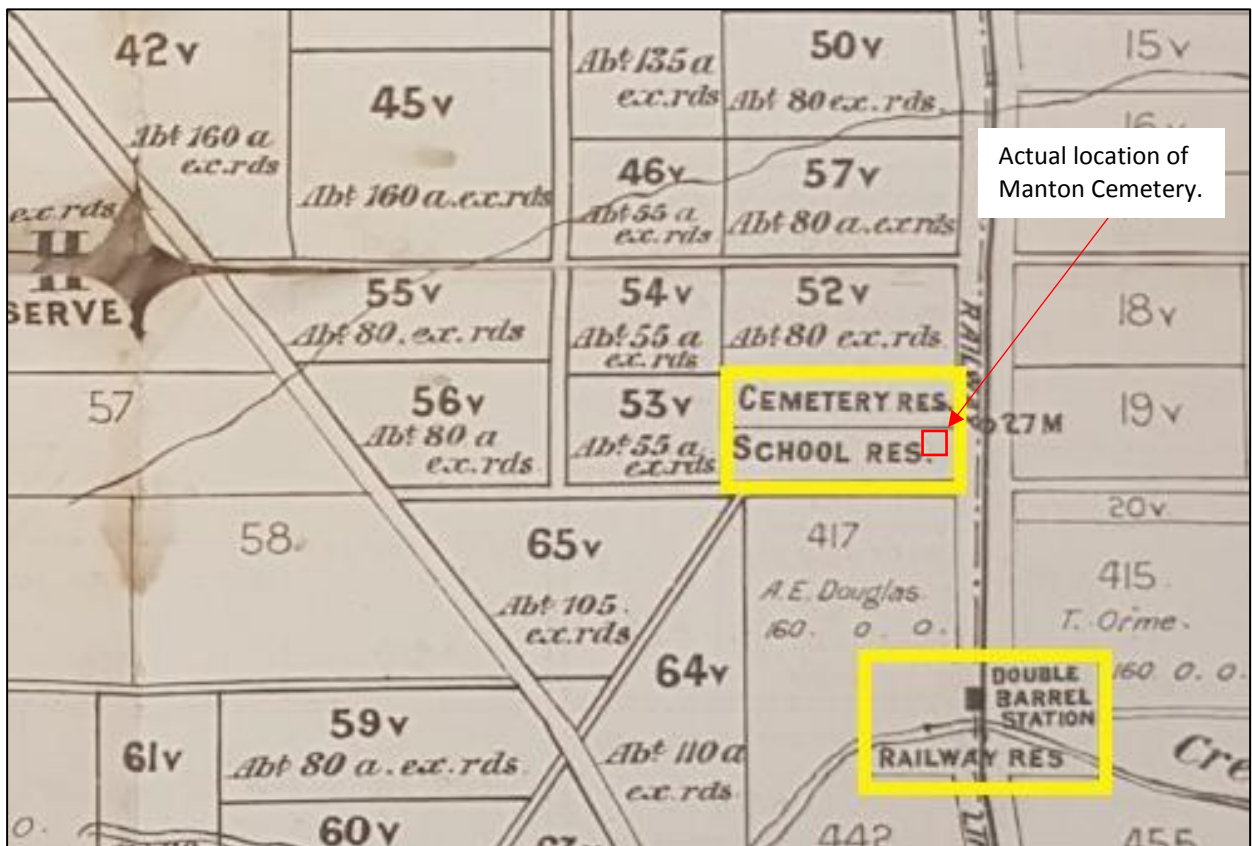


Figure 17: Location of proposed cemetery and school reserves and railway reserve at Manton, 1888 (Queensland State Archives).

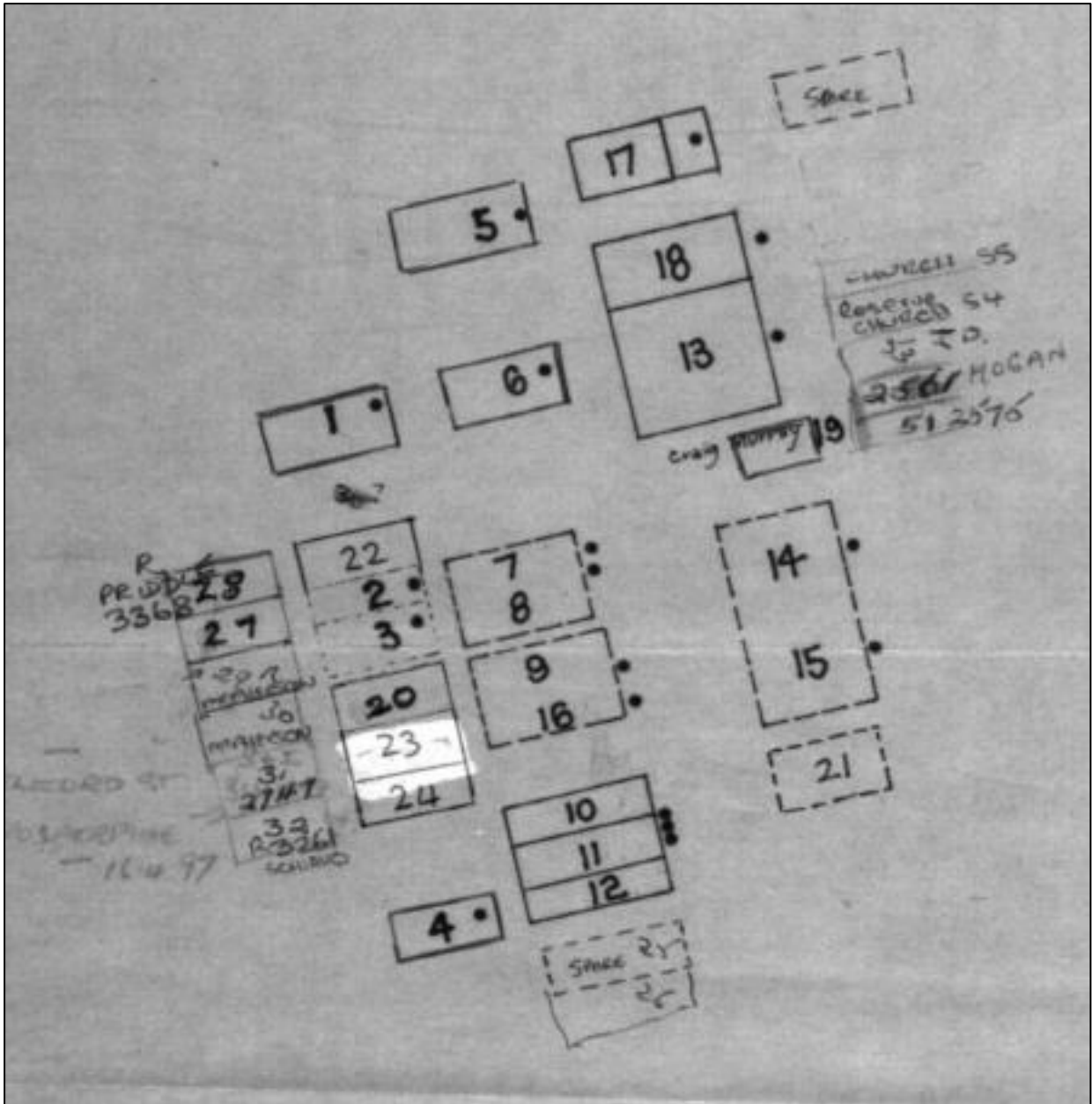


Figure 18: Manton Cemetery 1976 (Queensland State Archives).

3.7 CSIRO Lansdown Pasture Research Station

In April 1964, it was announced in The Canberra Times that CSIRO would spend £200,000 to extend pasture research into North Queensland and that two research stations were to be established, with one located near the Townsville University, and the other at Lansdown Station. It was also reported that large tracts of pastoral land would be used for trials of pasture species (The Canberra Times, April 2nd, 1964: p.2). Likewise, in 1964/5, CSIRO announced that they had spent £46,000 at the 'Lansdown Division of Tropical Pastures' for the development of a field laboratory, administration block and quarters (CSIRO Annual Report 1964 – 65: 3). In 2001, in an effort to provide for future industry, council acquired part of the Lansdown Research Station from CSIRO. Refer to Figures 19 and 20 below.



Figure 19: Droughtmaster shorthorn cattle at Lansdown Research Station in 1966 (NLA).



Figure 20: Droughtmaster bull at Lansdown Research Station in 1966 (NLA).

3.8 Historic Themes Relevant to the Project Area

The following themes have been identified for the Lansdown Station site using the framework outlined in the *Queensland Cultural Heritage Context Study* (2005). It is based on the historical research presented above. The Woodstock State School and site of the former Manton State School are located outside of the project area so they have not been included in the table below.

Table 5: Historical themes.

Theme	Sub-theme	Relevance to Project Area
1. Peopling places.	1.4. Family and marking the phases of life.	The Manton Cemetery was established in c.1902 on 5 acres of land in the project area and include burials of the Wordsworth family.
2. Exploiting, utilising and transforming the land.	2.3. Pastoral activities.	Relevant to the historical development of the Woodstock Station and Lansdown Runs in the project area.
	2.7. Experimenting, developing technologies and innovation.	CSIRO's use of the land as a research station from 1964.
5. Moving goods, people and information.	5.3 Using rail.	Establishment of the Great Northern Railway Line. The first 15-mile section linking Woodstock to Townsville was opened in December 1880. The railway line runs directly adjacent to the project area.
6. Building Settlements, towns, cities and dwellings.	6.4. Dwellings.	Lansdown Station homestead site.

4. Results

4.1 Results of Desktop Assessment

The desktop assessment was undertaken to inform the field investigations. This section provides an outline of the reviews, assessments and research presented in Chapters 2 and 3.

- The review of previous reports and studies did not identify any potential heritage places in the project area, but it did identify that there has previously been a lack of heritage studies undertaken in the rural areas of Townsville, as they were more focused on urban areas. The current study will therefore partly assist with that gap in heritage assessments for Townsville (see Section 6 Recommendations).
- The searches of heritage registers and lists identified that there is no heritage listed places in the project area.
- The historical research undertaken provided some useful information to assist in the targeted field assessment (see table below).

The following table lists places of potential heritage significance within and in close proximity to the project area. All places within the project area have been assessed during fieldwork and, although outside the project area, the Manton School site and Woodstock State School were also included.

Table 6: Summary of potential places identified by the desktop assessment.

Place	Location
Manton Cemetery	13 Manton Cemetery Road, Calcium.
Lansdown Station Homestead Site	Lansdown Station.
Railway Sidings (potential place/s)	Eastern border of Lansdown Station, adjacent to the railway line.
Former CSIRO Research Station	Flinders Highway, Woodstock. Includes entire project area.
Former Manton School Site	Flinders Highway. Outside project area, within existing CSIRO Research Station ²)
Former Manton Railway Station and Reserve	Flinders Highway, at Double Barrel Creek. Outside project area.
Woodstock State School	54 Woodstock Ave, Woodstock. Outside project area.

Figures 21 – 23 overleaf identify the location of known places in Table 6, including those outside the project area.

² CSIRO still retain land that was historically part of Woodstock Station (including the site of the former Manton School), on the opposite of the Flinders Highway. The existing CSIRO Research Station was not inspected during the field investigation.

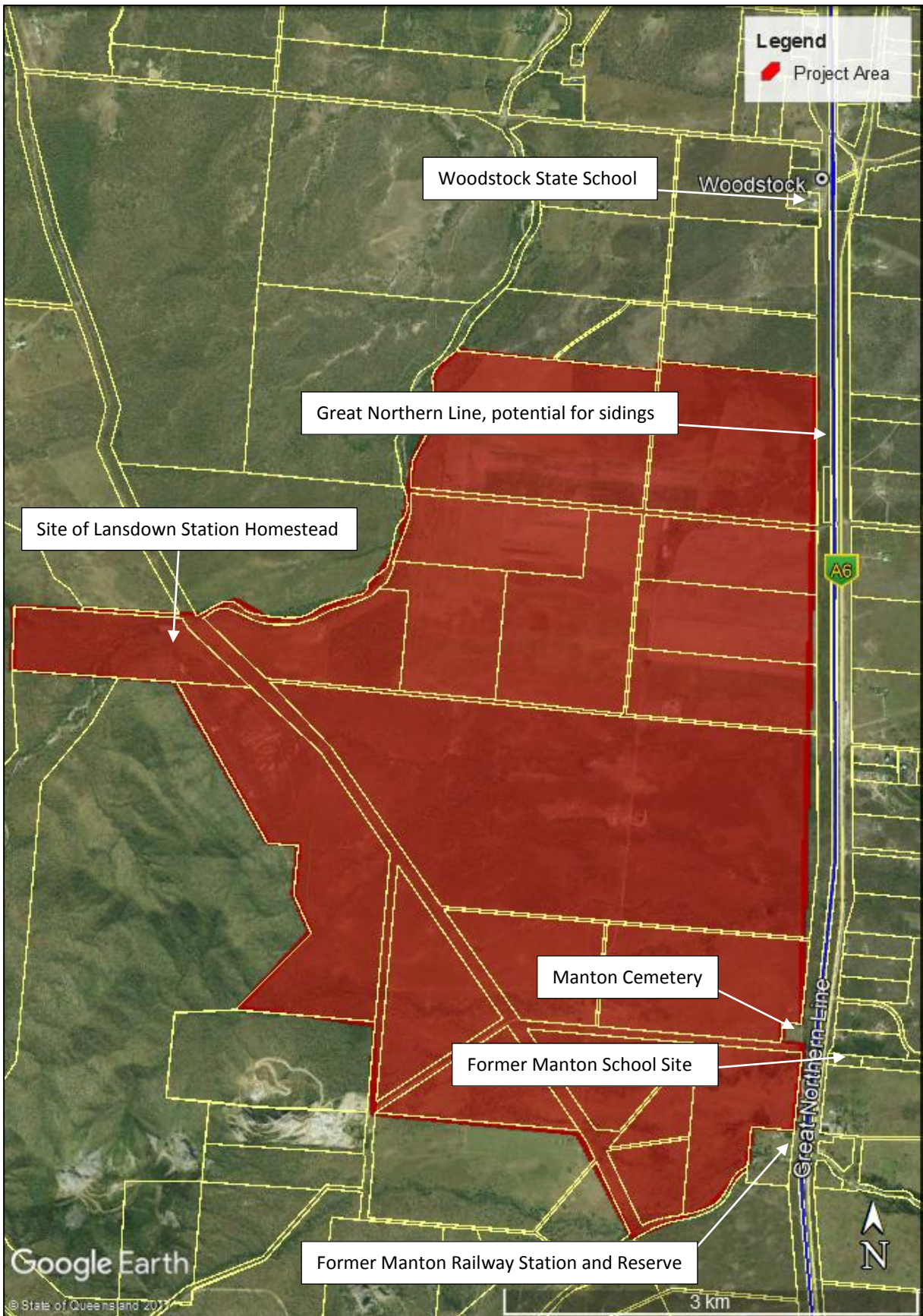


Figure 21: Overview of Project Area (red) and Places Identified in Table 6 (Google Earth Pro 2018).

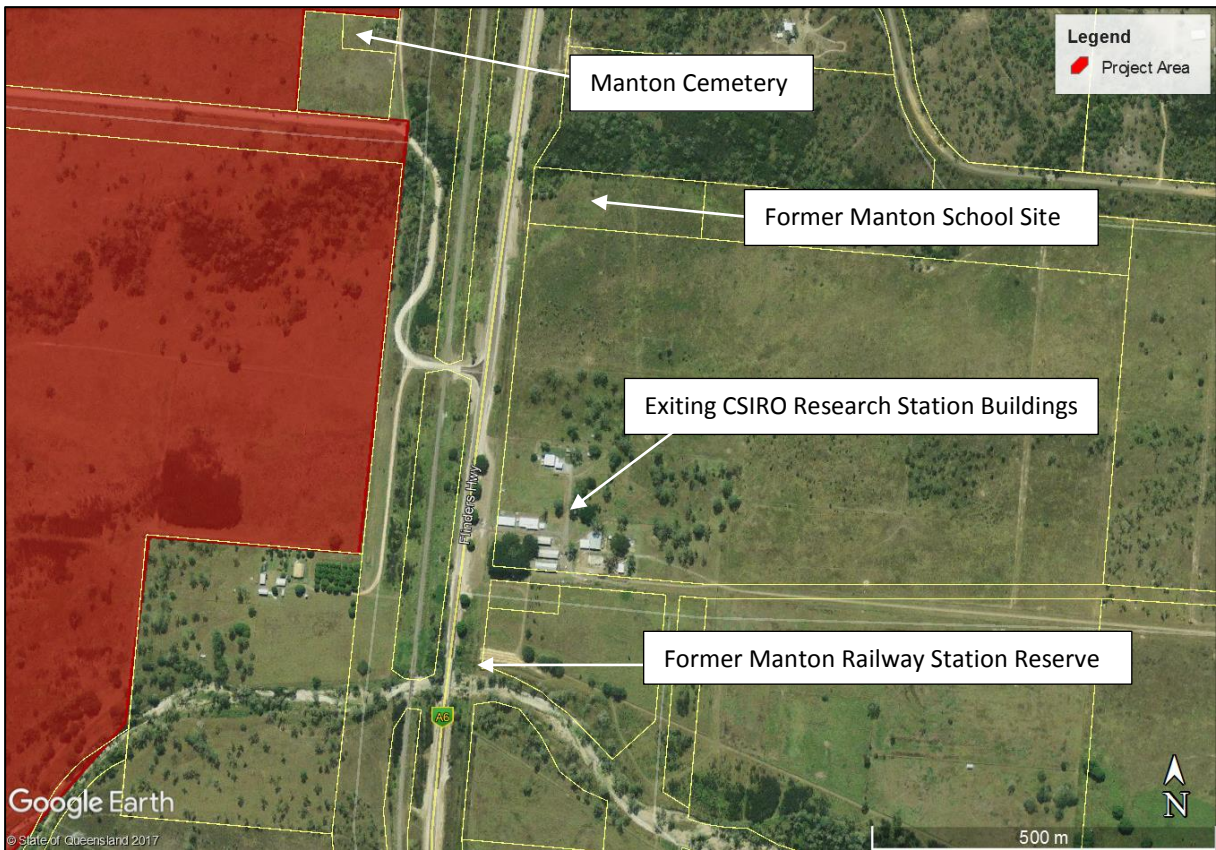


Figure 22: Closer view to south east corner of project area and places in the vicinity (Google Earth Pro 2018).

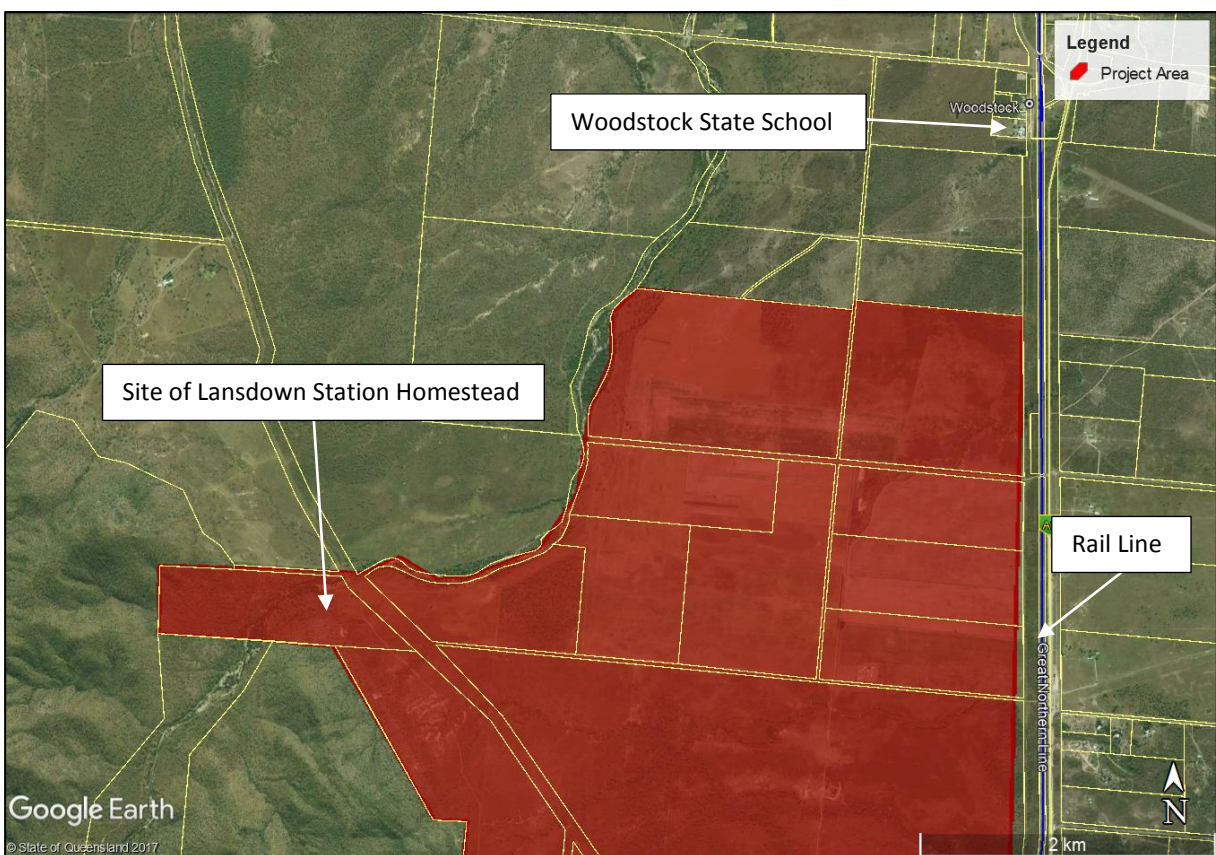


Figure 23: Closer view to northern part of project area and places in the vicinity (Google Earth Pro 2018).

4.2 Results of Field Assessment

The Woodstock State School is located outside the study area (see Figure 23), but a brief roadside inspection was undertaken to determine if the historic school has potential heritage value. There does not appear to be any historic buildings remaining at the school – which may explain why it is was not entered onto the local heritage register when the nearby CWA Hall was.

The former Manton Railway Station and Reserve is outside the study area and was not inspected (see Figure 22), but there is potential that the place may have heritage value and/or archaeological potential.

The site of the former Manton State School is also located outside of the project area and is part of the land still used by CSIRO – on the opposite side of the Flinders Highway to the current project area (see Figure 22). No school buildings or infrastructure remain from the former Manton School.

The following places were identified/confirmed by the field investigation within the project area. These places are briefly described below and further assessed in Section 5.

Table 7: Places identified/confirmed by the field assessment.

Place	Location	Details
Manton Cemetery	13 Manton Cemetery Road, Calcium.	Historic cemetery with marked and unmarked graves.
Lansdown Station Homestead site (former)	Lansdown Station.	Includes mature exotic trees, a windmill, tanks, timber posts and other historic remnants.
Lone Grave	Lansdown Station.	Located near the former homestead site is a lone grave with a wrought iron fence around it.
Former CSIRO research station	Flinders Highway, Woodstock.	Former stock yards used by CSIRO.

4.2.1 General Description of Project Area

The project area is largely cleared farmland. There are several small creeks, roads and access tracks across the various allotments (see Table 8); and patches of vegetation, particularly around the creek lines. The project area is bounded by the Great Northern Line (railway) at the eastern side; mountains and Lansdown Creek at the west; Double Barrel Creek at the south; and additional farmland at the north. A power easement also runs along the western side of the project area, and continues south. The small township of Woodstock situated about 1km north of the project area.



Figure 24: The project area, view to the west.



Figure 25: View of paddocks in the project area.



Figure 26: Sign at the entrance. Note incorrect spelling of 'Lansdown'.



Figure 27: One of the tracks in the project area.

The relevant lot/plans are listed below in Table 8. Refer overleaf for a plan (Figure 28) of the project area.

Table 8: Property descriptions of project area.

Lot/Plan	Area	Details
19/RP901592	356.9 ha	One lot plan intersected by roads and another property. Two sections of the property are located north of Bidwilli Road, the other two are to the north and south of Ghost Gum Road.
20/E124189	161.874 ha	North of Ghost Gum Road.
31/E124247	64.75 ha	South of Ghost Gum Road.
34/E124243	64.75 ha	West of railway line.
38/E124269	64.75 ha	North of Bidwilli Road.
39/E124247	64.75 ha	East of Rowe Road.
500/E12466	64.75 ha	West of Rowe Road.
87/RP911426	480 ha	South of Bidwilli Road.
44/SP260018	168.6 ha	Intersected by Rowe Road.
41/E124381	139.547 ha	Intersected by Manton Quarry Road.
55/E124248	64.75 ha	North of Manton Quarry Road.
51/E124242	107.338 ha	North of Manton Quarry Road.
65/E124264	46.774 ha	South of Manton Quarry Road.
417/E12421	64.75 ha	South of Manton Quarry Road.
64/E124248	43.301 ha	South of Manton Quarry Road, intersected by minor road.
104/E124279	1.086 ha	Near south west corner of project area.
2/EP1107	4022m2	Cemetery reserve.

4.2.2 Manton Cemetery

Manton Cemetery is located on lot/plan 2/EP1107 at 13 Manton Cemetery Road, Calcium. The total size of the cemetery reserve is 4022m², however only about a quarter of this has marked or recorded graves and it is fenced off from the broader reserve – there is possibility that unrecorded early graves exist outside the current fenced area. The fence consists of a basic star picket and wire fence. There are some trees at the fence line (Figure 29). For the most part, the cemetery is unkempt. The grounds are slashed but the graves are not maintained or weeded (Figure 29). The records indicate that there are 31 known burials at the Manton Cemetery (Table 9). There is a dilapidated timber seat in the long grass at the southwest corner of the fenced area, and a recent timber seat (Figure 34) under a tree at the eastern boundary next to the entrance. Some graves are identified by numbers (Figure 31) which correspond to the cemetery plan (Figure 38). However, the numbers listed are from 1 – 33; and then from 51 – 59; with no information provided for numbers 34 – 50. It is not clear if these numbers have not yet been allocated to a plot, or if they belong to unmarked graves (see Table 9).



Figure 29: View of Manton Cemetery with the mountains in the distance, to the west.



Figure 30: Overgrown grave at the cemetery.



Figure 31: Simple grave delineated by stones. Note the number marker.



Figure 32: Grave at south west corner.



Figure 33: Dilapidated timber seat in the long grass by the fence.



Figure 34: Timber seat under tree at the entrance.



Figure 35: North east side of the reserve.



Figure 36: Double grave sites.



Figure 37: Charles Wallace Wordsworth's grave.

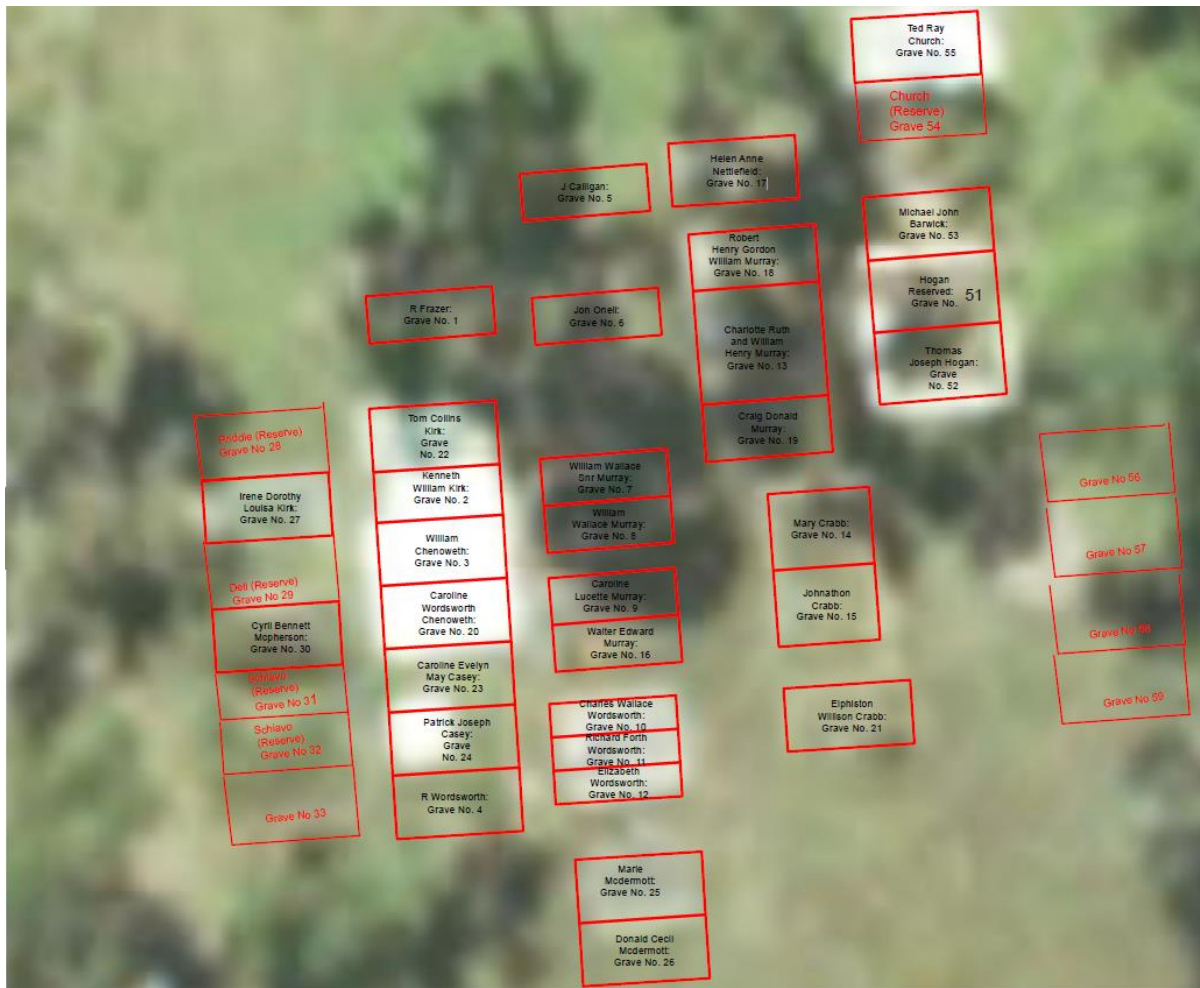


Figure 38: Manton Cemetery Plan (Townsville City Council).

Table 9: Graves.

Grave #	Name/s	Grave #	
1	R. Frazer	23	Caroline Evelyn May Casey
2	Kenneth William Kirk	24	Patrick Joseph Casey
3	William Chenoweth	25	Marie Mcdermott
4	R. Wordsworth	26	Donald Cecil Mcdermott
5	J. Calligan	27	Irene Dorothy Louisa Kirk
6	Jon Oneil	28	<i>Priddle (Reserved)</i>
7	William Wallace Snr Murray	29	<i>Dell (Reserved)</i>
8	William Wallace Murray	30	Cyril Bennett Mcpherson
9	Caroline Lucette Murray	31	<i>Schiavo (Reserved)</i>
10	Charles Wallace Wordsworth	32	<i>Schiavo (Reserved)</i>
11	Richard Forth Wordsworth	33	<i>Empty</i>
12	Elizabeth Wordsworth	34 – 50	No records for these grave numbers
13	Charlotte Ruth and William Henry Murray	51	<i>Hogan (Reserved)</i>
14	Mary Crabb	52	Thomas Joseph Hogan
15	Johnathon Crabb	53	Michael John Barwick
16	Walter Edward Murray	54	<i>Church (Reserved)</i>
17	Helen Anne Nettlefield	55	Ted Ray Church
18	Robert Henry Gordon William Murray	56	<i>Empty</i>
19	Craig Donald Murray	57	<i>Empty</i>
20	Caroline Wordsworth Chenoweth	58	<i>Empty</i>
21	Elphiston Willison Crabb	59	<i>Empty</i>
22	Tom Collins Kirk		

4.2.3 Lansdown Station Homestead Site and Lone Grave

The Lansdown Station homestead site and lone grave are located on lot/plan 500/E12466 at Rowe Road (Figure 39), on the parcel that historically belonged to the Dean and Wordsworth families (see also Section 3.4).

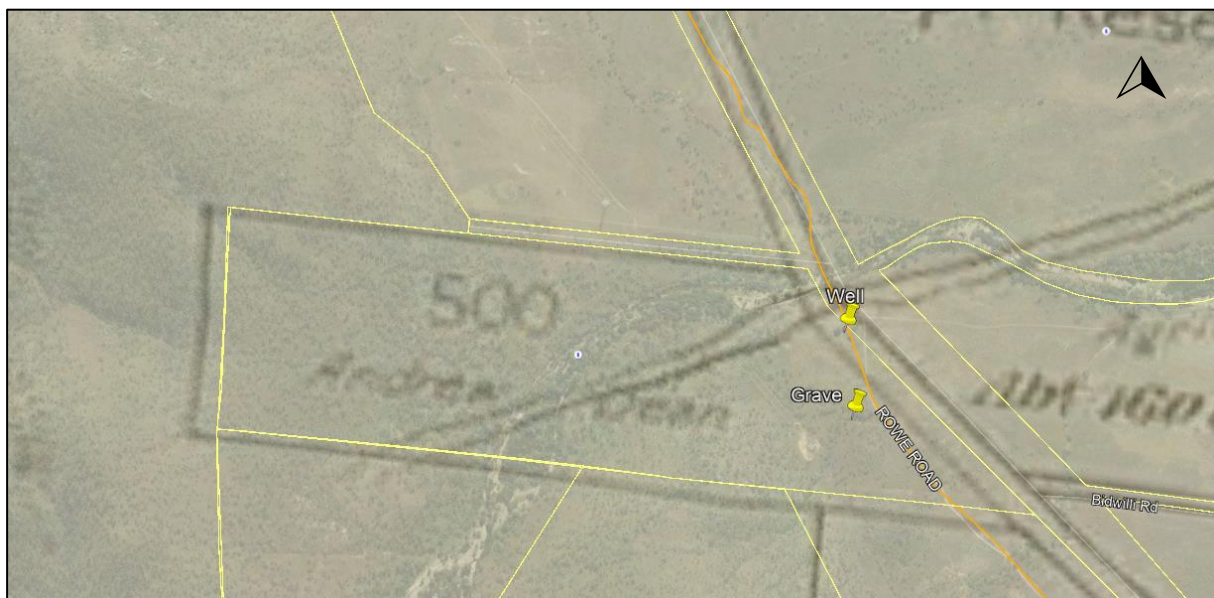


Figure 39: Andrew Dean’s Portion, 1888 map overlaid on Google Earth with locations of grave and well.

The site includes various historic elements including a well with a windmill. Trees and vines are currently growing through and around the windmill (Figures 42 – 44). There is a concrete water trough (Figure 41) and two corrugated metal tanks (Figure 45) adjacent to the well.

There are mature trees and shrubs including a Mango, Poincianas and a Bougainvillea (Figures 40 and 47). In addition to the Mango tree at this site, several other Mango trees were observed during the site assessment – these trees may relate to the historical use of the project area (refer to Section 6.3).

Underneath one of the Poinciana trees is a pile of timber logs, which appear to be former house stumps (Figure 46). Some evidence of former garden edging was found underneath the Bougainvillea bush and near the well – these consisted of lines of river rocks.

A pile of corroded metal farming equipment is located underneath the Mango tree.

There are no extant buildings at the site – footings or archaeological remnants may be evident, however due to the long grass, a detailed assessment of this site was not undertaken (refer to Section 1.5 Limitations).



Figure 40: Mature trees; note the top of windmill above the crown.



Figure 41: Water trough at the tanks.



Figure 42: Top of the well.



Figure 43: Windmill with tree growing up the middle.



Figure 44: Fig root on the windmill shaft.



Figure 45: Tanks.



Figure 46: Stumps.



Figure 47: Bougainvillea bush and Poinciana trees.



Figure 48: Section of Rowe Road near the former homestead site.

A Lone Grave is located approximately 170m to the south of the Former Homestead Site (Figure 39), also on lot/plan 500/E12466 at Rowe Road. It is assumed the grave is related to the former homestead. Other than the fence, no headstone/s or grave marker was located at the grave site.

The grave site is located on slightly higher ground than the well and the mature trees and is surrounded by a corroded decorative wrought iron fence.

There is a tree growing through the fence surround, distorting the iron work (Figure 49). The site is currently surrounded by very long grass. The possibility of additional unmarked graves cannot be ruled out. Given that the Manton Cemetery is located less than 5kms from this grave, it is likely that the Lone Grave predates the establishment of Manton Cemetery, which was opened in 1902.



Figure 49: Tree growing through fence surround at the grave.



Figure 50: Lone grave in the long grass.



Figure 51: Detail of the fence surround.



Figure 52: Fence surround of the lone grave.

4.2.4 Former CSIRO Yards and Fencing

Although the entire project area was used by CSIRO from the 1960s until 2001, the early infrastructure has been removed/replaced over the years. The main purpose of this (former) part of the CSIRO Research Station was to test cattle on different pastures in different fields. There are no extant buildings or infrastructure from CSIRO’s early scientific work at this site. Some cattle yards and fencing are located across the project area, but the main scientific facilities, were – and still are – located across the other side of the Flinders Highway. It is possible that earlier infrastructure exists in the current CSIRO Research Station. There are former CSIRO cattle yards located on lot/plan 20/E124189, on the northern side of Ghost Gum Road. The infrastructure and fencing at the former yards appears relatively modern (Figures 53 and 54). There is similar fencing across the project area (Figures 55 and 56).



Figure 53: View to former CSIRO cattle yards.



Figure 54: Former CSIRO cattle yards.



Figure 55: Gate and fencing.



Figure 56: Fence line.

Refer to Section 5, below, for the significance assessments for the above listed places.

5. Significance Assessment

The places confirmed/identified from the fieldwork (see Section 4.2) have been assessed against the criteria (A – I) outlined in Section 2.3.1. To be added to the local heritage register a place must meet one or more the criteria. Refer to Appendix 1 for draft Heritage Place Cards.

Table 10: Significance Assessments.

Place	Level of Significance	Justification
Manton Cemetery	Local	<p>A – The Manton Cemetery, which was established in 1902, is significant for demonstrating the historical development of the Manton/Woodstock area.</p> <p>C – The Manton Cemetery has potential to yield information that will contribute to an understanding of the local area's history, particularly an understanding of the settlement of the Woodstock/Manton region and, importantly, burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.</p> <p>E – The Manton Cemetery, which is set amongst vast pastoral land and with views to the mountain range to the west, is important for its aesthetic significance.</p> <p>G – The Manton Cemetery has a special association with the current and former residents of the district.</p> <p>H – Manton pioneer and former chairman of the office of the Thuringowa Shire Council, Charles Wordsworth, and other members of his family are interned at the Manton Cemetery.</p> <p>I – The Manton Cemetery is significant for being established prior to 1910.</p>
Lansdown Station Homestead site (former) and Lone Grave	Local	<p>A – The Lansdown Station Homestead site, including the mature trees, well and associated water infrastructure, and the Lone Grave is significant for demonstrating the historical development of the local area.</p> <p>C – The Lansdown Station Homestead site has potential to contribute to an understanding of the local area's history. The Lone Grave at Lansdown Station has potential to yield information that will contribute to an understanding of the settlement of the Lansdown Station. The Lone Grave also demonstrates burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century, and in particular the practice of burials close to homesteads in the time of early settlement.</p> <p>E – The Lansdown Station Homestead site and Lone Grave are evocative remnants of an historic pastoral landscape and are of aesthetic significance.</p>
Former CSIRO Yards and Fencing	None	Does not meet any of the criteria for local heritage listing.

6. Recommendations

6.1 Manton Cemetery

It is recommended that the Manton Cemetery be added to the Local Heritage Register.

Further, it is recommended that a regular programme of maintenance and repair be undertaken at the cemetery to improve the current state of the grounds. This should commence with a short-term program to repair the fence line, remove the dilapidated seat and remove weeds from the graves.

The current fenced area (approx. ¼ acre) does not represent the total area of the cemetery reserve (which is almost an acre), much less so the historic area of the reserve (which was 5 acres). Given the lack of information regarding graves numbered between 34 – 50, it is recommended that Ground Penetrating Radar (GPR) be undertaken in the cemetery reserve to determine if there are unidentified graves at the cemetery.

There is opportunity to install signage at the cemetery to promote its historical significance and/or to indicate burial locations for visitors.

Further research should be undertaken, including oral history recording, to enable a better understanding of the cemetery's history to assist in the development of future interpretation at the site.

6.2 Lansdown Station Homestead Site and Lone Grave

It is recommended that the Lansdown Station Homestead Site and Lone Grave be added to the Local Heritage Register. To facilitate its conservation, the entire lot should ideally remain in the Rural Zone. The heritage boundary provided in Appendix 1 is based on the cadastral lot, formerly belonging to the Dean and Wordsworth families. If, however, the site is not added to the heritage register and there is a need to develop the area, at a minimum, this site should be photographically archival recorded prior to any proposed development and the grave should be protected from future development.

The site is significant as evidence of the historic pastoral development of the area and has potential for archaeological features to be extant on the site. These may include early rubbish tip/bottle dumps, footings of the former homestead and ancillary structures like stables, tool sheds etc.

Community consultation should be undertaken to investigate the identity of the buried person. It is also recommended that the grave site be carefully slashed so that a more detailed site assessment including GPR can be undertaken to investigate if there are additional graves and/or associated features. Upon completion of the further inspection, the current assessment provided in Appendix 1 should be updated to include additional features or heritage significance (where applicable).

If the Lansdown Station Homestead Site and Lone Grave are entered on the LHR, the following existing Heritage Policies in the *Townsville City Plan* would be relevant if the place is proposed for development:

- SC6.3.6: Requires that developments proposing to impact on a heritage place must provide a heritage impact statement prepared by a heritage professional.
- SC6.3.8: Requires the preparation of a photographic archival report for developments proposing to demolish, change or relocate a heritage place.
- SC6.3.9: Requires that developments that have potential to impact on archaeological places must provide an archaeological management plan, prepared by an archaeologist (note that this policy is relevant to the protection of gravesite regardless of heritage listing).

6.3 Management of Potential Heritage and Archaeology

There is potential for additional items of heritage significance to be discovered at Lansdown Station during development projects. Development across the project area around Mango trees should consider the potential for historic features to be nearby, as they were often historically planted near houses and outbuildings.

Places not listed on the QHR can still have potential to contain archaeological artefacts and it is a requirement under the *Queensland Heritage Act 1992* that any discoveries of important archaeological artefacts are reported to the Department of Environment and Science (DES).

The relevant clauses of the QHA state:

Section 89: Requirement to give notice about discovery.

A person who discovers a thing the person knows or ought reasonably to know is an archaeological artefact or underwater cultural heritage artefact that is an important source of information about an aspect of Queensland's history must give the chief executive of DES a notice under this section.

The notice must:

- be in the approved form; and
- be given to the chief executive as soon as practicable after the person discovers the thing; and
- state where the thing was discovered; and
- include a description or photographs of the thing.

Section 90: Offence about interfering with archaeological artefact.

This section applies to an archaeological artefact for which a person has, under section 89, given the chief executive a notice regarding the presence of an archaeological artefact.

A person who knows that the notice has been given must not, without the chief executive's written consent or unless the person has a reasonable excuse, interfere with the archaeological artefact until at least 20 business days after the giving of the notice.

Therefore, if the archaeological potential of the study area is realised through the identification of any archaeological artefacts as part of the project, there may be a requirement for the above sections of the QHA to be followed.

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Newspaper articles:

Brisbane Courier, December 20, 1902: p.10.
The Canberra Times, April 2, 1964: p.2.
The North Queensland Register, 17 July 1895: p.40.
Townsville Daily Bulletin, 18, February 1920: p.2.
Townsville Daily Bulletin, 21, June 1937: p.2.
Townsville Daily Bulletin 8, July 1942: p.2.
Townsville Daily Bulletin, 21, March 1949: p.2.
Townsville Daily Bulletin, Dec 5, 1952: p.2.

Appendix 1 – Draft Heritage Place Cards

Manton Cemetery

13 Manton Cemetery Road, Calcium.

Property No: 00000000



RPD:	2/EP1107
Description:	<p>Manton Cemetery is set amongst vast, cleared farmland with mountains to the west. The total size of the cemetery reserve is 4022m², however only about a quarter of this is used and it is fenced off from the broader reserve. The fence is a basic star picket and wire fence. There are some trees at the fence line. Cemetery records indicate that there are 31 burials at the Manton Cemetery, many of these are unmarked, while others have basic headstones and some have concrete surroundings. There are numbers at the base of some graves.</p> <p>There is a dilapidated timber seat in the long grass at the southwest corner of fenced area and a recent timber seat under a tree at the eastern boundary, by the entrance.</p>
History:	<p>Manton Cemetery was established on 5 acres of land in 1902. There are 31 known burials at the Manton Cemetery, including members of the Wordsworth family, pioneers in the Manton area.</p> <p>Charles Wallace Wordsworth, who was Chairman of Thuringowa Shire Council for 18 years was buried at Manton Cemetery in 1949 at the age of 85. Wordsworth's wife, Elizabeth Evelyn died on February 17, 1920, and is buried at Manton cemetery beside her husband and their 5-week-old son.</p>
Significance:	<p>Satisfies criterion (a): The Manton Cemetery, which was established in 1902, is significant for demonstrating the historical development of the Manton/Woodstock area.</p> <p>Satisfies criterion (c): The Manton Cemetery has potential to yield information that will contribute to an understanding of the local area's history, particularly an understanding of the settlement of the Woodstock/Manton region and, importantly, burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.</p> <p>Satisfies criterion (e): The Manton Cemetery, which is set amongst vast pastoral land and with views to the mountain range to the west, is important for its aesthetic significance.</p> <p>Satisfies criterion (g): The Manton Cemetery has a special association with the current and former residents of the district.</p>

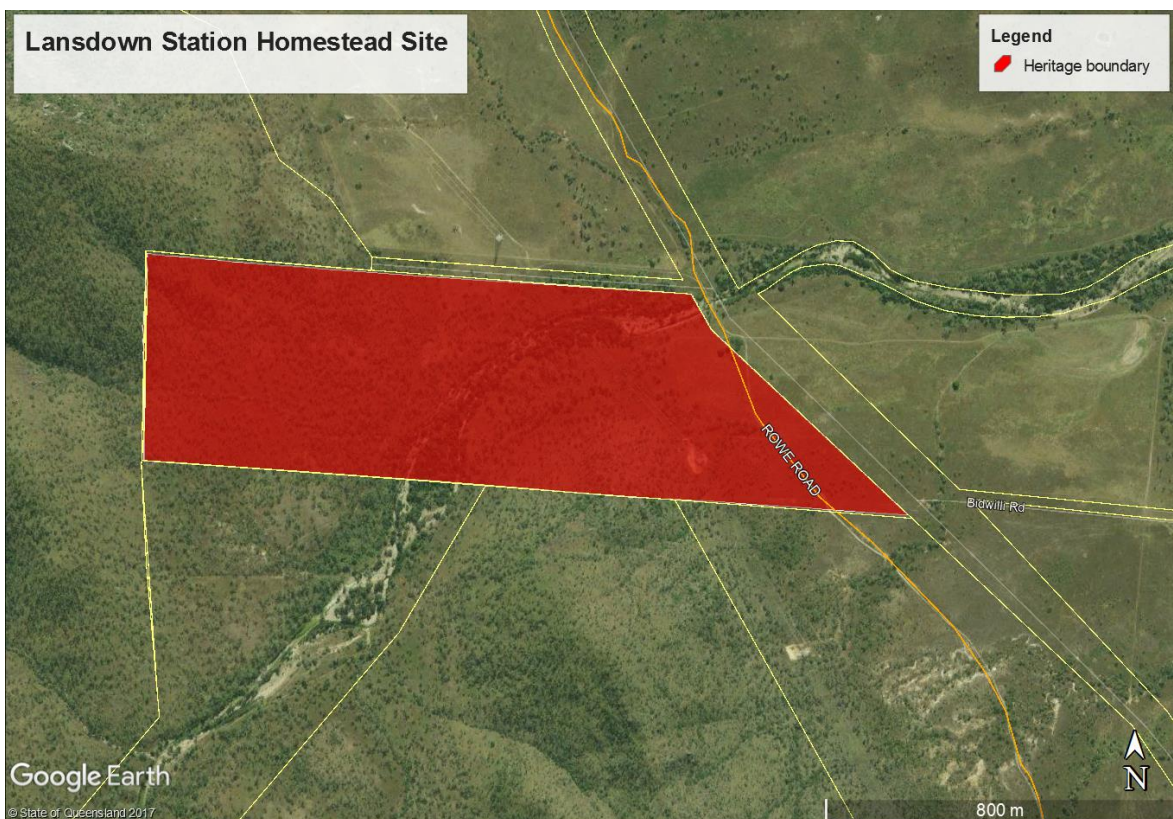
Manton Cemetery

	<p>Satisfies criterion (h): Manton pioneer and former chairman of the office of the Thuringowa Shire Council, Charles Wordsworth, and other members of his family are interred at the Manton Cemetery.</p> <p>Satisfies criterion (i): The Manton Cemetery is significant for being established prior to 1910.</p>
Category:	Cemetery
Other Names:	-
Listing:	
Boundary:	
Level of Significance:	Local Heritage Register
Other listings:	None
Comments:	

Lansdown Station Homestead Site and Lone Grave

Rowe Road, Woodstock

Property No: 00000000



RPD:	500/E12466
Description:	<p>The former homestead site is situated amongst farmland, approximately 100 metres south of a creek and to the east of a mountain range. The former homestead site includes various historic elements including a well with a windmill – the windmill has trees and vines growing through and around it. There is a concrete water trough and two corrugated metal tanks adjacent to the well.</p> <p>There are mature trees including a Mango, Poincianas and a Bougainvillea. Underneath one of the Poinciana trees there is a pile of old timber logs, which appear to be former house stumps. Some evidence of former garden edging was found underneath the Bougainvillea and near the well – these consisted of lines of river rocks.</p>

Lansdown Station Homestead Site and Lone Grave

	<p>A pile of corroded metal farming equipment is located underneath the Mango tree.</p> <p>There are no extant buildings at the site – footings or archaeological remnants may be evident.</p> <p>The lone grave is located approximately 170m to the south of the Former Homestead Site. Other than the fence, no headstone/s or grave marker was located in association with the grave.</p> <p>The grave site is located on slightly higher ground than the well and mature trees, and is surrounded by a corroded decorative wrought iron fence. There is a tree growing through the fence and distorting the iron.</p>
<p>History:</p>	<p>Lansdown (also spelled Lansdowne) Station was established as a cattle run on Woodstock Station, which was located in Thuringowa. According to historical records from 1885, Woodstock station) – situated in the unsettled District of North Kennedy and managed by the Rae brothers since 1897 – was comprised of the following runs: Woodstock no.1, Woodstock no.2, Woodstock no.3, Callandoon no.2, Cleveland Plains, Cintra, Balaclava, Magenta, Wyoming, Lansdowne no.1, Lansdowne no.2 and Crimea. Eventually, Woodstock was leased by William Collins and John Forrest in 1906, and in 1926 John Holmes Mackenzie Shaw and his wife Katie Elizabeth leased sixty-six square miles of Woodstock Station for ten years.</p> <p>According to an oral history of the late Charles Wallace Wordsworth’s daughter ██████████, her father arrived in Australia from England in the early 1880s. Charles Wordsworth was the son of the Queen’s counsellor in the Victorian era and in 1883 he took up the run of Springvale in Manton. Furthermore, Wordsworth held the office as Chairman of Thuringowa Shire Council for 18 years before his death in 1949 at the age of 85. He was buried at Manton Cemetery.</p> <p>The oral history also goes on to mention that the property was named after Lord Lansdowne and that Andrew and Agnes Dean – Evelyn’s great aunt and uncle – were the first owners of the Lansdowne run. Correspondingly, 1888 land records from the Queensland State Archives indicate the station was acquired by Andrew Dean and passed on to his wife Agnes in 1908.</p> <p>██████████ was born at the Lansdowne Homestead and one of her brothers eventually took ownership of Lansdown Station.</p> <p>Given the close proximity of the Manton Cemetery to the Lone Grave, it is possible that this grave predates the establishment of Manton Cemetery, which was opened in 1902.</p>
<p>Significance:</p>	<p>Satisfies criterion (a):</p> <p>The Lansdown Station Homestead site, including the mature trees, well and associated water infrastructure, is significant for demonstrating the historical development of the local area.</p> <p>Satisfies criterion (c):</p> <p>The Lansdown Station Homestead site has potential to contribute to an understanding of the local area’s history. The lone grave at Lansdown Station has potential to yield information that will contribute to an understanding of the settlement of the Lansdown Station. The lone grave also demonstrates burial practices, which illustrate the religious, cultural and economic patterns of settlement and life in the district from the late nineteenth century.</p>

Lansdown Station Homestead Site and Lone Grave

	Satisfies criterion (e): The Lansdown Station Homestead site and Lone Grave are evocative remnants of an historic pastoral landscape and are of aesthetic significance.
Category:	
Other Names:	Lansdowne Station
Listing:	
Boundary:	
Level of Significance:	Local Heritage Register
Other listings:	None
Comments:	