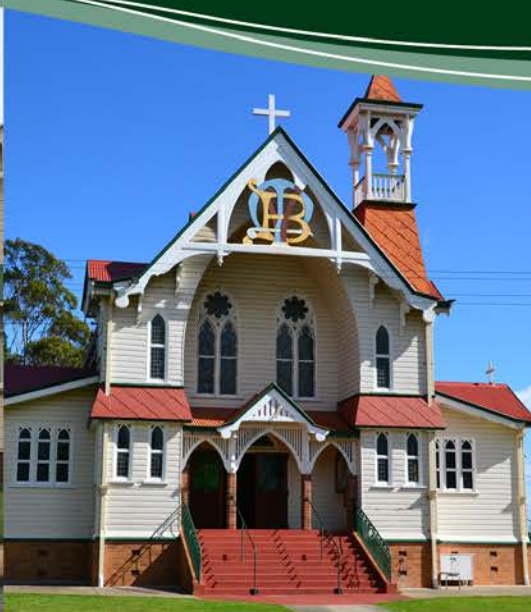


Proposal to include Knoll Road and Old Knoll Road in the Local Heritage Register

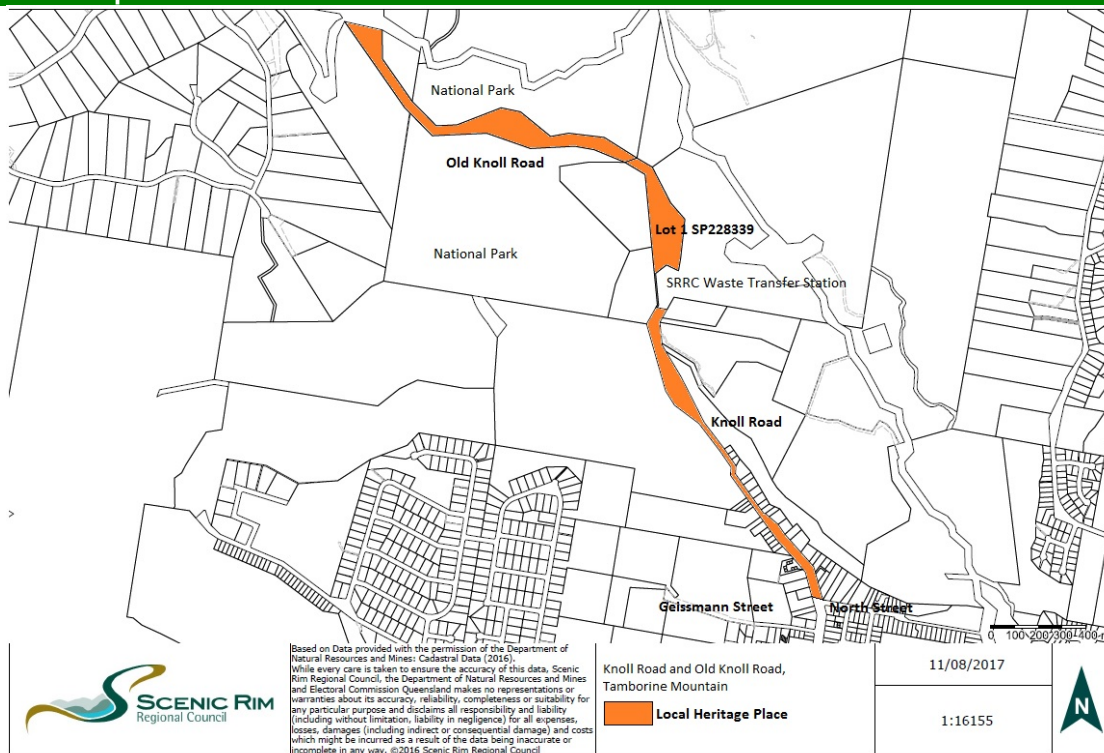


Knoll Road and Old Knoll Road, Tamborine Mountain



Item no.	55
Theme	Moving goods, people and information
Name	Knoll Road and Old Knoll Road, Tamborine Mountain
Other name	N/A
Category	Road
Address	Knoll Road, North Tamborine and Tamborine National Park
RPD	Lot 1 SP228339, plus Knoll Road (Road Reserve reserve- seg/pars 32974/1; 32973/2; 32973/39 and 14602/354)

Location Map



History

Source: History prepared by the Heritage Branch, Department of Environment and Heritage Protection, 8/12/2014

Knoll Road (a bitumen sealed road) and Old Knoll Road (unsealed) are two sections of a road (jointly referred to as Knoll Road for the purposes of this history) that was originally formed in 1877. The sealed section of Knoll Road runs northwest from the north end of Main Street, North Tamborine, and ends at a council waste transfer station. The route then continues as a rough unsealed track down the north side of Tamborine Mountain, through Tamborine National Park, to Tamborine Mountain Road [QHR 602365]. As the first road used by settlers on the mountain Knoll Road has local significance as a facilitator of farming and tourism on the plateau of Tamborine Mountain (spelt 'Tambourine' until 1939).[1] It was the only route from Tamborine Village up to the north end of Tamborine Mountain until 1924, when it was replaced by Tamborine Mountain Road. Mount Tamborine is the country of the Wangerriburra clan of the Yugambeh language group. Initial European settlement of the area occurred in 1843, when the Burton Vale (later Tambourine) pastoral run was occupied.[2] Timber getters started working on Tamborine Mountain in the 1860s, and formed some tracks on the mountain. Access was so difficult that a number of logs were left on the mountain, and were later discovered by settlers. [3] The first applications for selections on the north end of the mountain occurred in late 1875, although not all selectors resided on their land. While surveys occurred from 1877, no townships were laid out on the plateau at this time.[4] John O'Callaghan was the first European to live on the mountain (Portion 79) from November 1875.[5] The second European resident of the plateau was Edmund Curtis, who selected Portion 100 in April 1877. Prior to his marriage, a lonely Edmund visited his parents at their property on the Albert River by following what became the route of Knoll Road.[6]

Early roads up to the plateau were steep and basic dirt tracks, making it difficult for settlers to get their produce to market. As a result, a number of selectors left the mountain. Prior to 1879, Queensland's main roads were constructed by the Department of Public Works, while local roads were funded either by local authorities in towns, or by local landholders forming road trusts. The latter could then seek government funding for approved works.[7] From 1880 the responsibility for road building shifted to the newly created Divisional Boards, with government financial assistance.[8] The Tabragalba Divisional Board was formed in 1879, with Tambourine Division separating from the Tabragalba Division in 1890.[9] Part of Tamborine Mountain was included in the Coomera Division.

In 1874, travellers ascending Tamborine Mountain from the Sandy Creek (north) side referred to an old timber-getters track up a gorge,[10] and newspaper articles in 1874-75 noted that roads would be required once selectors took up land on the mountain.[11] In early 1876, a petition was made to the Minister for Works, for money to be allocated to make a road to the top of Tamborine Mountain. Route options included: from the head of navigation on the Coomera River; up Cedar Creek or Sandy Creek; or from 'Tambourine Head Station'. [12] When estimates were moved in the Legislative Assembly in November 1876, they included £200 for 'Tambourine Mountain Road', [13] and by July 1880, the same amount of expenditure was referred to in an article describing 'not a very bad road' (Knoll Road) which provided the only accessible entrance to the top of the mountain for horse or dray traffic.[14]

The road is stated to have been cut by local labour.[15] However, there appears to have been a delay in its official surveying. In 1882 it was stated at the Tabragalba [Divisional] Board meeting, that mountain selectors had 'absolutely no road to their holdings from Tambourine', [16] and that any communication between Tamborine and the mountain was due to kindness of Messrs McDonnell [Portion 33], Egan [Portion 92] and Cusack [Portion 90], allowing access through their private land. Complaints about a lack of government action on the road continued throughout 1882, until a survey began in November that year.[17] By 1887-88, maps show a surveyed Knoll Road.[18] Farmers at the north end of the mountain used Knoll Road to get their produce to Tamborine Village, and Clifford Curtis also used Knoll Road to visit his parent's home on the Albert River, according to his 1880-91 diary entries. He also mentions use of a bullock team on Knoll Road in 1889.[19]

Settlers at the south end of the mountain soon developed their own roads. Selections were made at the south end of the plateau in 1875 and 1878; and by 1882 land was being cleared by WV Brown (Portion 59) for growing sugar cane.[20] From the mid-1880s mountain residents travelled on roads to

the Coomera River. Like the unsealed section of Knoll Road, some of these may survive as remnant tracks. In 1883, Surveyor Wood was surveying a road on Tamborine Mountain to provide access to the Coomera River, Southport and Nerang,[21] and by 1885 the Coomera Divisional Board was constructing a road down the mountain to the Coomera River. At this time there was 'only a bridle track up the mountain [on the side accessed by horse from the Tamborine Hotel], the heavy traffic going to Navigation on the Coomera'.[22]

By the late 1880s there were several surveyed 'roads' up the mountain, as well as Knoll Road. One ran from Eagle Heights, along Wonga Wallen Road to the east, coming out between Guanaba and Maudsland on the Coomera River (possibly the road built in the mid-1880s by the Coomera Divisional Board);[23] and one ran from St Bernards, descending via Guanaba Road, then east towards Maudsland, to the north of today's Henri Robert Drive.[24] The St Bernards road was later worked on by the Coomera Divisional Board in 1891-92.[25] On the west side of the mountain, Bambling Road is shown on an 1887 map as joining up with Bartle Road on the plateau.[26] In addition, at the north end of the plateau a road ran along the McDonnell Ridge (the first part of the late 1950s road to Oxenford via Wongawallen), although this was not surveyed all the way down the mountain by the 1880s.[27] Other local routes over time have included a track from Wilson's Lookout to Clagiraba, and one from Lahey's Lookout to Canungra.[28]

Although Knoll Road facilitated early tourist accommodation at North Tamborine, other tourist accommodation on the mountain predated guest houses at North Tamborine. Tourists travelled to the mountain to enjoy the views, waterfalls, and cooler climate. These attractions were mentioned in the mid-1880s,[29] and by 1892 tourists were walking from Oxenford, up the mountain by a road to 'St Bernard House', where accommodation was provided to visitors by Mr and Mrs Pindar. Although locals had recently made some cuttings, assisted by a grant from the local authority, there were still steep sections.[30] In 1896, a group cycled up the mountain from Tamborine, and then on to St Bernards, where Mr Binstead was by then the host.[31] In 1905 the approaches to the mountain were from Beenleigh or Oxenford, with the most comfortable way being by coach from Logan Village, to the mountain top three times a week. [32]

Due to the natural beauty of the mountain and its flora and fauna, a number of National Parks were later declared on parts of the mountain; the first being Witches Falls (1908). They were later incorporated within today's Tamborine National Park. The Knoll section of Tamborine National Park was first proclaimed in 1954.[33]

At the north end of the mountain, tourist accommodation was first built in the 1890s. John and Robert Pindar (who had selected Portions 82 and 82A respectively, west of today's Main Street, North Tamborine, in 1880) sold their land in 1893 to John Cameron, who then built a boarding house, 'Yuulong'.[34] In 1898 the Geissmann family arrived in North Tamborine. Having purchased Cameron's land, they built a boarding house, 'Capo Di Monte', and later dismantled 'Yuulong' and added it to Capo Di Monte.[35] The latter was advertised in 1900 as a health resort, patronised by Lord and Lady Lamington;[36] and the Queensland Governor, Sir William MacGregor, also stayed at Capo Di Monte in 1912, having come up the mountain from Oxenford, via St Bernards.[37] Three early hotels also operated on the mountain. John Siganto built the current St Bernards Hotel about 1912;[38] Inglethorpe, built in 1919 at North Tamborine, operated as a guesthouse, and then a hotel from 1938, before burning down in 1957; while the Eagle Heights Hotel (built c.1924) burnt down in 1964.[39] For many years, the population of the mountain was limited by the poor state of the roads.[40] Until the Geissmanns arrived, the Tucker family were the only residents at North Tamborine, as Edmund Curtis's family lived in Maudsland on the Coomera River from 1888 to 1899, farming on the mountain on the weekends.[41] Land sales on the mountain slowly increased from around 1907.[42] At this time, access to the mountain from Tamborine Village was still via Knoll Road, and the business area of North Tamborine later centred on Knoll Road and its continuation south (now Main Street).

The lack of properly formed roads with gentle grades made early car trips to Tamborine Mountain hazardous. The first car up the mountain was a 5 horsepower Oldsmobile, carrying Messrs J Kniep and J Macmillan, which came via Knoll Road in January 1907.[43] With grades of one in three to

climb, the assistance of William Curtis, Barney Geissmann, and their horses was required to help the car get up to Capo di Monte.[44] The downward trip required extra braking power, provided by tying two stout saplings to the rear axle. In August 1915 a Ford car travelled from Tamborine Village up the mountain, apparently by Knoll Road. 'Owing to extreme steepness this route had long fallen into disuse, even for vehicular traffic, by the residents in the district, consequently what originally comprised the mountain road is now but a succession of rough, stony tracks, frequently interspersed by water channels and fallen timber'.[45]

Other roads also provided vehicle access to the mountain. Another Ford car travelled from Southport in April 1915, via the Upper Coomera, to the St Bernard Hotel and back, in 5.5 hours road time;[46] while in August that year the car which had ascended via Knoll Road travelled to St Bernards, then descended down the Coomera side of the mountain the same evening.[47] The first road down the mountain suited to regular vehicle traffic was located at the south end of the mountain, to provide residents with a connection to the railway line that was extended to Canungra, from Logan Village via Tamborine Village, in 1915. The road replaced an existing track to Canungra, and provided residents with an alternative to the St Bernards Road to the Coomera River. Construction of the road to Canungra commenced in 1918 and it was completed by December 1919.[48] Called 'The Goat Track', it was not bitumen sealed until the 1980s.

Around the same time, lobbying for a trafficable road on the north side of the mountain intensified. In July 1918 a deputation from the Tambourine Mountain Progress Association (established 1915), to the Tambourine Shire Council meeting, called for a better road to Tamborine railway station, for shipping out fruit and dairy produce.[49] That year the Tambourine Shire Council apparently spent £170 on the existing Tamborine to Tamborine Mountain road.[50] By 1922 the St Bernard's road was 'out of repair', and the two routes for wheeled traffic were Knoll Road and the Canungra Road. [51] As a result of this lobbying effort, the first all-weather (bitumen) road to the plateau was Tamborine Mountain Road [QHR 602365]. The route was surveyed in 1920; in December 1921 it was gazetted as one of Queensland's first seven Main Roads, and the Main Roads Board (established 1920) made funds available to the Tambourine Shire Council for its construction. [52] The new road, which ran from Sandy Creek eastwards, and then up the western side of Cedar Creek to North Tamborine, was completed in 1924, while the road linking Sandy Creek to Tamborine railway station was completed in 1925. The Main Roads Commission (established 1925, to replace the Main Roads Board), then sealed the road surface with bitumen.[53] As the 'benefited area' was supposedly only the northern part of the mountain, ratepayers in this area were heavily hit for the cost of the road - despite the road also benefiting the rest of the mountain and tourists from Brisbane. In 1929, it was reported that 90% of traffic on the new road was tourists.[54] As an attempted solution, an unpopular road toll was instituted from 1930 to 1945.[55]

The Tamborine Mountain Road represented an end to the pioneering period of isolation, and stimulated development on the mountain; 1918-25 was the busiest period of subdivision prior to 1958.[56] The townships of North Tamborine and Eagle Heights date from c.1920, and there was a house building boom in the mid-1920s. A hall was built at North Tamborine in 1923 and a new school in 1924. The adult population on the mountain was 221 in 1921, but 589 by 1933.[57] Lobbying continued for more road access to the plateau. From 1936 locals pushed for a better road east to the coast, this time via Wonga Wallen Road and the Coomera River. Opened in 1939, this unsealed road later fell into disrepair.[58] A road was later constructed from 1958, along the McDonnell Ridge to the head of the Wonga Wallen Valley, and opened in 1966 (the current road to Oxenford). Henri Robert Drive, to the south of the original St Bernards Road to the Coomera River, was built in the 1980s. Although the steep original route up the mountain to the Knoll was no longer used by vehicles after 1924, the section of Knoll Road between the Knoll and North Tamborine continued to be used to access the Knoll section of Tamborine National Park, and the residences built alongside the road. In the late 1970s there were plans to cut down the trees lining this section, and turn it into a straight two-lane road, but locals opposed this, and the present scenic, winding sealed road was formed instead.[59] The unsealed section down the mountain from the Knoll is only used by Queensland Parks and Wildlife, the SES, and Rural Fire Brigade vehicles. It is also a designated horse trail, and attracts some bush walkers. Land to the north of the unsealed section was once a forest reserve, but is now national park.

References:

- [1] The current spelling will be used throughout this history, unless referring to pre-1939 organisations, or directly quoting contemporary sources.
- [2] Curtis E, 1988. The turning years: ATamborine Mountain History. Eve Curtis, North Tamborine, p.3
- [3] Curtis, The turning years, p.5
- [4] Stevens, JF, and Harrison, A, 1962. 'The Pioneers of Tamborine and Jimboomba'. Unpublished manuscript, p.20.
- [5] Curtis, The turning years, pp.8-9; Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', p.20.
- [6] Curtis, The turning years, p. 9.
- [7] Nissen, J. 'Contextual History of Roads & Bridges in Queensland', report for the EPA, May 2008. Nissen Associates Pty Ltd, pp. 20-21.
- [8] Nissen, 'Contextual History of Roads & Bridges in Queensland', pp.22, 24.
- [9] Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', p.18. The Tambourine Shire Council was formed in 1903.
- [10] 'The East Moreton Selections', The Queenslander, 11 April 1874, p.12.
- [11] 'Logan and Albert', The Queenslander, 25 April 1874, p.9; 'Logan and Albert', The Brisbane Courier, 27 June 1874, p.6; 'Logan and Albert', The Queenslander, 18 September 1875, pp. 6-7.
- [12] 'Country News, Logan and Albert', The Queenslander, 22 April 1876, p.6.
- [13] 'Legislative Assembly', The Queenslander, 18 November 1876, pp. 7-8.
- [14] 'A Run up Tambourine Mountain', The Brisbane Courier, 26 July 1880, p.5. The article notes that the first sign of settlement was where Mr Carter [Portion 112] had commenced building. Further on, men were clearing a site for the residence of the bailiff of Miss Ryan [portion 102], and Mr T. [O]Callaghan [Portion 91] already had a residence, piggeries, and stockyard; this confirms the route was Knoll Road.
- [15] Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', p.28.
- [16] 'Logan and Albert', The Queenslander, 25 February 1882, p.231.
- [17] 'Country News', The Queenslander, 18 March 1882, pp.327-28; 'Logan and Albert', The Brisbane Courier, 6 July 1882, p.3; 'Country News', The Queenslander, 21 October 1882, p.553; 'Logan and Albert', The Brisbane Courier, 2 November 1882, p.3; 'Logan and Albert', The Brisbane Courier, 30 November 1882, p.5.
- [18] Moreton 40 Chain, AG2 series, sheet 10 south, 1887, and Moreton 40 Chain, AG2 series, sheet 9 south, 1888.
- [19] Curtis, E. 2007. 'A History of Old Knoll Road', pp.6-7.
- [20] 'Logan and Albert', The Brisbane Courier, 2 November 1882, p.3.
- [21] 'Country News', The Queenslander, 29 December 1883, pp. 1030-32.
- [22] 'A visit to Tambourine Mountain', The Brisbane Courier, 26 February 1885, p.3.
- [23] Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', p.29.
- [24] Moreton 40 Chain, AG2 series, sheet 10 south, 1887; also see Moreton 2 Mile, AGI Series, Sheet 1, 1912. St Bernards was originally built by Robert Muir in the early 1880s as worker accommodation. 'St Bernards House', www.stbernardshotel.com.au (accessed 23 September 2014). It later became a boarding house, and was located to the east of the current St Bernards Hotel. Muir had purchased Brown's Portion 59, plus Portions 75 and 77 on the southeast side of the mountain, to grow sugar. He also subdivided the St Bernard Estate into small lots for sale in 1885. Muir and his son drowned in 1887 while attempting to cross the Albert River. His land was purchased by Parbury, Lamb and Company, who established a Village Settlement Scheme on Muir's former property. The first settlers arrived in 1891, but all had left by 1901. Curtis, The turning years, pp. 19-21; Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', pp.21-2.
- [25] 'Current News', The Queenslander, 8 October 1892, p.714; Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', p.29.
- [26] Moreton 40 Chain, AG2 series, sheet 10 south, 1887.
- [27] Moreton 40 Chain, AG2 series, sheet 10 south, 1887.
- [28] Curtis, The turning years, p.51.
- [29] 'A local health resort', The Brisbane Courier, 16 May 1885, p.5.
- [30] 'A ramble on Tambourine', The Brisbane Courier, 11 November 1892, p.6. The railway had reached Oxenford in 1889.
- [31] 'Cycling notes', The Queenslander, 16 May 1896, p.928.
- [32] 'A Holiday on Tambourine Mountain', The Queenslander, 16 December 1905, p.17.
- [33] Curtis, The turning years, p.132.
- [34] Curtis, The turning years, pp.23, 28.
- [35] Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', p.25; Curtis, The Turning years, p.29;
- [36] The Brisbane Courier, 17 December 1900, p.7.
- [37] 'Tambourine Mountain: Visit of the Governor', The Queenslander, 28 December 1912, p.8. A provisional school also operated at Capo Di Monte from 1900 to 1905, and from 1907-1915.
- [38] 'Tambourine Mountain: Visit of the Governor', The Queenslander, 28 December 1912, p.8.
- [39] 'Auction sales and property lists', The Brisbane Courier, 5 July 1924, p.12; Curtis, The Turning years, pp.79-81.
- [40] The electoral roll for 1900 lists only four men living on the mountain. This later rose to 45 men and women by 1915, after female suffrage and compulsory voting. Curtis, The turning years, p.7.
- [41] Curtis, The turning years, p. 17; Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', pp.21, 25.
- [42] Curtis, The turning years, p.41.
- [43] 'Mountain climbing by Motor Car', The Brisbane Courier, 22 January 1907, p.7.
- [44] Curtis, 'A History of Old Knoll Road', p.8.
- [45] 'Tambourine Mountain Climbed by Ford Car', The Brisbane Courier, 24 August 1915.
- [46] 'Mount Tambourine Trip by Motor', The Brisbane Courier, 21 April 1915, p.6.
- [47] 'Tambourine Mountain Climbed by Ford Car', The Brisbane Courier, 24 August 1915.
- [48] 'Tambourine Road: work to be commenced at once', The Brisbane Courier, 2 July 1918, p.4; Curtis, The turning years, p.55.
- [49] Curtis, The turning years, p.57.
- [50] Curtis, 'A History of Old Knoll Road', p.9.

- [51] 'Fascinating Tambourine', The Brisbane Courier, 3 April 1922, p.9.
- [52] 'Tamborine Mountain Road/Geissmann Drive', QHR 602365.
- [53] 'Tamborine Mountain Road/Geissmann Drive', QHR 602365.
- [54] 'Tamborine Main Road', The Brisbane Courier, 7 June 1929, p.21.
- [55] Curtis, The turning years, pp.57-61
- [56] Curtis, The turning years, p.67.
- [57] Stevens and Harrison, 'The Pioneers of Tamborine and Jimboomba', p.18.
- [58] Curtis, The turning years, p.133.
- [59] Curtis, A History of Old Knoll Road', p.11.

Description

Knoll Road and Old Knoll Road form a 3.5km route winding northwest from the town of North Tamborine. The first part of the route is Knoll Road, which begins at the north end of Main Street on the northern edge of town. Knoll Road winds past trees growing close to the road, and includes earth cuttings. It is sealed with bitumen, and descends gradually for 1.6km, including about 200m through the Council waste transfer station (this station is not included in the heritage listing - a dirt track skirts its western perimeter for use by horses and hikers). About half of the distance to the waste transfer station, Knoll Road is a residential street, bordered by houses. The Knoll Section of Tamborine National Park is located to the west of Knoll Road, with part of the Joalah section of the Tamborine National Park to the east. The Knoll itself is a rounded high point at the northern edge of the mountain, just north of the waste transfer station.

After the road passes through the waste transfer station, a metal gate marks the start of the unsealed part of the route (Old Knoll Road). This passes through a densely forested area of Tamborine National Park and descends for 1.9km, steeply to begin with, and then at an easier grade. It is then crossed by Tamborine Mountain Road, a sealed highway.

The current unsealed dirt track, used only by official vehicles, has four deviations from the original route. The upper section has an S bend with cuttings, to the west of the original, steeper and straighter route of Old Knoll Road; and part of this later track is outside the road reserve. The original upper section, no longer used by any vehicles in 2014, also includes cuttings, and steep drops provide scenic views.

In the less steep middle section, two smaller deviations from Old Knoll Road occur as it turns to the northwest, but these seem to stay within the road reserve. Old Knoll Road then runs in a westerly direction. This section has no cuttings, but does contain later 'whoa-boys', earth banks built across the track to divert water off to the sides, to minimise scouring.

Near the bottom of Old Knoll Road, the current track deviates from the road reserve to meet Tamborine Mountain Road to the east of the original route. However, the original route is still visible as a cleared area south of Tamborine Mountain Road. The original route is also marked for most of its course up the mountain by modern steel posts with yellow tops, indicating a buried line of Telstra cables.

The formation of Old Knoll Road continues for 0.5 km to the north of Tamborine Mountain Road, looping to the west, but this section does not form part of the heritage listing.

Assessment of Significance*

(a)	the place is important in demonstrating the evolution or pattern of the local area's history	<input checked="" type="checkbox"/>
(b)	the place demonstrates rare, uncommon or endangered aspects of the local area's cultural heritage	<input type="checkbox"/>
(c)	the place has potential to yield information that will contribute to an understanding of the local area's history	<input type="checkbox"/>
(d)	the place is important in demonstrating the principal characteristics of a particular class of cultural places	<input type="checkbox"/>
(e)	the place is important because of its aesthetic significance	<input checked="" type="checkbox"/>
(f)	the place is important in demonstrating a high degree of creative or technical achievement at a particular period	<input type="checkbox"/>
(g)	the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	<input checked="" type="checkbox"/>
(h)	the place has a special association with the life or work of a particular person, group or organisation of importance in the local area's history	<input type="checkbox"/>

* For a place to have cultural heritage significance at a local level, it must meet one or more of the above criteria

Statement of Cultural Heritage Significance

The route of Knoll Road (bitumen sealed) and Old Knoll Road (unsealed) is important in demonstrating the role of roads in facilitating agricultural settlement and tourism on Tamborine Mountain. As the first road up to the plateau of the mountain, and the only access for wheeled traffic between Tamborine Village and the north end of Tamborine Mountain between 1877 and 1924, it has recognised local heritage significance.

The course of the unsealed Knoll Road enables an understanding of the difficulties for early settlers on Tamborine Mountain in accessing their land.

Knoll Road has aesthetic value due to the picturesque qualities of its winding course through the forest, while the steepest, upper section of Knoll Road has aesthetic value due to the views to distant mountains obtained from it. Overall, the route has local heritage significance for the access it allows through the forest.

There is a demonstrated local attachment to the route of Knoll Road and Old Knoll Road due to its role in the early settlement of the mountain and its scenic attributes.

Comments

Exemption made under section 75 of the *Queensland Heritage Act 1992* applies.