

Heritage Citation



Landscaped Precinct 3 includes Tram/Bus Shelter

Key details

Addresses	Outside 1 Musgrave Road, Red Hill, Queensland 4059
Type of place	Tram / bus shelter, Tree/s
Period	Federation 1890-1914
Style	Arts and Crafts
Geolocation	-27.459441 153.014418
Key dates	Local Heritage Place Since — 1 July 2002 Date of Citation — September 2015
Criterion for listing	(A) Historical; (B) Rarity; (E) Aesthetic

The landscaped precinct includes one remaining fig tree from plantings in 1909 and a tram shelter, erected in 1925 by the Brisbane Tramway Company. A number of ficus benjamina trees were planted along Kelvin Grove Road by local authorities as part of suburban improvement works in the late nineteenth and early twentieth centuries. Some local business owners, including the proprietor of the Normanby Hotel, contributed money

towards the project. A tramway line, built along Kelvin Grove Road in 1897-1901, was expanded in the early twentieth century. By the 1920s trams ran along all five roads intersecting at the Normanby Fiveways, making it one of Brisbane's busiest and most dangerous intersections. The shelter was constructed as a compromise between local authorities and the Brisbane Tramway Company, who had debated the position and safety of the tram stop outside the Normanby Hotel.

History

During the 1850s a track passing through Kelvin Grove northwards to Newmarket, Enoggera and Cash's Crossing was known as the Northern Road, and remained the major route northwards from Brisbane until Bowen Bridge was constructed in the early 1860s. By 1881 the 'track' was known as the Kelvin Grove Road.

On survey plans of the 1860s, the Kelvin Grove area was marked as the 'Three Mile Scrub'. In February 1865 forty portions of one to two acres were surveyed between Kelvin Grove and Waterworks Roads, stretching from the Normanby to Enoggera Creek. By the end of August that year some of these portions along Kelvin Grove Road had been subdivided into residential allotments ranging in size from twenty to thirty perches, up to a half acre or so. Local subdivision into small housing lots continued for decades, resulting in an early 20th century townscape denuded of vegetation.

By 1881 the urban population within suburbs such as Kelvin Grove had grown so much that Queensland's Registrar-General was referring to the city centre and its surrounding suburbs as the metropolitan city of Brisbane. Despite this population growth, the Municipality of Brisbane had annexed no suburban land. Nor had any of the suburban communities surrounding the city centre sought incorporation under Queensland's existing municipal provisions. Therefore the Queensland Government imposed local government, creating during late 1879 and early 1880 a number of Divisions ringeing the city centre.

Ithaca Division, which included the districts of Windsor and Enoggera as well as Kelvin Grove, Red Hill, Paddington and Milton, was created in November 1879, Kelvin Grove Road forming the eastern boundary with Booroodabbin Division. In September 1887 Ithaca Division was subdivided into Ithaca, Windsor and Enoggera Shires, with Kelvin Grove remaining within Ithaca Shire.

During the second half of the 1880s a more crowded urban core and a developing public transport system encouraged land subdivision and suburban expansion in Brisbane, including northwest to Kelvin Grove. By 1888 the Normanby Fiveways had become a busy centre. Tramlines were laid along Kelvin Grove Road during 1897 to 1901, and by the end of 1903 the tram service extended along Kelvin Grove as far as the corner of Edmonstone Road, handy to the Newmarket Hotel.

Ithaca Shire was proclaimed a town in 1902. For virtually its entire existence, Ithaca Town Council pursued a policy of creating a distinctive and aesthetically pleasing environment, and of providing civic amenities such as parks and playgrounds. The Council's street beautification strategy is probably best known for the creation of embankment gardens during the 1910s and 1920s, some of which remain along thoroughfares such as Musgrave and Windsor Roads. However, the planting of street trees by the Council, community organisations and individual residents also featured in many annual Mayoral reports.

Ithaca Town Council minutes for December 1908 referred to suggestions from trustees of the sports ground now

known as EE McCaskie Park, on the eastern side of Kelvin Grove Road, for the planting of trees. In July 1909 the minutes recorded an offer by the proprietor of the Normanby Hotel to contribute £10 towards tree planting at the Normanby

Fiveways. The fig trees on Kelvin Grove Road at the Normanby appear to have been planted around this time, judging from subsequent Mayoral reports.

On the reserve at the corner of Musgrave and Kelvin Grove Roads, a beer garden connected to the hotel was developed (date unknown). A number of fig trees and a jacaranda were planted in the reserve, of which only one large fig tree survives.

Reporting for 1909, Ithaca Mayor George Hall outlined how ‘Shade trees have been planted at the Normanby, along the Kelvin Grove Road ... Alterations were made to a number of tree guards to prevent the continual destruction of young growing trees. The cost of planting and protecting the trees at the Normanby is shared by the ratepayer whose property they will most improve. The Mayor did not specify whether the damage was wreaked by people, horses, vehicles, or the plentiful goats.

The urban improvement works carried out by Ithaca Town Council extended over two decades. They included the planting of street trees by the Council itself, sealing of roads and improvements to footpaths and drainage. More mundane works such as forming and metalling, laying concrete kerbing and channelling, and footpath widening along Kelvin Grove Road were carried out over a number of years. The road featured in the surviving Mayoral reports for 1917, 1918 and 1921. The report of 1917 had commented that Kelvin Grove Road was very rough in places. By 1921 Mayor John Tait could report that Kelvin Grove Road had been metalled to the Town boundary.

During the decade after the planting of the Normanby trees, Council continued to report the encouragement, and practical assistance, given to individuals and community organisations wanting to plant more street trees. In 1917 the Milton and Rosalie Improvement Association had submitted a request to Council for the planting of avenues of trees along Baroona Road and Nash Street. During 1921, the Town Council reported planting 147 trees. Furthermore, Tait reported that the residents are taking much more interest in the beautification of the Town, and already we have two streets in which trees are to be planted by the residents themselves. And for 1923, Tait reported that the many small reserves and little gardens about the Town are looking well and do credit to our gardener, Mr Jolly. During 1924 the community planted trees along Mary, Moreton and Castlemaine Streets.

By the 1920s, trams ran along all five roads of the Fiveways and the growing popularity of the motor car made the Normanby Junction one of the busiest intersections in Brisbane. The Brisbane Tramway Trust received criticism from the Ithaca Shire Council for the unsuitability of its tram stops in September 1924. The Trust proposed to build a shelter shed outside the Normanby Hotel, pending approval by the Ithaca Council. After much debate about the safest position for the shed, approval was granted in April 1925. The shed featured in the local newspaper in July 1925. Originally it was raised and accessible by a short staircase. It was temporarily removed for roadworks in the 1990s.

Description

The Kelvin Grove Road Landscaped Precincts is an area of road reserves and adjacent parklands distinguished by plantings of fig trees in a designed landscaped corridor. The Precincts consist of parts of the road reserve

corridor and abutting parks along Kelvin Grove Road from the junction of Musgrave Road and College Road, Normanby Fiveways northwards to Prospect Terrace, Kelvin Grove. These landscaped precincts impart a lush, shady, subtropical character to a major transport corridor feeding into the City centre.

Kelvin Grove Road Landscaped Precinct No. 3 is a triangular area of road reserve to the corner of Musgrave Road and Kelvin Grove Road adjacent to the Normanby Hotel, Normanby Fiveways. The reserve accommodates two mature fig trees (*Ficus Benjamina*) and an early timber tram/bus shelter. When inspected a timber deck surround to the tree closest to the hotel was under construction. The decking is built close to the trunk and accommodates bar benches around the trunk and to the edges of the deck. A block wall fence enclosure was under construction to the footpath sides of the deck. A feature spot light is installed within the base of the tree. The other tree stands within the bitumen on the narrow footpath to Kelvin Grove Road and is smaller and less luxurious. A distinctive hip-roofed timber tram/bus shelter stands on the footpath to Musgrave Road. The open rectangular pavilion is distinguished by decorative post brackets and accommodates a bench seat.

Statement of significance

Relevant assessment criteria

This is a place of local heritage significance and meets one or more of the local heritage criteria under the Heritage planning scheme policy of the *Brisbane City Plan 2014*. It is significant because:

Historical

CRITERION A

The place is important in demonstrating the evolution or pattern of the city's or local area's history

as part of an early twentieth century beautification scheme. The tram/bus shelter is important for its association with the development of the tramway network in Brisbane.

Rarity

CRITERION B

The place demonstrates rare, uncommon or endangered aspects of the city's or local area's cultural heritage

as a remnant of the streetscape beautification scheme marking the boundary between former local authority areas and as route markers identifying a major arterial route. The tram/bus shelter survives as part of the infrastructure of a mode of public transport no longer in operation.

Aesthetic

CRITERION E

The place is important because of its aesthetic significance

as part of a corridor of lush, shady fig trees with extensive canopies and sculptural trunk forms imparting a subtropical character to a major transport corridor. It is also important as a visual element in the streetscape standing as a prominent landmark, together with the Normanby Hotel and adjacent tram/bus shelter, to a busy traffic intersection. The tram/bus shelter is important as a discreet open timber pavilion standing on a major traffic intersection.

References

1. Department of Environment and Heritage Protection, Entry on the Queensland Heritage Register, Kelvin Grove Fig Trees and Air Raid Shelter [602196]
 2. Department of Environment and Heritage Protection, Entry on the Queensland Heritage Register, Normanby Hotel [600283]
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Note: This citation has been prepared on the basis of evidence available at the time including an external examination of the building. The statement of significance is a summary of the most culturally important aspects of the property based on the available evidence, and may be re-assessed if further information becomes available. The purpose of this citation is to provide an informed evaluation for heritage registration and information. This does not negate the necessity for a thorough conservation study by a qualified practitioner, before any action is taken which may affect its heritage significance.

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