

## Heritage Citation



### Norman Park Ferry Reserve

#### Key details

Addresses	At 66 Wynnum Road, Norman Park, Queensland 4170
Type of place	Ferry terminal
Period	Federation 1890-1914
Style	Arts and Crafts
Lot plan	L878_B123421
Key dates	Local Heritage Place Since — 1 January 2004 Date of Citation — September 2002
Construction	Roof: Tile; Walls: Timber

The Norman Park Ferry Reserve provides evidence of the development and expansion of Brisbane's ferry services. The waiting shed and jetty are important as comprising a purpose-built ferry terminal constructed in the early 20th century with a continuous association with river transport until the late 1990s. The terminal remains one of the few surviving intact examples of ferry terminals from this period. The shed in scale form and use of materials, and framed by the treed reserve is an important element in the riverscape, and forms a verdant window onto the river from Wynnum Road. When in operation it had a long and important association with the residents of Norman Park and New Farm.

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## History

The suburb of Norman Park was named for Sir Henry Wylie Norman, seventh Governor of Queensland. The earliest settlers in the district included the Weir family, who purchased an extensive tract of land extending from Norman Creek to Galloway's Hill. Their residence (c.1850) was possibly the first to be erected in Norman Park. Incorporating a dairy farm, it was situated near Wynnum Road, opposite the approach to the Norman Park Ferry reserve.

No commencement date has been discovered for the Norman Park ferry service. A service may have been operating, perhaps intermittently, some time before 1898. On 4 August 1898 tenders were called for the renewal of the lease for the Norman Park Ferry Service following petitions of 48 ratepayers. It is recorded that the service was leased to a private operator for 3 years in January 1903.

As the cross river ferry services developed Balmoral Shire assumed control of the Norman Park, Hawthorne and Bulimba services.

On 6 August 1912 a motor launch was introduced into the Norman Park service, augmenting the earlier row boat service. By 1917, small boats were being constructed at the base of the reserve. The ferry "Medora", built on the riverbank next to the jetty, ran from Norman Park to New Farm, terminating at the Customs House in Creek Street. By 1928 it was estimated that 600 residents were using the service per day.

One of the many rationalisations of the Greater Brisbane Council was the amalgamation of all Brisbane River ferry services under the newly formed civic authority. The Brisbane City Council assumed control of the Norman Park Ferry Service in 1927.

In January 1929 a concrete pontoon was installed. However in the flood of 1931 the pontoon was swept from its moorings and sunk. The gangway and landing were also smashed.

There was a general decline in the patronage of the ferry services from the late 1980s. For a time a zig-zag service including stops at Norman Park, New Farm, Hawthorne, Merthyr Road, Bulimba and Teneriffe operated. This service was suspended in 1991.

The CityCat ferry service was introduced in 1994 and many of the smaller ferry services ceased operation around this time. Norman Park cross river service continued to operate and a new pontoon was erected in 1996. By 1998 the service was suspended due to lack of patronage. Reintroduced briefly in 1999, the service finally

ceased operation in December 2000.

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## Description

The Norman Park Ferry Reserve overlooks the Humbug Reach of the Brisbane River. It contains a disused waiting shed and jetty for the former Norman Park Ferry and a fenced enclosure for Energex equipment. The site provides tree-framed views of the Brisbane River from Wynnum Road.

An asphalt drive and path leads from Wynnum Road, down the eastern side of the reserve to the waiting shed. The edge of the path is marked by timber bollards and a planted bed of low shrubs. The rest of the site features a grassed area, shaded by a row of jacarandas at the top, and sweeping down to a stone river wall. The Energex equipment is housed in a chain wire enclosure.

The ferry waiting shed is a simple hipped roof pavilion with terracotta tiles and weatherboard cladding. The ends of the rafters are exposed. The shelter rests on a concrete plinth, which forms the finished floor. A set of concrete steps leads down from the waiting area towards the jetty.

The waiting area occupies the eastern end of the shed. The adjoining amenities room was added c.1954 (date of drawing). Internally, the waiting area walls are unlined, exposing the studwork and cross-bracing. Large openings on the north and south side are framed by open lattice panels and accommodate the pedestrian path between the jetty and Wynnum Road. A simple slatted timber bench is strutted off the bottom plate of the wall frame. Two timber rails fixed to the studs serve as backrests. The ceiling is lined with fibre cement sheeting with timber cover-strips to the joins. Above the top plate, a small section of the ceiling is raked, but most of the ceiling is flat. Access to the waiting area is now barred by a pair of steel framed chain wire mesh gates to each opening.

The jetty remains intact and features a timber walkway and concrete pontoon. There is now no public access to the jetty. The jetty and waiting shed appear to be in good condition despite not being used for several years.

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## 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:

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## Historical

### CRITERION A

The place is important in demonstrating the evolution or pattern of the city's or local area's history associated with river transport since the late 19th century.

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## Rarity

### CRITERION B

The place demonstrates rare, uncommon or endangered aspects of the city's or local area's cultural heritage surviving as an intact purpose-built early 20th century ferry terminal.

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## Representative

### CRITERION D

The place is important in demonstrating the principal characteristics of a particular class or classes of cultural places

as an early 20th century ferry terminal incorporating essential design elements and appropriate use of scale and materials.

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## Aesthetic

### CRITERION E

The place is important because of its aesthetic significance

containing a freestanding timber pavilion framed by ornamental trees, the shed is an important element on the Brisbane River banks and in the streetscape termination of Wynnum Road.

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## Social

### CRITERION G

The place has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons

as the terminal for the cross river ferry connecting the districts of New Farm and Norman Park.

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## Supporting images



Brisbane City Council,  
'Norman Park Ferry Landing', 15 January 1964,  
Brisbane Images Collection, Brisbane City Council  
Library Services.



Brisbane City Council,  
'Norman Park Ferry Terminal', 3 November 1978,  
Brisbane Images Collection, Brisbane City Council  
Library Services.

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## References

1. Brisbane City Council - City Assets Branch *Conservation Management Study* Stage 1 Report. November 2002
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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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