

Heritage Citation



St Lucia Ferry Terminal

Key details

Addresses	Road Reserve Laurence Street, St Lucia, Queensland 4067
Type of place	Ferry terminal
Period	Interwar 1919-1939
Style	Arts and Crafts
Geolocation	-27.492681 153.003001
Key dates	Local Heritage Place Since — 1 January 2004 Date of Citation — April 2002

Construction

Roof: Corrugated iron;
Walls: Timber

Criterion for listing

(A) Historical; (B) Rarity; (D) Representative; (E) Aesthetic; (G) Social

The St Lucia Ferry Terminal is important as 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 only a few surviving intact examples of ferry terminals from this period. The shed in scale, form and use of materials and framed and shaded by ornamental trees is an important element in the streetscape and forms a picturesque termination to Laurence Street. The Terminal offers views across river towards Orleigh Park and West End. When in operation, it had a long and important association with staff and students of the University of Queensland commuting across river.

History

Cross river ferries have played an important role in the development of Brisbane suburbs. In conjunction with other forms of transport, including trams and buses, the ferries enabled workers to live at extended distances from their place of employment and commute daily between home and work. Ferries possibly provided the first public transport system in Brisbane. A ferry service operated across the Brisbane River between the Customs House and Kangaroo Point in 1844. As settlement spread along the river so did the ferry services.

The St Lucia area, earlier known as Short Pocket, developed as a farming district with the first farm established by John Carmody in 1853. The district gradually developed as a sugar producing area with a sugar mill operated by William Dart on the north bank of the river (a little downstream from the present University of Queensland rowing sheds) established in 1865.

The district was slow to progress from a farming community to a suburban area, however the proximity of the land to the river and the river views from elevated parts of the district made it an attractive prospect for land speculators despite its distance from Brisbane Town. In 1877 architect Richard Gailey subdivided his estate on the town side of Indooroopilly. Further subdivisions took place in the area during the 1880s. The idea of a bridge from West End to St Lucia was mooted at this time. By 1889 there was sufficient demand to establish a free ferry service between Montague Road, South Brisbane and St Lucia Road (later Coronation Drive). Elevated land continued to attract prosperous settlers who established a number of estates with substantial residences in the late 19th and early 20th centuries.

The St Lucia/West End Ferry Service commenced operation 27 October 1920 travelling across river between St Lucia and West End. Initially, the operating hours were 6.20am to 11.40pm. In 1974 the hours were altered - Monday to Saturday operating between 5.30am and 11.30pm and Sunday crossings between 8am and 8pm. The ferry terminal shelter shed was standing by 1931. The gangway and pontoon were rebuilt after being sunk in the 1931 flood.

During the 1920s land at St Lucia continued to be subdivided and sold. The establishment of the University of Queensland at the St Lucia campus accelerated settlement of the area through the 1930s to 1950s. Speculation about the building of a bridge linking St Lucia and West End continued including the proposal to link the newly

founded St Lucia campus by bridge to Boundary Street, West End.

The use of the University site as an Army base during the Second World War increased traffic across the river to the extent that three boats were required to meet the demand and the connecting tram services ran every ten minutes.

The opening and expansion of the University of Queensland and the attendant development of the suburb generally saw patronage remain at high levels during the 1950s and 1960s. From the 1970s ferry services generally experienced declines in patronage and many services were gradually withdrawn.

The St Lucia/West End service provided a convenient link across river, especially when there were fewer bridges spanning the river. The St Lucia/West End ferry service was particularly welcomed by students and staff of the University of Queensland. However, in 1994 a report into ferry operations recommended that a more popular, efficient service would be provided by a fast catamaran service operating over the 19 kilometres of the river between Hamilton and the St Lucia campus. The infrastructure for the Citycats was completed and the service began operating in November 1996 and the ferry terminal at St Lucia was made redundant as the cross river ferry service was replaced by this new Citycat service.

Description

The St Lucia Ferry Terminal stands at the north end of Laurence Street, St Lucia and includes a shed, two sets of stairs and a river edge pontoon.

The St Lucia Ferry Shed is a small freestanding singleskinned timber pavilion terminating the road reserve at the north end of Laurence Street. Clad in weatherboards and sheltered by a pyramid roof sheeted in corrugated metal, the shed has openings to the north and south and accommodates timber slat bench seats to the east and west. The shed stands on a concrete slab which has a tarmac surface between the seats. The exterior weatherboards are painted blue and the fascias and gutters are yellow.

A long flight of timber stairs with an intermediate landing climbs down the river edge to the pontoon below. A flight of concrete stairs west of the shed links the shed to the grassed river edge.

The shed, framed by ornamental jacarandas and poincianas, terminates the vista to the north along Laurence Street. A large mature jacaranda stands west of the shed.

The terminal is no longer used for river ferries. The timber stairs and pontoon are sealed off by a locked security gate and are not accessible. A brief visual inspection reveals that shed is in a satisfactory condition. Paint is flaking from gutters and fascias. No adequate termite protection is in place for the timber structure, which sits onto the slab.

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 associated with river transport since the early twentieth century.

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 twentieth century ferry terminal.

Representative

CRITERION D

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

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

Aesthetic

CRITERION E

The place is important because of its aesthetic significance

a freestanding timber pavilion framed and shaded by ornamental trees, the shed is an important element in the streetscape termination of Laurence Street.

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 West End and St Lucia and popular with the staff and students of the University of Queensland.

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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