Local Heritage Places

Heritage Citation

Abbotsford Road Bridge

Key details

Addresses	Road Reserve Abbotsford Road, Albion, Queensland 4010
Type of place	Bridge
Period	Interwar 1919-1939
Style	Free Classical
Geolocation	-27.433603 153.042391
Key dates	Local Heritage Place Since — 30 October 2000 Date of Citation — August 2008
Construction	Structure

People/associations	E.F. Gilchrist and C.B. Mott (Engineer); Walter Taylor (Architect)
Criterion for listing	(A) Historical; (H) Historical association

This reinforced concrete bridge was constructed circa 1928 to meet the increased traffic needs on Brisbane's north side which was experiencing significant growth and expansion. Motor vehicles were also becoming increasingly popular during this time and road traffic was increasing rapidly. The project, overseen by the City of Brisbane Works Committee, involved a number of eminent people of the era including architect Walter Taylor, City Engineer E.F. Gilchrist, and Designing Engineer C.B. Mott. In the 1980s, a major refurbishment of the bridge was undertaken and necessary repairs and upgrades were completed.

History

In the 1920s and 1930s Albion experienced a significant growth period as the surrounding suburbs and those to the north expanded. As road traffic increased significantly during the interwar period a new, substantially larger, bridge was proposed to replace the inadequate bridge over Breakfast Creek at the Albion Five-Ways.

Two schemes were submitted at the City of Brisbane Works Committee meeting in 1926 and although it was initially recommended that the second of the schemes be adopted, the Works Committee opted for the more expensive first scheme which offered advantages such as minimum obstruction to river traffic and flood waters. Tenders were called in 1926, with the successful tenderer being Walter Taylor for £33,881/0/0. Tenders ranged in estimated cost from that of Taylor's to Hornibrook's estimate of £48,675/19/0, while a Departmental estimate for the work was given as £36,493.

The project involved a number of eminent people of the era. Water Taylor, for example, was later responsible for constructing a number of prominent landmarks including the Walter Taylor Bridge (1936) and the Graceville Uniting Church (1929-1930) which still stand in Brisbane today. Designing Engineer C.B. Mott is also considered to have had a major influence on the development of municipal engineering within Brisbane, and is recorded as the first Designing Engineer of the new Greater Brisbane City Council in 1925.

Although the initial completion date for the bridge was stipulated as 9 November 1927, progress fell behind schedule and an extension was requested due to 'wet weather and industrial trouble.' The Works Committee responded by denying an extension, as they were unsatisfied with the rate of progress and unless satisfactory progress was made, would 'enforce the conditions of the contract and complete the work at the contractor's expense.' Once completed, however, the new bridge had an immediate impact on the area and northern suburbs.

During the 1980s a major refurbishment of the bridge was undertaken. This included repairs and painting to the bridge's balustrading and the widening of the roadway on the bridge through the removal of the pedestrian walkway. The objective of this work was not only to provide much needed maintenance, but also to upgrade the bridge to cope with ever increasing traffic congestion both within the now commercial area of Mayne and Albion, and to assist in traffic movement both into and out of the Fortitude Valley and city areas.

Description

This painted bridge is a triple span reinforced concrete structure, the super structure of which is simple and unadorned. The highly distinctive balustrade comprises shaped balusters in groups separated by capped and panelled piers.

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 a bridge designed to accommodate increased road traffic due to suburban expansion during the interwar period; and, as an example of an interwar suburban bridge designed and constructed utilising local skills, materials, and professional expertise.

Historical association

CRITERION H

The place has a special association with the life or work of a particular person, group or organization of importance in the city's or local area's history

as a bridge constructed by prominent Brisbane contractor and engineer Walter Taylor, and Brisbane City Council engineers C.B. Mott and E.F. Gilchrist.

References

1. *Certificates of Title,* Department of Natural Resources and Water
2. Brisbane City Council Minutes 1926-1928
3. Brisbane City Council Metropolitan Water Supply and Sewerage Board, Detail Plans
4. City of Brisbane Plans of Proposed Concrete Bridge over Breakfast Creek (On Microform)
5. Evan Richards' Collection of notes on Engineers

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Citation prepared by — Brisbane City Council (page revised September 2020)

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