

Heritage Citation



Canning Bridge & Reserve

Key details

Addresses	At 186 Lytton Road, East Brisbane, Queensland 4169; Across Norman Creek , Norman Park, Queensland 4169
Type of place	Bridge, Reserve
Period	Interwar 1919-1939, Postwar 1945-1960
Style	Stripped Classical
Lot plan	L286_SL2560

Key dates Local Heritage Place Since — 1 January 2004
Date of Citation — April 2002

Construction Structure

Criterion for listing (A) Historical; (B) Rarity; (D) Representative; (E) Aesthetic

The Canning Bridge is important as a crossing that demonstrates the expansion of Brisbane's eastern suburbs and demand for improved connections to them. The bridge is the fourth in this location since 1856. Largely unchanged since it was built, the bridge is a rare example of an intact concrete bridge from this time and demonstrates the principles of this type of structure. With its graceful arches and craftsmanship evident in the concrete balustrade, the bridge, together with the reserves and embankments that form its setting, is an important part of the streetscape and riverscape in this area.

History

Norman Creek was surveyed by James Warner in 1839. Before it was bridged, Norman Creek was a serious obstacle for transport. Access between the Norman Park area and the city required a lengthy detour through Stone's Corner. The first bridge was erected by Captain Taylor Winship in 1856. Wynnum Road became the fastest route to Cleveland and so became known as the Cleveland Road until the 1950s. The second bridge was built further inland in 1870. The third bridge was opened by Governor Chermside in 1902. In July 1927, the small reserve on the river side of the bridge was gazetted for park purposes.

On 20th September 1950 tenders were called for the construction of a new bridge to replace the 1902 structure. An artist's impression of the proposed bridge showed the structure as being identical to what would later be built, complete with landscaping and an outbound "FM" series tram. Titled "Norman Creek Bridge – 1951" it was signed by R.J. Drysdale. By 1954 the downstream section of the bridge was ready for traffic. During this time the transfer of tram tracks from the old bridge to the half-width of the new bridge was completed, with one track laid permanently in the roadway and one in a temporary position pending the construction of the second half of the bridge.

At the time of opening the deck carried central tram tracks with a vehicle lane and pedestrian path on each side. After the decommissioning of the tramway system in 1969 the bridge carried two vehicle lanes in each direction. This configuration remains along with the pedestrian path on each side.

In late 1956 a proposal was made to rename the Norman Creek Bridge. It was suggested that the bridge carry the name of Francis Joseph Canning, who for a period of twenty years occupied the office of President of the Council of Progress Associations in Brisbane. The proposal was accepted, and a plaque was prepared and placed on the bridge abutments.

Description

The Bridge

The Canning Bridge carries Lytton Road across Norman Creek, near its junction with the Brisbane River. The

painted concrete bridge is highly visible from across the River in Merthyr Park and is a landmark on the River's Humbug Reach.

The deck is supported on arched concrete ribs running parallel with the roadway. The arches spring from concrete abutments, which in turn, are each supported on a row of rectangular piers. These lines of support run, not perpendicular to the road, but are instead angled across the ribs to reflect the angle at which Norman Creek enters Brisbane River. The two centre abutments extend beyond the outermost arches, tapering and stepping outwards to form bracket-like supports to the edge of the road deck.

The edge of the deck forms a ledge and supports panels of painted concrete balustrade on each side of the bridge. The bridge is book-ended by rendered concrete abutments on each side of the creek. These project above the deck, forming a solid end panel to the balustrading and supporting a street light at each corner of the bridge. The panel on the southeast corner bears a bronze plaque and the inscription "Canning Bridge 1956". Below the deck the render is jointed to resemble coursed masonry. This decorative effect is carried across the abutments, below the bridge. On the eastern bank of the Creek a concrete path allows pedestrian movement from one side of Lytton Road to the other.

The bridge appears to be in good condition and to have undergone few modifications since its construction.

The Reserve

The reserves consist of grassed and vegetated areas adjoining the creeks and river banks. These areas appear to be rarely accessed by the public. The largest of these areas is on west side of the Creek, facing the River. This area contains a small red brick sewerage pumping station that services a cross-river sewer. This hipped roofed hut accommodates a switchboard and toilet and sits over the pumping station's wet well. Nearby is a hatch leading to the dry well.

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 transport link that has functioned in various forms since 1856 in response to the expansion of Brisbane's eastern suburbs.

Rarity

CRITERION B

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

as an intact example of a post-World War 2 concrete road bridge.

Representative

CRITERION D

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

as an intact example of a post-World War 2 concrete road bridge.

Aesthetic

CRITERION E

The place is important because of its aesthetic significance

as a finely crafted local landmark that contributes to the visual amenity of the Brisbane River and Lytton Road.

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.

Citation prepared by — Brisbane City Council (page revised August 2023)



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