

Heritage Citation



Norman Park Railway Station

Key details

Addresses	At 3 Corrie Street, Norman Park, Queensland 4170
Type of place	Bridge, Railway station
Period	Federation 1890-1914
Style	Arts and Crafts
Lot plan	L44_SP122771
Key dates	Local Heritage Place Since — 1 January 2004 Date of Citation — September 2015
Construction	Walls: Timber

Criterion for listing

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

An increasingly rare substantially intact timber station building and timber footbridge dating from 1911 which incorporates decorative timber brackets and decorative carpentry detailing which demonstrates the expansion of the Brisbane suburban railway system to both meet and stimulate the growth of suburbs, and which has served the Norman Park community for over 100 years.

History

The Cleveland Branch was built to serve the agricultural area of Redland Bay and to provide seaside access for Brisbane residents and took an indirect route via Wynnum and Manly. The line from Albert (near Park Road) to Cleveland Central opened on 1 October 1889. A short extension to Cleveland - closer to Cleveland Point - opened on 20 December 1897. The line lost money and in a short sighted move, to save bridge reconstruction, was closed on 1 November 1960. The right of way was retained by the local authority as far as Raby Bay, and the line was rebuilt in stages, opening to Thorneside on 25 September 1982, to Wellington Point as an electric line on 26 July 1986 and Cleveland (just short of the old Raby Bay) on 24 October 1987. [Kerr, 1993]

The station was not constructed at Norman Park until the end of 1911 when the Cleveland Line was duplicated, and intermediate stations constructed at the request of local councils to serve the growing suburbs. The timber footbridge was also constructed at this time. Between 1912 and 1926 it was the junction station for the Belmont Tramway.

As soon as the railway station opened, it was being used to sell adjacent housing lots, including the Norman Park Estate, and clearly assisted in the growth of the suburb during the inter-war and post-war periods.

Description

A timber framed and weatherboarded rectangular station building with a projecting awning supported on decorative timber brackets, with decorative carpentry detailing. It has a corrugated iron roof. It retains many original features.

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 substantial station building and timber footbridge constructed in 1911, it demonstrates the expansion of the suburban railway system, with additional intermediate stations constructed along the 1889 Cleveland line when it was duplicated, to service the growing suburb of Norman Park.

Rarity

CRITERION B

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

as an increasingly rare surviving example of an intact 1911 timber railway station and timber footbridge. While once common the duplication and upgrading of Brisbane suburban lines has resulted in the removal of many of these buildings and footbridges.

Representative

CRITERION D

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

as a reasonably intact timber railway station building with intricate carpentry detailing and other surviving original features dating from 1911.

Aesthetic

CRITERION E

The place is important because of its aesthetic significance

being a reasonably intact example of a c1911 timber framed and weather boarded railway station building retaining many original details and with high quality intricate carpentry detailing to the awning brackets, together with the 1911 timber footbridge make an important visual grouping.

References

1. *Queensland Rail Heritage Study*, John Kerr 1993
 2. *A Heritage Management Survey for Queensland Railways, Metropolitan South Part 1*, Bruce Buchanan Architects, 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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