

CULTURAL HERITAGE REPORT

for the proposed

Airport Link Study Area

Southeast Queensland

for



Report commissioned by

**SKM/
CONNELL WAGNER
Joint Venture Partners**

**For
Brisbane City Council**

MAY 2006

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It is acknowledged that, in this Report, historical photographs are from the John Oxley Library photograph collection, and suburb mapping has been developed using Universal Publishers UBD *Australian Cities* CD-Rom.

The invaluable assistance is acknowledged of Elizabeth Nunn in researching the history and significance of the memorial gates, Diggers' Drive and plantings in Kalinga Park.

Executive Summary

The Airport Link Project involves the construction of a major infrastructure corridor between connections with the North South Bypass Project, the Inner City Bypass and Lutwyche Road at its southern extent, through Windsor and Lutwyche to Gympie Road, and via its northeastern corridor, through Kalinga to Sandgate Road. Most of the project will be constructed in bored tunnel.

A basic principle adopted for the Airport Link Project was that, as much as possible, heritage sites and places should be protected from impact during and after construction. Unlike other structures that can be repaired should damage occur, heritage sites and places should be maintained in their original and undamaged condition, especially as, in many cases, the original material and workmanship are the elements of heritage structures that contribute to significance.

This principle is cognisant of the fact that every place has a history, aesthetic value or a social meaning to some member of a community. To define which of these places is significant, and gives a sense of place and history to the community as a whole, requires application of some measures in order to determine the degree of significance. This in turn determines the appropriate forms of conservation management for that place. Assessing cultural heritage significance against set criteria is a widely recognised method of achieving consistent, rational and unbiased assessments. Various authorities and bodies involved in heritage conservation adopt assessment criteria including the Australian Heritage Council, the National Trust, Australia ICOMOS, the Queensland Heritage Council and the Brisbane City Council.

To this end, the heritage studies conducted for this project have taken a step by step approach, commencing with a broad scale study of known heritage values in the suburbs where potentially the project corridor may have been located. Suburbs studied in this way included Bowen Hills, Mayne, Newmarket, Windsor, Lutwyche, Kedron Park, Kalinga, and Albion. Information from this initial study assisted in guiding design teams in their early concept planning phases, using the principle of avoidance of impact as an important consideration in placement of the project corridor within the overall landscape of local suburbs.

Once a possible project corridor was designed, detailed existing environment assessment was conducted, in which known values were described for Aboriginal and historical cultural heritage areas and places in the general proximity of the corridor. This was achieved through identification and consideration of places listed in the Commonwealth Heritage List, Register of the National Estate, Queensland Heritage Register, the Brisbane City 2000 Heritage Register, and the National Trust Register. Results are found in Appendix 1. In addition, a contextual history of the suburbs through which the project corridor passes has researched existing local history sources. The aims of undertaking contextual research were to define any other areas or places that may have cultural heritage values, and to provide a context for any additional assessment of significance that the project required.

In regard to Aboriginal cultural heritage, this assessment described areas and places where Aboriginal cultural heritage is known to exist, or once to have existed, as a guiding tool for corridor design. Resources that aided determining these areas and places included consultancy reports, ethnographic and historical sources. Separate to this assessment, a Cultural Heritage Study and a Cultural Heritage Management

Plan, pursuant to parts 6 and 7 of the *Aboriginal Cultural Heritage Act 2003* is being undertaken between Brisbane City Council and the Aboriginal Parties for the area. This assessment is therefore not the venue for statements about significant Aboriginal areas.

Once the existing environment was understood, systematic inspections were carried out to determine the potential for areas and places that had not been captured by previous research and register searches. Two places, the Police & Citizens Youth Club (PCYC) Building and St. Andrew's Church, both in Lutwyche Road, Lutwyche, were defined by this process. As the potential impact of the Airport Link Project was direct and adverse in regard to the PCYC Building, a detailed study of levels of significance was done (Appendix 2). In addition, feedback from community consultation was also taken into consideration. Through these methods, the community's concerns about the heritage character of their suburbs, as well as specific heritage sites, such as Kalinga Park and its constituent Memorial Gates and Diggers' Drive, were appreciated.

The vulnerability of heritage places to impacts from vibration during, and settlement during and after tunnel construction were also factors that had to be assessed. Based on previous control designs devised for the North South Bypass Project, and on outcomes of further tests that related to the specific nature of boring machinery to be used on the Airport Link Project, control designs were developed that take a cautious approach. Because of the recognition that heritage places should be maintained in their original and undamaged condition, a management regime is recommended for Nyamber (Brisbane City Council register) and Rosemount (State Heritage Register), even though projections suggest that vibration will not impact on these places.

The cumulative impact of the Northern Busway and the Airport Link Project was also assessed, and is most apparent in that part of Lutwyche Road between Norman Avenue and Kedron Brook. To fit both corridors into a relatively confined space, and maintain through traffic on Lutwyche Road requires loss of built environment on the western side of Lutwyche Road between Norman Avenue and Kedron Brook. In the early design concept phase of the Airport Link Project, the potential for direct impact on the PCYC Building as one of the constituent buildings on the western side of Lutwyche Road became apparent. The question was posed of whether design could be changed to avoid direct impact on this locally significant building. Because of the range of other significant constraints to the project, this was not possible to achieve. Management recommendations have been made to mitigate heritage values associated with the PCYC Building.

A number of other places with heritage values recognised on State and Commonwealth registers are in the vicinity of the Airport Link Project, but analysis of potential impacts indicate that there will be no requirements for specific management.

A range of places are recognised on the Brisbane City 2000 Register. These places have been assessed to have at least local significance. In the case of all but two of these places, the Airport Link Project does not create impact. The exceptions are the Church of Christ and Ministry Centre in Gympie Road, and Kalinga Park.

In the case of the Church of Christ and Ministry Centre, the impact is from widening Gympie Road is indirect, bringing the road verge slightly closer to the front of these

buildings. This impact was assessed as not being a management matter, as the church has always faced busy Gympie Road.

Kalinga Park, and its components, was assessed in detail. The local heritage values of the park are largely associated with its green open space and community amenity. In addition, the specific values of the World War I Memorial Gates and Diggers' Drive west of the railway corridor and Airtrain corridor through the park were recognised. Assessment was made of plantings in the eastern section of Kalinga Park, to work out what was remnant natural vegetation, what were original 1924 plantings on Diggers' Drive, and what were later plantings to replace original plantings and to beautify the park. Outcomes showed clearly that the only remaining section of Diggers' Drive is west of the railway corridor, and of these trees, only thirteen could be part of the original plantings. The Airport Link Project does not impact on Diggers' Drive. Out of caution, management recommendations were still provided.

The project impacts on the open green space and community amenity of Kalinga Park at its eastern extent close to Sandgate Road. Impact will be most apparent during construction of the project. However, once construction is complete, community amenity will be returned through reconfiguration of bike and walking paths, and at least half of the local open space impacted on by the project will become green space again. While the local loss of open space is acknowledged, the cultural heritage assessment found that the overall local heritage values of open space and community amenity in Kalinga Park are not degraded.

The other part of the Airport Link corridor that impacts directly on heritage values is in the area of the Southern Connection with the North South Bypass corridor. At this point, several streets of housing that are of the "tin and timber" archetypal design from the late 1800s and early 1900s in Brisbane will be lost. The local residential precinct will be reduced to a remnant. While none of the individual houses are assessed as having specific heritage values above and beyond those of others in the affected streets, the precinct of residences will be impacted on, and degraded by loss of numbers. Management recommendations are made that will mitigate the heritage values of the area, but will not provide protection to the precinct.

The Airport Link Project also has the potential to provide opportunities for the protection of heritage values. In particular, the decision to use bored tunnel construction techniques affords complete protection to the heritage character of the Windsor Town precinct and the suburb of Kalinga.

The village of Lutwyche, which has always been the local commercial, retail and service hub since its development in the early 1900s may be enhanced by less through traffic that reduces its amenity and connectivity. The reduction of traffic, along with the development of a Northern Busway station may assist in urban renewal which will sustain the on-going viability of the historical nature of Lutwyche Village.

Another example of where design of the Airport Link Project has a positive heritage outcome is in the suburb of Kalinga. This area has relatively higher levels of heritage character significance. The use of bored tunnel, rather than at grade road or cut and cover tunnel, maintains this heritage character.

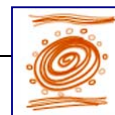
1 Introduction

ARCHAEO Cultural Heritage Services have been commissioned by SKM Connell Wagner Joint Venture Partners, on behalf of the Brisbane City Council and the State of Queensland, to undertake studies of historical and known Aboriginal cultural heritage associated with the Airport Link Project.

The Airport Link Project will consist of a road and tunnel corridor that lies between the Inner City Bypass and the proposed North South Bypass Tunnel in Bowen Hills and the East West Arterial Road at Toombul, with a connection to Gympie Road at Kedron, and will pass through or under the suburbs of Bowen Hills, Newmarket, Windsor, Lutwyche, Woolloowin, and Kalinga. In association with the Airport Link corridor are work sites and ventilation stacks.



Map 1: The Study area



An Existing Environment Study of historical and known Aboriginal cultural heritage was conducted over the study area (Map 1). This took into account all site and places that are known through literature and contextual research, a range of heritage registers, and through visual inspection. The Existing Environment Study provided information to the design team for the Airport Link Project. Impact assessment is restricted to the proposed corridor of the Airport Link Project, also known as the Reference Project.

In addition, potential spoil placement sites are also being considered in this study. Together, they form study area two. Individually, they are Viola Place Site, Clunies Flat Site and Fisherman Islands.

1.1 Scope of Study

Assessment and analysis of impact on cultural heritage should follow Australia's holistic approach towards risk management, involving interaction between analysis and decision-making through a combined process of assessing (estimating) risk and establishing procedures for management of this risk. This approach is in keeping with AS/NZS4360 standards for risk assessment and management for environment and cultural issues.

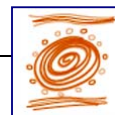
The project's Terms of Reference require that existing environmental values are described for both indigenous and non-indigenous cultural heritage sites and places associated with the Project. Specifically, this involves consideration of any places listed in the Register of the National Estate, Commonwealth and National Heritage Lists and/or Queensland Heritage Register, the Aboriginal Cultural Heritage Register and Database (maintained by the Department of Natural Resources and Mines), the local government heritage register; and existing literature relating to the affected areas that may be impacted by the proposed activities.

Reporting on the existing environment is intended to establish context and identify risks to significant indigenous and non-indigenous cultural heritage sites and places. To achieve this, the following scope of study will be followed:

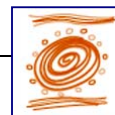
- Discussion of the historical, archaeological and physical context of the study area;
- Consideration of what non-indigenous heritage and known indigenous cultural heritage sites and places exist;
- Understanding of levels of significance associated with each of these sites and places.

The study area for reporting on the existing environment is defined in Map 1 by a blue external boundary, and in Map 2 where potential spoil placement sites are indicated.

This report will then consider the impact of the proposed Airport Link Project on those sites and places defined in the existing environment. Recommendations will be made on mitigating any negative impacts on non-indigenous cultural heritage values and enhancing any positive effects.



While this report provides contextual information on indigenous cultural heritage, a Cultural Heritage Management Plan (CHMP) pursuant to the *Aboriginal Cultural Heritage Act 2003* will also be prepared. Accordingly, discussion of consultation with Aboriginal parties, the findings of any cultural heritage study and the CHMP are outside of this report.



2 Approach to Study

Cultural heritage relates to peoples' perspectives of place and sense of value, within the context of history, environment, aesthetics and social organisation.

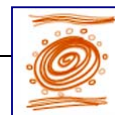
Cultural heritage may be divided into two areas of investigation in Australia: Aboriginal cultural heritage; and the heritage of the historic period of Australian culture since non-indigenous settlement commenced. Legislation covering these two aspects of cultural heritage overlap, in that the *Aboriginal Cultural Heritage Act 2003* contemplates both traditional and contemporary Aboriginal areas and objects of significance, while the *Queensland Heritage Act 1992* specifically states it does not protect Aboriginal cultural heritage, but does take into account sites and places where an indigenous and non-indigenous history was shared, e.g., mission sites. To capture appropriately these differences and overlaps in the description of cultural heritage, this report will use the terms "Aboriginal cultural heritage" and "historic heritage" to differentiate between these two areas of investigation.

Research into cultural heritage was undertaken with the assistance of extensive library and data bases held by ARCHAEO, and in public library facilities (John Oxley, University of Queensland, and Fryer Libraries). In addition, searches were conducted of the Register of National Estate (RNE), Queensland Heritage Register, National Trust and Brisbane City Council Heritage Register, the Commonwealth Heritage List and the National Heritage List. An inspection was made of Brisbane City Council records and reports held by the Heritage Branch of the Environmental Protection Agency.

Those properties which are listed with the Register of National Estate and State Heritage Register already have an established level of significance. Levels of significance have already been studied, and reported on within citations for specific properties that appear on these paramount heritage registers. In the case of sites and places that appear in National Trust and Brisbane City Council registers, levels of significance may or may not have been identified to the same extent. It is assumed for the purpose of this report that places on the Register of the National Trust of Queensland and Brisbane City Council registers reach, at the least, the local threshold of significance set out in Brisbane City Council City Plan 2000.

In addition, the possibility exists that a site or place of heritage significance may not yet have been listed or acknowledged by any of the registers and databases that were searched.

The ways in which significance is described are detailed in Sections 2.1, 2.1.1 and 2.1.2 below. The legislation on which significance assessment is predicated is detailed in Section 2.2 below.



2.1 Determining Cultural Heritage Significance

Cultural heritage significance relates to peoples' perspective of place and sense of value, within the context of history, environment, aesthetics and social organisation.

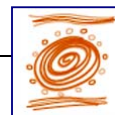
2.1.1 Historical Heritage Significance

The Burra Charter (Marquis-Kyle and Walker 1999) guides cultural heritage management in Australia. First adopted in 1979 by Australia ICOMOS (International Council on Monuments and Sites), the charter was initially designed for the conservation and management of historical heritage. However, after the addition of further guidelines that defined cultural significance and conservation policy, use of the charter was extended to Indigenous studies.

The charter defines conservation as 'the processes of looking after a place so as to retain its cultural significance' (Article 1.4). A place is considered significant if it possesses aesthetic, historic, scientific or social value for past, present or future generations (Article 1.2). The definition given for each of these values is as follows (Articles 2.2 to 2.5).

- *Aesthetic value* includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with the place and its use.
- *Historic value* encompasses the history of aesthetics, science and society, and therefore to a large extent underlies all of the terms set out in this section. A place may have historic value because it has influenced, or has been influenced by, an historic figure, event, phase or activity. It may also have historic value as the site of an important event. For any given place the significance will be greater where evidence of the association or event survives *in situ*, or where the settings are substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment.
- *Scientific research value* of a place will depend upon the importance of the data involved, on its rarity, quality or 'representativeness', and on the degree to which the place may contribute further substantial information.
- *Social value* embraces the qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group.

Article 2.6 of the Guidelines notes that other categories of cultural significance may become apparent during the course of assessment of particular sites, places or



precincts. A range of cultural significance values may apply. Article 5 of the Burra Charter states that:

Conservation of a place should identify and take into consideration all aspects of its cultural significance without unwarranted emphasis on any one aspect at the expense of others (Marquis-Kyle and Walker 1999).

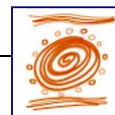
Every place has a history, as aesthetic value or a social meaning to some member of a community. Most places therefore meet some of the criteria prescribed above. It is, however, neither possible nor desirable to conserve every place. Some measures must be applied to these broad criteria in order to determine the degree of significance. The degree to which a place is significant will determine the appropriate forms of conservation management for that place.

Assessing cultural heritage significance against set criteria is a widely recognised method of achieving consistent, rational and unbiased assessments. Various authorities and bodies involved in heritage conservation adopt assessment criteria including the Australian Heritage Council, the National Trust, Australia ICOMOS, the Queensland Heritage Council and the Brisbane City Council. Whilst consistent with the notions of cultural heritage significance inherent in these bodies' criteria, the *Queensland Heritage Act 1992* sets out specific tests for considering places of State heritage value. Under Section 23(1) of this Act, a place may be entered in the register if it is of cultural heritage significance in accordance with Section 4 of the Act and satisfies one or more of the following criteria:

- a) If the place is important in demonstrating the evolution or pattern of Queensland's history;
- b) If the place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage;
- c) If the place has potential to yield information that will contribute to an understanding of Queensland's history;
- d) If the place is important in demonstrating the principal characteristics of a particular class of cultural places;
- e) If the place is important because of its aesthetic significance;
- f) If the place is important in demonstrating a high degree of creative or technical achievement at a particular period;
- g) If the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;
- h) If the place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.

In considering places of local heritage value, the Brisbane City Council's Brisbane City Plan 2000 adopts similar criteria to the *Queensland Heritage Act 1992* but applies them to a local threshold of significance. Part 2.1 of City Plan's Heritage Register Planning Scheme Policy states that:

A place may be entered in Schedule 1 (the Heritage Register) if it meets one of the following cultural heritage values:



- It is important in demonstrating the evolution or pattern of the City's or local area's history;
- It demonstrates rare, uncommon or endangered aspects of the City's or local area's cultural heritage;
- It has potential to yield information that will contribute to an understanding of the City's or local area's history;
- It is important in demonstrating the principal characteristics of a particular class of cultural places;
- It is important because of its aesthetic significance;
- It is important in demonstrating a high degree of creative or technological achievement at a particular period;
- It has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons;
- It has a special association with the life or work of a particular person, group or organisation of importance in the City's or local area's history.

It is assumed for the purpose of this report that places on the Register of the National Trust of Queensland reach, at least, the local threshold of significance set out in City Plan.

In general terms, heritage may be defined as places or objects that have significant value in their own right, while character is the underlying qualities that constitute the sense of place of a particular area. The heritage significance of a place or object can be diminished, destroyed, preserved or restored, but not improved. It is usually limited to a few specific locations. By contrast, all areas exhibit some form of urban character and that urban character of a place can be improved (Heritage Council Victoria 1998: 3).

2.1.2 Significant Aboriginal Cultural Heritage

The *Aboriginal Cultural Heritage Act 2003* (hereafter the ACH Act) defines Aboriginal cultural heritage as anything that is:

- (a) a significant Aboriginal area in Queensland; or
- (b) a significant Aboriginal object; or
- (c) evidence, of archaeological or historic significance, of Aboriginal occupation of an area of Queensland.

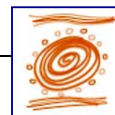
In order to understand what "areas of Aboriginal significance" are, the Act describes them in the following way:

A "significant Aboriginal area" is an area of particular significance to Aboriginal people because of either or both of the following –

- (a) Aboriginal tradition
- (b) the history, including contemporary history, of any Aboriginal party for the area (Section 9).

The ACH Act then goes on to discuss identifying significant Aboriginal areas:

- (2) For an area to be a significant Aboriginal area, it is not necessary for the area to contain markings or other physical evidence indicating Aboriginal occupation or



- otherwise denoting the area's significance. For example, the area might be a ceremonial place, a birthing place, a burial place or the site of a massacre.
- (3) Also, if significant Aboriginal objects exist in an area and the significance of the objects is intrinsically linked with their location in the area –
 - (a) the existence of the objects in the area is enough on its own to make the area a significant Aboriginal area; and
 - (b) if it is reasonably appropriate under this Act, the immediate area and the objects in it may be taken to be, collectively, a significant Aboriginal area
 - (5) For identifying a significant Aboriginal area, regard may be had to authoritative anthropological, biogeographical, historical and archaeological information (Section 12)

The Act contemplates the necessity to recognise Aboriginal people as the “primary guardians, keepers and knowledge holders of Aboriginal cultural heritage” (Section 5(b)), and ensures that “Aboriginal people are involved in processes for managing the recognition, protection and conservation of Aboriginal cultural heritage” (Section 6(g)).

The Act also recognises the concept of archaeological significance in its definition of Aboriginal cultural heritage. Archaeological significance, as defined by the Burra Charter and ‘best practice’ guidelines, relates to the research potential of a place or item to contribute information that other sites may not afford. It has the expectation that a place or object can contribute knowledge that is relevant to questions about human behaviour, history and other aspects of human interest.

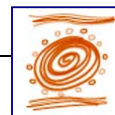
2.2 Legislation Applicable to Cultural Heritage

Knowledge of cultural heritage legislation is essential when assessing sites, places or items of cultural heritage significance. The following section discusses both national and State legislation relevant to cultural heritage.

2.2.1 National Legislation

At the national level, the *Environment Protection and Biodiversity Conservation Act 1999* is now the key national heritage legislation, and is administered by the Commonwealth Department of Environment and Heritage. In addition, the following legislation is relevant to heritage:

- The *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* provides Aboriginal people with the right to request the federal Minister for Aboriginal Affairs to intervene through an injunction in cases where they consider that their cultural heritage is at risk. This Act does not determine significance, or limit the type and place for which protection is being sought.
- The *Australian Heritage Council Act 2003* provides for the establishment of the Australian Heritage Council, which is the principal advisory group to the Australian Government on heritage matters. This Act also provides for



registration of places considered of national significance on the Register of the National Estate (RNE) or the Australian Heritage Places Inventory (AHPI).

2.2.2 State Legislation

In regard to Aboriginal cultural heritage, the paramount legislation in Queensland is the ACH Act, which states that a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "**cultural heritage duty of care**") (Section 23[1]).

Compliance with the cultural heritage duty of care is an important consideration for all landowners and those who wish to carry out an activity on land. A person who carries out an activity is considered to have complied with the cultural heritage duty of care if they are acting under:

- Another provision of the ACH Act;
- An approved CHMP;
- A native title agreement or another agreement with an Aboriginal party, unless Aboriginal cultural heritage is expressly excluded from being subject to the agreement; or
- In compliance with the Duty of Care Guidelines to the *Aboriginal Cultural Heritage Act 2003* (Section 23[4a]).

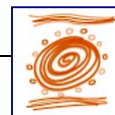
An approved CHMP is required where an EIS is statutorily required to be prepared for a project, such as Airport Link. Approval will be gained through a programme of consultation between the sponsor and the Aboriginal parties, and final approval by the Chief Executive of the Department of Natural Resources, Mines and Water. If approval is not given, or agreement is not reached between parties, then an appeal period, mediation, and arbitration by the Land and Resources Tribunal, and recommendation to the Minister administering the Act, may follow.

The *Land and Resources Tribunal Act 1999* establishes a Land and Resources Tribunal that has exclusive jurisdiction over Aboriginal cultural heritage matters referred to it for mediation, arbitration or applications for injunctions.

Historical cultural heritage matters are covered in the *Queensland Heritage Act 1992*, which provides for a listing of places within a Heritage Register. Protection is offered to places that have been entered on the Queensland Heritage Register according to a set of criteria which are provided in section 2.1.1 above. The *Integrated Planning Act 1997* requires that a person who intends to carry out development on a listed heritage place seeks approval from the Queensland Heritage Council.

2.3 Nature of Cultural Heritage

A report on cultural heritage assesses sites, places and areas of both Aboriginal and historical heritage significance. This report will provide comments on the contextual



landscape of the study area (section 3), known Aboriginal areas and history (section 4), contextual history of the suburbs within the study area (section 5), and specific sites, places and area (section 6). Assessment of impacts from the project will be considered in section 7.

As discussed above, levels of significance of an historical heritage site or place are measured by the application of a range of criteria. If a place is assessed and it meets at least one criterion of the criteria list provided by the *Queensland Heritage Act 1992*, then that place may qualify to be on the Queensland Heritage Register. However, to be considered for registration, that place must be recommended for consideration, whether by the owner or by another party. Thus places may remain unlisted because their levels of significance have not been assessed.

A more comprehensive study of significant historical heritage has been undertaken by the Brisbane City Council, through suburb-wide studies. However, the criteria used by City Plan 2000 are designed to determine, at the least, local significance, rather than State or national significance. Many places that are listed in the heritage register of City Plan 2000 would not necessarily qualify for listing on the Queensland Heritage Register. Rather, they are of local significance, and as such contribute to local character and a suburban community's sense of place.

2.3.1 Historical Heritage Sites and Places

Historical Heritage Sites and Places of Known State Significance

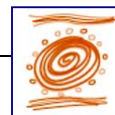
As discussed above, the buildings on the Register of National Estate and Queensland Heritage Register already have an established level of significance, given their entries onto these registers, and are assumed to be of state significance at the least.

Appendix 1 contains a complete list of each heritage site or place that is listed on the Register of the National Estate and/or the Queensland Heritage Register (as well as other heritage registers). Each of these listings will be discussed briefly in following sections. In particular, information on the nature of cultural heritage significance, and the extent of significant elements of the overall place will be discussed. More complete information including contextual history can be obtained from the heritage citations.

Management of sites and places on the Queensland Heritage Register and/or the Register of the National Estate should prioritise complete protection.

Known Historical Heritage Sites of Local Significance

In addition to those sites and places on the Register of the National Estate and the Queensland Heritage Register is a range of other sites and places that have been in registers of Brisbane City Plan 2000 and/or the National Trust. Some of these sites and places will also qualify to be on the Queensland Heritage Register, and may have higher than local levels of significance, but the fact that they appear on Brisbane City Plan 2000 and National Trust registers means that they have at least a known level of local



significance.

While protection of historical heritage sites and places of local significance should be prioritised, other forms of management or mitigation of values may also be considered if, for a range of other reasons, complete protection may not be possible.

Previously Unknown Historical Heritage Sites

The possibility that a place has escaped previous heritage studies, including those for the Brisbane City Plan 2000 must not be dismissed. To explore this potential, visual inspections were made of all streets where the Airport Link corridor may have impact. Any place that potentially may have historical heritage significance and on which an impact from the project was possible was then assessed for its levels of significance.

Precincts

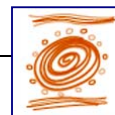
A precinct, for the purposes of this study is an area where there is a density of heritage sites and places of significance interrelated by common historical themes or design. Individual sites and places within a precinct may be of significance. Conversely, a range of sites and places within a precinct may not be individually of higher levels of heritage significance, but may, as part of the overall precinct, add to the precinct's significance. Thus, the loss of buildings in themselves not of high levels of significance may impact on the overall significance of the precinct.

2.3.2 Known Aboriginal Areas

Known sites and places are those that are found in publicly available documentation, such as early accounts, diaries, observations, and newspaper articles of Brisbane, or have been placed on the public record by Traditional Owners.

2.3.3 Archaeological Sites

Archaeological sites may be of an Aboriginal or an historical origin. It is acknowledged that the rapid development of Brisbane has modified extensively the local landscape of the study area, and more than likely impacted on archaeological sites of an Aboriginal origin. However, the presence of sub-surface archaeological material is possible where the landscape has been filled, and should be considered in a cultural heritage report. Even in a modified landscape, the presence of an historical archaeological record is possible.



3 The physical and cultural landscape

An understanding of the landscape, particularly its geological and geomorphological base, soil types and natural vegetation is important when constructing a predictive or contextual model for archaeology. Landscape has an effect on the cultural decisions people make, including how to live and interact within a particular environment. This in turn influences the archaeological record, particularly the items of material culture that are left behind and the items that are preserved.

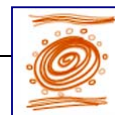
Accordingly, before an understanding of the nature and presence of cultural heritage and archaeological material in and around the present study area is possible, it is necessary to examine the environment of the study area and its immediate surrounds prior to impacts originating from the development of Brisbane City.

The relevant geology of this section of the Brisbane Valley is characteristic of the Neranleigh-Fernvale Beds. These were deposited on a continental slope and deep oceanic basin. During three and possibly four periods of deformation some 290 to 300 million years ago, these beds have been complexly folded, faulted, uplifted and added to the eastern edge of the Australian continent. The area has been subjected to erosion since it was added to the continent. Much material has been carried away by streams and deposited in continental basins elsewhere.

A further relevant geological feature is the position of the Brisbane Tuff flow through the Neranleigh-Fernvale landscape. Beginning about 225 million years ago (during the Triassic Period), violent volcanic eruptions caused a flow of semi-liquid pumice and dust to be deposited in distinctive flows called Brisbane Tuff. These deposits lie at Albion and in a narrow river under much of Lutwyche Road. The magnitude of this flow is visible in the resulting rock unit of welded tuff or ignimbrite, an example being the Old Windsor Quarry. Sediments from the older rocks were washed away by fast-flowing streams and later by broad rivers which cut across flood plains dotted with swamps. One of these, east of Brisbane, underlying Nundah, is called the Tingalpa Formation. In these swampy areas, sediments were mixing with dead vegetation and ultimately being compacted into coal. This explains why coal was recorded at Nundah in a small deposit on the banks of Kedron Brook. Erosion continued through the Cretaceous and into the early Tertiary (about 55 million years ago).

Ultimately, an understanding of the geology of the Brisbane area and the geomorphology of the Brisbane River in particular indicates that the lower Brisbane Valley was probably a stable area throughout the time of human habitation. Changes have occurred, including deposition and erosion of alluvium, the laying down of the Holocene deposits near the mouth of the river, and the speed at which the river flowed. However, these factors have not significantly altered the nature of the surrounding valley.

Nearby slopes of undulating topography would once have carried a dry eucalypt woodland, giving way to thicker vegetation with a fern understorey along local creeks.



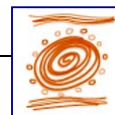
Some creeks, like Breakfast Creek, carried riparian vegetation, whereas other creeks, including possibly Kedron Brook, featured a mixture of riparian and open eucalypt woodland. The steeper slopes of the Neranleigh-Fernvale beds supported an expansive forest of grass trees as well as eucalypts. This extensive range of vegetation types offered a diversity of diet and resources for the production of various items of material culture that would have been enhanced by the ready availability of permanent fresh water in the numerous local creeks and waterholes in the area, especially around Kedron Brook and Breakfast Creek.

The physical landscape has influenced both Aboriginal and non-indigenous people in a range of ways. Thus, from a cultural heritage perspective it is crucial that a contextual understanding of the physical landscape be provided.

From an Aboriginal perspective, the physical landscape is country created by totemic ancestral beings that traversed the whole land in a time before the Dreaming. These ancestor beings, either animal, human or monster, travelled over the land, engaging in human-like activities. They released the life-force that enabled the population of the land; established cyclical seasonal patterns, times and places for ceremonies. The tracks left by these ancestor beings, referred to as dreaming tracks, mythical tracks, ceremonial tracks or songlines, link in a network between places that are highly significant. W. E. H. Stanner (1969) has remarked, 'Aboriginal people moved not in a landscape, but in a humanised realm saturated with significations'. For this reason, natural features unrelated to an archaeological record may hold high levels of significance for Traditional Owners. Equally, significant sites or areas may also be within the landscape, associated with physical elements such as creeks containing permanent fresh water, areas where food resources grow, and places where useable stone for artefacts could be quarried or collected.

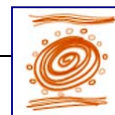
An understanding of the cultural landscape, its landforms, underlying geology, the resulting soil and the type of floral and faunal habitats is also important when constructing a predictive model for archaeology. Flora and fauna communities can have an effect on the cultural decisions people make, including lifestyle and interaction within that particular environment. This in turn influences archaeology; what items of material culture are left behind and what remains are preserved for the present. Urbanisation has had a detrimental impact on the Aboriginal archaeological record of northern Brisbane, but from ethnographic and historic sources (discussed in Section 4), we know that important campsites were often associated with open eucalypt woodland and permanent water sources, in proximity to a range of vegetation types, such as the riparian patches found along Brisbane's creek system. Important camp sites were reported on Kedron Brook near Nundah and Kalinga, on Enoggera Creek in Newmarket, and on the creek that once flowed through Victoria Park and the modern day Exhibition Grounds of Bowen Hills.

Non-indigenous settlement has also been heavily influenced by landscape. This is evidenced in the spread of residential development through the study area. For example, more costly houses are often constructed on higher ground with lower ground being occupied by residential estates with smaller, often originally less expensive homes. This is evidenced in the study area by the position of the original large homes,



such as Rosemount, Oakwal and Kirkston, usually on the tuff hills and rises in the vicinity of the study area. In Swan Hill, the original residential estate between Lutwyche Road, Newmarket Road, Northey Street and Green Terrace, larger homes were built on the higher slopes, while the more flood prone lower areas of, for example, the suburban fringe near Enoggera Creek were associated with workers' cottages when the suburb was first developed. Open spaces and recreation areas are often associated with creeks where flooding is an important consideration.

Local topography and natural obstacles such as creeks were important influences on where roads were first placed in the landscape. Major road systems are laid where grades are better for vehicle travel, and avoid the steeper parts of the landscape. The first bridge on a road to the north out of early Brisbane town was the crossing of Breakfast Creek in Bowen Hills, and initially access to the Lutwyche area was via this bridge, Sandgate Road and a track approximately where the Albion Overpass lies today. Fording Enoggera Creek with Bowen Bridge was the precursor of Lutwyche Road's development as a major thoroughfare, and the rapid urbanisation of the Windsor and Lutwyche areas.



4 Aboriginal Cultural Heritage

This assessment of Aboriginal cultural heritage aims to identify known sites and places in the study area and near vicinity.

Known sites and places are those that are found in publicly available documentation, such as early accounts, diaries, observations, and newspaper articles of Brisbane, or have been placed on the public record by Traditional Owners.

An Aboriginal cultural heritage study may be undertaken by the Aboriginal Parties for the affected corridor, and this report in no way precludes statements of significance that may be forthcoming from that study.

4.1 The Archaeological Record

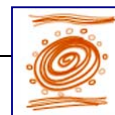
Comparatively little archaeological identification and assessment of Aboriginal sites has occurred in the Brisbane City area, largely because of the swift encroachment of development. Although little direct evidence has survived, by combining the archaeological record with ethnographic accounts from early European explorers and colonists a picture of pre-European life in the wider Moreton Bay region can be tentatively drawn.

Aboriginal groups are thought to have occupied coastal Southeast Queensland since at least the late Pleistocene (up to 20 000 years BP). This estimate is based on archaeological evidence from the Wallen Wallen Creek site (Neal and Stock 1986).

A large-scale midden complex, found on the southwest coast of Moreton Island, has been dated to around 2200 years BP and sites in Deception Bay and Sandstone Point to around 3000 years BP (Hall 1982). Interestingly, very few sites have been discovered in the region that date to between 2000 and 6000 years – a period when sea levels in the bay had stabilised and the environment is thought to have been very similar to that of today (Hall 1982). One exception is the nearby Brisbane Airport Site, with material dating from 1170 to 5837 years BP.

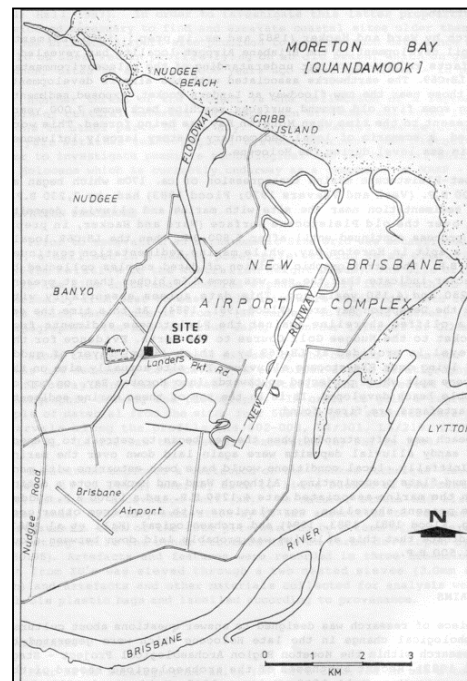
Evidence from these excavations and other archaeological sites discovered in Moreton Bay indicates that fishing, collection of shellfish and gathering of local food plants were important activities for Aboriginal peoples living in the region. A model on subsistence and settlement by Draper (1978) highlights the seasonal nature of these activities.

A review of cultural heritage issues associated with the Brisbane Airport site was undertaken in 1998 (Ann Wallin & Associates (AWA) 1998a [now ARCHAEO Cultural Heritage Services]). The historical and environmental context of the area was evaluated in order to make predictions about the presence of archaeological material. Historical research indicated that archaeological sites connected with the convict era and World War II may exist within the site.



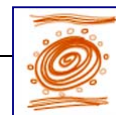
An artefact scatter situated on the eastern bank of the Kedron Brook Floodway Canal near the former Landers Pocket Road was investigated by Dr J. Hall (University of Queensland) in 1984 (Hall and Lilley 1987) (Map 3). Test excavations of the site unearthed an *in situ* c. 5000 year old artefact assemblage containing a number of backed blades. Further excavation of the site was undertaken in 1987 (Hall and Lilley 1987). More than two hundred stone artefacts made from silcrete, quartzite, chalcedony, silicified wood and quartz were found throughout the deposits. Artefacts from post-European occupation of the site were also found, including pieces of wood, ceramic, glass, concrete and metal objects. The site provides evidence of early human coastal exploitation during the early Mid-Holocene period (Hall and Lilley 1987). This study highlights the potential for archaeological material to exist in sub-surface deposits, even in areas that have been heavily modified and covered by fill.

Map 2 Showing location of Lander's Pocket Road (adapted from Hall and Lilley 1987)



Further to the north of the study area, opposite the Nudgee Golf Course, a significant Aboriginal area has been recorded. The Nudgee Waterhole Reserve forms part of an area of archaeological and cultural significance. The reserve protects a number of cultural and archaeological sites, including artefact scatters, fringe camp, a bora ring and a corroboree area (ARCHAEO 2002a). Bora rings are highly significant sacred sites to Aboriginal people and the Nudgee Waterholes site is one of the few surviving bora rings in Brisbane.

ARCHAEO (2003) conducted cultural heritage surveys in two areas related to the Brisbane Gateway Corridor Upgrade, of which Survey Area 1 is relevant to this project. Survey Area 1 encompassed the Airport Northern Access Precinct and the Kedron Brook Wetlands Precinct north of the roundabout at Lomandra Drive. At the time of the study, the area consisted primarily of formerly cleared and/or heavily disturbed land that was



completely reclaimed through sand fill operations in the 1980s. The Kedron Brook Wetlands precinct lies outside Brisbane Airport Land, and although this area has undergone significantly less disturbance, it still represents an impacted environment.

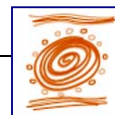
No Indigenous sites of cultural heritage significance were located during the field assessment. Numerous scatters of marine faunal shell material were noted but it was established that this material derives from redistributed dredged sand deposits brought in as introduced fill. Even though no archaeological material was discovered during the cultural heritage survey, monitoring was recommended for certain areas in the study zone. The Kedron Brook Wetlands precinct has undergone significantly less land reclamation/ground surface disturbance than the Airport Northern Access Precinct. This coupled with Hall and Lilley's study, previously mentioned, increased the possibility of locating sensitive cultural heritage materials in the area. Survey Area 2 of the Brisbane Gateway Corridor Upgrade also held the possibility of in situ surface-based and/or subsurface cultural heritage materials as it would have been a significant food and water source (ARCHAEO 2003).

ARCHAEO (2004a) researched cultural heritage issues in the Hamilton Northshore Precinct. This report concluded that while a vast quantity of fill has been introduced to the area around the Hamilton Wharves, it is still possible for subsurface archaeological material to remain under the fill in several specific areas, albeit in a highly disturbed context.

ARCHAEO (2004b) researched the Aboriginal cultural heritage issues associated with construction of the proposed North South Bypass Tunnel (NSBT). A large chain of swamps and connecting creek system was present in the area that is now the Brisbane Exhibition Grounds at Bowen Hills and Queensland Rail land in Mayne. The report showed that a range of Aboriginal sites and places had been associated with these natural features, including a bora ring, fighting ground and corroboree area, and camping grounds (see Section 4.2 for more details). The report concluded that there was a possibility that Aboriginal archaeological material still exists within the northern section of the NSBT study area. There is a potential for archaeological material to be encountered where swamps were formerly located and have now been filled. This material may include burials (although unlikely given the acidic nature of the soil), artefact scatters, shell middens, and remnants of historic 'fringe' camps.

4.2 Historical Accounts of Aboriginal Life

The present study area was once part of a larger natural environment that would have offered Aboriginal people with a rich variety of food resources and useful materials and provided a sound base for a permanent or semi-permanent population. Early explorers (Bingle (in Welsby 1913); Oxley, Cunningham, Fraser, Fyans (n.d); Logan and others (in Steele 1975) or settlers/visitors (Backhouse, (in Steele 1975); Eipper 1841, 1842; Mathew 1910; Meston, 1901 (in Steele 1984), 1923; Nique and Hartenstein 1841 (in Steele 1984); Petrie 1983, Ridley, 1861 (in Steele 1984), Gaiarbau (in Winterbotham 1957); Welsby, 1913; and commentators (Colliver & Woolston 1978; Ponosov 1964;



Steele 1975, 1984) reported various aspects of Aboriginal cultural life that allow us glimpses to the past.

Historical records indicate that members of the Duke of York's' clan frequented Bowen Hills, including Breakfast Creek and Newstead. Based on Petrie, Steele (1984: 121) identifies the "Duke of York's clan" as one of five identifiable clans living in early historic Brisbane and who fall within the 'Turrbal' language group.

The area from the Pine River to the north bank of the Brisbane River and east to Nudgee, enclosing Nundah, was the territory of the so-called 'Duke of York' clan. Meston was informed by local Aborigines that they called themselves '*Bo-obbera*', or *Boorpooban-burra* speaking a dialect called 'Churrabool' (Meston: 1923). They incorporated much of north metropolitan Brisbane and it was in this area that they met the castaways, Pamphlett, Parsons and Finnegan in 1923.

We fell in with a party of blacks who were going to fish with their nets, and on our asking them, they gave us a good meal of fish; but the next day they seemed anxious that we should leave them, and upon our not doing so, as readily as they wished, they made an attempt to seize our canoes (Steele 1984).

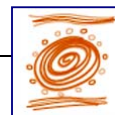
Oxley and Cunningham during their expedition to establish a penal settlement at Redcliffe and exploration of the Brisbane River, met members of the Duke of York's clan at the mouth of Enoggera (or Breakfast) Creek in 1824. The same people were observed at Toowong twelve days later (Steele 1984).

Writing in his memoirs, Foster Fyans, the commandant of the Moreton Bay penal settlement, observed a visit by the 'old Duke' to the settlement. The 'Duke' produced his war implements and threw his row-row (towrow or fishing net) taking fish with expert skill. Christopher Eipper, one of the German missionaries at Nundah, wrote extensively on the clan and its neighbours. Brisbane was called *Umpie Korumba* (many houses) and the German settlement was *Umpie Daggur* (houses of white men). The word *daggur* also means a ghost or stranger and the word 'jackaroo' is derived from it.

Tom Petrie also provides information on the Aboriginals of the Brisbane area. He stated the headquarters of the Brisbane clan at York's Hollow was known as *Barrambin*. There was another, *Buyuba* at Newmarket (a name meaning 'shin' referring to the straight stretch of Enoggera Creek near Bancroft Park). The campsite at Toowong was known as *Baneraba* (Petrie 1983).

York's Hollow was considered very significant. It was a fighting ground, ceremonial and dispute settlement centre and one of the central camps of the Brisbane tribe. Porter (n.d.) describes up to 400-500 people assembled there for dispute resolution, each tribe camping on opposite sides of the flat. The gathering would then be followed by a ritualised fight.

Within the study area is the camp known as 'Barrambin' (Petrie 1983). This is often identified with the Exhibition Ground at York's Hollow, but Petrie is ambiguous, referring to a site where the railway crosses Enoggera (Breakfast) Creek as 'Barrambin', and also

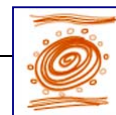


to a large swamp he also terms 'Barrambin'. He appears to make a distinction between the fighting ground at York's Hollow (where there was also a camp) and the camp at Bowen Hills (presumably 'Barrambin'), but the two may have been the same. This suggests that the camp at York's Hollow may have been located between the Exhibition Ground and Mayne Rail yards, somewhere around the junction of Montpelier Road and Abbotsford Road. Cleary (1990) refers to 'Barrambin' in the form of 'Pahroombin', the name for George Edmondstone's house and estate at Mayne on the southern bank of Breakfast Creek. This would also fit repeated references to the railway crossing of Breakfast Creek, as being called 'Barrambin' and also a good place to camp and fish. Petrie (1983) notes that there was a large swamp (also confusingly called 'Barrambin') located approximately on the site of the Mayne Railway yards. However Porter (n.d) places it on the site of the Acclimatization Society grounds, where Bowen Park is located.

**Map 3: Aboriginal sites in
Historical Records at
Bowen Hills**

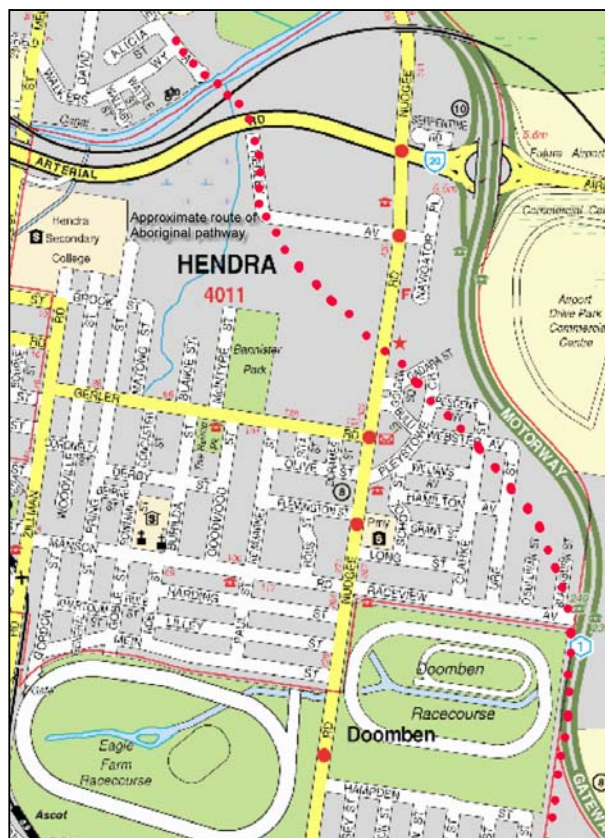


Detailed study by ARCHAEO may have sorted through these inconsistencies. The fighting ground seems to have been located under the present Exhibition Ground based on reconstruction of the stream that flowed down through York's Hollow, identified on a drainage map produced for Brisbane City Council (State Archive Map 1870). This shows the possible location for the fighting ground was in a bend of the creek where there was flat ground. The camps were located near to the fighting ground but on a slight ridge (Petrie 1983). These would place them about where Bowen Park is today, looking down on the fighting ground as Porter (n.d) says the fighting was located. This suggests that



Barrambin Swamp may have been the large swamp directly behind Campbell's house, roughly where the Mayne Rail yards are today. This suggests that the initiation ground described by Petrie (1983, p 118) who says a boy went through the 'kurbingai' ceremony is at Bowen Hills. 'Bowen Hills' was the name of the property of P. Campbell and was used to locate a place several times by Petrie. The property is shown on an early map as located between Mayne St and Campbell Road. The fact that this is the general location of the Bowen Hills bora ground is further collaborated by another incident when a corroboree was danced at the Barrambin camp at Bowen Hills. Petrie says quite clearly that the kippa ceremony, even the simpler 'kurbungai' ceremony was undertaken at a bora ground. Therefore the Bowen Hills/York's Hollow bora was probably located on the site of Campbell's "Bowen Hills" property.

The area to the east of the northern end of the present study area was very significant to Aboriginal people living in the area as it lay upon the great coastal pathway that enabled trade and travel between tribal groups. A missionary living at the early Lutheran mission situated at *Zion's Hill*, close to Kedron Brook to the north of the Brisbane River, stated that the site of the mission was situated "at the great thoroughfare of the Aborigines, when proceeding either from the north or south along the sea-coast, as well as coming from the interior" (Eipper 1841: 4).

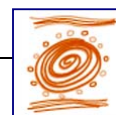


One local historian has estimated that the pathway ran north-westerly from the river:

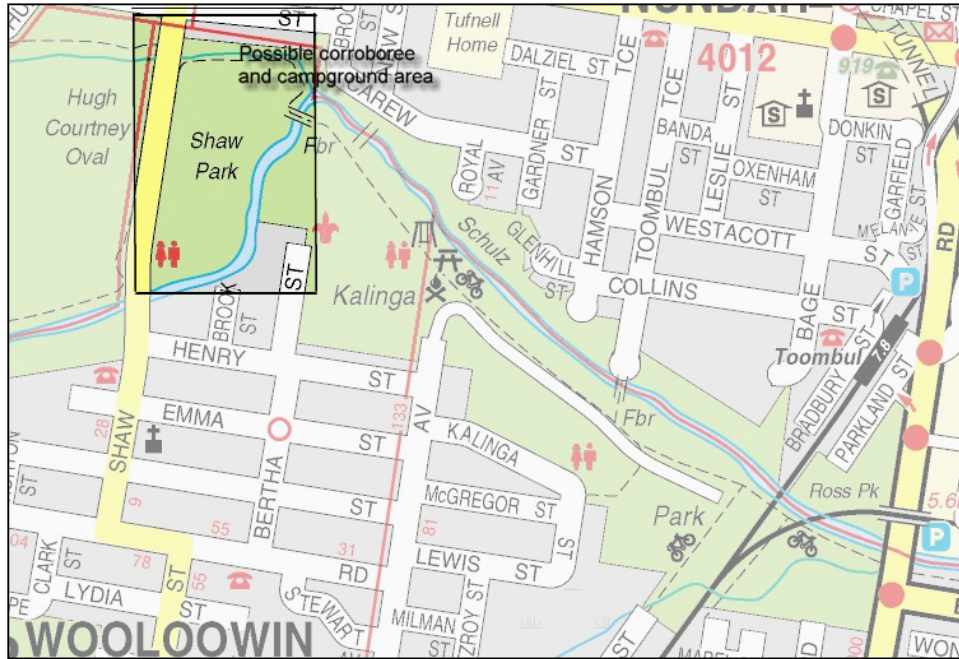
..probably skirting the eastern boundary of the Doomben racecourse....It crossed Nudgee Road somewhere between Gerler Road and Hedley Avenue and passed through the area now covered by the bulk stores built during the second world war. The 400 meter section of Hedley Avenue that led south-easterly from Walkers Way (now closed by the East-West Arterial Road) followed the old route exactly (Cleary 1990:85).

According to Petrie (1983) the coastal pathway crossed the river at the sandbanks near the mouth. This place was an important centre for dugong fishing for both sustenance and medicinal purposes, and was associated with dugong dreaming stories.

Map 4: Map of Coastal Pathway



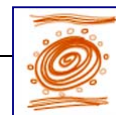
A Corroboree ground and camp site were known to exist on the western bank of Kedron Brook near a blue gum along the eastern side of Shaw Road, Kalinga Park (see Map 6). It has been reported that residents heard the sounds of the corroboree from the high grounds to the north. (Colliver and Woolston 1978: 66)



Map 5: Approximate vicinity of Kalinga Park corroboree and camp ground

Archibald Meston wrote of the pristine conditions of material abundance enjoyed by the Nundah people in the region prior to European settlement, or as he termed it 'a vampire civilization' descended upon them (Evans 1987). But for the Aborigines of 1860, camped beside the convict-built road to Nundah and Sandgate, venereal disease and alcohol had decimated the once rich and contained traditional life ways. Even the *Moreton Bay Courier* argued that 'in instinct and moral principle' the Aborigines were 'immeasurably our superior'. Two of the missionary trained Aborigines - Dalinka and Dalipia - speaking of the new comers, said in 1850: 'You live like birds of prey and if you amass wealth, you soon become a bird of passage; you do not seek the good of the land where you dwell' (Thorpe 1985).

Consistently recorded in the ethno-historical texts is the fact that those areas associated with not only the Brisbane River, but also with a creek mouth or nearby freshwater swamp, were favoured places for occupation sites by Aboriginal people before non-indigenous settlement. Ethnographic sources also indicate the importance of the numerous rock bars as crossing points across the river.



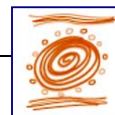
When Oxley and Cunningham navigated Breakfast Creek in 1824 (beside which they broke their fast, hence the name) they discovered how “numerous were the beaten paths of the wild aborigine. His several fireplaces showed me that this part of the River was numerous inhabited” (Steele, 1984: 123). Moreover, according to various eyewitness reports, the mouth of Breakfast Creek in particular was “a place of especial spiritual and ceremonial significance to the North Brisbane blacks” (Evans, 1992: 81). Tom Petrie, who first arrived in Brisbane as a child in 1837, explained that the name Enoggera originated from *Yawagar* or *Yowoggera* meaning a corroboree place and that it referred to a location at the mouth of Enoggera (Breakfast) Creek (Steele 1984:124). Steele also adds that this site was also a burial ground. This is based on a description by Lang (1877) who describes a visit in 1845 and noted a scarred tree carved with totems. But this may not necessarily denote a burial ground as carved trees often had an association with bora or fighting grounds (Steele 1984). It seems that historians may have confused Fraser’s expedition to Breakfast Creek with his subsequent comment that the burial ground was located at the mouth of the creek that supplied the penal colony of Brisbane with water. This was not Breakfast Creek but Wheat Creek that flowed out near Creek Street in what is now central Brisbane.

There were a number of ‘fringe’ camps at Breakfast Creek but these appear to be comprised of members from outlying tribes, such as the Bunya and Bribie groups. Shortly after the establishment of the German mission at Zion’s Hill historical documents indicate the existence of an Aboriginal fringe camp at Breakfast Creek on the road to the Eagle Farm establishment. James Fennelly was charged at his trial in December 1840 with abducting an Aboriginal woman from the camp (Evans 1992: 24). The same camp, it appears, was later known as the Eagle Farm camp and was situated further along the road, “across the creek and along the river road towards Eagle Farm” (Fisher 1992: 37).

With reference to these camps, Fisher (1992: 37) comments:

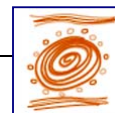
Though the origins of these encampments are obscure, one might have [in 1860] sheltered remnants of the Duke of York’s clan, but more likely the Bribie Island, Ningy-Ningy (Toorbul Point to Redcliffe) and Wide Bay Aborigines who were losing their traditional territory further north. These clans appeared at Brisbane as early as 1845 and assembled regularly for tribal battles and blanket days thereafter. They were often hostile towards the Duke of York’s clan, particularly during the 1850s when they were believed to be conducting a war of extermination against the Brisbane blacks. They were also blamed for much of the trouble further afield.

A favourite fishing place called *Mooroo-Mooroolbin* was located where Breakfast Creek flows into the Brisbane River; the local Bo-obbera people used heart-shaped towrow nets to harvest the shoals of mullet (Evans 1987). Evans argues that the three camps may indicate that three different clans or tribal remnants were involved. He suggests the presence of the Joondobarrie from the Bribie area and the Ningi-Ningi people who were living in north Brisbane as early as 1853, when Steele says they combined in ‘a great fight against the Logan and Amity clans’.





Map 6: Location of Aboriginal sites in Historical Record in Relation to Study Area



4.3 History of Contact Between Indigenous and Non-Indigenous Cultures

Nundah is the oldest free settlement in Queensland. Any history of the town is also the story of the German missionaries of Zion's Hill who established a mission at Nundah in 1838 to convert the Aborigines of Moreton Bay.

The *Sydney Gazette* of January 1838 noted the arrival of new colonists:

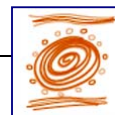
Among the passengers of the *Minerva* is a party of German missionaries with their families come out to establish a mission to the wretched aborigines to the northward of this colony....with a view to the communication of the arts of civilised to the Aborigines in conjunction with Christian knowledge.

The German mission had come about through the ministrations of Rev. Dr John Dunmore Lang, the controversial pioneer Presbyterian minister of the newly established colony of New South Wales. In 1837 Lang was in England trying unsuccessfully to find missionaries to evangelise the Aborigines of Moreton Bay. About to leave to return to Australia, he heard of the renowned Pastor Johannes E. Gossner who was training young men for missionary work. Ten young men agreed to come to Brisbane. They included Gottfried Haussmann (a married farmer), Gottfried Wagner (single and a shoemaker), Peter Niquet (married bricklayer), Ambrosius Hartenstein (married weaver), Johann Zillmann (married blacksmith), Friedrich Franz (unmarried tailor), Ludwig Doge (single gardener), August Rode (married cabinetmaker), August Olbrecht (unmarried shoemaker) and Moritz Schneider (married medical student). Two clergymen - Carl Wilhelm Schmidt and Christoph Eipper - joined them. They sailed to Australia in *Minerva* from Greenock and arrived in Sydney five months and 10 days later. Typhoid broke out on the voyage and the missionaries nursed the sick; Schneider contracted the disease and died in Sydney.

Although often referred to as Moravians or Lutherans, L. B. Grope makes the point that this stemmed from a mistake by Thomas Welsby. Both Gossner and his young missionaries belonged to the Prussian Landeskirche. In Australia they joined the Presbyterian Church as there was no Lutheran Church operating at the time.

The Government of New South Wales granted the missionaries a square mile of country, mostly swamps, and a small hill, beside Kidron (later Kedron Brook), which they named Zion. It seemed to Schmidt, writing to his father that the place was admirable. Nique noted the superabundance of timber, including cedar, while Hartenstein reported that 'we cannot describe the beauty of the land around Moreton Bay.....Cactus, pineapples, figs, lemons, oranges, pomegranates, melons, peaches flourish here throughout the year' (Grove 1981). Pastor Eipper (1842a) described Zion's Hill:

The settlement is situated on a hill, from which they have given it the name of Zion's Hill, it consists of eleven cottages with enclosed yards, kitchens, storehouses. These cottages are built in a line on the ridge of the hill from east to west. In front of the houses small gardens are laid out down the hill towards a lagoon; at its base and in the



rear of the yards larger gardens run down on the opposite descent. Their houses are either thatched or covered with bark; the walls are built with slabs and plastered with clay both inside and outside, being whitewashed with a species of white clay found on the spot and mixed with sand. The ceilings are formed of plaits of grass and clay wound about sticks laid across the tie-beams, and the floors of slabs smoothed with the adze, each cottage having two or three rooms and one fireplace.

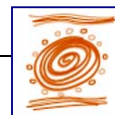
The houses were built along what today is known as Walkers Way. A number of cottages were erected for the local Aborigines to break them of "nomadism". A report from the mission told of its lack of success:

You know we erected four cottages for the blacks and fenced in some gardens. The Aborigines worked diligently with us and were very happy. But all at once their children ran out of the cottages and cried 'The devil, the devil is in the house'. Thereupon they became so frightened that they ran away and will not go into the houses again or work in the gardens. Instead they roam around as previously. Indeed, they tear the bark from the houses and the timber from the fences (Eipper 1842b).

From the perspective of the missionaries, the "natives" showed a reluctance to work, insisting they were the masters of the land and had no need to work. But the Germans persisted and only gave bread and clothing for work done. Men were employed cutting bark, timber and saplings; breaking the ground, planting potatoes and chopping firewood. However the missionaries totally failed in their efforts to convert one Aborigine. Indeed, as time went on, the deprecations of the local indigenous people became worse. Schmidt reported in 1840 that all his wheat and potatoes were stolen, and other gardens robbed by day and night. They stole clothing and captured pigs with the help of their dogs. It became a hard dangerous existence. Aborigines raided the cattle and crops while the missionaries were at worship, taking the signal for religious services - the parson beating a tin dish with a stick - to attack and many times the missionaries were called to defend themselves. Finally Haussmann was attacked, while working on the outstation at Burpengary and was seriously wounded. He managed to escape and crawled the 26 miles back to Nundah with two spear wounds in his back.

Another incident was reported much later by the *Courier Mail* (1940). A resident was riding along when accosted by an Aboriginal with a nulla-nulla. The rider kicked him to the ground and escaped. Later he heard that a revenge party, the worse for drink, was about to attack the settlement. He put a party of Europeans together, and against the advice of another settler, they crossed the swamp and poured a volley of shot into the 'blacks' camp' situated on a rise now occupied by Nundah Cemetery. After that, the Aborigines, several of them wounded, disappeared for about eight weeks. The settler who had advised against the attack was surrounded by natives on their return but released through the help of King Johnnie, the head of the Nudgee tribe at the time. The *Courier Mail* claimed that the tribe was decimated by gin and liquor supplied by the whites until, by 1925, there was 'only Prince Willy and his gin left'.

York's Hollow saw several attacks on the local Aboriginal people. One incident reported by Petrie occurred in 1849. There were reports of a bullock having been stolen by some of the Aboriginal people camped at York's Hollow. Petrie went to investigate and found



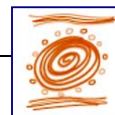
soldiers already there firing on the Aborigines, several of whom were injured. Petrie convinced the soldiers to stop firing and it eventually transpired that no bullock had been stolen (Petrie 1983).

Another attack on fringe camps occurred at Breakfast Creek in 1860 after false complaints to Thomas Francis Quirk, the ambitious Chief Constable of the Brisbane police, that blacks along the public road had behaved in an 'unbecoming manner, 'exposing their persons' and becoming 'very riotous' (*Moreton Bay Courier*). It seems the road in question was the route from Brisbane Town through Breakfast Creek and Nundah to Sandgate. However, the *Courier* noted that there had been no outcry from local residents and the nearest house belonged to a Mr. Gericke a mile or more away.

In summary, the arrival of Europeans in the Brisbane area ultimately resulted in the rapid breakdown of traditional cultural systems. However, taking these limitations into consideration, the existing archaeological and ethnographical evidence show that the area around the project corridor represented a rich resource area for local Aboriginal groups that included a large variety of resource environments. Evidence also suggests that a number of important places of ceremonial significance existed in close proximity to the project corridor. These areas were frequently visited by Aboriginal families living outside the area and included a great deal of movement along important 'highway' pathways. Indigenous occupation continued in the form of 'fringe camps' into historical times in close vicinity of the project corridor.

4.4 Conclusions

Based on predictive parameters, it is highly likely that indigenous archaeological material once existed within the study area. In addition, ethnographic and historical sources show that there were significant Aboriginal areas that were within or in close proximity to the study area. Evidence points to the fact that the study area represented a rich resource area for local Aboriginal groups that included a variety of resource environments. Evidence also suggests that a number of important places of ceremonial significance existed in close proximity to the study area. These areas were frequently visited by Aboriginal families living outside the area and included a great deal of movement along important 'highway' routes. Indigenous occupation continued in the form of 'fringe camps' into historical times in the close vicinity of the study area.

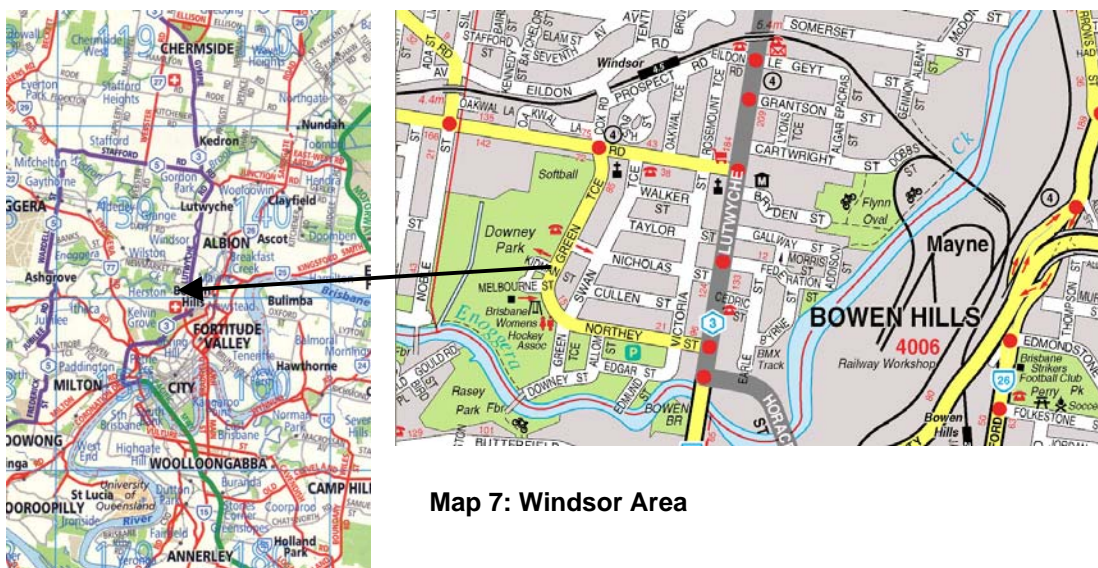


5 Historical Heritage

A contextual understanding of the locality through which the study area passes is important, as it provides both a basis for assessing significance of specific sites and places, and an understanding of the character of a local area that may give its community a sense of place.

5.1 Suburb Histories

5.1.1 Windsor



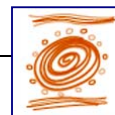
Map 7: Windsor Area

Early European Settlement

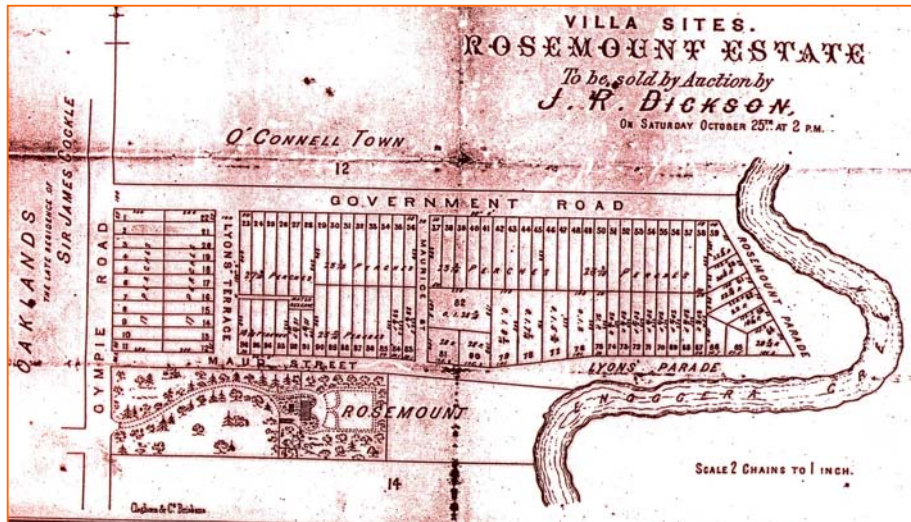
Settlement in the area that would become Windsor occurred somewhat more slowly than the other areas examined in this report. This was largely due to the area's distance from Brisbane and the lack of roads. In 1854 Robert Lane moved to the area and later recalled that he "had only two neighbours, who, like himself, lived in bark humpies" (Brisbane Centenary Celebrations Committee, 1924: 164). The landscape, moreover, presented formidable difficulties:

The whole area was covered with bush...Breakfast Creek was a tangle of mangrove swamps and there was no way to the township of Brisbane other than through the bush by way of Enoggera...A trip to town for supplies took 2½ days... (John Oxley Library Suburb File, 'Windsor')

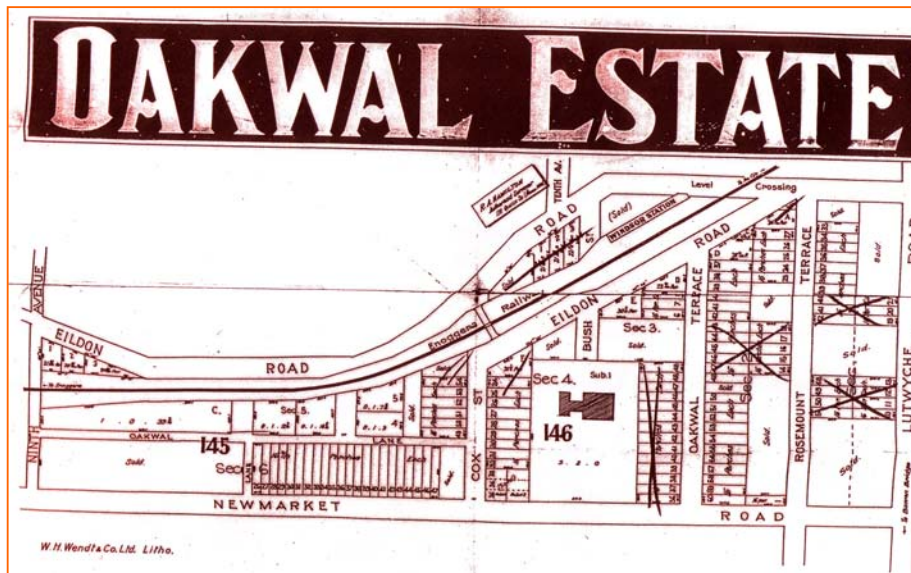
Another early resident was Daniel Rowntree Somerset. In 1855 he purchased a significant portion of land (slightly north of the current Bowen Bridge) and had a residence constructed, which he subsequently named Rosemount. The meandering hills



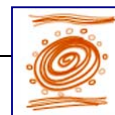
that characterise Windsor, however, exerted their appeal, and Somerset had another house built some distance away on a hillside. Rosemount was then purchased by Captain (later Sir) Maurice O'Connell, who had recently been appointed to the Queensland Legislative Council. As more residences were constructed, and a number of retail shops appeared, the area became known as O'Connell Town, in honour of Sir Maurice.



Map 8: Rosemount Estate in O'Connell Town, 1884



Map 9: Oakwal Estate, 1900



For some time, however, the area was sparsely populated and characterised by large estates, unlike the relatively dense pattern of residential development that was to follow later. Maps 9 and 10 demonstrate the relationship that existed into the 20th century, of large estates such as Rosemount and Oakwal (to the west of Gympie Road), surrounded by residential estates that gradually developed the Windsor area.



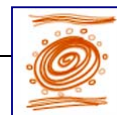
Figure 1: W.H. Lane's Store, Bowen Bridge Road, to the south of Le Geyt Street, ca 1884 (John Oxley neg 6098)

Moving Goods and People

The first significant improvement in the area that assisted European settlement was the construction of a bridge across Breakfast Creek on 8 June 1860. The bridge was named Bowen Bridge, after Queensland's first governor, Sir George Ferguson Bowen, and the road leading to the bridge from the outskirts of the town of Brisbane was known as Bowen Bridge Road. "This proved popular and soon travellers were taking a short-cut from the corner of Albion Road to the Mount Kedron crossing of Kedron Brook. A new road, Lutwyche Road, was surveyed later that year" (Windsor DHS, 1997: 9).

For many years the only means of public conveyance into the town of Brisbane was by the Cobb & Co coaches that travelled between Brisbane and Gympie. Thus, as with other parts of Brisbane at this time, closer settlement was restricted due to a lack of suitable transport.

Following the establishment of Windsor as a shire in 1887 (see below), council members agitated for the construction of a rail corridor, which would continue to Enoggera (a claim



supported by the Enoggera Divisional Board). Rail eventually came to Windsor in 1898 and was successful in encouraging closer settlement of the area: "Soon the empty landscape became dotted with neat cottages and well-kept homes...When the railway line was opened the population totalled but 4,000, whereas recently it has been estimated at 22,000" (Brisbane Centenary Celebrations Committee, 1924: 161). Tramlines were laid through Windsor in 1914, which further encouraged population growth in the area.

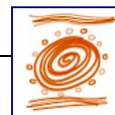
Making the Suburb

The first appearance of local government in the area occurred following implementation of the Divisional Boards Act of 1879, when O'Connell Town and the surrounding area was incorporated into the Ithaca Divisional Board, which administered land "from Sandgate Road, along Kedron Brook to the D'Aguilar Range around to Toowong." (Windsor DHS, 1997: 11) The Divisional Boards were created to administer local government to areas that did not possess a municipal council. The Board area comprised three subdivisions, including the land surrounding O'Connell Town, which formed subdivision one.

Settlement of the area increased from the 1880s onward. This was encouraged by the subdivision of much of the larger estates, such as Rosemount and Swan Hill, a trend that was occurring throughout much of Brisbane at this time due to an economic and population boom.

As with other parts of Brisbane, such as Kangaroo Point, South Brisbane, Paddington and Red Hill, the town's elite tended to settle on the hills, which afforded views of Brisbane and much of the surrounding landscape, including Moreton Bay. Working class cottages began to appear at this time, congregating on the lower portions of the area, the residents of which most likely worked for the various industries emerging at this time along Breakfast Creek and in Fortitude Valley. The remainder of the land appears to be used for farming purposes, according to the 1883-84 Brisbane Post Office Directory.

Dissatisfaction with the Divisional Board grew amongst residents in the various subdivisions during the 1880s, and agitation developed for separation, each subdivision wishing to become a shire council. This reflected other separation movements discussed earlier in the report, and was probably caused, as with the other movements mentioned, by increasing population in the various districts. The agitation for separation was successful, and the Shire of Windsor was created in 1887. The use of the term 'shire', however, reflects the largely rural character of land use in the area at the time, as the term 'shire' was applied to rural areas, 'municipality' to urban areas (Greenwood, 1959: 249). Nonetheless, the creation of Windsor Shire indicates that the population was steadily increasing. The name Windsor was taken from Windsor Castle, Queen Victoria's principal residence in England. The activities of the Council in its first year "included...taking over the quarry reserve [see below], applying for reserve land for parks and planning to introduce a compulsory sanitation service" (Windsor DHS, 1997: 11). In 1889 the shire was divided into three wards, incorporating either all or part of the



current suburbs of Alderley, Grange, Newmarket, Wilston, Windsor, Lutwyche, Woolloowin and Albion. The Windsor Shire Council Chambers were built in 1897.



Figure 2: Windsor Town Council Chambers with quarry in background (John Oxley neg 82080)

Following the rationalization of local government, as legislated by the Local Authority Act (1902), Divisions were abolished and only Towns and Shires remained. By this time Windsor and the surrounding districts were beginning to shake off their largely rural character, particularly following the advent of rail. Consequently, Windsor was named a Town in 1904. The town came to embrace “Windsor itself, Albion, Woolloowin, Wilston, Lutwyche, Newmarket, Swan Hill, portion of Eagle Junction and portion of Kedron, covering four and three-quarter miles.” (Brisbane Centenary Celebrations Committee, 1924: 161) In 1925 the town was incorporated into Greater Brisbane and Windsor became merely a suburb, assuming roughly the boundaries it occupies today. A former mayor of the town of Windsor, William Jolly (1918-1919, 1921-1923), became the first mayor of Greater Brisbane in 1925.

Local quarries provided cut blocks of tuff or porphyry that were considered valuable in the construction of many early houses and other buildings in the Windsor area, e.g., the Windsor Town Council Chambers. In 1924, many of the original stone houses remained. According to the Brisbane Centenary Official Historical Souvenir,

Windsor is an old world town in a modern setting. Quaint buildings of stone, stamped with architecture all their own, reveal themselves here and there in striking contrast to the latest ideas in wooden houses.... (Brisbane Centenary Celebrations Committee, 1924: 161)

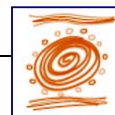
The 'timber and tin' houses, however, came to predominate in the suburb. The extension of electric tramlines to the town in 1914 certainly increased the desirability of the area for residential purposes; according to one source, "Probably, indeed, no part of Brisbane has gone ahead more rapidly during the last ten years or so." (Brisbane Centenary Celebrations Committee, 1924: 161)



Figure 3: View from Eildon Hill in Windsor, ca. 1890s (Exhibition Hall, Gregory Terrace, right background) (John Oxley neg 39689)

Windsor War Memorial Park

The land on which the War Memorial stands today started as Bowen Bridge Road State School in July 1865. With an initial enrolment of 115, the school had an attendance of approximately 70 students a year. This number soon increased and exceeded the facilities and in 1916 Windsor State School was erected on a site across the road. (Brisbane City Council Heritage Unit n.d) The Windsor Town Council chose to utilise this land for a beauty spot and war memorial to local soldiers who had fallen during World War One. Approximately 1200 men from the Town of Windsor went to war. Over 150 of these men lost their lives. (Windsor DHS 2000: 7) Preparation of the site was carried out



by returned servicemen. The memorial itself is octagonal in shape and was constructed of Helidon sandstone and is sitting on a raised platform of Brisbane tuff which was sourced from the local quarry. The names of the fallen are recorded on the four external corner panels. The Memorial was officially opened on Anzac Day, 1925. (Windsor DHS 2000)

Utilising Natural Resources

The only primary industry of note in Windsor was quarrying. A significant deposit of porphyry, located along Bowen Bridge Road (behind the Windsor Town Council Chambers), supplied much useful material for municipal works and stone houses as the latter began to replace the original slab huts in the area (John Oxley Library Suburb File, 'Windsor'). Indeed, according to one author, in 1924 it could be claimed none of the material taken from the quarry was sold, but was used on the roads and gutters of the municipality (Brisbane Centenary Celebrations Committee, 1924: 161). Some of the stone was also used to construct drains to redirect water from a number of creeks in the area that fed into the larger Breakfast Creek (Windsor DHS 2003: 2). Initially part of a government reserve, the quarry came to be known as Windsor Town Quarry and was managed by the Windsor Town Council. In 1993 the Brisbane City Council turned the quarry into a park. The rock face is still clearly visible, similar to the Kangaroo Point cliffs, though not as extensive.

Another quarry was situated on the corner of Newmarket and Bowen Bridge Roads, operated by private commercial interests. Known as the O'Connell Town, or Windsor, Quarry, porphyry mined from the site "was used as a base course in the Treasury Building (1998-89), Government Printing Building (1912) and the main structures of St. John's Cathedral (1909) and St. Paul's Presbyterian Church" (Tresize, in Brisbane History Group, 1991: 16).



Figure 4: Windsor Town Quarry, ca 1925 (John Oxley neg 57667)

Supplying Urban Services

The newly formed Windsor Shire Council undertook to build roads in the district to cater for the increasing population. These roads, however, were of compacted earth and without kerbs. Following the formation of the town of Windsor, the council began to metal the roads and constructs kerbs, using material taken from the Windsor Town Quarry. By 1925 59 miles of road had been metalled (Brisbane Centenary Celebrations Committee, 1924: 163).



Figure 5: Victoria Street, Windsor, probably late 1890s or early 1900s. As yet, the road is not metalled and kerbed. Note rural nature of the photo, particularly the chicken in foreground (John Oxley neg 52170).

Significant drainage works were carried out in Windsor after 1900 in the low-lying areas between the hills that tended to flood readily, a problem evidenced by the severe inundation of Swan Hill and Albion during the 1893 floods. The Windsor Town Council initially extended the existing Albion system and then proceeded to drain “Swan Hill, parts of Wilston, Windsor, the Grange, and Lutwyche, and nearly all of Albion and Woolloowin.” (Greenwood, 1959: 404-5) These efforts, however, were unable to prevent serious flooding during the 1974 floods; Northey Street was one of the worst affected streets in Brisbane (*Sunday Sun*, 9 June 1991: 70) It was also some time before sewerage was made available; during this period as both Breakfast Creek and Kedron Brook were often heavily polluted by human waste (Greenwood, 1959: 406).

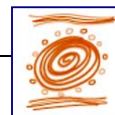




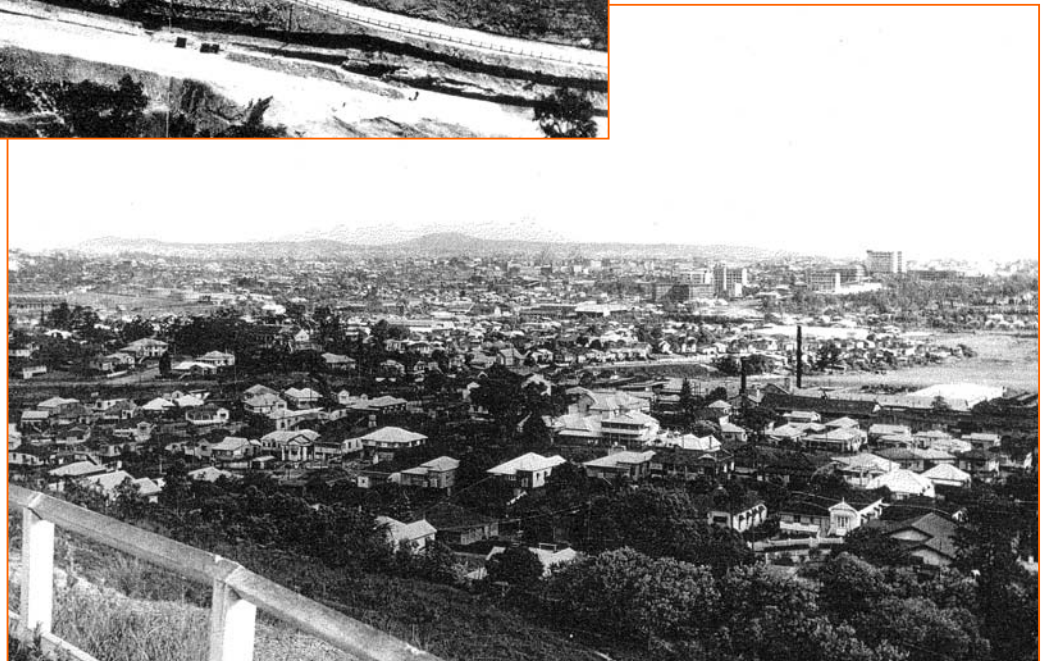
Figure 6: "Swan Hill", one of the first estates to be subdivided in Windsor in the 1880s, was located between Bowen Bridge Road and Enoggera Creek. Low lying areas were prone to flooding, as shown in this picture of the 1893 floods (John Oxley neg 91403).

Aside from the quarry, perhaps the most significant public works project that occurred in Windsor was the construction of a reservoir on top of Eildon Hill. The hill was described in 1928:

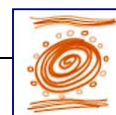
Eildon Hill, Windsor's neglected show place, with its height of 274 feet, has an air of aloofness, as though it were a thing altogether apart from the bustling city, calm and untroubled, and quite different in spirit from the many other hills in and around Brisbane. Not a shrub or a bush breaks the even contour of its baldness...It is a stiff climb to the top, but it is well worth the effort, for from it splendid views of the city, the river, and the bay, and the sparsely settled country towards the Samford Range can be obtained (*Sunday Mail*, December 23, 1928: 22).



Figure 7: Top Left: Eildon Hill Reservoir, 1931 (John Oxley neg 157307); Bottom Right: View towards City from Eildon Hill Reservoir, 1948 (John Oxley neg 59144), showing Windsor suburb.



Water had originally been made available from the Enoggera reservoir during the 1890s. The Brisbane City Council had purchased Eildon Hill some years before the above description and plans were mooted for the construction of a reservoir, no doubt due to the increasing population of the suburb. Construction on the reservoir began in 1930 and was completed by the following year.



Education and Religion

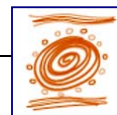
Religious and educational facilities appeared early in the history of the district. Indeed, in the early 1860s, the Reverend George Wight, dissatisfied with the management of the Congregational Church in Wharf Street, Brisbane Town, established a 'preaching station' on Eildon Hill, which was a part of his property. Writing to his brother in Scotland in 1863, Wight described his chapel:

Eildon Hill is just within the suburbs, nearly three miles from the centre of the town [of Brisbane]. There we have taken up our abode. I should tell you that there was on the property a slab humpy which we occupied for two months, till a more suitable dwelling was prepared, and then the humpy was converted into a chapel...the first thing we did was to commence a Sunday school...(John Oxley Library Suburb File, 'Windsor')

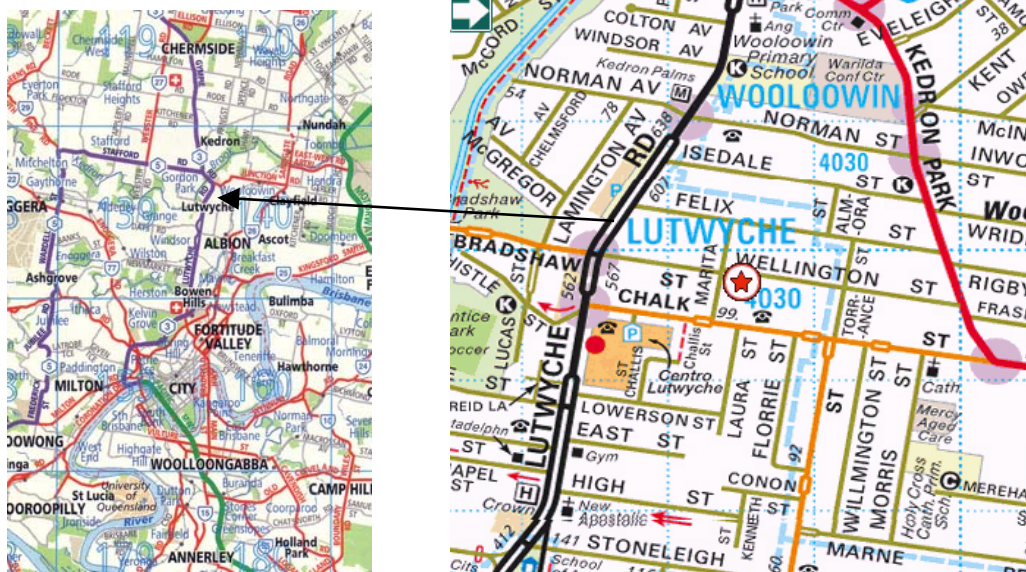
Wight's Sunday school was first school in the area. From Wight's chapel, which came to be known as the 'Chapel of Ease', discussions were held between Wight and various residents of the area regarding the establishment of a National School. These discussions led to success, and in 1865 the Bowen Bridge Road National School was opened. In 1916, due to a rapidly increasing population, a new State School was opened across the road (Windsor DSH 2003: 2). A more permanent Congregational Church was eventually built on the corner of Bowen Bridge Road and Le Geyt Street.

Windsor since World War II

Since World War II, Windsor has developed steadily as a residential suburb at an agreeable distance from the city centre. No significant industry or retail sector has appeared in this period, reflecting earlier development trends. As noted above, the proliferation of hills was an early attraction to potential residents, but these natural advantages were assisted by various services, such as rail and trams. The concentration of tin and timber housing in the suburb today is indicative of the time period in which the population of Windsor steadily increased. However, a number of the original stone houses remain. For example, Rosemount, the former residence of O'Connell, eventually became the site of a military repatriation hospital and the house, substantially rebuilt in the 1890s, remains in existence today.



5.1.2 Lutwyche

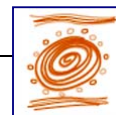


Map 10: Lutwyche Area

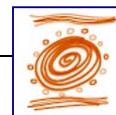
Early European Settlement

The earliest land transactions in the area now known as the suburb of Lutwyche involved members of the failed German mission station at Zion Hill in Nundah. In 1845 D Gage and A McMillan (July 19) and M Fraley (27 December) registered land purchases in the area (St. Columban's College, 1966:1). All three men took up substantial plots in order to grow agricultural products for the local market. However, farming was not the primary interest of those settlers who followed.

Early landholders in the area such as Justice Lutwyche (whose name was later applied to the suburb), his associate Robert Thorrold and Brisbane politician and property dealer Robert Cribb were intent upon developing grand personal estates. All constructed large houses at the centre of what became virtually self-sufficient manors, with their own vegetable gardens, orchards, dairy cows, poultry and pigs. A.J. Lutwyche, the first judge of the Queensland Supreme Court, arrived in Brisbane in 1859 and within a month bought 94 acres of land on Kedron Brook. In 1860/1 he built a large house known as Kedron Lodge in what is now Nelson Street, Kalinga (Sayer, 1995:73). Cribb's residence 'Conon' was built in the 1860s and occupied a plot of land of ten acres (Sumner, 1982:104-105), while Thorrold's home was of similar dimensions. This use of land in Lutwyche was consistent with other semi-rural estates formed on the fringe of Brisbane in the 1860s by the town's wealthiest citizens, including those at Albion, Hamilton, and Ascot (Queensland Environmental Protection Agency).



**ARCHAEO Cultural Heritage Services:
Airport Link Heritage Assessment**



KEDRON PARK

CHOICE BUILDING ALLOTMENTS

SALE ON THE GROUND SATURDAY
July 27th 1912 **3 O'CLOCK**

TERMS:
1/4th CASH
BALANCE AT
6, 12 & 18
MONTHS
at 5% per

The map shows a subdivision of land in Kedron Park. Key features include:

- KEDRON LODGE ESTATE** at the top.
- JUDGE ST.** running horizontally across the middle.
- KEDRON BROOK** flowing from the top left towards the center.
- TERRACE ROAD** on the left side.
- KEDRON PARK** on the right side.
- WILLA RESIDENCES** indicated in the center-right.
- LOCAL SKETCH** showing a circular area with 'LAND FOR SALE' and 'KEDRON BROOK'.
- WOOLLDOWN STATION** and **EAGLE JUNCTION** at the bottom right.
- WOOLLDOWN STATIONS** mentioned in a box on the right.

21 st	16	Perches Each	27
18	17	16	28
15	14	13	29
12	11		30
187	24 th	Each	133
186	Each	Each	134
185	Each	Each	135
184	Each	Each	136
183	Each	Each	137
182	Each	Each	138
181	Perches	Perches	139
180	Perches	Perches	140
179	Perches	Perches	141
178	Perches	Perches	142
177	Perches	Perches	143
176	Perches	Perches	144
175	Perches	Perches	145

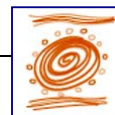
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Map 12: Subdivision in Kedron, 1912



Making the Suburb

The increase in transportation infrastructure and the overall growth in the population of Brisbane substantially aided the urbanisation of Lutwyche. Although the construction of Bowen Bridge in 1862 and laying of railway lines in 1882 saw the population of Albion and Nundah increase with the establishment of large housing estates in the area, the effects on Lutwyche were not as dramatic. Early subdivision in the area included the Brookhill (1880), Village of Lutwyche (1881), and Lutwyche Hill (1890) Estates. Although not a part of the original stations on the Sandgate railway line, a Thorrolldtown stopping place between Albion and Woolloowin known as Lutwyche opened in 1885. Although Thorrolldtown was meant to supersede Eagle Junction, Eagle Junction Station was retained, due to local protests in 1890. This slowed the urbanisation of Lutwyche in relation to Albion, Woolloowin, and Clayfield.

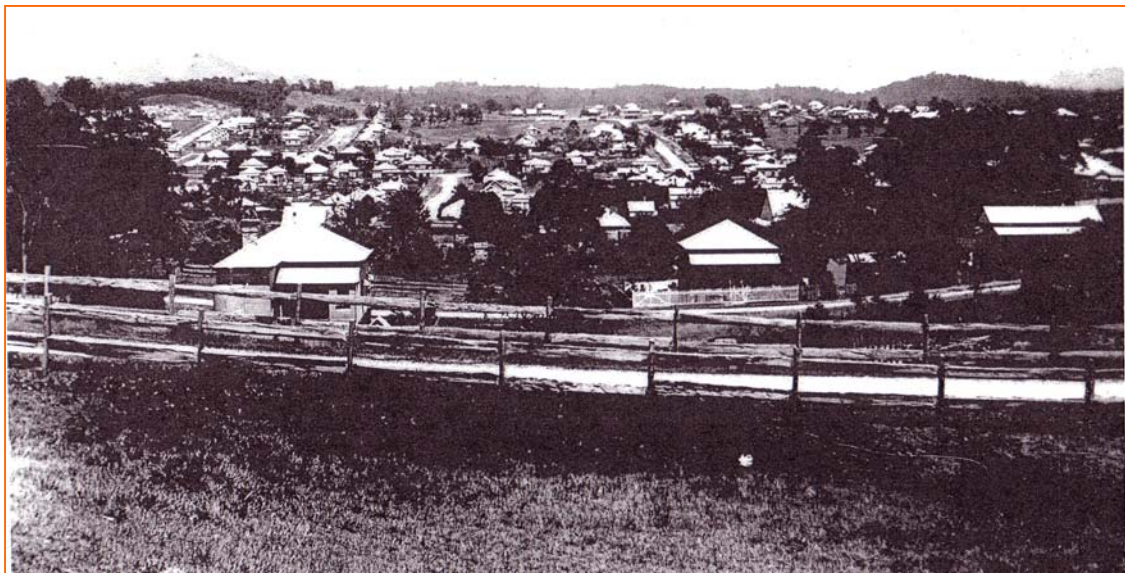
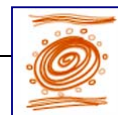


Figure 8: View of Lutwyche c. 1900 from Franz Road, Albion (JOL Neg 7545)

A number of significant improvements were made to the Lutwyche area to encourage settlement after it was incorporated into the Shire of Windsor in 1887. In 1889, for example, the Windsor Town council extended the existing Albion drainage system to drain Swan Hill, areas of Wilston, Lutwyche and the Grange in an act that made large tracts of residential land available for development (Greenwood & Laverty, 1959: 404-405). Following this development and in conjunction with the growth in Brisbane's population the subdivision of the large estates of the region such as the Vaughn (1905) and Percy's Corner (1917) housing estates continued at a rapid pace.

As Brisbane's population began to expand to the inner suburbs such as Albion, Ascot, Hamilton, and Clayfield at the end of World War I, the draining of further areas of land in Lutwyche by the Shire of Windsor Council saw further population growth in that suburb



(Greenwood & Laverty, 1959:404). The population of the Shire of Windsor jumped from 4000 people at the time of opening of the railway line in 1882 to a population estimated at 22,000 people by 1924. Such growth impacted upon the urbanisation of Lutwyche and the development of retailing (Brisbane Centenary Celebrations Committee, 1924:161). The area was also assisted by the tramline extension into the area in 1925. As it “was primarily located along the arterial road system, which meant that people relying on public transport lived close to this service” the area around Lutwyche road saw the earliest and largest growth in population and commercial use (Blake & Brisbane (Qld.). Council, 1990:14). As a result the area around Lutwyche Road continues to form the central nucleus of the suburb. During the 1950s and 1960s Lutwyche became a substantial shopping district servicing both the inner North Eastern suburbs and surrounding areas (Anon 1968).

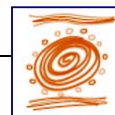
Industry and Retailing

Quarrying and brickworks were the major local industries during Lutwyche’s early development. The latter began locally with John Petrie’s brickworks in 1853 on the corner of Oriel and Sandgate Road (Dornan & Cryle, 1991:116), in what is now considered Clayfield. The concentration of brickworks and quarrying in the Lutwyche, Kedron, and Windsor area continued into the 1880s and 1890s with the main Windsor Shire Council quarry being located on the border of Windsor, Albion, and Lutwyche on Lutwyche Road. The Lutwyche brickworks donated 10,000 bricks towards the construction of the Holy Cross Catholic Church in Woolloowin in 1886 (Scott, 1990).

Pottery making was also an early local industry drawing clay from the area now known (appropriately enough) as Clayfield. The Albion pottery works employed early Brisbane artist James Watts, a founder of the Queensland Art Society in 1887. Watts was a noted artist, a model designer and maker of “terra cotta portrait busts of noted men of the day like Sir Thomas McIlwraith, L.A. Bernays and T.J. Byrnes” (Evans, 1982:108).

Although the origins of Lutwyche’s retailing industry are unclear, it certainly boomed during the post-war period. By 1966 the dominance of stores on the landscape of the suburb led the *Telegraph* to observe that Lutwyche was not so much a suburb as a shopping location (Anon 1966). The strategic location of Lutwyche on a section of the main northern thoroughfare to Brisbane’s CBD meant that Lutwyche was described “as one of Brisbane’s best equipped suburbs for shopping” (Anon 1968). Thus Lutwyche Road provided an array of retailing and professional services in the 1960s including the up-to-date and modern Gatto shopping arcade (Anon 1968).

Lutwyche’s status as one of Brisbane’s most successful shopping areas saw the construction of the \$4 million Lutwyche shopping village on the eastern side of Lutwyche road in 1973 (Courier Mail, 1973). This multi-store mall became the centre of Lutwyche’s shopping precinct and by 1989 a further \$4.3 million had been spent refurbishing the centre to accommodate 43 retail tenants (Dennis, 1989). In 1991 the village was purchased for \$11.5 million by Leda Holdings and plans were made for another \$5 million upgrade (E. Johnston, 1991).



5.1.3 Woolloowin and Kalinga



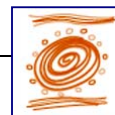
Map 13: Woolloowin, Kalinga and Surrounding Suburbs

Early European Settlement

Although his name was given to the neighbouring locality, Justice Lutwyche's personal residence, Kedron Lodge, was in fact erected in Nelson Street, Kalinga. The dominance of Lutwyche's holding over the area in the early part of the suburb's development was similar to the early settlement of other suburbs on Brisbane's northern fringe. Lutwyche established a "viable farm and orchard, and built stables to satisfy his horse-racing interests" along side his imposing residence (Queensland Environmental Protection Agency). Largely because his outspoken forays into local politics were rebuked by public opinion and government influence, Lutwyche immersed himself in cultural life of the fledgling area, "though not always successfully" (Sayer, 1995:81).

The area of Kalinga comprises part of August Rode's original farming grant of 1851. Rode was one of the original German missionaries that established a mission at Zion's Hill in modern day Nundah. In 1842 the British Government decided to make Moreton Bay a free settlement. In the same year the British Government decided to withdraw financial support from the mission. When the Government sold land to free settlers in 1848 several missionary families decided to settle permanently, with the Rode family taking up a parcel of land in 1851.

Two explanations are commonly given regarding the naming of the suburb. The first stems from the belief that Kalinga derived its name from a city in India that Justice Lutwyche encountered when reading the exploits of Genghis Khan. The second is that Kalinga derives from the Aboriginal word *Ngalin-nga*, meaning 'belonging to us' (Anon 1980).



Making the Suburb

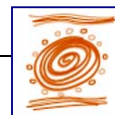
Kalinga's initial urban development was retarded by the lack of mass public transport infrastructure servicing the area at the time when nearby suburbs such as Clayfield and Woolloowin were experiencing substantial development. Although the extension of the Sandgate railway line into the area in 1882 was a spur to development of the Shire of Toombul, the line did not directly service Kalinga. The closest stations to what became Kalinga were German Station (now Nundah) and Albion. The first significant residential housing development in the area was the advertisement of Kalinga Estate close to Eagle Junction station in 1900 (A.S. Phillips & Sons, 1900). The auctioneers offered 29 home sites close to the site of today's Kedron Park High School.

In 1911 land within today's suburb of Eagle Junction to the south of Kalinga Park was subdivided and was offered for sale as "beautiful sites and blocks ... between the railway station and Kalinga Park Recreation Reserve" (Gillingham, 2000:60). This began a process of subdivision of previous farming land around Kalinga Park that aided in the urbanisation of the area. To further the quality and quantity of land available for residential purposes, in 1912 the Toombul Shire Council "began the task of draining Kalinga" (Greenwood & Laverty, 1959:404). As a result further subdivisions occurred that led to an increase in residents of the area.

In 1912 the subdivision of the land that had formed Judge Lutwyche's Kedron Lodge took place to satisfy local land demand. This subdivision signified the end of one of the few remaining intact estates from the early days of north-eastern Brisbane's development (Lack, 1950). In 1930 Kedron Lodge had passed into the hands of the Roman Catholic Church, where it remained until 1989 when it returned to private hands (Queensland Environmental Protection Agency).

In 1925 the Toombul Shire Council, of which Kalinga Park was a part, was absorbed into the Brisbane City Council during the amalgamation process of that year. Consequently, Kalinga found itself as one of a number of other smaller localities fighting for the provision of what was considered essential services such as transport and urban infrastructure. Although the Brisbane City Council provided sewage, electricity, and an amalgamated tram and bus service to Kalinga, in later years the loss of direct tram service between Kalinga and the city was seen as detrimental by some local people (Anon 1963).

During World War II the influx of Allied personnel and operations saw the location of a large Army Staging Camp at Kalinga Park in the vicinity of Bertha Street, opposite today's Toombul Shopping Centre on Sandgate Road. Meanwhile, the Australian Army's [Special Wireless Group](#) established their [main headquarters for Brisbane on the western side of Shaw Road](#), on what it is now Hugh Courtney Oval (Gillingham, 2000:61).



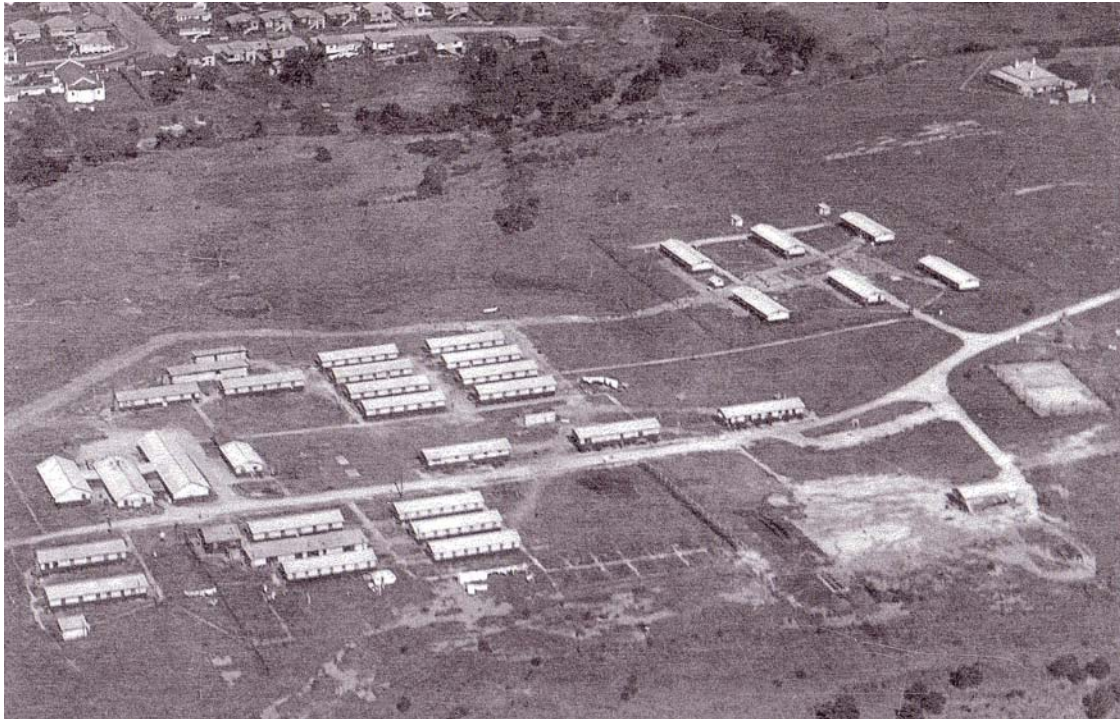


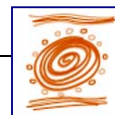
Figure 9: Aerial View of World War II Army Staying Camp in Kalinga Park, May 1946 (JOL neg 53572)

Kalinga continued its pattern of residential development in the post-war era, and retained a level of amenity and open space. Kalinga Park and the large tract of parkland that constitutes the “Kalinga Greenspace” (Gillingham, 2000:61) continue to provide a place for community activities and recreational pursuits for a large number of residents in the area. The suburb’s proximity to the Brisbane CBD and easy access to major arterial roads such as the Gateway arterial and the Inner City Bypass combined with its relative seclusion from these roadways make it an attractive residential location. These factors have combined to make Kalinga an “exclusive suburb ... [where] Queenslanders and executive pads grace the leafy street” (Anon 2002).

Industry

As Kalinga was a part of Rode’s early agricultural holdings, the majority of the local area was initially dedicated to farming (Gillingham, 1971). Traces of these early agricultural activities remained in later decades. A Chinese man named Charley was reported to have operated a market garden on the Toombul side of Kedron Brook in the period after World War I (Gillingham, 1971:60).

Some small-scale industrial activities have also been pursued fitfully in the Kalinga area. In 1906, for example, Charles Gardener began mining a vein of coal near the Gardner Street end of today’s Kalinga Park. Although it produced approximately 70 tons of coal per year, it was closed in 1910 after 1803 tons of coal had been produced. The mine



was worked spasmodically in 1914, 1915, 1929, and 1930 before finally being abandoned altogether. Gardener supplied coal to a number of local industrial operations including the Meatworks at Eagle Farm (Ann Wallin and Associates Pty Ltd, 1998). The possibility for more subterranean exploration and exploitation was limited by the increasing residential development of the suburb and concurrent rise in land values, especially after World War II.

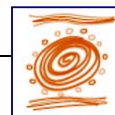
Community Development

Kalinga Park occupies a prominent place in the recreation and leisure pursuits favoured in Kalinga since the beginning of the twentieth century. Opened on 3 September 1910 by Mr A L Petrie, MLA for Toombul, and situated on Schulz's Canal between Shaw and Sandgate Road, the park has served as a location for both organised sporting competition and free public recreation throughout its history (Gillingham, 2000:60). In fact the area was first used as a sporting venue by the St Columb's Church of England Cricket Club in 1900, and even before the park's official opening the St Columb's Cricket Club, Kalinga Lacrosse Club, St Columb's Lawn Tennis Club and the Gymnastics Club had made a number of improvements to the ground area, such as the laying of a cricket pitch and the erection of a pavilion (St. Columban's College, 1966:11).

Following the move of Brisbane Boys College to its Clayfield site in 1906, the cricket and football teams from the school used Kalinga Park as their playing field. From 1924 to 1927 the School waged an intensive lobbying campaign in order to improve the facilities at Kalinga Park for their sporting teams (Quirke, 2001:53). Although the school did succeed in having a Pavilion completed in the park for the storage of sporting equipment, a changing room for players, and a seating area for spectators it was unfortunately set upon by "louts [who] smashed all the windows in the pavilion" (Quirke, 2001:55). This was one of many reasons that BBC began to look for a site with room for playing fields and to cater for hoped future expansion, resulting in their move to Toowong.

The Kalinga Scout Group formed in 1934 and initially met in an old cow shed in Kalinga Street next to Kalinga Park. During World War II the group transferred to the Clayfield Group, although it reformed in 1943 and returned to its previous location (Gillingham, 2000:61). Also during the war, the Kalinga Riding School used the park and other tracks and reserves around the area to provide popular recreation for both Australian and American service men (Linning, 2001:18).

During the late 1960s considerable improvement work was undertaken within Kalinga Park including ash filling, soiling and top dressing of playing fields. Five football and two cricket fields were constructed with the intention of bringing the fields to international standards. A number of bodies were granted leases over the playing fields and facilities during these years, including, Scots Presbyterian Church Fellowship Association, the Kalinga Park Tennis Club, Queensland Public Service Rugby League, The Miniature Race Car Club of Queensland, The Brisbane Petanque Club, and the Enoggeroos Orienteering Club.



In 1990 the annual Kalinga Karnival was established and ran until 1998 with an international food, music and entertainment theme introduced at the 1996 carnival (Gillingham, 2000:62). Recent improvements to Kalinga Park have established a large sandpit, tree-houses, a climbing wall, and water play sculptures that have continued to encourage play and recreation at this enduring facility (Anon 2005).

5.2 Previous Consultancy Reports

5.2.1 Study Area Corridor

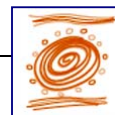
A range of consultancy reports are relevant to the project corridor.

In 1993, Allom Lovell Marquis-Kyle Pty Ltd carried out an assessment of “Kirkston” at 23 Rupert Street, Windsor. This report was to assess conservation work that needed to be carried out on the house. The ultimate aim of the restoration works was to ‘stabilise the building to slow further deterioration of the verandahs’ (Allom Lovell Marquis-Kyle Pty Ltd, 1993a: 1). This report resulted in the drafting of specifications by Allom Lovell Marquis-Kyle Pty Ltd in relation to the conservation of particular areas of “Kirkston” (Allom Lovell Marquis-Kyle Pty Ltd, 1993b: 2).

In 1997, Allom Lovell Marquis-Kyle Architects conducted an assessment of ‘Skilmorlie’ which is situated at 12 Bryden Street, Windsor. The report was commissioned by Butterfield Projects to assist in the development of a motel complex and to advise on conservation of the house in conjunction with development of the motel. They found that “Skilmorlie’s” significance lay in it being a rare and well preserved example of a two storey brick cottage from the 1870s. There were a series of these early masonry houses in Windsor. The house itself is stylistically unique when compared to other housing in the city area (Allom Lovell Marquis-Kyle Architects 1997: 3).

In 2000, Allom Lovell Architects was commissioned by Queensland Health and Bickerton Masters Architects to conduct a conservation management plan for the Rosemount Hospital complex in Windsor. This study found that the hospital site was culturally significant mainly for its importance as a military repatriation hospital from the World War I period. The more recent buildings are less significant although they do demonstrate the continued growth of the hospital as a repatriation facility. It was held that some buildings are able to be modified based on an understanding of their significance. It was also established that it was possible for new buildings to be constructed on the site in areas of less significance as long as the cultural significance of the wider site is acknowledged. Less significant structures were considered able to be removed. (Allom Lovell Architects 2000: 2)

In 1996, AWA conducted a Cultural Heritage Assessment survey of Sandgate Road extending from Eton Street to Donkin Street in Nundah. An area bounded by Bage Street to the west, the railway to the east and south, and Eton Street to the north was surveyed. It was concluded that while indigenous archaeological material once existed within the study area, long-term non-indigenous use and city development has radically

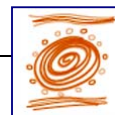


modified the landscape, and it is unlikely that surface material has survived. The likelihood exists though that sub-surface archaeological material may still be present and may be located during excavation. The report also concluded that the non-Indigenous history of Nundah is one of the oldest in Queensland and the landscape has been extensively modified and adapted to urban settlement, as well as rural and pastoral pursuits. (AWA 1996b)

In 1998 AWA conducted a cultural heritage analysis which included Kedron Brook and Schultz Canal. It determined that Kedron Brook Floodway represented a heavily modified landscape. This was caused by large-scale reclamation of land associated with construction of Brisbane Airport in the early 1980s which caused major impact on the established patterns of land use in the area such as waterways, canals, agricultural fields, vineyards, farmhouses and minor roads and tracks. Schultz Canal was constructed in the late 1920s-early 1930s. It was undertaken as a labour market program during the Depression years, and continued the pattern of drainage and waterway modification that has characterised development in the district (AWA 1998b).

In 1998 AWA conducted a cultural heritage analysis of the proposed City Valley Bypass Corridor. This study aimed to conduct a cultural heritage analysis of the impact of proposed development on archaeological or historical sites or places, and culturally significant sites, places and landscapes within the study area. The study identified several localities of historical and/or cultural significance. Relevant to the current study area is the region formerly known as 'York's Hollow' in the present day RNA showgrounds. This is formerly the site of early contact between settlers and the indigenous population. In early settlement years this was the site of important fringe dwelling camps and several violent confrontations with the European settlers prior to removal of the Indigenous population from the area as settlement developed and expanded. York's Hollow is discussed in detail in a previous section of this report. Public parks, in particular Bowen Park and Perry Park were acquired by the Brisbane City Council as part of the town planning movement's recognition of the value of public parks, particularly in inner city areas in the early 1900s. The RNA grounds are of significant social, aesthetic and architectural value and are of considerable cultural heritage significance to past, present and future generations. This is reflected in entry to the State Heritage Register. The Mayne Railyards have experienced various stages of development since 1882. Almost all of the early fabric was removed with the development of the yards for electrification in the 1970s. This study predicted that sub-surface material culture of either an Indigenous or non-Indigenous nature was possible. It noted, however that natural decay and deterioration, in addition to the extreme impact of urban development, has substantially reduced the possibility of Indigenous material remaining (AWA 1998c).

In 2001 ARCHAEO conducted a survey of several features which were uncovered in the RNA showgrounds precinct during construction of the Inner City Bypass. These features were an early stone drain/culvert, a concrete drain/culvert and a concrete structure. Of the three structures, the stone drain/culvert was regarded as a significant feature. It combined several themes which are used at National, State and Local level as defined by the *Queensland Heritage Act 1987*. The original drain and remaining culvert



demonstrate a particular form of engineering, which reflects the development and settlement of the area (ARCHAEO 2001b).

5.2.2 Study Area 2 – Possible Spoil Placement Sites

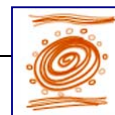
Since the 1990s ARCHAEO, or as it was known then Ann Wallin and Associates (AWA) has carried out many cultural heritage assessments in and around the general region encompassing the areas designated as potential sites for dumping of spoil. In 1995 Ann Wallin & Associates undertook a cultural heritage assessment on the western side of the Gateway Bridge, on the southern bank of the Brisbane River (AWA 1995). This assessment documented a number of items of cultural heritage significance including a scatter of fragmentary oyster shell on one part of the frontal beach. The scatter extended about 15 metres (E/W) and 10 metres (N/S).

In 1997 AWA conducted a cultural heritage assessment of land at Pinkenba. It was determined that the study area held potential to contain evidence for Aboriginal occupation based upon anecdotal evidence of middens existing prior to the building of a sewerage pipe. Upon inspection it was revealed that a sewerage pipe still existed however subsequent modification of the surrounding flood-prone land had removed any indicators that might have proven the existence of the middens (AWA 1997).

In 1998 a review of cultural heritage issues associated with the Brisbane Airport site was undertaken (AWA 1998a). The historical and environmental context of the area was evaluated in order to make predictions about the presence of archaeological material. Although community consultation did not define any specific sites or places, the landscape was found to be significant to Traditional Owners. A survey of the available literature indicated archaeological sites connected with the convict era and World War II may exist within the site. A significant archaeological site was also known to be present outside the western boundaries of the Airport land. A number of recommendations were made, including; further historical research, on-going consultation, education of Brisbane Airport staff, a full cultural heritage assessment prior to development and the incorporation of cultural heritage issues within an Environmental Management Plan.

Subsequent study for the Brisbane Airport Corporation New Parallel Runway project is currently being undertaken by ARCHAEO. Detailed geomorphological study has shown that the Pleistocene soil horizon is at least 3-4 metres below current ground surface. Deposition of what is now land in the Pinkenba and Eagle Farm area is largely the result of change in the Holocene due to fluctuations in the position of the Brisbane River, delta development and the marine transgression. Development of the current airport infrastructure in the 1980s resulted in the addition of millions of tonnes of sand pumped from Moreton Bay. Filled areas are now denoted by the planted *casuarina* forest, chosen so as to minimise the number and diversity of bird species near the airport runways. To date, studies have shown that potential exists for a sub-surface archaeological record near Kedron Brook, but this potential decreases in other parts of the New Parallel Runway study area.

Again in 1998 AWA conducted a cultural heritage analysis of land around the Kedron Brook Floodway. No material was identified at this time although the parameters for



further midden sites appeared to exist. It was determined there was a high probability of midden sites existing in the large mangrove rich environment at the mouth of the floodway and to approximately 1.5 kilometres downstream. Here, extensive sand deposits associated with an old ridgeline displayed the criteria for middens to be located under floodway infill (AWA 1998b).

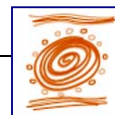
In 2002, ARCHAEO undertook a cultural heritage assessment of the Nudgee Waterholes Reserve for the Brisbane City Council as part of a restoration and rehabilitation program. The assessment included a detailed field survey of the reserve to determine how many cultural sites have survived from pre-colonisation times to the present. Fortuitously the reserve protects a number of archaeological sites, including artefact scatters, a fringe camp, a bora ring and a corroboree area (ARCHAEO 2002a). Also in 2002, ARCHAEO conducted an archaeological inspection of a midden site at the mouth of the Brisbane River. The midden showed an over-representation of a limited range of shellfish species and the generally large size of the shells is convincing evidence for the Aboriginal cultural origins of the midden (ARCHAEO 2002b).

In 2004, ARCHAEO surveyed the remaining two areas (Survey Area 3 and Survey Area 4) in relation to the Gateway upgrade. Survey Area 3 comprised areas of melaleuca swamp and low lying flood plains in the vicinity of Bulimba Creek as well as part of the Meadowlands Picnic Ground. Survey Area 4 comprised areas of remnant eucalypt woodland between the Wynnum Road and Mt Gravatt Capalaba Road exists of the Gateway Arterial Motorway and the remainder of Meadowlands Picnic Ground. No direct evidence of Indigenous cultural heritage was noted during the field survey despite the richness of extant resources (ARCHAEO 2004c).

In 2003 ARCHAEO conducted a cultural heritage survey and assessment of the proposed Lytton Industrial Estate. The study area was located in a resource rich peninsula zone between a major stretch of the Brisbane River and the nearby oceanic coastline.

In 2003, ARCHAEO conducted cultural heritage surveys in two areas related to the Brisbane Gateway Corridor Upgrade. Survey Area 1 encompassed the Airport Northern Access Precinct and the Kedron Brook Wetlands Precinct north of the roundabout at Lomandra Drive. At the time of the study, the area consisted primarily of formerly cleared and/or heavily disturbed land that was completely reclaimed through sand fill operations in the 1980s. The Kedron Brook Wetlands precinct lies outside Brisbane Airport Land, and although this area has undergone significantly less disturbance, it still represents an impacted environment. Survey Area 2 encompassed both banks of Bulimba Creek where it passes under the Gateway Arterial near Murarrie Road in the suburb of Murarrie. As a creek crossing in a major urban centre associated with road infrastructure, it could also be expected to have undergone some levels of disturbance. During the Gateway assessment, one of the Aboriginal Parties for the area associated levels of cultural significance with Bulimba Creek.

No Indigenous sites of archaeological significance were located during the field assessment in either of the survey areas. Numerous scatters of marine faunal shell material were noted in Survey Area 1 but it was established that this material derives



from redistributed dredged sand deposits brought in as introduced fill. Even though no archaeological material was discovered during the cultural heritage surveys, monitoring was recommended for certain areas in the study zone. The Kedron Brook Wetlands precinct has undergone significantly less land reclamation/ground surface disturbance than the Airport Northern Access Precinct. This coupled with Hall and Lilley's study, previously mentioned, increased the possibility of locating sensitive cultural heritage materials in the area. Survey Area 2 also held the possibility of in situ surface-based and/or subsurface cultural heritage materials as it would have been a significant food and water source. Importantly for the Airport Link project, a recommendation was made that impact on Schultz Canal should be avoided as this is an historical 1920s vintage drainage canal. (ARCHAEO 2003)

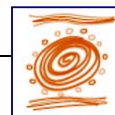
Historical sources point to the one time existence of an Aboriginal ceremonial ground near Bulimba Creek in the vicinity of the former Baynes wool scour, located on the banks of Bulimba Creek in the vicinity of Carindale shopping centre. (Brisbane City Council 1979) Mr John Godfrey (pers. comm.) stated that former residents of Belmont in the 1880s mention an Aboriginal 'corroboree site' located between Mt Petrie and the Bulimba Creek pocket (ARCHAEO 1999). Unfortunately the exact location of these sites is unknown and the possibility exists that these sites represent one ceremonial site.

5.3 Conclusions

This assessment of the existing environment in the Study area has provided insight into a range of cultural heritage matters. These are discussed in turn.

- **Historical context.** All of the suburbs through which the Study area passes are part of the earliest development of Brisbane as a town, and then a city. As such, they provide examples from each of the eras of growth, construction and expansion in Brisbane, some of which are considered to have high levels of historical heritage significance, for example, the Windsor Shire Council Chambers and War Memorial. The historical context demonstrated the range of activities, projects, industries, residential developments, and events that have shaped these suburbs, and placed this information within themes in accordance with the Australian Heritage Commission's Australian historical themes concept.

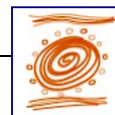
The early settlement of Windsor was characterised by large estates, such as Oakwal and Rosemount. As population increased these estates were subdivided into smaller residential blocks. The advent of the train line through Windsor also stimulated it into becoming the densely populated residential area it is today. The increase in population led to the establishment of infrastructure associated with towns such as the Council Chambers, schools, churches and a war memorial. Local industries included brick making and stone quarrying. The large residential estates of the Windsor area, such as Swan Hill, Oakwal and Rosemount, are still apparent in its dominantly residential streets.



The suburb of Lutwyche was slower to evolve into a residential area. As with Windsor, it began life as several large estates, most notably, that of Kedron Lodge, home of Judge Lutwyche. By the 1920s, the advent of better public transport supported growth of Lutwyche, and the commercial centre began to flourish. This commercial and business centre became a hub for residential estates, and can be appropriately identified as Lutwyche Village centre. While Windsor lost its role as a local government and town centre, and gradually became more suburban in its appearance, Lutwyche continued to support the main local shopping area in the district. Other facilities such as a police station, churches and schools soon became associated.

Growth of the suburb of Kalinga was also hampered by lack of public transport and its distance from both Brisbane and Windsor Towns. As a result, it remained a more agriculturally based area for longer than other suburbs within the study area

- **Archaeological context.** Although no archaeological excavations appear to have taken place within the boundaries of the study area, sufficient work has been undertaken in the inner Brisbane area to indicate that potential exists for an archaeological record to be associated with those areas where modification by filling has occurred. There is a higher potential for archaeological material to be present under fill episodes in the lower parts of the study area where early drains were built to control local creeks and drain swampy ground.
- **Existing urban environment.** The existing urban environment represents the range of historical periods associated with some of the oldest parts of Brisbane, prior to and since its establishment as a city. Within the overall study area, defined character precincts are present, particularly in the Windsor area where evidence still exists of it being a separate township to Brisbane.
- **Physical environment.** Important considerations in discussing the physical environment of the study area, and its relationship with historical heritage sites and places, include:
 - The undulating topography has been a factor in decision making about placement of built environment.
 - The alluvial lower areas of the study area have been generally modified, to control or remove creeks, swamps and waterholes. Modification has been by filling and installation of drainage systems.
 - Experience from the archaeological context provided above shows that a higher potential exists for sub-surface historical archaeological material to be present in areas where filling has occurred. Sub-surface drainage systems are most likely present.



6 Results of Heritage Research

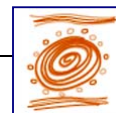
6.1 Historical Heritage Sites and Places of State Significance

As discussed in Section 2 above, the buildings on the Register of National Estate and Queensland Heritage Register already have an established level of significance, given their entries onto these registers. As such, it is important to clarify where these buildings are situated in relation to the study area.

Looking at those sites and places that are already on the Register of National Estate and Queensland Heritage Register does not deny that there are other places and sites that may have levels of heritage significance. Rather, this section deals with those sites that are already assessed to have high levels of known significance; other sites and places are dealt with in the following section.

The Register of National Estate contains ten listings and the State Heritage Register contains 18 listings that fall within the Airport Link study area. These results have been tabulated to show what sites and places may potentially be impacted by the project.

Properties	Register of National Estate	State Heritage Register
Former Windsor Shire Council Chambers 356 Lutwyche Road Windsor	Yes	Yes
Windsor State School Campus 270 Lutwyche Road Windsor	Yes	Yes
Windsor War Memorial Park 311 Lutwyche Road Windsor	Yes	Yes
Kirkston 23 Rupert Street Windsor	Yes	Yes
Oakwal 50 Bush Street Windsor	Yes	Yes
Boothville or Monte Video 43 Seventh Avenue (No 37 in RNE) Windsor	Yes	Yes
Craigellachie 10 Fosbery Street Windsor		Yes
Former BCC Tramways Substation No 6 and Windsor Town Quarry		Yes

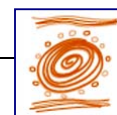


356 Lutwyche Road Windsor		
Killila 100 Stoneleigh Street Windsor		Yes
Rosemount Hospital 189 Lutwyche Road Windsor		Yes
Skilmorlie 12 Bryden Street Windsor		Yes
Windsor Air Raid Shelter Cnr Lutwyche Road and Stoneleigh Streets Windsor		Yes
The Grange 38 Crowther Street Windsor		Yes
Former Brisbane City Council Tramways Substation No 8 134 Kedron Park Road Woolloowin		Yes
Conon (pre 1900 sections) 29 Conon Street Lutwyche	Yes	Yes
Woolloowin State School 663 Lutwyche Road Lutwyche	Yes	Yes
Bess Street Brick Cottages or Hedge's Buildings 22, 25-27 Bess Street Lutwyche		Yes
Kedron Lodge 119 Nelson Street Kalinga		Yes

Table 1: RNE and State Heritage Register listings in the study area

Each of these listings will be discussed briefly. In particular, information on the nature of cultural heritage significance, and the extent of significant elements of the overall place will be discussed. More complete information including contextual history can be obtained from the heritage citations (see Appendix 1).

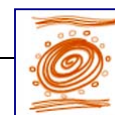
In addition, a number of sites and places are listed on the Register of the National Estate and the Queensland Heritage Register in relative proximity to study area two, the potential spoil placement sites. These listings are provided in Table 2.



Properties	Register of National Estate	State Heritage Register
Eagle Farm Women's Prison Old Brisbane Airport Site Lomandra Drive Eagle Farm	Yes	Yes
Second World War Hangar No. 7 Terminal Drive Eagle Farm	Yes	Yes
Eagle Farm Pumping Station 824 Kingsford Smith Drive Eagle Farm	Yes	
Former Allison Testing Stands		Yes
For Lytton National Park 10 South street Lytton		Yes
Lytton Hill		Yes
Former Lytton Quarantine Station		Yes

Table 2: RNE and State Heritage Listings in the vicinity of study area two, potential spoil placement sites

None of the listings in the vicinity of study area two are within areas being assessed as potential spoil placement sites. One of the listings, namely the Eagle Farm Women's Prison site, is adjacent to Viola Place, one of the potential sites. For this reason, Eagle Farm Women's Prison will be discussed in more depth (section 6.1.19). More detailed information about the other sites in the vicinity of study area two is available in Appendix 1.



6.1.1 Former Windsor Shire Council Chambers

The Windsor Shire Council Chambers (Former) is significant for the following reasons:

- As a fine and unusual example of a small scale masonry civic building;
- For its landmark quality, townscape contribution of both building and site to the Windsor area;
- As an example of the work of architect Thomas Coutts.

In addition, the Chambers are also important for its association with the Windsor Shire and the development of the Windsor district.

Heritage significance is associated with both the building and the whole site on which the building is situation.

Figure 10: Windsor Shire Council Chambers



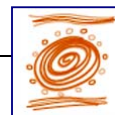
6.1.2 Windsor State School Campus

The Windsor State School Campus is significant as it illustrates changing government attitudes to education requirements over nearly eight decades. Significant elements within the campus include:

- The 1915/16 school building was built to accommodate the requirements of the most modern educational philosophy at the time. Design features include verandah access, an emphasis on natural lighting and ventilation in design, and undercroft play spaces.
- Prominence of the 1916 building with its distinctive towers and elevated position as a landmark in the Windsor area.
- The picturesque composition of the façade associates the school with the Arts and Crafts design of the time.
- A reflection of changing demographic trends in the Windsor area since it was opened, the school has played an active social and educational role in that community since 1916.



Figure 11: Windsor State School



Towards Lutwyche Road, school grounds are divided from the level of the school buildings by a series of retaining walls with concrete steps. Mature trees are located throughout the grounds especially along the street frontages. These form an important part of the visual appearance of the campus.

Heritage significance is associated with both the school buildings and the whole of the school grounds, including the row of fig trees along Lutwyche Road.

6.1.3 Windsor War Memorial Park

Windsor Memorial is significant as a rare and intact example of pavilion-type war memorial.

Windsor Memorial Park is significant:

- As a member of a class of commemorative structures erected as a record of the local impact of a major historical event and intended to endure.
- For its landmark quality and contribution to the Windsor townscape.

Heritage significance is associated with both the memorial and the whole of the memorial park.

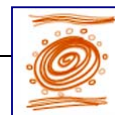
6.1.4 Kirkston

Kirkston is significant as:

- An ornate and substantially intact example of domestic architecture on the grand scale in Brisbane during the 1880s, with opulence in form and finish reflecting that boom era mentality.
- A most accomplished building in design, features, finishes, materials, construction and setting, illustrating the principal characteristics of its type.
- A major early example of design heralding subsequent Federation period building styles.
- An important early example of the domestic work of architect G.H.M. Addison.
- Evidence of the skill of builder John William Young.
- A landmark in the Windsor-Lutwyche townscape.
- Home to several of Brisbane's more prominent families and entrepreneurs.



Figure 12: Kirkston



Heritage significance is associated with both the house itself and its visual or landmark amenity, especially to Lutwyche Road.

6.1.5 Oakwal

Oakwal is significant:

- As one of the earliest villa residences established on the hills between Breakfast Creek and Kedron Brook in the mid-19th century.
- For its aesthetic quality, craftsmanship and intactness, including the cedar joinery, skylight, plaster ceiling roses, stonework and original beech floors, and remains a rare example of its type in Brisbane.
- For its landmark quality and townscape contribution.
- As a fine example of the domestic work of prominent Brisbane architect James Cowlshaw.
- For its association with important judicial, political and social figures in 19th century Queensland.

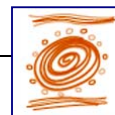
Heritage significance is associated with the house and its grounds, as well as their overall landmark quality.

6.1.6 Boothville or Monte Video

Boothville is significant:

- In demonstrating the pattern of development of Brisbane's northern suburbs in the late 19th century, being a large, fundamentally intact masonry residence of the late 1880s.
- As a contribution to the Windsor townscape.
- For its special association with the work of the Salvation Army in Queensland.
- Because of its social significance as a maternity hospital for nearly 7 decades.

Heritage significance is associated with the house and its grounds, as well as their overall contribution to the Windsor townscape.



6.1.7 Craigellachie

Craigellachie is significant:

- As a rare Brisbane example of stone and brick employed in a non-elite home of the 1880s.
- As an accomplished building in design, detail and material, which contributes aesthetically to the streetscape and the Windsor townscape.
- As a surviving example of a late 19th century artisan's home.



Figure 13: Craigellachie

6.1.8 BCC Tramways Substation No 6 (Former) and Windsor Town Quarry

The Tramways Substation is significant:

- As uncommon evidence for an important mode of transport which was discontinued in Brisbane in 1969 and for which much of the infrastructure has since been removed.
- For demonstrating the principal characteristics of the Brisbane tramways substations.
- For its successful combination of pleasing appearance and practicality, due to the quality of design and construction materials.
- As a fine example of the municipal work of tramways architect Roy Rusden Ogg.

The Windsor Town Quarry is significant:

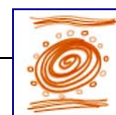
- As evidence for the former industrial use of the site as a source of stone for buildings and road construction.
- As a geological rarity, as the quarry wall has an inclined fault where Brisbane tuff meets phyllite.



Figure 14: Windsor Quarry

Although the citation for the quarry and substation does not specifically state this, the combination of these two sites within the park provides a significant landmark to Lutwyche Road, as well as an aesthetic landscape around the Windsor Town Hall.

The open space of this park is visually linked to the Windsor War Memorial Park, and although Lutwyche Road, with its wideness and heavy traffic flows lies between these two places, the visual connection still gives a sense of space and openness to the area.



6.1.9 Killila

Killila is significant:

- As an illustration of the pattern of upward social mobility from worker's cottage to middle class residence, which characterized the struggle of Irish immigrants in Queensland to succeed in their new country and to raise the status of Catholics in an Anglican dominated society.
- As an illustration of the principal characteristics of a generously sized middle class residence of the early 20th century.
- For its association with the prominent Queensland Catholic Archbishop, James Duhig.

Heritage significance is associated with the house, although mention is made of its being situated on a double block.



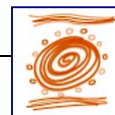
Figure 15: Killila

6.1.10 Rosemount Hospital

The site of the Rosemount Hospital complex has been in use since the 1850s when the original dwelling, Rosemount, was first constructed. Daniel Rowntree Somerset purchased the block on which he built Rosemount in 1855 just north of the current Bowen Bridge. The property was later purchased by Captain (later Sir) Maurice O'Connell, recently appointed to the Queensland Legislative Council. The site has been reduced today to 2.4 hectares situated at 189 Lutwyche Road, Windsor.

The original Rosemount was constructed of soft sandstone from Petrie's Quarry at Albion (Windsor DHS 1994) but there appears to be very little of the original residence still in existence. A remnant of the original driveway, and possibly a mango and camphor laurel tree are all that remains from this time (Allom Lovell Architects 2000: 25). During the 1860s a timber wing was added (Windsor DHS 1994), and later still, during the 1930s, the original stone wing was replaced by another timber wing (Allom Lovell Architects 2000: 25). Rosemount remained a residence until 1916.

During World War I the Commonwealth Government established Rosemount as a repatriation hospital for returning soldiers. The Hospital complex continued this use through World War II and during these times, timber wards were constructed to house



the convalescing soldiers (Allom Lovell Architects 2000: 30). Other necessary buildings were also constructed during these times including a dental building and an operating theatre. The original residence itself was converted into nurses' quarters (Allom Lovell Architects 2000: 2)

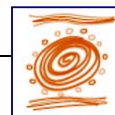
In 1983 the complex was acquired by North Brisbane Hospitals Board and the existing buildings were adapted for use as a psychiatric facility for the Royal Brisbane Hospital. In 1989 a masonry building was constructed on the site to be used as a medical facility for the Geriatric Assessment and Rehabilitation Unit (Allom Lovell Architects 2000: 1). Today, the site is maintained by Queensland Health and houses facilities such as the Geriatric Assessment and Rehabilitation Unit and a day hospital as part of the Royal Brisbane Hospital.

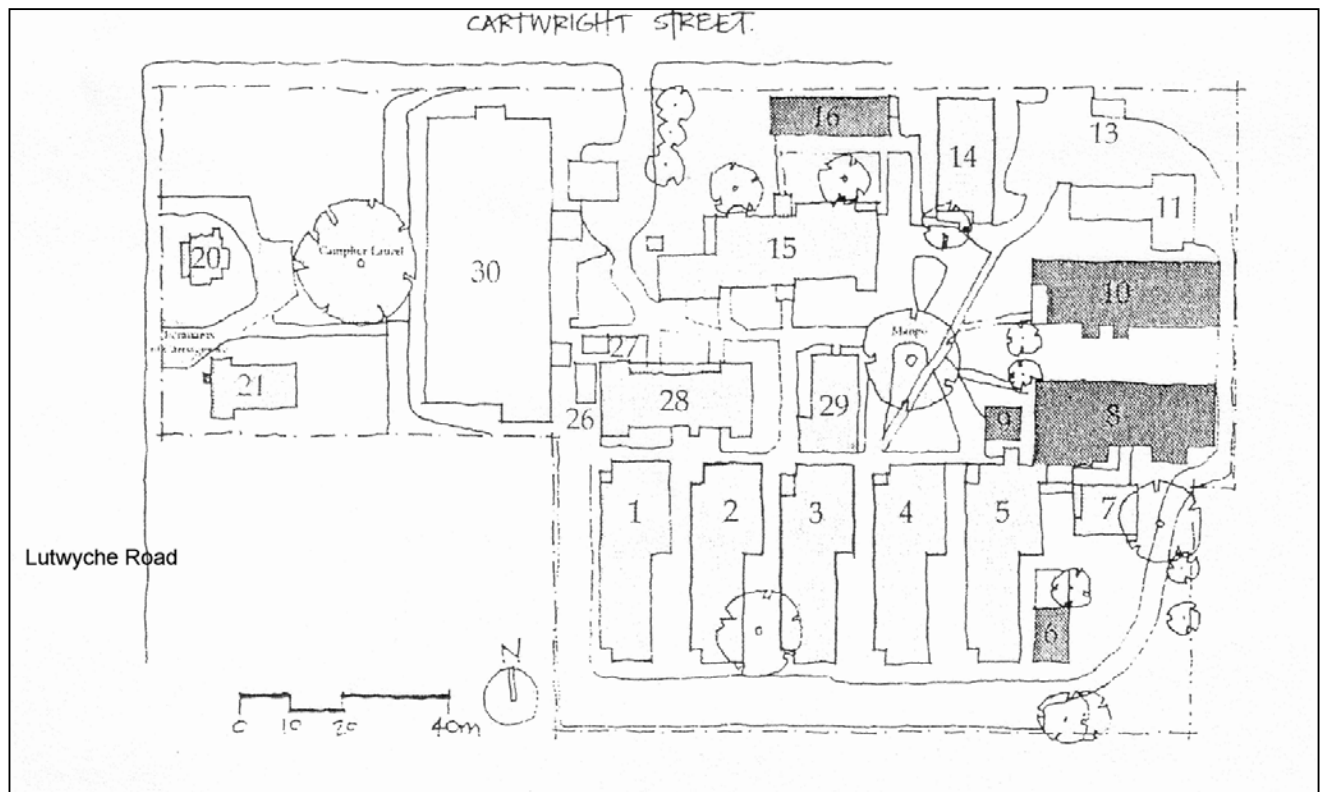
Historical Heritage

Application for inclusion (and the subsequent acceptance of that application) of the Rosemount Hospital Complex on the State Heritage Register was preceded by studies of the levels of significance the precinct contained, however, not all parts of the Rosemount site are of equal significance (Allom Lovell Architects 2000: 42). Allom Lovell Architects have compiled a comprehensive study of the buildings within the site and these buildings have been designated as being of either primary or secondary importance. For the purposes of the present study, those buildings of primary importance will be detailed here; no definition of what 'secondary importance' means is included in the Allom Lovell (2000) report.

Allom Lovell Architects define primary significance of the Rosemount Hospital Complex site as a military hospital developed following World War I. The structures which represent this development are characterised by closely spaced, highset timber buildings which have been constructed in a linear fashion and are connected by covered walkways. Part of this significance lies in the fact that no single building is of outstanding significance in itself. Rather, significance exists in it being a series of buildings. As such, an individual assessment of each building of primary significance has not been provided.

A site plan showing buildings of primary and secondary importance was provided by Allom Lovell Architects. This has been included in this report (see Figure 23). Importantly for the current study, two buildings of primary significance, remnant driveway (which has been covered in bitumen but includes potentially original stone walls) and a camphor laurel tree are located in close proximity to Lutwyche Road. No comment in the Allom Lovell Architects report is made about the very old mango tree to the south of the driveway, and close to Lutwyche Road. The tree may also be a remnant of the original Rosemount.





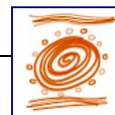
Map 14: Site Plan of Rosemount Hospital Complex. Shaded buildings denote those buildings of secondary significance (Adapted from Allom Lovell Architects 2000)

Buildings of Primary Significance

Building 20 is known as the Dental Hut. It was constructed in approximately 1918 for use as a dental clinic with subsequent additions made in 1922. It is a single storey weatherboard building with enclosed verandahs, raised on stumps. The roof is terracotta tile gambrel with finials. It has also been used as the Assistant Officer's Quarters during the late 1940s, as a residence for Living-In Orderlies during the 1960s and as a medical store during the 1980s. Signage



Figure 16: Dental Hut



indicates it is currently being used by Arthritis Queensland (Allom Lovell Architects 2000: 78).

Building 21 is known as the Medical Officer's Residence. It was constructed during 1922 as part of the Repatriation Hospital. The verandahs have been enclosed, but apart from this, the building has remained virtually unchanged since construction. It is a single storey chamfer board cottage with hipped corrugated iron roof. It has been raised on cement stumps. This building also appears to be currently used by Arthritis Queensland (Allom Lovell Architects 2000: 81).



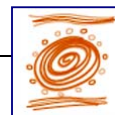
Figure 17: Medical Officer's Residence

Situated in closed proximity to these two buildings is a large camphor laurel tree, which Allom Lovell Architects believe to have an association with the original Rosemount residence.

Buildings 1 to 5 are Wards dating from the World War I repatriation hospital. They are single skin-walled buildings, which have been slightly altered with the enclosing of verandahs. Significantly, they are linked by covered walkways, which was a feature of the pavilion design of the hospital (Allom Lovell Architects 2000: 47).



Figure 18: Camphor Laurel tree with location of original 1850s driveway in foreground and Building 30 in background



Building 15 is Rosemount. Between 1858 and 1916 it was a residence. In approximately 1916 it was used as an ionisation, massage and orthopaedic ward. Between the 1920s and 1960s it was converted to use as residential quarters for the nursing sisters. The building as it exists today is predominately in form and detail as it was from the 1890s. It has been altered by enclosure of the verandah at the front and the addition of a kitchen wing (Allom Lovell Architects 2000: 71).

Figure 19: Rosemount



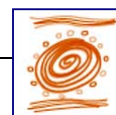
Building 28 is an Administration building. It was constructed as part of the repatriation hospital. It remains substantially unaltered except for the addition of partitions and a suspended ceiling (Allom Lovell Architects 2000: 87).

Figure 20: Administration Building



Building 29 was previously the Matron's quarters between the 1920s and 1930s, following which; it was used for staff dining between the 1960s and 1980s. It was constructed as part of the repatriation hospital. It has been substantially altered with the addition of a commercial kitchen and removal of internal partitions (Allom Lovell Architects 2000: 88).

Building 7 was originally constructed for use as an operating theatre as part of the repatriation hospital. It has since been used between 1980 and 1990 by the Electric Shock Therapy Unit. This building is an integral part of Wards 1 to 5 as it is connected to these buildings by a timber covered walkway. While it has been altered by the addition of a skylight and partitions the floor, wall finishes and joinery are original (Allom Lovell Architects 2000: 53).



Buildings 16, 13, 11, 10 and have been, or are awaiting demolition. These buildings were considered by Allom Lovell Architects to be of secondary significance (Allom Lovell Architects 2000: 39).

Building 30 is the Geriatric Assessment and Rehabilitation Unit. It was constructed in 1989 to the design of architects Conrad and Gargett (Allom Lovell Architects 2000: 90).

Allom Lovell Architects provide advice as to opportunities and constraints in relation to development of the Rosemount Hospital complex. They believe that elements of the site which are not culturally significant are able to be removed (Allom Lovell Architects 2000: 43). Existing hospital buildings, however, should be preserved to protect cultural significance, but they can be adapted for new uses (Allom Lovell Architects 2000: 43). They also recommend that existing significant landscape elements should be retained (Allom Lovell Architects 2000: 44).

Summary

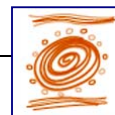
In summary, the Rosemount Hospital Complex is an historical site with buildings dating progressively from the late 1850s to present. The site mainly comprises of buildings which have been constructed for use in the medical industry. The original Rosemount residence remains on site even though much of the original building is no longer in existence. The majority of the current structure was constructed during the 1890s. Many of the other buildings within the precinct were constructed immediately after World War I for use as a repatriation hospital.

The significance of the site lies in its use as a repatriation hospital, yet Allom Lovell (2000) state the buildings constructed for this purpose are not individually significant, but rather, their significance lies in the complex as a whole. Allom Lovell Architects do indicate, however, that it may be possible to demolish or remove some buildings, provided there is some evidence remaining of the site as being a series of buildings forming a medical complex (Allom Lovell Architects 2000: 42).

6.1.11 Skilmorlie

Skilmorlie is significant:

- Because of its close association with the development of Windsor in the mid-19th century as a middle-class suburb, and with the development of nearby Lutwyche as Brisbane's principal brick-making district late 1860s-1890s.
- As it is one of the earliest surviving residences in the Windsor-Lutwyche district, contemporaneous with adjacent Fernfield, and with brick-maker William Williams' own residence [now known as The Grange (600347)] at Lutwyche.
- As it is a rare surviving 1870s brick, two-storeyed, gable-styled dwelling in Brisbane, and offers a rare and valuable contribution to present knowledge of 1870s brick construction and design in Brisbane.



- Because of its close association with the Bryden-Brennan families, who occupied the house for 50 years and retained it as a rental property for another 70. In particular, it has a close association with John Bryden, who participated in the first wave of free settlement in Brisbane in the early 1840s.

Skilmorlie has now been incorporated in the grounds of the Windsor International Motel, in which it is sympathetically re-used as a reception area for motel clients. The house is significant, but its surrounds have no heritage values.

6.1.12 The Grange

The Grange is significant:

- In its demonstration of the 19th century development of Windsor-Lutwyche as a brick making district.
- As a rare surviving brick, gable-style artisan's home of the 1870s which offers rare surviving evidence of 1870s brick construction in Brisbane.
- As it exhibits a range of aesthetic characteristics, including a contribution through scale, form and materials, to the local streetscape and Windsor townscape.
- Through its association with the Williams family and their contribution to the development of the brick making industry in the Windsor-Lutwyche area.



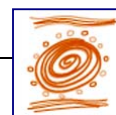
Figure 21: The Grange

Heritage significance is associated with the house and its aesthetically attractive cottage garden.

6.1.13 Windsor Air Raid Shelter

The Windsor Air Raid Shelter is significant:

- As part of the Air Raid Protection activities that were implemented for the defence of Brisbane during World War II.
- As a structure built by Brisbane City Council for a wartime purpose.
- For its solid construction, rectangular shape and location near a population density, all demonstrating the principal characteristics of a World War II Brisbane public air raid shelter.
- Because of its secondary use as a shelter on a road reserve, which was part of the original design intention.
- As an example of the wartime work of the City Architect's Office and particularly the work of City Architect F.G. Costello.



The heritage citation only specifies that the air raid shelter structure is of heritage significance, and does not discuss its surrounding landscape, other than to mention that a mature fig tree is in close proximity.

6.1.14 Brisbane City Council Tramways Substation No 8 (Former)

Substation No. 8 is significant:

- In its demonstration of an important aspect of Queensland's industrial development.
- For its close link to Brisbane's suburban expansion in the 1920s and 30s.
- As now uncommon evidence for an important mode of transport which was discontinued in Brisbane in 1969 and for which much of the infrastructure has since been removed.
- In design, scale and materials for its demonstration of principal characteristics of the Brisbane tramways substations.
- As a well conceived utility structure, and a fine example of the municipal work of tramways architect Roy Rusden Ogg.

Heritage significance is associated with the building rather than its surroundings.

6.1.15 Conon

Conon is significant:

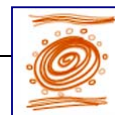
- As it is one of the earliest houses in the Lutwyche area, and one of the few early 1860s residences to survive in Brisbane.
- As it exemplifies the evolving house, extending from a modest mid-19th century core into a substantial late-19th century residence.
- For its aesthetically attractive gardens.
- For its association for almost 70 years with the McLennan family, who played an important role in the development of Brisbane in the second half of the 19th century.

Heritage significance is associated with the house and garden.

6.1.16 Woolloowin State School

Woolloowin State School is significant:

- For its association with progressive, early 20th century education in Queensland, being constructed in 1914 as a "show" suburban primary school. The quality of the building, furnishings, equipment, facilities, curriculum and staff served as a model for future state schools.



- As a coherent complex of buildings from 1914, 1918 and 1925 linked together by verandahs that have not been diminished by later construction or major structural change.

6.1.17 Bess Street Brick Cottages

The cottages at 22, 27-25 Bess Street, Lutwyche are significant:

- As important evidence of the development of Kedron, Lutwyche and Windsor as Brisbane's principal brickmaking district in the 1870s and 1880s.
- As an historically and spatially cohesive grouping of rare surviving working class, 19th century brick cottages in Queensland.
- For their probable association with the Lutwyche brickyard proprietor, Samuel Hedge.
- In demonstrating an association with one of Brisbane's earliest manufacturing industries, that of brickmaking.



Figure 22: 22 Bess Street

Significance is confined to the houses.

6.1.18 Kedron Lodge

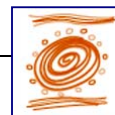
Kedron Lodge is significant:

- As one of the original villa estates which was typical of many which were built on the fringe of Brisbane in the 1860s, but which have suffered since from suburban subdivision.
- As a rare example of a substantial Colonial Gothic house built in stone.
- As the home of Queensland's first Supreme Court judge after whom the suburb of Lutwyche was named.
- As an example of the less well known architect Christopher Potter, and built by the premier builder, John Petrie.



Figure 23: Kedron Lodge

Significance in the heritage listing appears to be confined to the house. Its relationship with an adjoining Catholic Church and church hall is important, as this is evidence of the



period 1930-89 when the house was owned by the Catholic Church, and was used variously as a home for priests, a convent and a youth refuge.

6.1.19 Eagle Farm Women's Prison

The Eagle Farm Women's Prison and Factory Site is significant at one of few sites surviving in Brisbane from the convict period and a remnant of only seven sites associated with secondary punishment in Australia. Further, the Women's Prison and Factory Site is one of even fewer sites, both in Brisbane and in the national context, associated specifically with female felons.

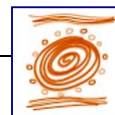
The Eagle Farm Women's Prison and Factory Site is significant as one of the earliest sites of building activity in Queensland, initial construction having occurred within 5 years of the establishment of the settlement of Brisbane Town.

The Eagle Farm Women's Prison and Factory Site has potential to reveal substrata evidence of a number of factors including the administration of the convict system in the final years of transportation, the confinement and punishment of female convicts, building materials and construction technology and artefacts associated with the activities, occupations and social status of groups and individuals.

The establishment of the Eagle Farm Women's Prison and Factory Site is associated with early historical figures such as New South Wales Governor, Darling and Commandant Logan.

6.2 Historical Heritage Places of Local Historical Significance

The Brisbane City Council's Brisbane City Plan 2000 adopts similar criteria to the *Queensland Heritage Act 1992* but applies them to a local threshold of significance. A number of properties within the study area are recognised in Brisbane City Council listings. These properties include residences, commercial character buildings, churches and features, e.g., specific trees, certain bus shelters. Most of these properties are not listed with the Register of National Estate or State Heritage Register. Properties entered in the Brisbane City Council listings are generally of local heritage significance and are important in the way they assist in the development of a sense of place. For this reason, such properties are acknowledged through their character precinct planning policy. A full list of places recognised by Brisbane City Council listings is found in Appendix 1. Examples are provided.



6.2.1 Brisbane Christadelphian Lightstand

The original church at 456 Lutwyche Road, Lutwyche was built in 1874 by Methodists on land donated by Mr. J. Rees. With the expansion of Lutwyche as an established suburb in the early 1920s, the original church proved inadequate. By 1921, the Sunday School was being held across the road from the church in the Imperial Picture Pavilion. Plans for a new church were drawn up by the trustees in June 1923, with construction completed in 1924. In 1979, following the amalgamation of Presbyterian, Methodist and Congregational churches, the property was vested in the Uniting Church Australia Property Trust. In late 1995, the property was purchased by the Christadelphian Church,

and continues to be used for religious purposes.



The significance of the Brisbane Christadelphian Lightstand building is that it forms an important part of the streetscape of Lutwyche Road.

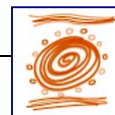
Figure 24: Brisbane Christadelphian Lightstand

6.2.2 Kalinga Park

In 2002, Kalinga Park was the subject of a conservation management study by Brisbane City Council, resulting in the park being added to Brisbane City Plan 2000 for its heritage values (BCC, 2002).

An extensive irregular shaped wedge of open parkland bounded by the edge of Kedron Brook, Bertha, Kalinga and Lewis Streets, Kalinga Park is a recreational reserve formed in the 19th century, and associated with the early development of the district. The conservation management study found that Kalinga Park has a range of associations including:

- Originally a portion of the former Nundah German Mission in the earliest period of Brisbane settlement, and may have an archaeological record from this period;
- Highly valued by the district as an open green space;
- Supports many sporting and recreational organisations, including the Kalinga Scout Hall, playing fields for tennis, cricket, football and hockey, and the Queensland Miniature Race Car Club track;
- An important visual element in the suburban landscape;



- The Soldiers Honour Gates and Fence on Park Avenue, as well as Diggers' Drive And memorial plantings of eucalypts are poignant reminders of the impact of the Great War, and are valuable in their contribution to the local streetscape.

Further to the findings of the conservation management study, that part of Kalinga Park accessed by Bertha Street is also important because of its association with World War II camps (see section 5.1.3 above).

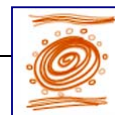
On 23 October 1920, the Soldiers' Honour Gates that provide access to Kalinga Park through Park Avenue were officially opened by Brigadier-General L.C. Wilson, to commemorate fallen soldiers in World War I. The Toombul Shire Council, local Ladies' Patriotic Club and the Kalinga Progress Association were responsible for fund raising for the gates. Mrs. Cameron, President of the Ladies Patriotic Club, said that the Honour Gates had been erected as "a witness and an everlasting remembrance of the patriotic services and sacrifices of the men who enlisted from the Kalinga district and fought for their country in the Great War" (Nundah & Districts Historical Society 1999:22). For many decades afterwards, ANZAC services in Kalinga occurred in proximity to the memorial gates.

In 1924, Diggers' Drive was opened by Sir Matthew Nathan, Governor of Queensland, as an additional memorial to the soldiers who had fallen in World War I. The drive was constructed by unemployed returned servicemen of the district, to provide them with work, rather than charity (Nundah & Districts Historical Society 1999: 26), and consisted of the formation and gravelling of 60 chains of roads in Kalinga Park. In addition, filling and draining works, and the planting of about 120 trees in both Hendra and Kalinga Parks were undertaken to improve the amenity and attractiveness of these open spaces. The trees associated with Diggers' Drive in Kalinga Park were all tallowwoods.

Originally, the committee that raised the funds to pay for the construction of these improvements intended also to identify by means of metal plates as many of the trees as might be necessary with the names of deceased soldiers who enlisted from the Kalinga Division. However, for reasons such as difficulty in obtaining names and gaining permission from next of kin, this was never done (*Daily Mail*, 2 June 1924).

A 1946 aerial of the Kalinga area indicates a network of pathways through Kalinga Park. The pathway that was called Diggers Drive ran from the memorial gates, then approximately paralleling Kedron Brook, under the rail corridor, and then eastwards to Sandgate Road. This is further substantiated by a street directory from c. 1953, and a 1961 20-chain map that both show the approximate position of Diggers' Drive, in which the name "Diggers' Drive" is applied to that section of pathway to the west of the North Coast Rail Corridor.

How many of the original planting survived is a moot question, but certainly in the 1946 aerial, plantings can only be seen along the stretch of Diggers' Drive west of the railway corridor, clearly planted in a zig-zag fashion, with approximately 20 yards between each planting. Newspaper reports from soon after the opening of Diggers' drive indicate that the scheme was subject to vandalism, and that many of the original plantings were removed or died during the decade after 1924 (Elizabeth Nunn, pers. comm. 2006).



In the 1950s, further plantings occurred in Kalinga Park. The Nundah & District Historical Society publication (p. 26) suggests that about 1952, Harold Oakman, Manager of the Brisbane City Council's Parks Department was responsible for planting further tallowwoods. However, further investigations by historian, Elizabeth Nunn (pers. comm. 2006) suggest that Harold Caulfield, Manager of the Botanical Gardens, may also have been involved in additional plantings. Caulfield took up his position at the Botanical Gardens in 1956. Plantings were not restricted to tallowwoods, but also include hoop pine and other species. Nor were all plantings associated just with Diggers Drive. Rather, it appears that this is a time when widespread plantings in the park that are not observable in the 1946 aerial were introduced.

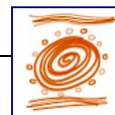
During the latter years of the 1960s, considerable improvements were carried out in Kalinga Park by Brisbane City Council. These included ash filling, introduction of soil and top dressing. While that section of Diggers' Drive that extended eastwards of the railway corridor was still apparent in 1957 plans for Kalinga Park (Brisbane City Council plan no. D453), after the 1960s improvements, the pathway appears to have been covered and turfed.

The Nundah & District Historical Society publication (p.26) discusses the removal of dead or dangerous trees from Kalinga Park in 1998, including several from the Memorial Avenue along Diggers Drive.

Thus, the historical records suggest several phases in the development and change of Diggers' Drive. Originally extending from the Memorial Gates to Sandgate Road, its length appears to have been truncated to end west of the railway corridor, and this probably happened in the 1960s. By 1946, evidence shows plantings west of the railway corridor. While plantings may have originally occurred east of the railway corridor, it would appear they did not survive, and were not evident by 1946. Plantings have also occurred at least in three different phases, commencing with the original plantings of tallowwoods; followed by a park beautification scheme in the 1950s when it is possible that some of the spaces memorial trees had not survived were filled. Since then, further plantings have also occurred.

Clearly, from this evidence, there is a difference between Diggers' Drive, which was a series of constructed pathways built through Kalinga Park, and tree plantings. Even in the original 1924 plantings, not all of the trees placed in Kalinga and Hendra Parks were of a memorial nature. As the next step of identifying individual trees with specific fallen soldiers did not progress, it is difficult to say with certainty which trees may have had a memorial nature, if indeed any.

In an effort to identify if any of the current trees of Kalinga Park were from the 1924 construction of Diggers' Drive, Adam Tom of The Tree Doctor was asked to make an assessment. His brief was to identify which trees were old enough to be part of the original 1924 planting; which were from the 1950s plantings; and what had been planted since.



On the eastern side of the railway corridor, six tallowwood trees were apparent, of which two were dead. All were in a size range that suggested they were 50-60 years old, and most likely associated with the 1950s plantings.

On the western side of the railway corridor, where the majority of tallowwood trees grow, only thirteen trees were of a size that could indicate they may have been planted approximately eighty years ago. Some of these were still in the zig-zag pattern discernible in the 1946 aerial. In other parts of Diggers Drive, original trees had been replaced with later tallowwood plantings in the 1950s. This suggested a relatively high mortality rate for the original plantings of Diggers' Drive. Adam Tom commented that Kalinga Park was situated on good alluvial soil, which led him to the assumption that the tallowwoods on the eastern side of the railway corridor should have been larger, and would have grown at a rate consistent with those on the western side, if they had been planted in 1924.

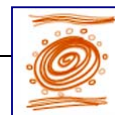
A large ironbark on the eastern side of the railway corridor is approximately 300 years old, and is a remnant of the original bushland around Kedron Brook.

Levels of heritage significance have not yet been specifically studied for the Soldiers Honour Gates and Fence and Diggers' Drive, as this would require an extensive research programme of comparison to other similar memorials and avenues in the State. However, a reasonable assumption is that these heritage features are, at the least, of local significance, and are an important aspect of the community significance of Kalinga Park.

6.2.3 Nyamber

This two storey brick building, called Nyamber, was initially a home built for the family of George Byrne, one of the first to settle in the area. It has since been modified and used as flats, a psychiatric hospital and is currently a private nursing home. It is one of several surviving 19th century homes which originally had grounds extending to Bowen Bridge Road, as it was then called. Nyamber is of local significance because it is:

- One of a group of houses along Lutwyche Road which provides evidence of the development of this area of Windsor as an upper middle class residential suburb during the second half of the 19th century;
- Associated with the Byrne family, who as the original Deed of Grant landholders of this portion of land from 1856 were one of the first European families to settle in Windsor;
- The first private psychiatric hospital to be established in Brisbane and, allegedly, the site of the earliest use in Queensland of Electro-Convulsant Therapy in the treatment of psychiatric illness;
- A rare example of a two-storey brick 19th century residence in Brisbane.



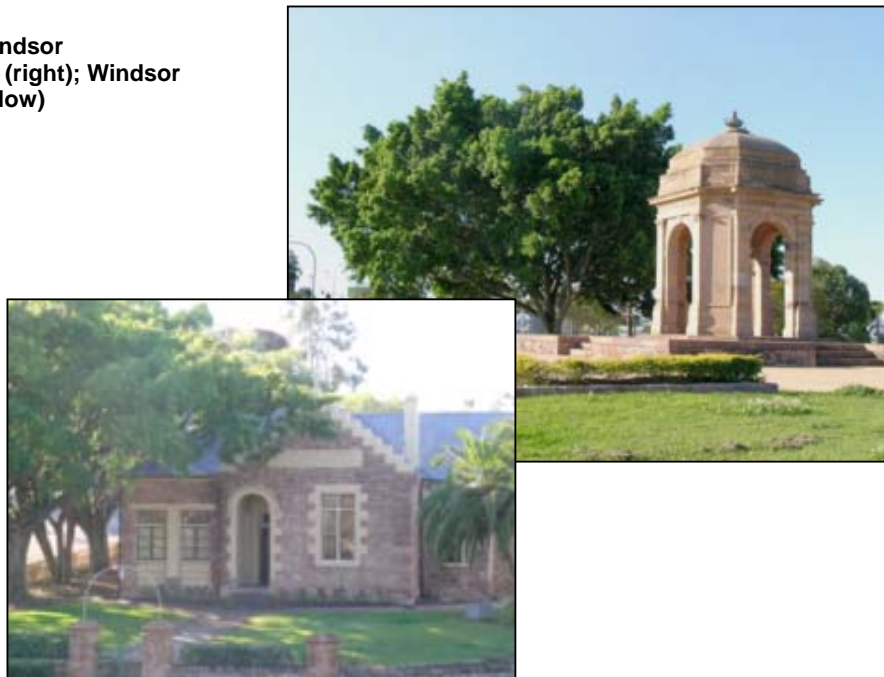
6.3 Heritage Precincts

A precinct, for the purposes of this study is an area where there is a density of heritage sites and places of significance interrelated by common historical themes or design.

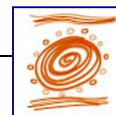
6.3.1 Windsor Precinct

The Windsor Precinct displays a density of sites, some of which are heritage listed, and all of which are connected by the common theme of the Windsor townscape. This precinct centres on the Windsor War Memorial Park and the Windsor Council Chambers, both of which are listed as significant on registers. The Windsor War Memorial Park was opened on 25 April 1925 in honour of those who had fought in World War I. The Windsor Council Chambers were opened in 1897. The building is constructed of porphyry or Brisbane Tuff which was mined from the site. Across the road from the Windsor War Memorial Park is the Windsor Primary School. The School was constructed in 1914-15.

Figure 25: Windsor War Memorial (right); Windsor Town Hall (below)



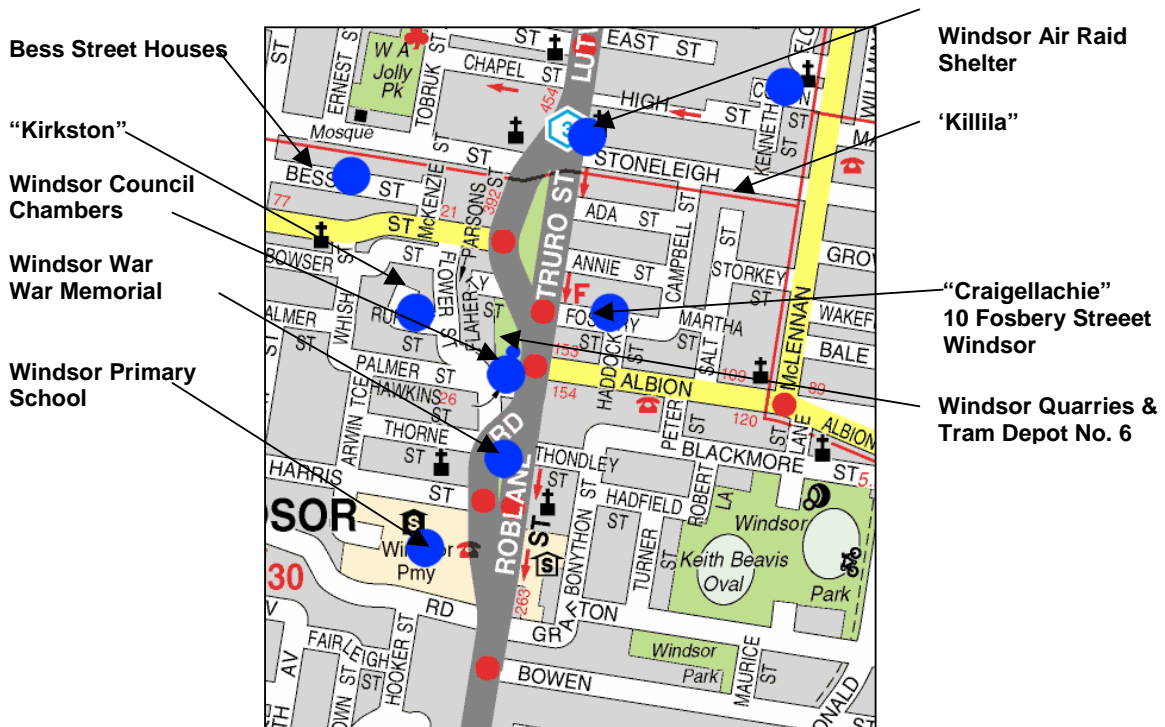
Behind the Windsor Shire Council Chambers is the listed Windsor Quarries, now landscaped into an aesthetically pleasing park, containing the listed Windsor Tramways Substation No. 6. On the city side of the Windsor Shire Council Chambers is the Windsor State Primary School, with its significant buildings and row of trees fringing its sports oval. The trees provide a strong visual green edge to Lutwyche Road. Sited on the hill into which the Windsor Quarry is carved is 'Kirkston' at 23 Rupert Street. This



house was constructed in 1888-1889 for solicitor John Flower, co-founder of the prominent Brisbane law firm, Flower and Hart (Australian Heritage Commission citation).

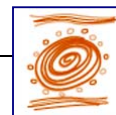
In Fosbery Street, off Truro Street, is 'Craigellachie'. Craigellachie was constructed in 1889-1890. It remains as a fine example of stone and brick housing of the 1890s (State Heritage Register citation). In nearby Stoneleigh Street is 'Killila', associated with Archbishop James Duhig.

Map 15 demonstrates the concentration of properties listed with the Register of National Estate and State Heritage Register in the Windsor area.



Map 15: Windsor Townscape Precinct

In addition to those listed heritage places, a number of other buildings are visible that are not of the same levels of significance but add to the Windsor townscape. These include individual shops, and a modified two-storied house in Lutwyche Road. "Windsor House" is situated at 312 Lutwyche Road (Figure 26). While not being listed on either the Register of National Estate or State Heritage Register, it still contributes to the heritage streetscape of Windsor. It was constructed in 1879 from rendered brick to be used as a grocery store with living quarters above. Over the years, it has functioned as a butcher, saddlery and boarding house (Brisbane City Council Heritage Unit, n.d.) The Brisbane City Council City Plan 2000 also notes several other buildings in the Windsor War Memorial precinct, one at 300 Lutwyche Road is listed as being a traditional shop, another at 308 Lutwyche Road. A further example is "Coolwell Place", the stucco



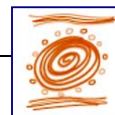
terrace building containing small shops and business at the corner of Lutwyche and Albion Roads.



Figure 26: Unregistered Places in the Windsor Townscape Precinct (top left: 300 Lutwyche Road; top right: 312 Lutwyche Road; bottom left: 279 Lutwyche Road; bottom right: 249 Lutwyche Road)

6.3.2 Residential Precincts

As described in the contextual history of Windsor (section 5), the earliest habitation of the area in the historical period of Brisbane's development was in the form of large estates. Rosemount and Oakwal, discussed above, are both associated with this early form of development. As transport to Windsor improved, large properties were subdivided into residential estates. Rosemount and Oakwal Estates are both examples of subdivisions that provided residential blocks (see maps 9 and 10). Other estates that were similarly developed were Swan Hill and O'Connell Town. Each of these estates is still apparent as distinct residential precincts in which the Brisbane "wood and tin" type of housing predominates. Whereas other parts of the study area, e.g., streets around Lutwyche shopping village, have become more eclectic, with a mixture of residential houses, flats and units, the residential estates of Swan Hill, Oakwal, and parts of Rosemount and O'Connell Town have largely maintained their original residential appearance. Each of these precincts are good examples of the spread of residential living in Brisbane suburbia in the late 1800s and early 1900s, and as such, exhibit the characteristics of suburban Brisbane, of relatively large allotment sizes, front and back



yards, and tin and timber housing that remained in vogue until the appearance of outlying brick suburbs in the 1960s and 1970s.

6.3.3 Lutwyche Village

Lutwyche Village is a retail and commercial precinct servicing the local community since the 1920s. Through this time, the village has developed and changed as a reaction to community needs, and public trends, resulting in an eclectic blending of buildings from a range of eras. Modern warehouse type shopping, and a relatively modern “drive-in” shopping centre are focal destinations, with a range of hotels, smaller shops, offices, and service buildings in proximity. To be expected in a village centre, community and public facilities, such as medical, educational, religious, charitable and financial services are also available.

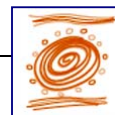
From the heritage perspective, the significance of the Lutwyche Village precinct lies in its on-going role as a retail, service and commercial centre. This role commenced in the early 1900s, and expanded greatly when public transport was extended to the village in the 1920s. Since then, it has remained viable because of shopping centre development during decades when many other suburban shopping centres in Brisbane have disappeared, changed or become unviable. The fact that the precinct has been eclectic in its physical development, and has changed in appearance and content through time, is probably a key to its long-term viability. This very fact also means that the fabric of the precinct as a whole does not have a heritage significance; rather, individual buildings may be of significance.

6.4 Unknown Sites and Places

Heritage sites and places in the vicinity of the study area can be found on a range of registers. With the exception of the Brisbane City Council register, the way in which a site or place can be included in a heritage register can be the result of a relatively informal approach towards significant heritage. A registration application can result from the rather ad hoc approach of an applicant believing a place to be significant, rather than from an overarching study of an area with the aim of defining all sites or places that meet the criteria of the *Queensland Heritage Act 1992*. As a result, the potential exists that sites and places of heritage significance may be in the study area, but are currently unrecognised.

To acknowledge this situation, a visual inspection was undertaken of the study area. Overall, it could be said that places that are listed on State and Commonwealth registers are representative of types of places that exist in the study area. For example, the State register includes both grand houses, middle class dwellings and workers cottages, houses of wood and tin fabric, and houses of local stone and brick.

Two places that have not been acknowledged in any heritage registers were noted in the visual inspection. In addition to being identified through visual inspection, both places



have been raised in community consultation by local residents as potentially having heritage significance. These are described below.

6.4.1 The Police Citizens Youth Club at 654-656 Lutwyche Road

Figure 27: Police Citizens Youth Club

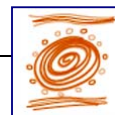


Figure 28: Cells at Police Citizens Youth Club



According to information in *St. Andrew's 1866-1991* (McKeering 1991), the building was erected in 1916 as a police station. Today it functions as State headquarters of the Queensland Police Citizens Youth Club. Reminders of its previous function still exist however in the two outside cells which remain in the back yard.

As no assessment of significance was available through previous work, a specific study was carried out on the Police Citizens Youth Club (PCYC). The full report is provided in Appendix 2, and is summarised here. What is now called the PCYC is a part of the former Kedron Park Police Station, after removal of other buildings during Lutwyche Road widening in 1979. Comparative analysis indicated that the Kedron Park Police Station, which was constructed in 1916, was one of a series of substantial two storeyed buildings erected as police stations during the early twentieth century. Assessment concluded that the PCYC has not retained sufficient integrity to meet any of the criteria for entry in the Queensland Heritage Register. Given this, it is of sufficient heritage value to meet a number of the Brisbane City



Council's Heritage Register heritage values as a local heritage feature. For this reason, the PCYC has local heritage significance, and is an important component of the local Lutwyche Village precinct.

6.4.2 St Andrew's Anglican Church is located at 673 Lutwyche Road, Lutwyche

Figure 29: St Andrew's Anglican Church

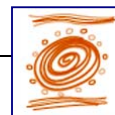


The original St Andrew's Church was constructed in 1866 on land that had been donated by Judge Alfred James Peter Lutwyche, first Supreme Court Judge of Moreton Bay. On his death in 1880, Judge Lutwyche was buried in the grounds of St Andrew's and his wife, Mary, erected a celtic cross in remembrance (figure 30). She herself was buried with Judge Lutwyche in 1891. The front stone wall and Lych Gate were erected in 1924 as a World War One Memorial (figure 31). A lych gate was traditionally used as a temporary resting place for the body before it was moved to the church. A small honour roll has been erected on one of the posts. Stones could be donated by someone who had lost a relative in the war as a way of remembrance. The rock-faced granite was supplied by Messrs Bowser and Lever. In 1925 the foundation stone of the new St Andrew's was laid, the design of which incorporated the original 1866 church building.



Left: Figure 30 Judge Lutwyche's cross

Above: Figure 31: Lych Gate



The new St Andrews was designed by architect Louis Williams of Melbourne who incorporated the existing church into his design. He also ensured that ample space was provided to allow for sufficient vestries for clergy and choir. Another design feature is large doors which fold outwards for ventilation on hot Brisbane days. The church was the first in Australia to have a clavier-operated carillon which meant that only one person was required to operate it. It was also the first electrically operated system in Queensland. In 1938 five more bells were added, taking the total to 13.

In 1961 a visitor to St Andrew's made the following comments:

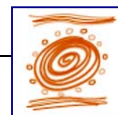
The more I think about your church at Lutwyche, the luckier I think you are. It is now one of the most beautiful churches I have been into, and the atmosphere is so reverent, too. This is achieved, despite the large number of worshippers. The expanse of carpet seems to muffle sound from the congregation. The priest, although a long way off, can be heard quite clearly. I was most impressed that morning I attended (McKeering 1991).

St Andrew's has had a long association with the Windsor/Lutwyche/Woolloowin community. This is evidenced by the many dedicatory plaques which have been erected in the church. These are erected to people who have had a long association with the local community such as Judge Lutwyche and Captain Whish (McKeering 1991).

A detailed assessment was not undertaken on St. Andrew's as direct impact was not contemplated by the project design. However, sufficient assessment has been done to indicate that it is likely that St. Andrew's has high levels of significance, and would meet criteria for entry to the Queensland Heritage Register, for a range of reasons, including its:

- association with Judge Lutwyche, Queensland's first Supreme Court judge (criteria a and h);
- memorials for World War One which are unusual and particular to the Lutwyche area (criteria a and d);
- aesthetic and architectural values, including its interwar design, use of local bricks, and incorporation of English Anglican elements, such as the Lyche Gate (criterion e);
- technological values, especially those associated with the bell tower (criterion f).

Criteria referred to above are those of the Queensland *Heritage Act 1992*.



The concept of historical archaeology refers to the archaeological record that has been left behind by human actions and activities since non-indigenous settlement of the Brisbane area.

One potential place for an archaeological record is the Windsor Quarry. Contextual research shows the use of heavy machinery in the quarry. Potential exists that evidence of quarrying technology and associated machinery may be present under the layers of fill that have been deposited to adapt the quarry into present-day parkland.

An analogous situation was the early stone drain/culvert, a concrete drain/culvert and a concrete structure excavated by ARCHAEO during redevelopment of the RNA show grounds. One drain in particular was attributed as being a significant feature as it demonstrates engineering indicative of early development in the area (ARCHAEO 2001b).

NOT TO SCALE

18950

MICRO FILMED
1 AUG 1992
BY PLAN CUSTOMERS

CONSTITUTION RD

LUTWYCHE RD

ROBLANE

CH 00

CH 59

GRAFTON ST

600 dia

1200 dia

REHABILITATION OF STORMWATER DRAIN

TABLE OF CONNECTIONS

RECONNECT	APPROX CH
WATER MAIN SCOUR VALVE	CH 47
600 dia RCP	CH 37
525 dia RCP	CH 31
375 dia RCP	CH 19

BRISBANE CITY

The Kalinga Park conservation management study (BCC 2002) also suggests that potential exists in this open space for an archaeological record associated with the

Nundah German Mission. This would largely depend on levels of modification, as Kalinga Park has been shaped and changed through the past 150 years.

In an urban landscape, any ground disturbing activities have potential to reveal sub-surface archaeological material.

6.7 Aboriginal Areas

This study has identified two Aboriginal areas in the vicinity of the study area:

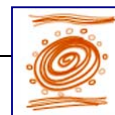
- Kedron Brook, east of Shaw Road in Kalinga Park, that included at least a camp site and corroboree grounds;
- York's Hollow that stretched from the Exhibition grounds through the swamp that is now Mayne Rail Yards, and included camp sites, ceremonial grounds, food resource areas, and fighting grounds.

Both areas are highly modified. In the case of York's Hollow, modification has been so complete as to remove physical evidence of the creeks and swamps that were once focal places and provided rich supplies of food resources to Aboriginal people. In addition, urban development has resulted in much of what was York's Hollow being covered with residential and commercial buildings, extensive road systems, the Brisbane Exhibition Grounds, and Mayne Railway Yards.

Along Kedron Brook, high levels of modification also exist. Although the creek has been retained as an open space, it has also been confined to a man-made drainage channel, which has been straightened, widened and deepened. Natural vegetation has largely disappeared. Natural features such as sandy beaches and rock bars and pools have all been removed. Surrounding land has been modified in that creek banks have been removed, low areas have been filled, associated swamps have been drained and filled.

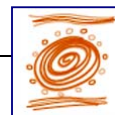
The ACH Act acknowledges such modification. The Cultural Heritage Duty of Care Guidelines that were gazetted with the ACH Act identify "reasonable and practicable measures for ensuring activities are managed to avoid or minimise harm to Aboriginal cultural heritage" (s. 1.14). The Cultural Heritage Duty of Care Guidelines provide five possible categories that take into account the nature of an activity and its likelihood of causing harm.

Category 3 states that "where an activity is proposed in a Developed Area it is generally unlikely that the activity will harm Aboriginal cultural heritage and the activity will comply with these guidelines" (s. 5.1). "Developed Area" is defined as an area that is "developed or maintained for a particular purpose such as use as a park, garden, railway, road or other access route, navigation channel, municipal facility or infrastructure facility, such as powerlines, telecommunication lines or electrical infrastructure" (s. 3.2). The definition of a Developed Area applies to the open space around Kedron Brook.



Category 4 states that “where an activity is proposed in an area which has previously been subject to Significant Ground Disturbance it is generally unlikely that the activity will harm Aboriginal cultural heritage and the activity will comply with these guidelines” (s. 5.4). “Significant Ground Disturbance” is defined as disturbance by machinery of the topsoil or surface rock layer of the ground, such as by ploughing, drilling or dredging, or the removal of native vegetation by disturbing root systems and exposing underlying soil (s. 3.2). However, Category 4 also acknowledges that residual cultural significance may still be present, even when modification has been extreme.

In the case of the Airport Link Project, a CHMP has been triggered by the requirement for an Environmental Impact Study. The CHMP process requires notification of Aboriginal Parties for the study area, and their endorsement to participate in the project, if they respond to the notification in the required time frame. Endorsed Aboriginal Parties will be consulted about such matters as Aboriginal cultural heritage, the impact of modification on culturally significant sites and places, and residual significance. Management will be agreed to between parties, and a legal agreement that sums up outcomes and agreements about appropriate management will result. Once approved by the State, the CHMP agreement provides compliance to the project’s cultural heritage duty of care.



7 Assessment of Impact

The corridor of the Airport Link Project consists of both road and tunnel construction. At the point where transition is achieved from roadway to tunnel, cut and cover techniques of construction will be employed, with boring commencing as soon as sufficient depth is reached. The Airport Link Project will consist of above ground flyover roadways, at grade roadway, and tunnels at ground level at portals through to being about 59 metres below ground surface at its deepest places.

7.1 Nature of Impacts

The basic principle adopted for the Airport Link Project is that, as much as possible, heritage sites and places should be protected from impact during and after construction. Unlike other structures that can be repaired should damage occur, heritage sites and places should be maintained in their original and undamaged condition, especially as, in many cases, the original material and workmanship are the elements of heritage structures that contribute to significance. The significance of heritage structures is contained in the fabric of the structure, and this fabric should be protected. To this end, existing environment reporting was supplied to the concept design team sufficiently early to provide data for consideration. Avoidance of heritage sites, where possible, was incorporated into the design of the Project.

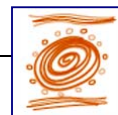
The nature of impacts of the Project upon heritage sites and places should be considered in general terms.

7.1.1 Vibration and Settlement

Tunnel construction may impact on built structures in such a way as to affect their integrity. In this regard, the main impacts that need consideration are vibration and foundation movements. Some level of vibration will occur during construction, but it is to be determined whether or not this has an impact on building structures. Movements of foundation material may occur during construction, or may develop at later periods due to settlement.

During the North South Bypass Tunnel Project (see ARCHAEO 2005), standards were developed for control criteria for structures that would guide management of significant heritage sites and places. Essentially, the following control criteria were accepted for the project:

- Vibration: The maximum recommended vibrations are provided in the BS7385 Part 1: 1990 ISO 4866: 1990 and DIN 4150- 3. The standard indicates a criterion of 2mm/second (peak particle velocity) at building foundation, above which



mitigation and management measures should be triggered for buildings with heritage significance.

- Settlement: While there are no codes providing recommended settlements or deflections for heritage buildings, AS 3600 – 2001 concrete structures recommends a deflection limit of 1/1000 of the length for masonry structures where no provision is made in the masonry detailing to limit the effect of movement. While this is applicable for new masonry, this limit can be used as a starting point for heritage structures in respect to vertical movement.

In respect to horizontal movement, AS 1170.0:2002 provides serviceability limits for masonry walls of height/600.

It is recommended that the following limits be considered for the majority of heritage buildings:

- Maximum settlement span / 1000 (maximum 10mm);
- Maximum lateral movement height / 600 (maximum 10mm).

It is recommended that the same standards be adopted for the Airport Link Project.

In regard to vibration, a “rule of thumb” approach that was adopted for the North South Bypass Project was that a building with heritage significance within 30 metres of where boring was occurring during tunnel construction should be viewed as potentially requiring management recommendations, to minimise impacts from vibration, if indeed there are any. This “rule of thumb” was contingent on specific tunnel boring machinery being used. Information supplied by vibration specialists to this EIS suggests that actual vibration rates will be well below the standard set for the project of 2mm/second.

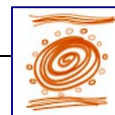
7.1.2 Visual Impact

Where the tunnel is underground, there will be no direct visual impact to consider.

Where the tunnel portals occur, a potential visual impact on heritage sites and places in the vicinity should be considered.

7.1.3 Direct Impact

A direct impact of the Airport Link Project that must be considered is the removal of a heritage site or place. This would occur mainly in areas where new road corridors were required, or where tunnelling would use the cut and cover technique. Tunnelling by boring does not involve direct impact on heritage sites and places.



7.2 Areas of Potential Impact

To assist in the discussion of potential impacts on historical heritage sites and structures, the overall Airport Link Project area was divided into areas where impact could potentially be contemplated. This was achieved by delineating those parts of the overall Project area where any of the elements discussed above (vibration, settlement, direct impact from cut and cover tunnelling and new roadways) were possible. Essentially, impact on heritage sites and places was potentially possible where:

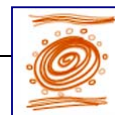
- New roadways are required to provide connections between the Airport Link Project and other roads, bypasses, and tunnels;
- Tunnel portals may impact visually on heritage sites and places;
- Tunnelling (cut and cover and/or boring) in close proximity to a heritage structure, and factors such as vibration and settlement were potentially above accepted standards described in section 7.1.1.

Areas of potential impact from these construction activities are:

- Southern Connection: The area at the southern end of the Airport Link Project, where roadways are required to connect with the North South Bypass Tunnel and the Inner City Bypass, as well as local roads. This area lies between Campbell Street in Bowen Hills and the corner of Federation Street and Lutwyche Road, Windsor.
- Northwestern Connection: The area between the corner of Lutwyche Road and Isedale Street, where the transition between bored tunnel and street level commences, the finalisation of the project in Gympie Road, and the entrance to the bored tunnel in the Kedron/Kalinga arm.
- Northeastern Connection: The area between the bored tunnel in Kalinga and the East West Connecting Corridor around Sandgate Road.

Outside of these areas, within the Airport Link Project corridor, impact on cultural heritage sites and places is not predicted.

Within the potential spoil placement areas, impact will be from filling.



7.3 Historical Heritage

7.3.1 Southern Connection: Campbell Street Bowen Hills to Lutwyche Road/ Bowen Bridge Road adjacent to the Royal Brisbane Hospital Precinct/Federation street, Windsor

The original Swan Hill Estate was developed between Rosemount and Enoggera Creek, Newmarket Road and Northey Street. Its fringe along Lutwyche Road has already been considerably impacted on by the encroachment of industrial and commercial development connected with a major thoroughfare and its development through widening over time. In addition, the development of motel accommodation, and large retail and showroom sites that have extended back from Lutwyche Road deeply into the old residential estate have changed the local appearance of the area through time. Having said this, substantial pockets of the Swan Hill Estate are still intact, and Byrne, Addison, Federation, Gallway and Bryden Streets in particular have retained their heritage character and residential status. On the western side of Lutwyche Road, from Victoria Street westwards, the Swan Hill Estate is substantially intact.

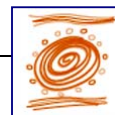
Together, these residential streets can be considered a precinct. As stated in section 2.3.1 above, the individual elements of a precinct may not, in themselves, be of high significance, but together may add to the overall precinct. This is certainly the case in regard to the Swan Hill precinct, as individual houses within it, with the exception of Nyamber, are not of local significance. Rather, it is the combination of all of the local residential housing of an early Brisbane era that in sum provides the basis of defining this precinct.

The Airport link corridor and associated ramps will impact directly on this precinct, with the removal of housing south of Federation Street, in Byrne, Earle, Cedric and Grace Streets. What remains on the eastern side of Lutwyche Road will only be a remnant of the original residential area.

Nyamber

Within the estate, a building of local heritage significance is Nyamber in Federation Street, Windsor. Originally a stately home, the building has been through successive changes and modifications as a hospital, and more recently a nursing home. As a result, heritage significance has been diminished, and the building is not on either the Register of the National Estate or the Queensland Heritage Register. It is listed in Brisbane City Plan 2000 Heritage Register, and thus is considered to have local significance.

The portal of the tunnel at its southern end is removed from the area around Nyamber by more than a street block's distance, and there will be no visual impact directly on the building. In direct impact is the loss of context as other residential housing on the southern side of Federation Street will be removed.



Driven tunnel will commence under Federation Street, and at the point where the tunnel is under the land on which Nyamber is constructed, a depth of approximately 14 metres will have been achieved. On the basis of control criteria established in section 7.1.1, Nyamber will most likely experience no direct or indirect impact from tunnel construction. However, in an abundance of caution, management recommendations will be made.

Rosemount

Rosemount is on the State's Heritage Register, and thus has at least levels of State significance. At the point where the Airport Link Project passes Rosemount, it will be approximately 20 metres below the western end of the site, below significant features such as Building 20 (Dental Hut) and Building 21 (Medical Officer's Residence), as well as other features such as the rock wall lined access driveway and mango trees. On the basis of control criteria established in section 7.1.1, Rosemount will most likely experience no direct or indirect impact from tunnel construction. However, in an abundance of caution, management recommendations will be made.

Other Places

Within close proximity to corridors where construction will occur for the Airport Tunnel Project are several places of heritage significance. These are mentioned in an abundance of caution, so that contractors are aware of their presence:

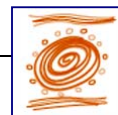
- Royal Brisbane Hospital Precinct;
- Bowen Park
- Skilmorlie, Bryden Street, Windsor;
- Fairfield, Bryden Street, Windsor.

All places are considered to be outside of the Project's corridor, and no further recommendations will be made.

7.3.2 Northwestern Connection: Lutwyche and Kedron (Lutwyche Road and Gympie Road)

The cumulative impact of the Northern Busway and the Airport Link Project is most apparent in that part of Lutwyche Road between Norman Avenue and Kedron Brook. To fit both corridors into a relatively confined space, and maintain Lutwyche Road requires loss of built environment on the western side of Lutwyche Road between Norman Avenue and Kedron Brook.

The residential estate that was developed on the western side of Lutwyche Road in the Lutwyche area is relatively eclectic in nature, with a range of building styles and ages. Houses range in age from early working cottages, through to timber dwellings of the 1950s. Along Lutwyche Road, modern buildings have recently been constructed. On



the western side of Lutwyche Road, with the exception of the Police Citizens Youth Club (PCYC) building, removal of the fringe of buildings adjacent to and on the western side of Lutwyche Road will not diminish the heritage character of the area. The PCYC building is discussed in greater depth. On the eastern side of Lutwyche Road, no direct impact is planned.

Several buildings of heritage significance are located within this area. They are:

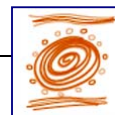
- The Police Citizens Youth Club;
- St. Andrew's Church;
- Woolloowin State School.

Police Citizens Youth Club

At the point where the Police Citizens Youth Club is situated, the Airport Link Project will be constructed in cut and cover tunnel. As this requires removal of buildings above the cut and cover corridor, the impact of the project on the PCYC is direct.

As discussed in section 6.4.1 and Appendix 2, the club is of local heritage significance. It is also a constituent building in the Village of Lutwyche, which was once formed of essential local services such as shops, churches, some commercial offices, other businesses, post office, and school as well as retail outlets. The village atmosphere has changed through time, with the development of the Lutwyche Shopping Centre, and introduction of larger warehouse type buildings, motels and accommodation, and modern medical centre buildings. Part of this change was the amalgamation of police activities into larger suburban hub centres, resulting in the decommissioning of the Kedron Police Station and its re-use as the Police Citizens Youth Club headquarters. While the building is testament to its role as the local police centre in the Lutwyche village in bygone eras, the fact that it no longer fulfils this function is an indication of changes to the fabric and local use of the village through time. Its value as a constituent building within the precinct of the Village of Lutwyche will be lost if the building is removed. However, as has been discussed in Section 6.3.3 above, the significance of the precinct of the Village of Lutwyche lies not in its constituent buildings, but the fact that it has continued to be a commercial and retail service centre since its inception, and the maintenance of this role. Change to the nature of constituent buildings has not diminished this role.

Having noted this, the PCYC building is an important link with the time when suburban police stations were a feature of many suburban centres. For this reason, the impact on the PCYC is a major adverse impact, as it will remove this connection with a time when an early police station was an important element of the development of Lutwyche as a Brisbane suburb.



St. Andrew's Church

There is no direct impact on St. Andrew's Church, and no visual impact, as the Airport Link Tunnel is within a cut and cover tunnel at the stage where it passes along Lutwyche Road in front of the church grounds.

Heritage significance is not limited to the church building itself, but also includes the Lyche Gate and memorial stone walls along Lutwyche Road, and other features. Cut and cover techniques immediately adjacent to these features require management recommendations.

Woolloowin State School

There is no direct impact on Woolloowin State School, and no visual impact, as the Airport Link Tunnel is within a cut and cover tunnel at the stage where it passes along Lutwyche Road in front of the school grounds. Impact during construction from vibration and settlement are not factors to consider in regard to this building, based on the control criteria for these potential impacts.

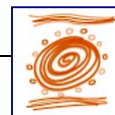
Kedron Brook Hotel

There is no direct impact on the Kedron Brook Hotel, which is adjacent Lutwyche Road. There will be a visual impact, as the width of road will be increased, and tunnel portals and access flyovers will be in close proximity. The hotel has already been modified substantially, and its local significance as a public place within the Lutwyche Village area will not be diminished. Previous visual impact from widening Lutwyche Road has already occurred. No further management recommendations are required.

Kedron Brook

Potential exists for Aboriginal cultural heritage to be present around Kedron Brook. The open space around Kedron Brook has been highly modified with the removal of native vegetation, taming of the creek into a culvert, and filling. An Aboriginal archaeological record potentially exists along the creek, as it would have supported a wide range of food resources, and was associated with ceremonial areas further to the north-east. Despite high levels of modification, a possibility remains that archaeological material has survived the impact of past modifications to the creek. However, this report will make no recommendations regarding the management of a potential archaeological record, as this is to be an outcome of the development of a Cultural Heritage Management Plan with Traditional Owners for the area.

Potential always exists in Brisbane for an historical archaeological record to be present where modification by filling has occurred. The open space adjacent to Kedron Brook has been filled and highly modified. Recommendations will be provided in the event that an historical archaeological record is discovered during construction in this area.



Gympie Road

On the northern side of Kedron Brook, Lutwyche Road becomes Gympie Road, and the suburban character changes. The village of Lutwyche is entirely on the southern side of Kedron Brook. Gympie Road has an eclectic range of buildings, from houses, units and flats through to commercial properties, of various time depths. Fronting Gympie Road in close proximity to the Airport Link Project is the Church of Christ and Ministry Centre at 219 Gympie Road, Kedron, which is of local significance and is listed on the Brisbane City Plan 2000 Heritage Register. Road widening due to the Airport Link Project will result in Gympie Road being closer to the Church of Christ, but there will be no direct impact on this property. On the basis that the Church of Christ and Ministry Centre have always fronted Gympie Road, and that this road is already a heavily used corridor, the widening of Gympie Road cannot be considered an indirect impact on the heritage values of these buildings. No further management will be recommended.

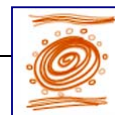
7.3.3 Northeastern Connection: Kalinga

Once the Airport Link Project is within bored tunnel on the western edge of suburban Kedron and Kalinga, its depth provides protection for significant heritage sites and places, such as Kedron House (Judge Lutwyche's house). In addition, the project has no impact on heritage character and aesthetic appearance of the Kalinga area, as bored tunnel has no impact above ground, except where the tunnel is close to ground surface. At these points, no historical heritage place is present, with the exception of Kalinga Park. At the eastern end of the project, where the corridor leaves bored tunnel and enters cut and cover tunnel, direct impact will occur on the section of Kalinga Park through to Sandgate Road.

Overall, Kalinga Park has local heritage significance as a green open space. At its eastern end, the greenness of the park is highlighted by groves of plantings, which will be impacted on by cut and cover construction. Once construction has been finalised, it is feasible that the green open space of Kalinga Park can be restored in at least half of the area where impact of the project is direct. Consideration to management of the value of Kalinga's open space will be made.

In addition to its significance as a green open space, Kalinga Park also has several significant components, which individually should be considered. These are the:

- Memorial gates, plantings and Diggers' Drive;
- Archaeological potential.



Memorial Gates and Diggers' Drive

This report acknowledges the significance of the memorial gates and Diggers' Drive within the overall setting of Kalinga Park. There is no direct impact on these features from the cut and cover corridor of the Airport Link Project. Out of an abundance of caution, management recommendations will be made.

Archaeological Potential

As stated in section 6.6, this assessment recognises the potential that an archaeological record may be present in Kalinga Park. Because of levels of local modification, it is considered that the potential is low. Given this, if an archaeological record from the time of the Nundah Mission is found, it has the potential to be of high levels of archaeological significance. For this reason, management recommendations will be made.

7.4 Potential Spoil Placement Areas

Three potential spoil sites are being investigated, namely Viola Place, Clunies Flat and Fisherman Islands sites.

Although Viola Place is directly to the east of the significant and registered Eagle Farm Women's Prison and Factory site, placement of spoil is not considered a direct or indirect impact on this site.

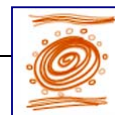
No direct or indirect impact on historical heritage is associated with the Clunies Flat or Fisherman Islands sites.

The activity being considered for the spoil placement sites is placement of spoil material from the construction of the tunnel. If a currently unknown historical archaeological record is present, then the impact of this activity will be to cover and bury that record further than it already is. This in itself may not necessarily be considered a negative impact.

No management considerations are required for the spoil placement areas.

7.5 Aboriginal Cultural Heritage

A CHMP will be established, so arrangements for management of Aboriginal cultural heritage will be made through final agreements. This report will not provide additional management recommendations.



8 Conclusions and Recommendations

This cultural heritage report has assessed the impact of the proposed Airport Link Project on historical and known Aboriginal cultural heritage values. From the perspective of cultural heritage, a design principle of the project has been to prioritise protection, and the project has been successful in using Existing Environment reporting to provide data for the design team in a timely way that could inform the proposed design of the project. As a result, considerable adaptation of the proposed design eliminated a number of potential impacts on significant cultural heritage sites and places. The project should be congratulated for this outcome.

In summary, the impacts of the Airport Link Project on cultural heritage sites and places are:

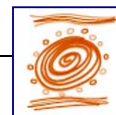
Place	Impact
Nyamber Federation Street Windsor	Low potential for impact from vibration and settlement
Rosemount Lutwyche Road Windsor	Low potential for impact from vibration and settlement
Loss of character through removal of blocks of housing in early residential estate	Direct impact
St. Andrew's Church, Lutwyche	Potential for impact on lych gate and front walls
Police Citizens Youth Club	Direct impact
Kalinga Park	Direct impact on green space in eastern end

Table 2: List of Impacts

Opportunities or positive impacts are also provided by the Airport Link Project. These are:

Place	Opportunity
Windsor Town precinct	The historically significant Windsor Town precinct is maintained by the use of bored tunnel in this area, resulting in no impact on any of the heritage sites and places, or the precinct of Windsor Town.
Lutwyche Village	The commercial village of Lutwyche, which has historically been the shopping area for the suburbs of Lutwyche and Windsor will be enhanced by less through traffic. Potential for commercial urban renewal and development will assist in maintaining the historical use of the village as a commercial centre
The significant heritage character and visual amenity of Kalinga	The residential nature of Kalinga, and its heritage character and visual amenity will be maintained by the used of bored tunnel as a construction technique.
Archaeological record of Nundah Mission	If, during cut and cover construction in Kalinga Park, an archaeological record associated with the Nundah Mission is found, potentially this record could be highly significant, and may lead to greater knowledge of this important historical period.

Table 3: List of Opportunities



8.1 Recommendations

The following recommendations are made to manage impacts on cultural heritage values of heritage sites and places.

8.1.1 Recommendation One: Nyamber

Before construction of the Airport Link Project commences in the area of Federation Street, a structural engineer specialising in heritage buildings should undertake a visual inspection of Nyamber. Aims of this inspection are to:

- Record the condition of the building, so that its existing structural state is understood. Condition reporting should also take into account if timber in the building shows evidence of decay or termite activity, as these can reduce structural adequacy.
- Decide if there are any elements of the building that are particularly vulnerable to vibration, e.g., chimneys or parapets.
- Develop a monitoring regime that takes into account the whole building, but also emphasizes any elements that are particularly vulnerable.
- Develop a monitoring regime that provides confirmation that the source data regarding vibration and settlement and their impacts on structures as provided in this Environmental Impact Statement is correct.

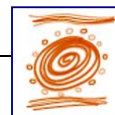
In accordance with the principles of the Burra Charter, no intervention in the building fabric should be carried out as part of the building condition inspection, unless there is good evidence to suggest concealed structural damage.

An outcome of the visual inspection should be the development of a suitable monitoring regime, based on the existing condition of Nyamber that will provide management of the building during the period when vibration and subsidence are possible impacts.

8.1.2 Recommendation Two: Residential Estate

That part of the early residential estate that is between Federation Street, Lutwyche Road and Enoggera Creek will be lost. While individual houses that are components of this estate are not specifically significant, the overall loss of a substantial part of this “tin and timber” precinct will remove forever its residential nature and connection with the early spread and development of Brisbane. Only a remnant of this precinct will be retained.

Before demolition commences, an archival quality photographic recording of the local area should be undertaken. Archival recording should be to high standards. An excellent guide is the *Guidelines for Photographic Recording of Heritage Items* (recently upgraded by the New South Wales Heritage Office in 2005). It should include:



- Maps of the residential estate;
- Photographic recording of the external appearance of each house, with cross references to mapping so that it is apparent what structure stood at each street address;
- Streetscape recording so that the overall appearance of the “tin and timber” residential area is recorded;
- Photographic recording to archival standards.

At the least, copies of the archival recording should be lodged with the State Library of Queensland and the Heritage Branch of the Environmental Protection Agency, so that the recording becomes accessible research information.

8.1.3 Recommendation Three: Rosemount

Before construction of the Airport Link Project commences, a structural engineer specialising in heritage buildings should undertake a visual inspection of significant component buildings in Rosemount near Lutwyche Road (buildings 20 and 21). Aims of this inspection are to:

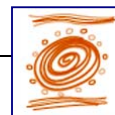
- Record the condition of buildings, so that their existing structural state is understood. Condition reporting should also take into account if timber in the building shows evidence of decay or termite activity, as these can reduce structural adequacy.
- Decide if there are any elements of the buildings that are particularly vulnerable to vibration, e.g., chimneys or parapets.
- Develop a monitoring regime that takes into account each of the whole buildings, but also emphasizes any elements that are particularly vulnerable.
- Develop a monitoring regime that provides confirmation that the source data regarding vibration and settlement and their impacts on structures as provided in this Environmental Impact Statement is correct.

In accordance with the principles of the Burra Charter, no intervention in the building fabric should be carried out as part of the building condition inspection, unless there is good evidence to suggest concealed structural damage.

An outcome of the visual inspection should be the development of a suitable monitoring regime, based on the existing condition of components of Rosemount that will provide management of these buildings during the period when vibration and subsidence are possible impacts.

8.1.4 Recommendation Four: St. Andrew’s Church, Lutwyche

The Airport Link Project will not impact directly on St. Andrew’s Church or its grounds. However, the project will involve the construction of a cut and cover tunnel immediately outside the church grounds, in Lutwyche Road. A low potential exists is that damage



may inadvertently be caused to the boundary wall and lych gate by machinery or earth moving vehicles during construction. This potential will largely be managed by the requirement to fence off the work site. However, to maximise management of St. Andrew's Church and its grounds, it is recommended that construction crews working in this area be informed of its heritage significance, and required not enter its grounds for work related reasons.

8.1.5 Recommendation Five: Police Citizens Youth Club

Construction of a cut and cover tunnel as is currently intended by the Airport Link Project will cause the demolition of the Police Citizens Youth Club buildings.

Best practice management of a heritage place is to prioritise protection, and this has been a design principle of the Airport Link Project. For this reason, the first preference of management of heritage values is for protection of the PCYC buildings.

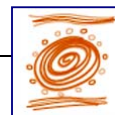
However, this report also acknowledges that the project is constrained in this part of Lutwyche Road, for a range of reasons, including the engineering design of the connection with Gympie Road, connection with the Airport Link Project as it turns towards the east and Kalinga, the introduction of the Northern Busway Project into the area, the existence of residential streets to the west of Lutwyche Road, and the protection of significant heritage places on the eastern side of Lutwyche Road. On the balance of these constraints to the project, and while acknowledging the first preference of management of heritage values, this report recognises that the protection of the Police Citizens Youth Club building is not possible.

It is therefore recommended that a detailed archival recording of the building and its local surroundings is done before construction commences in the area. Archival recording should be to high standards. An excellent guide is the *Guidelines for Photographic Recording of Heritage Items* (recently upgraded by the New South Wales Heritage Office in 2005). It should include:

- Collection of all available archival material about the building;
- Architectural plan recording of the internal and external design and layout of the building;
- Recording of appearance of built fabric;
- Comprehensive photographic record to archival standards.

Recording should also take into account the local area around the building, showing its relationship to other buildings, the Lutwyche Village area, and to Lutwyche Road. At the least, copies of the archival recording should be lodged with the State Library of Queensland and the Heritage Branch of the Environmental Protection Agency, so that the recording becomes accessible research information.

In addition, an investigation should be made of the feasibility of removing those buildings within the PCYC grounds that can be moved, to another location, preferably one associated with another police station. While acknowledging this, such a feasibility study



is outside of Environmental Impact Statement reporting, this study acknowledges that removal would be a much preferred option to complete loss through demolition.

8.1.6 Recommendation Six: Kalinga Park

From the heritage perspective, Kalinga Park's local significance is based on public amenity, and the open greenness of the park. It is acknowledged that the Airport Link Project will diminish the extent of the open space slightly by impacting on the eastern end of the park. To compensate for this impact, it is recommended that the area between the existing rail viaduct and Sandgate Road is landscaped sensitively to provide screening of infrastructure (both rail and roadways) from the rest of Kalinga Park. Connectivity for pedestrians and bike riders should also be re-established, so that public amenity, which is an aspect of the heritage significance of the park, is maintained.

At this stage, no impact on the memorial gates and Diggers' Drive from cut and cover tunnel construction is contemplated. However, if auxiliary works, such as work sites, machinery storage, or local modification of the ground surface or creek system is being considered, it is recommended that such plans avoid any impact on these significant features. Under such circumstances, it is recommended that a CHMP be developed that makes specific recommendations for the protection of Diggers' Drive.

8.1.7 Recommendation Seven: Lutwyche Village

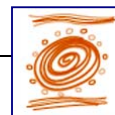
Lutwyche Village has historically been the shopping hub of local suburbs. Construction of the Airport Link Project potentially will reduce the volume of traffic using Lutwyche Road. This factor, combined with others such as local urban renewal and the introduction of the Northern Busway, have the potential to enhance Lutwyche as a shopping venue. By implication this may assist in sustaining Lutwyche Village in its historically traditional role of a suburban commercial and shopping node.

It is recommended that the Airport Link Project appreciates the opportunity to sustain the historically traditional role of Lutwyche Village through urban design considerations.

8.1.8 Recommendation Eight: Archaeological Record

Throughout earlier suburbs of Brisbane, the potential exists for an archaeological record to be present. This is especially the case where land has been filled, or where previous activities have occurred before the spread of residential development gave local suburbs their urban appearance.

To manage any archaeological values that may exist, it is recommended that all construction crews involved with road and cut and cover tunnel construction should be advised in their induction training of the nature of historical archaeology. They should be provided with advice on the line of communication to follow if any objects or material that



may be of an archaeological nature is noted.

It is recommended that a heritage archaeologist be appointed during construction of the Airport Link Project, so that a call-out can be made as soon as potential archaeological material is noted.

8.2 Conclusions

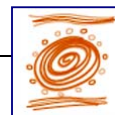
This assessment has described the existing values for known Aboriginal and historical cultural heritage areas and places that may be affected by the Airport Link Project. This has been achieved through identification and consideration of places listed in the Commonwealth Heritage List, Register of the National Estate, Queensland Heritage Register, the Brisbane City 2000 Heritage Register, and the National Trust Register. Results are found in Appendix 1. In addition, a contextual history of the suburbs through which the project corridor passes has researched existing local history sources. It is clear that the project's corridor is through earlier Brisbane suburbs, in which significant places, and local heritage character are important aspects.

In regard to Aboriginal cultural heritage, this assessment described areas and places where Aboriginal cultural heritage is known to exist, or once to have existed. Resources that aided determining these areas and places included consultancy reports, ethnographic and historical sources. The intention is to establish a CHMP, pursuant to the *Aboriginal Cultural Heritage Act 2003*. This assessment is therefore not the venue for statements about Aboriginal cultural heritage significance.

Once the existing environment was understood, systematic inspections were carried out to determine the potential for areas and places that had not been captured by research and register searches. Two places, the Police & Citizens Youth Club (PCYC) Building and St. Andrew's Church, both in Lutwyche Road, Lutwyche, were defined by this process. As the potential impact of the Airport Link Project was direct and adverse in regard to the PCYC Building, a detailed study of levels of significance was done (Appendix 2).

The cumulative impact of the Northern Busway and the Airport Link Project is most apparent in that part of Lutwyche Road between Norman Avenue and Kedron Brook. To fit both corridors into a relatively confined space, and maintain Lutwyche Road requires loss of built environment on the western side of Lutwyche Road between Norman Avenue and Kedron Brook. As a result of this cumulative impact, a direct impact on the PCYC Building is unavoidable.

The assessment resulted in a series of recommendations aimed at management or mitigation of impacts. In summary, the proactive approach of the design team was to prioritise as much as possible avoidance of areas and places with cultural heritage value. In large part, this has been achieved. Where avoidance simply was not possible for a range of other reasons, recommendations for mitigation of impacts have been provided.



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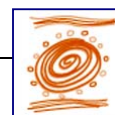
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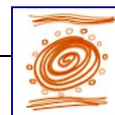
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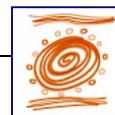
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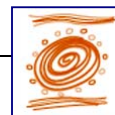
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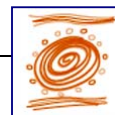
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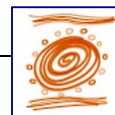
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APPENDIX 1

Appendix 1

Registered Heritage Sites	Register of the National Estate	State Heritage Register	National Trust	Brisbane City Council	Listed by Historical Society
Brisbane					
Victoria Park Golf Course 309 Herston Road		Yes			
Bowen Park O'Connell Terrace		Yes			
Herston					
Brisbane General Hospital Precinct 30 Bowen Bridge Road Herston	Yes	Yes			
University of Queensland Medical School 288 Herston Road		Yes			
Fortitude Valley					
Old Museum Building Gregory Terrace	Yes	Yes			
Bowen Hills					
Brisbane Exhibition Grounds Gregory Terrace		Yes			
Gordon Park					
Bus shelter (Bradshaw Park) Bradshaw Street				Yes	
Traditional shop 72 Stafford Road				Yes	
Traditional shop 112 Stafford Road				Yes	
Traditional shop 114 Stafford Road				Yes	
Kedron					
Church of Christ and Ministry Centre 219 Gympie Road				Yes	

Registered Heritage Sites	Register of the National Estate	State Heritage Register	National Trust	Brisbane City Council	Listed by Historical Society
Commercial Character Buildings					
177 Gympie Road				Yes	
185 Gympie Road				Yes	
187 Gympie Road				Yes	
206 Gympie Road				Yes	
294 Gympie Road				Yes	
306 Gympie Road				Yes	
319 Gympie Road				Yes	
325 Gympie Road				Yes	
12 Homebush Road				Yes	
63 Somerset Road				Yes	
Lutwyche					
Bess Street Brick Cottages or Hedge's Buildings 22, 25-27 Bess Street		Yes			
Conon 29 Conon Street		Yes	Yes	Yes	
Woolloowin State School 663 Lutwyche Road (National Trust lists this as a precinct or complex)	Yes	Yes	Yes	Yes	
Conon (pre 1900 sections) 29 Conon Street	Yes				
Killia 100 Stoneleigh Street				Yes	
Catholic Presbytery 69 Chalk Street				Yes	
Residence 16 Fuller Street				Yes	
Wallace Place (air raid shelter) and fig tree 423 Lutwyche Road, corner Stoneleigh Street				Yes	
Crown Hotel 446 Lutwyche Road				Yes	
Brisbane				Yes	

Registered Heritage Sites	Register of the National Estate	State Heritage Register	National Trust	Brisbane City Council	Listed by Historical Society
Christadelphian Old Paths Ecclesia 456 Lutwyche Road					
Kedron Park Hotel 695 Lutwyche Road				Yes	
Blind Soldier's House 52 Wesley Street				Yes	
Commercial Character Buildings					
79 Chalk Street				Yes	
Traditional shop 118 Fuller Street				Yes	
414 Lutwyche Road				Yes	
599 Lutwyche Road				Yes	
643 Lutwyche Road				Yes	
649 Lutwyche Road				Yes	
Windsor					
Boothville or Monte Video 43 Seventh Avenue (No 37 in RNE)	Yes	Yes	Yes	Yes	
Craigellachie 10 Fosbery Street		Yes	Yes	Yes	Yes
Former BCC Tramways Substation No 6 and Windsor Town Quarry Park 356 Lutwyche Road		Yes		Yes	
Killila 100 Stoneleigh Street		Yes			
Kirkston 23 Rupert Street	Yes	Yes	Yes	Yes	Yes
Oakwal 50 Bush Street	Yes	Yes	Yes	Yes	Yes
Rosemount Hospital 189 Lutwyche Road		Yes		Yes	
Skilmorlie 12 Bryden Street		Yes		Yes	Yes
The Grange 38 Crowther Street	Yes	Yes		Yes	

Registered Heritage Sites	Register of the National Estate	State Heritage Register	National Trust	Brisbane City Council	Listed by Historical Society
Windsor Air Raid Shelter Cnr Lutwyche Road and Stoneleigh Street		Yes			
Former Windsor Shire Council Chambers 356 Lutwyche Road	Yes	Yes	Yes	Yes	
Windsor State School Campus 270 Lutwyche Road	Yes	Yes		Yes	
Windsor War Memorial Park 311 Lutwyche Road	Yes	Yes	Yes	Yes	
Windsor Park (includes Bowls Club, Croquet Club and former Aerodrome) 69 Blackmore Street				Yes	Yes
'Fernfield' 11 Bryden Street				Yes	Yes
Stone Residence 22 Cartwright Street				Yes	
"The Laurels" Cnr Blackmore and Hadfield Street					Yes
153 Haddock Street					Yes
Cnr Walker and Swan Streets					Yes
51 Somerset Street					Yes
Windsor Railway Station 140a Eildon Road				Yes	
'Nyamber' Former Marooma Nursing Home 12 Federation Street				Yes	
Gate posts and fig trees (former entry to Kirkston) Flower Street (near intersection with Palmer Street)				Yes	Yes

Registered Heritage Sites	Register of the National Estate	State Heritage Register	National Trust	Brisbane City Council	Listed by Historical Society
4 Houses inside Flower Street gates, two are "Wellington" and "Wrekin"					Yes
30 Flower Street					Yes
21 Flower Street					Yes
"Kurrajong" 44 Flower Street					Yes
Cnr Flower and Maygar Streets					Yes
Cnr Maygar and Lutwyche Road					Yes
101 Victoria Street					Yes
Rockton 12 Granston Street				Yes	Yes
Brick Cottage 29 Le Geyt Street				Yes	
Bus shelter Lutwyche Road (outside Clark Park)				Yes	
Bus shelter Lutwyche Road (outside former Windsor Town Council Chambers				Yes	
Former Windsor Uniting Church and Manse 217-217A Lutwyche Road				Yes	
Shop 221 Lutwyche Road				Yes	
Former Tapestry Cottage 249 Lutwyche Road				Yes	
Windsor Town Quarry Park (including former Tramways Substation No. 6) 356 Windsor Road				Yes	

Registered Heritage Sites	Register of the National Estate	State Heritage Register	National Trust	Brisbane City Council	Listed by Historical Society
Clark Park includes Former Windsor School of Arts buildings 381A-409 Lutwyche Road				Yes	
Windsor Presbyterian Church and Hall 60 Maygar Street				Yes	
Former Albion Drill Hall 86 McDonald Road				Yes	Yes
St George's Anglican Church Hall 14 Newmarket Road				Yes	
Windsor Uniting Church 66 Newmarket Road				Yes	
Downey Park (including sporting uses areas) 50 Noble Street				Yes	
'Valhalla' 30 Rosemount Terrace				Yes	
Residence 54 Rosemount Terrace				Yes	
Commercial Character Buildings					
112 Albion Road				Yes	
124 Albion Road				Yes	
130 Albion Road				Yes	
Residence and 2 traditional shops 65 Eildon Road				Yes	
171 Eildon Road				Yes	
Traditional shop 139 Lutwyche Road				Yes	
249 Lutwyche Road				Yes	

Registered Heritage Sites	Register of the National Estate	State Heritage Register	National Trust	Brisbane City Council	Listed by Historical Society
Traditional shop 263 Lutwyche Road				Yes	
Traditional shop 300 Lutwyche Road				Yes	
308 Lutwyche Road				Yes	
312 Lutwyche Road				Yes	
Traditional shop 384 Lutwyche Road				Yes	
38 Newmarket Road				Yes	
Traditional shop 50 Newmarket Road				Yes	
Wooloowin					
Former Brisbane City Council Tramways Substation No 8 134 Kedron Park Road		Yes			
Commercial Character Buildings					
91 Kedron Park Road				Yes	

APPENDIX 2

Heritage Assessment Former Kedron Park Police Station (now Police Citizens Youth Welfare Association State Office)

1.0 Introduction

This heritage assessment of the former Kedron Park Police Station has been commissioned by ARCHAEO Cultural Heritage Services from Environmental Resources Management Pty Ltd for inclusion in an Environmental Impact Study for the proposed Airport Link Road and associated Northern Busway. This assessment has been based on documentary evidence and a field inspection from outside the property only as no site access or access to the interior of the extant buildings on site was authorised at the time of writing.

2.0 Heritage Status

The former Kedron Park Police Station is not entered in the Queensland Heritage Register nor is it included in the Brisbane City Council Heritage Register.

3.0 Location and Description

The former Kedron Park Police Station is located at 654 Lutwyche Road, Lutwyche, on the south side of the intersection with Windsor Avenue. The current land parcel slopes gently upwards away from Windsor Avenue. The existing buildings on the site consist of the former Sergeants and Constables Quarters, former stables (garage), cells, toilet block and laundry and a further garage. The configuration of the site has altered from its original form with road widening, cutting the Lutwyche Road boundary back to the line of the former Sergeants and Constables Quarters and the southern boundary relocated south along its length. The Lutwyche Road realignment resulted in the removal of the police station office building which formed part of the original complex of buildings dating from 1916.

The former Sergeants and Constables Quarters is the main building on the site and is located against the eastern boundary as a result of road widening c1979. The building is two storeyed with a hipped corrugated iron roof replacing the original ribbed pan roof. An original decorative ventilation fleche on the ridge has been removed. Stylistically the building is Edwardian and exhibits features typical of the Queensland Government's Public Works Department of the period when AB Brady was Government Architect (1892-1922) and Thomas Pye was his Senior Assistant. The building is constructed in brick laid in stretcher bond with tuck pointing. Windows are double hung timber with nine pane upper sashes over two pane lower sashes in the four upper and lower windows on the eastern elevation. On the northern and southern side there are narrower four pane upper sash and single pane lower sash windows, positioned at the ends of the brick wall at ground and upper levels, as can be seen in *Figure 1*.

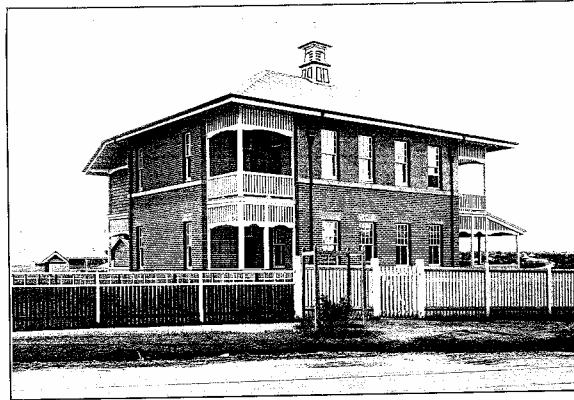


Figure 1: Kedron Park Police Station (image from Report of the Department of Public Works for the Year ended 1916)

The building's floor plan is symmetrical with timber verandah wrapping around the ground floor on its western and northern sides and an upper verandah on the western side. These retain the original detailing of heavy square timber posts with plain vertically aligned balusters under simple squared handrails with similar verticals sitting on segmental arch indented beams in deep valances at the porch, balcony and upper and lower verandahs. Verandahs and the porches are supported on brick stumps with access via timber stairs on east and west sides. A porch and balcony are located in the south east and north east corners. The principle entrances to the building were through these porches leading to a hall, ground floor rooms and stair to the upper floor. The ground floor layout consisted of living room and kitchen and sitting rooms in the Sergeant's quarters and kitchen and dayroom in the Constable's Quarters with stove recesses in both kitchens. A pair of original toilets is located on the western verandah. Planning on the upper floor included three bedrooms in the Sergeant's Quarters on the south side and a dormitory and one bedroom in the Constable's Quarters on the north side. Bathrooms were originally located on the ends of the western verandah at the upper level. The original layout is demonstrated in Figure 2.

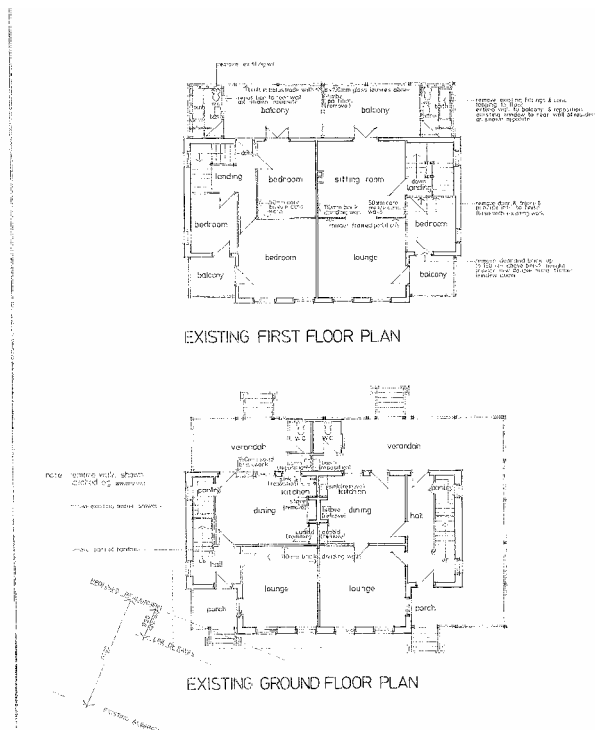


Figure 2: Extract from 1979 Department of Works alterations proposal plan C 64-581-1

Immediately to the west of the former Sergeant's and Constable's Quarters is a low range wash house which in a 1947 Department of Public Works plan has rectangular floor plan equally divided with triple tubs against the dividing wall and open on the north and south sides which have subsequently been enclosed.



Wash house and rear of the former Sergeant's and Constable's residence

Further to the west of the wash houses is the Cell Block which consists of a pair of cells within timber weatherboarded walls and a gable roof that extends over a porch on the eastern side at the cell doors.

A timber toilet block with a gable roof is located to the north side of the cell block, this originally served prisoners and was located to the south of the cell block. It was subsequently moved to its current location and altered to accommodate the public.

At the western end of the site is a corrugated iron clad gable roofed timber weatherboard “garage” which was originally built as a stable with an adjoining harness room. A later garage is located to the north of this.



Former stable and harness room

4.0 History

4.1 Historical Background Lutwyche

The former Windsor Police Barracks and Buildings (now Police Citizens Youth Welfare Association State Office) is located at 654 Lutwyche Road, Lutwyche. The suburb was named after Justice Lutwyche who established a large estate in the area on 94 acres of land near Kedron Brook (Sayer, 1995:73).

The earliest land transactions in the area involved members of the German mission station at Zion Hill in Nundah. In 1845 D Gage and A McMillan (July 19) and M Fraley (27 December) registered land purchases in the area (St. Columban's College., 1966:1).

Urban development in Lutwyche was not of the same pace as surrounding suburbs such as Albion, Woolloowin, and Clayfield as it was not served well by public transport infrastructure. With the growth of Brisbane's population and the improvements in drainage made by the Shire of Windsor large tracts of residential land became available for development (Greenwood & Lavery, 1959:404-405). The draining of further areas of land in Lutwyche by the Shire of Windsor Council and the proximity of Lutwyche and Gympie roads saw further population growth in the suburb in the early years of the twentieth century (Greenwood & Lavery, 1959:404).

4.2 Establishment of the Windsor Police Station and Barracks

With this rapid rise in population plans were approved for the construction of a police station on Lutwyche Road opposite the Woolloowin State School. A site was purchased for the 'reasonable sum £100' (Queensland Department of Public Works, 1911). The original drawings for the Kedron Park Police Station and Barracks show a two room station fronting Lutwyche road, a two storey barracks building, a washroom, a cell building with a pair of cells, prisoners' earth closet and urinal, and a two stall stable and feed room (Administrative Services Department, 1915). Tenders were called for construction for the new station on 6 May 1915 and the department of public works advised Senior Inspector Geraghty that the new station was completed on 13 April 1916 (Queensland Department of Public Works, 1916a). The final cost of the station was £2,727 (Queensland Department of Public Works, 1916b: 7).

The facility was originally named Kedron Park Police Station, with Barracks Sergeant Fitzgerald the officer in charge. He also resided in the Barracks on the site along with an unknown number of Police constables who were assigned to stations in the area. The practice of accommodating police officers close to or within police stations had been a long standing one in Queensland. It had been considered prudent to provide accommodation for officers in the past so they did not mix with the general public (Kowald, 1989: 142-143). However, discipline in the barracks was strict and enforced by the officers in charge.

The original Barracks building was divided into two separate living areas. In the southern half of the building was Fitzgerald's quarters where he lived with his wife and children. In the northern half of the building was an apartment for the unmarried constables. On the ground floor of both apartments was a kitchen, dining room, and sitting room while upstairs there was a large dormitory area for the constables, while Fitzgerald's sleeping area was divided into a number of separate bedrooms.

The new Kedron Park Station and Barracks differed from existing police premises in two ways. On a design level the Barracks were unusual as the prisoner's cells were outside of the main residence building granting the resident officers and their families a safe and sound nights sleep (Kowald, 1989: 121). Also, as a purpose built site The Kedron Park facility broke with the department's tradition of buying or renting existing premises for use as stations (Kowald, 1989: 139). This was one of the first buildings of a new era, as the majority of subsequent Stations and residences in particular were purpose built (Queensland Department of Public Works, 1949: 17; 1950: 17; 1962: 7)

A similar division of space in the Station building also occurred. The western room of the two room station was used as the Sergeant's office, while the eastern room was staffed by a number of constables. From the outset of the Station's existence the verandah was also utilised by the officers to perform a variety of duties (Queensland Department of Public Works, 1916b: 7)

4.3 Development of the Station and Barracks 1920-1930

The most noticeable change to the Kedron Park Police Station in the immediate years after its construction was its name change to Windsor Police Station. On 19 November 1919 a J. England of the Windsor Central Progress Association wrote to the police commissioner requesting that as the station was in Windsor and not Kedron its name should be changed accordingly (England, 1919). This request was supported by the Windsor Town Council Clerk (Windsor Town Clerk, 1919) and on 10 January 1922 the Commissioner of Police informed the Deputy Postmaster-General that the station's name has been altered to Windsor (Commissioner of Police, 1920). Although seemingly a semantic and petty issue, this change of name reveals the parochial nature of local government municipalities in Brisbane prior to the creation of the Greater Brisbane City Council in 1925.

Nonetheless the station's importance and personnel continued to grow as the population of the area increased. By August 1926 the station had grown to a permanent strength of one sergeant and four constables from its original one sergeant in 1916. These officers were responsible for an area of 40 square miles and a population of 25,000 people. In comparison, the Newmarket station had a Sergeant and two constables covering an area of 105 square miles and 15,000 people (Kerr, 1926). These figures show the intense nature of population development in Lutwyche and Windsor compared with neighbouring districts.

This large population brought with it policing problems for the station. On 5 May 1929 Sergeant Adams recommended that Acting Sergeant Murray replace the existing occupant of the Barracks. Adams felt that as Murray was attached to Windsor Station he would be more effective in countering 'the larrikin element' of the area centred around the Crown Hotel Billiard Saloon and the Imperial Picture Theatre (Adams, 1929). Larrikins were 'gangs of youths' who engaged in anti-social behaviour (Johnston, 1992: 169-170). These groups were noted throughout Brisbane and were often the subject of sensational reporting in the local newspapers (Johnston, 1992: 170).

During this time the Barracks building continued to house police personnel. A sergeant stationed in the area or more preferably at Windsor Station occupied the southern apartment while unmarried constables lived in the northern apartment. It was considered important to have officers billeted close to the station to attend to public emergencies, calls, and criminal activity after 2 am when the station night watchmen's shift ended.

Archival police communications from this period show numerous complaints about the standard of the barracks building (SRS 5167-1-313). Requests for painting, renovations, and repairs to all aspects of the Barracks were common. However, this was not unusual. In the preceding years complaints about the standard of police accommodation throughout the state had been made by serving officers and their superiors (Johnston, 1992: 41-46). Although by the early part of the twentieth century police living conditions were 'generally on a par with' that of much of the public (Kowald, 1989) many Barracks provided 'difficult situation[s]' for the resident officers (Johnston, 1992: 149).

4.4 Modernisation of the Station and Barracks 1930 -1945

Modifications and changes at the Windsor Police Station and Barracks from 1930 onwards were symptomatic of contemporary technical developments. During these times the police force rapidly adopted new technology to assist the execution of their duties. In the Barracks requests were constantly made for new household appliances. Again the needs of the barracks residents were sublimated by cost constraints.

The most important change to the Barracks occurred 1931 when the last of the unmarried constables were transferred elsewhere and a married constable moved into the former dormitories. As a result the upstairs dormitories were partitioned to make two extra bedrooms at a cost of £26 (SRS 5167-1-313). More renovations were required in 1940 when Sergeant Martin reported that the 'sleeping accomadation [sic] is at present absolutely inadequet [sic] for my family' (Sergeant Martin, 1940). Martin's request saw the verandah enclosed and transformed into a bedroom for his teenage son.

Despite being a building designed to house a number of serving officers of the police force, there were numerous complaints from the officers themselves and local municipal authorities regarding the sanitary conditions of the barracks. Upon taking over occupancy of the Barracks in 1928 Sergeant W.J. Adams warned the Inspector of the District that the current bathing facilities 'were not at all satisfactory and in my opinion is going to cause trouble with the flooring boards' (SRS 5167-1-313). Adams warnings went unheeded until he was finally ordered by the Brisbane City Council to make the necessary alterations to prevent waste water flowing onto 'Windsor avenue...or any other roadway' (SRS 5167-1-313).

Adams complaint about the waste water was one of only a number of others about the Barracks during this period. Requests were continually made for painting, new stoves, repairs to the toilets and bathrooms, and various other renovations (File held by State Archives Queensland, SRS 5167-1-313). These requests were mostly begrudgingly meet or in a number of cases repairs and additions were made by the residents themselves. This continued a historic trend in the Queensland Police Department of police officers repairing their own stations and residences (Kowald, 1989). The onset of the Great Depression saw such work requests refused on the grounds of the 'urgent need for economy' with public funds (SRS 5167-1-313).

Although improvements in the conditions and technologies used in the Barracks were slow in coming to fruition, technological developments in the police force were evident through modifications to the site. In 1930 Constable Carroll requested permission to garage his personal motor car in the unoccupied horse stables (Carroll, 1930). On 7 May 1939 Sergeant Martin requested that the current stables be extended by three feet to allow for the storing of a motor vehicle also. Martin insisted that it was imperative the officer in charge at Windsor Station have access to a motor vehicle to attend to call outs after 2pm (SRS 5167-1-313). Although these vehicles were all privately owned, by December 1946 the station was equipped with two

motorcycles that now occupied the stable/garage (File held by State Archives Queensland).

This period coincided with Captain Cecil James Carroll's term as Police Commissioner. Carroll was 'affectionately known as the man who mechanised the Force' through his advocacy and adoption of new technologies and devices (*A Centenary History of the Queensland Police Force, 1864-1963*, 1964: 39). By 1949 Carroll had ensured that 100 police stations throughout Queensland, Windsor included, were supplied motor vehicles or motor bikes (Johnston, 1992:235). In keeping with this modernisation electric lights were installed in the Barracks and the Station in 1936 at a cost of £68.10.7 (Queensland Department of Public Works, 1936: 35).

Perhaps surprisingly World War II seemed to have marginal effect on the site or police personnel. Although police numbers rose in Queensland during the war years as the police took on more duties (Johnston, 1992: 216) there are no recorded complaints about overcrowding in the station office or the barracks. No mention is made of public disturbances, attempts to control sexually transmitted diseases, or air warden responsibilities that often fell to police officer during the war (Prenzler, Jones, Ronken, & Queensland Police Service, 2001:17-19).

The majority of correspondence during the Second World War concerned living conditions at the Barracks. Constable Aplin made three requests for a new stove in 1942, for example, and Sergeant 1st Class Horn was concerned that the chip heater in his bathroom was unclean, unhygienic, 'obsolete for heating water' and that the constable's quarters already possessed a Gas-heater (SRS 5167-1-314 File held by State Archives Queensland). The only structural changes made to the building possibly as a result of World War II was the addition of a catwalk to allow the extinguishing of fires 'that may be caused by incendiary bombs' in the ceiling (SRS 5167-1-314 File held by State Archives Queensland).

Importantly during this period the station became a location where vital social services were administered. The station's place in the social fibre of the local community was established by the Great Depression. During the Depression police throughout Queensland were required to verify claims for assistance by destitute men, monitor and detain vagrants, and control strikes and rallies (Johnston, 1992: 264). In addition to these more traditional police duties, stations were at times vital parts of efforts to alleviate the deleterious effects of the Depression. A series of schemes initiated by the Federal government were often administered by police stations throughout Queensland, and Windsor Station seems to have fulfilled this role too (Fraser & National Archives of Australia, 2001). The clerk responsible for administering relief work and payments in the Windsor area was based out of the Police Station (SRS 5167-1-313) Although seemingly unaffected on an operational level the station's social functions, however, expanded in line with the war effort on the 'home front'. Local residents reported there in order to receive their ration vouchers, for example (Sergeant Martin, 1940). These two activities meant that the station became not just a site of law and order but a vital social service to the local community

4.5 Post World War II

In the years following World War II the Windsor Police Station and Barracks reflected the trends of the Police service throughout Queensland and changes in the suburb of Lutwyche. These changes manifested themselves in requests for repairs to the Barracks and additions to the station offices, and ultimately in the demolition of the Station altogether.

Queensland police service numbers continued to grow in the years after the war, with only a few minor dips in manpower (Johnston, 1992:219-220, 289). At the Windsor station this growth meant crowded and uncomfortable work conditions. By 1961 the staff at the Station had grown to include a Sergeant and six constables. These seven men were forced to work in the same two room office built in 1916. Often the constables had to use the Station's verandah to conduct interviews, receive driver's license applications, and take complaints. These conditions lead Sub-Inspector P.B. Guymmer to conclude 'the present accommodation is not adequate' and another room should be added (Guymmer, 1961). Guymmer's request echoed The Commissioner of Police's earlier plea in 1957 that 'the Government give urgent consideration to the building requirements of this [police] Department' (Commissioner of Police, 1957: 8). However, the rumoured widening of Lutwyche road meant that these modifications were placed on hold indefinitely.

Regardless of the cramped working conditions the number of officers stationed at Windsor continued to rise. By 15 February 1965 there were up to ten officers attached to the office at Windsor (SRS 5167-1-317 File held by State Archives Queensland). The officer in charge, Sergeant O'Brien, continued to cite the rising numbers of officers attached to the station, 11 in November 1965 and 12 in February 1966, as a reason why the station needed to have a water refrigeration system installed (SRS 5167-1-317 File held by State Archives Queensland).

The workload of Windsor Station perhaps explained why it had such a large number of officers. Sub-Inspector Guymmer reported that in February 1961 that Windsor station responded to 30 traffic accidents, the most of any suburban station in Brisbane in that month (Guymmer, 1961). Busy Lutwyche road and the large population in the area go some way toward explaining Windsor's high workload. To help cope with this heavy work load a second garage was built on the site to accommodate an extra police vehicle in 1961 (Queensland Department of Public Works, 1961).

The most dramatic alteration to the Barracks and Station occurred in 1979 when a large portion of the site along Lutwyche Road was resumed for road widening. As a result the station was demolished and plans were made to refurbish the Barracks to accommodate an office on the ground floor (Queensland Department of Public Works & Architectural Branch, 1979). This work was completed in the 1980/81 financial year at a cost of \$77,407 (Queensland Department of Public Works, 1981: 38). The remaining buildings retained their original use, with the exception of the washhouse that had been converted to a store room and the cells which were rarely used.

Plans of this redevelopment show that the ground floor of the building was devoted to a Police Station with three offices, an interview room, lunch room, and public waiting area. The first floor was converted into a four bedroom apartment for one family (Queensland Department of Public Works & Architectural Branch, 1979). This decreased demand for officer's accommodation reflected the shift in emphasis of the Department and its membership. For those officers wishing to purchase their own home the 'Police Co-Operative Housing Society No 1 Limited was incorporated in September 1961' as the first of a number of schemes that has 'successfully helped police obtain' their own homes (Johnston, 1992: 310). In 1969 Sergeant I.J. Adams reported that he had taken advantage of this scheme and had bought a home leaving the Windsor Barracks unoccupied (Adams, 1969). This shift in policy saw a number of police residences throughout the state vacated by members of the force and explains why Windsor Barracks and Stations was re-modelled to house only one family

As a result of the high commercial value of land in the area the population of the suburb continue to fall from the 1960s through to the late 1990s (The Sun, Dennis, 1989). Regardless as late as 1987 records show that the site was still in use as a police station and residence (Queensland Department of Public Works, 1987: 46). However, with the local population continuing to fall and the centralisation of policing operations throughout Brisbane, the Windsor Police Station and Barracks no longer appeared in the Annual Report of the Queensland Police Department after 1991. The exact rationale and details behind Windsor's decommissioning remains somewhat unclear as many of the Archival records remain protected by legislation.

In the years since 1991 the site and buildings were handed over to the Police Citizen's Youth Clubs of Queensland to be used as their state headquarters. It is still used for this purpose today. The Barracks building has been fully converted to office space, while the former washroom serves as a storage room. As access has not been granted to the site the uses of the other buildings can only be surmised.

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5.0 Physical Condition Assessment

The setting of the former Kedron Police Station has been altered with the change to the Lutwyche Road boundary and the subsequent removal of associated original fencing and gates and the removal of the police station office. Although changes have occurred to the setting the scale of the building enables it to remain a dominant streetscape element along Lutwyche Road.

Generally the condition of the exterior of the former Sergeants and Constables Quarters is good and it appears to be structurally sound and well maintained. Alterations to the exterior are numerous but they are of a superficial nature and include the installation of screening at the lower verandah, infill of the upper rear verandah and the replacement of one double hung window with aluminium on the upper level on the north east corner. The southern end of the western verandah has been infilled with matching weatherboard and as noted previously the original ribbed pan roof has been replaced with corrugated iron and the ventilation fleche has been removed along with the chimney. Although internal access was not available an analysis of construction documentation held by the Department of Public Works demonstrates that the interior of the building has undergone a succession of changes resulting in considerable alteration from its original form on both levels.

The Cell Block and former Stables retain their original location and form but the Prisoners Toilet has been relocated and altered. The Wash House while retaining its original location appears to have had its roof altered and it has had its original open sides infilled. The Cell Block, Toilet Block and former Wash House appear in sound condition but the former Stable is collapsing at its north east corner.

6.0 Heritage Register Criteria

In order to assess the significance of the former Kedron Park Police Station the Queensland Heritage Register criteria are used along with the criteria for entry in the Brisbane City Council Heritage Register and *Appendix 2 – Guidelines to the Burra Charter: Cultural Significance*.

A place may be entered in the Queensland Heritage Register if it is of cultural heritage significance because of its aesthetic, architectural, historical, scientific, social or technological significance. It must also satisfy one or more of the criteria outlined in the *Queensland Heritage Act 1992*. The criteria are:

- the place is important in demonstrating the evolution or pattern of Queensland's history;
- the place demonstrates rare, uncommon, or endangered aspects of Queensland's cultural heritage;
- the place has potential to yield information that will contribute to the understanding of Queensland's history;
- the place is important in demonstrating the principal characteristics of a particular class of places;

- the place is important because of its aesthetic significance;
- the place is important in demonstrating a high degree of creative achievement at a particular period;
- the place has a strong or special association with a particular community or cultural group for social, cultural, or spiritual reasons.

Similarly a place may be entered in Schedule 1 of the Brisbane City Council City Plan 2000 if it meets one of the following cultural heritage values.

- it is important in demonstrating the evolution or pattern of the City's or local area's history;
- it demonstrates rare, uncommon, or endangered aspects of the City's or local area's cultural heritage;
- it has potential to yield information that will contribute to the understanding of the City's or local area's history;
- it is important in demonstrating the principal characteristics of a particular class of places;
- it is important because of its aesthetic significance;
- it is important in demonstrating a high degree of creative achievement at a particular period;
- it has a strong or special association with a particular community or cultural group for social, cultural, or spiritual reasons.

7.0 Assessment of Significance

7.1 Aesthetic value

The aesthetic value of the former Kedron Park Police Station complex of buildings has been diminished by the widening of Lutwyche Road and the removal of the original police station offices, fences and gates. While the quality of the setting has been diminished it is considered that the former Sergeants and Constables Quarters (now the Police Citizens Youth Welfare Association State Office) maintains a streetscape and aesthetic value through its scale and prominence on the corner of Lutwyche and Windsor Roads.



View of the former Sergeants and Constables residence from the north east.

7.2 Architectural value

Stylistically the main building, the former Sergeants and Constables residence, is Edwardian and exhibits features typical of the Queensland Government's Public Works Department of the period when AB Brady was Government Architect (1892-1922) and Thomas Pye was his Senior Assistant. Although there has been changes to the fabric of the building externally, this has been superficial and confined to the infill of the rear verandah and the installation of appropriately designed screening on the north and west verandahs. The roof material has been changed and the fleche removed but the original roof form is retained. It is considered that the building retains its essential architectural features and value. The ancillary buildings on site have some architectural interest as examples of their type of the period.

Comparative analysis tells us that Kedron Park Police Station was one of a series of substantial two storeyed buildings erected as police stations during the early twentieth century. In addition to Kedron Park, these included stations at Warwick (1901), Maryborough (1907), Charters Towers (1911), Cairns (1912), Townsville (1914) and Woolloongabba (1913). The plan of the Kedron Park station and these other stations followed a generally similar pattern, with a vertical division of the building into a two storeyed residence for the senior commanding officer, and attached two storeyed barracks including dayroom and mess for the constables. The dayroom was generally the base for the station operations. This design reflected the contemporary mode of policing, whereby duty for constables generally involved patrolling the beat on foot and pursuing inquiries. Patrols were undertaken

throughout 24 hours, divided into three eight hour shifts, and the main function of the station was therefore to provide accommodation for police officers.



Woolloongabba Police Station 1913

7.3 Historic value

The complex of buildings at the former Kedron Park Police Station demonstrate the substantial population growth in Kedron, Lutwyche and surrounding suburbs which meant the adjacent station facilities were no longer adequate

Evidence of patterns of policing in Brisbane, with the practice of providing separate accommodation for Police officers.

7.4 Scientific value

The former Kedron Park Police Station is thought to have no scientific value.

7.5 Social value

Provided social services during Great Depression and World War II.

Current resident, PCYC, provides community service.

7.6 Technological significance

The former Kedron Park Police Station is thought to have no technological significance.

7.7 Discussion of Heritage Values

The following discussion is set out under both the Queensland Heritage Register criteria and the Brisbane City Council Heritage Register criteria for entry in the respective registers, in order to reach a conclusion regarding the overall heritage value of the former Kedron Park Police Station complex.

Queensland Heritage Register

- *the place is important in demonstrating the evolution or pattern of Queensland's history;*

While the former Kedron Park Police Station demonstrates a pattern of development of Queensland's police services in the early 20th century the loss of the police office, changes to the boundaries and changes to the interior of the main building have diminished this to some degree. It is concluded that the place does not meet this criteria.

- *the place demonstrates rare, uncommon, or endangered aspects of Queensland's cultural heritage;*

There are a number of examples of this period of development and style of police station in existence in Queensland, two of which are entered in the Queensland Heritage Register at Woolloongabba and Charters Towers. It is therefore concluded that the former Kedron Park Police Station is not rare, uncommon or endangered.

- *the place has potential to yield information that will contribute to the understanding of Queensland's history;*

A closer examination of the former Kedron Park Police Station may yield useful information that could contribute to the understanding of Queensland's history

- *the place is important in demonstrating the principal characteristics of a particular class of places;*

The complex of buildings at the former Kedron Park Police Station demonstrates characteristics of a class of place where accommodation, cells, toilet block, wash house and stables survive but it is questionable as to whether this is important. The main building also retains architectural period characteristics of the work of AB Brady and Thomas Pye but these features are found on a significant number of buildings produced by the Department of Public Works during the period. It can be concluded that the place does not meet this criteria.

- *the place is important because of its aesthetic significance;*

The aesthetic qualities of the former Kedron Park Police Station have been diminished through the changes to the Lutwyche Road boundary and demolition of the station office. While the main building on the site is a dominant element of the streetscape in the area its setting has been altered to the point that it is considered the place does not meet this criteria.

- *the place is important in demonstrating a high degree of creative achievement at a particular period;*

The building technology used in the construction of the former Kedron Park Police Station complex is typical of the period therefore this criteria is not met by the place.

- *the place has a strong or special association with a particular community or cultural group for social, cultural, or spiritual reasons.*

No evidence of such associations

Brisbane City Council Heritage Register

- *it is important in demonstrating the evolution or pattern of the City's or local area's history;*

Despite the changes to the boundaries, removal of the police office, superficial building alterations and internal alterations to the main building, the former Kedron Park Police Station, is considered to meet this criteria.

- *it demonstrates rare, uncommon, or endangered aspects of the City's or local area's cultural heritage;*

Although the Brisbane City Heritage Register contains thirteen police stations, which includes Woolloongabba Police Station and is contemporaneous with the former Kedron Park Police Station, it is reasonable to argue that the place is an uncommon aspect of the City's or local area's heritage.

- *it has potential to yield information that will contribute to the understanding of the City's or local area's history;*

A closer examination of the former Kedron Park Police Station may yield useful information that could contribute to the understanding of the City's or local area's history

- *it is important in demonstrating the principal characteristics of a particular class of places;*

The complex of buildings at the former Kedron Park Police Station demonstrates characteristics of a class of place where accommodation, cells, toilet block, wash house and stables survive. Despite the loss of the station office due to road realignment the complex of buildings demonstrate the principal characteristics of a class of place in a City and local area context.

- *it is important because of its aesthetic significance;*

The aesthetic qualities of the former Kedron Park Police Station have been diminished through the changes to the Lutwyche Road boundary

and demolition of the station office however the former Sergeants and Constables residence is a dominant element of the streetscape which has aesthetic value.

- *it is important in demonstrating a high degree of creative achievement at a particular period;*

The building technology used in the construction of the former Kedron Park Police Station complex is typical of the period therefore this criteria is not met by the place.

- *it has a strong or special association with a particular community or cultural group for social, cultural, or spiritual reasons.*

No evidence of such associations

8.0 Conclusion

While the former Kedron Park Police Station does not appear to retain sufficient integrity to meet any of the criteria for entry in the Queensland Heritage Register it can be concluded that it is of sufficient heritage value to meet a number of the Brisbane City Council's Heritage Register heritage values as a local heritage feature.