

Historical snapshot: Darra

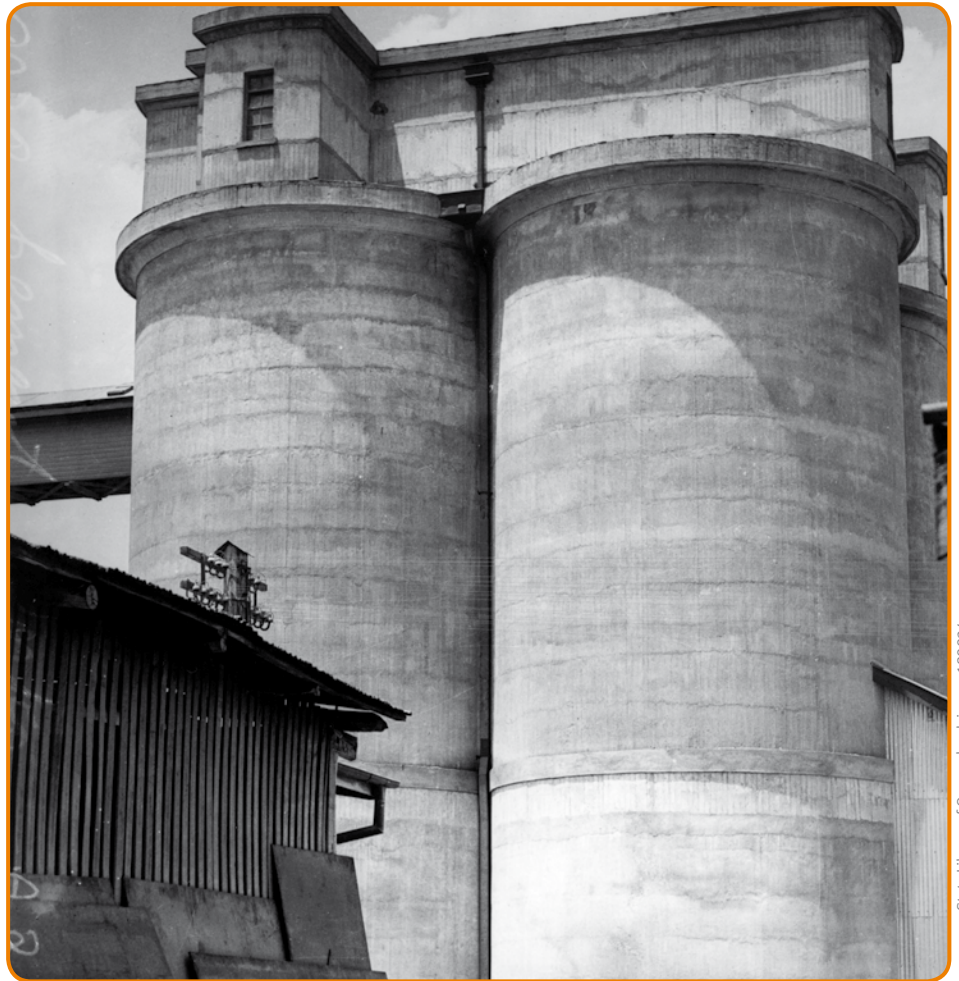
Characterised by a diverse community, industry, good transport links and its close proximity to Brisbane, Darra today is a reflection of a history steeped in hard work and an acceptance of newcomers.

The first known traditional owners of areas in and around Darra were the Yerongpan clan of Oxley Creek who spoke the Turrbal language. It is possible the name of Darra came from the indigenous name Derra or Durra meaning thigh or Dharau meaning stones.

Early white settlement

Until migration after World War II, Darra was mainly settled by Australians with Anglo-Celtic roots. Some early settlement historical facts include:

- » During the 1850's James Wood of Oxley established the first coach service to pass through (or near) Darra
- » In 1851 the first parcel of land was bought by Dr Stephan Simpson who built Wolston House
- » The railway was constructed through Darra in 1874
- » The area around the railway was first settled in 1915.



Darra Cement Works photographed about 1936.

Migration to Darra

From 1949 until 1987 many migrants started their new life in Australia living at the Wacol East Dependents Holding Camp (Wacol Migrant Hostel).

- » People migrated to the area from many countries around the world.

- » Children in the community attended Darra State School or Our Lady of the Sacred Heart Church School.



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Schools, churches and places of worship

- » 1916 – Darra State School was opened
- » 1924 – The Uniting Church in Lee Road was built
- » 1937 – Darra Church (Catholic) School opened
- » 1934 – The Darra Holy Trinity Anglican Church was dedicated
- » 1983 – Islamic Society of Darra was formed - Darra Mosque originally located at Darra, was relocated to Oxley
- » 1994 – Linh Son Buddhist Temple was built.

Industry

After discovering large clay deposits, William Brittain established a brickworks company in Harcourt Road, Darra in 1889. The availability of raw materials also attracted the Queensland Cement and Lime Co. (QCL) which dominated the Darra landscape from 1914 to 1998. During this time QCL:

- » provided employment for locals at Darra
- » became the largest cement supplier in Queensland
- » produced 650 000 tonnes of cement per annum at peak production
- » was unique in the utilisation of dead coral dredged from Moreton Bay
- » closed down in 1998 due to limitations to dredging and expanding residential areas.



State Library of Queensland, image 167707

Queensland Cement and Lime Co. factory at Darra in 1939.

Contact us

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Australian Government



Queensland Government

Historical snapshot: Wacol

Wacol today is known for its diverse community, historic 'Wolston House', semi-industrial areas and correctional centres. The origin of the name Wacol is linked to the local weighbridge which was used to 'weigh coal'.

Escaped convicts Parsons, Pamphlet and Finnegan found two canoes at Oxley creek in 1823 and were the first white people to observe the Yerongpan clan of Oxley Creek, the original inhabitants of the Wacol area.

Wolston House

In 1851, Dr Stephan Simpson bought the first property in the area then known as Woogaroo. By 1853 he had built Wolston House and by 1855 he owned 2000 acres of land in Wacol and surrounding areas.

Dr Simpson's nephew J.M.Ommaney was set to inherit Wolston House but was killed in a horse riding accident one day after he arrived at the estate.

The death of Dr Simpson's nephew is said to have broken his spirit and he eventually returned to England.

Wolston House was later:

- » acquired by the Goggs family from 1860
- » damaged by flood in 1893
- » used as a dairy farm by the Grindle family from about 1907 to 1956
- » saved from demolition in 1960's by a group of concerned locals
- » purchased by the Department of Agriculture and Stock in 1960
- » given to the National Trust of Queensland
- » fully restored and opened to the public.



State Library of Queensland, image 21943

The historical Wolston House in Wacol.

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Camp Columbia

Established in 1942, Camp Columbia at Wacol was the main local camp for US troops. The Camp Columbia site was:

- » built to accommodate up to 5000 troops
- » also served as a recovery hospital for wounded Americans
- » vacated by the Americans by 1944
- » taken over by Australian troops at the end of World War II
- » used by regular and reserve troops who occupied part of the camp until 2000
- » used as a training centre for high school Army Cadets for some years
- » also used as a migrant centre from 1949 to 1987.

Correction centres of Wacol

After the closure of the Wacol Migrant Centre in 1987 the area was cleared in 1990. The Arthur Gorrie Correctional Centre was built on the site in 1992. Other correctional centres in the Wacol area include:

- » the Wolston Correctional Centre commissioned in 1999
- » the Brisbane Women's Correctional Centre commissioned in 1999
- » the Brisbane Correction Centre opened in 2007 – formerly Sir David Longland Correctional Centre – first commissioned in 1988.

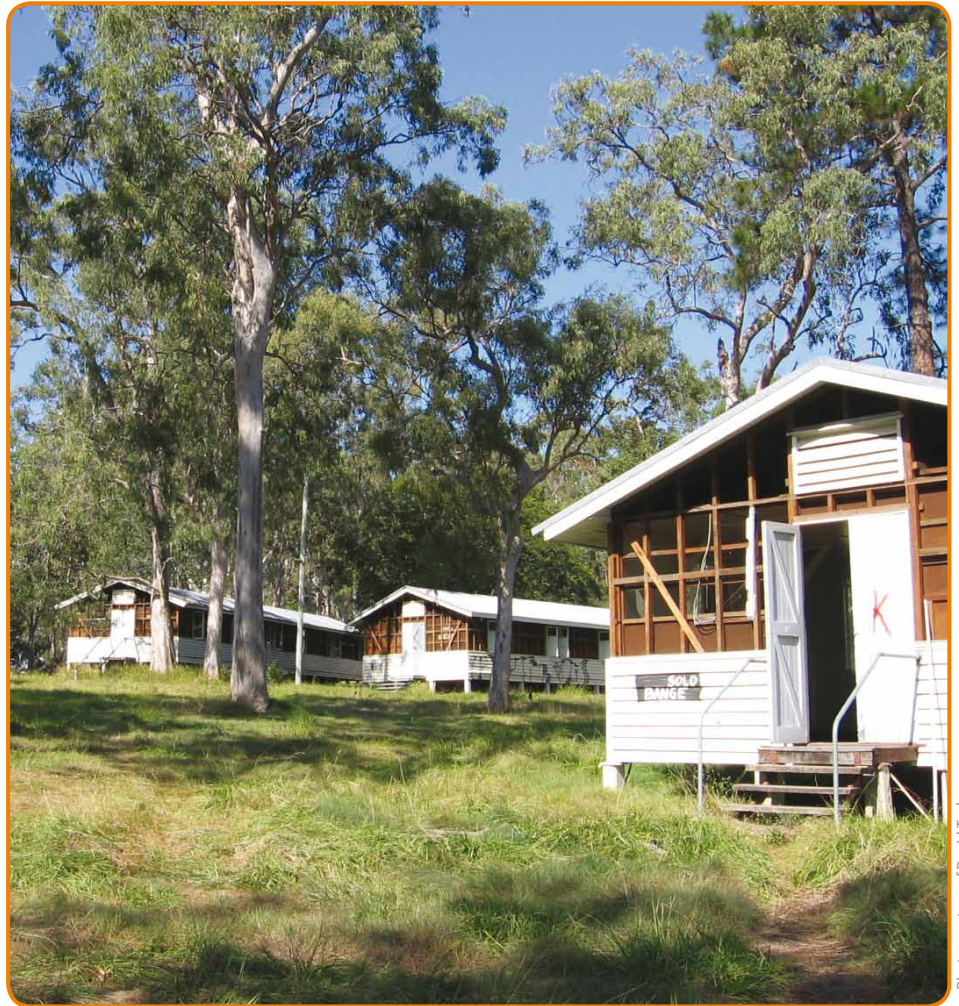


Photo courtesy of David Taylor

The Wacol Army Barracks used during World War II.

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Traffic impacts

The Department of Main Roads has established SAFELink Alliance to deliver the Ipswich Motorway Upgrade from Wacol to Darra. Construction is underway and is due for completion in December 2010.

Main Roads is committed to minimising the disruption to traffic and other road users during construction works.

Managing traffic flow, vehicle accidents and staging construction works will help maintain access for motorists, emergency vehicles and other road users within the project area.

The safety of the travelling public and project team is paramount and through effective traffic management, road users will experience a safer journey along the Ipswich Motorway and Centenary Highway.

Traffic management in Queensland

Effective traffic management is essential for the safety and convenience of the travelling public.

Main Roads manages the state-controlled road network to ensure it operates with maximum efficiency at peak travel times, special events, road closures and unplanned incidents.

Main Roads uses state-of-the-art technology, including advanced communication and traffic flow systems to provide up-to-date information, help road users choose the right route to plan trips and clear road incidents as fast as possible.



A VMS – variable message sign.

We keep people up-to-date on planned changes to traffic arrangements through newspapers, radio traffic reports, website and Variable Message Signs (VMS).

Managing incidents

Main Roads manages incidents on roads using a combination of tools:

- » CCTV – closed circuit television
- » VMS – variable message signs
- » traffic lights
- » 13 19 40 traffic incident hotline
- » emergency patrols
- » emergency telephones and signs
- » traffic cones
- » police response.

Traffic management team

The traffic management team is responsible for the development and implementation of:

- » traffic management plans
- » detailed staging design
- » traffic control plans
- » traffic management resources (work with police, VMS vehicles, traffic controllers etc).



Ipswich Motorway Upgrade Wacol to Darra

Liaison with key stakeholders

We work closely with the following stakeholders to proactively manage traffic issues.

- » Queensland Emergency Services, Queensland Fire and Rescue Service, Queensland Police Service, Brisbane City Council, adjoining projects, heavy vehicle industry and Main Roads.

Traffic management targets

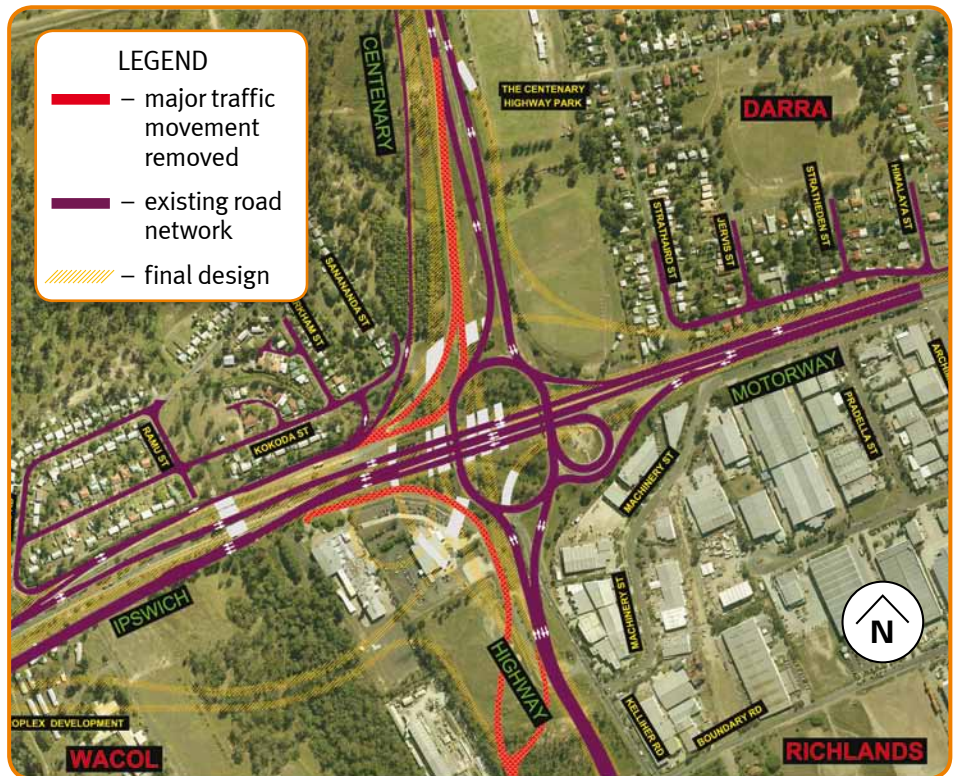
Our traffic management targets during the construction phase of the project include:

- » no increase in crashes reported to police
- » no member of the travelling public gets hurt as a result of construction
- » none of our people get hurt by the travelling public or by traffic
- » maintaining existing traffic “peak travel time” reliability
- » maintaining connectivity through appropriate signage and communication material to destinations throughout the project area.

Traffic impacts

Every effort is made to minimise impacts. Changes to traffic flows may occur in the following circumstances:

- » works are occurring beside the road
- » road or lane closures to complete road works
- » operations requiring repeated exit/entry of construction vehicles
- » temporary traffic signals are being used
- » where modifications to other modes of transport have been made, for example bicycle or pedestrian.



An example of a traffic staging design. This map is for information purposes only.

Traffic staging

Traffic staging is done progressively to allow access into new areas required for construction while maintaining existing traffic flow.

The above map is an example of a traffic staging design. This design shows where major traffic movements have been removed.

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**Please remember that safety around roadworks is a two-way street.
We ask that you drive carefully and responsibly during these construction works.**