

PLANS AND DOCUMENTS
referred to in the ULDA
APPROVAL dated 20 / 7 / 11

15 June 2011

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Dear Cameron

Hamilton rock training wall – Condition 31

This letter provides compliance with Condition 31 in the approval for site works in Macarthur Avenue, Eagle Farm, ULDA No. DEV000007_09, which states:

Prepare a statement of significance and if necessary provide recommendation on preservation, protection and ongoing maintenance of the Hamilton rock training wall along the Brisbane River frontage of the site.

Location

The Hamilton Rock training wall is located on a portion of the subject development site, along the Brisbane River, as indicated in Figure 1. The site is approximately 8km north-west of the Brisbane CBD.

FIGURE 1 – SITE LOCATION



[Source: Google Maps 2011]

Brief Description and History

A cultural heritage assessment was undertaken by Archaeo Cultural Heritage Services to inform the preparation of the Draft Northshore Hamilton Masterplan. The following description of the rock training wall has been summarised from that report and the Queensland Heritage Register listing for Kangaroo Point Cliffs.

In 1875 the Queensland Government established a Commission to look into new wharf sites in Brisbane. Engineer of Harbours and Rivers, EA Cullen, devised the scheme of dredging and training walls (revetments) to confine the tidal flow and complete the development of the river port of Brisbane. Training walls were to be constructed at key points along the Brisbane River from Hamilton to Lytton to provide new wharf facilities downstream due to the increase in volume and size of ships.

The first rock-training wall to be constructed was at Hamilton Reach between 1898 and 1900 (extent as shown on Figure 1 above), as the site was convenient for depositing large quantities of silt. The tidal wetlands and mangroves north of the wall were reclaimed with fill from river dredging for industry.

The training walls along the River controlled the points, which tended to grown out with natural flow and the opposite banks would erode. The wall was constructed by digging a trench into the sand, filling it with rock quarried from Lytton Rocks Cutting. Rocks used in the construction of the wall were taken from the quarry at River Terrace, Kangaroo Point.

An article in *The Brisbane Courier* on 23 May 1913 (p. 14) noted:

Not only is the navigation made easier by the cutting away of these points but their removal also helps to reduce the risk of silting and flood dangers have been very greatly minimised, there being a much easier "get away" for the waters.

The Department of Harbours and Rivers (later the Department of Harbours and Marine) used the Kangaroo Point Cliffs quarry for marine work until 1976. The Kangaroo Point Cliffs contain the best known outcrop of Brisbane Tuff, the distinctive pink and green building stone used in some of Brisbane's earliest public buildings, for retaining walls and in later municipal and government works, such as road-making, kerbing, wharfs and marine walls.

Two timber jetties were built off the training wall at Hamilton Reach in 1901 for dredging crews to moor over the weekend. These jetties were used until Brett's Wharf was built upstream in 1930.

Early reports on the wall were that it was effective but difficult to maintain as rocks were removed by fisherman and damage undertaken by illegal blasting for fish. On 19 December 1905 *The Brisbane Courier* reported that the repair works to the new wall would strengthen it and make it more efficient in resisting floods. The wall was repaired again in 1931 by the Engineer of the Harbours and Rivers Department.

The land behind the Hamilton Reach training wall was not fully filled and sold until the 1950s.

Figure 2 shows the location of the rock training wall with respect to the subject development. A river-walk is proposed along the foreshore, next to the training wall, in addition to new stormwater outlets draining into the river which requires intrusions into the wall.

FIGURE 2 – PROPOSED DEVELOPMENT



[Source: Australand 2011]

Figure 3 illustrates a portion of the rock retaining wall directly east of the sandy inlet.

FIGURE 3 – PORTION OF RETAINING WALL



Significance

Before making decisions that may affect a heritage item, it is important to understand its values. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise a place's heritage values – why it is important, and why a statutory listing may have been made to protect these values. An assessment of a place's values is undertaken to provide a statement of significance.

The *Queensland Heritage Act 1992* defines cultural heritage significance as:
of a place or feature of a place, means its aesthetic, architectural, historical, scientific, social, or other significance, to the present generation or past or future generations.

The following table is an assessment of the heritage significance of the rock training wall at Hamilton Reach, which is followed by a statement of significance.

TABLE 1 – HERITAGE ASSESSMENT

CRITERIA	SIGNIFICANCE ASSESSMENT
A - The place is important in demonstrating the evolution or pattern of Queensland's history.	The rock training wall at Hamilton Reach has historical significance as being the first of several walls established along the Brisbane River in the early 20 th century for new wharf facilities.
B - The place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage.	The rock training wall at Hamilton Reach is not considered to be rare, being one of several that were established along the Brisbane River from 1898.
C - The place has potential to yield information that will contribute to an understanding of Queensland's history.	Whilst the place contributes to Brisbane's maritime development, it is not considered to have the potential to yield any further information that what is already known through historical sources.
D - The place is important in demonstrating the principal characteristics of a particular class of places.	The rock wall is not considered to be a particular variation of any class or have characteristics that are not found in the construction of other training walls.
E - The place is important because of its aesthetic significance.	The dry-wall construction technique provides this training wall with an aesthetic character, which is distinctive from masonry mortar walls.
F - The place is important in demonstrating a high degree of creative or technical achievement at a particular period.	The rock wall is not considered to demonstrate a high degree of technical skill for the period.
G - The place has a strong or special association with a particular community or cultural group for social, cultural, or spiritual reasons.	The place is not considered to have a strong or special association with particular groups in the community.
H - The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.	The scheme for constructing the training walls and dredging the Brisbane River was devised by Engineer of Harbours and Rivers, EA Cullen.

Statement of Significance

The rock training wall at Hamilton Reach has historical, aesthetic and associative significance at the local level. The scheme for constructing the training walls and dredging the Brisbane River was devised by Engineer of Harbours and Rivers, EA Cullen. The training wall at Hamilton Reach has historical significance as being the first of several walls established along the Brisbane River in the early 20th century for new wharf facilities. The dry-wall construction technique provides this training wall with an aesthetic character, which is distinctive from masonry mortar walls.

Maintenance

The following maintenance advice is provided with reference to advice from MPN Consulting Structural and Civil Engineers dated 16 May 2011 and following an inspection of the wall on 3 June 2011.

To ensure the long-term conservation and structural stability of the rock retaining wall at Hamilton Reach, regular inspections (every 6 months) should be undertaken to identify any deterioration, displacement or settlement of the rocks. This occurs over time with tidal waters removing finer materials from the wall, which leads to movement and undermining of the rocks.

Maintenance works should be undertaken as required and may include:

- removal of vegetation growing on or immediately adjacent to the river wall;
- removal of any damaged or deteriorated rocks; and
- addition of new rocks on the wall, as required to keep the same general form and dry wall effect.

Maintenance of the rock wall should not include fixing with mortar or grout. The rock wall should be maintained as a dry wall construction.

New rocks added to the wall should aim to be Brisbane Tuff or porph-free rock, and quarried to a similar size to existing rocks, so as to maintain the wall's aesthetic character.

After storm events the condition of the wall should be inspected and repairs undertaken as required. The advice of a structural engineer may be required, depending on the level of damage.

Maintenance of the wall should not require planning approval, however this should be confirmed with the local council. Replacement or rebuilding the wall is not maintenance works.

New Works

If new stormwater outlets are required along the length of the rock-wall, the intent should be for the rock wall to retain its aesthetic character by retaining a similar gradient and limiting projection from the wall. Where outlets are proposed, rocks should be carefully removed in that section only, stored on-site and reinstated in a similar loose pattern and to a similar gradient when infilling around the outlet. Any surplus rocks should be stored on-site and used for future maintenance of the wall.

The proposed river-walk should have a setback from the rock-wall, which should be determined through further engineering advice, to avoid cracking of the ground surface through natural movement of the rock wall.

We trust the information provided above is acceptable. Please do not hesitate to contact me on (02) 8233 9994 or at dilnsday@urbis.com.au should you require further information

Yours sincerely



Deborah Lindsay
Senior Heritage Consultant

