

EXTENT

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Whites Creek Stormwater Channel

Photographic Archival Recording and Salvage Report

Prepared for John Holland CPB Joint Venture (JHCPBJV)

March 2021 – FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

EXTENT HERITAGE PTY LTD

ABN 24 608 666 306
ACN 608 666 306
info@extent.com.au
extent.com.au

SYDNEY

3/73 Union Street
Pymont NSW 2009
P +61 (0)2 9555 4000
F +61 (0)2 9555 7005

MELBOURNE

13/240 Sydney Road
Coburg VIC 3058
P +61 (0)3 9388 0622

BRISBANE

Level 12, 344 Queen St
Brisbane City
P +61 (0)7 3667 8881

PERTH

1/191 St Georges Tce
Perth WA 6000
P +61 (0)8 9381 5206

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Heritage advisor(s):	Tony Brassil, Principal Heritage Advisor Ben Calvert, Heritage Advisor
Author(s):	Ben Calvert

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1. Introduction

1.1 Project description

Role and engagement

EXTENT Heritage Pty Ltd (Extent Heritage) has been commissioned by John Holland CPB Joint Venture (JHCPBJV) to prepare a Photographic Archival Recording and Salvage report for the Whites Creek Stormwater Channel. This place will be impacted by the WestConnex Rozelle Interchange works. The purpose of the report is to photographically record the current state of the site and identify a strategy for salvageable material prior to undertaking works.

Conditions of approval

This report was prepared to fulfil the requirements of the revised environmental management measures (REMM) for Non-Aboriginal Heritage (NAH); REMM NAH03 and REMM NHA09 which state:

REMM NAH03

Photographic archival recording will be undertaken of:

- *Infrastructure associated with the White Bay Power Station site that could be affected by the project;*
- *Whites Creek Stormwater Channel (in the area to be impacted);*
- *Stormwater Canal off Lilyfield Road;*
- *'Cadden Le Messurier' at 84 Lilyfield Road;*
- *Former Hotel at 78 Lilyfield Road;*
- *Victoria Road overbridge;*
- *Each house at 260–266 Victoria Road;*
- *Each house at 248-250 Victoria Road.*

This will be undertaken in accordance with the NSW Heritage Office guidelines Photographic Recording of Heritage Items Using Film or Digital Capture (2006).

The photographic archival recording will occur prior to any works that have the potential to impact upon the items and will include the identification of appropriate stakeholders to receive copies of the documentation.

REMM NHA09

A Heritage Salvage Strategy will be prepared to identify the salvage potential of the fabric and features from heritage items and potential heritage items that will be demolished to facilitate the Project. This could include timber joinery, fireplaces, stained glass, stairs, decorative tiles, bricks, steel truss structures, windows, etc. The strategy will also identify options and a process for

dissemination of salvaged items to owners, community groups and interested parties.

These reports have been reviewed, finalised, printed, and published for archival storage in relevant repositories.

1.2 Approach and methodology

Photographic Archival Recording

REMM NAH03 requires the archival recording of these structures to comply with two NSW government guideline documents: *How to Prepare Archival Records of Heritage Items* (1998) and *Photographic Recording of Heritage Items Using Film or Digital Capture* (2006). This report complies with these.

Salvage

REMM NAH09 requires that a Heritage Salvage Strategy be prepared. This was undertaken as part of the archival fieldwork and report and outlines what material should be salvaged and how this should occur.

1.3 Limitations

The impact area was inspected and photographed by Tony Brassil and Ben Calvert on the 28 August 2019. The inspection was undertaken as a visual study only.

The historical context provides historical background to provide an understanding of the place in order to recognise its significance. however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage have prepared this Archival Recording and salvage report:

Name	Position / Title
Tony Brassil	Principal Heritage Advisor
Ben Calvert	Heritage Advisor

1.5 Management

The site is managed by John Holland CPB Joint Venture (JHCPB JV).

2. Site Identification

2.1 Site Description

The Whites Creek Stormwater Channel is on land located west of The Crescent and South of the City-West Link Road. This land is within Lot 1 DP 827708 and Lot 2 DP 827708. This land chiefly contains the Whites Creek Stormwater Channel, though also keeps some boundary vegetation associated with the stormwater channel, adjacent roadways and Buruwan Park.

2.2 Location

The following figures identify the location of the Whites Creek Storm Water Channel within the M4-M5 Rozelle Interchange project footprint. These maps show the project boundary area and the White Creek Stormwater Channel Heritage and Conservation Register Listing (S170).

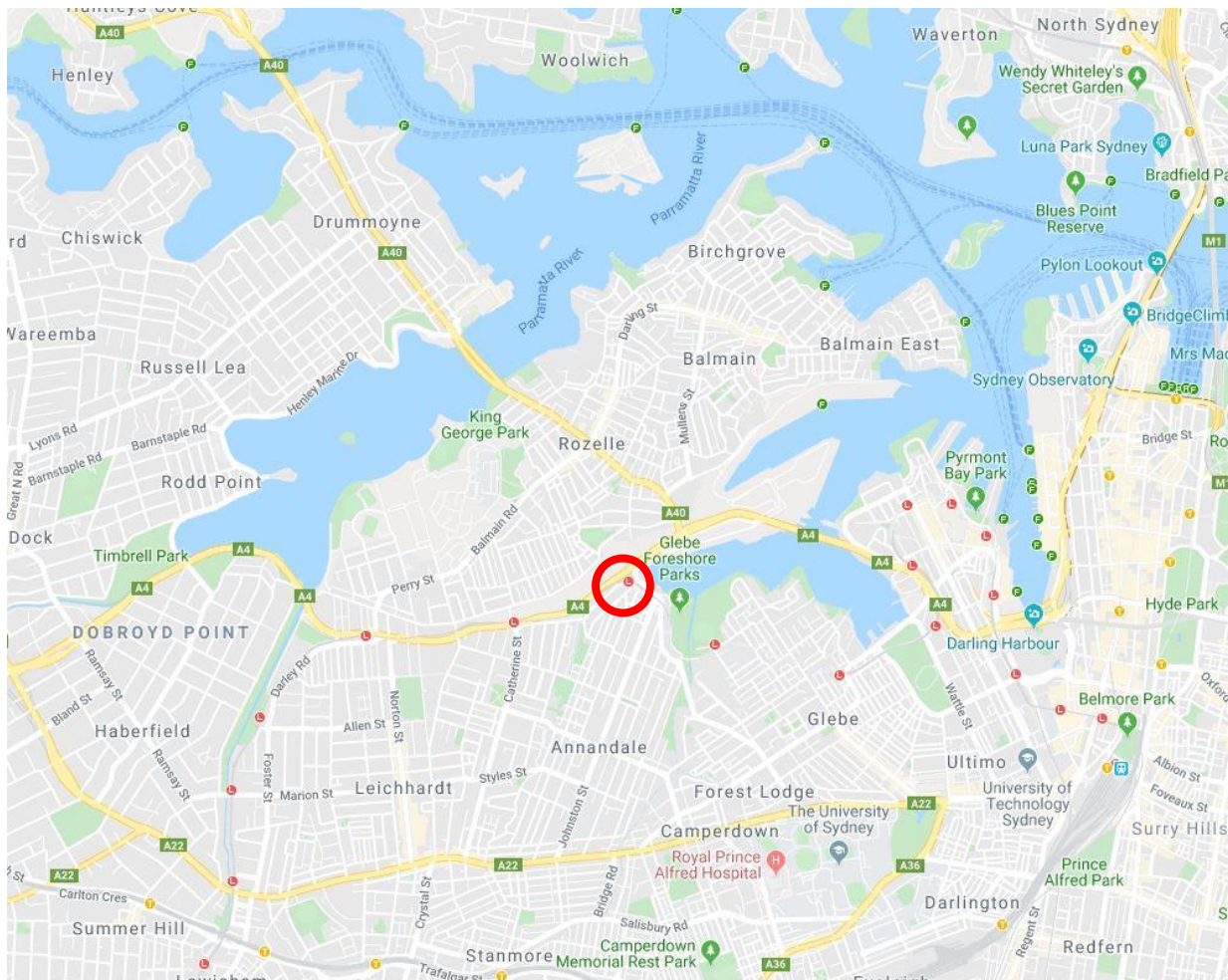


Figure 1. The location of the Whites Creek Stormwater Channel is outline in red (source: Google Maps).



Figure 2. The M4-M5 WestConnex Area 3 project boundary is indicated red. The Heritage and Conservation Register curtilage for the Whites Creek Stormwater Channel is outlined in blue and the inspected site is outlined in green (source: Nearmap, overlay by Extent Heritage).

3. Historical context

A historical context for the Whites Creek Stormwater Channel has been extracted from *M4-M5 EIS Vol 2J - Non-Aboriginal Heritage*, p.71-6. This information is presented below:

4.4.5 Establishing and use of the Rozelle Rail Yards: 1916–1996

In June 1916, the Rozelle Rail Yards (then known as the Rozelle Marshalling Yard) was created as part of the Goods Railway Line. The Rozelle Marshalling Yard was designed as a holding yard for traffic proceeding to Darling Harbour, which was Sydney's main goods yard at this time. Following the closure of the Glebe Island Abattoir, grain and coal handling facilities and wharves were developed at White Bay near the Rozelle Marshalling Yard facility.

*The Rozelle Rail Yards were created by filling in much of the White Creek estuary, and through the quarrying of the rugged sandstone outcrops which are shown along the foreshore in **Figure 4-23**. This also removed what previous structures there were along the shoreline. The Crescent was built as a bridge, over the open channel of the Whites Creek Storm Water Channel.*



Figure 4-23 Photograph of Rozelle Bay in the late 1800s, showing industrial and maritime development along the foreshore. The natural foreshore topography can be seen at the right of the image (Source: Powerhouse Museum).

4. Assessment of significance

The following Assessment of Significance for the Whites Creek Stormwater Channel has been extracted from *M4-M5 EIS Vol 2J - Non-Aboriginal Heritage*, p.178. This information is presented below:

The Whites Creek Stormwater Channel was constructed progressively during the period 1898 to 1938 (although most of the channel was completed before 1909). Prior to 1890, stormwater was carried by either combined sewers or natural water courses. This led to unsanitary public health conditions and in 1890 Bruce Smith, the then secretary of Public Works, proposed a separate system of stormwater drains be built to alleviate the problem. By 1900 numerous stormwater drains, including Whites Creek SWC, had been completed or were under construction. Consequently, Whites Creek SWC is of historical significance as it was one of the earliest purpose built stormwater drains to be constructed. In addition, the channel has added significance due to its connection with Whites Creek Sewer Aqueduct which passes over the channel. The aqueduct is historically significant as it was one of the first reinforced concrete aqueducts to be built (refer to Listing Card SHI 4570954 for more details). The operational curtilage of Whites Creek includes the channel bed, walls and coping. The visual curtilage of the channel will vary along the length of the channel depending on the surrounding land uses. To formulate a specific curtilage statement that includes details of surrounding land use and encroachment of various developments would require further investigations and is beyond the scope of this study. However, in general the visual curtilage can be described as follows:

- *The upper reaches of the channel, located south of Booth and Moore Streets Annandale, is an underground structure, and holds on cultural landscape value.*
- *The open sections of the channel stretches from Booth and Moore Streets to the discharge point at Rozelle Bay.*
- *At its lower reaches visual curtilage is limited to where the channel can be observed between the Rozelle Rail Tards and Railway Parade and from within the Whites Creek Valley Parkland.*

5. Photographic recording sheets

Variables	Details
Photographer:	Ben Calvert
Date:	28 August 2019
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm

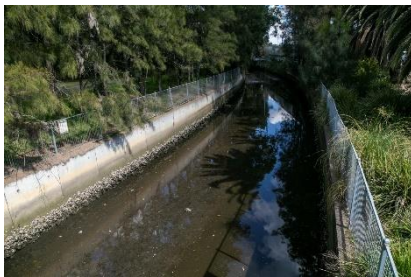

Image name	Direction	Details	Thumbnail
2019_WC_SC_001	SW	Whites Creek Stormwater Channel.	
2019_WC_SC_002	SW	Whites Creek Stormwater Channel.	
2019_WC_SC_003	W	Steel mesh perimeter fence.	





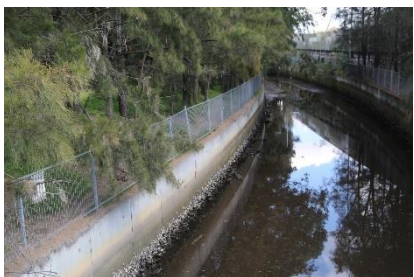
Image name	Direction	Details	Thumbnail
2019_WC_SC_004	W	Concrete wall panels on the northern side of the Stormwater Channel.	
2019_WC_SC_005	SW	Stormwater Channel with the City-West Link Road sound wall in the background.	
2019_WC_SC_006	SW	View along the Stormwater Channel.	
2019_WC_SC_007	SW	Concrete panels on the southern side of the Stormwater Channel.	
2019_WC_SC_008	SW	Southern all of the Stormwater Channel.	

Image name	Direction	Details	Thumbnail
2019_WC_SC_009	SW	Southern wall of the Stormwater Channel.	
2019_WC_SC_010	SW	Whites Creek Stormwater Channel.	
2019_WC_SC_011	NW	Detail of panel on the northern side. Barnacles on the base of the channel.	
2019_WC_SC_012	NW	Steel mesh permitter fencing.	
2019_WC_SC_013	NW	City-West Link Road reserve showing vegetation between the channel and the roadway.	



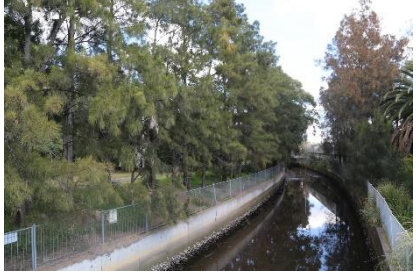

Image name	Direction	Details	Thumbnail
2019_WC_SC_014	NW	Palm trees on the intersection between City-West Link Road and The Crescent.	
2019_WC_SC_015	NW	Palm trees on the intersection between City-West Link Road and The Crescent.	
2019_WC_SC_016	SW	boundary vegetation adjacent the Stormwater Channel.	
2019_WC_SC_017	SW	vegetation along the Stormwater Channel.	
2019_WC_SC_018	SW	Concrete panels on the southern wall of the Stormwater Channel.	






Image name	Direction	Details	Thumbnail
2019_WC_SC_019	SW	Steel mesh permitter fence.	
2019_WC_SC_020	N	Concrete footpath over the Whites Creek Stormwater Channel.	
2019_WC_SC_021	NE	The Crescent roadway over the Whites Creek Stormwater Channel.	
2019_WC_SC_022	E	The Crescent roadway over the Whites Creek Stormwater Channel.	
2019_WC_SC_023	NW	Vegetation boarding the southern edge of the Stormwater Channel.	

Image name	Direction	Details	Thumbnail
2019_WC_SC_024	NW	Vegetation boarding the southern edge of the Stormwater Channel.	
2019_WC_SC_025	NW	Concrete panelling on the northern side of the Stormwater Channel with sound barrier in background.	
2019_WC_SC_026	NE	View toward the stormwater channel showing the portal under The Crescent.	
2019_WC_SC_027	SW	view of the Stormwater Channel with sound barrier in the background.	
2019_WC_SC_028	NW	Steel mesh perimeter fence with sound barrier in the background.	

Image name	Direction	Details	Thumbnail
2019_WC_SC_029	N	Vegetation along the road barrier.	
2019_WC_SC_030	NW	vegetation and sound barrier.	
2019_WC_SC_031	W	Steel joist over the stormwater channel.	
2019_WC_SC_032	W	Steel joist over the stormwater channel.	

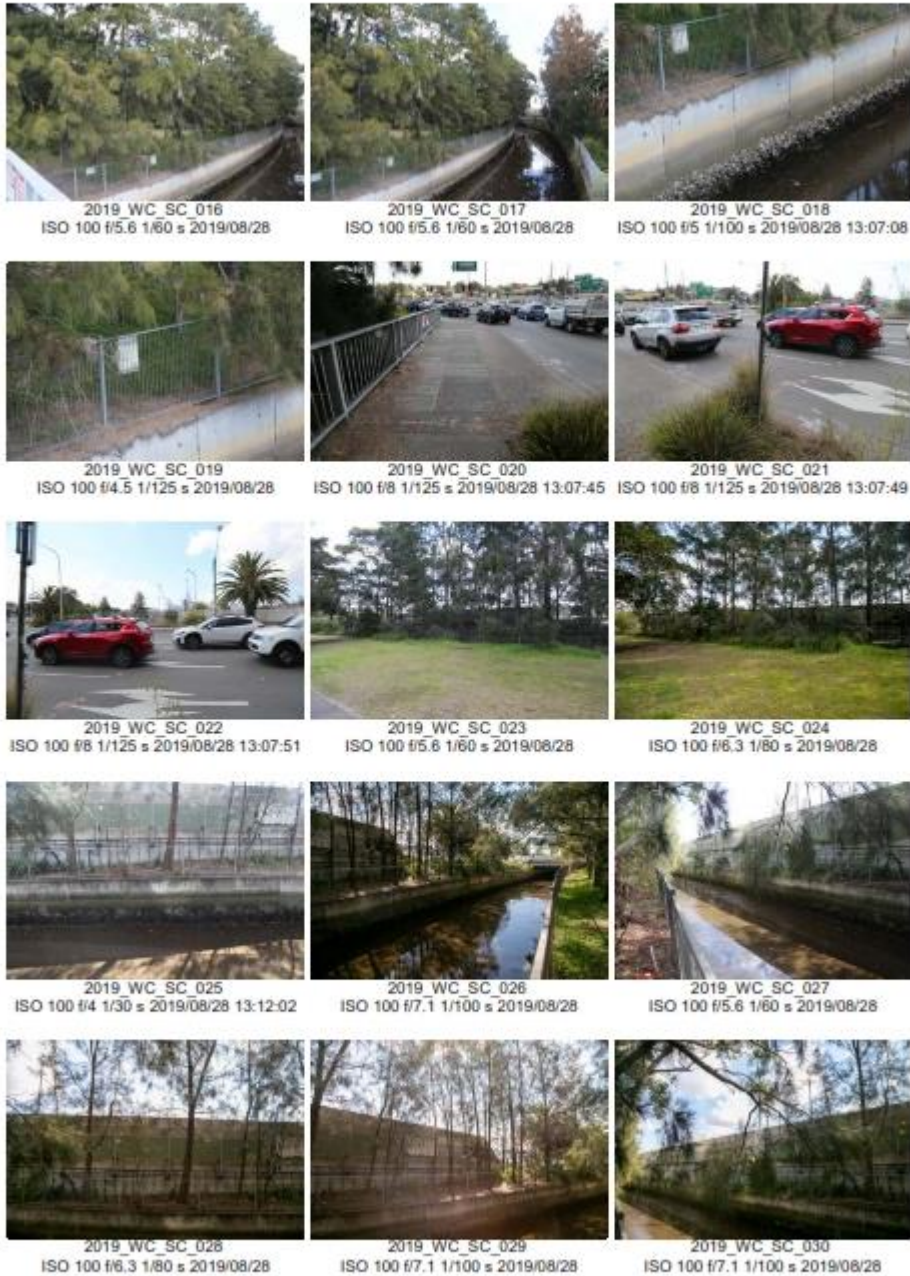
6. Photographic proof sheets

Whites Creek Stormwater Channel - 2019
Photographic Archival Recording - Photographer: Ben Calvert



1 of 3

Whites Creek Stormwater Channel - 2019
 Photographic Archival Recording - Photographer: Ben Calvert



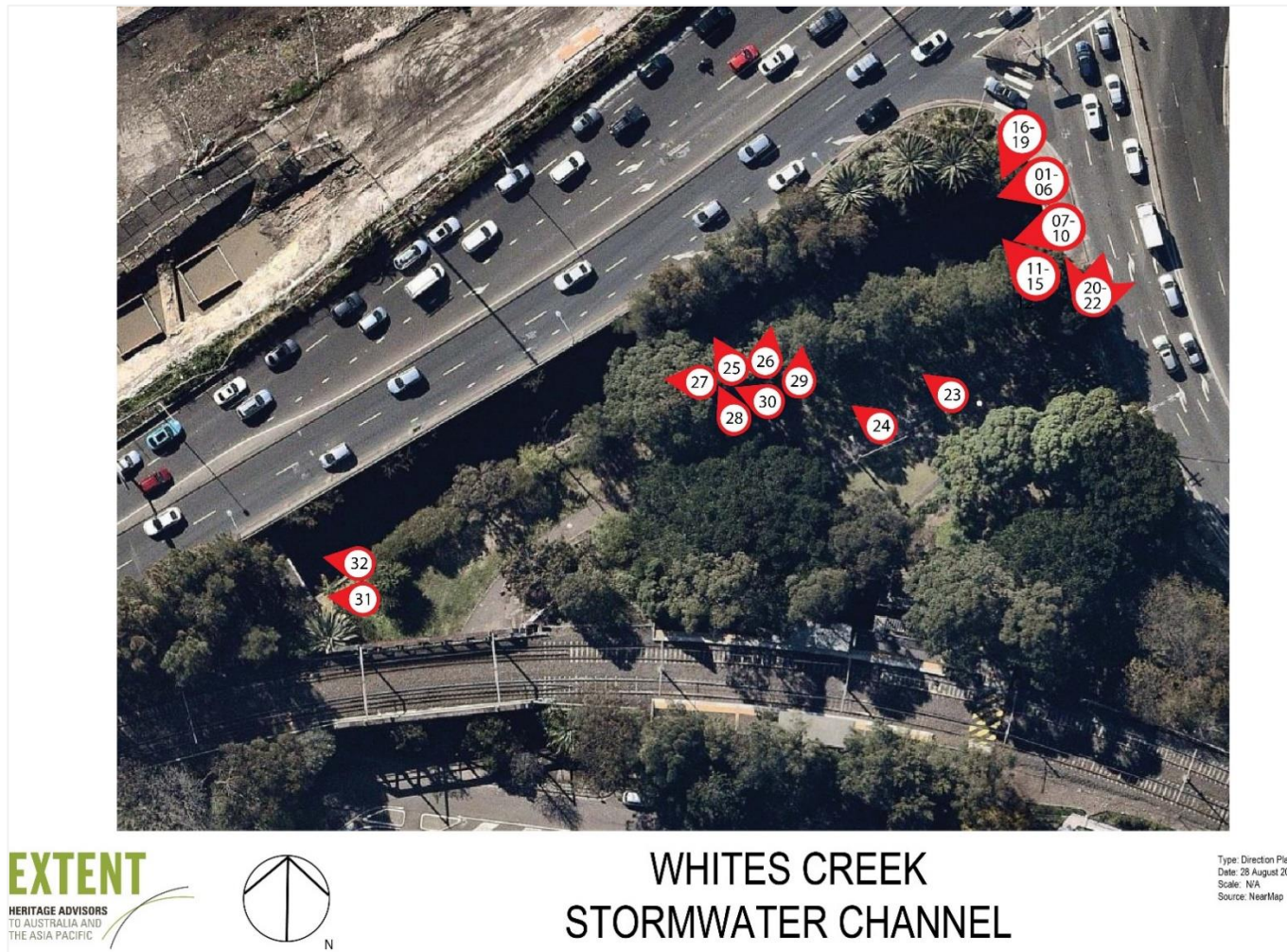
Whites Creek Stormwater Channel - 2019
Photographic Archival Recording - Photographer: Ben Calvert



2019_WC_SC_031
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2019_WC_SC_032
ISO 100 f/8 1/125 s 2019/08/28 13:15:23

7. Photographic direction plans



8. Salvage

The Whites Creek Stormwater Channel No. 95 is a statutory heritage-listed item on the Sydney Water Heritage and Conservation Register, item # 4570343. However, as the northern portion of the Whites Creek Stormwater Channel was rebuilt in 1993 to accommodate the City-West link roadway, the curtilage of the Sydney Water Heritage and Conservation Register listing was reduced. Currently, the specific section of the Whites Creek Stormwater Channel identified for demolition (see Figure 3) is not included within the Sydney Water Heritage and Conservation Register listing.

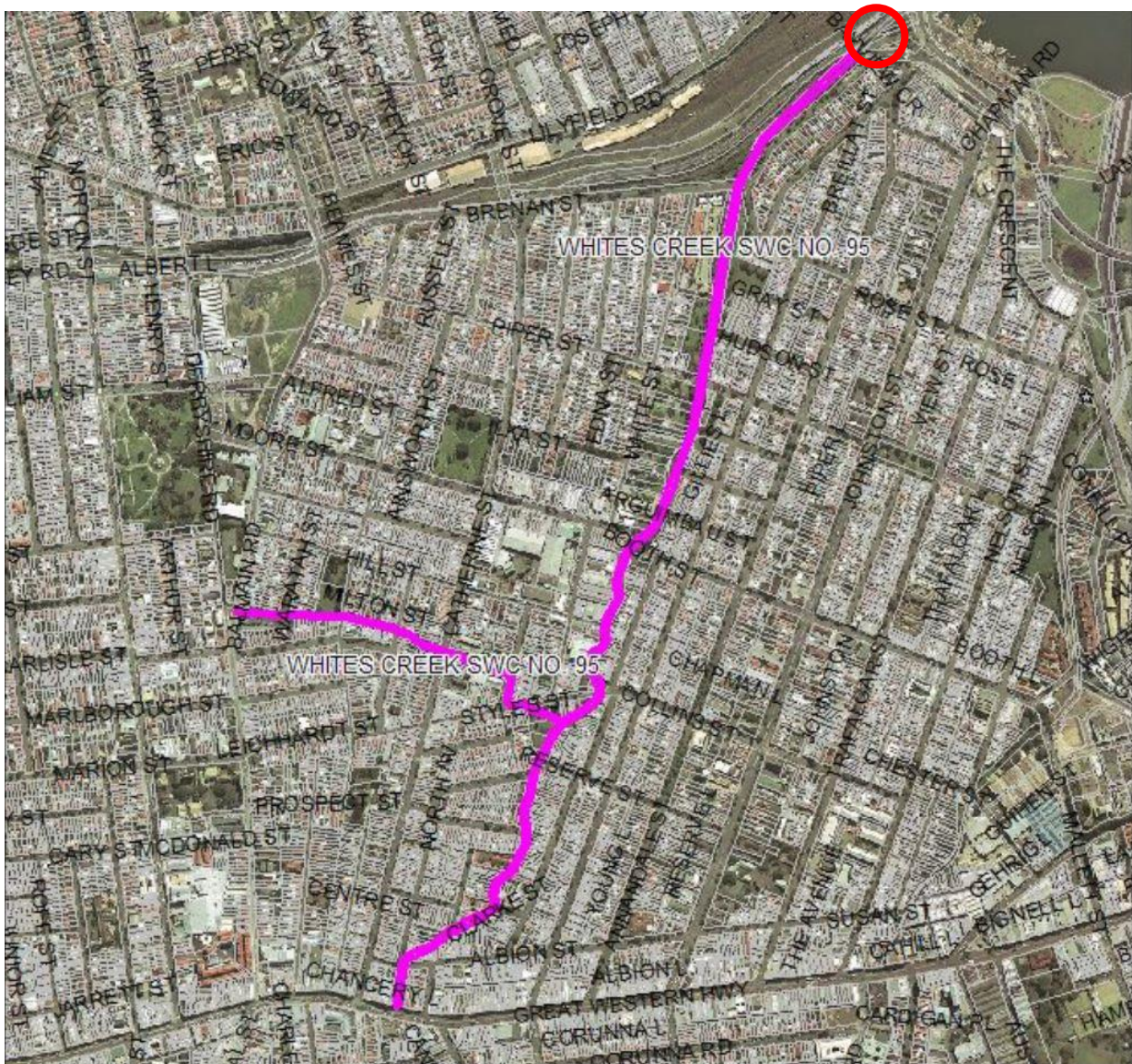


Figure 3. Subject site identified for partial demolition identified in red. Extent of the Whites Creek Stormwater Channel No. 95 State Agency heritage curtilage outlined in pink (source: Sydney Water).

As part of the WestConnex M4-M5 Rozelle Interchange works, this item will be subject to partial demolition. Modifications to The Crescent and City West Link Road, including widening, re-alignment and creation of a new left turn lane onto the City West Link Road, will necessitate encroachment into Buruwan Park; removal of existing vegetation; and a new or extended bridge over the White Creek Stormwater Channel No. 95. This will reshape the land immediately south Whites Creek to increase the capacity of the channel and mitigate flood impacts.

On the 28 August 2019, Tony Brassil and Ben Calvert (Extent Heritage) inspected the Whites Creek Stormwater Channel No. 95. During the inspection, it was noted that construction materials used for the rebuilt stormwater channel were precast concrete panels and modern steel joists.

Building materials of this nature have no value as salvage material. Owing to its purpose-built design, it cannot be retained for incorporation into heritage structures. Furthermore, the concrete panels built for the stormwater channel are of such a size and nature that they cannot be meaningfully reused as an interpretive element (via the Urban Design Plan) or donated to the local area for community enhancement.

As such, we will not recommend any requirement for building material relating to the Whites Creek Stormwater Channel No. 95 to be salvaged or reused as significant historical fabric.

9. References

Australia ICOMOS. 2013. *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*. Burwood, Vic.: Australia ICOMOS.

GML Heritage Pty Ltd. 2017. WestConnex – M4-M5 Link Technical working paper: Non-Aboriginal heritage Vol 1. Sydney. Roads and Maritime Services.

GML Heritage Pty Ltd. 2017. WestConnex – M4-M5 Link Technical working paper: Non-Aboriginal heritage Vol 2. Sydney. Roads and Maritime Services.