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White Bay Hotel, Rozelle

Photographic Archival Recording and Salvage Report

Prepared for John Holland CPB Joint Venture (JHCPBJV)

September 2021

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Document information

Extent Heritage project no.:	20190232
Client:	John Holland CPB Joint Venture (JHCPBJV)
Project:	WestConnex Rozelle Interchange: White Bay Hotel – Archival Recording and Salvage
Site location:	Victoria Road, Rozelle
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Document control

Version	Internal reviewer	Date	Review type
Draft 01	Eleanor Banaag	6.9.2021	QA
Final 01	Graham Wilson	7.9.2021	revision

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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 site of the former White Bay Hotel, Rozelle. The site was subject to complete removal to facilitate the WestConnex Rozelle Interchange. The purpose of this report is to provide a record of the surviving physical remains prior to their removal and to indicate the salvage methods to be employed during works. Included in this report is data gathered during clearance of the site prior to removal and a record of features exposed during works.

Conditions of approval

The site is not specified as a site requiring archival recording in accordance with the revised environmental management measures (REMM) for Non-Aboriginal Heritage (NAH); REMM NAH03 and REMM NHA09 that 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.

The project EIS identified the site as a potential heritage item although it has never been listed as such. The following record was undertaken in order to comply with the desired environmental performance outcomes for non-Aboriginal heritage, as outlined and addressed in the Non-Aboriginal Heritage Management Sub-plan.

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.

In addition to images that comply with the approved standards, additional images have been included that may not necessarily meet those standards. This was considered necessary to provide a consolidated set of images relevant to the site. The site was photographed on three different occasions as part of the current project. In addition, images of the site taken in 2009 have been included in order to demonstrate changing site conditions

Salvage

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

1.3 Limitations

Access to portions of the site during recording undertaken in January 2020 was determined by protocols regarding safety. The process of vegetation removal exposed sections of the site that were previously obscured, but the resulting unstable scarp reduced the ability to record portions of the plinth in detail.

1.4 Authorship

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

Name	Position / Title
Eleanor Banaag	Senior Heritage Advisor, Heritage Places Team Leader
Ben Calvert	Heritage Advisor
Graham Wilson	Principal Heritage Advisor

1.5 Management

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

2. Site Identification

2.1 Location

The site of the former White Bay Hotel is located at 27 Victoria Road, Rozelle. This land is within Lot 1 DP 81836. The site overlooks the sidings of the former Rozelle Railways Yards and is adjacent to the former White Bay Power Station (Figures 1 to 3).

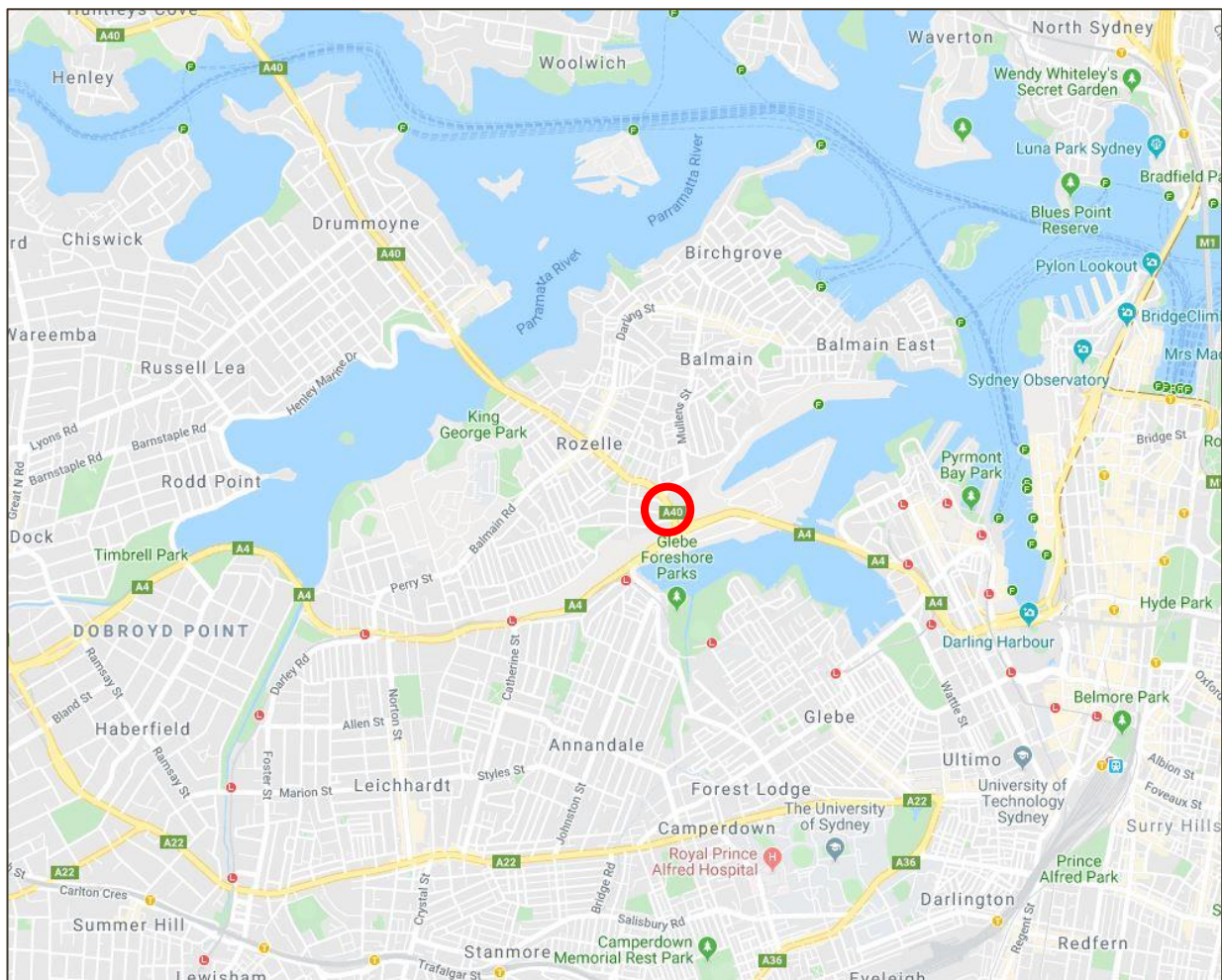


Figure 1. The location of the former White Bay Hotel indicated in red (source: Google Maps).

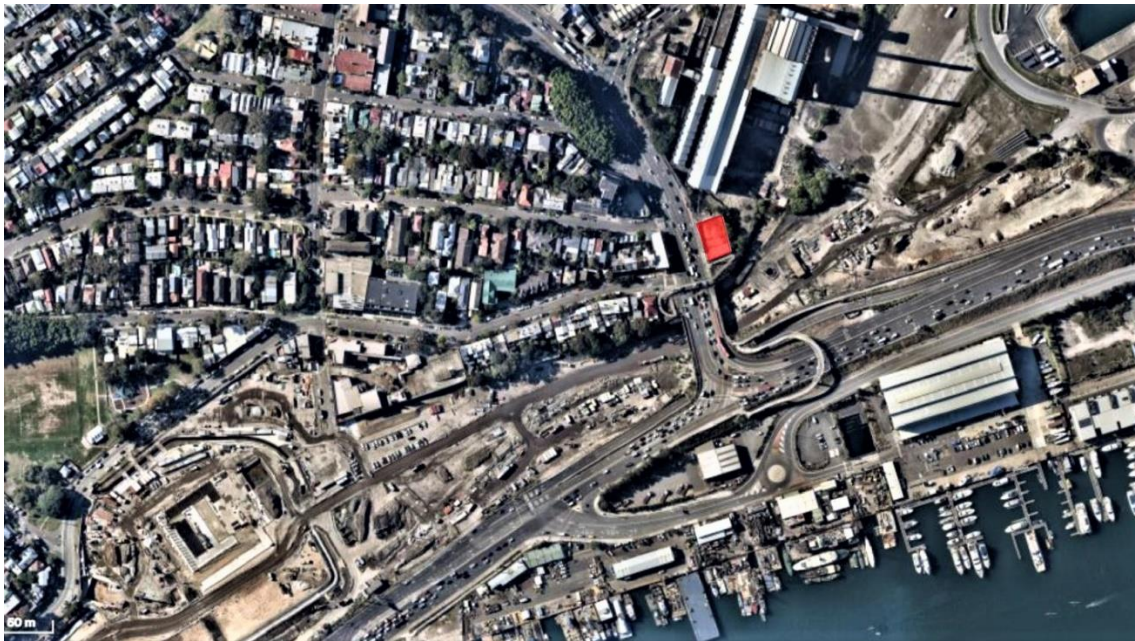


Figure 2 Site location (red). Base image Nearmap 22 October 2019



Figure 3 Site detail. Base image Nearmap 22 October 2019

3. Site description

At the commencement of the current project the site was covered by vegetation that was progressively cleared during late 2019. The main elements surviving on the site consisted of the following features:

- A small section of a single course of dry-pressed brick forming part of the front wall of the former hotel;
- Trimmed sandstone bedrock;
- Concrete slab forming the yard of the former hotel;
- Crushed sandstone rubble fill,
- Remnant patches of brick and cement demolition rubble;
- Concrete retaining wall along northern margin of site;
- Steel fencing; and
- A retaining wall forming the plinth constructed in random range ashlar sandstone, random range hammer-dressed sandstone rubble, poured concrete and cement blocks.

The surviving elements indicated that the hotel had been constructed on trimmed sandstone bedrock and the adjacent yard area had been raised to level through the introduction of sandstone rubble. The whole complex was bordered by a retaining wall that had been originally constructed of ashlar sandstone masonry set in part on coursed hammer-dressed sandstone rubble. The bonding was a sandy mortar except for the small section of the western retaining wall adjacent to Victoria Road that consisted of dry-stone rubble. The northern retaining wall had been replaced in the 1980s by a concrete retaining wall. Sections of the ashlar masonry had also been progressively replaced by cement blockwork in the northeast and by sections of roughly poured concrete.

The EIS and other supporting documents make reference to a basement associated with the hotel. This may be a misinterpretation of the word 'cellar' used on the hotel cards. In this instance 'cellar' may be a reference to a cool store at ground level rather than a subsurface feature such as a basement. No evidence for a subsurface basement was found during site inspections.



Figure 4 White Bay Hotel site – surface features

4. Assessment of significance

The following Assessment of Significance has been extracted from White Bay Power Station Conservation Management Plan - Second Edition Vol 1 (Design 5 2011) p. 10:

The former White Bay Hotel played an integral part of the landmark identity of the White Bay Power Station. The Hotel was built in 1916, replacing an earlier hotel of the same name, built in the 1860s located approximately 100m further south (sic). The hotel has had a strongly working class tradition and had strong association with the workers of White Bay Power station dating from 1917 and other nearby industries dating from the 1860s. The White Bay Hotel site contains little heritage significance following its destruction by fire and subsequent clearing of the site.

This statement was revised and restated in *M4-M5 EIS Vol 2J - Non-Aboriginal Heritage (2017)*, p194.

Assessment of Significance

The former White Bay Hotel site foundations on Victoria Road, which is located adjacent to the south boundary of the White Bay Power Station, was constructed in 1916 by Tooth and Co. Brewers. This hotel was the second hotel built near the site following resumption of land and demolition of the first hotel in 1915 to build the Power Station. The former White Bay Hotel played an integral part of the landmark identity of the White Bay Power Station. The hotel has had a strongly working class tradition and had strong association with the workers of White Bay Power station dating from 1917, as well as other nearby industries dating from the 1860s. Following years of dereliction, the White Bay Hotel was destroyed by fire in September 2008. The site of the hotel was acquired by SHFA in June 2010 and debris cleared. The former White Bay Hotel site foundations contain little heritage significance following its destruction by fire and subsequent clearing of the site.

The site was assessed as being of local significance and the impact of the proposed works stated as:

The former White Bay Hotel site foundations (plinth and archaeology) is excluded from the SHR curtilage for the White Bay Power Station, however, it is identified in the 2013 CMP as being of Moderate significance. The site is now only a concrete slab as the hotel was destroyed by fire over a decade ago. Its 'demolition' as part of the road reconfiguration of Victoria Road would be a major adverse impact to this item.

5. Historical context

The first licence issued for the White Bay Hotel was issued to Robert Symonds in 1859 (Sydney Morning Herald, 23 May 1859 p. 3). The first White Bay Hotel was located on the corner of Weston Road and what would become known as Abattoir Road. This site is approximately 80m east of the subject site (Figure 5). The first licence may have been issued in anticipation of the opening of the Glebe Island Abattoir in 1860. In June 1916 the Rozelle Marshalling Yard was formed as part of the goods rail network and as coal unloading area for the White Bay Power Station. In consequence the White Bay Hotel was removed and in compensation an area was set aside for a new hotel adjacent to the new overbridge on what was initially referred to as Barnes Street and later renamed Weston Road (currently Victoria Road).

The hotel was constructed in 1916 in brick and consisted of a main hotel building of two storeys with the later addition of a shed and garage. The freehold was sold by the Commissioner for Railways to Tooth and Company for £12,000 in August 1933 (Construction and Real Estate Journal, 16 August 1933 p 9) with transfer completed in October 1934. The property had been operated under lease. By this stage the abattoirs had ceased operation and the hotel relied on the White Bay Power Station for patronage. The building contained eleven rooms including a saloon bar, public bar, parlour and four bedrooms.

The closure of the power station resulted in the decline of the White Bay Hotel and trading ceased in 1992. The building was unused apart from sporadic occupancy by squatters. On the night of the 5-6 September 2008 the hotel was destroyed by fire – the cause has never been determined. In 2010 the state government has purchased the site of the former White Bay Hotel for \$2.5 million, ensuring the hotel would never be rebuilt. The site was to become part of the Bays Precinct and was placed under the control of the Sydney Harbour Foreshore Authority (SHFA).



Figure 5 Location of the first White Bay Hotel (red) and second White Bay Hotel (blue) on 1890 survey. Base image – SLNSW Sydney Metropolitan Detail Series Balmain Sheet 51.



Figure 6 View of the White Bay Hotel (at right), 1926 (NSW SRA E5 - Weston Road, Balmain - Widening - Grading of side street NRS-20224-1-[18/3062]-E1_E59-22).



Figure 7 White Bay Hotel, August 1930 and October 1937 (Noel Butlin Archives - Hotel Cards White Bay Hotel card 2 side 2)



Figure 8. 1943 aerial image showing the White Bay Hotel (source: LPI SIX viewer).

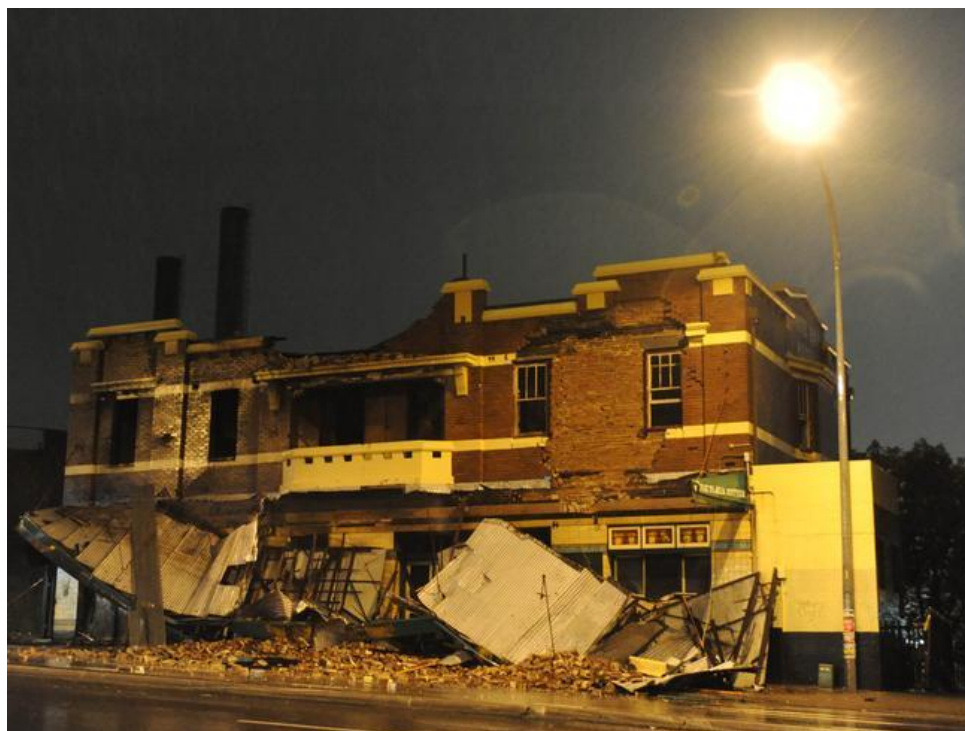


Figure 9 The White Bay Hotel immediately after the fire of 5-6 September 2008 (Source; Sydney Morning Herald 7 September 2008).



Figure 10 Remains of the hotel, April 2009. (Source AHMS)



Figure 11 The site (looking north) following removal of demolition rubble and the laying of sand across the site, 2010 (Source: RTA 2010 p.23)



Figure 12 Site following removal of vegetation, looking southeast, October 2019 (Source: Extent Heritage)

6. Photographic recording sheets

Site: WBH	Details
Photographer:	B. Calvert
Date:	1 January 2020
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Frames	01-37
Conditions	Overcast
Photographer:	G. Wilson
Date:	3 October 2019
Camera:	Canon Ixus 950 14
Lens:	-
Frames	38-48
Conditions	Fine, clear late morning
Photographer:	L. Gill
Date:	27 August 2020
Camera:	unknown
Lens:	unknown
Frames	49
Conditions	Fine, clear early morning
Photographer:	S. Brettell
Date:	1 April 2009
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Frames	50-54
Conditions	Overcast, poor light

Image name	Direction	Details	Thumbnail
001_WBH_10.01.2020	W	General view of eastern face of plinth	
002_WBH_10.01.2020	W	General view of eastern face of plinth	
003_WBH_10.01.2020	W	View of southeast corner of plinth	
004_WBH_10.01.2020	NW	View of southeast corner of plinth	
005_WBH_10.01.2020	NW	View of eastern retaining wall of plinth	


Image name	Direction	Details	Thumbnail
006_WBH_10.01.2020	NW	View of eastern retaining wall of plinth	
007_WBH_10.01.2020	NW	View of northeast corner of retaining wall of plinth	
008_WBH_10.01.2020	N	View of southeast corner of retaining wall of plinth	
009_WBH_10.01.2020	N	View of southeast corner of retaining wall of plinth	






Image name	Direction	Details	Thumbnail
010_WBH_10.01.2020	NW	View of southern retaining wall of plinth	
011_WBH_10.01.2020	N	View of southern retaining wall of plinth	
012_WBH_10.01.2020	N	View of southern retaining wall of plinth	
013_WBH_10.01.2020	N	View of southern retaining wall of plinth	
014_WBH_10.01.2020	NE	View of southeast corner of retaining wall of plinth	



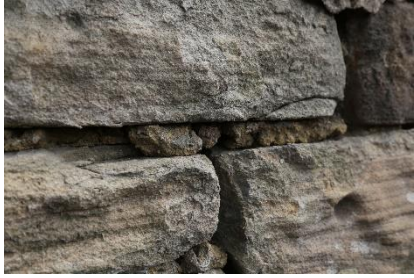


Image name	Direction	Details	Thumbnail
015_WBH_10.01.2020	N	Southern retaining wall of plinth, detail of stonework	
016_WBH_10.01.2020	N	Southern retaining wall of plinth, detail of stonework	
017_WBH_10.01.2020	N	Southern retaining wall of plinth, detail of stonework	
018_WBH_10.01.2020	N	Southern retaining wall of plinth, detail of stonework	
019_WBH_10.01.2020	NE	View of southeast corner of retaining wall of plinth	





Image name	Direction	Details	Thumbnail
020_WBH_10.01.2020	N	View of bedrock below plinth following trimming	
021_WBH_10.01.2020	N	View of bedrock below plinth following trimming	
022_WBH_10.01.2020	E	View across lower works area within former rail yard	
023_WBH_10.01.2020	E	View across lower works area within former rail yard	

Image name	Direction	Details	Thumbnail
024_WBH_10.01.2020	NE	View across lower works area within former rail yard	
025_WBH_10.01.2020	NE	View of trimming of bedrock below plinth	
026_WBH_10.01.2020	NE	View of trimming of bedrock below plinth	
027_WBH_10.01.2020	NW	View of central portion of eastern retaining wall of plinth	
028_WBH_10.01.2020	W	View of southeast corner of retaining wall of plinth	






Image name	Direction	Details	Thumbnail
029_WBH_10.01.2020	W	Detail of eastern retaining wall of plinth	
030_WBH_10.01.2020	W	Detail of eastern retaining wall of plinth	
031_WBH_10.01.2020	W	Detail of eastern retaining wall of plinth	
032_WBH_10.01.2020	W	Detail of eastern retaining wall of plinth	
033_WBH_10.01.2020	NW	Detail of eastern retaining wall of plinth	

Image name	Direction	Details	Thumbnail
034_WBH_10.01.2020	NW	Detail of eastern retaining wall of plinth	
035_WBH_10.01.2020	W	Detail of eastern retaining wall of plinth	
036_WBH_10.01.2020	W	Detail of eastern retaining wall of plinth	
037_WBH_10.01.2020	W	Detail of eastern retaining wall of plinth	
038_WBH_03.10.2019	NW	View across hotel footprint towards Victoria Road.	


Image name	Direction	Details	Thumbnail
039_WBH_03.10.2019	SE	View across hotel footprint.	
040_WBH_03.10.2019	N	Western boundary.	
041_WBH_03.10.2019	NE	Face of southern boundary wall.	
042_WBH_03.10.2019	N	Face of southern boundary wall.	
043_WBH_03.10.2019	N	Face of southern boundary wall.	







Image name	Direction	Details	Thumbnail
044_WBH_03.10.2019	N	Face of southern boundary wall.	
045_WBH_03.10.2019	N	Face of southern boundary wall.	
046_WBH_03.10.2019	N	Face of southern boundary wall.	
047_WBH_03.10.2019	N	Face of southern boundary wall.	
048_WBH_03.10.2019	N	Face of southern boundary wall.	

Image name	Direction	Details	Thumbnail
049_WBH_27.08.2020	SE	Exposed boundary footing adjacent to Victoria Road footpath.	
050_WBH_01.04.2009	SW	View of NE corner of plinth.	
051_WBH_01.04.2009	SW	View of NE corner of plinth.	
052_WBH_01.04.2009	SW	General view of plinth.	
053_WBH_01.04.2009	NE	View from former footbridge showing demolition heap.	

Image name	Direction	Details	Thumbnail
054_WBH_01.04. 2009	NE	View from western side of Victoria Road.	

7. Photographic proof sheets

[to be included in hard copy]

8. Photographic direction plan



White Bay Hotel site

9. Salvage

9.1 Salvageable material

Condition

As part of the WestConnex M4-M5 Rozelle Interchange works, the White Bay Hotel site was subject to complete removal. In relation to environmental requirements for this project, REMM NAH09 states the following:

'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 in this project'.

In accordance with this condition, the current section has been prepared to address the salvage options for the site and the manner in which they were implemented.

Inspection

The site was inspected on 3 October 2019 by Graham Wilson (Extent Heritage) during coring of the surface slab. During this inspection, it was noted that the site consisted primarily of the following construction materials:

- A small section of a single course of dry-pressed brick forming part of the front wall of the former hotel,
- Concrete slab forming the yard of the former hotel;
- Steel fencing installed after 2009; and
- A retaining wall forming the plinth constructed in random range ashlar sandstone, poured concrete and cement blocks.

Also present on the surface of the plinth was a patch of trimmed sandstone bedrock, an area of crushed sandstone rubble and remnant patches of brick and concrete rubble associated with the demolition of the hotel.

Capacity for salvage

As noted in Section 3, the significance of the White Bay Hotel site was vested primarily in the former hotel structure and its prominence within the landscape. These values were lost in 2008 following destruction of the hotel by fire and its subsequent removal.

The concrete yard surface and the poured concrete and cement blocks used in the construction of the plinth were unsalvageable and did not warrant sampling. Similarly, the surviving length of brick work was bonded to the bedrock with patent cement. The bricks were neither salvageable nor did not warrant sampling.

The only material that could be reasonably salvaged were the sandstone ashlar blocks forming the plinth. Most of the sandstone was low-grade material and portions of the retaining wall

consisted of hammer dressed quarry waste. Many of the surviving blocks were weathered or bonded to the sections of poured concrete.

The salvage strategy adopted was that ashlar blocks in good condition and without concrete or patent cement attached, should be recovered and stored. This was in compliance with the processes already in place that fulfilled the requirements of REMM NAH09.

The strategy was communicated to the Environmental Manager on 8 January 2020 prior to a further site inspection on 10 January 2020 during which the blocks were observed to be bonded with patent cement and supported with fibrous asbestos cement formwork making them unsuitable for salvage.

10. References

AHMS 2009 Victoria Road Upgrade, Cyclist and Pedestrian Improvements & Bus Stop improvements, White Bay Bus Stop, Rozelle City bound – Heritage Impact Statement

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

Design 5 Architects 2011 White Bay Power Station Conservation Management Plan - Second Edition

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.

RTA 2010 Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade project) Addendum Modification Report White Bay Shared Path