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Victoria Road Overbridge

Photographic Archival Recording and Salvage Report

Prepared for John Holland CPB Joint Venture (JHCPBJV)

March 2021 – FINAL

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Document information

Extent Heritage project no.:	20190232
Client:	John Holland CPB Joint Venture (JHCPBJV)
Project:	WestConnex Rozelle Interchange: Victoria Road Overbridge – 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	27 November 2019	QA
Final		13 February 2020	-
Approved for publication	-	17.03.2021	Approved for printing and publication

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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 Victoria Road Overbridge. This structure will be subject to full demolished to facilitate the WestConnex Rozelle Interchange. The purpose of this report is to photographically record the current state of the site and identify 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 NAH09

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 outlines what material should be salvaged and how this should occur.

1.3 Limitations

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

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

1.5 Management

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

2. Site Identification

2.1 Site Description

Victoria Road Overbridge is located at the southern end of Victoria Road. This land is within Lot 1 DP 874686. Victoria Road is the main road between the north shore and the Sydney CBD that connects the Balmain and Drummoyne peninsulas. Land between the piers contains sidings from the former Rozelle Railways Yards. These sidings have, at various times, connected to industrial facilities on the shoreline.

2.2 Location

The following figures identify the Victoria Road Overbridge within the M4-M5 Rozelle Interchange project footprint. These figures show the project boundary area and the location of the Victoria Road overbridge.

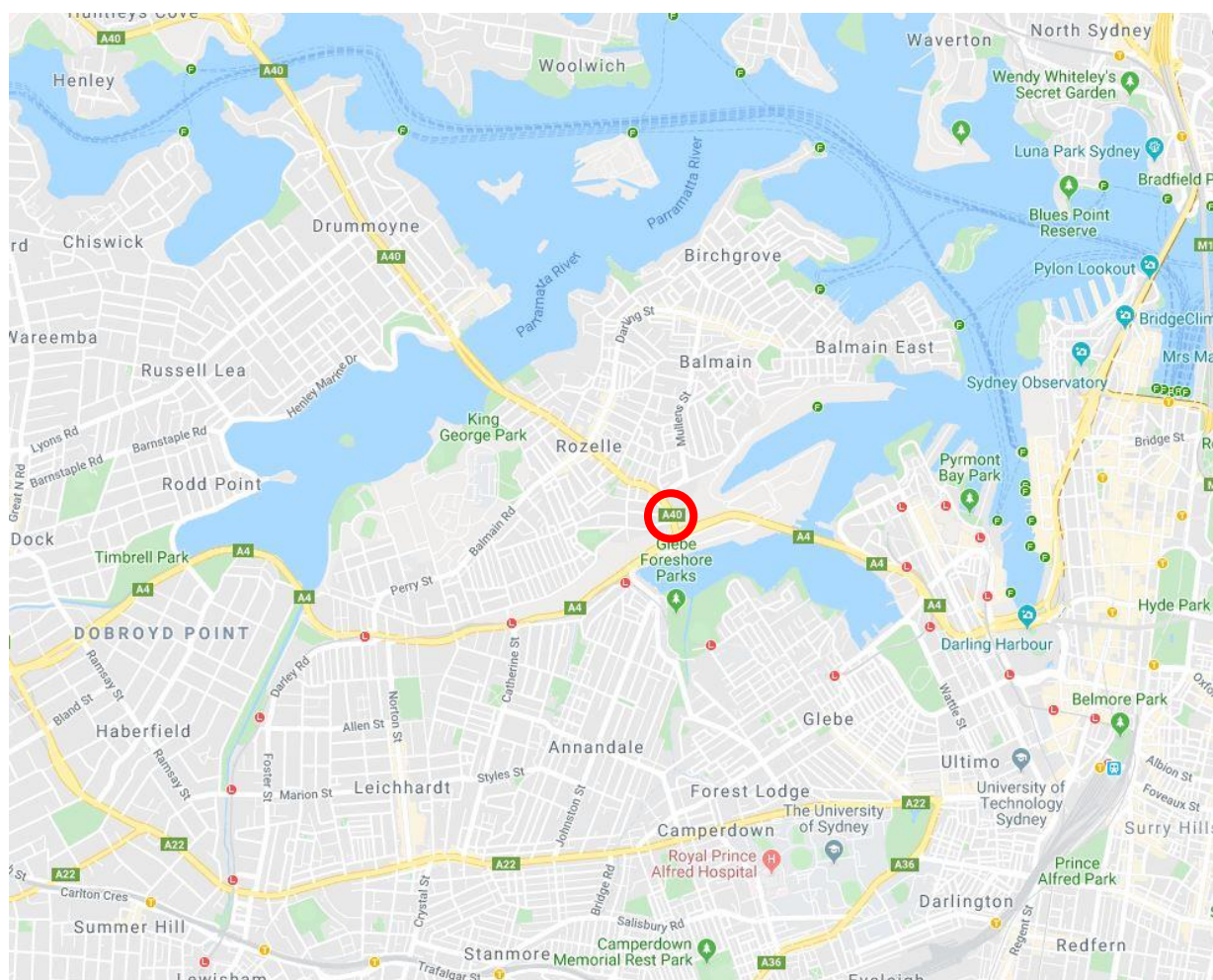


Figure 1. The location of the Lilyfield Road Stormwater Channel is outline in red (source: Google Maps).



Figure 2. M4-M5 WestConnex Area 3 project boundary indicated in red. Victoria Road Overbridge indicated in green (source: nearmap, overlay by Extent).

3. Assessment of significance

The following Assessment of Significance has been extracted from *M40-M5 EIS Vol 2J - Non-Aboriginal Heritage*, p188.

Assessment of Significance

The Victoria Road bridge has local significance as a representative example of brick overbridges constructed in the 1920s, as part of the roll out of the separate freight line across the Sydney rail network. The bridge is a noticeable landscape feature that provides evidence of the Rozelle Rail Yard's industrial and transport legacy.

4. Historical context

The following historical context has been extracted from *M40-M5 EIS Vol 2J - Non-Aboriginal Heritage*, p.73. This information is presented below:

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.

Two large brick overbridges, the Catherine Street overbridge and the Victoria Road overbridge, were constructed in the 1920s as part of a larger rollout of overbridges across the goods rail network. They functioned to carry vehicular traffic across the newly opened goods yard and likely used bricks from the State Brickworks in Homebush.

By 1928, a plan of the Rozelle Rail Yards shows the huge number of lines operating from there, and this is confirmed by photographs. The Rozelle Rail Yards were a locomotive depot until World War II with an engine shed, 75-foot (23m) turntable, water columns and coal storage facilities. The Rozelle signal box, erected to control the rail connection from the eastern end of the yard, was removed in July 1931.

During World War II, the Rozelle Rail Yards became a storage area for the American Army and the locomotive depot was removed. Trains would sometimes

turn up at the yard during the war years loaded with soldiers bound for active service overseas. Figure 4-41 shows the Rozelle Rail Yards in 1943.

Since World War II the goods yard has held a variety of freight. Trainloads of wheat, barley, and other grains came in from numerous country branch lines and were transferred to silos for storage before being loaded onto the ships.

Coal exports from the 1960s saw many trains loaded with coal move through an unloader and then move along to the departure road once emptied. During 1967, the railway from Dulwich Hill to Rozelle was electrified. This allowed the movement of electrically-hauled freight trains from the Blue Mountains and Gosford to Rozelle.

Very few members of the public were allowed access to the Rozelle Rail Yards, because electric passenger trains were incompatible with the tracks, which were wired specifically for the use of electric locomotives. The Australian Railway Historical Society ran a Metropolitan Goods Line mystery tour in 1986 and another in 1987. In June 1988, the 'last' train of export grain arrived from Parkes in the Rozelle Rail Yards. In 1996 the goods line from Pyrmont to Rozelle closed, bringing an end to 80 years of use at the yards, for marshalling trains and goods on their way into and out of the city. In 2000, the light rail to Lilyfield opened using the tracks from the Rozelle Rail Yards near Brennan Road. For a few years, the yard was used irregularly, including for the unloading of wheat and storage of concrete, but was completely closed around 2007.



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).



Figure 3. 1943 aerial showing the Victoria Road Overbridge (source: LPI SIX viewer).

5. Photographic recording sheets

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



Image name	Direction	Details	Thumbnail
001_VIC_ROAD_OB_2019	E	Northern span of the Victoria Road Overbridge, abutting the rockface.	
002_VIC_ROAD_OB_2019	E	Northern wall pier, abutting the rockface.	

Image name	Direction	Details	Thumbnail
003_VIC_ROAD_ OB_2019	E	Barrel vaulted underside of the Victoria Road Overbridge.	
004_VIC_ROAD_ OB_2019	SE	Western elevation showing skewed wall piers.	

Image name	Direction	Details	Thumbnail
005_VIC_ROAD_ OB_2019	S	Western wing wall on the southern abutment.	
006_VIC_ROAD_ OB_2019	SE	Graffitied brick wall pier.	
007_VIC_ROAD_ OB_2019	S	Western wing wall on the southern abutment.	

Image name	Direction	Details	Thumbnail
008_VIC_ROAD_ OB_2019	E	Steel girder used in the barrel vault.	
009_VIC_ROAD_ OB_2019	SE	Detail of brickwork in the barrels.	
010_VIC_ROAD_ OB_2019	SE	Graffitied brick wall pier.	
011_VIC_ROAD_ OB_2019	SE	Detail of the wall pier's base.	
012_VIC_ROAD_ OB_2019	E	Redundant railway lines though the northern span of the bridge.	






Image name	Direction	Details	Thumbnail
013_VIC_ROAD_ OB_2019	E	Redundant railway lines though the northern span of the bridge.	
014_VIC_ROAD_ OB_2019	N	Detail of filling inside the northern end of the barrel vaults.	
015_VIC_ROAD_ OB_2019	NW	Brick wall pier.	
016_VIC_ROAD_ OB_2019	SW	Brick wall pier.	
017_VIC_ROAD_ OB_2019	S	Detail of barrel vaulting showing steel girders reinforced bottled plates.	

Image name	Direction	Details	Thumbnail
018_VIC_ROAD_ OB_2019	SE	Detail of plates bolted to the underside of the bridge.	
019_VIC_ROAD_ OB_2019	SE	Detail of corrosion on a bridge girder.	
020_VIC_ROAD_ OB_2019	SE	Graffiti on the brick wall pier.	
021_VIC_ROAD_ OB_2019	NE	Western elevation of the Victoria Road Overbridge.	
022_VIC_ROAD_ OB_2019	NE	Rozelle Rail Yard Sandstone Scarp.	


Image name	Direction	Details	Thumbnail
023_VIC_ROAD_ OB_2019	SE	Brick wall pier.	
024_VIC_ROAD_ OB_2019	E	Brick wall pier.	
025_VIC_ROAD_ OB_2019	E	Northern span.	

Image name	Direction	Details	Thumbnail
026_VIC_ROAD_ OB_2019	E	Victoria Road brick parapet.	
027_VIC_ROAD_ OB_2019	SE	Steel girder and parapet.	
028_VIC_ROAD_ OB_2019	E	Graffitied wall pier.	

Image name	Direction	Details	Thumbnail
029_VIC_ROAD_ OB_2019	E	Graffitied wall pier.	
030_VIC_ROAD_ OB_2019	SW	Wall, partition and roller door for a temporary storage room between two piers.	

Image name	Direction	Details	Thumbnail
031_VIC_ROAD_ OB_2019	NE	Northern wall, inside the temporary storage room.	
032_VIC_ROAD_ OB_2019	NE	Temporary storage room.	
033_VIC_ROAD_ OB_2019	NE	Barrel vaulted underside.	
034_VIC_ROAD_ OB_2019	NE	Southern wall, inside the temporary storage room.	


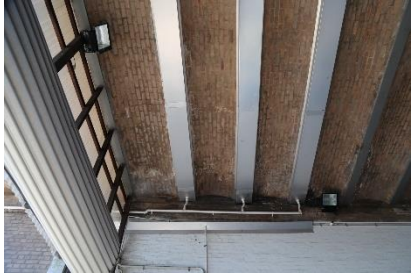

Image name	Direction	Details	Thumbnail
035_VIC_ROAD_ OB_2019	E	Southern wall, inside the temporary storage room.	
036_VIC_ROAD_ OB_2019	S	Condition of the brick barrel vault, on the underside of the bridge.	
037_VIC_ROAD_ OB_2019	SW	Condition of the brick barrel vault, on the underside of the bridge.	

Image name	Direction	Details	Thumbnail
038_VIC_ROAD_ OB_2019	SW	Temporary storage room.	
039_VIC_ROAD_ OB_2019	SW	Barrel vaulted underside.	
040_VIC_ROAD_ OB_2019	W	Northern wall, inside the temporary storage room.	

Image name	Direction	Details	Thumbnail
041_VIC_ROAD_ OB_2019	S	Northern elevation of the Victoria Road Overbridge.	
042_VIC_ROAD_ OB_2019	SW	Pier, girder and parapet.	
043_VIC_ROAD_ OB_2019	SW	Pier, girder and parapet.	

Image name	Direction	Details	Thumbnail
044_VIC_ROAD_ OB_2019	W	Corrugated metal and corrugated polycarbonate panels.	
045_VIC_ROAD_ OB_2019	NW	Northern elevation of the bridge.	
046_VIC_ROAD_ OB_2019	SW	Precast-concrete panelled, drop-slab battery box.	
047_VIC_ROAD_ OB_2019	SW	Precast-concrete panelled, drop-slab battery box.	




Image name	Direction	Details	Thumbnail
048_VIC_ROAD_ OB_2019	SE	Southern abutment.	
049_VIC_ROAD_ OB_2019	SW	Interior of second temporary storage room between walled piers.	
050_VIC_ROAD_ OB_2019	SW	Interior of second temporary storage room between walled piers.	

Image name	Direction	Details	Thumbnail
051_VIC_ROAD_ OB_2019	SW	Brick wall pier.	
052_VIC_ROAD_ OB_2019	NE	Timber frame with corrugated panels and roller door attached.	
053_VIC_ROAD_ OB_2019	SE	Southern wall pier and abutment.	
054_VIC_ROAD_ OB_2019	SE	Redundant lighting on the wall pier.	




Image name	Direction	Details	Thumbnail
055_VIC_ROAD_ OB_2019	SE	Redundant fixings on the underside of the bridge.	
056_VIC_ROAD_ OB_2019	NE	Brick wall pier.	
057_VIC_ROAD_ OB_2019	SW	Eastern elevation of a brick wall pier.	

Image name	Direction	Details	Thumbnail
058_VIC_ROAD_ OB_2019	NW	Former concrete foot bridge.	
059_VIC_ROAD_ OB_2019	SW	Former concrete foot bridge.	
060_VIC_ROAD_ OB_2019	SW	Former concrete foot bridge.	
061_VIC_ROAD_ OB_2019	SE	View of Victoria Road Overbridge from pedestrian overpass.	
062_VIC_ROAD_ OB_2019	S	Western wingwall for the southern abutment.	

6. Photographic proof sheets

Victoria Road Overbridge - 2019 Photographic Archival Recording - Photographer: Ben Calvert



1 of 5

Victoria Road Overbridge - 2019
Photographic Archival Recording - Photographer: Ben Calvert



2 of 5

Victoria Road Overbridge - 2019
Photographic Archival Recording - Photographer: Ben Calvert



031 VIC ROAD OB 2019
ISO 200 f/4 1/30 s 2019/08/28 11:31:26



032 VIC ROAD OB 2019
ISO 100 f/4.5 1/40 s 2019/08/28 11:31:34



033 VIC ROAD OB 2019
ISO 500 f/4 1/30 s 2019/08/28 11:31:43



034 VIC ROAD OB 2019
ISO 200 f/4 1/30 s 2019/08/28 11:31:54



035 VIC ROAD OB 2019
ISO 160 f/4 1/30 s 2019/08/28 11:32:04



036 VIC ROAD OB 2019
ISO 100 f/4.5 1/40 s 2019/08/28 11:32:45



037 VIC ROAD OB 2019
ISO 160 f/4 1/30 s 2019/08/28 11:32:47



038 VIC ROAD OB 2019
ISO 100 f/4.5 1/40 s 2019/08/28 11:32:55



039 VIC ROAD OB 2019
ISO 640 f/4.5 1/60 s 2019/08/28 11:33:01



040 VIC ROAD OB 2019
ISO 160 f/4 1/30 s 2019/08/28 11:33:12



041 VIC ROAD OB 2019
ISO 100 f/8 1/125 s 2019/08/28 11:33:32



042 VIC ROAD OB 2019
ISO 100 f/10 1/200 s 2019/08/28



043 VIC ROAD OB 2019
ISO 100 f/7.1 1/100 s 2019/08/28



044 VIC ROAD OB 2019
ISO 100 f/10 1/200 s 2019/08/28



045 VIC ROAD OB 2019
ISO 100 f/10 1/200 s 2019/08/28

3 of 5

Victoria Road Overbridge - 2019
Photographic Archival Recording - Photographer: Ben Calvert



046 VIC ROAD_OB_2019
ISO 100 f/10 1/250 s 2019/08/28



047 VIC ROAD_OB_2019
ISO 100 f/10 1/200 s 2019/08/28



048 VIC ROAD_OB_2019
ISO 100 f/8 1/125 s 2019/08/28 11:34:30



049 VIC ROAD_OB_2019
ISO 100 f/5.6 1/60 s 2019/08/28 11:34:48



050 VIC ROAD_OB_2019
ISO 100 f/4.5 1/40 s 2019/08/28 11:34:59



051 VIC ROAD_OB_2019
ISO 100 f/6.3 1/80 s 2019/08/28 11:35:01



052 VIC ROAD_OB_2019
ISO 100 f/4 1/30 s 2019/08/28 11:35:12



053 VIC ROAD_OB_2019
ISO 320 f/4 1/30 s 2019/08/28 11:36:16



054 VIC ROAD_OB_2019
ISO 400 f/4 1/40 s 2019/08/28 11:36:18



055 VIC ROAD_OB_2019
ISO 500 f/4 1/30 s 2019/08/28 11:36:21



056 VIC ROAD_OB_2019
ISO 100 f/4.5 1/50 s 2019/08/28 11:36:31



057 VIC ROAD_OB_2019
ISO 100 f/10 1/200 s 2019/08/28



058 VIC ROAD_OB_2019
ISO 100 f/8 1/400 s 2019/08/28 11:39:53



059 VIC ROAD_OB_2019
ISO 100 f/10 1/200 s 2019/08/28



060 VIC ROAD_OB_2019
ISO 100 f/8 1/250 s 2019/08/28 11:40:39

Victoria Road Overbridge - 2019
Photographic Archival Recording - Photographer: Ben Calvert

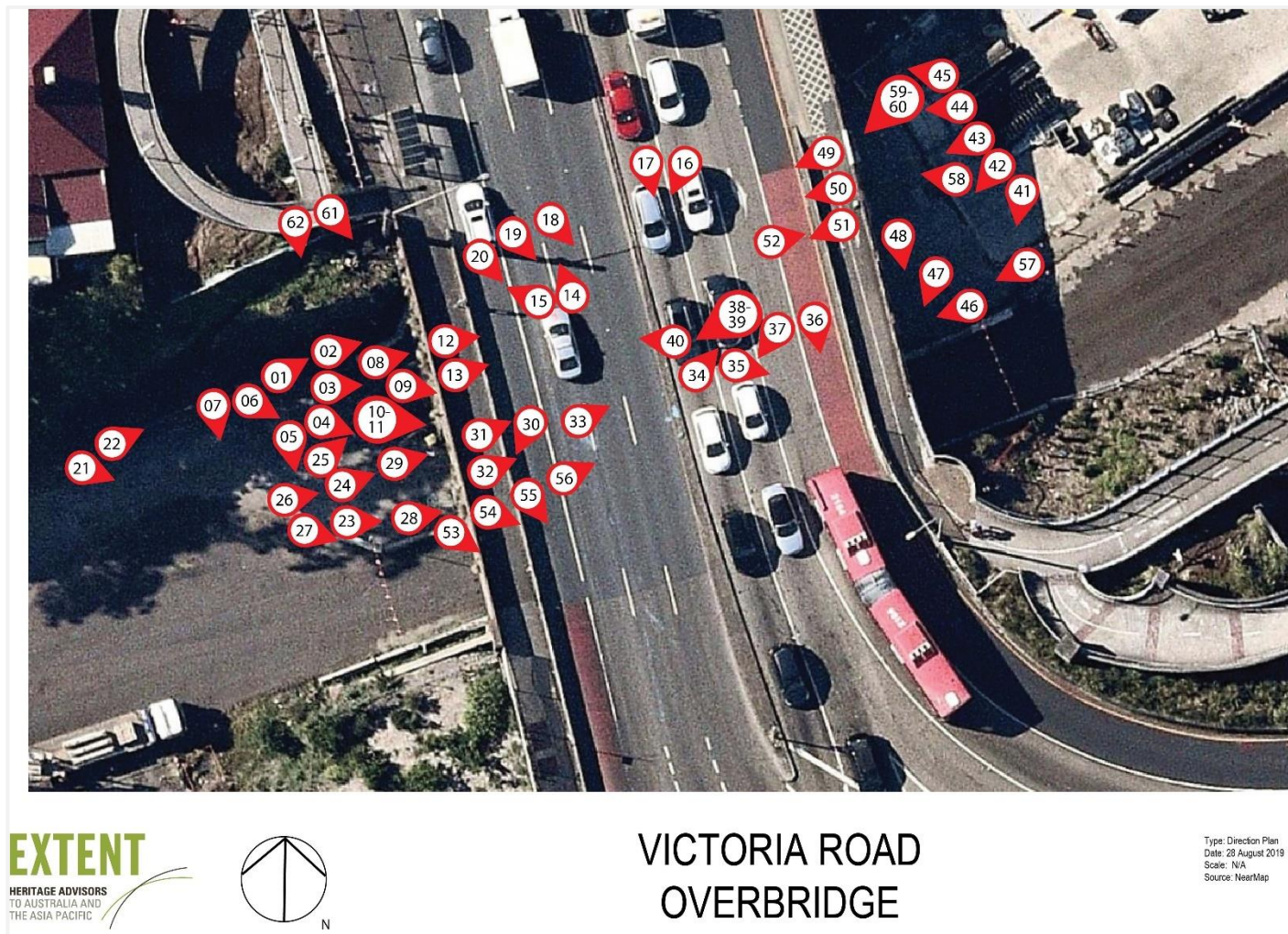


061_VIC_ROAD_OB_2019
ISO 100 f/7.1 1/125 s 2019/08/28



062_VIC_ROAD_OB_2019
ISO 100 f/8 1/250 s 2019/08/28 12:39:31

7. Photographic direction plans



8. Salvage

8.1 Salvageable material

Condition

As part of the WestConnex M4-M5 Rozelle Interchange works, the Victoria Road Overbridge will be subject to full demolition. The demolition of this item is to facilitate the construction of a temporary road bridge between Victoria Road and The Crescent, to be in use while the M4-M5 Rozelle Interchange is under construction.

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 salvage requirements for the Victoria Road Overbridge.

Inspection

On the 28 August 2019, Tony Brassil and Ben Calvert (Extent Heritage) inspected the Victoria Road Overbridge. During this inspection, it was noted that the overbridge consists primarily of the following construction materials:

- Frogged bricks;
- Steel RSJs;
- Concrete capping; and
- Asphalt decking.

Capacity for salvage

As noted in Section 3, the significance of the Victoria Road Overbridge is in its representative value and its prominence as a local historical feature, within the landscape. In relation to those values, the bridge is not distinguished by the choice of materials used in its construction. The brick, steel and concrete elements of the road bridge are typical of an early 20th century construction style and are generally mundane in nature. Bricks fired at Homebush are among the most common in Sydney and steel RSJs and concrete sections are considered conventional building materials, still used in modern road bridge construction.

The overbridge is primarily a brick structure. Brick has been used in the construction of the piers, abutments, wing walls, parapets and barrel vaulting. The mortar used in this construction is cementitious and will be tightly bonded to the brickwork. Attempting to strip mortar away from this brickwork would almost certainly result in chipping or cracking. Consequently Any attempted salvage of these bricks would likely result in the material being unsuitable for reuse. Once

removed from their arrangement as part of the Victoria Road Overbridge, the bricks would be merely generic examples of their type.

The large steel RSJ girders and concrete elements are fundamentally generic materials used in a wide range of structures and buildings. Removed from their current arrangement and taken as discrete elements, they are no longer recognisable as components of the Victoria Road Overbridge. Any attempt to reuse these elements would require substantive alteration to such an extent that they would no longer retain their patina or presentation.

Overall, both the nature of building fabric used in the construction of the bridge and the processes available for removing that fabric makes salvage an unsuitable outcome for the Victoria Road Overbridge. Owing to these factors, we recommend no requirement to salvage building materials from the Victoria Road Overbridge, as per REMM NAH09.

9. References

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

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