EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC

White Bay Power Station

Infrastructure Elements

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: White Bay Power Station Infrastructure – Archival Recording and Salvage Report
Site location:	White Bay Power Station
Heritage advisor(s):	Tony Brassil, Principal Heritage Advisor Graham Wilson, Principle Heritage Advisor Ben Calvert, Heritage Advisor
Author:	Ben Calvert

Document control

Version	Internal reviewer	Date	Review type
Draft 01	Tony Brassil	24 October 2019	QA
Draft 02	Graham Wilson	7 February 2020	QA
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Approved for publication	-	17.03.2021	Approved for printing and publication

Contents

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 Infrastructure elements associated with the now redundant White Bay Power Station, which 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 to 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 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 guidelines.

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 identify infrastructure on the site associated with White Bay Power Station, however, it is not intended to be 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 Description

Infrastructure associated within the White Bay Power Station is located on land east of the Victoria Road overbridge and land west of the project boundary. This land is within Lot 10 DP 1170710, Lot 6 DP 1063454 and Lot 10 DP 1166179. At various times, this parcel of land has been associated with the Rozelle Rail Yards and the White Bay Power Station and has generally been used as a storage area or through-road.

2.2 Location

The following figures identify the location of the White Bay Power Station within the M4-M5 Rozelle Interchange project footprint. These maps show the project boundary, White Bay Power Station State Heritage Register (SHR) Curtilage and White Bay Power Station inspection area. In addition, the location of the former Ausgrid conduit tunnel, uncovered in January 2020, is outlined in purple.

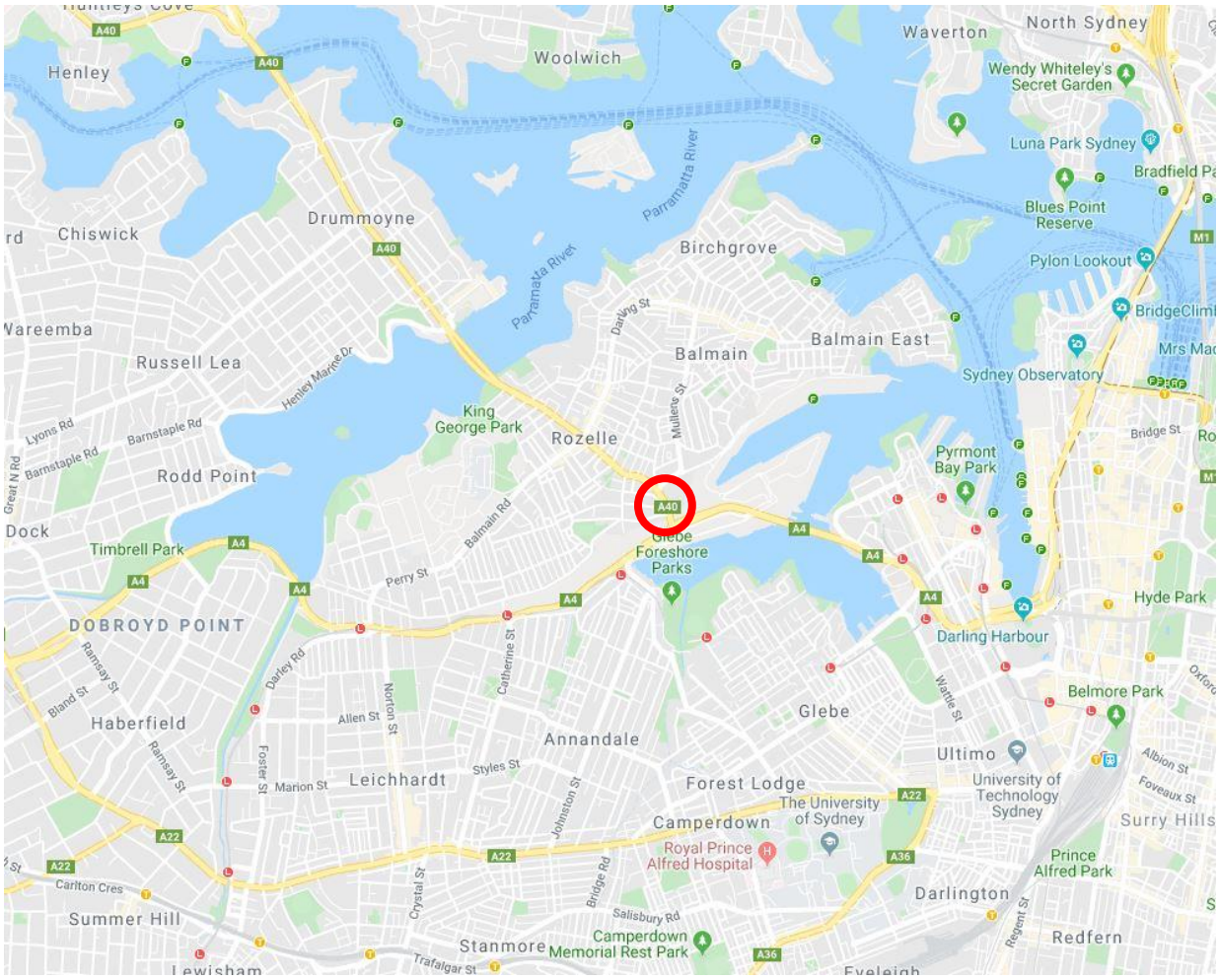


Figure 1. The location of the White Bay Power Station is outline in red (source: Google Maps).

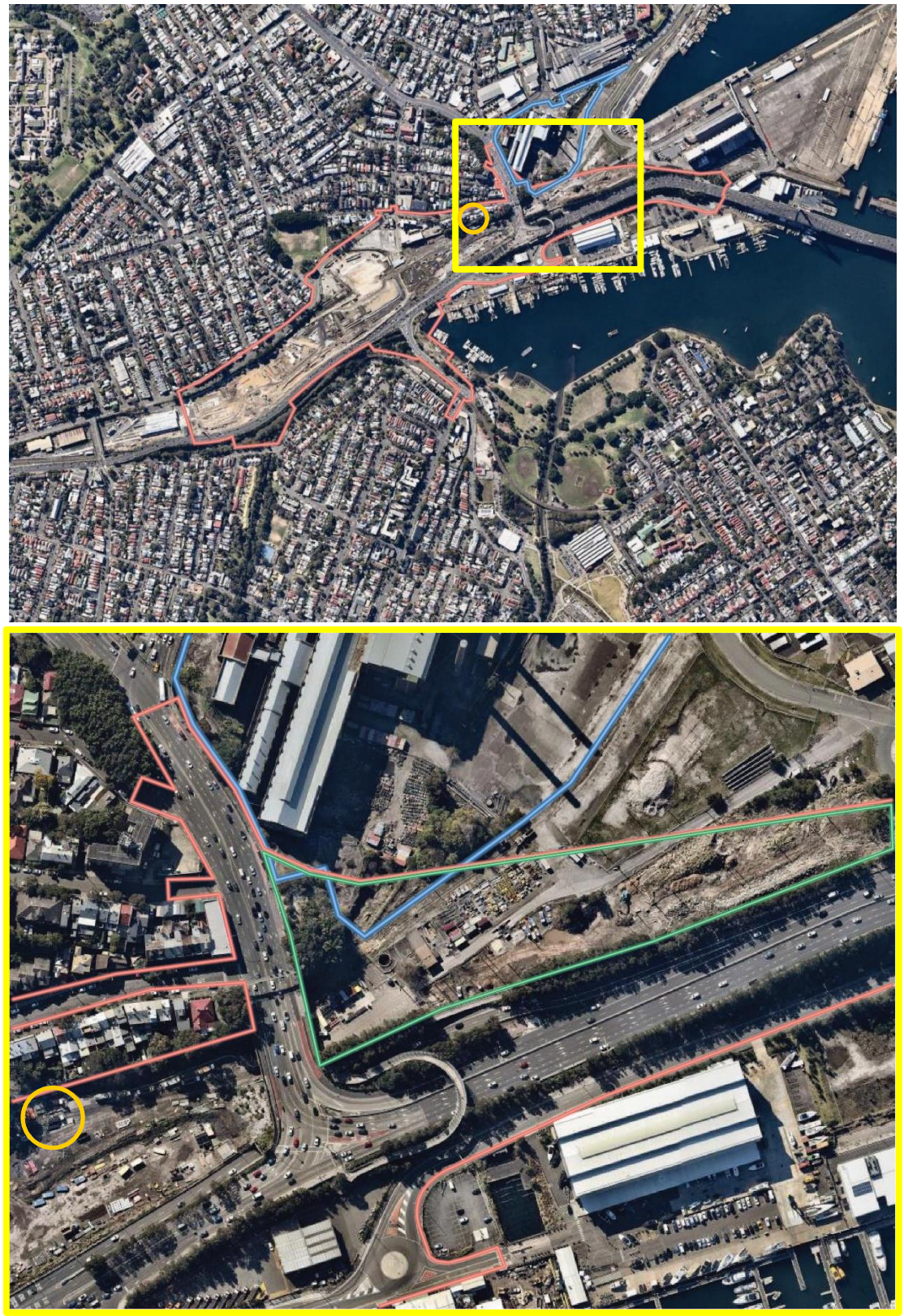


Figure 2. Project boundary outlined in red. Power station outlined in blue. White Bay Power Station infrastructure inspection area outlined in green. Exposed concrete tunnel outlined in orange (source: Nearmap and M4-M5 Link Environmental Impact Station Appendices U to X Volume 2J, August 2017, p.228).

2.3 Identifying infrastructure

Prior to the inspection of the site, a desktop review of the study area (see Figure 2) was undertaken to determine the extent of infrastructure associated with the former White Bay Power Station. This review was informed by existing heritage documentation of the site, including the *WestConnex – M4-M5 Link Technical working paper: Non-Aboriginal Heritage*, and the *White Bay Power Station Conservation Management Plan.* No items of infrastructure located beneath the ground were included in this review.

2.3.1 2019 inspection

As identified in the above documents, within the inspected area of land, the following elements were initially identified as infrastructure.

Railway lines

Located to the east of the Victoria Road Overbridge, a series of railway tracks was identified that extended from the former Rozelle Railway Marshalling Yards toward the east. During the inspection, it was not known if these railway lines were associated with the White Bay Power Station.

Subsequent desktop analysis identified that these railway lines were responsible for linking the White Bay Customs and Container Terminal to the Rozelle Railway Yard. Therefore, this infrastructure is not associated with the White Bay Power Station.

Silt Well/Penstock

Located along the seawater intake channel for the White Bay Power Station, the Silt Well/Penstock is a structure associated with the cooling system for the White Bay Power Station. The Silt Well/Penstock is designed to settle sediment which had mixed the seawater, allowing cleaner seawater to be pumped into the condenser. This process ultimately improved the efficiency of the cooling system. This infrastructure is associated with the White Bay Power Station.

2.3.2 2020 inspection

Concrete tunnel

In January 2020, Extent Heritage inspected a partially uncovered concrete tunnel believed to be associated with the White Bay Power Station. This tunnel was located outside the original study area. The uncovered portion of the tunnel was on land identified as Lot 24 DP 1194941.

The partially exposed concrete tunnel includes three access portals and a high-voltage outlet. The outlet is partially enclosed by brick a lining, with several remnant high-voltage conduits exiting the opening. Owing to the size of these conduits, it is likely that they were connected to electrical infrastructure used in the operation of the former Rozelle Railway Yards. Any previous infrastructure that may have made use of the high voltage outlet appears to have been removed.

This infrastructure is associated with the White Bay Power Station.

3. Assessment of significance

The following Assessment of Significance for the White Bay Power Station Silt Well / Penstock has been extracted from *M40-M5 EIS Vol 2J - Non-Aboriginal Heritage*. This information is presented below:

> *The southern penstock is one of two within the broader White Bay Power Station complex. The penstocks are graded 'High Significance' in the White Bay Power Station 2013 CMP as an element of the substantially intact cooling water system, which was integral to the operation of the complex. They play an important role in contributing to the significance of the adjacent White Bay Power Station. According to the CMP, 'where these spaces or elements form part of a space of higher significance or contain machinery or equipment elements of higher significance, any action must respect the higher significance'.*

4. Historical context

A historical context for the White Bay Power Station silt well/penstock and associated rail infrastructure has been extracted from *M40-M5 EIS Vol 2J - Non-Aboriginal Heritage*. This information is presented below:

> ***The White Bay Power Station***
>
> *The closure of the abattoir in 1912 led to the larger-scale industrialisation of the neighbourhood. The waterfront was levelled for the construction of wharves, including what became the Glebe Island Container terminal, and the Rozelle Bay wharves. The waterfront became dominated by various cargo handling enterprises including rail. The White Bay Power Station was built by the NSW Rail Commissioners on a number of amalgamated residential lots and the reclaimed mudflats of White Bay. These properties were progressively resumed from 1911 and all previous structures and vegetation cleared from the site. The cutting and railway siding from goods line to Glebe Island was constructed to assist with coal and plant delivery and ash disposal. The power station was originally built to power the rapidly expanding tramway network; but after becoming fully operational in 1917, it gradually produced more and more power for the electrified rail network, and then general use. It underwent multiple phases of modification and expansion after World War II and between 1950 and 1958, with additional structures added until a reduction in demand saw its closure in 1983.*
>
> *Although it was used as a substation for some time, it was decommissioned and later stripped of all elements except a representative sample of the power generation operational systems identified for heritage conservation. However, through its location, massing, design, machinery and associated archives the complex is still able to demonstrate the early power-generating technology in Sydney. The closure of the power station also resulted in the decline of the White Bay Hotel, an establishment regularly frequented by workers from the power station and nearby waterfront industries. It was built in 1916 by Tooth and Co, fronting the newly configured Victoria Road on the site of earlier residential buildings. It was well known in the area as the neighbourhood's only venue with a licence. It closed in 1992 and was left unused until*

it was destroyed by fire in 2008. The site was purchased by Sydney Harbour Foreshore Authority (SHFA) and cleared of all structural remains.

Establishment 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 in [sic] ***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 Johnstons Bay c.1910, showing industrial and maritime development along the White Bay foreshore (centre distance). (Source: Powerhouse Museum, Object No. 85/1284-510).

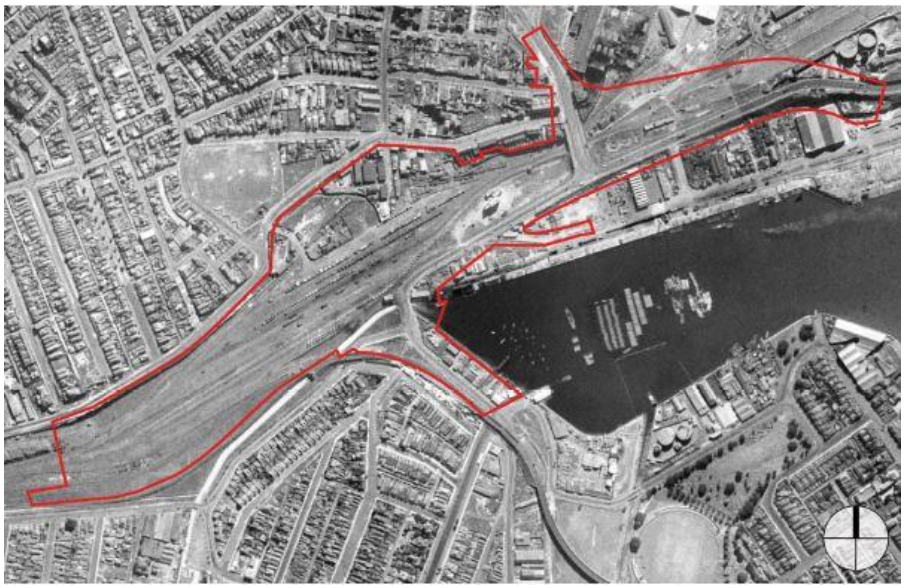


Figure 4-41 A 1943 aerial photograph of the Rozelle study area showing the project footprint (source: LPI NSW).

5. Photographic recording sheets

5.1 2019 inspection

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
2019_WB_PS _Infrastrcuture _001	SE	Overview of the silt well / penstock.	
2019_WB_PS _Infrastrcuture _002	SW	Overview of the silt well / penstock.	
2019_WB_PS _Infrastrcuture _003	NW	Overview of the silt well / penstock.	
2019_WB_PS _Infrastrcuture _004	NW	Silt well with White Bay Power Station in the background.	

Image name	Direction	Details	Thumbnail
2019_WB_PS _Infrastrcuture _005	NW	White Bay Power Station.	
2019_WB_PS _Infrastrcuture _006	NW	White Bay Power Station in relation to the silt well.	
2019_WB_PS _Infrastrcuture _007	SW	Detail of brick type and pattern.	
2019_WB_PS _Infrastrcuture _008	W	Evidence of damage and repair to the body of the well.	
2019_WB_PS _Infrastrcuture _009	NW	Evidence of damage and repair to the body of the well, note the condition of the mortar.	
2019_WB_PS _Infrastrcuture _010	E	Concrete coping on top of the brickwork.	

Image name	Direction	Details	Thumbnail
2019_WB_PS_Infrastrcuture_011	NW	Steel joists embedded into the well wall. Photo taken through chain link wire fence	
2019_WB_PS_Infrastrcuture_012	E	Interior lining of the well wall. Photo taken through chain link wire fence.	
2019_WB_PS_Infrastrcuture_013	SE	Overview of the interior section of the silt well.	
2019_WB_PS_Infrastrcuture_014	S	Overview of the interior section of the silt well.	
2019_WB_PS_Infrastrcuture_015	SW	Overview of the interior section of the silt well.	
2019_WB_PS_Infrastrcuture_016	SE	Vegetation impacting the silt well. Steel joist highly corroded.	

Image name	Direction	Details	Thumbnail
2019_WB_PS _Infrastrcuture _017	SW	Both steel joists shown to be highly corroded.	
2019_WB_PS _Infrastrcuture _018	S	Opposite steel joist shown to be highly corroded.	
2019_WB_PS _Infrastrcuture _019	SW	Detail of corrosion.	

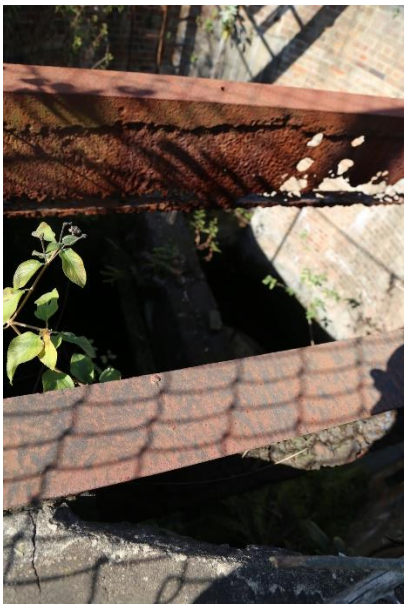
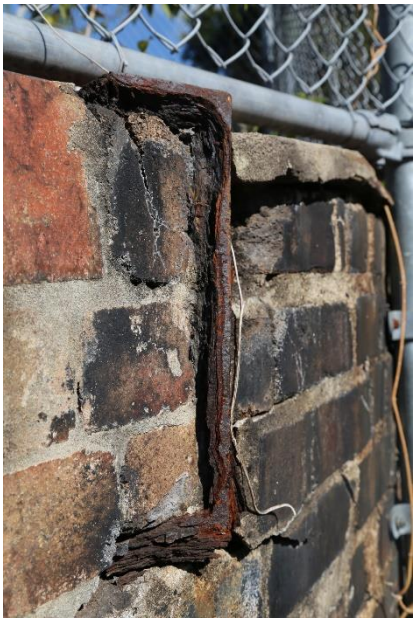
Image name	Direction	Details	Thumbnail
2019_WB_PS_Infrastrcuture_020	S	Further detail of corrosion.	
2019_WB_PS_Infrastrcuture_021	SW	End of steel joist shown to be highly corroded.	
2019_WB_PS_Infrastrcuture_022	SW	End of steel joist shown to be highly corroded.	

Image name	Direction	Details	Thumbnail
2019_WB_PS _Infrastrcuture _023	S	Redundant railway line from Rozelle Rail Yard to the White Bay Customs and Container Terminal.	
2019_WB_PS _Infrastrcuture _024	SW	Redundant railway line from Rozelle Rail Yard to the White Bay Customs and Container Terminal.	
2019_WB_PS _Infrastrcuture _025	SW	Redundant lines showing the timber sleepers	
2019_WB_PS _Infrastrcuture _026	SW	Redundant railway line showing the timber sleepers.	
2019_WB_PS _Infrastrcuture _027	SW	Redundant railway line showing timber sleepers.	
2019_WB_PS _Infrastrcuture _028	NW	Side on view of the railway line.	

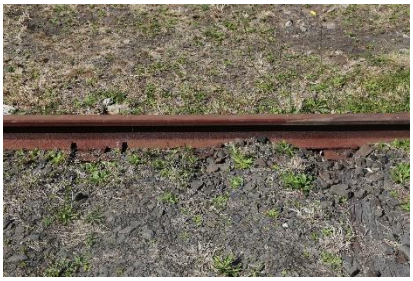
Image name	Direction	Details	Thumbnail
2019_WB_PS _Infrastrcuture _029	NW	Detail of the track furniture of the railway line.	
2019_WB_PS _Infrastrcuture _030	SE	Side view of the railway line.	
2019_WB_PS _Infrastrcuture _031	SW	Redundant railway lines.	
2019_WB_PS _Infrastrcuture _032	W	detail of a rail on the line.	
2019_WB_PS _Infrastrcuture _033	SW	Railway tracks leading under the Victoria Road Overbridge.	
2019_WB_PS _Infrastrcuture _034	SW	Railway line leading through the northern section of the overbridge.	

Image name	Direction	Details	Thumbnail
2019_WB_PS _Infrastrcuture _035	SW	Railway lines leading through the northern section of the overbridge.	
2019_WB_PS _Infrastrcuture _036	SW	Modern chain link fencing separating the redundant railway line from the access road.	
2019_WB_PS _Infrastrcuture _037	NE	Detail of overgrown section of the railway line.	
2019_WB_PS _Infrastrcuture _038	NE	Railway line leading to White Bay Customs and Container Terminal.	
2019_WB_PS _Infrastrcuture _039	NE	Railway line leading to White Bay Customs and Container Terminal.	
2019_WB_PS _Infrastrcuture _040	NW	Scarp face showing evidence of the cutting that connected Rozelle and the White Bay Power Station.	

Image name	Direction	Details	Thumbnail
2019_WB_PS _Infrastrcuture _041	NW	Remnant railway fence made of rail post and wire.	
2019_WB_PS _Infrastrcuture _042	NW	Redundant railway line. Not connected to the White bay Power Station.	
2019_WB_PS _Infrastrcuture _043	NE	White Bay Power Station showing the former coal yard and ash handling yard.	
2019_WB_PS _Infrastrcuture _044	NE	White Bay Power Station showing the mid-south yard and railway cutting.	
2019_WB_PS _Infrastrcuture _045	NE	White Bay Power Station showing the mid-south yard and railway cutting.	
2019_WB_PS _Infrastrcuture _046	NE	Mid-south yard with modern chain link fencing installed.	

Image name	Direction	Details	Thumbnail
2019_WB_PS _Infrastrcuture _047	N	Boiler house.	
2019_WB_PS _Infrastrcuture _048	N	Administration and staff accommodation building and turbine hall.	
2019_WB_PS _Infrastrcuture _049	N	Administration and staff accommodation building and turbine hall.	
2019_WB_PS _Infrastrcuture _050	NE	View towards the Sydney Harbour Bridge.	
2019_WB_PS _Infrastrcuture _051	NE	View of the Sydney Harbour Bridge and Anzac Bridge.	
2019_WB_PS _Infrastrcuture _052	NE	Mid-south yard with modern chain link fencing installed.	

Image name	Direction	Details	Thumbnail
2019_WB_PS_Infrastrcuture_053	NE	Mid-south yard with modern chain link fencing installed.	
2019_WB_PS_Infrastrcuture_054	NE	Detail of the mid-south yard surface.	

5.2 2020 inspection

Site name.	Date
Photographer:	Ben Calvert
Date:	10 January 2020
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm

Image name	Direction	Details	Image
2020_WB_PS_Infrastrcuture_056	SW	Concrete tunnel containing high voltage electrical conduits. High voltage outlet aperture present in tunnel.	
2020_WB_PS_Infrastrcuture_057	SW	Concrete tunnel with current project services laid over capping.	
2020_WB_PS_Infrastrcuture_058	E	Concrete tunnel with current project services laid over capping.	
2020_WB_PS_Infrastrcuture_059	S	Profile of concrete service entry portal.	

Image name	Direction	Details	Image
2020_WB_PS_Infrastrcuture_060	SE	Profile of concrete service entry portal.	
2020_WB_PS_Infrastrcuture_061	E	Northern extent of concrete tunnel. Current project servicing laid over capping.	
2020_WB_PS_Infrastrcuture_062	NE	High voltage outlet aperture. Partially enclosed in brick.	
2020_WB_PS_Infrastrcuture_063	N	Northern extent of the concrete tunnel leading underneath Lilyfield residences.	
2020_WB_PS_Infrastrcuture_064	E	Service access portals.	
2020_WB_PS_Infrastrcuture_065	NE	Brick enclosure along tunnel aperture.	

Image name	Direction	Details	Image
2020_WB_PS_Infrastrcuture_066	N	Condition of brick enclosure around tunnel aperture. High voltage conduits shown in right of image.	
2020_WB_PS_Infrastrcuture_067	N	Overview high voltage outlet aperture.	
2020_WB_PS_Infrastrcuture_068	N	Detail of brick enclosure around the high voltage tunnel outlet. High voltage conduits shown in left of image.	
2020_WB_PS_Infrastrcuture_069	NE	High voltage outlet aperture.	
2020_WB_PS_Infrastrcuture_070	E	High voltage tunnel outlet to the right. Service access portal to the left.	
2020_WB_PS_Infrastrcuture_071	SE	Setting around the tunnel outlet.	

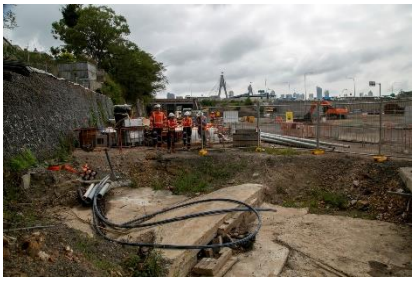
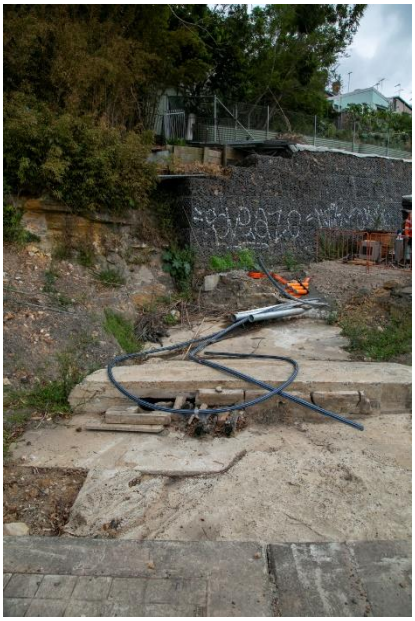
Image name	Direction	Details	Image
2020_WB_PS _Infrastrcuture _072	E	Setting around the tunnel outlet..	
2020_WB_PS _Infrastrcuture _073	NE	Setting around the tunnel outlet.	
2020_WB_PS _Infrastrcuture _074	N	Tunnel leading underneath Lilyfield road residences.	
2020_WB_PS _Infrastrcuture _075	N	Tunnel leading underneath Lilyfield road residences.	

Image name	Direction	Details	Image
2020_WB_PS_Infrastrcuture_076	N	Tunnel leading underneath Lilyfield road residences.	

6. Photographic proof sheets

6.1 2019 inspection

White Bay Power Station Infrastructure - 2019
Photographic Archival Recording - Photographer: Ben Calvert

1 of 4

White Bay Power Station Infrastructure - 2019
Photographic Archival Recording - Photographer: Ben Calvert


2019_WB_PS_Infrastructure_016
f/6.3 ISO 100 2019/08/28 11:51:02


2019_WB_PS_Infrastructure_017
f/7.1 ISO 100 2019/08/28 11:51:06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f/6.3 ISO 100 2019/08/28 11:52:01


2019_WB_PS_Infrastructure_019
f/6.3 ISO 100 2019/08/28 11:52:48


2019_WB_PS_Infrastructure_020
f/7.1 ISO 100 2019/08/28 11:52:55


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2019_WB_PS_Infrastructure_022 f/9
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2019_WB_PS_Infrastructure_024
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2019_WB_PS_Infrastructure_026
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White Bay Power Station Infrastructure - 2019
Photographic Archival Recording - Photographer: Ben Calvert


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2019_WB_PS_Infrastructure_037 f/5
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2019_WB_PS_Infrastructure_039 f/8
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2019_WB_PS_Infrastructure_042
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2019_WB_PS_Infrastructure_043
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2019_WB_PS_Infrastructure_045 f/9
ISO 100 2019/08/28 12:44:32

White Bay Power Station Infrastructure - 2019
Photographic Archival Recording - Photographer: Ben Calvert


2019_WB_PS_Infrastructure_046 f/8
ISO 100 2019/08/28 12:44:34


2019_WB_PS_Infrastructure_047
f/10 ISO 100 2019/08/28 12:44:54


2019_WB_PS_Infrastructure_048 f/8
ISO 100 2019/08/28 12:45:06


2019_WB_PS_Infrastructure_049
f/7.1 ISO 100 2019/08/28 12:45:07


2019_WB_PS_Infrastructure_050
f/10 ISO 100 2019/08/28 12:45:17


2019_WB_PS_Infrastructure_051
f/10 ISO 100 2019/08/28 12:45:20


2019_WB_PS_Infrastructure_052 f/8
ISO 100 2019/08/28 12:45:41


2019_WB_PS_Infrastructure_053 f/8
ISO 100 2019/08/28 12:45:43


2019_WB_PS_Infrastructure_054
f/7.1 ISO 100 2019/08/28 12:45:48

6.2 2020 inspection

White Bay Power Station Infrastrcutue - 2019
Photographic Archival Recording - Photographer: Ben Calvert

2020_WB_PS_Infrastructure_056
ISO 100 f/8 1/160 s 2020/01/10 09:51:02

2020_WB_PS_Infrastructure_057
ISO 100 f/9 1/160 s 2020/01/10 09:51:08

2020_WB_PS_Infrastructure_058
ISO 100 f/9 1/160 s 2020/01/10 09:51:11

2020_WB_PS_Infrastructure_059
ISO 100 f/5.6 1/200 s 2020/01/10

2020_WB_PS_Infrastructure_060
ISO 100 f/5.6 1/250 s 2020/01/10

2020_WB_PS_Infrastructure_061
ISO 100 f/7.1 1/200 s 2020/01/10

2020_WB_PS_Infrastructure_062
ISO 100 f/9 1/160 s 2020/01/10 09:53:55

2020_WB_PS_Infrastructure_063
ISO 100 f/8 1/160 s 2020/01/10 09:53:58

2020_WB_PS_Infrastructure_064
ISO 100 f/9 1/160 s 2020/01/10 09:54:10

2020_WB_PS_Infrastructure_065
ISO 100 f/9 1/160 s 2020/01/10 09:54:11

2020_WB_PS_Infrastructure_066
ISO 100 f/8 1/250 s 2020/01/10 09:54:16

2020_WB_PS_Infrastructure_067
ISO 100 f/7.1 1/200 s 2020/01/10

2020_WB_PS_Infrastructure_068
ISO 100 f/9 1/160 s 2020/01/10 09:54:35

2020_WB_PS_Infrastructure_069
ISO 100 f/7.1 1/200 s 2020/01/10

2020_WB_PS_Infrastructure_070
ISO 100 f/8 1/125 s 2020/01/10 09:54:53

1 of 2

White Bay Power Station Infrastrcutue - 2019
Photographic Archival Recording - Photographer: Ben Calvert

2020_WB_PS_Infrastructure_071
ISO 100 f/9 1/160 s 2020/01/10 09:55:03

2020_WB_PS_Infrastructure_072
ISO 100 f/9 1/160 s 2020/01/10 09:55:16

2020_WB_PS_Infrastructure_073
ISO 100 f/9 1/160 s 2020/01/10 09:55:19

2020_WB_PS_Infrastructure_074
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2020_WB_PS_Infrastructure_075
ISO 100 f/7.1 1/100 s 2020/01/10

2020_WB_PS_Infrastructure_076
ISO 100 f/8 1/125 s 2020/01/10 09:55:45

2020_WB_PS_Infrastructure_077
ISO 100 f/8 1/160 s 2020/01/10 09:55:48

7. Photographic direction plans

7.1 2019 inspection

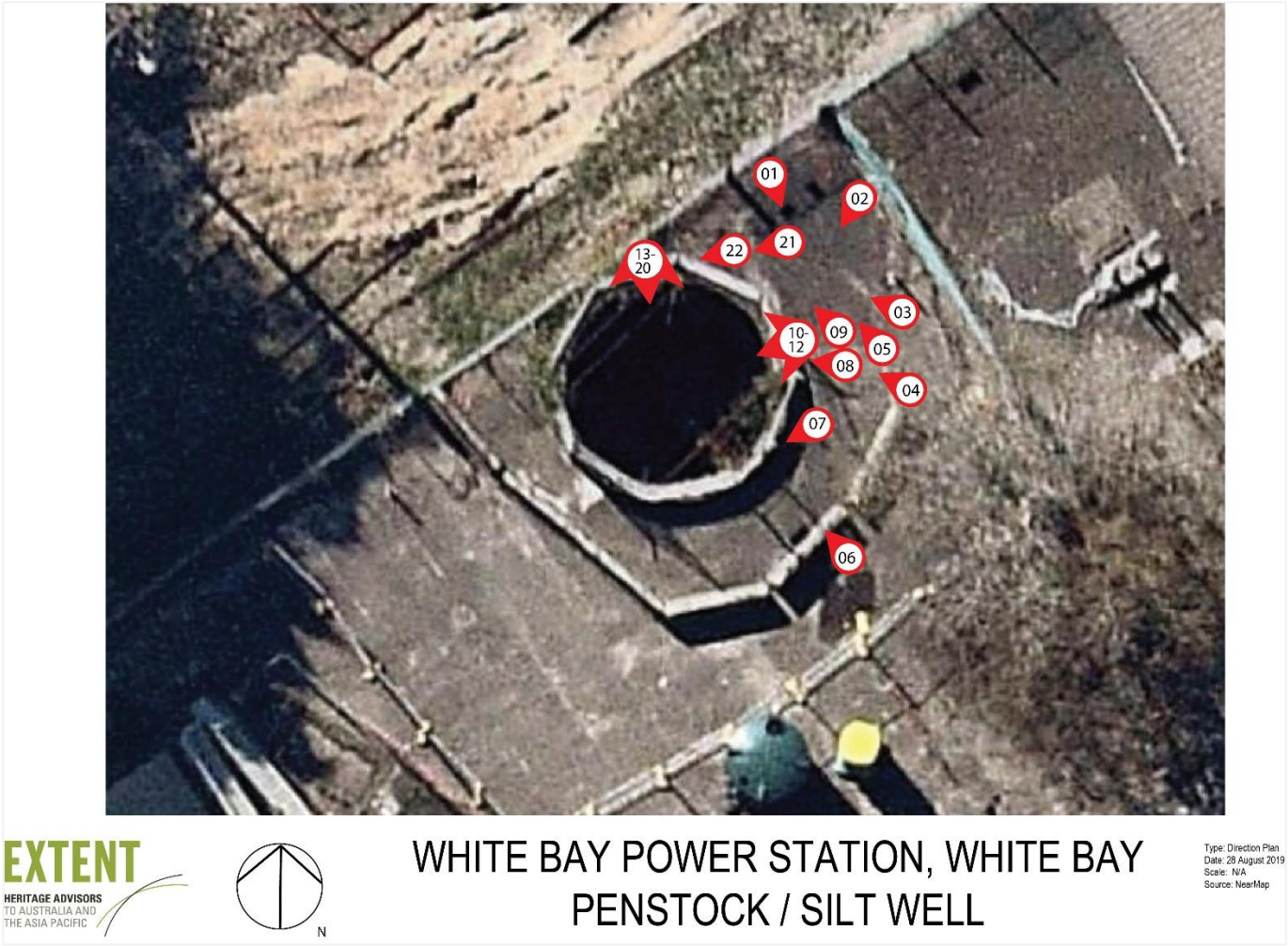

Figure 3. (source: Extent Heritage).

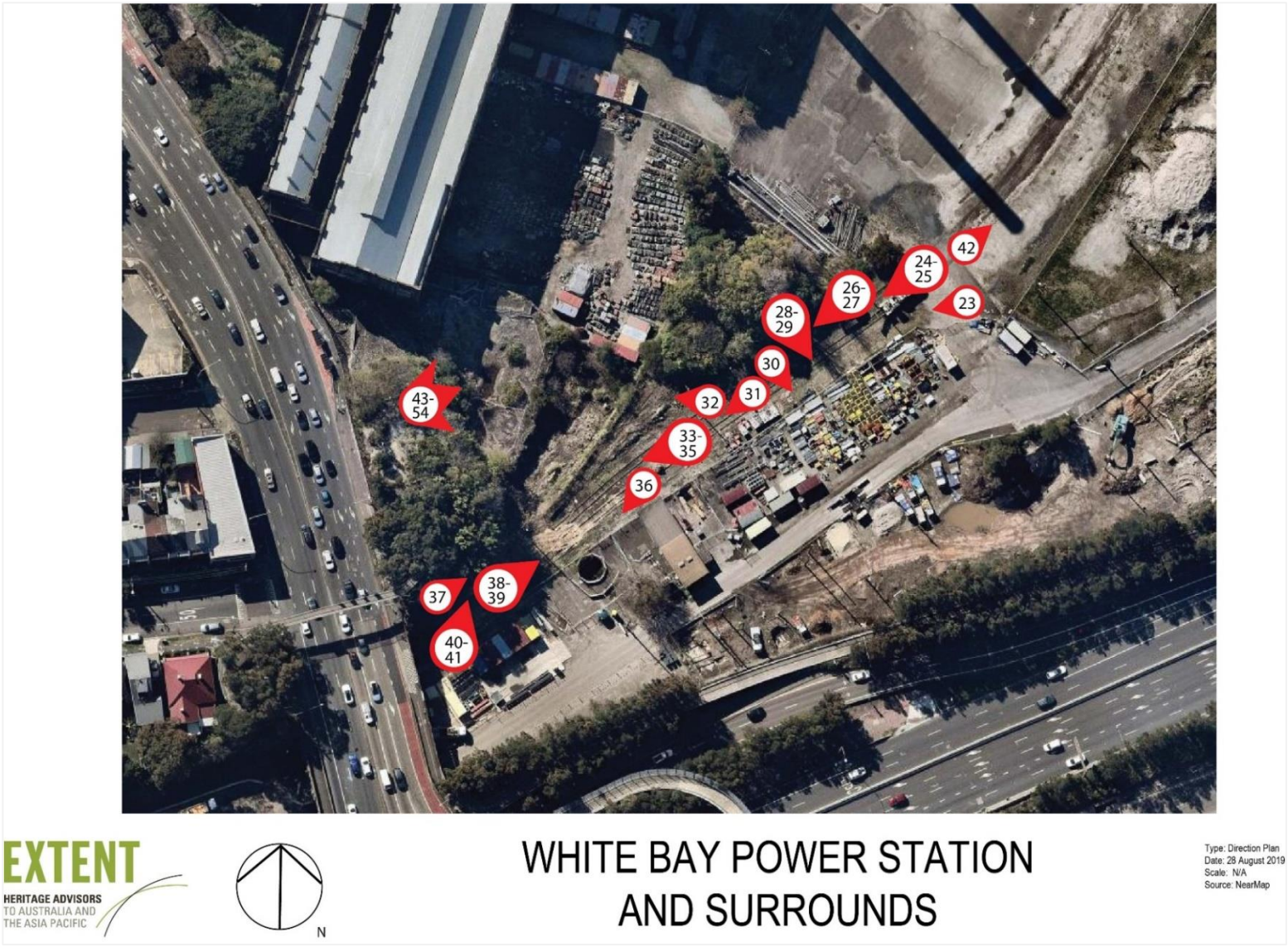

Figure 4. (source: Extent Heritage).

7.2 2020 inspection

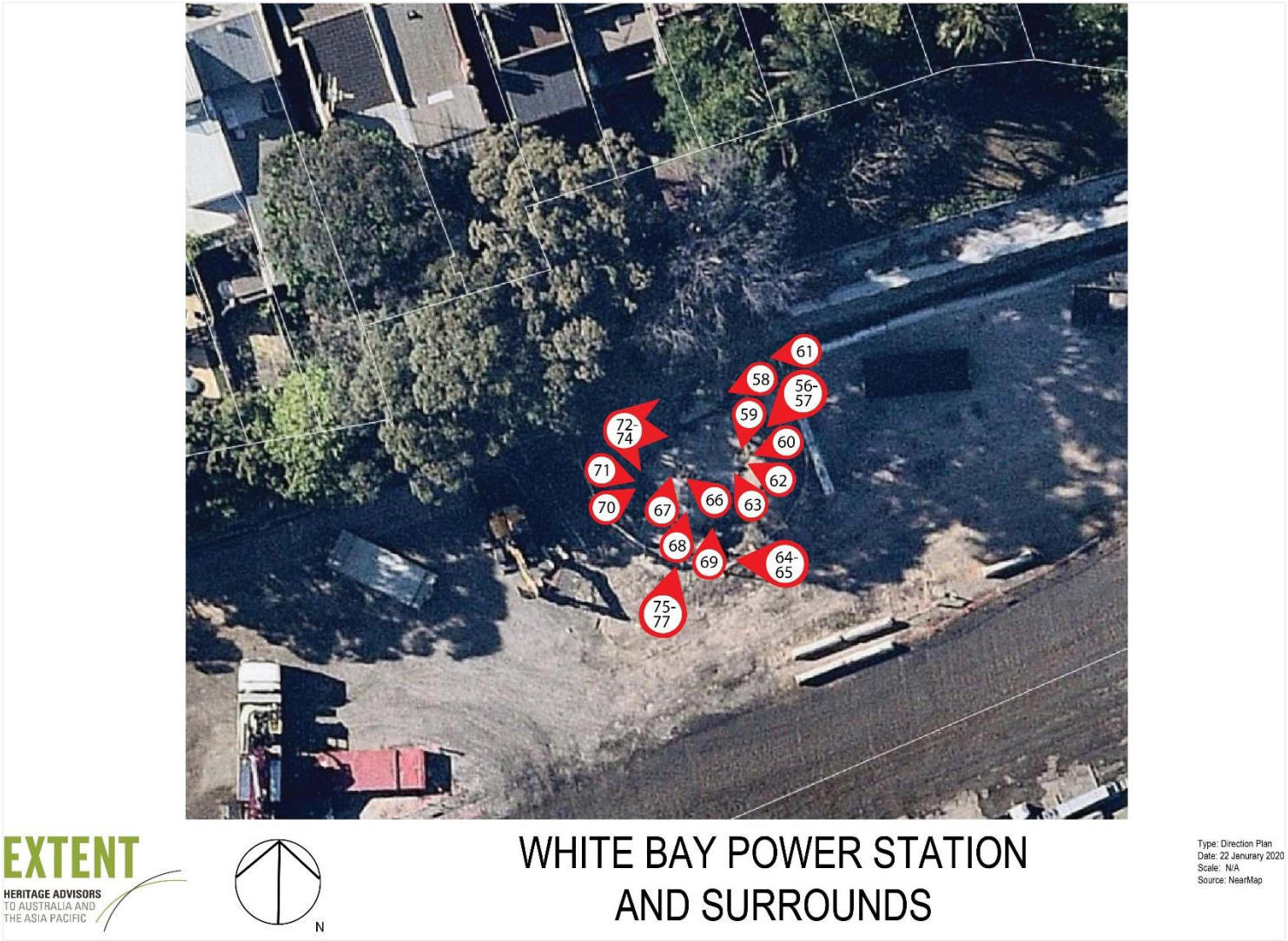

Figure 5. (source: Extent Heritage)

8. Salvage

8.1 Introduction

In relation to salvage requirements for the project, the 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*'.

As part of the WestConnex M4-M5 Rozelle interchange works, land inside the inspection boundary, identified in Figure 2, will be removed of all redundant infrastructure, stored materials and plant. The removal of these items is to facilitate the construction of a temporary road bridge between Victoria Road and The Crescent. This road bridge is to be in use while the M4-M5 Rozelle interchange is under construction.

8.2 2019 inspection

As outlined in Section 2.3 of this report, two substantive examples of redundant infrastructure were identified inside the initial study area by Extent Heritage on 28 August 2019. These items include:

- Redundant railway lines; located to the east of the Victoria Road Overbridge. These railway lines were responsible for linking the White Bay Customs and Container Terminal to the Rozelle Railway Yard. This infrastructure is not associated with the White Bay Power Station.
- The Silt Well/Penstock; located east of the Victoria Road Overbridge. The Silt Well/Penstock was built to settle seawater sediment at the base of the well, allowing the cleaner seawater to be pumped into the condenser. This structure is associated with the White Bay Power Station.

No other items of infrastructure were identified within the initial study area. A comparison of aerial images taken in 1943 and 2019 shows the change in relationship between the White Bay Power Station and nearby infrastructure (see Figure 6 and Figure 7).

8.3 2020 inspection

As outlined in Section 2.3 of this report, Extent Heritage inspected a partially exposed concrete tunnel on the 10 January 2020. This inspection found the following:

- The concrete tunnel is located in the former Rozelle Railway Marshalling Yard, west of the Victoria Road Overbridge. This structure contains disconnected high-voltage conduits and cabling associated with the White Bay Power Station.

No other items of infrastructure associated with the White Bay Power Station were identified in this area of the former Rozelle Marshalling Yard.

8.4 Potential for salvage

to succinctly address requirements for salvage, the following section identifies the existing heritage status and known significance of infrastructure associated with White Bay Power Station. It then identifies the extent of works in the area, noting whether those works will trigger a requirement for salvage under REMM NAH09.

The White Bay Power Station is a statutory listed heritage item on the State Heritage Register, (item No. 01015). It is also listed on the Sydney Harbour Foreshore Authority Heritage and Conservation Register. The limits of this curtilage are the property boundary around the main group of power station buildings.

Silt well/Penstock

Within the White Bay Power Station Conservation Management Plan, the Silt Well/Penstock is identified as having a high grading of significance and is contributory to the overall significance of the power station. In spite of this, the Silt Well/Penstock has not been included within the State Heritage Register curtilage for the item. The structure is not, therefore, protected by the statutory listing for the White Bay Power Station.

However, owing to its significance and association with the White Bay Power Station, project-specific protections have been put in place by JHCPB JV to eliminate the potential for physical impact to the Silt Well/Penstock. Amount other measures, these protections include an exclusion zone that will ensure the fabric of the structure is not physically impacted by works being undertaken in this area. As these controls prevent the Silt Well/Penstock from being demolished, there is no requirement to salvage significant material as per REMM NAH09.

Concrete conduit tunnel

The concrete conduit tunnel, inspected in January 2020, contains a set of disconnected, high-voltage conduits associated with the White Bay Power Station. Any previous infrastructure that may have made use of this high voltage outlet aperture appears to have been removed.

The White Bay Power Station CMP does not explicitly identify or grade the significance of the High voltage conduit tunnel under Victoria Road. This structure is, however, briefly identified by a former worker of the power station, in Appendix 3: *Analysis of Questionnaires*. In this analysis, the area is simply described as ‘cable tunnel underneath Victoria Road’. It is not identified in any other previous assessment. As the significance of this item has not been identified, a precautionary approach has been taken to planned works in this area.

Located on the northern boundary of the former Rozelle Railway Yards, the exposed section of the concrete tunnel is inside the construction boundary of the temporary road bridge. As such, it would be physically impacted by construction works. To avoid physical impacts to the exposed section of the tunnel, pre-cast concrete capping will be laid on top of the concrete section of the structure, protecting it from vehicle movements and other excavation works. The pre-cast concrete capping will be removed following the deconstruction of the temporary roadway. As these controls prevent the concrete tunnel from being demolished, there is no requirement to salvage significant material as per REMM NAH09.

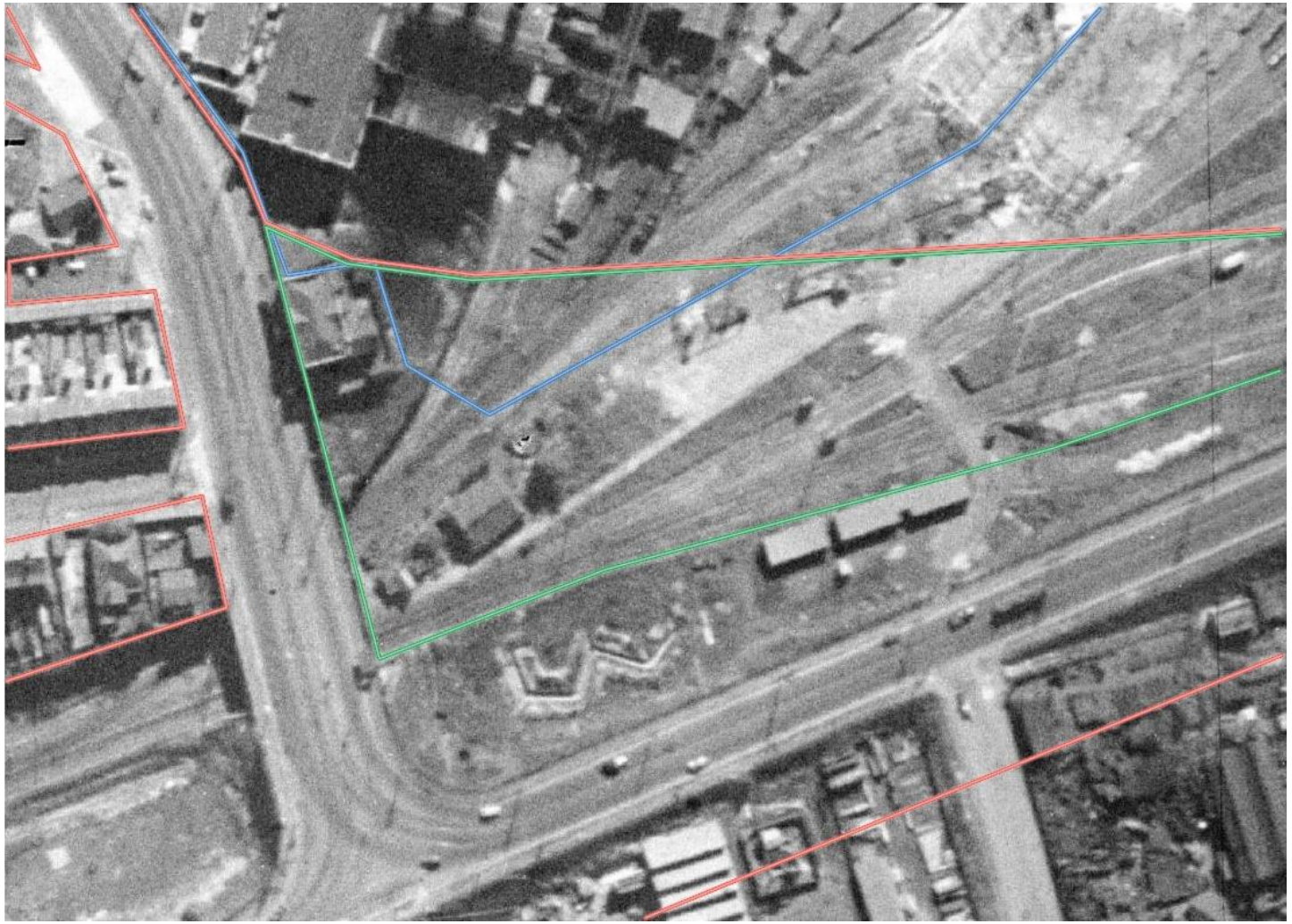

Figure 6. 1943 aerial image of the inspected site. Blue overlay showing the curtilage of the SHR listing; green overlay showing the inspected area and red overlay showing the approximate project boundary (source: LPI SIX viewer, overlay by Extent Heritage).

Figure 7. 2019 Aerial image of the inspected site. Blue overlay showing the curtilage of the SHR listing; green overlay showing the inspected area and red overlay showing the approximate project boundary (source: LPI SIX viewer, overlay by Extent Heritage).

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.