

# EXTENT

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TO AUSTRALIA AND  
THE ASIA PACIFIC



## WestConnex M4-M5 Rozelle Interchange – Sandstone Cutting, Rozelle

Photographic Archival Recording and  
Salvage Report

Prepared for John Holland CPB Joint Venture

March 2021 – FINAL

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## Document information

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Site location:	Former Rozelle Rail Yard
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Author(s):	Ben Calvert

## Document control

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# 1. Introduction

## 1.1 Project description

### Overview

Extent Heritage Pty Ltd (Extent Heritage) has been commissioned by John Holland CPB Joint Venture (JHCPBJV) prepare a Photographic Archival Recording and Salvage Report for the former Rozelle Rail Yard sandstone cutting, Rozelle. The former Rozelle Rail Yard was a system of infrastructure that was associated with the White Bay Power Station. The purpose of the report is to photographically record the current state of the site prior to modification, and to identify a strategy for any salvageable material prepare a catalogue of fabric for salvage prior to impacts to the site. This report serves as a permanent record of the place prior to that work being undertaken.

### 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 NAH09 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).

The Photographic Recording Guideline does not specify whether measured technical drawings are required in addition to photographic archival recording. In this instance, to best meet the project requirements within the required timeframe, survey drawings have been provided by JHCPB JV of each of the buildings (dated 19<sup>th</sup> July 2019), which are used to identify heritage fabric and mark-up photographic directions. Where information about elevations is required within the reports, a marked-up photograph has been provided.

## 1.3 Limitations

The surrounding site, adjacent road curtilage and sandstone cutting of the subject property were inspected and photographed by Ben Calvert on the 5 July 2019. The inspection was undertaken as a visual study only. Owing to safety requirements, direct access to the face was limited to the southern end. Additionally, as the site was an active construction zone, views to the sandstone cutting were limited to vehicle exclusion areas and public access areas.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

## 1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this Archival Recording and Salvage Report:

Name	Position / Title
Corinne Softley	Senior Heritage Advisor, Heritage Places Team Leader
Ben Calvert	Heritage Advisor

## 1.5 Ownership

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

## 2. Site location

The sandstone cutting is located in the former Rozelle Rail Yard and is legally defined as Lot 23 and 24, DP 1194941. The face was formed as a quarried cutting that marked the northern boundary of the former Rozelle Rail Yard. Located immediately north of the cutting is Lilyfield Road, which runs parallel to the length of the cutting.

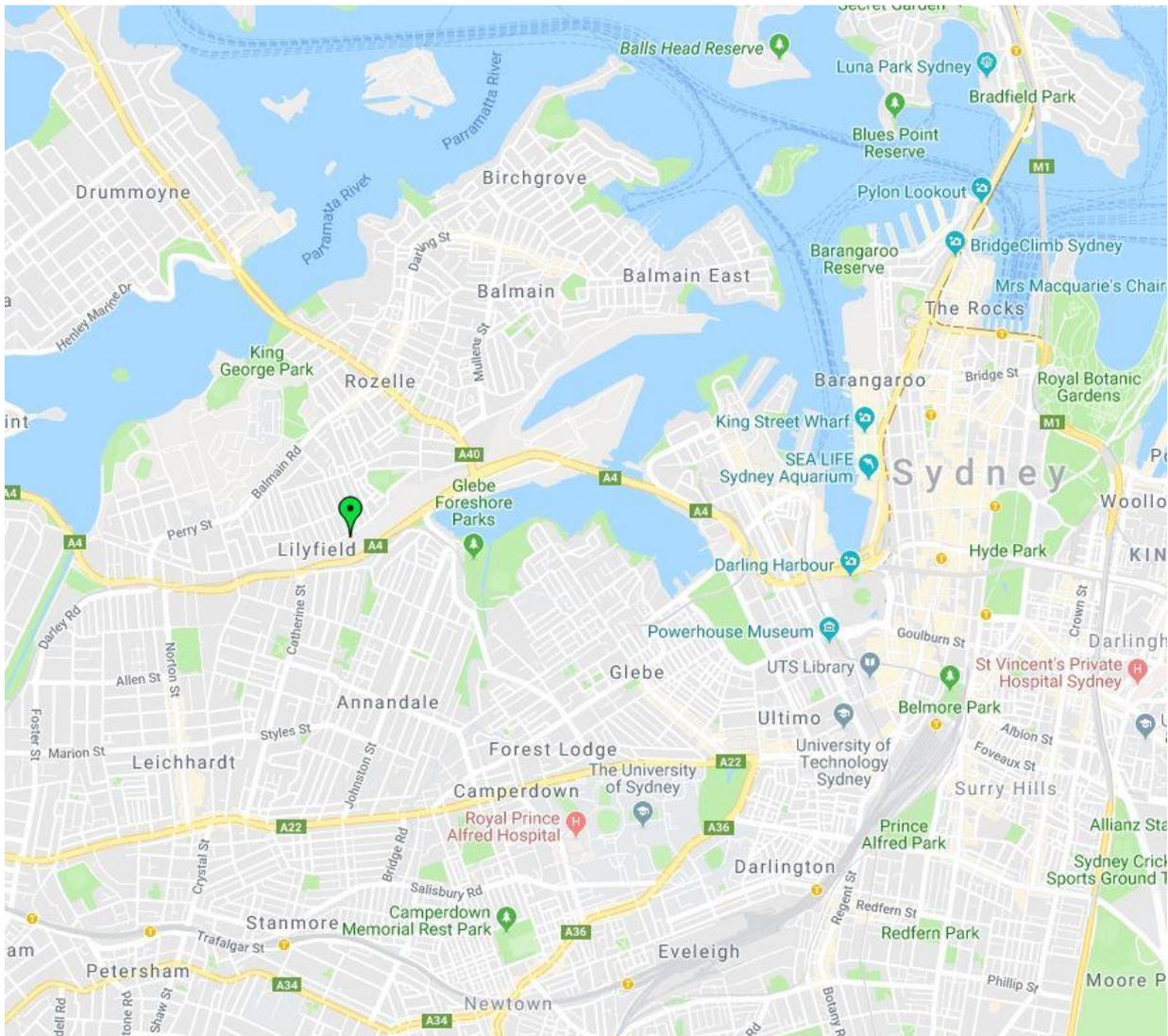


Figure 1. Former Rozelle Rail Yard sandstone cutting indicated by the green pin. (Source: Nearmaps, 2019).



Figure 2. Former Rozelle Rail Yard sandstone cutting identified in red. The sandstone cutting follows the southern line of Lilyfield Road (Source: Nearthmaps, 2019).

### 3. Historic context

The following historic context has been adapted from the “WestConnex M4-M5 Link EIS Appendix U, Non-Aboriginal Heritage Technical Working Paper Vol 1:

*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. 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 huge number of lines operating out of the Rozelle Rail Yards. 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.*

*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.*

## 4. Statement of significance

The following Statement of Significance has been extracted from the "WestConnex M4-M5 Link EIS Appendix U, Non-Aboriginal Heritage Technical Working Paper Vol 2":

The sandstone cutting has some local significance as a representation of the scale and nature of works undertaken for the construction and alignment of the goods rail line. The height and size of the cutting provides evidence of the early ambitions for the train marshalling yard to be a busy interchange. The cutting is a prominent landscape feature, defining the northern limit of the marshalling yard and more generally the topography of the twentieth-century industrial-maritime landscapes of White Bay and Rozelle Bay. There are potential links to quarrying activities on Glebe Island.

## 5. Photographic recording sheets

Site Name	Date
Photographer:	Ben Calvert
Date:	05 July 2019
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Views of the sandstone cutting were limited to vehicle exclusions areas. Photographs were taken in overcast conditions.

Image Name	Direction	Details	Thumbnail
001_ROZELLE_RAIL_YARD_CUTTING_2019	NE	Former Rozelle Rail Yard surrounds.	
002_ROZELLE_RAIL_YARD_CUTTING_2019	N	Former Rozelle Rail Yard surrounds showing disused industrial structures.	
003_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Northern end of cutting.	
004_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Northern end of cutting.	

Image Name	Direction	Details	Thumbnail
005_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Northern end of cutting.	
006_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
007_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
008_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
009_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View along the cutting.	
010_ROZELLE_RAIL_YARD_CUTTING_2019	W	View along the cutting.	
011_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	

Image Name	Direction	Details	Thumbnail
012_ROZELLE_RAIL_YARD_CUTTING_2019	N	Views along the cutting.	
013_ROZELLE_RAIL_YARD_CUTTING_2019	W	Views along the cutting.	
014_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Detail of loose rock to be removed from the cutting (marked in blue).	
015_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and remnant service piping.	
016_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and remnant service piping.	
017_ROZELLE_RAIL_YARD_CUTTING_2019	W	Sandstone cutting and remnant service piping.	
018_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and remnant service piping.	

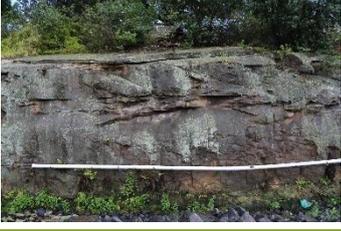
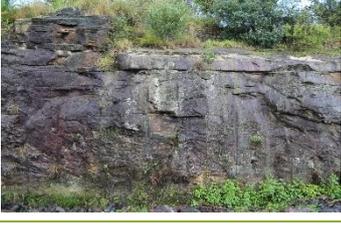
Image Name	Direction	Details	Thumbnail
019_ROZELLE_RAIL_YARD_CUTTING_2019	NW	View along the cutting.	
020_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and remnant service piping.	
021_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and remnant service piping.	
022_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and remnant service piping.	
023_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
024_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
025_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	

Image Name	Direction	Details	Thumbnail
026_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
027_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and vegetation.	
028_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation on the cutting ledge.	
029_ROZELLE_RAIL_YARD_CUTTING_2019	N	View along the cutting.	
030_ROZELLE_RAIL_YARD_CUTTING_2019	W	View along the cutting.	

Image Name	Direction	Details	Thumbnail
031_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
032_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation on the cutting ledge.	
033_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
034_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation on the cutting ledge. Concrete embankment located above the ledge.	
035_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
036_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Concrete embankment located above the ledge.	
037_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	

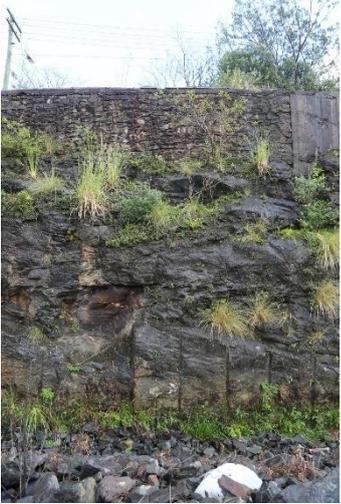
Image Name	Direction	Details	Thumbnail
038_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Masonry and concrete embankment located above the cutting's ledge.	
039_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face with masonry and concrete embankment located above the cutting's ledge.	
040_ROZELLE_RAIL_YARD_CUTTING_2019	N	Cutting face with masonry and concrete embankment located above the cutting's ledge.	

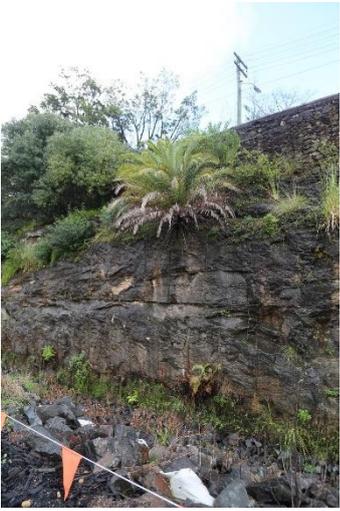
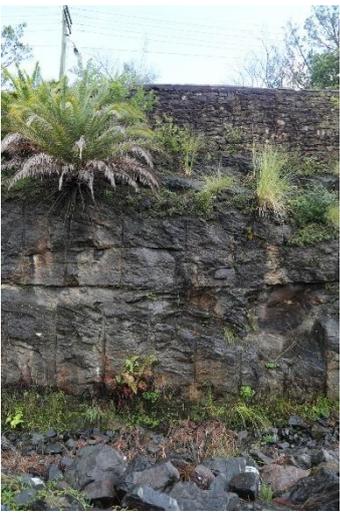
Image Name	Direction	Details	Thumbnail
041_ROZELLE_RAIL_YARD_CUTTING_2019	W	Cutting face with vegetation located above the ledge.	
042_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
043_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation and masonry embankment located above the ledge.	
044_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting vegetation and masonry embankment located above the ledge.	

Image Name	Direction	Details	Thumbnail
045_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
046_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the ledge.	
047_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
048_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
049_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the ledge.	

Image Name	Direction	Details	Thumbnail
050_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
051_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
052_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the ledge.	
053_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	

Image Name	Direction	Details	Thumbnail
054_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the ledge.	
055_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
056_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the ledge.	
057_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
058_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the ledge.	

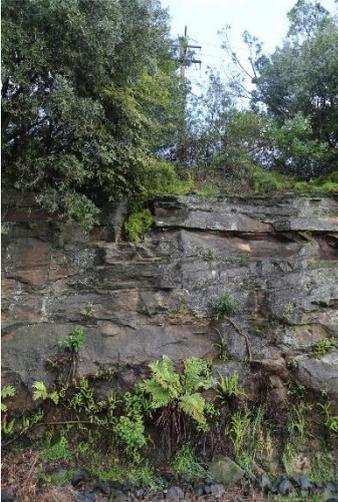
Image Name	Direction	Details	Thumbnail
059_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
060_ROZELLE_RAIL_YARD_CUTTING_2019	N	View of the cutting face.	
061_ROZELLE_RAIL_YARD_CUTTING_2019	W	View of the cutting face and brick retaining wall.	

Image Name	Direction	Details	Thumbnail
062_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
063_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation and brick retaining wall located above the ledge.	
064_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation and brick retaining wall located above the ledge	
065_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face.	
066_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation and brick retaining wall located above the ledge	
067_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation and brick retaining wall above the ledge.	
068_ROZELLE_RAIL_YARD_CUTTING_2019	N	View along the cutting.	

Image Name	Direction	Details	Thumbnail
069_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting face. Notes the vegetation.	
070_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Brick retaining wall above the ledge.	
071_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation above the ledge.	
072_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Detail of vegetation growth on the cutting.	
073_ROZELLE_RAIL_YARD_CUTTING_2019	NW	View to vegetation on the cutting and brick retaining wall above the ledge.	
074_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Brick retaining wall above the ledge.	
075_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation on the cutting.	

Image Name	Direction	Details	Thumbnail
076_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting and brick retaining wall.	
077_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation.	
078_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Brick retaining wall.	
079_ROZELLE_RAIL_YARD_CUTTING_2019	W	View along the cutting.	

Image Name	Direction	Details	Thumbnail
080_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation on the cutting.	
081_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting with brick retaining wall located above the ledge.	
082_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation above the brick retaining wall.	
083_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation on the cutting.	
084_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting and brick retaining wall located above the ledge.	
085_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	
086_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation at the base of the cutting.	

Image Name	Direction	Details	Thumbnail
087_ROZELLE_RAIL_YARD_CUTTING_2019	NW	View to cutting, brick retaining wall and vegetation.	
088_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	
089_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting.	
090_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting with brick retaining wall located above.	
091_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	
092_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Detail of the mark-out for the site B walkway.	
093_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	

Image Name	Direction	Details	Thumbnail
094_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting and brick retaining wall.	
095_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	
096_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View along the cutting.	
097_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and brick retaining wall.	
098_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	
099_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and brick retaining wall.	
100_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	

Image Name	Direction	Details	Thumbnail
101_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and brick retaining wall.	
102_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	
103_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and brick retaining wall.	
104_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the sandstone cutting.	
105_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and brick retaining wall.	
106_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	
107_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and brick retaining wall.	

Image Name	Direction	Details	Thumbnail
108_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the brick retaining wall.	
109_ROZELLE_RAIL_YARD_CUTTING_2019	NW	View along the sandstone cutting.	
110_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting and brick retaining wall.	
111_ROZELLE_RAIL_YARD_CUTTING_2019	N	View along the cutting.	
112_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
113_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation located above the ledge.	
114_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting showing half barrel marks.	

Image Name	Direction	Details	Thumbnail
115_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Cutting and brick retaining wall.	
116_ROZELLE_RAIL_YARD_CUTTING_2019	NW	View along the cutting.	
117_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and gabion wall.	
118_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Vegetation and chain wire fence located above the ledge.	
119_ROZELLE_RAIL_YARD_CUTTING_2019	N	View along the cutting.	
120_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting and gabion wall.	
121_ROZELLE_RAIL_YARD_CUTTING_2019	W	View along the cutting.	

Image Name	Direction	Details	Thumbnail
122_ROZELLE_RAIL_YARD_CUTTING_2019	SW	View along the cutting.	
123_ROZELLE_RAIL_YARD_CUTTING_2019	W	Remnant service pipe attached to the cutting.	
124_ROZELLE_RAIL_YARD_CUTTING_2019	W	Detail of remnant service piping bolted to the retaining wall.	
125_ROZELLE_RAIL_YARD_CUTTING_2019	W	Detail of remnant service piping bolted to the cutting. Sections of the cutting have had shotcrete applied.	
126_ROZELLE_RAIL_YARD_CUTTING_2019	W	Detail of remnant service piping bolted to the cutting.	

Image Name	Direction	Details	Thumbnail
127_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Wide view of the cutting.	
128_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Wide view of the cutting.	
129_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting.	
130_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting with reinforced concrete demo in the foreground.	
131_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting with reinforced concrete demo in the foreground.	
132_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting with excavators in the foreground.	
133_ROZELLE_RAIL_YARD_CUTTING_2019	SE	View of the former rail yard.	

Image Name	Direction	Details	Thumbnail
134_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View from the former rail yard.	
135_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View of the former rail yard.	
136_ROZELLE_RAIL_YARD_CUTTING_2019	N	Wide view of the cutting with demo and excavators in the foreground.	
137_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Wide view of the cutting with demo and excavators in the foreground.	
138_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Wide view of the cutting with demo and excavators in the foreground.	
139_ROZELLE_RAIL_YARD_CUTTING_2019	W	View of the former rail yard.	
140_ROZELLE_RAIL_YARD_CUTTING_2019	NW	View toward the southern end of the cutting.	

Image Name	Direction	Details	Thumbnail
141_ROZELLE_RAIL_YARD_CUTTING_2019	NW	Sandstone cutting with concrete demo and excavators in the foreground.	
142_ROZELLE_RAIL_YARD_CUTTING_2019	N	Sandstone cutting, brick retaining wall and vegetation located along the ledge.	
143_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View of the former rail yard.	
144_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View of the former rail yard.	
145_ROZELLE_RAIL_YARD_CUTTING_2019	N	Southern end of the cutting.	
146_ROZELLE_RAIL_YARD_CUTTING_2019	N	Southern end of the cutting.	
147_ROZELLE_RAIL_YARD_CUTTING_2019	N	Southern end of the cutting. RL height marked on the cutting face.	

Image Name	Direction	Details	Thumbnail
148_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View of the cutting face.	
149_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View along the cutting. excavators and demo in the foreground.	
150_ROZELLE_RAIL_YARD_CUTTING_2019	N	Scale of the cutting provided in photo. Length of the ruler extended to five metres.	
151_ROZELLE_RAIL_YARD_CUTTING_2019	N	Sandstone cutting.	
152_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View along the cutting.	

Image Name	Direction	Details	Thumbnail
153_ROZELLE_RAIL_YARD_CUTTING_2019	E	Remnant railway tracks adjacent to the cutting.	
154_ROZELLE_RAIL_YARD_CUTTING_2019	NE	Sandstone cutting showing the RL height marked on the cutting.	
155_ROZELLE_RAIL_YARD_CUTTING_2019	NE	Detail of the RL height.	
156_ROZELLE_RAIL_YARD_CUTTING_2019	SE	View of the former rail yard.	
157_ROZELLE_RAIL_YARD_CUTTING_2019	E	View from the former rail yard.	

Image Name	Direction	Details	Thumbnail
158_ROZELLE_RAIL_YARD_CUTTING_2019	NE	Sandstone cutting.	
159_ROZELLE_RAIL_YARD_CUTTING_2019	NE	Southern end of the cutting. brick embankment located above the ledge.	
160_ROZELLE_RAIL_YARD_CUTTING_2019	NE	Brick retaining wall tailing off the southern end of the cutting.	
161_ROZELLE_RAIL_YARD_CUTTING_2019	E	View from the former rail yard.	
162_ROZELLE_RAIL_YARD_CUTTING_2019	E	Location of impact for services above the cutting.	
163_ROZELLE_RAIL_YARD_CUTTING_2019	E	Vegetation above the cutting ledge.	

Image Name	Direction	Details	Thumbnail
164_ROZELLE_RAIL_YARD_CUTTING_2019	E	Sandstone kerbing on Lillyfield Road between Grove Street and Halloran Street.	
165_ROZELLE_RAIL_YARD_CUTTING_2019	E	Sandstone kerbing on Lillyfield Road between Grove Street and Halloran Street.	
166_ROZELLE_RAIL_YARD_CUTTING_2019	SE	Sandstone kerbing on Lillyfield Road between Grove Street and Halloran Street.	
167_ROZELLE_RAIL_YARD_CUTTING_2019	SE	Sandstone kerbing on Lillyfield Road between Grove Street and Halloran Street.	

Image Name	Direction	Details	Thumbnail
168_ROZELLE_RAIL_YARD_CUTTING_2019	W	View along Lilyfield Road.	
169_ROZELLE_RAIL_YARD_CUTTING_2019	E	Location on Lilyfield Road where servicing works will take place.	
170_ROZELLE_RAIL_YARD_CUTTING_2019	SE	View of road easement above the cutting ledge.	
171_ROZELLE_RAIL_YARD_CUTTING_2019	E	Section of road reserved for service installation.	
172_ROZELLE_RAIL_YARD_CUTTING_2019	E	Section of road easement reserved for service installation.	
173_ROZELLE_RAIL_YARD_CUTTING_2019	NE	Section of road easement reserved for service installation.	
174_ROZELLE_RAIL_YARD_CUTTING_2019	N	Section of road reserved for service installation.	

Image Name	Direction	Details	Thumbnail
175_ROZELLE_RAIL_YARD_CUTTING_2019	W	Sandstone kerbing.	
176_ROZELLE_RAIL_YARD_CUTTING_2019	SE	View of service installation point demarked by traffic cones.	
177_ROZELLE_RAIL_YARD_CUTTING_2019	E	View from the corner Lillyfield Road and Foucart Street.	
178_ROZELLE_RAIL_YARD_CUTTING_2019	NE	View from the corner Lillyfield Road and Foucart Street.	
179_ROZELLE_RAIL_YARD_CUTTING_2019	SW	Section of Lillyfield Road reserved for service installation.	

Image Name	Direction	Details	Thumbnail
180_ROZELLE_RAIL_YARD_CUTTING_2019	E	Section of Lillyfield Road reserved for service installation.	
181_ROZELLE_RAIL_YARD_CUTTING_2019	NE	Sandstone kerbing on Lillyfield Road at the Junction of Lillyfield Road and Foucart Street.	
182_ROZELLE_RAIL_YARD_CUTTING_2019	SE	Vegetation along the easement.	
183_ROZELLE_RAIL_YARD_CUTTING_2019	SE	Section Lillyfield road reserved for service installation.	

## 6. Photographic proof sheets

Former Rozelle Rail Yard Escarpment - Photographic Archival Recording 2019  
Photographer: Ben Calvert



ROZELLE\_RAIL\_YARD\_SCA  
RP\_001\_2019 f/8 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_002\_2019 f/7.1 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_003\_2019 f/6.3 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_004\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_005\_2019 f/5.6 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_006\_2019 f/5.6 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_007\_2019 f/5.6 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_008\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_009\_2019 f/6.3 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_010\_2019 f/5.6 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_011\_2019 f/5 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_012\_2019 f/5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_013\_2019 f/5.6 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_014\_2019 f/4 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_015\_2019 f/5 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_016\_2019 f/5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_017\_2019 f/5.6 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_018\_2019 f/5 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_019\_2019 f/6.3 ISO 100    ROZELLE\_RAIL\_YARD\_SCA  
RP\_020\_2019 f/5.6 ISO 100

1 of 10

Former Rozelle Rail Yard Escarpment - Photographic Archival Recording 2019  
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ROZELLE\_RAIL\_YARD\_SCA RP\_021\_2019 f/5.6 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_022\_2019 f/5.6 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_023\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_024\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA RP\_025\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_026\_2019 f/4.5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_027\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_028\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA RP\_029\_2019 f/5.6 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_030\_2019 f/5.6 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_031\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_032\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA RP\_033\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_034\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_035\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_036\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA RP\_037\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_038\_2019 f/5.6 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_039\_2019 f/5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_040\_2019 f/6.3 ISO 100

Former Rozelle Rail Yard Escarpment - Photographic Archival Recording 2019  
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ROZELLE\_RAIL\_YARD\_SCA  
RP\_041\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_042\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_043\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_044\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_045\_2019 f/4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_046\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_047\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_048\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_049\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_050\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_051\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_052\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_053\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_054\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_055\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_056\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_057\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_058\_2019 f/4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_059\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_060\_2019 f/5 ISO 100

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ROZELLE\_RAIL\_YARD\_SCA  
RP\_061\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_062\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_063\_2019 f/4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_064\_2019 f/5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_065\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_066\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_067\_2019 f/5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_068\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_069\_2019 f/4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_070\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_071\_2019 f/5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_072\_2019 f/4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_073\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_074\_2019 f/5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_075\_2019 f/4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_076\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_077\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_078\_2019 f/5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_079\_2019 f/5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_080\_2019 f/5 ISO 100

Former Rozelle Rail Yard Escarpment - Photographic Archival Recording 2019  
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ROZELLE\_RAIL\_YARD\_SCA RP\_081\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_082\_2019 f4.5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_083\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_084\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA RP\_085\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_086\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_087\_2019 f5.6 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_088\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA RP\_089\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_090\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_091\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_092\_2019 f4 ISO 100



ROZELLE\_RAIL\_YARD\_SCA RP\_093\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_094\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_095\_2019 f4.5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_096\_2019 f7.1 ISO 100



ROZELLE\_RAIL\_YARD\_SCA RP\_097\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_098\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_099\_2019 f5 ISO 100 ROZELLE\_RAIL\_YARD\_SCA RP\_100\_2019 f5 ISO 100

Former Rozelle Rail Yard Escarpment - Photographic Archival Recording 2019  
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ROZELLE\_RAIL\_YARD\_SCA  
RP\_101\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_102\_2019 f5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_103\_2019 f4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_104\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_105\_2019 f4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_106\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_107\_2019 f4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_108\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_109\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_110\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_111\_2019 f4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_112\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_113\_2019 f4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_114\_2019 f4.5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_115\_2019 f5.6 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_116\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_117\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_118\_2019 f6.3 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_119\_2019 f5 ISO 100



ROZELLE\_RAIL\_YARD\_SCA  
RP\_120\_2019 f5 ISO 100

Former Rozelle Rail Yard Escarpment - Photographic Archival Recording 2019  
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Former Rozelle Rail Yard Escarpment - Photographic Archival Recording 2019  
Photographer: Ben Calvert



ROZELLE RAIL YARD\_SCA  
RP\_141\_2019 f/5 ISO 100



ROZELLE RAIL YARD\_SCA  
RP\_142\_2019 f/5 ISO 100



ROZELLE RAIL YARD\_SCA  
RP\_143\_2019 f/8 ISO 100



ROZELLE RAIL YARD\_SCA  
RP\_144\_2019 f/9 ISO 100



ROZELLE RAIL YARD\_SCA  
RP\_145\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_146\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_147\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_148\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_149\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_150\_2019 f/5 ISO 100



ROZELLE RAIL YARD\_SCA  
RP\_151\_2019 f/5 ISO 100



ROZELLE RAIL YARD\_SCA  
RP\_152\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_153\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_154\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_155\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_156\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_157\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_158\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_159\_2019 f/9 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_160\_2019 f/9 ISO 10000

Former Rozelle Rail Yard Escarpment - Photographic Archival Recording 2019  
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ROZELLE RAIL YARD\_SCA  
RP\_161\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_162\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_163\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_164\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_165\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_166\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_167\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_168\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_169\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_170\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_171\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_172\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_173\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_174\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_175\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_176\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_177\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_178\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_179\_2019 f/8 ISO 10000



ROZELLE RAIL YARD\_SCA  
RP\_180\_2019 f/8 ISO 10000

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ROZELLE\_RAIL\_YARD\_SCA  
RP\_181\_2019 f/8 ISO 10000



ROZELLE\_RAIL\_YARD\_SCA  
RP\_182\_2019 f/8 ISO 10000



ROZELLE\_RAIL\_YARD\_SCA  
RP\_183\_2019 f/8 ISO 10000

## 7. Photographic direction plans





Key:  
 Cardinal direction  
 Non-cardinal direction

## FORMER RAIL YARD SANDSTONE CUTTING, ROZELLE

Type: Direction Plan  
 Date: August 2019  
 Scale: Not to scale  
 Source: Nearmap

## 8. Salvage Strategy

As part of the WestConnex M4-M5 Rozelle Interchange works, the former Rozelle Rail Yard sandstone cutting has been identified as a potential heritage item. This item will be subject to scaling (loose rock removal), vegetation removal, temporary walkway installation and temporary service installation. Collectively, these works will have a superficial impact to the condition of the sandstone cutting as, though the cutting will undergo physical alteration, the sense of scale, mass and function of the cutting will remain intact.

On the 5<sup>th</sup> of July 2019, Ben Calvert (Extent Heritage) inspected the former Rozelle Rail Yard sandstone cutting. During the inspection it was noted that there were no elements of the rock face planned for removed which could be salvaged or reused in any meaningful way. Further, at the time of inspection there was no identifiable geological significance to the rock face.

As uncut sandstone debris will be the only substantive material removed from the cutting, a salvage strategy cannot be implemented for this work. By definition, this fabric does not qualify as historic *building* material and cannot be re-used for the repair of heritage structures. Further, due to the nature of the works, it cannot be reused either within the site as an interpretive element (via incorporation into the Urban Design Plan) or donated to the local area for community enhancement.

## 9. References

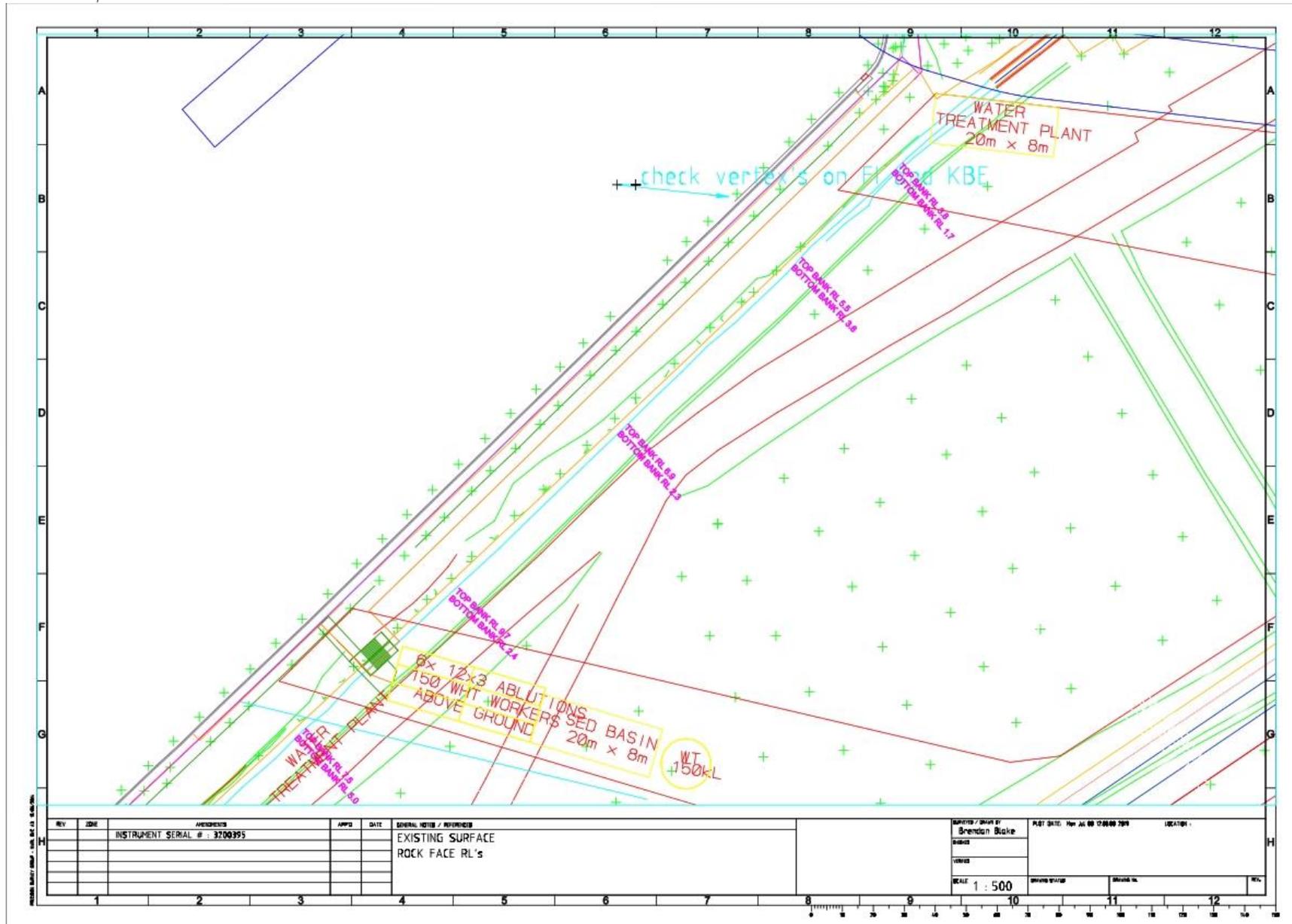
Australia ICOMOS. 2013. *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*. Burwood, Vic.: Australia ICOMOS.

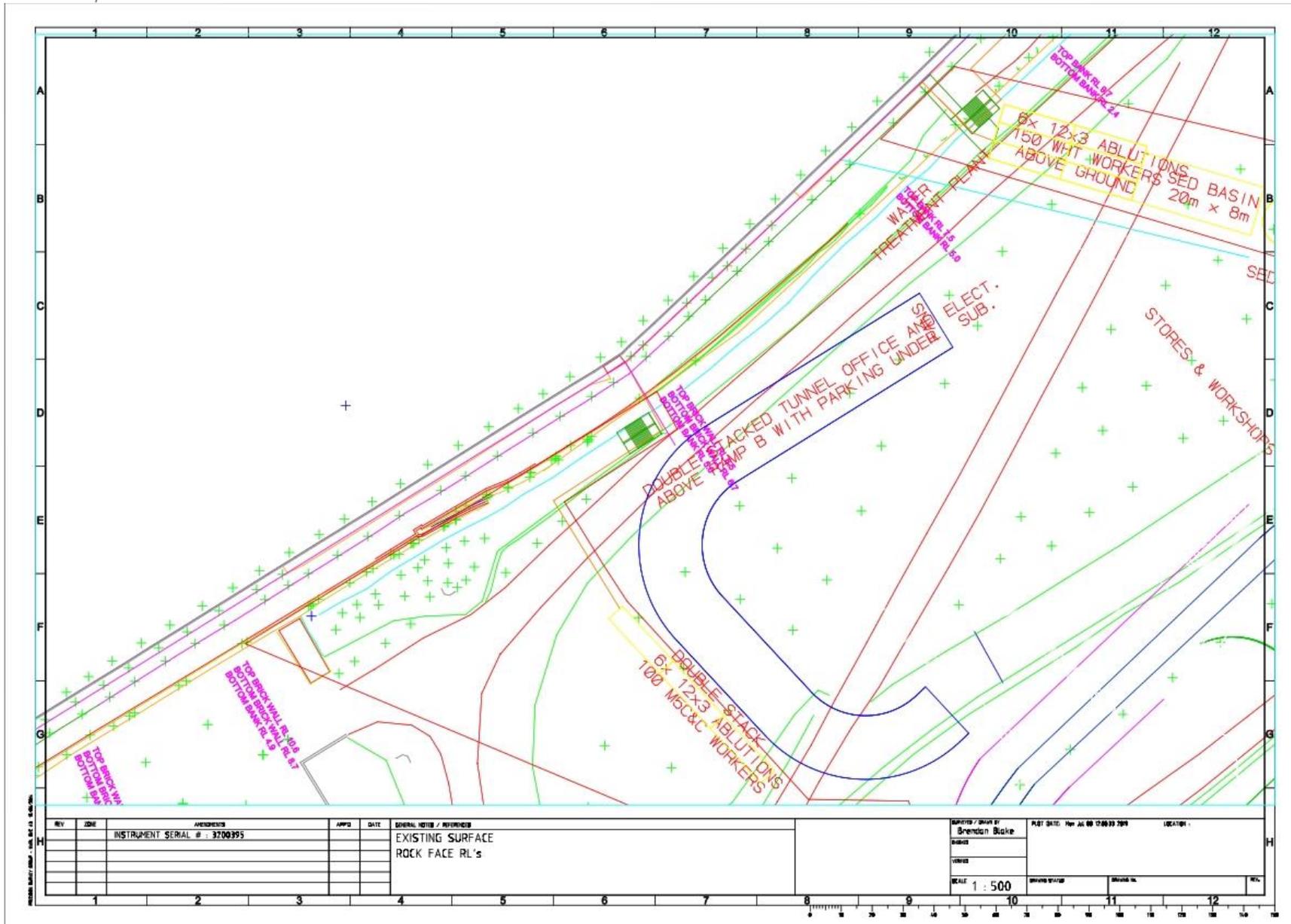
GML Heritage Pty Ltd. 2017. *WestConnex – M4-M5 Link Technical working paper: Non-Aboriginal heritage Vol 1*. Sydney. Roads and Maritime Services.

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

## Appendix A: Former Rozelle Rail Yard Survey

The following survey data has been provided by John Holland CPB Joint Venture. These maps have been arranged north to south and detail the length of the former Rozelle Rail Yard sandstone cutting, noting RL heights at regular intervals. RLs have been provided for the base and the ledge of the cutting as well as for various materials changes, such as brick and stone wall transitions.





# EXTENT

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