

# STATEMENT OF HERITAGE IMPACT

## NEWCASTLE JOCKEY CLUB PROPOSED NEW STABLE COMPLEX 100 DARLING STREET BROADMEADOW NSW 2292



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## 1. INTRODUCTION

EJE Heritage has been requested to provide a Heritage Assessment and subsequent Heritage Impact Statement for the proposed provision of seven new double storey stable blocks, six new 'walkers', new Maintenance, Equipment, and Storage sheds, new driveways and car parking all located at the southwest corner of the existing Broadmeadow Racecourse site. Construction of the new structures will involve the removal of existing stables, horse exercise pool, and storeroom building.

The initial section of the report places the site within an historical context, and examines the physical condition and context of the current buildings upon the site. With the history and physical condition and context of the building understood, a heritage assessment of the site can be completed using the NSW Heritage Branch guidelines encompassing the Australia ICOMOS Burra Charter 2013 heritage values: historical significance; aesthetic significance; scientific significance; and social significance.

The Statement of Heritage Impact that follows examines the proposed works, identifying any impacts which the proposal might have on the significance of the heritage items, and any measures which should be taken to mitigate any negative impacts, if these are in fact identified.

The Historical Context section of this report was prepared by Stephen Batey. This Statement of Heritage Impact was prepared by EJE Heritage. The project team consisted of:

- Barney Collins – (Director), Conservation Architect.
- Stephen Batey – Architect

Unless otherwise acknowledged, photographic images are by EJE Heritage.

### 1.1 METHODOLOGY

This report has been undertaken in accordance with the NSW Heritage Office publications, Assessing Heritage Significance and Statements of Heritage Impact, together with the Australia ICOMOS, The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013.<sup>1</sup>

### 1.2 CONSTRAINTS AND LIMITATIONS

EJE is not qualified to offer structural opinions. This report is not intended to convey any opinion as to the structural adequacy or integrity of the structure, nor should it in any way be construed as so doing. Similarly, the author's observations are limited to the fabric only: he does not comment on the capacity, adequacy, or statutory compliance of any building services.

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<sup>1</sup> Burwood: Australia ICOMOS, 2013.

### 1.3 HERITAGE LISTINGS

The majority of the site and buildings are listed as a Heritage Item of Local significance in Newcastle Local Environmental Plan 2015, Schedule 5 Part 1, as hereunder:

Suburb	Item	Address	Description	Significance	Item No.
Broadmeadow	Broadmeadow Racetrack site	100 Darling Street	Lot 13, DP 227704	Local	I48

The subject site is not within a Heritage Conservation Area.



Figure 1: Extract from Newcastle LEP 2012 Heritage Map 5900\_COM\_HER\_004C\_010\_20170504. Outline / curtilage of the Broadmeadow Racecourse shown at the centre.

It needs to be noted that the Southeast and Southwest corners of the site are not included within the heritage curtilage. The Rumpus Room Child Care Centre, the former tram line alignment and a number of stables along Beaumont Street are not located within the curtilage.

The subject site is in proximity to further Heritage Items of Local significance, as hereunder:

Suburb	Item	Address	Description	Significance	Item No.
Adamstown	Adamstown Park	504–506 Glebe Road	Lot 391, Lots 1779–1782, Lots 1969–1977, Part Lot 3156 and Lot 3174, DP 755247; Lot 7029, DP 1052825; Lot 7027, DP 1052831; Lot 7028, DP 1052826; Lot 7310, DP 1144733	Local	I9
Broadmeadow	Fig trees in median strip	Dumaresq Street		Local	I50
Hamilton	Date palms	Chaucer Street		Local	I119

#### 1.4 SITE IDENTIFICATION

The site is identified as 100 Darling Street Broadmeadow; it is located within the Newcastle Local Government Area. The real property description is: Lot 13, DP 227704. The site is zoned RE2 Private Recreation.

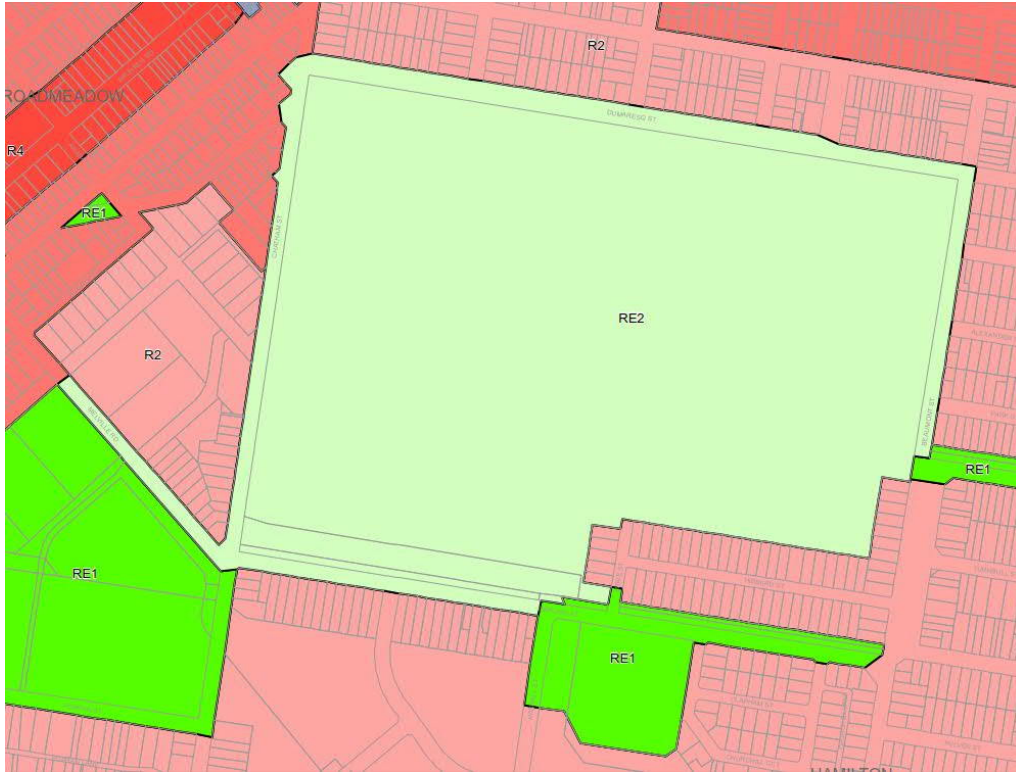


Figure 2: Extract from Newcastle LEP 2012 Zoning Map 5900\_COM\_LZN\_004C\_010\_20150806. Broadmeadow Racecourse site shown at centre.

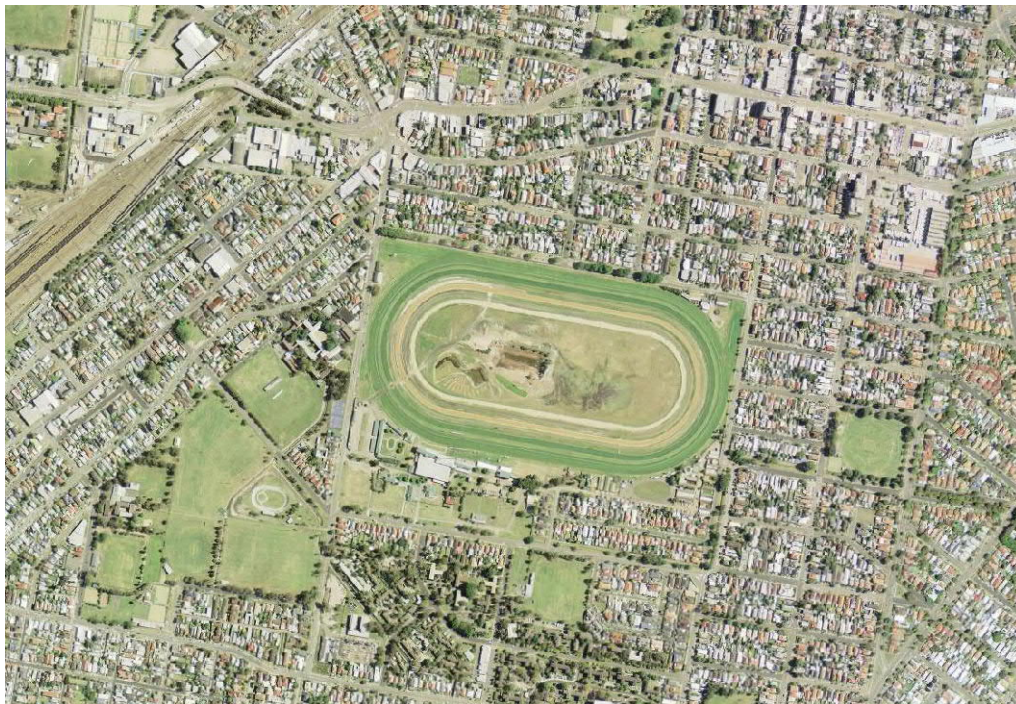


Figure 3: Aerial Photo with Broadmeadow racecourse shown at the centre. SIX Maps



Figure 4: Aerial photo, closer view. The track of course takes up the majority of the site. The spectator stands with their facilities and all the Admin buildings are located at the Southwest corner. Stables and training areas are located at the Northeast, Southeast and Southwest corners. The former Admin building is located near the Northwest corner. A residential subdivision has removed a large section of the southeast corner of an otherwise rectangular site. The heritage curtilage of the Broadmeadow Racetrack Item is outlined in orange. Please note that the Rumpus Room Child Care Centre, the former Tram Line and a number of stables along Beaumont Street are outside the curtilage boundary. SIX Maps

## 2. HISTORICAL CONTEXT

### 2.1 Pre Colonial Inhabitation

Very little is known about the Aboriginal significance of the area in and around the site of the Broadmeadow Racecourse. Cameron's Hill<sup>2</sup> located just north of the site, being flood-free would have been a suitable camping place for hunting parties and the like, and may have enjoyed some sacred or traditional importance. During the 1970s an old inhabitant of Hamilton suggested that the hill was indeed a significant place, even as late as the 1880s and early 1890s:

But most of all imprinted on his juvenile mind was the intermittent visit of up to half a dozen aborigines from Swansea who would move to a spot near the crest and then start throwing boomerangs down to where Gregson Park is.<sup>3</sup>

Colonial inhabitants discovered in the 1820s that the flat area around Cameron's Hill known as the Wallaby (or Walloby, or even Wallabee) Ground, or Wallaby Flat was good hunting ground. It was first used by the army Officers of the Newcastle penal settlement,<sup>4</sup> and later for the limited number of free persons who had settled at Newcastle. Had it been hunting ground for the local Awabakal or Worimi people is not known to have been recorded.

### 2.2 The AA Company

The Australian Agricultural Company, known to most people as the A.A. Company, began in London in 1824. Many of its founders were also Members of Parliament. Others were directors of the Bank of England or of the powerful East India Company. The Company was granted a million acres of land in New South Wales, including 2,000 acres of coal land near Newcastle. Here, in 1831, the Company opened its first mine, the 'A' Pit, served by the first railway in Australia. For years the citizens of Newcastle told the time by the ringing of the bell at the 'A' Pit.

New mines were then sunk at Cook's Hill, The B Pit, C Pit and confusingly named Sea Pit were sunk progressively further south from the wharves through the area now known as Cook's Hill. Loaded tramway wagons being run down to the wharf by gravity while the empty ones were pulled back to the pits by horses. These initial rail delivery systems were eventually replaced with steam powered engines.

In many ways the Company was good for Newcastle. Although it at first used mainly convict labour, it was later forced to employ free workers, many of whom it brought from the United Kingdom and elsewhere. It also attracted attention to Newcastle coal and opened up export markets.

Through its mines, railways, workshops and offices the Company gave employment to hundreds of men; it also helped to pay for schools and even churches at Cook's Hill and Pit Town (Hamilton). Without the Company, Newcastle would not have grown as quickly as it did.

The geology of the Yard and Nobbys coal seams being worked from the Cooks Hill pits were so uncertain as to make these collieries difficult and sometimes dangerous to work. These so

<sup>2</sup> Cameron's Hill was named after James Cameron who was the Hotelier of the nearby Queen's Arms. Before it was given the name Cameron's Hill, the rise in the land at this point was previously known as first the Borehole Hill, perhaps after the Borehole Mine, then Winship's Hill after James Barron Winship, a mine manager for the A.A. Company. Hidden Hamilton. <http://hiddenhamilton.blogspot.com/2014/10/the-queens-arms-on-camerons-hill.html>

<sup>3</sup> Newcastle Sun, 28 March 1975.

<sup>4</sup> See Cynthia Hunter, The 1827 Newcastle Notebook and Letters of Lieutenant William S. Coke H.M. 39<sup>th</sup> Regiment. Raymond Terrace: Hunter House Publications, 1997, p. 73; see also 'Newcastle', Sydney Gazette and New South Wales Advertiser, 29 October 1829, p. 2.

vexed the Company's Colliery Department that in the late 1840s an exploring party was assembled under the colliery Overman (or Overseer), Alexander Brown, generally called 'Big' Brown because of his size and demeanour, to locate a site for more viable mining operations.

In 1848, Brown and his party made their way through the waterlogged tea-tree scrub beyond which was thick bush called the Forest Country towards the very western edge of the A.A. Company's domain.<sup>5</sup> Their test bores proved the existence of the thick and rich seam of workable coal<sup>6</sup> that became known as the 'New' seam or 'Company's seam'. A new pit, called the 'D' Pit was sunk at the location of Cameron's Hill which elevated it above the surrounding flat, low-lying and swampy land making it a dry and protected location for the pit entrance. The A.A. Company extracted coal from this pit until approximately 1863-4.

Later pits sunk by the A.A. Company in the vicinity of the current Racecourse included:

- 'E' Pit located 600 yards west of the 'D' Pit (near the northeast corner of the Racecourse) commenced 1853 and closed?
- 'G' Pit located on the flat immediately west of the 'D' Pit<sup>7</sup> commenced 1861 closed?
- 'H' Pit or Hamilton Pit located at the far south of the A.A. Company land near Glebe Road commenced in the mid 1870s met with disaster on the 22<sup>nd</sup> of June 1889 when 11 men and boys were killed in a roof collapse. The 'H' Pit was closed after the bodies of the deceased had been recovered.
- Borehole No. 2 located adjacent to Beaumont Street at the eastern extremity of the current Racecourse commenced approximately 1861 and closed in 1901.



Figure 5. A Ralph Snowball photograph showing Hamilton and surrounds from Glebe Hill, near A.A. Company 'H' Pit / Glebe Road. The rough thoroughfare in the centre is the approximate line of today's Beaumont Street. The present location of the Broadmeadow Racecourse is in the centre left of the image University of Newcastle Cultural Collections

<sup>5</sup> Chatham Street which forms the western boundary of the Broadmeadow Racecourse follows the boundary line between the A.A. Company landholding and the Former Newcastle Pasturage Reserve from which Broadmeadow derives its name. The corner of Chatham Street and Glebe Road defines the southern extents of these two properties.

<sup>6</sup> King to Engstrom, 9 Sep 1848, A.A. Co. Despatches.

<sup>7</sup> J. Gregson, Australian Agricultural Company, pp. 225, 227.

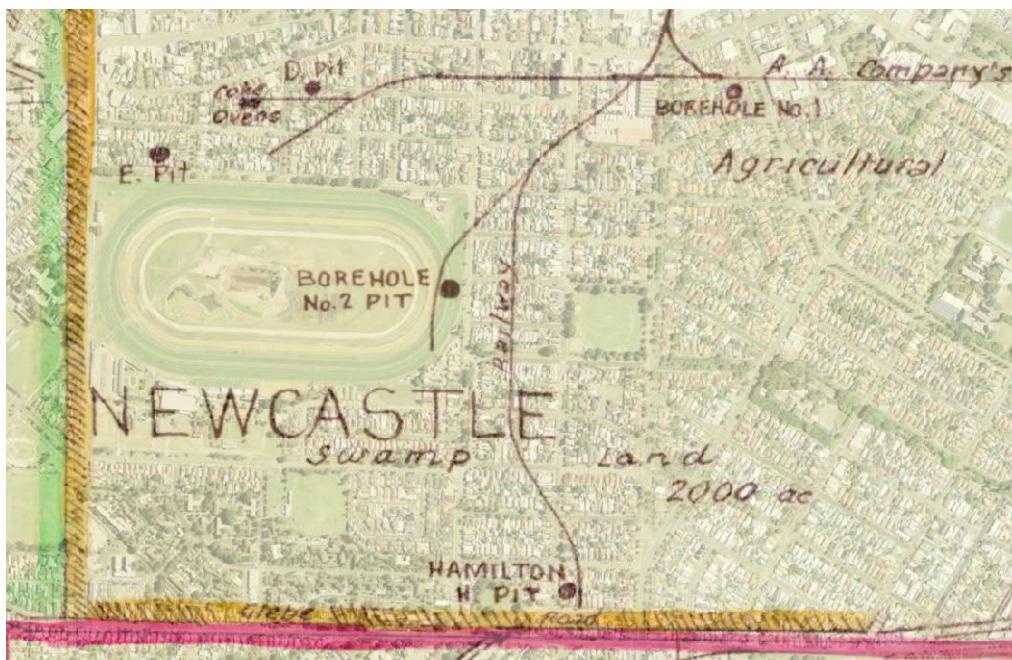


Figure 6: Overlay of a recent aerial photo (SIX Maps) and a map of some of the original coal company's lands, workings and railways, compiled by A.P. Pulver of the University of Newcastle in 1976. (University of Newcastle Cultural Collections).

### 2.3 The Broadmeadow Racecourse and the Newcastle Jockey Club

Informal races and race tracks existed in Newcastle as far back as at least 1840. The first recorded informal races were run along a bush track between the smelting works at Broadmeadow and a site at Hamilton which became the junction of the Sydney Rail Line. Soon after this races were run along Lake Macquarie Road (Now Darby Street) from near St John's Church to Queen Street.<sup>8</sup>

During these early years, public interest in the sport grew and a group of locals led by James Hannell gradually brought some organisation to the proceedings. By 1848 a formal track was defined at Merewether starting near Mr Merewether's own residence 'Hillcrest' and finishing near the hotel which became known as the Racecourse Inn.<sup>9</sup> This track remained in use until 1856 when another course was favoured extending from the northern end of Beaumont Street to the Tighes Hill Bridge, and a second track from Tighes Hill to the Iron Horse Hotel.<sup>10</sup>

In 1863 James Hannell and his group managed to secure the lease of a large plot of land belonging to the A.A. Company south of its railway and near the Castlemaine Brewery. This provided the stimulus for the creation of the Newcastle Racing Club which later became the Newcastle Jockey Club.<sup>11</sup> The initial term of the lease was for seven years, though the Club eventually used the land for over six times that long. The site was cleared, grass was planted, fences were erected, and the first race on the track was held on the 5<sup>th</sup> of October 1865.<sup>12</sup>

Buildings were added to the facility from approximately 1872 commencing with a Grandstand (extended 1875), luncheon room and private rooms for ladies.<sup>13</sup>

<sup>8</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P03

<sup>9</sup> Ibid.

<sup>10</sup> Ibid

<sup>11</sup> Ibid p04

<sup>12</sup> Ibid

<sup>13</sup> Ibid p05

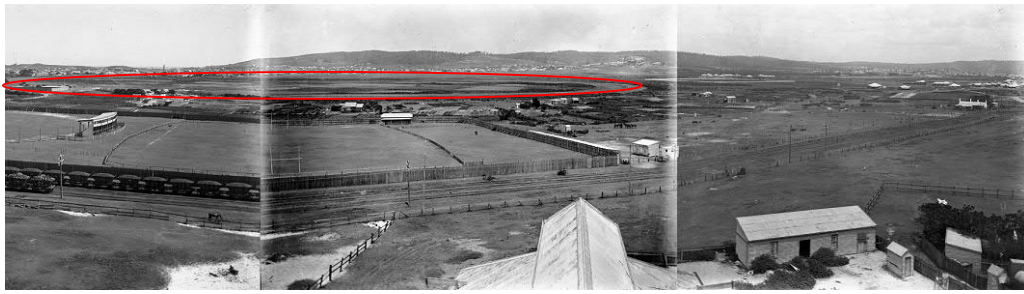


Figure 7: Compilation of three in a panorama series of photos circa 1910. The location of the original Racecourse on land leased from the A.A Company is approximated in red outline. The new permanent course is just visible to the upper right of the image.

The A.A Company, who remained as owners of the Racecourse land demanded as one of the conditions of the lease that they still be able to access the site to bore for coal. The Jockey Club were therefore constantly reminded that their tenure of the land was only temporary. For the rest of the 19<sup>th</sup> Century, the A.A. Company contented themselves with coal excavation from their pits east and west of the Racecourse. A New Grandstand was erected at the Racecourse at the end of 1899. The Newcastle Jockey Club in 1900 however created a fund for the purchase of permanent land upon which to locate their operations.<sup>14</sup>

In September 1901, at their monthly meeting, the Committee of the Newcastle Jockey Club were presented with the possibility of purchasing 95 acres near Adamstown on the Wallaby Flat. This opportunity, which coincided with the closing of the Borehole No. 2 Pit is likely no coincidence. It is presumed that the A.A. Company which had been extracting from the land here for just over fifty years had exhausted the seam and that the Newcastle Jockey Club had been tipped off to the fact. The price asked for the land was £100 per acre for a total cost of £9588.<sup>15</sup> This was a very generous offer from the A.A. Company as before the formation of the course, an independent valuer had apparently had estimated the land to be worth double that figure.<sup>16</sup> New articles of association for the club were drawn up and they included the intent to purchase the land.

By November 1901 the purchase had been made and work had begun on the site to drain it and establish the course. Establishment works progressed for six and a half years. The committee had estimated in 1901 that approximately £4,500 would be needed to undertake the works including relocating buildings from the existing course.<sup>17</sup> In the end about 66,000 cubic feet of earth had to be moved to level and firm the course.<sup>18</sup> An entirely new grandstand, designed by Keogh and Austin was erected by J. Frogley at the course in 1906 along with a judges box, committee stand, steward's stand, Leger stand with turnstiles and horse stalls.<sup>19</sup> In early 1907, the grandstand from the original course was pulled down and re-erected at the new course.

<sup>14</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P06

<sup>15</sup> Article, Maitland Mercury 14<sup>th</sup> September 1901 p15

<sup>16</sup> Article 'Broadmeadow Racecourse Has Its Fiftieth Birthday Tomorrow' Newcastle Sun 27<sup>th</sup> April 1957

<sup>17</sup> Article, Maitland Mercury 14<sup>th</sup> September 1901 p15

<sup>18</sup> Article 'Broadmeadow Racecourse Has Its Fiftieth Birthday Tomorrow' Newcastle Sun 27<sup>th</sup> April 1957

<sup>19</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P07

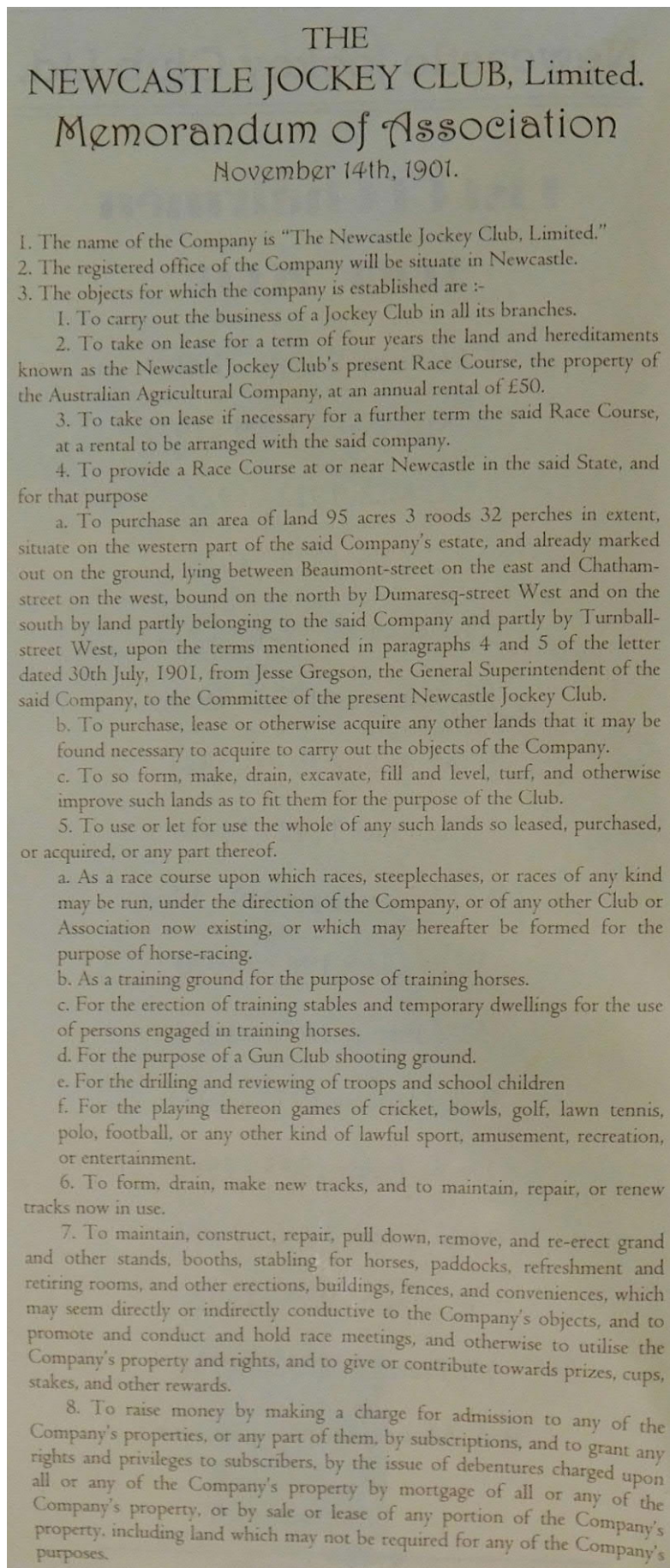


Figure 8: A reproduction of the 1901 Articles and objectives of the Newcastle Jockey Club. NJC History Room



Figure 9: Broadmeadow Racecourse in 1907. The Leger stand is in the foreground. Behind it is the stand which was relocated from the earlier racecourse. This earlier stand was eventually replaced but the date at which this occurred is unclear. Newcastle Region Library Snowball Collection

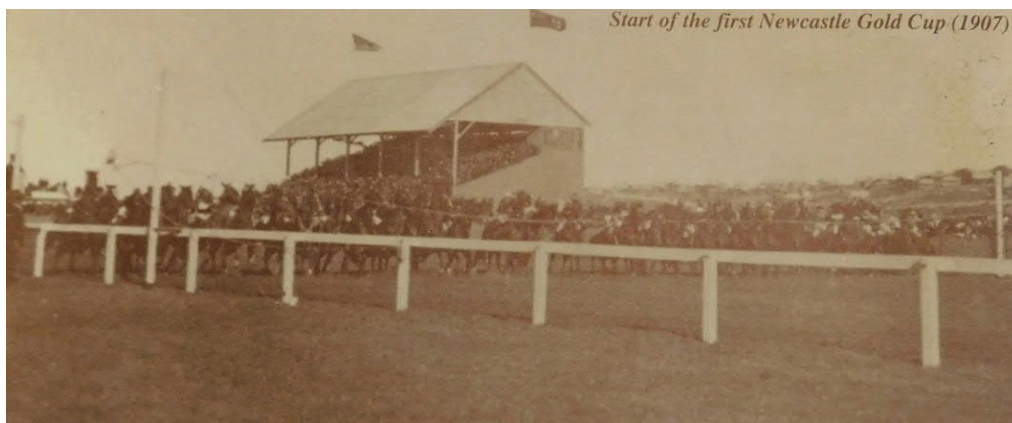


Figure 10: Again in 1907. The Leger stand in the centre. The site for the totalisator building is vacant to the right and rear of the Leger Stand. NJC History Room

The opening of the Racecourse on the new site occurred in April 1907 and attracted 10,000 spectators who travelled from as far away as Sydney.<sup>20</sup> The tram service from Adamstown Junction (Nine Ways) was in place for the opening<sup>21</sup> and the tram soon became a popular way to travel to the races.

The popularity of the races themselves increased over the next decade inviting upgrades to the site such as the enlargement of the Leger Stand in 1908 and then again 1913. A refreshment room was designed by Pitt & Merewether in 1916 in a federation style and constructed south of the stands. It is now known as the Restaurant.

<sup>20</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P08

<sup>21</sup> 100 Years of Government Trams and Buses in Newcastle – Urban Transit Authority July 1987



Figure 11: Circa 1912 Panorama. Several structures are visible at the Racecourse site. Starting from the left, a small structure, the caretaker's cottage, another dwelling or shed size structure, the Leger Stand, the Stand from the former Racecourse, a two storey building (Judges' Box / Committee Stand, Stewards' Stand), extensive stables. The fencing around the track is also very clearly in place.

The introduction of the Totalisator Act in NSW in 1916 made it compulsory for all premier racetracks in the state to install a central totalisator machine.<sup>22</sup> A deadline of the first race meeting after March 1917 was set for these machines to be operational in all such racetracks.<sup>23</sup> Newcastle Jockey Club applied for an extension to the deadline as they were clearly not ready, and considered installing a temporary machine, but ended up having to pay the fine for a number of months before their totalisator was fully operational.

WL Porter's plans for the Totaliser Building were for a brick building in a 'Post-Federation' influence he was developing in the early days of his practice.<sup>24</sup> It was to be 200 feet long and 20 feet wide, with 30 paying-in and 30 paying-out windows and topped with slate roofing.<sup>25</sup> It was also agreed that the brick flooring (c1910) would be continued between the paddock and the Leger stand to the front of the new building.<sup>26</sup>

The totalisator machine was finally tested and operational for its first Race Meeting on the 16<sup>th</sup> of March 1918 nearly a year after the deadline given in the Totalisator Act legislation.

The totalisator was only used for its original purpose for approximately twenty years. Its distance from the track and position behind the stands made it difficult to read the board on its main facade. The totalisator was augmented with the Semaphore building circa the 1920s to relay the tote information to a position where it would be more visible. It was made redundant however in the late 1930s when the betting windows were transferred into redundant tram cars located in multiple positions around the site.

<sup>22</sup> Article: 'The Totalisator' Newcastle Morning Herald 30<sup>th</sup> December 1916 p10.

<sup>23</sup> Article: Newcastle Morning Herald 28th July 1917

<sup>24</sup> Reedman p187

<sup>25</sup> Article: Newcastle Morning Herald 12th June 1917 p03

<sup>26</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P12



Figure 12: Advertisement from the Newcastle Morning Herald, Friday 15th of March 1918 page 8 heralding the impending race meet and the totalisator being in operation.

## 2.4 Subsequent Development of the Site

A new Members' Stand for the racetrack was designed by Pitt & Merewether and constructed in 1921 by Master Builders C. Davis & Son. This option for a new stand was preferred over the possibility of adding an extra storey to the existing stand.<sup>27</sup> The journal 'Building' published an article describing the new stand and the construction of its main decks in Reinforced Concrete. The article stated:

'a grandstand in reinforced concrete... we understand, is the first one to be completed in Australia.'<sup>28</sup>

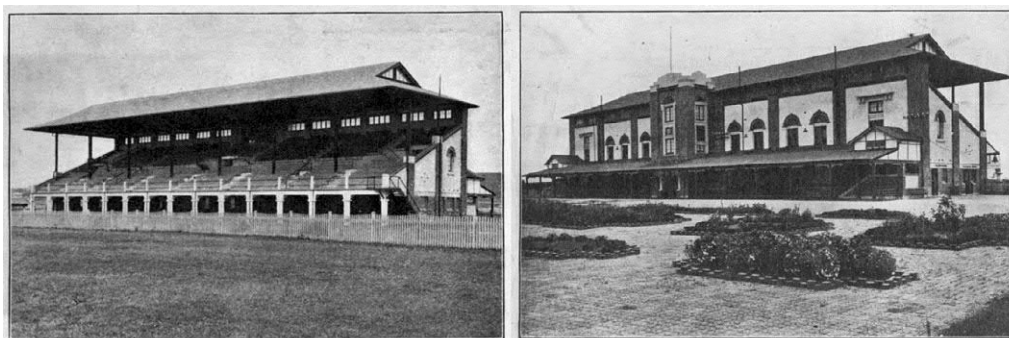


Figure 13: 1921 Members' Stand newly completed. Newcastle Region Library E.R. Pitt Press Cuttings book

<sup>27</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P13

<sup>28</sup> Article: The Official Stand, Newcastle Racecourse. 'Building' Journal 12<sup>th</sup> October 1921 p101-3

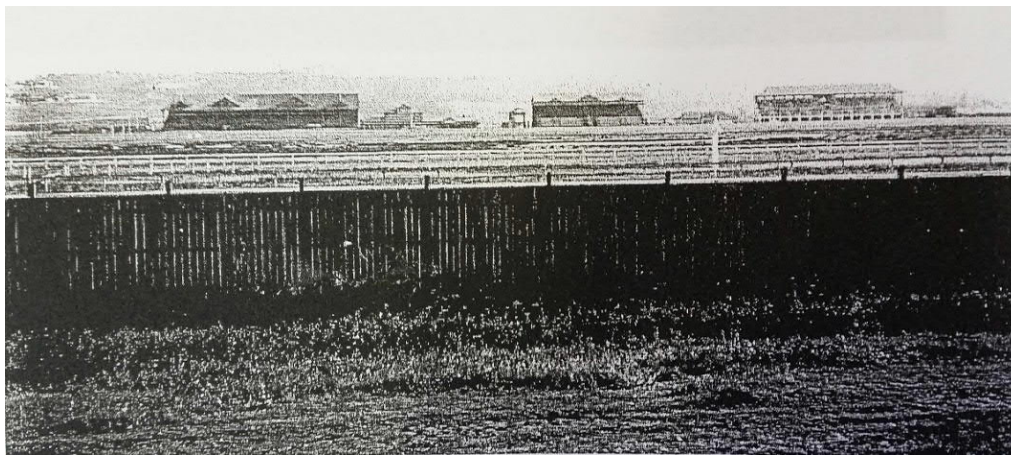


Figure 14: View of the Course circa the late 1920s. Buildings from Left to right are, the Leger stand, totalisator building (1917), semaphore, public grandstand (1906), and the Members' stand (1921). Goold Collection Newcastle Region Library

On the 5<sup>th</sup> of February 1930, a large fire occurred in the Ledger Stand. The western section of the stand was destroyed to the point of collapse while spot fires erupted through the rest of the structure and embers threatened other buildings on the site.<sup>29</sup> The western end of the Leger Stand was of course unsalvageable, but the eastern portion appears to have survived the incident and was used until its ultimate demolition in the 1960s.

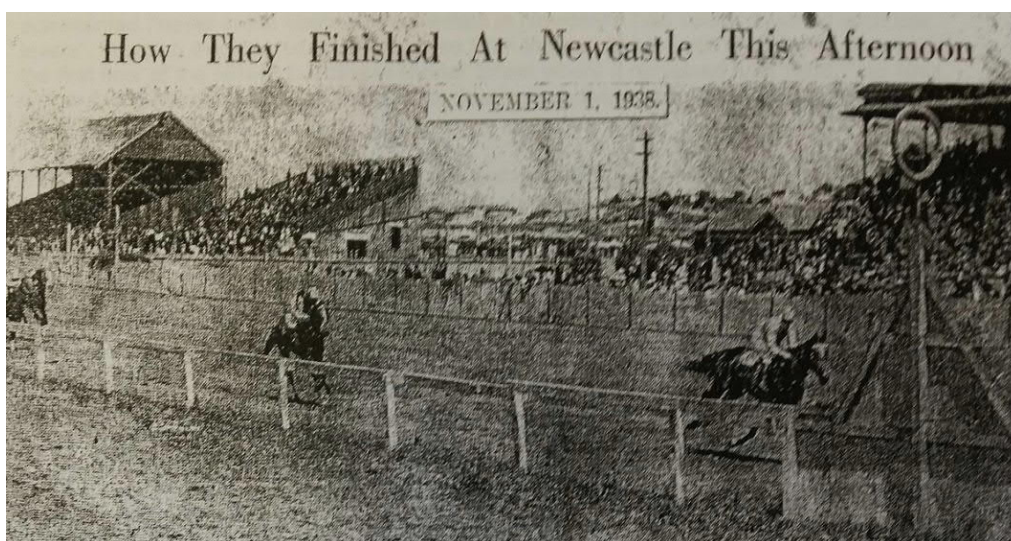


Figure 15: Image from the finishing line on November 1st 1938. The Leger stand was partially destroyed by fire in 1930. This image shows the remains of the Leger stand (with no roof) the replacement Leger stand just beyond it which was paid for with the insurance funds, and the eastern end of the Totalisator building is just visible at the right of centre. NJC History Room

## 2.5 Diversification of use at the Racecourse

The Racecourse currently contains two Child Care facilities which diversify its use and bring occupants to the site during the week when it would otherwise be quiet. A diversification of use was first introduced in 1935 when a nine-hole golf course was constructed in the centre of the track and accessed from Chatham Street.

<sup>29</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P17

The Newcastle Jockey Club operated out of offices in the NRMA building in the Newcastle Town Centre until 1957 when they relocated to the track in a new single storey office building on Chatham Street. The office building was extended at least once before new the offices were designed and built in 2002. The former offices were converted into a Child Care Centre in 2014.

Later uses of note were the Bowling Greens on the Darling Street side. In the first instance (1960), a Bowling Green was constructed and the club facilities / change room were located in the western end of the defunct Tote building. Soon after this, a dedicated Bowling Club building and a second green were constructed and opened in 1962. It is this Bowling Club building and the greens which were converted to a Child Care Centre in 2013.



Figure 16: Photo of Bookies gathered near Darling Street. It is late in the afternoon on December 16th 1944. Note long shadows. Note extensive brick paving. Note Trams lined up in siding just outside the gates. The houses beyond are on the southern side of Darling Street. Ken Magor Collection



Figure 17: Close up of the above photograph showing the old gatehouse, amenities and turnstiles to access the Leger Stand. Note the square plan and hipped roof forms of the small ticketing booths. All have been removed. Ken Magor Collection



Figure 18: The tram running along Chatham Street in January 1950. Note the tracks, kerb and gutters, the power poles and the substantial paling fence. Ken Magor Collection

## 2.6 Stables, Horse Boxes and Day Stalls

Structures for the short and longer term accommodation of horses have of course always been a part of the site at the racecourse. The first examples were constructed circa 1906 with more added in 1921, the 1940s and the 1960s.

New legislation in the late 1970s determined that all of the timber framed stables, horse boxes and day stalls no longer complied and all of the existing structures on site were either substantially or completely replaced between 1978 and 1986.<sup>30</sup> The structures from this era are immediately identifiable by their concrete block walls and corrugated profile metal roofs.

Additional structures for the same purpose were added in 1988 and 1991-2. The earthquake of 1989 caused the rupture of a substantial number of water pipes at the racecourse facility resulting in serious damage to some of the stables. The new stables of 1991-2 may have been to replace damaged structures.

An outdoor racehorse exercise pool along with a small skillion roof structure was constructed in 1992. The pool is an oval shaped channel with a solid island in the centre around which a racehorse may swim in circles around the centre 'island' on a halter.

<sup>30</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P22-3



Figure 19: Aerial photo of Racecourse. It is credited as 2013 but must actually be before 1992 as the stands are still roofed in asbestos and the Racehorse Exercise Pool has not yet been constructed. University of Newcastle Special Collections

## 2.7 Contemporary development of the site

Signs of the Broadmeadow Racecourse stepping out of history and into the Space-Age began in the early 1970s with the construction of the Betting Ring Enclosure. This structural marvel, attached to the rear of the Members' Stand and designed by Thelander, Deamer, McKenzie and Hilliard appeared to 'float on air' because of the fine space-frame of aluminium hubs and spokes<sup>31</sup> which was employed rather than the traditional heavy beams and purlins. The large structure enclosed a space of 180ft by 117ft and provided all-weather protection for punters to place their bets and collect their winnings. At its opening on Boxing Day 1972, the roof was put into use protecting the visitors from a steady rain through the afternoon.<sup>32</sup>

Building on the technological advance of the Betting Ring structure was the computerised totalisator system which was introduced in 1976. The computer system was able to cover events at Broadmeadow and Beaumont Park horse racing as well as other race, trot and dog meetings in the Newcastle area.<sup>33</sup> It was extended only two years later<sup>34</sup> to accommodate the intercity totalisator which could allow visitors to the track to place bets on races in Sydney.

Located between the Members' Stand and the Grandstand, and also attached to the Betting Ring Enclosure, the NJC centre was designed and constructed in 1985. This substantial concrete and glass building contained club rooms, committee room, a restaurant and numerous other facilities. The construction of this building was assisted by a \$2.5 million interest free loan from the Racecourse Development Fund.<sup>35</sup> This vicinity of the site was upgraded again in a major refurbishment circa 2004.<sup>36</sup>

<sup>31</sup> Article: Huge "Floating" Roof – Newcastle Sun 15<sup>th</sup> September 1972

<sup>32</sup> Article: Shelter Proves Worth – Newcastle Morning Herald 27<sup>th</sup> December 1972.

<sup>33</sup> Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact – NSW Dept of Commerce. P22

<sup>34</sup> *ibid*

<sup>35</sup> *Ibid* p23

<sup>36</sup> *Ibid* p39 and appended drawings

### 3. PHYSICAL CONDITION AND CONTEXT

#### 3.1 THE SITE

The site covers an area of nearly 48 hectares of substantially flat land south of Hamilton and Southwest of Broadmeadow station. The land was built up above swamp level to form the Racecourse at the beginning of the 20<sup>th</sup> century and has been used for this purpose since that time. Several buildings directly associated with the Racecourse and the Jockey Club have been constructed on the site as well as all the fencing and areas of landscaping.

#### 3.2 BUILDINGS IDENTIFIED ON SITE

The following date stamped list of structures and landscaping elements has been compiled from a number of sources including the written document Newcastle Jockey Club - Heritage Assessment and Statement of Heritage Impact prepared by the NSW Dept of Commerce, historic aerial photos from The University of Newcastle Special Collections and Google Earth, and a query on the Application Tracker at The City of Newcastle.

##### 3.2.1 Pre 1906

Timber cottage on Turnbull Street (16 Lowe Street?) Caretaker's residence?

##### 3.2.2 1906 First Racecourse Buildings:

Grandstand: designed by Keogh and Austin was erected by J. Frogley  
Judges Box,  
Committee Stand,  
Steward's Stand,  
Leger stand with turnstiles and  
Horse Stalls

##### 3.2.3 1907 to 1909:

1907 Grandstand relocated from the original course to new course (later demolished)  
1908 Jockey's and Trainer's Stand  
Brick Casualty Room  
Leger Stand enlargement

##### 3.2.4 1910 to 1919

1910 Brick Floor to Leger stand  
1913 Further extensions to Leger Stand  
1916 Tea Rooms / Restaurant designed by Pitt & Merewether, constructed by J. Anderson  
1917-18 Totalisator Building designed by W.L. Porter, constructed by A.E. Young

##### 3.2.5 1920 to 1929

1920 Scratching Room near the end of the Tote building to serve paddock and Leger  
1921 Members' Stand Pitt & Merewether  
Additional residence near the caretaker's residence (demolished after earthquake)  
20 Horse boxes, 2 feed rooms & lavatories  
1923 Extension to south wall of Grandstand to provide shelter in bad weather  
c1920s Semaphore constructed to relay tote information to public  
Late 1920s Little Pump room on Dumaresq Street opposite Chaucer St

### 3.2.6 1930 to 1939

- 1930 Leger Stand fire. Entire western end was destroyed and demolished. Eastern end may have been saved (but was later demolished in 1960)
- 1935 9 hole Golf Course constructed in centre of track oval. Closed c1980

### 3.2.7 1940 to 1949

- c1940s Stables and or Horse Boxes

### 3.2.8 1950 to 1959

- 1952 Photo Finish tower constructed by Morrison and Bearby
- 1954 remodelling of paddock refreshment kiosk alts to small stand in the Leger
- 1956 Brick bungalow in Lowe Street (cnr of Darling Street)
- 1957 Office building on Chatham Street for NJC when it relocated from NRMA building in town. Designed by F. Stone, constructed by W. H. Hudson
- 1959 Grandstand re-roofed in Durabestos

### 3.2.9 1960 to 1969

- 1960-62 Bowling Club Building and two greens constructed near Darling Street
- 1967 Repairs to Members' Stand external stairs replaced Thelander, McKenzie & Hilliard
- 1968 Major renovations to grandstand
- c1960s Demolition of the remains of the old Leger Stand
- Late 1960s Brick bungalow in Lowe Street
- Late 1960s Four stable blocks built adjacent to Beaumont Street

### 3.2.10 1970 to 1979

- 1972 'Floating on Air' Betting Ring Enclosure 180ft x 117ft. designed by Thelander, Deamer, McKenzie and Hilliard. Constructed by W. Stronach Pty Ltd.
- 1974 Addition to NJC Office building on Chatham Rd (Rumpus Room)
- 1976 Computer totalisator building Pitt & Spence (extended 1978)
- c1970s Further stables constructed near Beaumont Street between Jenner Parade and Turnbull Street.
- 1978-1986 Replacement of all timber framed stables with concrete block
- 1979 Fire in refreshment rooms made way for kitchen upgrade

### 3.2.11 1980 to 1989

- 1983 Brick Office building (current store building?)
- 1984 Residential building (Manager's Residence) at 100 Darling Street west of tote building
- 1985 New Grandstand between Members' and Public Grandstand (NJC Centre), Roy Mahoney Lounge and Mark Murphy Lounge in honour of two former Chairmen.
- 1988 Western Concrete block stable on Dumaresq Street (reroofed c2017)
- 1989 New Bar

### 3.2.12 1990 to 1999

- 1990 earthquake repairs: damage to stands. Many water pipes burst. Serious damage in stables. Club property in Lowe Street damaged
- 1991 & 1992 New Stables
- 1992 repairs to Members' and public stands asbestos roof replaced
- 1992 Racehorse Exercise Pool
- 1997 Adaptive Reuse of Tote Building to Equine Centre
- 1997 Construction of new stables adjacent to Equine Centre
- 1997 New Floodlighting to track
- 1998 Sponsors Lounge with Amenities just west of Members' Stand
- 1999 Workshop building (Garages east of Leger Stand?)

### 3.2.13 2000 to 2021

- Early 2000s Mobile Phone Tower near Beaumont Street
- 2000 Office building, Entry Gates / Ticket Check
- 2001 Major refurb and additions to Bowling Club Building
- 2002 NJC admin office building designed by Ron Laing constructed by Wenham Builders
- 2004 Major Alts to rear of stands performed in stages designed by Ron Laing
- 2005 Machinery Storage Shed adjacent to Chatham Street
- 2008 Demolition of storage Shed, wash down bays and erection of two stables with wash down / sand roll area
- 2011 Roof Structure over horse training area near Dumaresq Street
- 2013 Reuse of Bowling Club building to Child Care Centre
- 2014 Reuse of office buildings to Child Care Centre
- 2014 Semaphore Building demolished back to corner buttresses

## 3.3 LANDSCAPING

### 3.3.1 Fences and Gates

- Recent Fences and gates to the perimeter of the Racecourse site are typically modern cyclone wire, gal finish or black polymer coated unless noted below.
- Recent In positions near stables and training yards where horses are able to get closer to streets and footpaths, vertically laid corrugated Zincalume on pipe rails are used for fencing. This occurs on Beaumont Street near Jenner Parade, Chatham Street and Dumaresq Street.
- Recent A white finished metal post and rail fence occurs along Darling Street
- Recent Colorbond fencing and a metal loop-top fence are located around the residences adjacent to the track on Lowe Street. The front fence of the residence on the corner of Lowe and darling Streets is a low brick wall
- c1960s Three brick walls make up a large entry portal on Chatham Street. The northern wall is grey in colour and may be earlier than the other two.

### 3.3.2 Trees, shrubs, paving and miscellaneous items within the site

- Pre 1906 1 Acre Ti Tree were planted but these cannot be identified on the site – may have been lost at the time of the Golf Course
- 1909 50 Coral Trees were planted. These also are not identifiable
- 1910 Extensive brick paving around stands
- 1953 56 dwarf roses, 70 semi-dwarf shrubs, 700 geranium seedlings were planted. There are expected to be remains of these near the Members' Stand
- 1957 Wishing Well
- c1950s Tree planting east of Tote building
- c1960s Avenue of trees near Lowe Street toward Grandstand
- c1960s Palm Trees near Dumaresq Street
- c1990s Signage near corner of Chatham and Darling Streets
- c2017 new hedging along Chatham Street opposite school
- Various Observation and control towers at numerous positions around the course

### 3.3.3 Trees, shrubs and miscellaneous items outside the site

- c1910s Kerbs and Gutters around site perimeter (Concrete – not stone)
- pre 1950s Median tree planting to Dumaresq Street (Figs) and Beaumont Street (Misc, but contains some Coral Trees)
- c1950s Street Trees on Beaumont Street, and Darling Street (Paperbarks and Bottlebrushes)

### 3.4 ARCHAEOLOGICAL POTENTIAL

A number of historic structures and uses may still have discoverable evidence on and around the Racecourse site.

#### 3.4.1 Former Swamp

The whole site was previously swampy ground. It was progressively built up using sand and fill and grasses grown to make the track. The grass and the surface is in perpetual need to be watered and softened for the safety of the horses and thus a pond has been maintained in the centre of the track to keep a stock of water. The conditions within this pond might be able to give some idea as to the conditions, and species which existed in the historic swampy ground of the area known as Wallaby Flat.

#### 3.4.2 A.A. Co. Borehole No.2

The former pit and the railway line that served it was located at the eastern end of the track. (See figure 6 above). The track was most likely removed for salvage and the pit would have required extensive filling in to create the racecourse. The likelihood of evidence being uncovered is very low, even before you factor in the complications of impacting the racetrack surface.

#### 3.4.3 Brick Paving

The 1910 brick paving is quite extensive, though some has had the lawn grow over it. Some may well be found just below the surface of any works undertaken near the stands.

#### 3.4.4 Remnant of Golf Course

Constructed in 1935 and operating till approximately 1980, this would have incorporated, fairways, greens, rough, and sand bunkers. There may be evidence of this infrastructure still able to be found.

#### 3.4.5 Former Tram Line

The Tram line used to run along Chatham Street and the rails were embedded in the road. The tram then turned toward the site near Darling Street and the trams waited in a siding located on the wide open space between Darling Street and the buildings. From there, the trams crossed Darling Street and traversed around a loop behind the dwellings opposite before returning along Chatham Street. There is visible evidence which is more easily recognised from aerial photos to demonstrate the outline of the former tracks by the compaction of the soil and the effect that has on the grass coverage of the site.



Two Aerial photos, the first from 1954, the second from c2018. The route of the former tram line is shown dashed in red. The Heritage curtilage is shaded in orange.

The tracks and sleepers have been removed from the corridor. While there may be evidence of cutting or filling, or leftover ballast from the former tram line, it must be noted that these all lie outside the curtilage of the heritage item.

#### 3.4.6 Former Structures

Structures such as the remains of the Old Leger Stand which was partly destroyed in 1930, or the former ticket booths and turnstiles and former boundary fences may be discoverable in the area south of the current buildings.

### 3.5 CURRENT USE

The Racecourse site continues to be used in its historic use as a racecourse and horse training ground which has been in place for 115 years. Individual buildings and parts of the site have been either set aside or adapted for extra uses. Some of these uses are directly related to the overall use of the site such as the Equine Veterinary Clinic, the Newcastle Jockey Club Administration Office, Residences for site caretaker or manager, and the Restaurant which caters for race day crowds.

Other uses are not related to the operation of the Racecourse and are a diversification of use on the site. These include the historic use of the centre of the track as a Golf Course, the former use of part of the site for a Bowling Club, and the recent adaption of the former Bowling Club and Admin Offices for Child Care facilities.

### 3.6 CONDITION

The condition of the various buildings around the site varies, but all extant buildings and structures are in at least partial use and are maintained. Historic brickwork in some of the older buildings may require some attention. The roofing to the stands has been replaced relatively recently and consent has been granted for the re-roofing of the Equine Centre (former Totalisator building).

Buildings in the vicinity of the works proposed under this application are also in varied condition:

- The brick store and amenities building is in fair condition at least on the eastern end where it shows recent fitout and paint. The western end, which is a large open space for garden equipment storage, has the roof structure partly supported with Acro Props bearing on the ground slab.
- The Maintenance Store building is approximately 15 years old and is in good condition. It is a steel framed shed sheeted in green colorbond on all sides.
- The Day Stalls around the Warm-Up Ring are of brick or concrete block construction with colorbond sheeted roofs. They are typically believed to have been constructed between the 1970s and 1980s when all the timber framed stables and horse boxes were replaced.
- The racehorse exercise pool and associated building date to 1992. The building is a timber framed structure with a colorbond skillion roof and Hardiplank cladding. It is in fair condition.
- The Sand roll area is constructed in grey brickwork similar to one of the fences near Chatham Street so is believed to date from around the 1960s
- Fencing is also in adequate condition however is piecemeal and not consistent in style
- The Octagonal Horse Trough is in the centre of the Warm-Up Ring and is in fair condition.

### 3.7 SURROUNDING CONTEXT

The Broadmeadow Racecourse is situated in a larger area of partly residential dwellings and partly other sporting grounds such as the Darling Street Oval, Myers Park, Newcastle

Velodrome and the sporting ovals for both Adamstown Public School and Merewether High school. The predominant scale of the surrounding development is single and double storey, low to the ground. Three storey flats occur to the south of Darling Street but are located amongst trees and landscaping which keeps the perceived scale low.

## 4. HERITAGE SIGNIFICANCE

The NSW heritage assessment criteria encompass four generic values in the Australian ICOMOS Burra Charter 2013: historical significance; aesthetic significance; scientific significance; and social significance.

These criteria will be used in assessing heritage significance of the place.

The basis of assessment used in this report is the methodology and terminology of the Burra Charter 2013; James Semple Kerr, *The Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance*,<sup>37</sup> and the criteria promulgated by the Heritage Branch of the NSW Office of Environment and Heritage. The Burra Charter 2013, Article 26, 26.1, states that:

Work on a place should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.

Places and items of significance are those which permit an understanding of the past and enrich the present, allowing heritage values to be interpreted and re-interpreted by current and future generations.

The significance of the place is determined by the analysis and assessment of the documentary, oral and physical evidence presented in the previous sections of this document. An understanding of significance allows decisions to be made about the future management of the place. It is important that such decisions do not endanger its cultural significance.

The NSW Heritage Manual, prepared by the former NSW Heritage Branch and Department of Urban Affairs and Planning, outlines the four broad criteria and processes for assessing the nature of heritage significance, along with two added criteria for assessing comparative significance of an item.

### Heritage Significance Criteria

The NSW assessment criteria listed below encompass the following four values of significance:

- ☐ Historical significance
- ☐ Aesthetic significance
- ☐ Research/technical significance
- ☐ Social significance

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<sup>37</sup> (7<sup>th</sup>ed). Burwood: Australia ICOMOS, 2013.

Listed below are the relevant Heritage Assessment Criteria identified in the Heritage Act:

- Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).
- Criterion (d) An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.
- Criterion (e) An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (g) An item is important in demonstrating the principle characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural places; or cultural or natural environments).

An Assessment of Significance requires that a level of significance be determined for the place. The detailed analysis uses the levels of significance below:

LOCAL	Of significance to the local government area.
STATE	Of significance to the people of NSW.
NATIONAL	Exhibiting a high degree of significance, interpretability to the people of Australia.

#### 4.1 ANALYSIS OF SIGNIFICANCE

The Broadmeadow Racecourse, having been active in the culture of Newcastle and upon its present site for over a century undoubtedly demonstrates cultural significance. The buildings which make it up will contribute in varying degrees to that significance dependent upon when they were built and how influential they were to the operation of the Racecourse.

The analysis of significance below addresses the significance of the Racecourse as a whole entity and then in a series of datasheets analyses the significance of the various buildings around the site. This analysis of significance begins with and updates the analysis of significance provided by the NSW Department of Commerce (prepared by John Carr) in 2004 and then expands it to cover the other buildings upon the site.

##### Historical Significance

Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

The Broadmeadow Racecourse charts the history of organised Horseracing in the city of Newcastle over the last 115 years and almost to its beginning. The land was purchased from the A.A. Company having been a part of its original 2000 acre grant and the location of the Borehole No. 2 Colliery. It is considered to demonstrate a high level of local significance.

Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

The Broadmeadow Racecourse has direct links to groups of persons important in the historical development of the city of Newcastle including the A.A. Company and the Newcastle Jockey Club. There are also direct associations to important individuals within the development of the local area including Mr James Hannell (founder of the Newcastle Jockey Club), Mr Jesse Gregson (A. A. Company Superintendent) and Mr Robert Dobell (father of William Dobell). It is considered to be of high local significance under this criterion.

##### Aesthetic And Technical Significance

Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

The setting of the Broadmeadow Racecourse is visually pleasing. It is an exaggerated flat section of land between the hills of Merewether Heights and Cameron's Hill at Hamilton. Its main aesthetic significance however stems from the collection of period buildings on the southern portion of the site which demonstrate the styles of the eras in which they were built. These buildings include the 1906 Grandstand in a combination of Federation Queen Anne / Federation Bungalow style, the 1917 former Totalisator Building in a Federation Arts and Crafts style and the 1921 Members' Grandstand in a combination Federation Arts and Crafts / Inter War Georgian Revival style. It is considered to demonstrate moderate local significance under this criterion.

### Social Significance

Criterion (d) An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

The Broadmeadow Racecourse has strong associations with the community of people who enjoy horse racing and has contributed strongly to the cultural history of this group. It is considered to have high local social significance.

### Research Significance

Criterion (e) An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

The Broadmeadow Racecourse is considered to have the potential to yield new or further substantial information however the likelihood of those discoveries is very low due to the extensive filling of the site to create the track surface. The site has been so altered from its original and A.A. Company states that there is not expected to be any remaining fabric or artefacts from those periods near to the surface except a slight possibility around the water storage pond near the centre of the site. The site is therefore considered to have little research significance.

### Rarity Significance

Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

The Broadmeadow Racecourse is not considered to be rare and is one of a number of racecourses of a similar age in the wider region.

### Representative Significance

Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural places; or cultural or natural environments).

The Broadmeadow Racecourse is representative of the process of Racecourse development in NSW over the last century and more. The constant use and ownership by the Newcastle Jockey Club which has spanned through multiple historic eras ensures the completeness of the characteristics demonstrated. It is considered to have high representative significance at a local level.

## 4.2 STATEMENT OF SIGNIFICANCE

The Broadmeadow Racecourse is historically significant for its ability to be traced right back to the A.A. Company and its 2000 acre landholding in Newcastle, its associations with the Newcastle Jockey Club and with historically important individuals such as James Hannell, Jesse Gregson and Robert Dobell. It bears some significance for its pleasing aesthetics, particularly that which is contributed by the collection of historic buildings constructed at the south of the site. It is important to those in the community of Newcastle who engage socially for the enjoyment of horse racing. Due to the continuous use of the site for its current purpose, the Broadmeadow Racecourse is representative of the historic development of Racecourses in New

South Wales. Through many and continuous changes throughout the life of the site, there is very little fabric that is known to be original to the racecourse. It may be considered to demonstrate moderate significance in a local context.

#### 4.3 GRADING OF SIGNIFICANCE

As previously mentioned, the various buildings upon the site contribute to varying degrees to the overall significance of the site. The different buildings are assessed below to determine their relative contribution.

Ecotecture Pty Ltd was engaged by Council in 2001 to review objections and nominations (heritage listings) to the draft Newcastle LEP 2000. The recommendations of the report were adopted by Council as part of the finalisation of the LEP exhibition process and the items were included in the listings of the Newcastle LEP 2003.

The report produced by Ecotecture Pty Ltd identified a number of significant buildings and features on the site and described them as following:

'The most significant buildings on the site include the main Public Grandstand, the Members Grandstand and the old Tote building (now the equine hospital). The base section of the other public grandstand at the former St Ledger is possibly the remnant of the grandstand that was relocated from the old course, with the roof being altered c.1950's, though this requires further investigation. The 2 storey building referred to as the Semaphore box also warrants further investigation. Other buildings of slightly lesser significance are the canteen building and the toilet/maintenance building. Other significant features include the octagonal horse trough, the finishing post, and the various mature trees including date palms, pines, and the many topiaryed figs.'<sup>38</sup>

The report concluded with the recommendation that a study be undertaken to identify the significance of the individual elements present on the site. This recommendation was partly completed during the works proposed in 2004 where grading of significance was undertaken by the NSW Department of Commerce upon the elements of the site which would be affected by, or would be in the immediate vicinity of the works proposed at that time. A Comprehensive study of all the identified structures and elements on the site is provided below which draws upon the 2004 Study, uses the same format for analysis and description, and extends across the whole site to encompass all other identified structures and elements.

The system applied below establishes a grading of various elements of fabric associated with the building and vicinity. Grading of significance assists greatly in the development of approaches to the treatment of the building.

The process of grading relative significance examines a number of factors including:

- Relative age
- Original quality
- Degree of intactness
- Extent of subsequent change
- Association with important people or events
- Ability to demonstrate a rare quality, craft or construction process

The gradings of significance include 'exceptional', 'high', 'moderate', 'little', and 'intrusive'.

<sup>38</sup> Ecotecture Pty Ltd (2001). Draft Newcastle LEP 2000 – Heritage Review

The Broadmeadow Racecourse as a whole entity has been assessed in the previous section as being of moderate significance in a local setting. As such, it should be noted that the gradings presented below are thus confined to that significance which is demonstrated in a local setting.

#### Exceptional Significance

Elements which make a direct and irreplaceable contribution to the overall heritage significance of the item being graded. These elements will exhibit a high degree of integrity with any alterations of a minor nature and generally reversible.

Demolition / removal or inappropriate alteration of elements graded as being of Exceptional Significance would substantially diminish the heritage significance of the item.

#### High Significance

Elements which make a substantial contribution to the overall heritage significance of the item being graded. These elements may have alterations that do not detract from their significance.

Demolition / removal or inappropriate alteration of elements graded as being of High Significance would diminish the heritage significance of the item.

#### Moderate Significance

Elements which make a moderate contribution to the overall heritage significance of the item being graded. These elements have undergone alterations which detract from the item's heritage significance but they still contribute to the overall significance of the place.

Demolition / removal or inappropriate alteration of elements graded as being of Moderate Significance may diminish the heritage significance of the item.

#### Little Significance

Elements which make only a minor contribution to the overall heritage significance of the item being graded. These elements have undergone substantial and irreversible alteration and cause difficulty in interpreting the significance of the item.

Demolition / removal of elements graded as being of Little Significance would not diminish the heritage significance of the item.

#### Intrusive

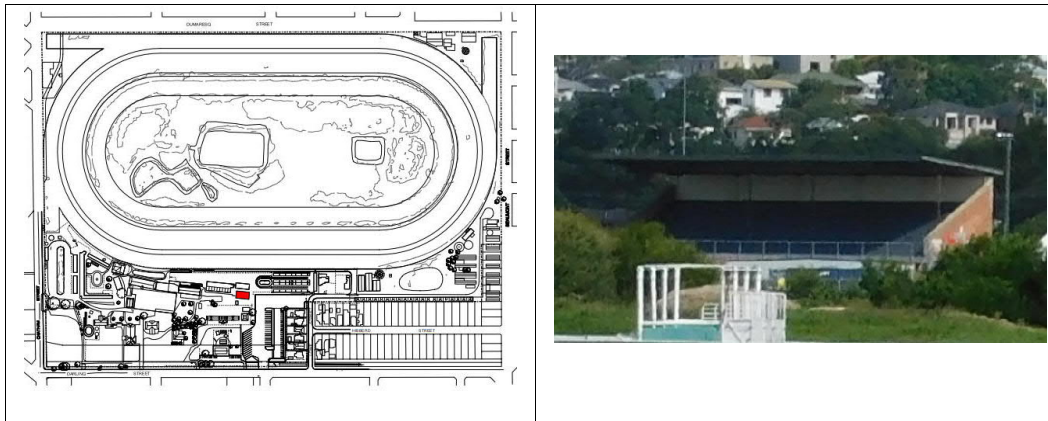
Elements (or a component of an element) that adversely impacts on the overall heritage significance of the item being graded.

Demolition / removal of elements (or components of elements) graded as being Intrusive would enhance the heritage significance of the item.

## 4.4 GRADING OF ELEMENTS WITHIN THE BROADMEADOW RACECOURSE SITE

The following sections describe the relative contribution of the various elements and structures within the overall Broadmeadow Racecourse site to the moderate local significance of the Racecourse itself.

#### 4.4.1 SMALL PUBLIC GRANDSTAND



Construction Date: Between 1930 and 1938 adjacent to the site of the former Leger Stand.  
Does not include any remnant of the former Leger Stand.

Architect: Unknown

Builder: Unknown

Modification Dates: Roof and Balustrades c1954, new stairs near front of stand

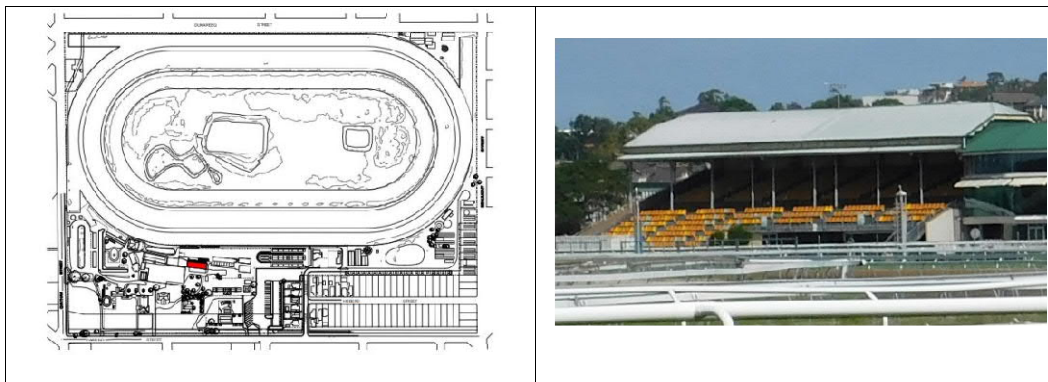
Description: Simple rectangular grandstand structure in red brick with a low pitch skillion roof of green colorbond. Amenity facilities exist below the tiered seating above.

Condition: Fair to good

Heritage Criteria: (d) social & (e) research

Assessed Heritage Value: Little Significance, n.b. Archaeological potential

#### 4.4.2 PUBLIC GRANDSTAND



Construction Date: 1906

Architect: Keogh and Austin

Builder: J. Frogley

Modification Dates: Addition to south 1923, Re-roof in Asbestos 1959, Acoustic Ceiling installed c1985, Repairs 1992, Replacement of asbestos roof 1992, Major Alterations to rear 2004,

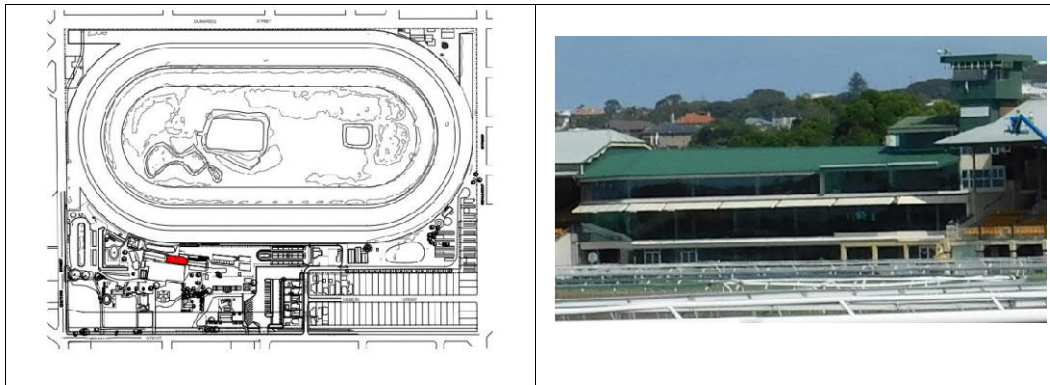
Description: Large rectangular plan form spectator stand. Perimeter walls of red/brown face brick masonry. Large half-hipped roof in green colorbond covers only the rear half of the seating. A low skillion addition to the rear of the stand enlarges the capacity for amenities and access. Amendments to the roof, the installation of the acoustic ceiling and the attachment of the NJC Centre to the western wall have all impacted the original aesthetics of the building.

Condition: Fair Condition though in need of regular maintenance.

Heritage Criteria: (a) historical, (b) historical associations, (d) social & (g) representative.

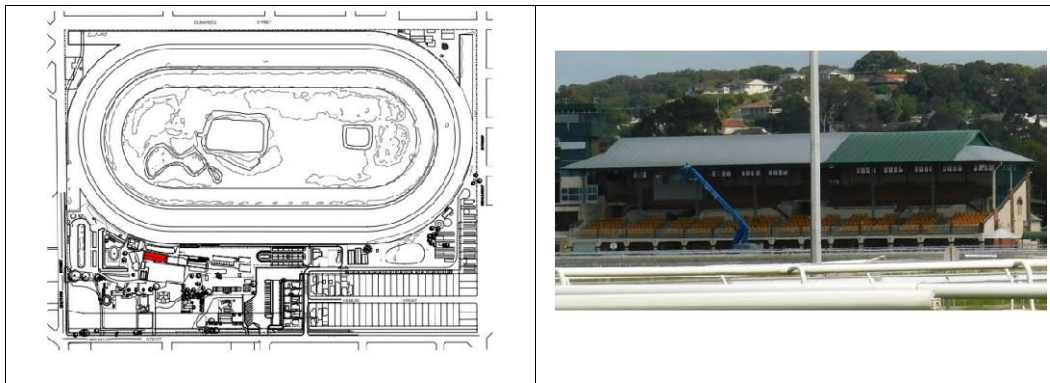
Assessed Heritage Value: Moderate Significance

#### 4.4.3 MEMBERS' BAR / NJC CENTRE



Construction Date: 1968  
 Architect: 1968: Unknown / 1985 D.V. Hilliard  
 Builder: Unknown  
 Modification Dates: Major redevelopment 1985 to create NJC Centre  
 Description: A large, modern, concrete and glass building which links the Public Stand, Members' Stand and the Betting Ring.  
 Condition: Good  
 Heritage Criteria: none of particular note  
 Assessed Heritage Value: Little Significance

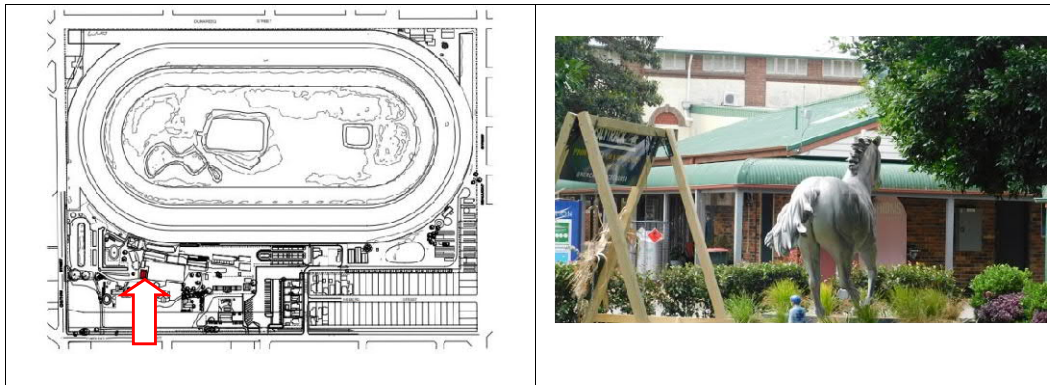
#### 4.4.4 MEMBERS' GRANDSTAND



Construction Date: 1921  
 Architect: Pitt & Merewether  
 Builder: C. Davis and Son  
 Modification Dates: Repairs 1967, Additions to rear 1972 (Betting Ring Enclosure), Repairs and replacement of Asbestos roofing 1992, Major Alterations to rear 2004,  
 Description: Rectangular shaped grandstand building. Seating is all elevated one storey above the ground level and all encompassed under the roof over. The stand structure is of reinforced concrete which Building Magazine suggested was the first grandstand of this type of construction in Australia<sup>39</sup> (though this would need to be confirmed.) The side and rear walls are of red/brown face brickwork. The roof is a half gabled structure sheeted in green colorbond.  
 Condition: Fair to good condition  
 Heritage Criteria: (a) historical & (b) historical associative, (c) aesthetic and technical, (d) social  
 Assessed Heritage Value: High Significance

<sup>39</sup> Article: 'The Official Stand, Newcastle Racecourse' Building Magazine, October 12<sup>th</sup> 1921 pages 101 and 103

#### 4.4.5 PUBLIC BAR



Construction Date: 1989

Architect: Unknown

Builder: Unknown

Modification Dates: Unknown

Description: Small, single storey rectangular building with bullnose verandahs on all sides. Brick masonry walls and green colorbond roof sheeting.

Condition: Good

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.6 BETTING RING

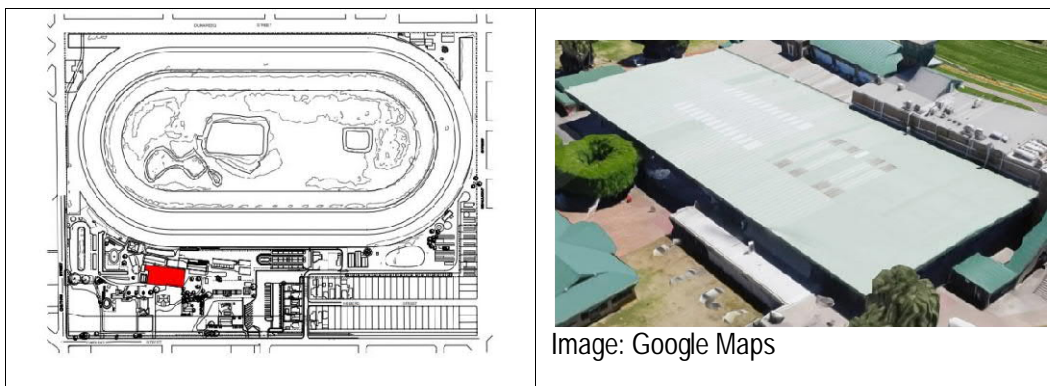


Image: Google Maps

Construction Date: 1972

Architect: Thelander, Deamer, McKenzie and Hilliard

Builder: W. Stronach Pty Ltd

Modification Dates: Major Alterations 2004

Description: The large rectangular aluminium space frame structure, capped with a flat roof was described by the newspapers as "floating on air"<sup>40</sup> and was considered both a structural marvel and a boon for the accommodation of the site. Subsequent alterations to the structure and its vicinity muddy the ability to interpret the significance of this structure.

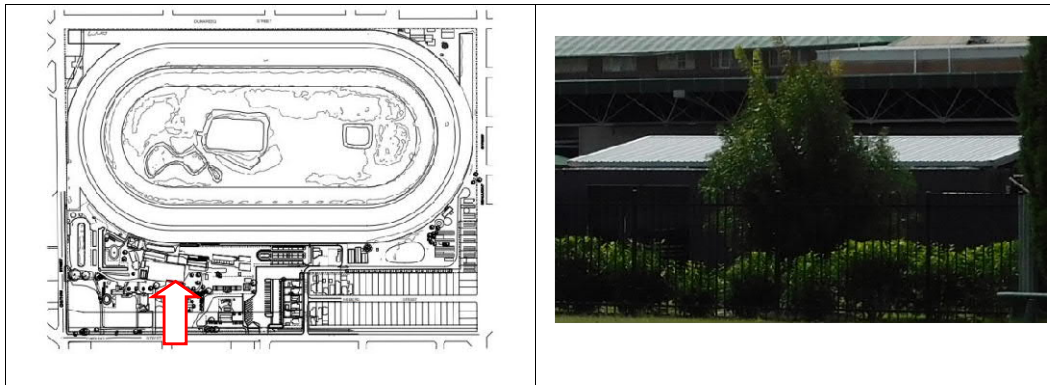
Condition: Fair to Good

Heritage Criteria: (a) historical, (c) aesthetic and technical & (d) social

Assessed Heritage Value: Little to Moderate Significance

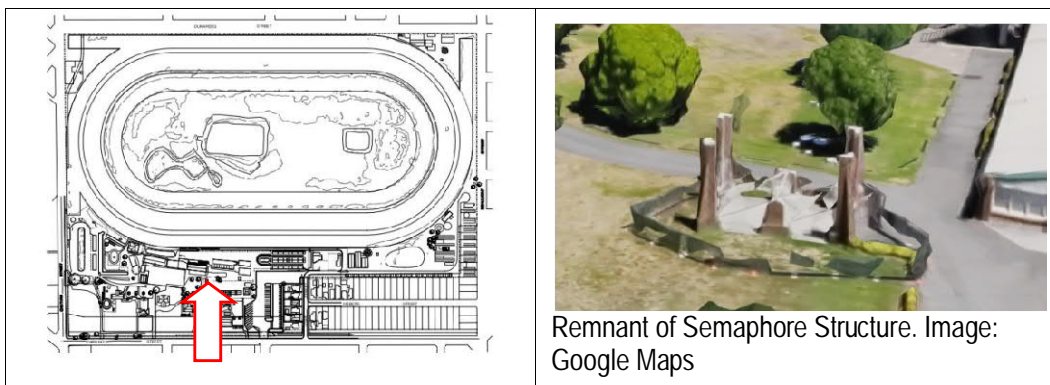
<sup>40</sup> Article: 'Huge "Floating" Roof'. Newcastle Sun 15<sup>th</sup> September 1972

#### 4.4.7 NEW COMPUTER TOTE BUILDING



Construction Date: 1976  
Architect: Pitt & Spence  
Builder: Unknown  
Modification Dates: 1978 Additions to accommodate interim intercity totalisator  
Description: single storey elongated rectangle with a skillion roof.  
Condition: Fair  
Heritage Criteria: none of note  
Assessed Heritage Value: Little Significance

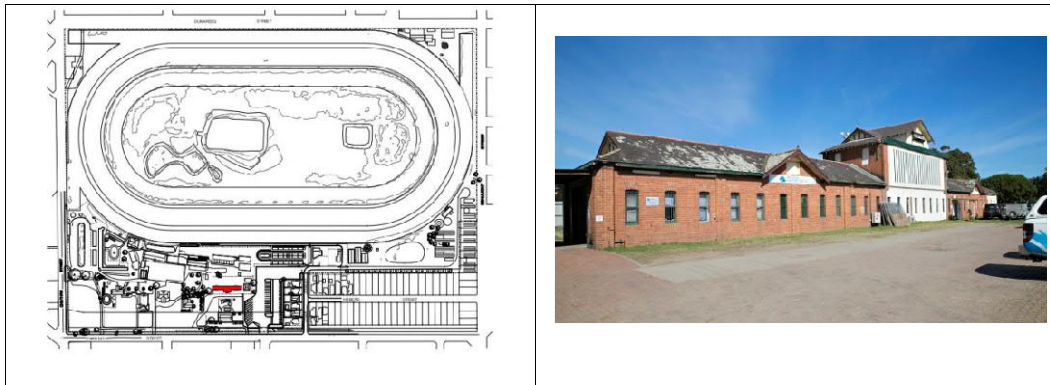
#### 4.4.8 SEMAPHORE



Remnant of Semaphore Structure. Image: Google Maps

Construction Date: c1920s  
Architect: Unknown  
Builder: Unknown  
Modification Dates: Partly demolished 2014.  
Description: Corner buttresses and centre buttresses of east and west walls in brick masonry are all that remain of this structure.  
Condition: Only a remnant exists. It is fenced off from general access.  
Heritage Criteria: none of note  
Assessed Heritage Value: Little Significance

#### 4.4.9 TOTALISATOR BUILDING (Newcastle Equine Centre)



Construction Date: 1917-18

Architect: W. L. Porter

Builder: A. E. Young

Modification Dates: Ceased operation as Totalisator c1940s, portion adapted for dressing room for the Bowling Club 1960, Adaptive Reuse of whole ground level for the Newcastle Equine Centre 1997

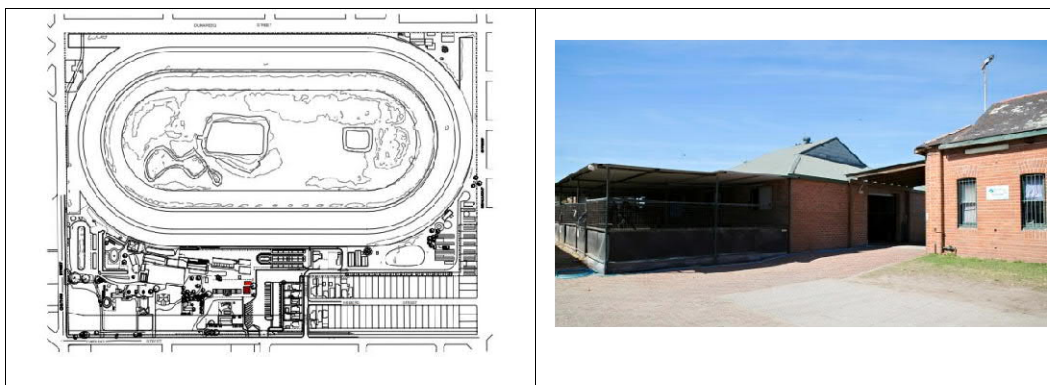
Description: Elongated face brick building with multiple vertically proportioned windows. Double storey central section of building creates axis of symmetry. Upper floor once held the Tote board and totalisator equipment.

Condition: Brickwork is in fair condition. Slate roofing is in poor condition though has current consent for replacement.

Heritage Criteria: (a) historic, (b) historic associative, (c) Aesthetic, (e) research & (f) rarity

Assessed Heritage Value: Moderate to High significance

#### 4.4.10 STABLES ATTACHED TO EQUINE CENTRE



Construction Date: 1997

Architect: Unknown

Builder: Unknown

Modification Dates: N/A

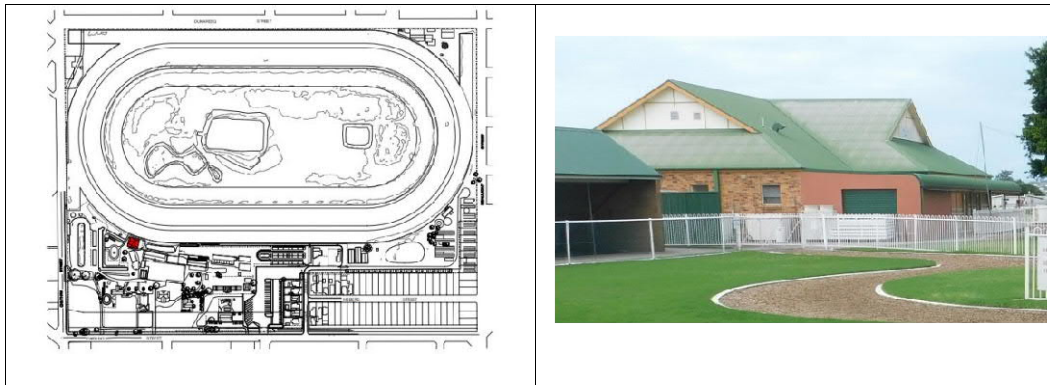
Description: large but simple open stable structure designed to be sympathetic to the adjacent Tote building. Red brick lower walls, timber posts, half-gabled colorbond roof.

Condition: good

Heritage Criteria: none of note

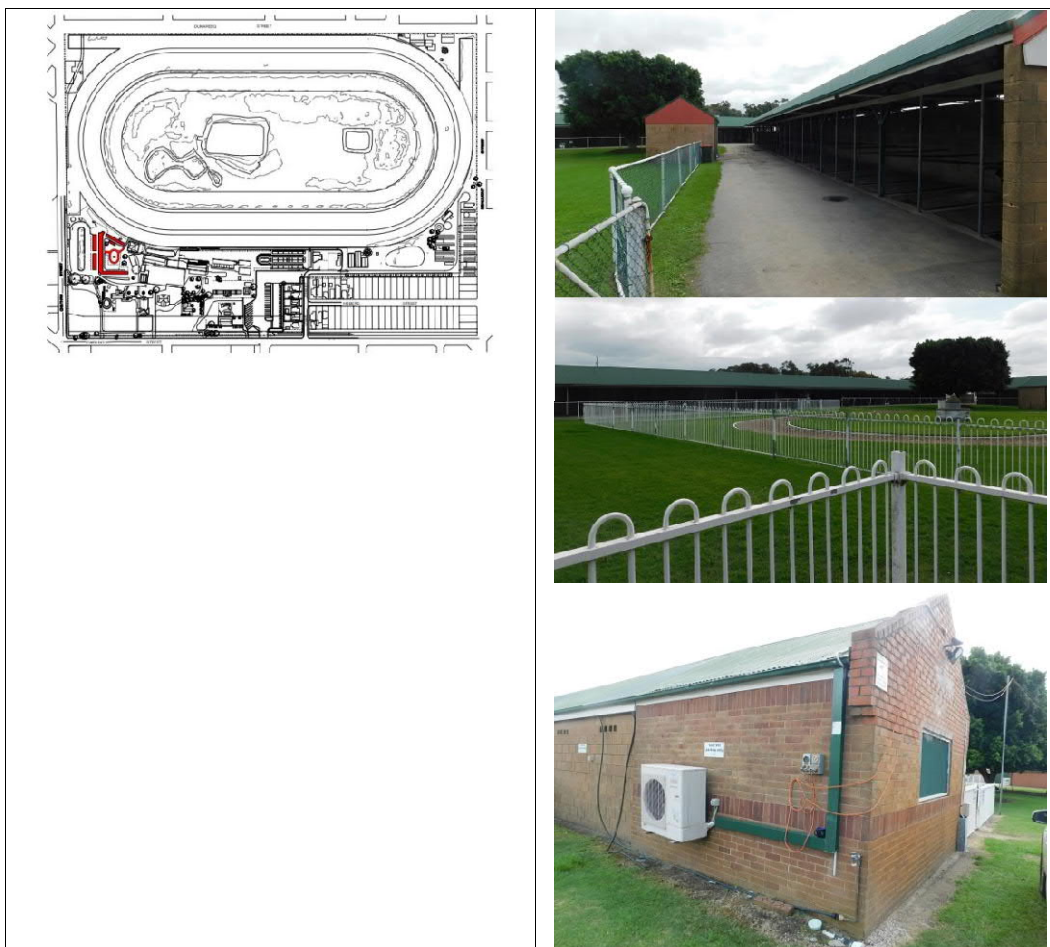
Assessed Heritage Value: Little Significance

#### 4.4.11 FUNCTION ROOM / SPONSOR'S LOUNGE



Construction Date: 1998  
Architect: Unknown  
Builder: Unknown  
Modification Dates: N/A  
Description: Modest T-shaped structure of masonry with half-gabled colorbond roof  
Condition: good  
Heritage Criteria: none of note  
Assessed Heritage Value: Little Significance

#### 4.4.12 DAY STALLS & WARM-UP RING





Construction Date: Unknown

Architect: Unknown

Builder: Unknown

Modification Dates: 1920s, reconstructed 1970s to 80s

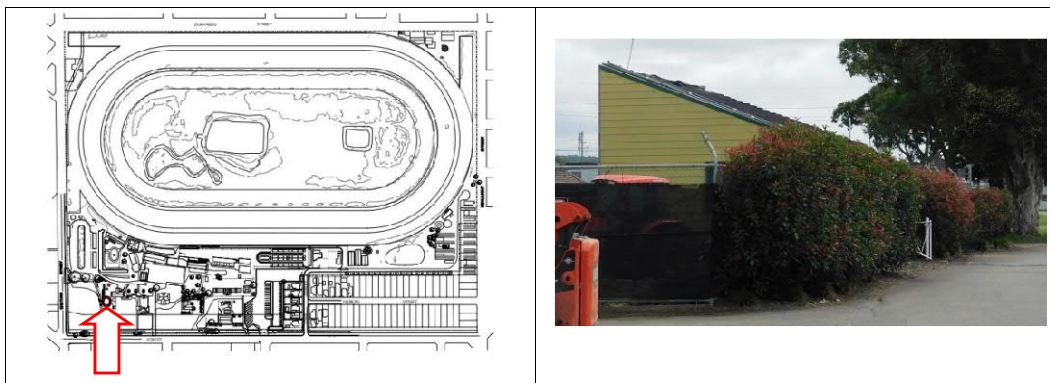
Description: Simple day stalls facing a central warm-up ring and octagonal horse trough. The south east corner of the day stalls contains a small amount of brickwork, approximately 4 metres in length, which may date to circa the 1920s. It is pointed with what appears to be a composite lime / Portland cement mortar. This brickwork is cracked and has been modified and extended on multiple occasions with the upper gable having been completely replaced. The rest of the Day Stall buildings are clearly from the 1970s or 80s and are of the same coloured concrete blockwork as the majority of the stables and stalls around the site.

Condition: Poor

Heritage Criteria: None of note

Assessed Heritage Value: Little Significance

#### 4.4.13 RACEHORSE EXERCISE POOL



Construction Date: 1992

Architect: Unknown

Builder: Unknown

Modification Dates: N/A

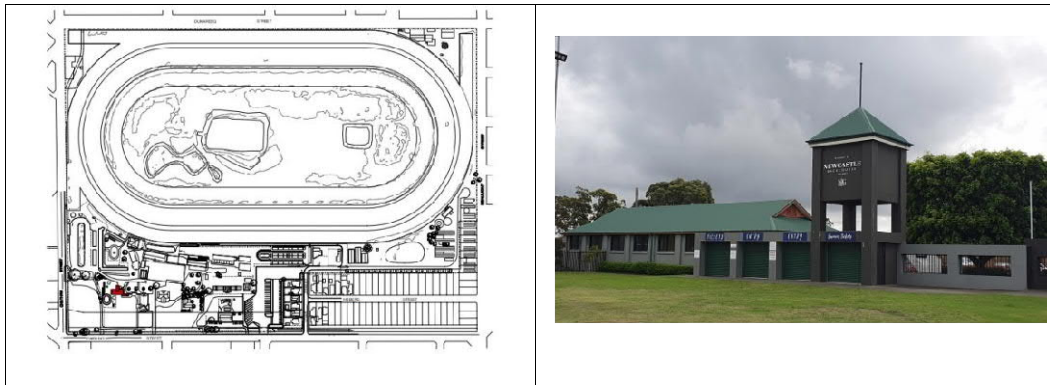
Description: The building is a simple rectangle clad in Hardiplank with steep skillion roof of Colorbond. The pool is an oval shape with a straight ramp lead in to enter it.

Condition: Fair

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.14 STORES AND STAFF AMENITIES / ENTRY TURNSTILES



Construction Date: circa 1940s

Architect: Unknown

Builder: Unknown

Modification Dates: Major interior refit circa 2000. Gates, turnstiles and tower added c2000.

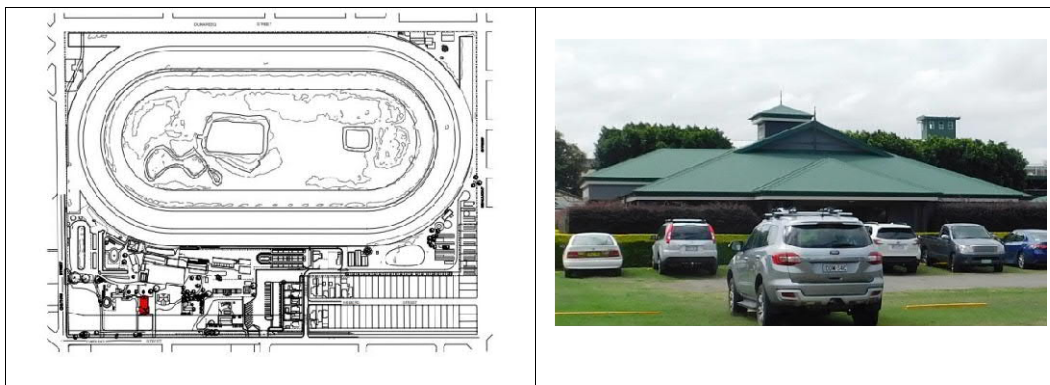
Description: T-shaped plan form of brick masonry, painted on the outside. Roof of colorbond sheeting with half gables. Tower is a square plan form with elevated signage, a pyramid shaped roof and flag pole at the apex. Gates and turnstiles are enclosed with simple roller shutters.

Condition: Fair to poor. The roof at the western end is partially supported by acro-props

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.15 ADMINISTRATION BUILDING



Construction Date: 2002

Architect: Ron Laing

Builder: Wenham Builders

Modification Dates: N/A

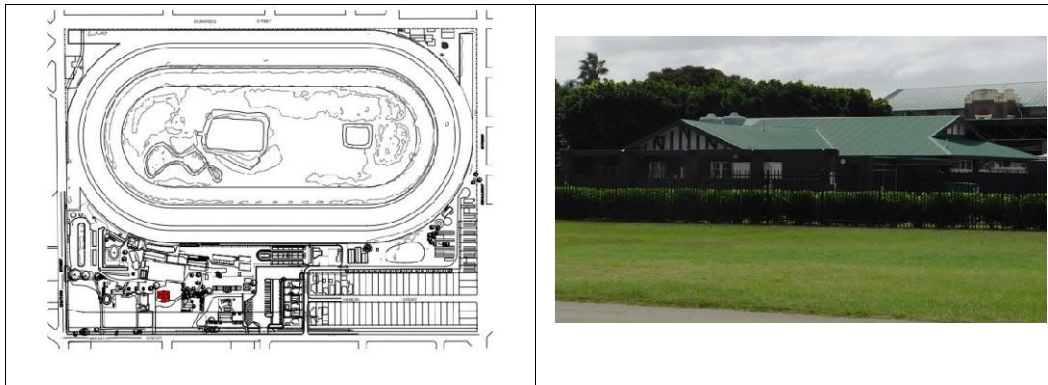
Description: Rectangular rendered and painted brick masonry building on north – south axis. Half gabled Colorbond roof with hipped features at entry and either end.

Condition: One of the newest structures on the site. This building is in regular use and is in good condition.

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.16 RESTAURANT



Construction Date: 1916

Architect: Pitt & Merewether

Builder: J. Anderson

Modification Dates: 1954 remodelling, Kitchen upgrade after fire 1979, Re-roof and additions 2004

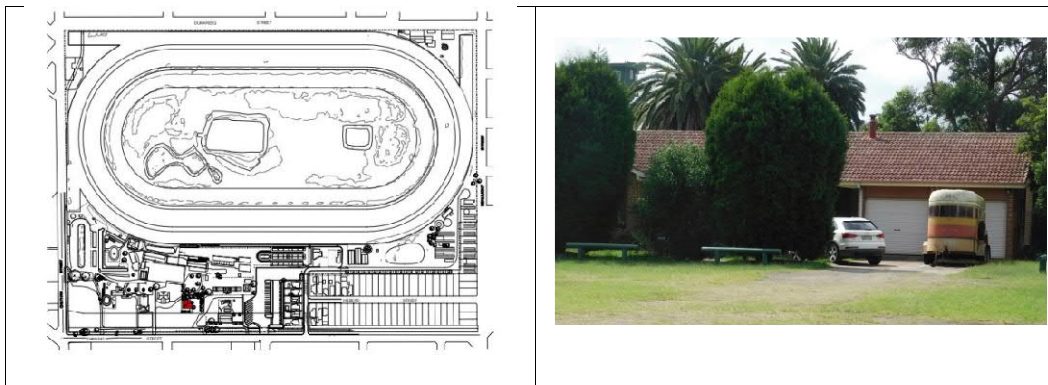
Description: T-shaped building with brick masonry walls and half gabled colorbond roof. Designed in a late Federation Bungalow style, the half gables retain their timber batten break-up and brackets. Some windows retain glazing bars. Additions to the building are in a more contemporary side and are discernible from the original.

Condition: Fair to good

Heritage Criteria: (b) historic associative & (c) aesthetic,

Assessed Heritage Value: Moderate Significance

#### 4.4.17 MANAGER'S RESIDENCE



Construction Date: 1984

Architect: Unknown

Builder: Berela Homes Pty Ltd

Modification Dates: Unknown

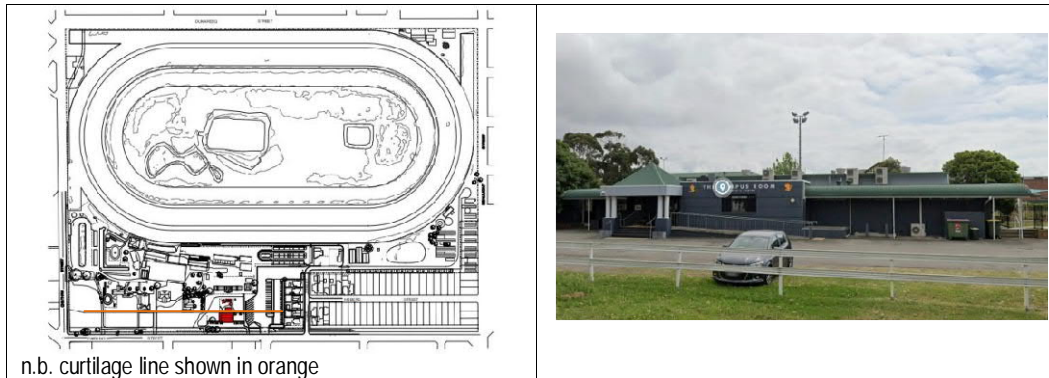
Description: Orange / red face brick building, windows with glazing bars and false shutters. Red tile roof

Condition: Good

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.18 BOWLING CLUB



Construction Date: 1960-2

Architect: Unknown

Builder: Unknown

Modification Dates: Major refurbishment and additions 2001, adaptive reuse to create Child Care Centre 2013

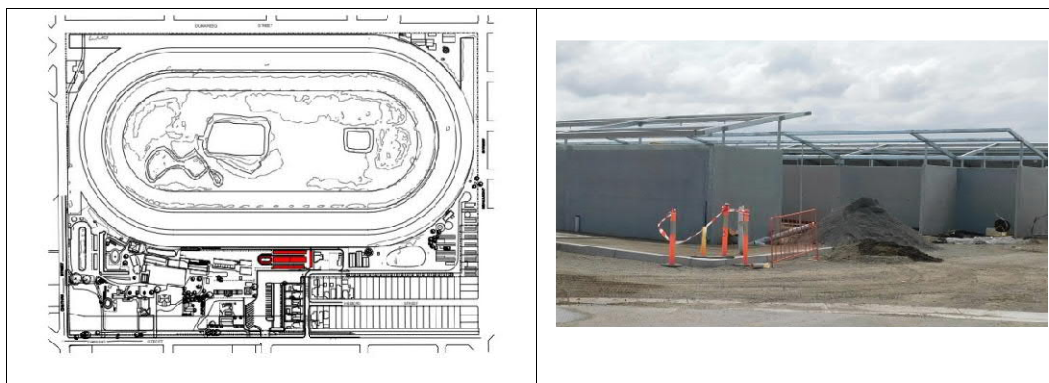
Description: Constructed originally as a simple rectangular gabled club building it has a large open internal space. Later additions with bull-nosed roofs have been applied to all sides which now encapsulate the original structure. Encapsulation and alterations, combined with the inaccessibility of the building to the public make the significance of this building difficult to interpret. Note: the former Bowling Greens lie within the heritage curtilage, the former Bowling Club building is outside the curtilage.

Condition: Fair to good

Heritage Criteria: (a) historical & (d) social

Assessed Heritage Value: Little to Moderate Significance

#### 4.4.19 NEW DAY STALLS AND WARM-UP RING



Construction Date: currently under construction 2021

Architect: EJE Architecture

Builder: Richard Crookes

Modification Dates: N/A

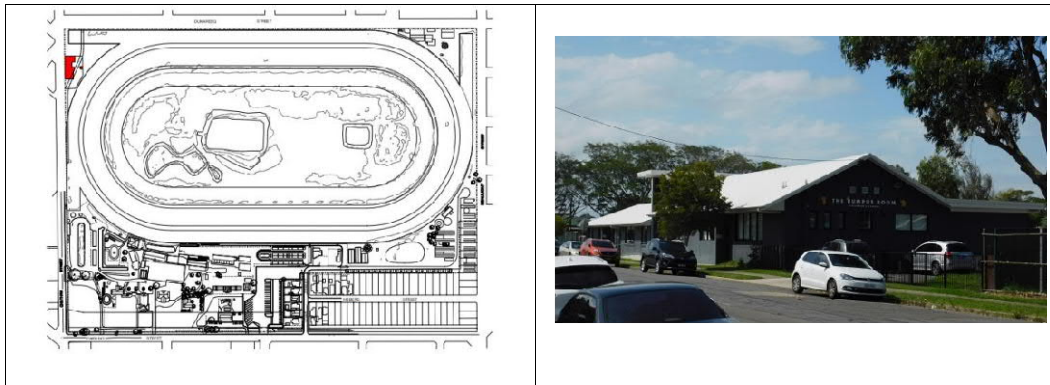
Description: A group of new structures of precast concrete walls with steel framed and sheeted roofs. The new Day Stalls and Warm-Up ring supersede the Day Stalls and Warm-Up Ring on the western side of the site, are protected from direct sun and will be far more comfortable for the horses that will use them on race days.

Condition: Near completion

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.20 FORMER NJC OFFICE BUILDING



Construction Date: 1957

Architect: F. Stone

Builder: W. H. Hudson

Modification Dates: Additions (new adjacent building) 1974, adaptive reuse of buildings to Child Care Centre 2014

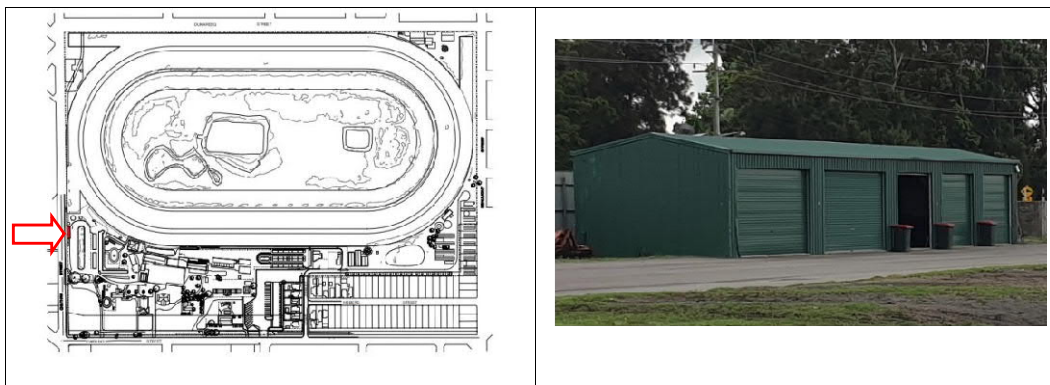
Description: modest rectangular buildings of painted brick masonry and gabled roofs. The two buildings have now been linked with a central glazed foyer with elevated flat roof and have been extended to the rear with a new play area and pavilion.

Condition: Good

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.21 MACHINERY SHED



Construction Date: 2005

Architect: N/A

Builder: Unknown

Modification Dates: N/A

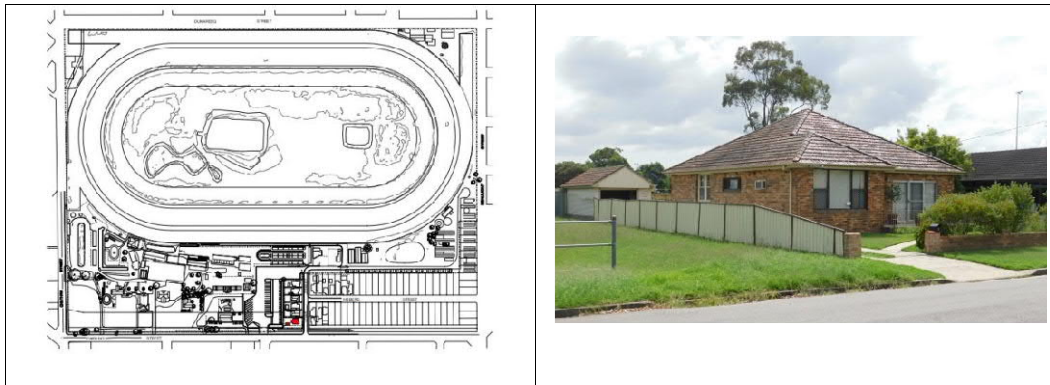
Description: Simple dark green colorbond shed with steel frame. Five roller shutters along eastern facade

Condition: Fair to Good

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.22 BRICK COTTAGE DWELLING – 2 Lowe Street



Construction Date: 1956

Architect: Unknown

Builder: Unknown

Modification Dates: Repairs following Earthquake, most windows have been replaced with aluminium c1980s to more recent.

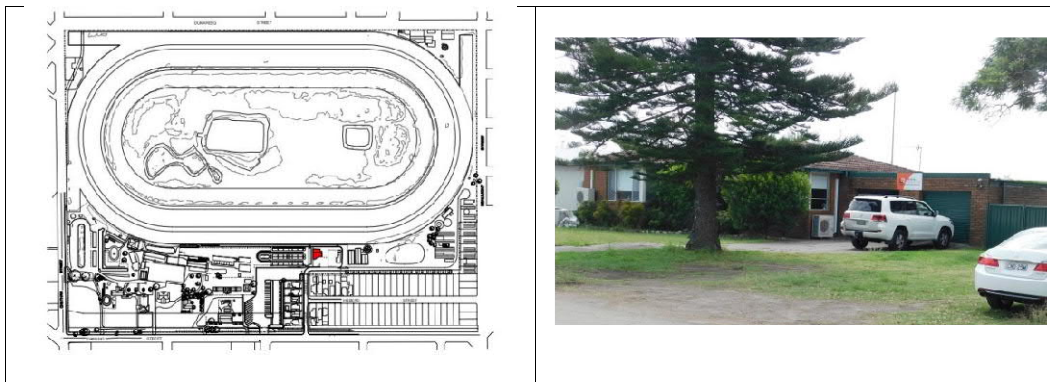
Description: Simple Cottage dwelling of Orange/cream face brickwork and Red Marseilles tiles on a hipped roof. A modest concrete porch occurs at the front with a low metal rail and a low matching fence along the front boundary. A timber framed weatherboard clad garage sits at the southwest corner of the site accessed via a driveway on the southern side of the cottage.

Condition: Fair to Good

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.23 BRICK BUNGALOW DWELLING – 14 Lowe Street



Construction Date: Late 1960s

Architect: Unknown

Builder: Unknown

Modification Dates: Double garage added to east side c1980s. Skillion sun room to north at a similar time.

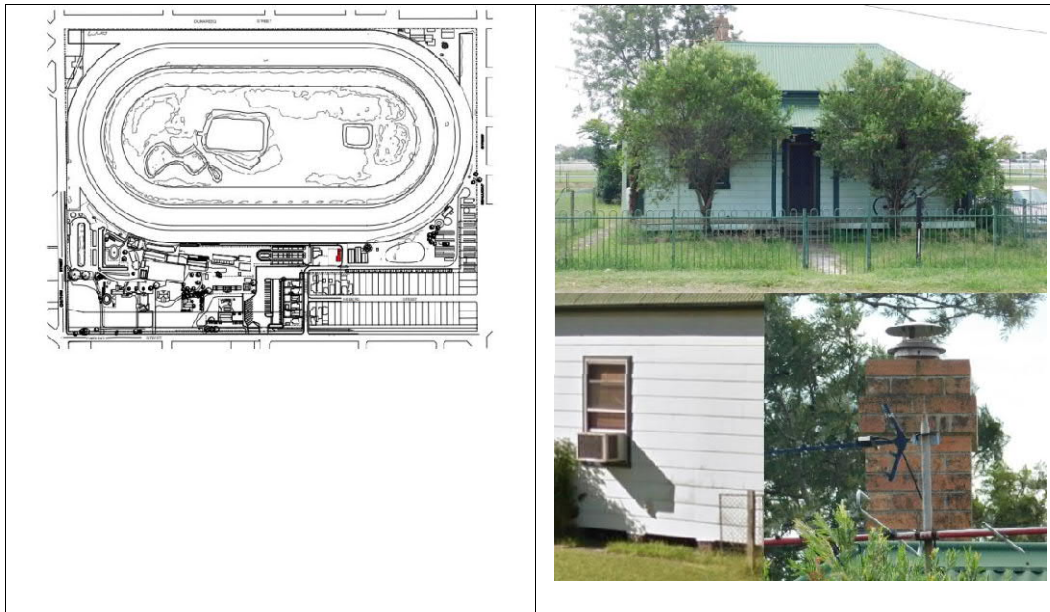
Description: Modest triple-fronted bungalow. Red texture brick and red tile roof. Large corner windows with aluminium frames.

Condition: Fair

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.24 CARETAKER'S COTTAGE – 16 Lowe Street?



Construction Date: Pre 1906

Architect: Unknown

Builder: Unknown

Modification Dates: Windows replaced with aluminium date unknown. Side facades reclad in Hardiplank date unknown. Brick piers replaced and modern ant-capping installed date unknown. Two distinct additions and a shed added to north side. Chimneys reconstructed likely after the 1989 earthquake.

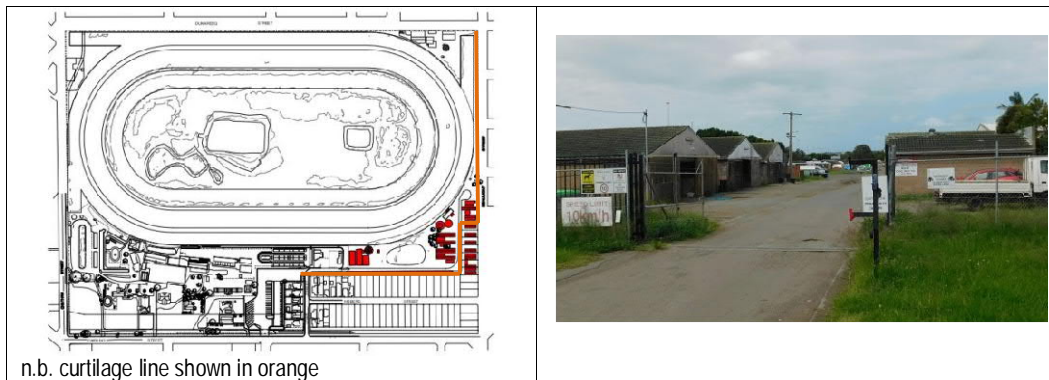
Description: This cottage with a symmetrical frontage and layout is in a Victorian Georgian Style. The front facade weatherboards have horizontal groove lines but have also been scored vertically to give the impression of stone ashlar blocks. The colorbond roof and verandah are hipped and the roof has a central valley hidden behind the front ridge which is a traditional method of framing the roof in a Georgian style layout. This cottage is believed to be the original Caretaker's Cottage which was on the Racecourse site when it was first acquired by the NJC and would thus pre-date the other buildings on the site.

Condition: Fair

Heritage Criteria: (a) historical, (b) historic associative, (c) aesthetic & (e) research

Assessed Heritage Value: Possible Moderate Significance

#### 4.4.25 STABLES AND HORSE BOXES



Construction Date: 1940s to 1990s

Architect: Unknown

Builder: Various including B & L Constructions, Noel Edwin Homes, R. T. Simpson & Sons, Drinkwater Home Improvements

Modification Dates: Major reconstruction of earlier timber framed stables to be of masonry construction between 1978 and 1986

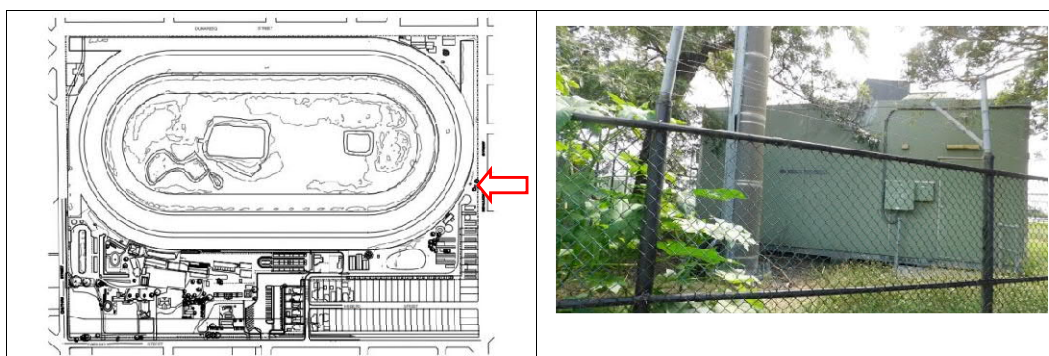
Description: A collection of multiple stable blocks, some single loaded, others double loaded, and many in small U-shaped arrangements. Most are of Concrete block construction with tiles roofs. Ancillary structures including walker rings, wash-downs and sand rolls can be found interspersed with the stable structures and would be of similar construction dates and condition. Some of the stable buildings adjacent to Beaumont Street actually lie outside the lot boundary of the racecourse and therefore beyond the heritage curtilage. Note a number of the stable buildings along the Beaumont Street boundary are not located within the heritage curtilage of the item.

Condition: Fair to poor

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.26 MOBILE PHONE TOWER AND SERVICES SHED



Construction Date: Early 2000s

Architect: N/A

Builder: Unknown

Modification Dates: N/A

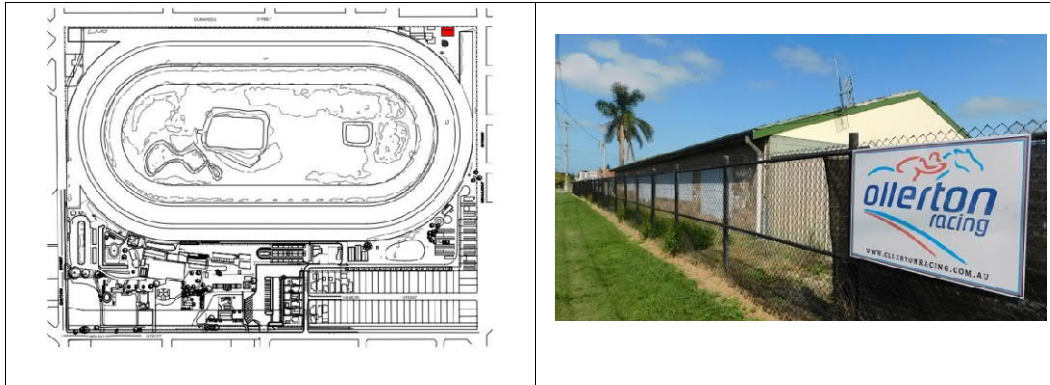
Description: Mobile Phone tower and associated services shed installed adjacent to Beaumont Street opposite Park Street. The infrastructure is enclosed in a security fence with barbed wire top.

Condition: Good

Heritage Criteria: none of note

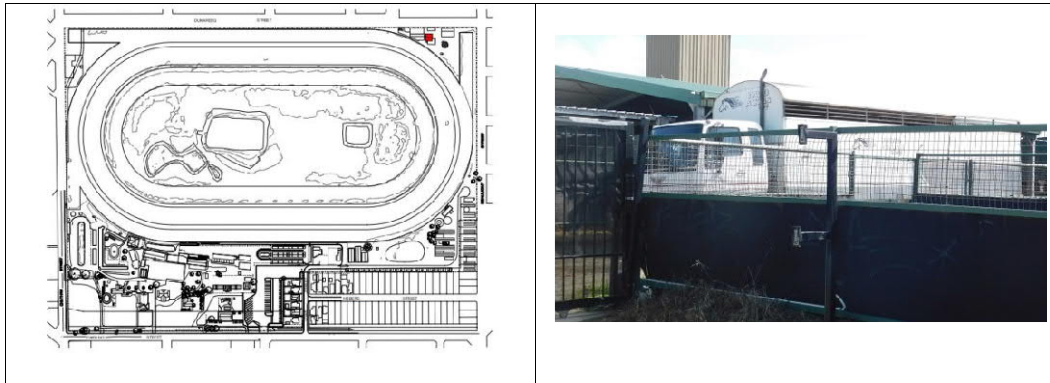
Assessed Heritage Value: Little Significance

#### 4.4.27 STABLE ON DUMARESQ STREET



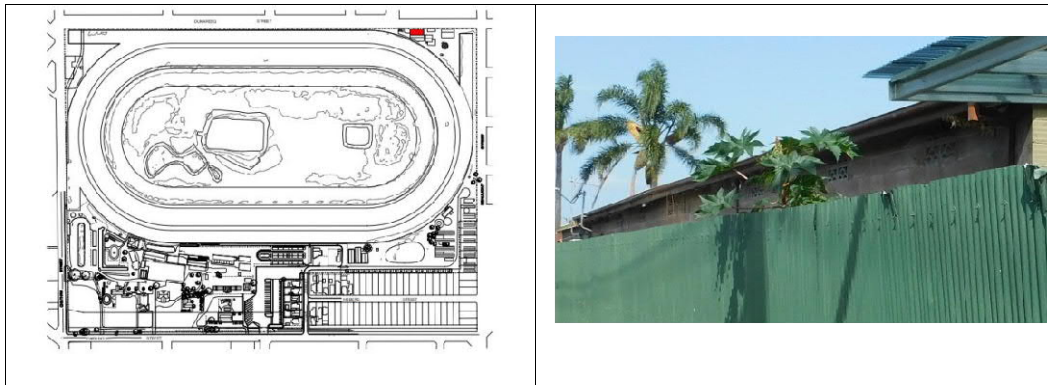
Construction Date: Early 1950s  
 Architect: Unknown  
 Builder: Unknown  
 Modification Dates: Reconstructed c1978-86  
 Description: Concrete block constructed double loaded stable building with low pitch tiled roof and metal skillion structure to the south  
 Condition: Fair to poor  
 Heritage Criteria: none of note  
 Assessed Heritage Value: Little Significance

#### 4.4.28 ROOF STRUCTURE OVER HORSE TRAINING AREA



Construction Date: 2011  
 Architect: Unknown  
 Builder: Unknown  
 Modification Dates: N/A  
 Description: Simple free-standing steel portal frame structure open on four sides with green colorbond roofing. Training ring under structure is created with fencing.  
 Condition: Good  
 Heritage Criteria: none of note  
 Assessed Heritage Value: Little Significance

#### 4.4.29 NEWER STABLE ON DUMARESQ STREET



Construction Date: c1980s

Architect: Unknown

Builder: Unknown

Modification Dates: Lean to additions applied at eastern and western ends dates unknown.

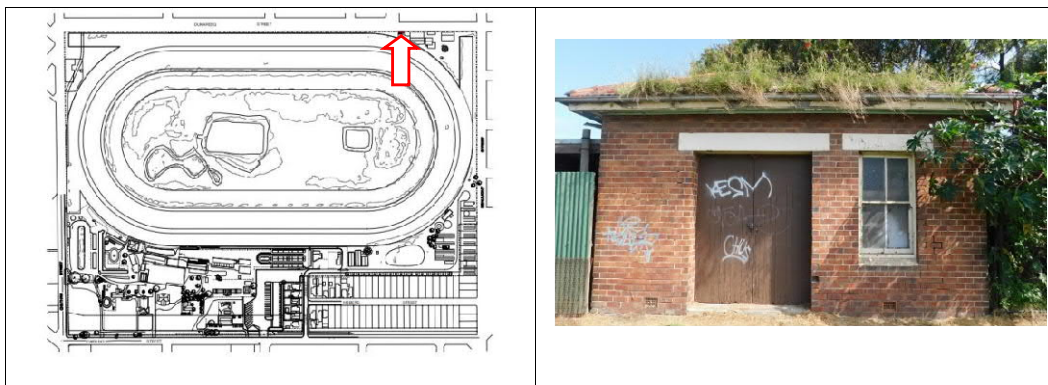
Description: Concrete block constructed double loaded stable building with low pitch tiled roof and metal skillion structure to the south. Other sheds and covered areas at the eastern and western ends and between the north facade and the boundary fence have been created in colorbond or Zincalume steel.

Condition: Fair to poor

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.30 SMALL PUMP ROOM ON DUMARESQ STREET



Construction Date: Late 1920s

Architect: Unknown

Builder: Unknown

Modification Dates: Unknown

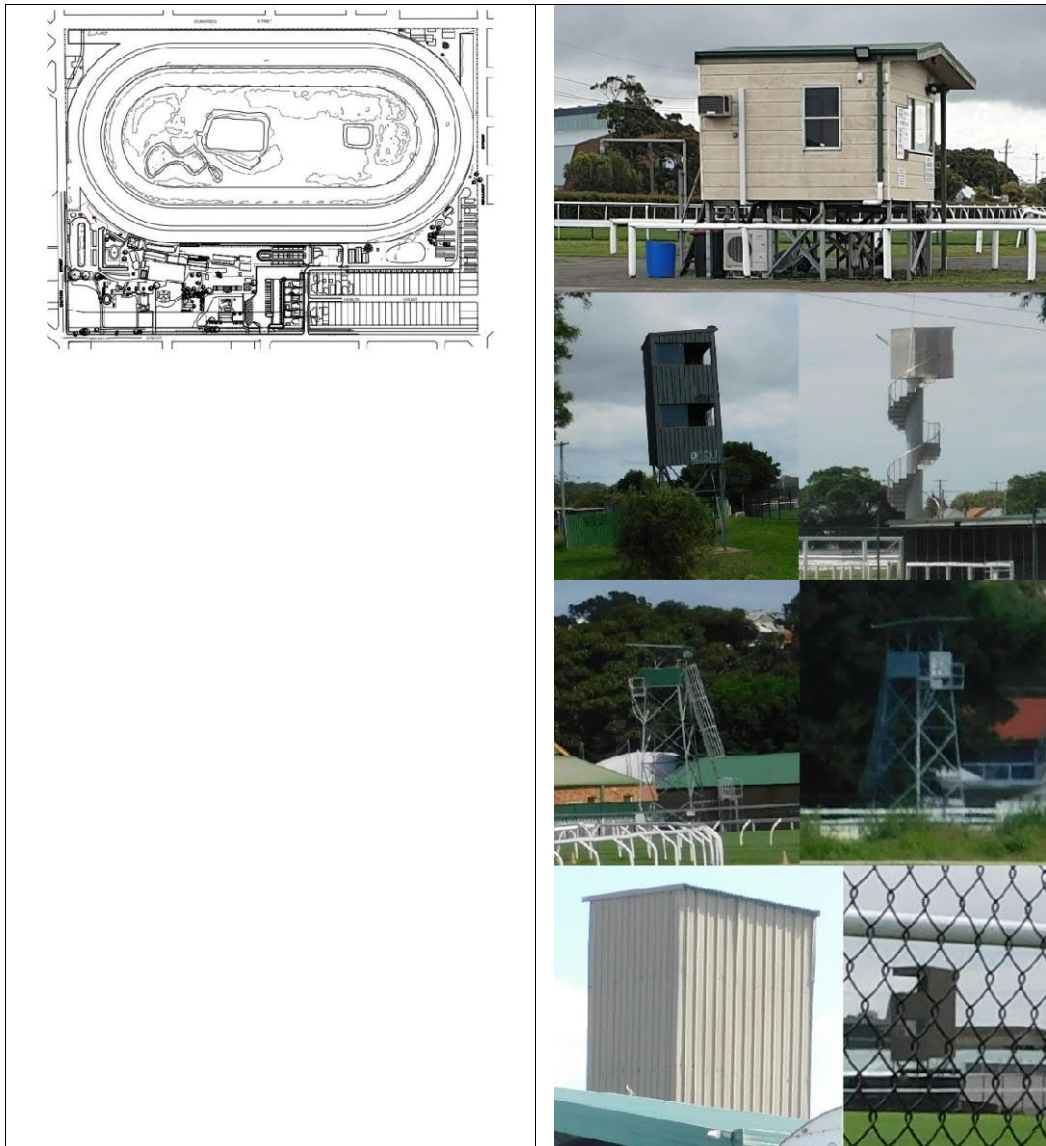
Description: This is a small, square structure of red brick with a pyramidal main roof covered in red Marseilles tiles. It has a skillion roofed structure attached to the east side. The northern facade contains a padlocked timber double door and a double hung window of tall proportions. The lintels over these two openings are finished in painted render 3 brick courses tall. An opening in the east end of the small attached structure has a brick arched lintel which may be indicative of its age.

Condition: Fair

Heritage Criteria: (c) aesthetic

Assessed Heritage Value: Little Significance

#### 4.4.31 OBSERVATION AND COMMENTARY POSTS



Construction Date: Varies

Architect: Unknown

Builder: Unknown

Modification Dates: N/A

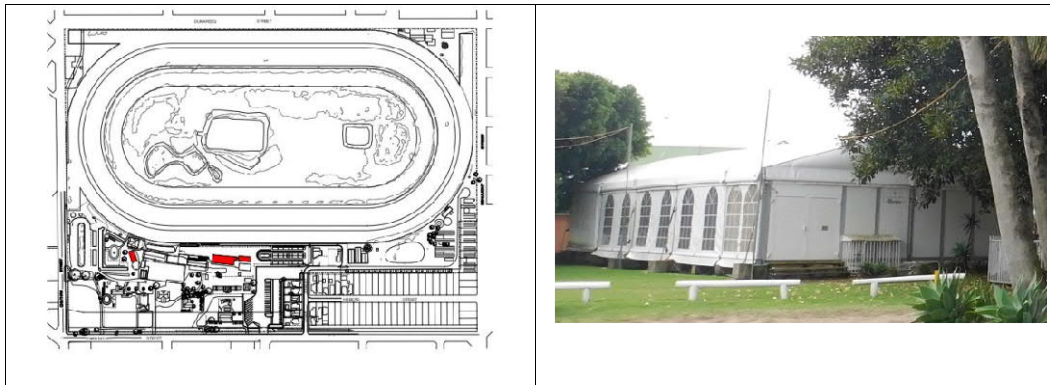
Description: A series of small structures each on steel frames elevated either slightly or substantially from the ground. These structures are spread around the perimeter of the racecourse and provide observation posts during training and racing fixtures.

Condition: Fair to good

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.32 TEMPORARY MARQUEE STRUCTURES



Construction Date: Recent

Architect: Unknown

Builder: Unknown

Modification Dates: N/A

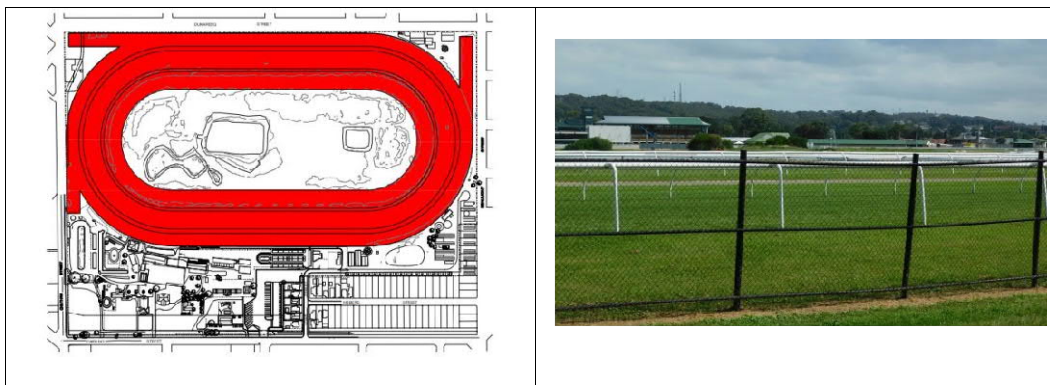
Description: These temporary structures located at ground level between the stands and the track provide a good deal of spectator accommodation on race days. Despite being transient structures, they still make a contribution to the aesthetic and social significance of the site as well as the historical narrative of how the Racecourse has operated.

Condition: Good

Heritage Criteria: (a) historical, (c) aesthetic & (d) social

Assessed Heritage Value: Possible Moderate Significance

#### 4.4.33 RACETRACK



Construction Date: 1906

Architect: Unknown

Builder: Unknown

Modification Dates: Numerous occasions to maintain surfaces and replace fencing and equipment.

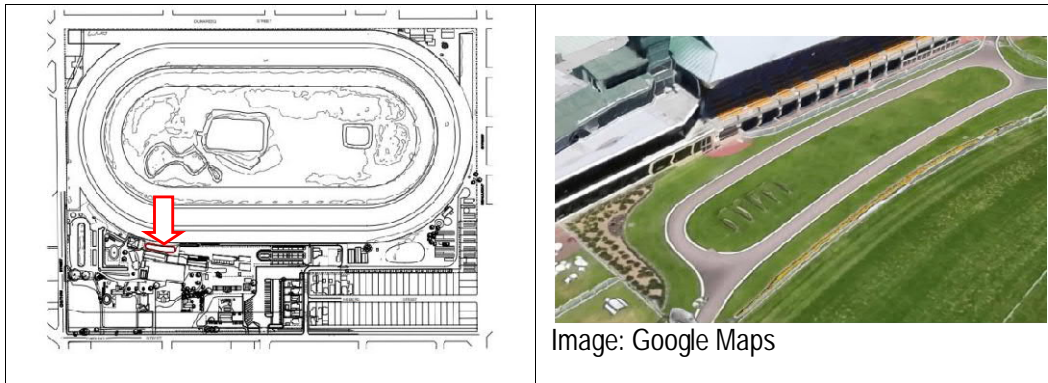
Description: The racetrack is of course the prime reason for the facility and is used for racing and training. Because it is required to be in such regular use, it is unlikely that it will be substantially altered. The only reason for there to be substantial alterations to the racetrack itself would be as a result of changes in the rules and standards for horseracing events.

Condition: Good

Heritage Criteria: (a) historical, (c) aesthetic & (d) social

Assessed Heritage Value: High Significance

#### 4.4.34 PARADE RING



Construction Date: post 1920s

Architect: Unknown

Builder: Unknown

Modification Dates: Unknown

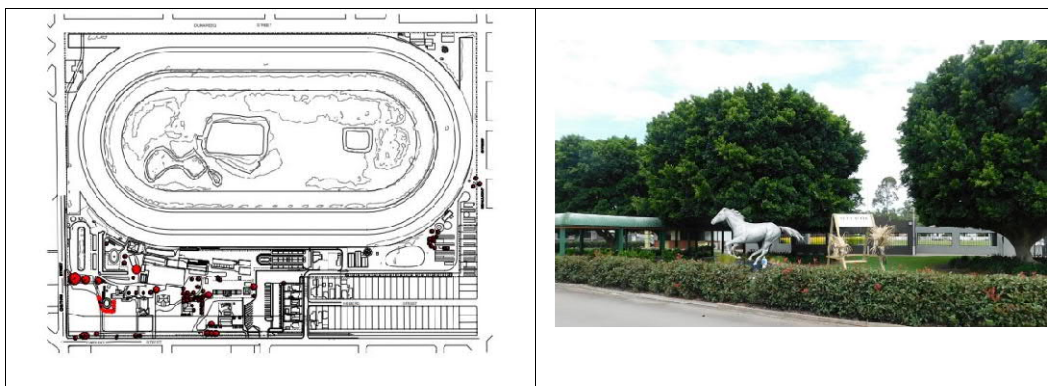
Description: The Parade Ring is located in front of the Members' Stand so that the horses for each event can be displayed to the public before their race.

Condition: Good

Heritage Criteria: (a) historical, (d) social

Assessed Heritage Value: Moderate Significance

#### 4.4.35 TREES AND SOFT LANDSCAPING



Construction Date: various

Architect: Unknown

Builder: Unknown

Modification Dates: Numerous

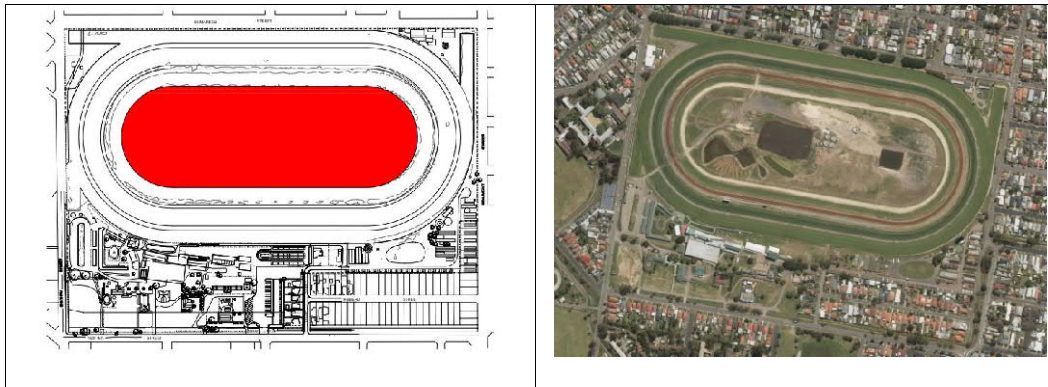
Description: The trees and soft landscaping throughout the site have been planted and revised throughout the operation of the racetrack. The species used have reflected the styles and customs used at the time and do not necessarily form a cohesive scheme for interpretation. Nevertheless they make a pleasing contribution to the ambience and character of the public areas of the Racecourse. None of the trees which were noted in the historical development of the site could be identified as being extant within the site boundaries or on the street verges today.

Condition: Good

Heritage Criteria: (c) aesthetic

Assessed Heritage Value: Little Significance

#### 4.4.36 CENTRE OF RACETRACK



Construction Date: 1906

Architect: Unknown

Builder: Unknown

Modification Dates: Numerous occasions to maintain surfaces and replace fencing and equipment, insert and remove Golf Course etc.

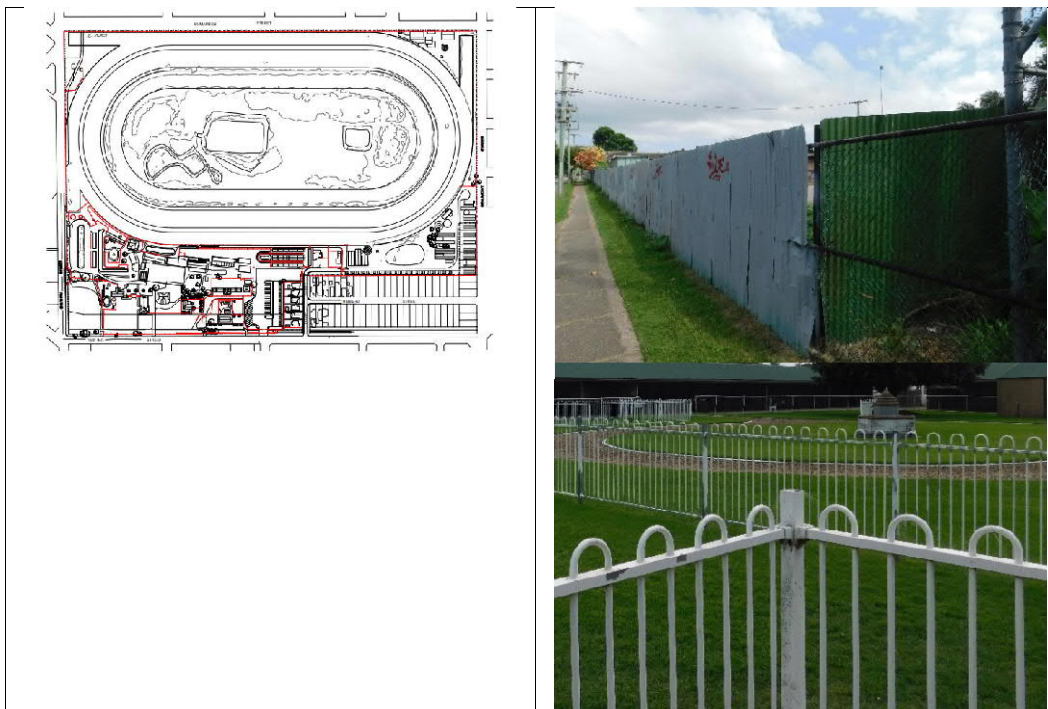
Description: The centre of the track has always existed and the primary factor it needs to achieve is to permit views from one side of the track to the other. Development has always been low scale in this area as a result. It has always been in use however as a storage for water on site and between 1935 and circa 1980 as a recreational Golf Course. The most informative views of this area within the racecourse are perhaps sourced from aerial imagery where it is possible to see the changing uses and shapes of the infrastructure in this place.

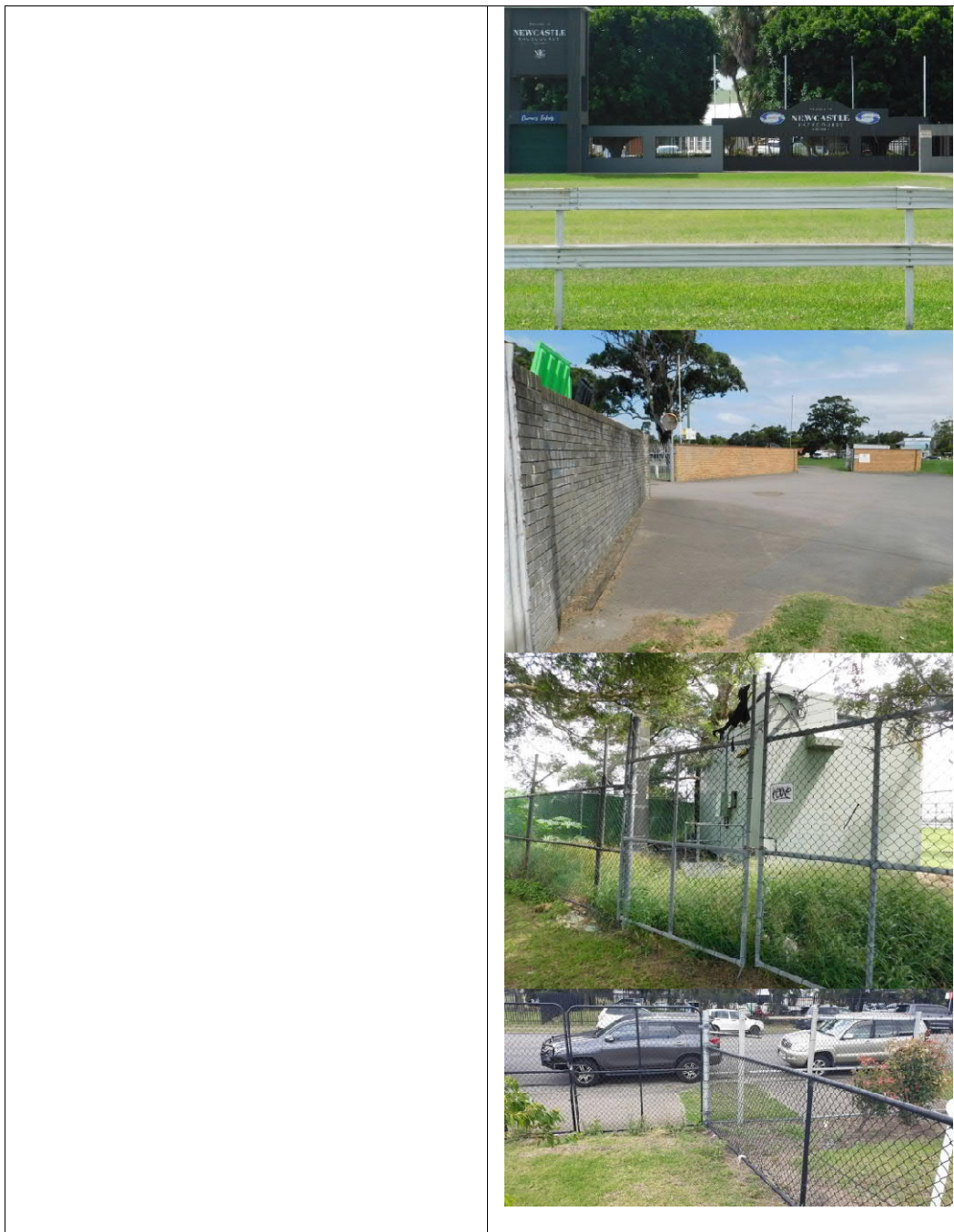
Condition: Good

Heritage Criteria: (a) historic, (e) research

Assessed Heritage Value: Little to Moderate Significance

#### 4.4.37 GATES AND FENCES





Construction Date: various

Architect: Unknown

Builder: Unknown

Modification Dates: Numerous

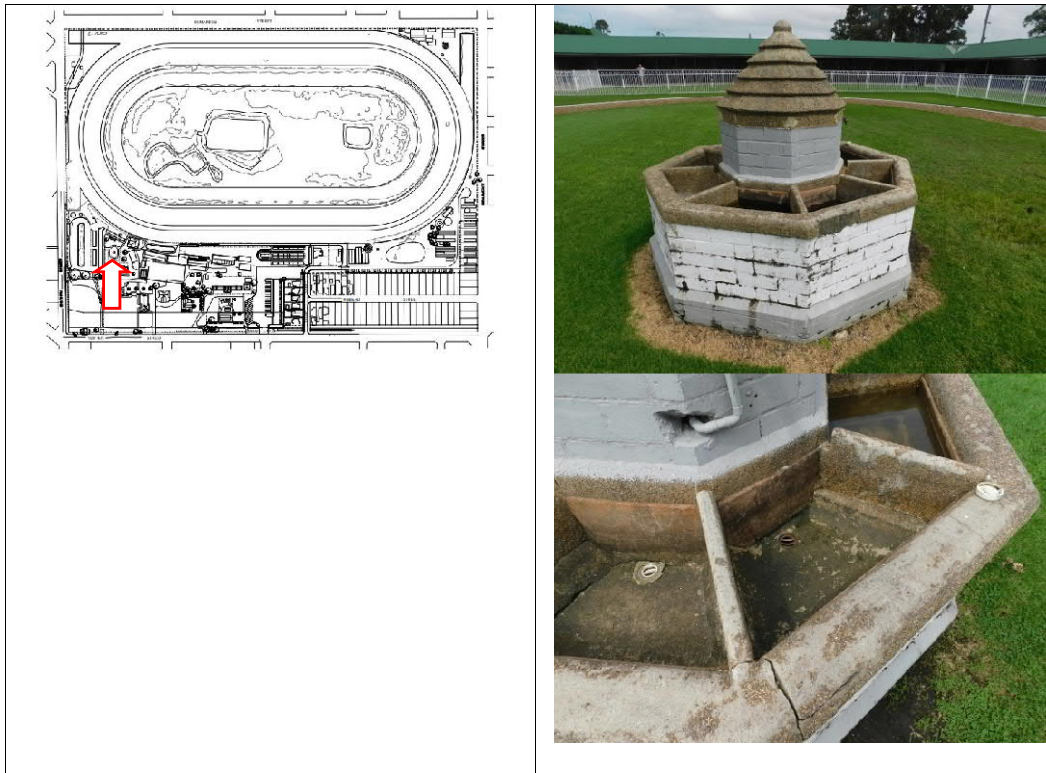
Description: The fences around the site are many and varied. The earliest are likely to be the sheet corrugated iron fences near the Day Stalls on the east side and Stables on the west side. These fences are battered and are highly unappealing for the residences which are located adjacent. Newer fences include post and rail items, paling fences, metal loop-top fences and the most recent are Cyclone Wire fences which at least accommodate views to the site and / or its landscaping. Gates are similar in form, shape and material. There is a large entrance portal on Chatham Street with splayed brick walls and fabricated iron gates. These structures are expected to date to the 1960s, are definitely not original to the site and do not have any associations with the tram which used to arrive at the site near this point.

Condition: Varies

Heritage Criteria: none of note

Assessed Heritage Value: Little Significance

#### 4.4.38 OCTAGONAL HORSE TROUGH



Construction Date: unknown, perhaps 1920s?

Architect: Unknown

Builder: Unknown

Modification Dates: Pebble-crete finish circa 1980s, plumbing amendments at various times.

Description: This octagonal water trough is mentioned in the heritage listing for the site though its origin and history of development are not documented. Information has had to be gleaned through observation and non-invasive assessment. The style of some of the plumbing fittings and the brickwork suggests that it is reasonably old, however the coatings to surfaces with pebble-crete and paint are obviously from circa the 1980s and beyond. A recommendation is given for the relocation of the Water Trough which will allow the retention of this interesting item.

Condition: Fair

Heritage Criteria: (c) aesthetic,

Assessed Heritage Value: Moderate Significance

#### 4.5 GRADED SIGNIFICANCE DIAGRAM

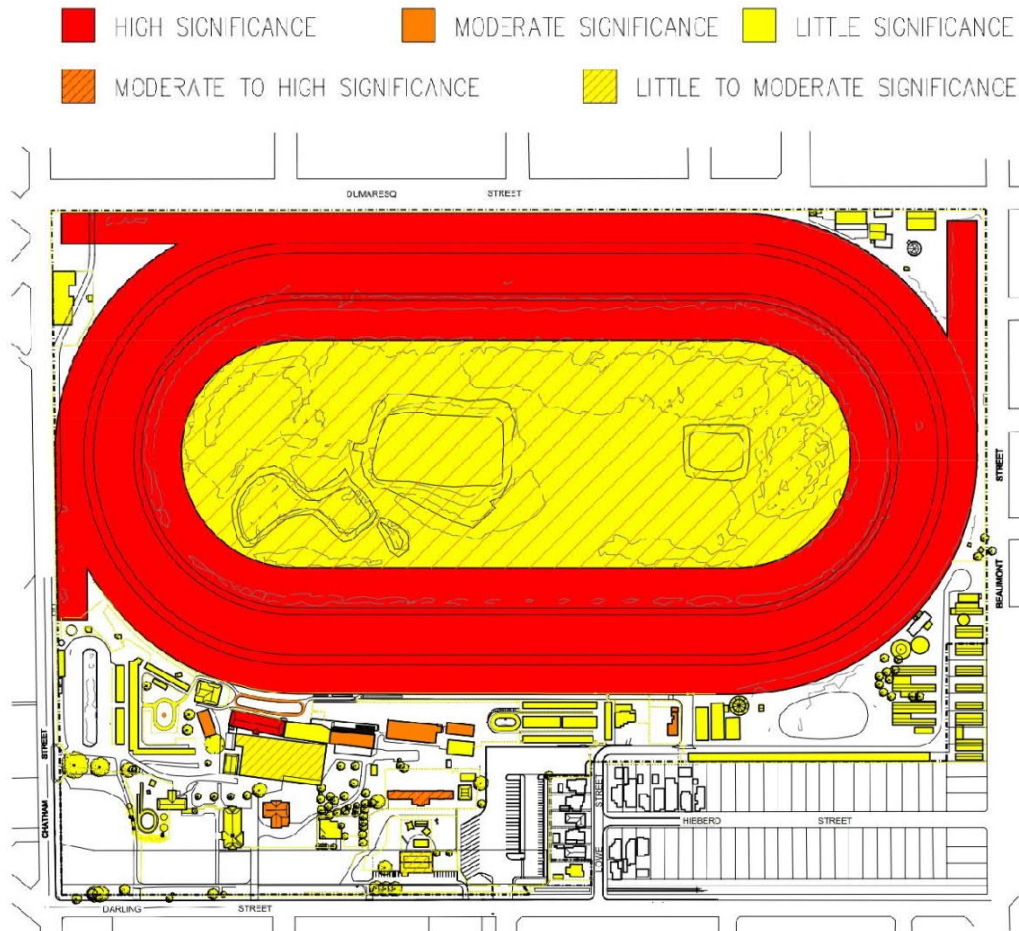


Figure 20: Graphic representation of the significance of the various buildings located around the site in accordance with section 4.4 above

## 5. PROPOSED WORKS

The proposed works under this application are to:

- Demolish the existing Stables / Day Stalls and former Warm-up Ring 4.4.12 above (Graded as of Little Significance)
- Demolish the Racehorse Exercise Pool 4.4.13 above (Graded as of Little Significance)
- Demolish the Stores and Staff amenities / Entry Turnstiles and Entry Tower 4.4.14 above (Graded as of Little Significance)
- Demolish the Machinery Shed 4.4.21 above (Graded as of Little Significance)
- Demolish the 1960s walls at entry to site as well as equivalent age sand roll near Chatham Street 4.4.37 above (Graded as of Little Significance)
- Demolish existing signage near Chatham and Darling Street intersection.
- Remove approximately ten trees 4.4.35 above (Graded as of Little Significance)
- Relocate an observation tower and a Trackwork supervisor's Hut 4.4.31 above (Graded as of Little Significance)
- Relocate the Octagonal Horse Trough 4.4.38 above (Graded as of Moderate Significance)
- Enlargement of existing site entry driveway to Chatham Street to access Maintenance Drop-Off Pick-Up Zone.
- Creation of a new site entry driveway on Chatham Street and corresponding site exit driveway on Darling Street.
- Construction of seven double storey Stable (Stall) blocks with ground level driveways and paving with elevated concourse with stairs and ramps to access upper floor of stables.
- Construction of new Horse Walkers, wash bays and sand rolls to service the stables.
- Construction of new Maintenance Amenities building
- Construction of a new Trainers' Facility
- Construction of a new Site Office / Equipment Shed structure
- Construction of new Goods Storage Shed
- Construction of new Signage Tower to corner of Chatham and Darling Streets.
- Construction of a new Entry Tower and Gate structure
- Installation of multiple rainwater tanks
- Construction of car parking for 166 cars
- Site landscaping including fencing, gates, tree planting, drop off areas and detention basins.

### 5.1 DESCRIPTION OF PROPOSED BUILDINGS

#### 5.1.1 STABLE (STALL) BLOCKS

The seven proposed blocks are two storeys tall, of masonry and prefinished metal, and linked together at ground and first floor levels by concourses. Each floor of each block has four rows of stalls and two corridors with central staff, laundry and amenity sections, wash bays and feed stores.

The hipped roof of each block has a central hipped lantern to promote natural ventilation and all the rainwater from the roof is collected for reuse.

#### 5.1.2 HORSE WALKERS AND SAND ROLLS

Each horse walker is a single storey decagonal shape of prefabricated panels in which horses can be walked on a lunge. The sand rolls are simple square unroofed part enclosures of masonry into which sand is supplied.

### 5.1.3 MAINTENANCE AMENITIES BUILDING

The Maintenance amenities building is built over two levels and connects to the same concourses which link the stalls. The building is of masonry and prefinished metal. The lower level has a large maintenance shed with attached stores and maintenance admin office. It sits under the concrete concourse of the upper level. The upper level contains amenities, lockers, changing, food preparation and lounge areas for the Maintenance personnel.

### 5.1.4 TRAINERS' FACILITY

The Trainers' Facility is a two storey structure with two straight sides and a curved third side which is predominantly glazed on the upper floor. It is also connected directly to the concourses which connect the stall blocks. The location of the Trainers' Facility faces directly along the home straight of the racetrack toward the finish line but also permits a view of the curved western end of the track. It is deliberately and specifically located for the benefit of the trainers. Similar to the other buildings nearby it is constructed of masonry and prefinished metal.

### 5.1.5 SITE OFFICE / EQUIPMENT SHED

The site office with attached equipment shed is a T shaped single storey building of masonry and prefinished metal with a central lantern to its roof promoting natural ventilation. Fenestration to the building is provided by roller shutters, and large windows facing onto landscaping.

### 5.1.6 GOODS STORAGE SHED

The Goods Storage Shed is a single storey rectangular shed structure of masonry and prefinished metal with a wide oversailing roof protecting the openings to the inside. Two thirds of the building are open without doors and one third has a roller shutter to close it off. High level louvres and a central roof lantern promote natural ventilation.

### 5.1.7 ENTRY TOWER

The entry tower and gate structure proposed is similar to that which exists on the site already and references the ticket booths and turnstiles which existed in the 1940s being square in plan with a pointed pyramid roof. The proposed tower and gate will carry on the racegoers experience of entry to the venue into the future.

### 5.1.8 SIGNAGE TOWER

The signage tower replaces the existing signage with a new structure which references the existing entry gate and 1940s ticket booths consisting of a square plan and pointed pyramid roof. The four sides of the signage tower allow for information to be legible from four different directions which is appropriate for its location on the intersection of Chatham and Darling streets.

## 5.2 ANALYSIS OF HERITAGE IMPACT

The Broadmeadow Racecourse was analysed above as demonstrating high significance in criteria (a) historical, (b) historical associations, (d) social and (g) representative significance. It was also assessed to demonstrate moderate significance under criteria (c) aesthetic and technical significance.

The works listed above will substantially alter the southwest corner of the site and remove some existing structures. This will alter the experience of visitors arriving at the site and entering the site. The works will not typically affect the experience of users of the site on race days as the crowds gather much further inside the site. Once within the site the, stands and track and other amenities will not be affected by this proposal.

Criterion a; Historical Significance: None of the structures which will be lost through the current proposal demonstrate more than Little significance. None of the structures to be lost

demonstrate significance under this criterion. The Day Stalls toward the west of the site will be demolished as they are currently being replaced by new structures near Lowe Street. Throughout the history of the operation of the Racecourse site, structures for the accommodation of racehorses such as Stables, Horse Boxes and Day Stalls have been built and then altered or rebuilt as requirements have changed. This proposal carries forward this traditional process and becomes the next step in the historical narrative of the Racecourse site.

Criterion b; Historical (associative) Significance: The works described above will not alter any historic associations known for the site and no fabric will be lost which would sever any associations to the site under this criterion.

Criterion c; Aesthetic Significance: The significance of the Racecourse under this criterion is particularly focussed on the collection of historic buildings along the southern edge of the track. The proposed works will be located beside this collection of buildings but set back and away from them. The aesthetics of the historic buildings will still be able to be appreciated individually and in a group from all the currently available vantage points. Further description of the impact of the proposed works on the setting and the views to and from the Item is given in Section 5.4 below.

Criterion d; Social Significance: The proposed works have the potential to enhance the social significance of the Broadmeadow Racecourse Item. State-of-the-art horse stabling and exercising facilities have the potential to increase the usage of the site and attract higher profile trainers, jockeys and horses to events at the racecourse. This will in turn attract larger crowds to utilise the site thus increasing significance.

Criterion e; Research Significance: The proposed works have little potential to impact significance under this criterion. The swept path of the former tram line is believed to have traversed across the southwest corner of the site but its infrastructure has long been removed. The siding area where the trams would have waited for passengers is further east past the Admin Building and Restaurant (Figure 17) and will not be impacted by the proposed works.

Criterion g; Representative Significance: The proposed works will in fact continue the pattern of development for the Racecourse site. Stables have repeatedly been built and rebuilt during the history of the operation of the site and this proposal is no different, merely representative of the current era of site development. The Racecourse continues to be owned and operated by the Newcastle Jockey Club and the current proposal is representative of the current era in the club's history.

### 5.3 COMPLIANCE WITH NEWCASTLE LEP 2012 – CLAUSE 5.10

The objectives of clause 5.10 which are applicable in this instance are:

- a. to conserve the environmental heritage of the City of Newcastle,
  - b. to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- a. The proposal retains the listed heritage item and its historic use.
  - b. A detailed analysis of the impact upon the heritage significance of the item itself is given above. The proposal minimises impact and conserves the significance of the item including associated fabric, settings and views.

The requirements of clause 5.10 which are applicable in this instance are:

Development consent is required for any of the following:

- a. demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):
  - i. a heritage item,

- b. altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

This report forms part of the required documents for the Development Application for the proposed works.

#### 5.4 COMPLIANCE WITH NEWCASTLE DCP 2012 – SECTION 5.05 HERITAGE ITEMS

In the following assessment, The Item refers to the Newcastle LEP 2012 Item 148 Broadmeadow Racetrack site. Detailed assessment of compliance in regards to the individual structures or other aspects of the site which may be impacted are described after the general discussion of The Item.

DCP Clause	Requirement	This Application - <b>IMPACT</b>
5.05.01 General Principles		
Objectives	1. Encourage the retention of existing heritage items.	<u>The Item</u> will be retained and will continue to be used for its intended and historic purpose.  The only structures not to be retained make only a limited (little) contribution to the overall significance of <u>The Item</u> .  <b>Negligible Impact</b>
	2. Demonstrate an understanding of the heritage significance of items.	A study into the history of <u>The Item</u> has been undertaken and an analysis of significance has been written as part of this report. Grading of significance for the multiple component elements of <u>The Item</u> has been undertaken and documented above.  <b>Positive Impact</b>
	3. Encourage heritage items to be used for purposes that are appropriate to their heritage significance.	<u>The Item</u> has been used for its current purpose as a Racecourse for Horse Racing for approximately 115 years. Associated uses have existed on this site for all of this time e.g. The Caretaker's residence. Diversification of use has occurred on this site for approximately 85 years commencing with the introduction of the 9-hole Golf Course in 1935. <u>The Item</u> will continue to be used for its current purposes under the proposal.  <b>Nil Impact</b>

Objectives cont.	4. Maintain a suitable setting for the heritage item.	<p>The setting of <u>The Item</u> is the part that will be most affected by the proposed works. Detailed analysis and diagrams of how the works may impact the setting and the significance of <u>The Item</u> and its component elements is given in Section 5.4 below.</p> <p><b>Impact discussed below</b></p>
	5. Encourage the removal of unsympathetic alterations and additions and reinstatement of original features and details.	<p>The scale of the proposed works is larger than the alteration of an individual building. In terms of unsympathetic alterations to <u>The Item</u>, none of the component elements on the site have been graded as being Intrusive, as all make their contribution to the narrative of the development of the site.</p> <p><b>Nil Impact</b></p>
	6. Support ongoing maintenance, care and use of heritage items.	<p>The ongoing use of <u>The Item</u> is the aim of the proposed works. Ongoing use, which involves attendance to the site by the public will in turn support the maintenance and care of <u>The Item</u>.</p> <p><b>Net Positive Impact</b></p>
	7. Encourage the whole of the building to be re-used.	<p><u>The Item</u> is not a single building but a large collection of diverse buildings around a racetrack. The proposed works will encourage the ongoing use of all parts of the site by facilitating the use of the site for horse racing and training.</p> <p><b>Net Positive Impact</b></p>
Controls	1. Any development application for works to a heritage item is accompanied by a Heritage Impact Statement as required by the Newcastle Local Environmental Plan 2012.	<p>This report forms the Heritage Impact Statement required by the Newcastle Local Environmental Plan for this application.</p> <p><b>Nil Impact</b></p>

Controls Cont.

Development of a heritage item:

(a) is consistent with the Heritage Impact Statement, Conservation Management Plan or Conservation Management Strategy

The plans for the proposal are consistent with the Statement of Heritage Impact provided in this document.

**Nil Impact**

(b) is consistent with the Statement of Heritage significance for the item

The plans for the proposal are consistent with the Statement of Heritage Significance provided in this document

**Nil Impact**

(c) protects the setting of the heritage item

Discussion of the setting of the heritage item is given in greater detail in Section 5.4 below.

**Impact discussed below**

(d) retains the significant internal and external spaces and to recycle, re-purpose and reuse fabric and building elements

In the case of The Item, significant spaces can be identified as the racetrack, the stands and spectator areas, the parade ground, and the betting ring. These are the spaces that contribute to the competition and social aspects of the purpose of the site thus enhancing significance. None of these spaces will be impacted by the proposed works.

The Horse Boxes and Day Stalls and Warm-up Ring may be considered to bear a small amount of significance for accommodating the horses, before and after races, however these are only temporary in use. The facilities for the racehorses' accommodation are not where the races are won or lost or where the spectators or punters are engaged. The Day Stalls near the west side of the site will be lost in the proposal, but new Day Stalls are currently under construction.

Controls Cont.

(e) avoids "facadism" by using all of the components of the building including, but not limited to, the structure, floor, roof, floor and wall framing, fittings and finishes, fabric and materials

All other spaces around the site such as maintenance sheds and workshops are of far less significance in terms of the horse racing purpose of the site.

Negligible Impact

The scope of the proposed works is far greater than an alterations project and does not affect existing buildings to be retained. New buildings are to be constructed. This control is not considered to be applicable in this case.

(f) removes alterations and additions that are unsympathetic to the heritage significance of the heritage item

Not Applicable

The scope of the proposed works is far greater than an alterations project and does not affect existing buildings to be retained. New buildings are to be constructed. This control is not considered to be applicable in this case.

(g) reinstates missing building elements and details

Not Applicable

The scope of the proposed works is far greater than an alterations project and does not affect existing buildings to be retained. New buildings are to be constructed. This control is not considered to be applicable in this case.

(h) uses materials, finishes, and colours that are appropriate to the architecture, style and age of the heritage item

Not Applicable

The proposed new buildings will be constructed with masonry walls topped with roofs of corrugated metal sheeting. The materials, profiles and textures will be a continuation of the historic materials used throughout the buildings which contribute to the significance of The Item.

Controls Cont.

The colours proposed are warm neutrals and deferential in attention to the red/brown brick and green roofs of the historic and significant buildings. That said; the green roofs currently applied to many of the historic buildings are not at all expected to be their original colour, which was most likely galvanised silver roof sheeting or dark grey slate.

**Negligible Impact**

(i) reinforces the dimensions, pattern and style of the original window and door openings of the heritage item

The scope of the proposed works is far greater than an alterations project. A new building is to be constructed. This control is not considered to be applicable in this case.

**Not Applicable**

(j) maintains and repairs building elements in order to retain the heritage item in a serviceable condition commensurate with its heritage significance.

The proposal does not include physical works to building elements which contribute to the significance of The Item. The works however will encourage and facilitate the ongoing use and long term maintenance and conservation of The Item.

**Net Positive Impact**

5.05.06 Development in the Vicinity of a Heritage Item<sup>41</sup>

Objectives	1. Ensure development in the vicinity of heritage items is designed and located in such a way that the heritage significance of the heritage item is conserved.	Section 5.1 above describes the impact to the significance of <u>The Item</u> under the criteria in which it demonstrates significance.
Controls	1. New development and alterations and additions in the vicinity of heritage items respects and enhances the setting and significance of the heritage item with regard to the following elements:	The following clauses examine the impact of the proposed works to the significant elements of the site which are situated nearby: i.e. the Racetrack, Members' Stand, Grandstand, Restaurant and Tote Building

<sup>41</sup> This clause is not necessarily applicable to the proposed works being considered as the curtilage of the heritage item encompasses the entire site. The Controls described in this clause however are useful guides in assessing the impact of the proposed works upon the individual significant elements of the overall item.

Controls Cont.

(a) building envelope

The RE2 zoning of the site does not prescribe any requirements for building envelope. The significant buildings are all set well back from the site boundaries to be close to the Racetrack and vary in height. The stands are the equivalent of three storeys plus the roof and the Tote building is two large storeys plus the roof. The proposed works are set well away from the significant buildings, back from the racetrack and closer to the boundaries. They are of similar height to the Tote Building and lower than the stands thus are conscious of deferring to the importance to the significant items.

#### Negligible Impact

(b) proportions

The proportions of the proposed buildings are determined mainly by their function. They are long and wide and need to be this way. The significant buildings, are typically long and thus present a substantial elevation to the viewer from primary directions. The proposed stable blocks particularly are therefore not dissimilar to the Stands and Tote Building in proportion. If the stable blocks were broken into smaller buildings to reduce their proportions, they would start to take over more of the site and encroach upon the space closer to the significant buildings. The proportions of the proposed buildings are therefore viewed as being sympathetic for the other advantages they provide to the site layout.

#### Impact Minimised

Controls Cont.

(c) setbacks

The RE2 zoning has no requirements in terms of setbacks.

The proposed works is set back a minimum of 4m from the Chatham Street Boundary (except for some rainwater tanks and the corner Signage Tower). This dimension is greater than the existing setback of the Machinery Shed 4.4.21 above.

The proposed works are set further away from the significant buildings than the existing buildings 4.4.12 and 4.4.14, thus will physically increase the space around the significant buildings for their interpretation.

#### Positive Impact

Materials and colours selected for the proposed buildings and structures can be seen in the rendered images supplied with the application.

The use of masonry walls and sheet metal roofing is compatible with the numerous other buildings throughout the site.

The colours are warm neutral colours which do not draw particular attention however allow the bolder colours of the significant buildings (the red/brown brickwork and coloured roofs and bright painted timberwork) be dominant in views through and of The Item.

#### Nil Impact

(d) material and colours

2. Development in the vicinity of heritage items respect the heritage item by:

Controls Cont.

(a) retaining adequate space around the heritage item to enable its interpretation

The proposed works are contained within the Southwest corner of the site. The proposed buildings are set back from the Members' Stand which is the nearest element demonstrating Moderate or higher significance. The proposed works generally increase the physical space to enable interpretation of the Members' Stand to the extent which is currently available. The only exception to this is one of the horse walker structures which will sit south of the existing pavilion building. The works are set back much greater distances from the other component elements.

Positive Impact

(b) conserving significant landscaping including horticultural features, trees, and outbuildings

Trees of low significance will be removed from around the racehorse exercise pool.

Three topiaried fig trees will be lost from within the enclosure of the Day Stalls. These will be replaced with new planting.

A recommendation is given below for the relocation of the Octagonal Horse Trough 4.4.38 above so as to retain this interesting element.

Negligible Impact

(c) enabling archaeological sites to be conserved in accordance with relevant approvals

The Item is not regarded as an archaeological site. The proposed works to construct the Goods Storage Shed, Driveways, Basin 02 and the Staff Car Park cross the alignment of the former tram line. All tracks and sleepers have been removed. There may be evidence of filling, or leftover ballast discoverable.

Controls Cont.	(d) retaining significant views and lines of sight to the heritage item.	Greater detail of impact to the setting of <u>The Item</u> , including significant views to and from <u>The Item</u> and the various significant buildings are described below.
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## 5.5 IMPACT UPON THE SETTING OF THE ITEM / VIEWS TO AND FROM THE ITEM

### 5.5.1 Views from the Northeast



Figure 21: View from the footpath of Beaumont Street near the Northeast corner of the site.

Looking from near the Northeast corner of the site, the views across the track toward the significant buildings must be taken through the fence and the barriers of the track. Better views of the significant buildings are only possible with binoculars or zoom-lenses. The proposed works will be located on the farthest corner of the site from this point. The works will be just visible but will be behind the significant buildings and nestled below the tree-line of the land just beyond Chatham Street. The proposed works will have only a negligible impact upon the views to the item from the Northeast.

### 5.5.2 Views from the Northwest



Figure 22: View from the footpath of Chatham Street just south of the Rumpus Room Child Care Centre.

Looking from the Northwest of the site and approaching the entrance to the site along Chatham Street, the significant buildings sit proudly above the racecourse barriers and draw the attention of onlookers. The proposed stables which are sketched in white outlines to the right of the image are set well away from the significant buildings and will sit lower. They will sit below the line of the hillside of Merewether to the south and will not dominate the view.

Planting inside the boundary fence is visible in the foreground of the image in Figure 22 above. This planting will grow during the next few years into a screen which will further reduce the visibility of the proposed stable buildings and associated works.

The proposed works will have a negligible impact upon views to, and the setting of the item from this direction.

### 5.5.3 Views arriving at the site from the Southwest

This Southwest corner is where a great number of people will approach the site from and also where the proposed works will be most visible. It is important to note that the views experienced by visitors once inside the site will be very different to the views available on arrival. The internal views are analysed in section 5.4.5 below.

The heavy use of the site has always been in the Southwest corner. It is the position where trucks and horse floats have traditionally entered the site and was also the position where the tram brought visitors from Adamstown. The proposed works continue this established process.



Figure 23: View of the site approaching from the Southwest. Google Streetview captured October 2020

The proposed buildings are of a size and scale, and the significant buildings set so far back into the site that views of the significant buildings will be obscured from this viewpoint. As can be seen from the image above, there is very little of the significant buildings, principally the Members' Stand indicated with the red arrow that is visible from this viewpoint anyway. The existing landscaping already conceals a portion of the Members' Stand and all of the Grandstand and Tote Building beyond.

The proposed works will have a minor impact upon the views to the significant buildings from this viewpoint. This impact is ameliorated by the realisation that the stables in this position and the activity of the racehorses moving about between events will add to the excitement of approaching the site which will enhance the setting of The Item and has the potential to enhance the significance of The Item.

On balance the proposed works have the potential to enhance the setting of the item despite some views being obscured.

#### 5.5.4 Views arriving at the site from the southeast



Figure 24: View from Darling Street approaching the site from the Southeast. Google Streetview captured August 2019

The Southeast has a wide open space which allows a good view of the rear of the Members' Stand indicated with a red arrow. The rear of the Grandstand and the Tote Building are also visible further to the east but not in the above image.

The proposed works will be visible from this point but will be further beyond all the visible existing buildings and lower than the Members' Stand. Views to the Members' Stand will not be obscured from this direction as all the proposed works will be in the background. The proposed works open up additional space by which to interpret the significant buildings which has the effect of ameliorating the impact of the proposal's additional height upon the setting of the Members' Stand.

The impact of the proposed works upon the views to the Members' Stand and its setting is considered to be negligible.

Views from this location to the Grandstand and the Tote Building will not be affected at all by the proposed works, thus views to those significant buildings and the settings within which they exist are not impacted at all.

#### 5.5.5 Views once inside the gates



Figure 25: A view from immediately inside the entrance gates to the site. The proposed works will have no impact or presence in the view above.

Upon entering the site, the viewer is immediately apparent of the landscaping such as the topiaried figs, lawns, paths, sculptures and catches glimpses straight ahead of the Members' Stand. Views of the proposed works are now off to the side and out of common view.

If views to the site were considered to be impacted during entry to the site, these impacts are immediately dispelled by the experience of entering the site.

The impact of the proposed works upon views to the significant buildings and their setting is nil once within the gates of the Racecourse site.

## 5.5.6 Views from the stands



Figure 26: View from the Members' Stand. Source [oas.com.au/news/newcastle-jockey-club-partners-oas](http://oas.com.au/news/newcastle-jockey-club-partners-oas)

Once within the stands, the prime focus for visitors to the site is of course the racetrack where the action of the racing is taking place. The proposed works will be just visible toward the left of the image above but their visual impact will be negligible upon the setting because the track will be the focus of attention. The impact of the proposed works upon viewers located in the NJC Club, The Public Grandstand and the Small Public Grandstand will be even less than that from the vantage point of the Members' Stand as those other buildings are even further away from the proposal.



Figure 27: View from the Public Grandstand. The proposed works will have no impact upon this view. Source NJC

## 6. STATEMENT OF HERITAGE IMPACT

This is the Statement of Heritage Impact for:	Broadmeadow Racecourse
Date:	This statement was completed in July 2021
Address and Property Description:	100 Darling Street / 125 Chatham Street, Broadmeadow NSW 2292
Prepared by:	EJE Group
Prepared for:	Newcastle Jockey Club

The following aspects of the proposal respect or enhance the heritage significance of the item or area for the following reasons:

The proposed works have the potential to enhance the spectacle of race days due to higher quality facilities attracting better trainers, jockeys and horses, therefore creating better competition. This will have the ability to enhance social significance for the Broadmeadow Racecourse Item.

The proposed works have the potential to enhance the experience of arriving at the Racecourse when approaching from the southwest corner. The presence of the stables and horses moving around within view can add to the anticipation of race day fixtures.

The proposed works will encourage and facilitate the ongoing use of the site for its historic use (as well as its recognised diversified uses) which will in turn facilitate the ongoing conservation of the whole of the site. The Newcastle Jockey Club has owned the facility since before its relocation to this site. That ownership will continue also.

The Broadmeadow Racecourse has developed progressively upon this site for approximately 115 years. Buildings and elements have been constructed, altered and demolished during this time. The stabling has undergone some of the most alteration particularly during the late 1970s to 1980s when they were all required to be reconstructed to comply with new standards. The proposed works perpetuate the established pattern of development upon the site.

All of the buildings and elements which are graded as being of moderate or higher significance are retained in full by the proposal (and by the recommendation below)

The materials chosen are not a match for the original fabric. They will instead be of a subdued and sympathetic colour which will defer prominence to the rich colours of the existing brickwork and rich details of the remaining original features.

Views to and from the significant buildings of the heritage item are barely affected from most vantage points around the perimeter. The only exception is that from the southwest corner which will have the effect of increasing the excitement and anticipation of arriving at the Racecourse from the Chatham Road side. The future growth of the screen planting around the perimeter of the site will further soften the appearance of the proposed works from the north, east and west sides of the site.

Once inside the main gate of the Racecourse, the proposed works will be beside and behind the visitor who will be focussed on the approach to the grandstands. The proposed works will then cease to be in the view of the visitor who can then concentrate on the significant buildings of the site.

The proposed works will not impact upon any views toward the racetrack from any position in the grandstands. The racetrack will be the prime focus of the visitor from these positions. Views to the Parade Ring will be similarly undiminished by the presence of the proposed works.

The following aspects of the proposal could detrimentally impact on the heritage significance of the item or area for the following reasons:

The removal of fabric has the potential to impact significance. Removal of high significance fabric is likely to diminish the significance of the heritage item. The proposed works however only involve the removal of fabric which is graded as being of little significance. Demolition / removal of elements graded as being of Little Significance would not diminish the heritage significance of the item.

The construction of large scale buildings has the potential to overwhelm the original buildings. The original buildings however are already of a large scale and have much arresting detail to increase their prominence. The proposed new buildings, which need to be large to perform their brief and function, are smaller in dimension and proportion than the existing significant buildings. If the proposed buildings were smaller, there would need to be more of them to fulfil the brief and this would have a detrimental impact upon the open space of the site; making navigation through the site narrow and pokey. The design of the proposed works thus minimises the impact of the new stables upon the item.

The following sympathetic design solutions were considered and discounted for the following reasons:

There were no sympathetic design solutions that were discounted. All sympathetic options were incorporated into the design of the proposed works.

The following actions are recommended to minimise disturbance and/or enhance the interpretation of the heritage significance of the item or area:

It is recommended that the Octagonal Horse Trough in the centre of the Warm-Up Ring be relocated rather than demolished. It is recommended that it be relocated from its current position at the centre of the now redundant Warm-Up Ring, to the centre of the new Warm-Up Ring near Lowe Street. This would enable the Horse Trough to be retained in its practical context despite the new location. The trough would continue to be associated with the Warm-Up Ring and Day Stalls.

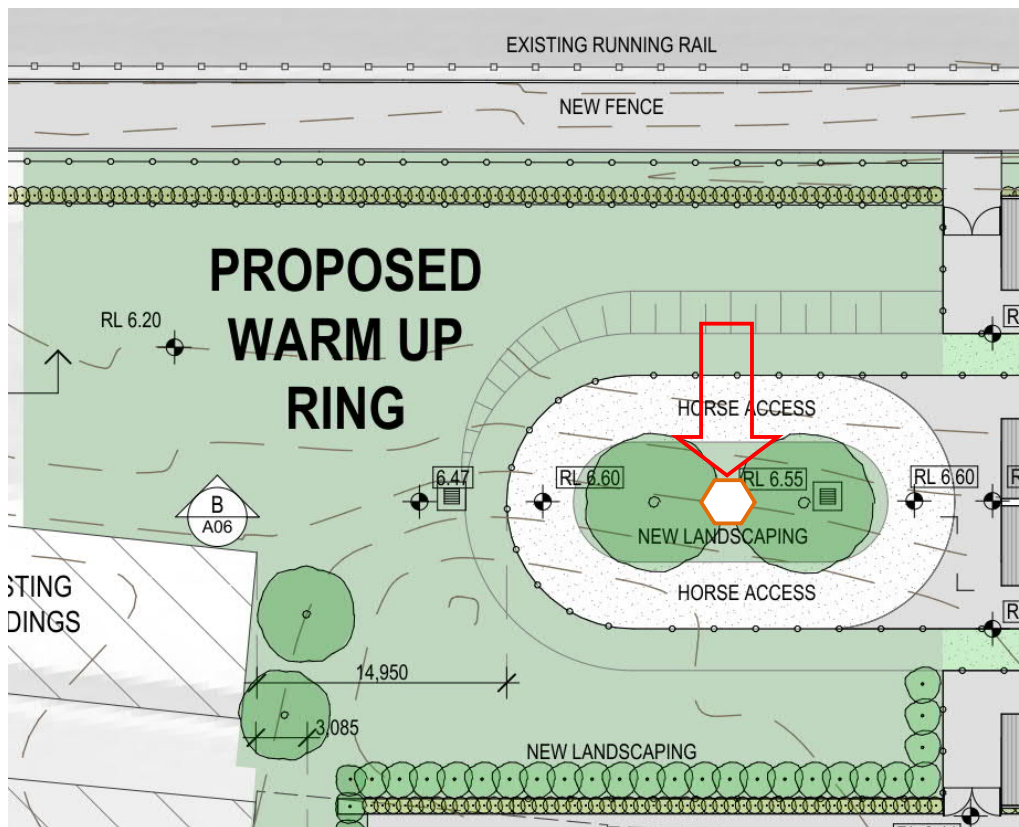


Figure 28: Recommended location for the relocation of the Octagonal Horse Trough. This would place it in the centre of the new Warm Up Ring and adjacent to the new Day Stalls. Drawing: EJE



Figure 29: Recommended location for the relocation of the Octagonal Horse Trough. This would place it in the centre of the new Warm Up Ring and adjacent to the new Day Stalls. Image: AvidPM

Works along the southern boundary of the site will occur in the former alignment of the tram track which brought visitors to the site. The sleepers and tracks are all believed to be removed. There may be the potential to find ballast or evidence of cutting and filling. The site is not an identified Archaeological site and is not within the curtilage of the heritage item. Care should be taken when excavating in this area and if it is believed that a relic is discovered, it must be notified per Section 146 of the Heritage Act NSW 1977:

146 Notification of discovery of relic

A person who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with a permit) must—

(a) within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic, notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and

(b) within the period required by the Heritage Council, furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.

The Heritage Council may be contacted by telephone 9873 8500 or by email [heritagemailbox@environment.nsw.gov.au](mailto:heritagemailbox@environment.nsw.gov.au)

The City of Newcastle Heritage Officer, Isabelle Rowlatt, should also be contacted on 4974 2000 or [mail@ncc.nsw.gov.au](mailto:mail@ncc.nsw.gov.au)

It is recommended that further investigations be carried out upon what is believed to be the former Caretaker's Residence at 16 Lowe Street. It is possible that this particular building predates all other buildings upon the site and existed prior to the sale of the site to the Newcastle Jockey Club.

## 7. CONCLUSION

The proposed works are a major development of the Broadmeadow Racecourse site located in the Southwest corner of the site. The majority of the works are located within the curtilage of the Broadmeadow Racecourse Heritage Item.

A 2001 recommendation to assess the significance of all elements which make up the site has been carried out and included in this document and builds upon the partial assessment carried out by the Department of Commerce in 2004. The assessment concludes with a detailed grading of significance diagram for the many items and elements of the site.

The grading of significance shows that the only structures and elements which will be removed under the current proposal are graded as being of little significance. Recommendations are given for some elements which will ensure the appropriate care and consideration is given them during the construction of the proposed works and potential future works.

The proposed works, despite their size, have been designed to minimise their impact upon the existing significant buildings by increasing setbacks, managing scale and proportion and using subdued colours. These efforts allow an increase of space around the significant buildings for interpreting their significance and appreciating their design, material and detail.

The proposed works have the potential to enhance the significance of the historic buildings and the Broadmeadow Racecourse Item by attracting better trainers, jockeys and horses, therefore creating better competition and enhancing the spectacle of race days. When approaching the site from the southwest, which is common, the proposed works have the potential to enhance the excitement of coming to the races thus having a corresponding enhancement to social significance.

Once inside the gates of the racecourse, and especially from within the grandstands, the proposed works will not diminish the focus of visitor to the site from the historic buildings or from the racetrack where the action is taking place.

## 8. BIBLIOGRAPHY

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Reedman, Les. Early Architects of the Hunter Region. Second edition 2010. Published by Boraga Academic for the Royal Australian Institute of Architects – Newcastle Division

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### Newspapers

Maitland Daily Mercury

Newcastle Morning Herald

Newcastle Sun

Northern Times

Sydney Gazette and New South Wales Advertiser

### Online Resources

Google Maps: <https://www.google.com.au/maps>

Hidden Hamilton. <http://hiddenhamilton.blogspot.com>

Newcastle Region Library: <http://www.newcastle.nsw.gov.au/Library/Home>

University of Newcastle: Cultural Collections - <https://www.flickr.com/photos/uon/>

NSW Dept of Environment and Heritage - <https://www.environment.nsw.gov.au>

NSW LPI: NSW Globe - <http://globe.six.nsw.gov.au/>

NSW LPI: Spatial Information Exchange - <http://maps.six.nsw.gov.au/>

The Rutherford Journal: <http://www.rutherfordjournal.org/article020105.html>

Sir George Julius, Inventor and Australian Nation Builder:

<http://members.ozemail.com.au/~bconlon/julius.htm#top>

Totalisators: New Zealand History:

<https://www.cs.auckland.ac.nz/historydisplays/SecondFloor/Totalisators/ToteHistory/ToteHistoryMain.php>