



Royal Randwick Racecourse Spectator
Precinct
Baseline Non-Indigenous Archaeological
Assessment

October 2011

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Cover Image: The original Randwick Racecourse, c.1870-75, shown from the surrounding sandy and undulating land. Source; NSW State Library, on4_40172r 1870-75 sand dunes.

Job No/ Document No	Description of Issue	Prepared By/ Date	Reviewed by Project Manager/Director	Approved by Manager/Director
11-071	First Draft	GS/24.10.11	KD/26.10.11	Name: Kerime Danis Date: XX.XX.11
11-071	Final Draft	GS/xx.11.11	KD/xx.11.11	
11-071	Final	GS/ XX.XX.11	KD/ XX.XX.11	
Note: This document is preliminary unless it is approved by Manager or Director of City Plan Heritage				

EXECUTIVE SUMMARY

The archaeological potential relates to the development of the site as a racecourse and includes earlier buildings and structures associated with the Royal Randwick Racecourse. The historical research noted there was no historical development previous to the establishment of the first racecourse on the site in 1832. The site development continued in the 1850s and the first Australian Jockey Club organised race was held in May 1860. The development of the site continued predominantly in the area of the subject site, that is, the Spectator Precinct and north western corner of the Royal Randwick Racecourse.

There are likely to be archaeological remains that meet the criterion for high local significance and low scientific (archaeological) significance in the subject site. They would be associated with the earlier buildings and structures of the Randwick Racecourse. Their remains would be confined to partial and fragmentary foundations or postholes. They would consist of the original 19th century grandstands and racing stalls, earlier 20th century totalisators, hospital and tram station turnstiles.

However, the history of the Royal Randwick Racecourse is one of successive and ongoing development and changes in line with demands for horse racing and viewing, particularly in this area, the Spectator Precinct. While there may be archaeological remains of the earlier recorded structures, the impact on their remains by the successive developments would have been substantial. Any remains would have been highly disturbed by these works and, if they exist at all, be in a fragmentary or partial condition. The research potential of these partial remains are unlikely to contribute to the well recorded histories, photographs, plans and reports that already have been prepared or published for the Royal Randwick Racecourse.

In brief, the recommendations of this assessment are:

- No special archaeological excavations or test trenches are recommended for the Spectator Precinct of the Royal Randwick Racecourse. The recorded histories, plans and photographs of the site have well recorded the history of development at the site. The archaeology of the Spectator Precinct is likely to be disturbed and fragmentary and unlikely to provide information that would add to the known history.
- An *Excavation Permit Exception Notification Form* must be applied for and submitted to the Director of the NSW Heritage Branch for approval, under Section 139(4) of the *Act* which allows for excavation and disturbance of the ground where known non-Indigenous archaeological items of low significance are located. This form is attached at Attachment A.
- The heritage interpretation of the known history of the Royal Randwick Racecourse site, its former buildings and their locations and uses should be integrated into the landscape design for the site to allow for its future appreciation.

1.0 INTRODUCTION

1.1 BACKGROUND

City Plan Heritage has been engaged by the Australian Turf Club (ATC) to prepare the following Baseline non-indigenous Archaeological Assessment in line with the Project Approval Parts B and C conditions for the Royal Randwick Racecourse, Spectator Precinct. It states:

Part B – Prior to the Certification of Building Work

B.11 Heritage

A baseline European (non-indigenous) archaeological assessment shall be prepared prior to any excavation works to identify any areas of potential European archaeological relics.

A Project application under Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act) was granted approval by the Minister for Planning on 7th February 2011. The proposal for redevelopment of the Spectator Precinct at the Royal Randwick Racecourse was declared a Major Project, identified as MP10_0097. The scope of the proposal is for the following works:

- Demolition of the Paddock Stand and construction of a new seven-level stand plus basement.
- Refurbishment of the seven-level QEII Stand.
- Amphitheatre-style parade ring to establish the “Theatre of the Horse”.
- Three storey Owners and Trainers building overlooking the “Theatre of the Horse” parade ring.
- Amenities block.
- Adaptive re-use of the historic Swab building for conference, museum, café, equine gallery and members’ registration office.
- Extensive landscaping improvement to the public domain.
- Demolition of the Randwick Pavilion and the Teahouse buildings.

A Conservation Management Plan was first prepared for the Royal Randwick Racecourse in 1998 for the Australian Jockey Club (AJC) by Adrian Minaard and Elizabeth Thompson.

In 2010 a Statement of Heritage Impacts was prepared by Graham Brookes & Associates for the refurbishment of the Spectator Precinct. That report was based on the historical information contained in the Draft *Royal Randwick Racecourse Conservation Management Plan* (CMP) Volumes I and II, prepared for the AJC by Godden Mackay Logan in December 2006, with no additional historical research undertaken. The 2006 CMP was prepared in line with a Masterplan undertaken to manage the Royal Randwick Racecourse and its

development. The Statement of Significance from the CMP includes the following assessment relating to archaeology:

“...It includes diverse, but less potentially significant, historical archaeological remains across the site, but in the northwest corner in particular.”

This 2011 Assessment has been commissioned to address the north west corner of the site in line with the proposed impacts planned for the Spectator Precinct. City Plan Heritage notes that a ‘baseline’ archaeological assessment refers to an initial assessment.

Therefore this Baseline non-Indigenous Archaeological Assessment will provide a summary of relevant information pertaining to the development of the Spectator Precinct and an assessment of the archaeology of that area.

1.2 SITE LOCATION

The subject site is located at 77 Alison Road, Randwick. It is bounded to the north and east by Alison Road, bounded by Doncaster Avenue to the west and by High Street to the south. Further information is contained in Section 2.0 Site Description and Site Inspection.



Figure 1: Street map of subject site in Randwick.
(Source: NSW Land & Property Information, Spatial Information Exchange (SIX) Sydney regional road directory)



(Source: Top, Google aerial photograph, above, nearmap.com aerial dated 3 June 2011)

1.3 METHODOLOGY

This Archaeological Assessment has been prepared in accordance with the *NSW Heritage Manual* 'Archaeological Assessment' guidelines under the *NSW Heritage Act 1977 (As amended)*. The *Environmental Planning and Assessment Act 1979* has also been consulted.

The NSW Archaeological Assessment Guidelines state that: "*An initial assessment (sometimes called a baseline assessment) is a basic overview study or examination undertaken to determine whether a particular site warrants further investigation. Initial assessments may be undertaken for a single site or a larger area, depending upon their purpose. An initial assessment is not intended to provide comprehensive data but to identify appropriate management actions, including the need for further investigation and assessment.*"¹

1.4 ARCHAEOLOGICAL POTENTIAL

The archaeological potential relates to earlier buildings associated with the Royal Randwick Racecourse, which is the current use of the subject site. The historical research concluded there was no historical development on the site previous to the establishment of the first racecourse on the current site in the 1830s.

An assessment of potential archaeological remains of Randwick Racecourse was previously carried out as part of the 2006 Conservation Management Plan for the site. The assessment was presented in a report appended to the Royal Randwick Racecourse Conservation Management Plan prepared for the Australian Jockey Club by Godden Mackay Logan in 2006, Appendix D. That report has been referred to as background information for the current Assessment. Changes to the site conditions compared with 2006 have been noted as part of the History section of this report.

For this Assessment, the subject site consists of the Spectator Precinct of the Royal Randwick Racecourse located in its northwest corner and bounded by Alison Road and the racecourse track. This area has historically been the scene of most of the layers of development for the whole racecourse site. The physical assessment of the spectator precinct was made by this author on 17th October, 2011 who was guided around the areas by Tom McCartney, Facilities Manager.

Archaeological remains relating to previous structures in the Spectator Precinct are discussed in full in Sections 4.0 and 7.0 of this report. It is also likely that this area was the location of former pathways and temporary structures, such as drinks and food stalls, as well as water closets and rubbish dumps. However any remains from these more ephemeral uses is likely

¹ NSW Archaeological Assessment Guidelines, <http://www.heritage.nsw.gov.au/guidelines/index.htm>

to have been disturbed and removed by the later developments and ground clearances. It is also noted that the buildings in the Spectator Precinct were first sewered in 1907 and this work and the later services would also have impacted on any remains of the earlier, demolished structures.

1.5 AUTHOR IDENTIFICATION AND ACKNOWLEDGEMENTS

The following report has been prepared by Gina Scheer (Heritage Consultant) and has been reviewed by Kerime Danis (Manager). Gina has a Bachelor of Arts with Honours degree in Archaeology and her resume has been included as Attachment B to this report.

2.1 SITE DESCRIPTION

[illegible]

The majority of the site is low lying ground which has been levelled to gently slope away from the track, to the north and northwest. The entrance to the Spectator Precinct from the main entrance road and car park is via a gate into a paved area and a walkway called Doncaster Avenue. From this access point, the Tote building, Randwick Pavilion and Teahouse are immediately apparent, lining each side of Doncaster Avenue. At the front of the walkway is the rear walls of the existing grandstands, that is, the QEII Stand and the Paddock Stand and

the movators. The photographs on the following pages show the current site layout and building development in this area.



Figure 4: View looking both ways of the Doncaster Walk pedestrian area inside the spectator precinct. Right, entry to the existing Paddock Stand via the movator.



Figure 5: The Tea House, left viewed from the north, right, viewed from south east. This building will be demolished as part of the current upgrade.



Figure 6: Right, opposite the Tea House and facing it across Doncaster Walk is the Randwick Pavilion which is linked in to the Totalisator building shown above left.



Figure 7: These photographs show the link between the Randwick Pavilion and the QEII stand, with the movators shown at far right. The foliage is from the historic Moreton Bay Fig tree also shown in the raised garden bed above right.



Figure 8: Left, the entry to the lower level and front race track lawn of the Paddock Stand. Right, the raised lawn area in between the back of the Teahouse and the existing Race Day Stall. Formerly, this was a roadway and the St Leger area entry turnstiles



Figure 9: External and internal views of the Race Day Stalls. The area indicated at right is proposed for underground access tunnel as part of current or future works.

The Spectator Precinct area continues around to the southwest, to the current area of the Race Day Stalls and the temporary Queens pavilion grandstand shown above and overleaf.

To the northwest the area also includes the temporary Oaks Lawn Marquee and steward's tower which are located on the north eastern side of the 1886 constructed Officials Stand. The northern area bounded by Alison Road was the previous location of the race day stalls up

until 2008-2009. Currently this area is an extended paved and landscaped section for bus parking and access to the Racecourse.



Figure 10: View in front of the grandstands; left, in front of the Paddock Stand, with the QE II and Officials Stands and a temporary stand in the background. Right, the temporary grandstand located south of the Paddock Stand.



Figure 11: The front area of the Officials Stand, at left and the fenced off judging area at right.



Figure 12: North of the Officials Stand is the 'Oaks Lawn Marquee' and access to the steward's tower. Right, the former Phar Lap memorial rose garden is shown here. It was located behind this marquee, also bordered by the Alison Road fenceline.



Figure 13: Views of the early entry gates, the mature Fig tree and a side view of the Officials Stand.



Figure 14: Views of the Alison Road section of the Spectator Precinct and its buildings and the extended bus parking area



Figure 15: The 1928 brick entry gates for Alison Road, however, they are no longer used as gates.



Figure 16: The existing pedestrian entry area which will be changed and landscaped as part of the current proposal.

3.0 HISTORY

This history of the Royal Randwick Racecourse concentrates on its establishment, and its building construction and development. The changes to the Spectator Precinct are the main focus. As can be seen, this part of the Royal Randwick Racecourse site has seen extensive changes and development. Much of the background information has been derived from the 2006 CMP, the 2010 HIS and Randwick Council historical resources. For a full overview of the history of the Royal Randwick Racecourse and the Australian Jockey Club, reference should be made to Volume 1 of the Godden Mackay Logan Conservation Management Plan for the Royal Randwick Racecourse prepared for the Australian Jockey Club in 2006.

3.1 ABORIGINAL

The "Eora people" was the name given to the coastal Aborigines around Sydney. Those living south of Port Jackson to Botany Bay spoke the language Dharug. In 1883 a camp was established, under the Aborigines Protection Board, at La Perouse. Through time the settlement was run by a variety of church and welfare groups. At the end of the 1920s the reserve was moved back from the unstable sand to around the Elaroo Avenue area. The area is now owned by Aboriginal people, as is Yarra Bay house and the headland between Frenchmans and Yarra Bay.

There was an Aboriginal archaeological heritage impact assessment undertaken for Randwick Racecourse in May 2006 by Dominic Steele Consulting Archaeology.² That report and process addressed the Aboriginal history of the subject site and undertook consultation with the La Perouse Local Aboriginal Land Council who represent Aboriginal community cultural and historical interests in the area surrounding the subject site.

White settlement was sparse in the area for many years, owing to the poor sandy soil and predominantly swampy low lying land. Early development consisted of c.1817 roads. The first was from Sydney town to the watchtower at Botany which was likely to have followed an earlier Aboriginal pathway. Frenchmans Road to Avoca Street and Anzac Parade follows this route. A second road ran to the west of the future racecourse site to a fledgling settlement at Botany which later became the base for Anzac Parade and Bunnerong Road.³

In 1838 Coogee was pronounced a township. In 1855 the new village of Long Bay was established and in the same year, the Destitute Children's Asylum in Randwick was set up. In 1859 the Randwick Municipality was proclaimed with the first council elections held. The subject site is located on undulating land with sandy soil south west of Centennial Park. An 1834 description of the racecourse noted:

² The final report was appended to the Godden Mackay Logan CMP, 2006.

³ Lester Firth & Associates, Randwick Heritage Study, 1986, p13

“1-1/4 miles [from Darlinghurst] brings you to a bridge immediately beyond which on the left is the new Sydney racecourse, in a natural amphitheatre, including an oval course of a mile and a quarter, which when covered with turf which has been inoculated in the sandy soil will be one of the best courses in the world, from the very favourable position of the gently rising hills around it;”⁴

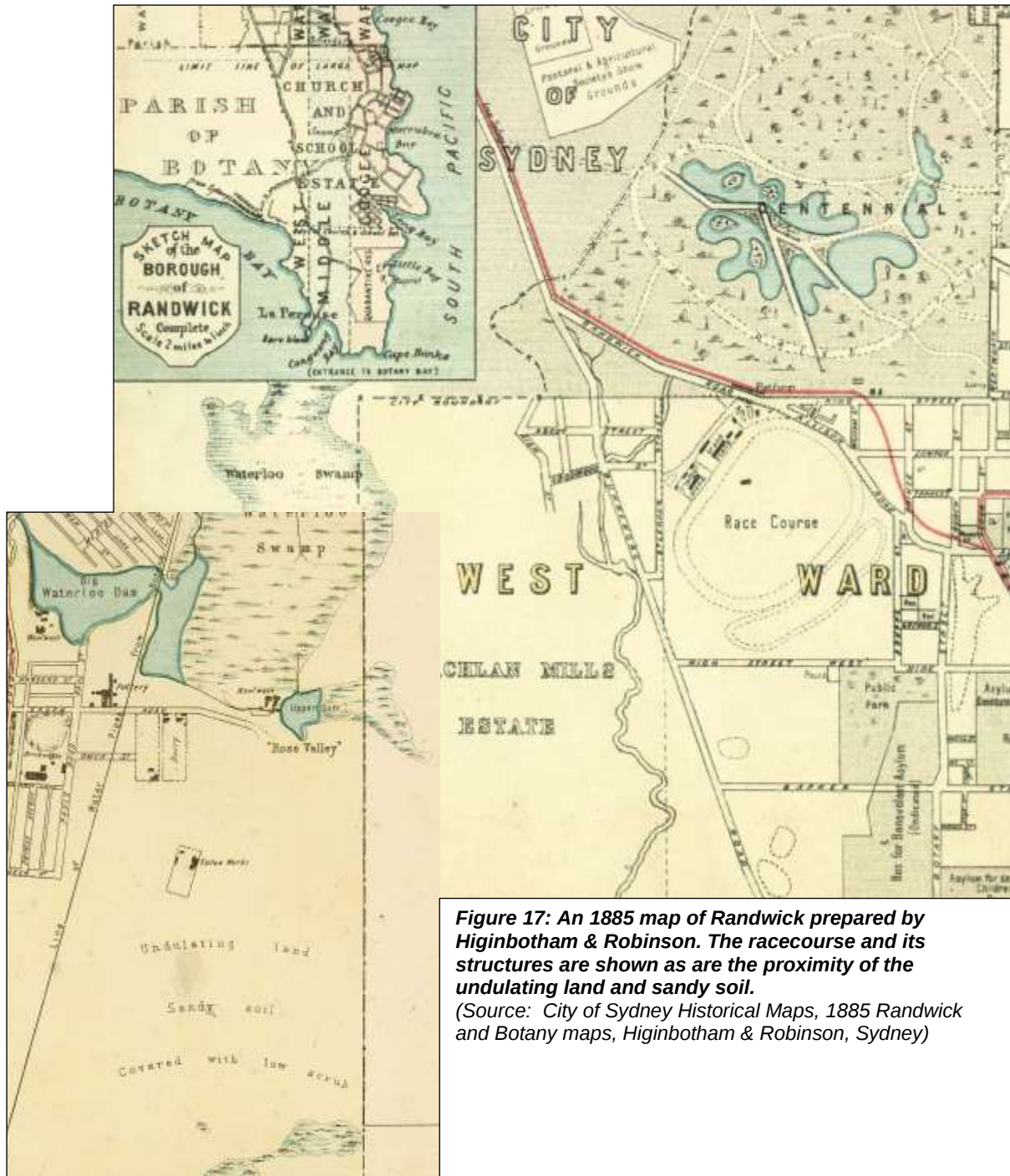


Figure 17: An 1885 map of Randwick prepared by Higinbotham & Robinson. The racecourse and its structures are shown as are the proximity of the undulating land and sandy soil.

(Source: City of Sydney Historical Maps, 1885 Randwick and Botany maps, Higinbotham & Robinson, Sydney)

⁴ Quoted in 2006 CMP, p13 from the NSW Calendar and Directory, which in turn was quoted in Larcombe F. *The History of Botany 1788-1970* for Botany Council, 1970, p6

3.2 EARLY HISTORY OF THE SITE

On 28 January 1833, the Sydney Herald reported that '*His Excellency the Governor had seen fit to sanction the reserve of an eligible piece of ground on the Botany Road for a new racecourse*'. The Botany Road referred to was the eastern-most of two roads that lead towards Botany Bay and more or less follows the present route of Anzac Parade. The eligible piece of ground is what we know today as Royal Randwick Racecourse.⁵

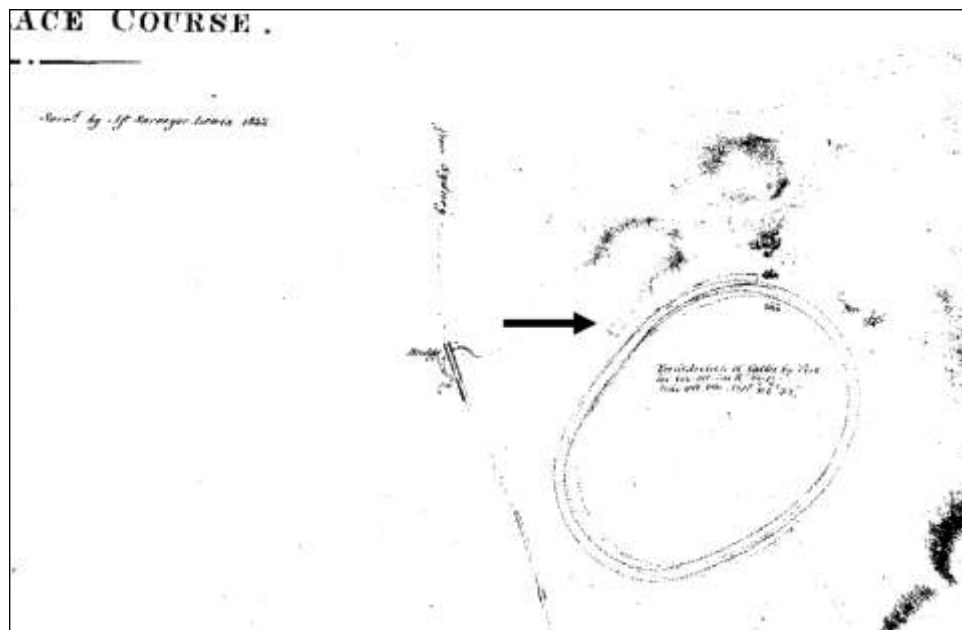


Figure 18: Plan shows oval course (laid out by convicts) and an early structure. This is the first documented plan of the Randwick Racecourse.

(Source: Plan by later colonial architect Mortimer Lewis, 1832, State Records Map No. 5538)

The site chosen had already been partly cleared and improved as a training track, although when this happened was unclear. In 1832 a Committee was formed to superintend the work of laying out the new course, working under the direction and advice of the Surveyor-General, Major Thomas Mitchell and assistant surveyor Mortimer Lewis. The oval track was laid out using convict labour and an early enclosure, or seating or grandstand structure on the western side of the racetrack, in the area of the current group of stands was indicated. The first race recorded at Randwick was a private match between two horses and was held on the new course in June, 1833. There was regular racing at the "Sandy Course" as it was known until 1838 when the track deteriorated to the point that it was used for training purposes only.⁶

In 1842 the AJC president, Edward Deas Thomson, approached the government for a grant of the land of the old Sandy Course at Randwick, which was originally nominated by the state government as a 'racecourse reserve' comprising 202 acres (81.746 hectares), but which had been effectively unused since 1838. Thomson inspected the site and the track was found to

⁵ Godden Mackay Logan, CMP, 2006, p13

⁶ as above

still be in poor condition needing repair. It was also lacking grandstands or enclosures, and therefore needed substantial improvements to render the racecourse functional⁷

3.3 DEVELOPMENT OF THE SITE

On 29 May 1860 racing resumed at Randwick. At the site was a grandstand and a track which had been re-grassed with a mixture of grasses measuring 1-1/4 miles. At this stage, the race course was not fenced but there were two entry gates, one from Alison Road and the other from what is now Doncaster Avenue. A fee was charged for entry to the grandstand but attendance at the course was free. A total crowd of 6,000 were in attendance for this first racing meeting, held over three days in May 1860.⁸

In June 1863, the Randwick land was granted by the Crown to trustees representing the Australian Jockey Club for an annual rental of "*one black peppercorn payable on demand*", a rental which has never been collected.⁹ At this time the grant also allowed for the site to be used as a cricket ground and for rifle shooting.¹⁰

In 1863, the AJC was granted the 202 acres for 'public recreation', effectively allowing the AJC freedom to construct permanent race course infrastructure. While the grant included provision for a wide range of activities including cricket and rifle shooting, the land was principally to serve as:

*A race course upon which horse races may be run under the direction of the Australian Jockey Club or of any other club or association now existing or which may be founded for the purpose of horse racing... as a training ground for the purpose of training horses intended to race and also for the erection of training stables and temporary dwellings for the use of persons engaged in training race horses.*¹¹

A 'temporary' tiered grandstand was located trackside designed by architect John Hilly. It was constructed to accommodate 700 people, together with refreshment rooms, a bar, ladies retiring rooms, and stewards' rooms. The track itself was re-grassed with various species, while the 1 ¼ mile course was measured out to feature a steep rise known as Constitution Hill. The grandstand and its enclosures, which remained on site until 1875, were located on the north western side of the racecourse. To the southeast of the racetrack was a training ground.

The boundaries of the early racecourse were marked by two sets of entrance gates, the first in present-day Doncaster Avenue, with the second set in Alison Road. The northern boundary

⁷ History of the Australian Jockey Club, <http://www.ajc.org.au/about-us/page.aspx?p=21>

⁸ Godden Mackay Logan, CMP, 2006, p15

⁹ History of the Australian Jockey Club, <http://www.ajc.org.au/about-us/page.aspx?p=21>

¹⁰ CMP, 2006, p15

¹¹ Graham Brooks & Associates Pty Ltd, Royal Randwick Racecourse Spectator Precinct Heritage Impact Statement, September 2010, p8

of the racecourse extended in a straight line from Alison Road across to Doncaster Avenue. The north-west corner of the existing racecourse, which now extends along the whole Alison Road street frontage, did not form part of the early racecourse site. It was part of the Centennial parklands area.

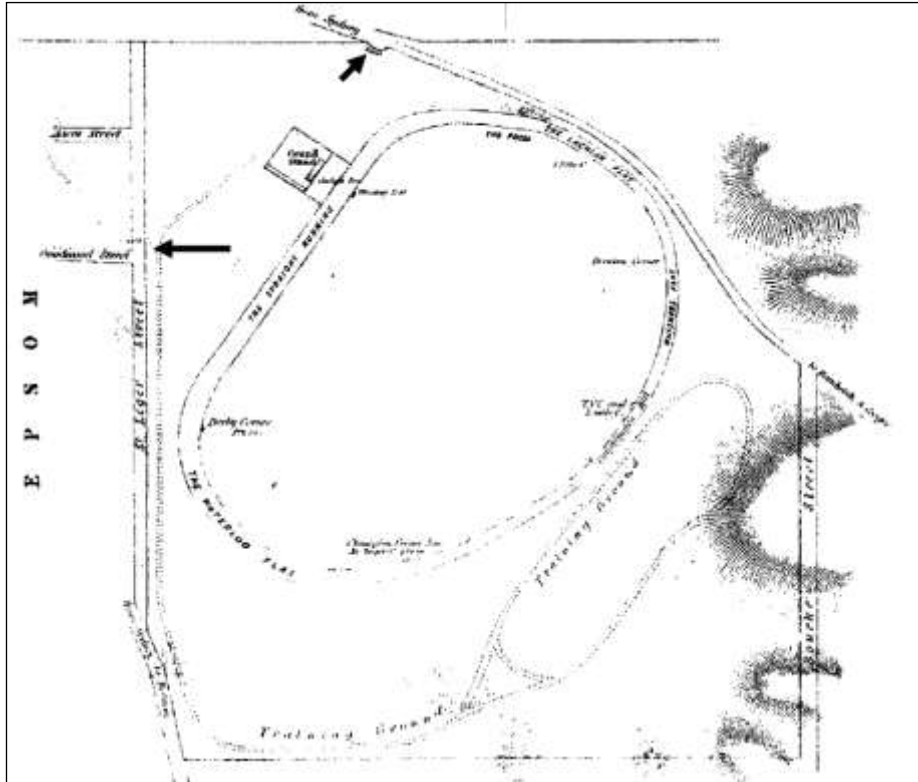


Figure 19: The 1860 Plan of the Randwick metropolitan Race course, reproduced from the 2006 CMP, shows the track grandstand and training grounds. The two access gates (no fencing) are indicated.

(Source: State Records of NSW, Randwick Racecourse Map No. 3484)



Figure 20: 1870-75 photograph of men watching a line of horse drawn omnibuses outside the Randwick racecourse. The racecourse and grandstands are visible in the background.

(Source: State Library of NSW, Image No. on4_40172)

In 1865 construction work was underway for the erection of the Derby Stand, sited on the northeastern side of Hilly's 'temporary' grandstand. This was followed in 1867 by the first St Leger Stand, which stood on the southwestern side of the grandstand.¹²

In 1873, the passing of the AJC Act, which allowed for a twenty-one year lease on the land and the authority to charge admission fees to the course and race-related buildings, initiated a phase of significant site development.¹³



Figure 21: This photograph is dated 1873 in: *Randwick 1859-1976*, by W.B. Lynch and F.A. Larcombe. Sydney: Oswald Ziegler Publications for Randwick Municipal Council, 1976, p.127
(Source: State Library of NSW, Digital O/No. a089338)

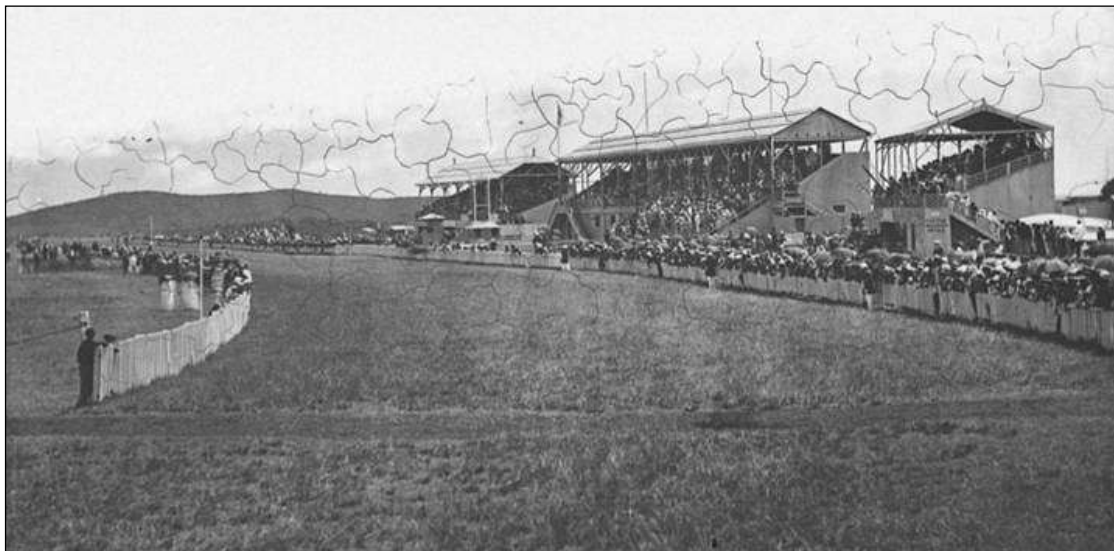


Figure 22: A closer view of the three early grandstands and their proximity to the racing track. This view is of a race day in 1875.

Source: State Library of NSW, on4_40254r race day 1875)

¹² Lieutenant Anthony St Leger invented the horse racing formula using set weights for horse types and only one heat for racing. The first St Leger race was run at Doncaster in England in 1776. The St Leger Stand was named in his honour. [footnote in CMP, p58]

¹³ SOHI, 2010, p8

Hilly's temporary grandstand was the first to be demolished in 1875-6, to make way for a larger grandstand designed by an unknown architect. This new grandstand, 'the Grandstand' was made ready for the 1876 Autumn Carnival. It was constructed of brick on stone and concrete, measuring 220 feet long (67 metres) with tiered undercover seating, private boxes for the governor and the AJC committee, refreshment rooms, telegraph office and journalists and reporters area.



Figure 23: The new grandstand, known as the Official or Members Stand, built in 1875 and replacing Hilly's.

(Source: Randwick Council, Image No. D00007 grandstand built 1875)

In addition to the core buildings necessary for the racecourse's activities, the AJC's 1870s building works sought to formalize the site by enclosing the racecourse within a timber paling fence and gates, enabling the organization to charge an entrance fee. It would appear that the site was enclosed by 1873. The main entry gate was located on Allison Road and was replaced in 1871 using old timber piles salvaged from Circular Quay. The second gate was located on Doncaster Avenue opposite Ascot Street. The fence was replaced with a higher fence c.1911-1914.

The first Hilly's grandstand's demolition was followed by the demolition of the Derby and St Leger Stands in 1880 and 1882 respectively. The Derby Stand materials were salvaged and used for the construction of cake and fruit stalls [on the racecourse site.]

A new St Leger's Stand was then constructed, being a long, modestly scaled timber building featuring a rear extension for bars and restaurants.



Figure 24: The second St Leger grandstand, completed in 1882 was a long timber building. The front area was enclosed by a fence in 1889, creating the St Leger Reserve.
(Source: AJC Collection, reproduced in Godden Mackay Logan CMP, 2006, p38)



Figure 25: 1880s view of the Official Stand and the carriages parked in the Infield area, known as the carriage paddock at the time.
(Source: D00006 Carriage paddock and stands 1880s Randwick Council)

Upon the opening of a steam tram route in Sydney city in 1879, work commenced on a tramway extension running from the city south to the sports grounds, to service the Royal Agricultural Showground, the Cricket Ground and the racecourse. The tramway extension was open for business in September 1880, terminating at Alison Road, outside the original entrance to the racecourse. Within the next two years, this line was extended further to Randwick, with the racecourse siding extended to form a loop siding. The tramway line to the racecourse both reinforced the high-profile status of the site, while providing it with the means to boost its popularity by further improving public access to the racecourse.

The most significant new structure on the site, erected as part of the 1880s phase, was the Official (or Member's) Stand, which was constructed in 1886 on the site of the demolished Derby Stand, to the north of the Grandstand. The stand was designed by G.A. Morell. It was two storeys high, constructed of brick and extended 108 feet (33 metres) and seated 450 spectators on its upper level. The ground floor section included a bar, refreshment rooms and telegraph office. It was extended in 1913 and 1920. It is still located on the site, in a slightly modified form. It is known as the Official, or Members Stand.

In 1889, an iron railing was erected between the Grandstand and the (replacement) St Leger Stand. This created two distinct enclosures, known as the St Leger Reserve and the Saddling Paddock Reserve. The latter enclosure also held the race day stalls, where the horses were on display both before and after the races. These stalls effectively formed a rough triangle, sited in the northwestern corner of the Saddling Paddock enclosure. By the last decade of the nineteenth century, the principal racecourse infrastructure had been established. The facilities built for the racegoers included large stands, refreshment areas, viewing enclosures, and a tramway, with a tram stop opposite the racecourse, on Alison Road.

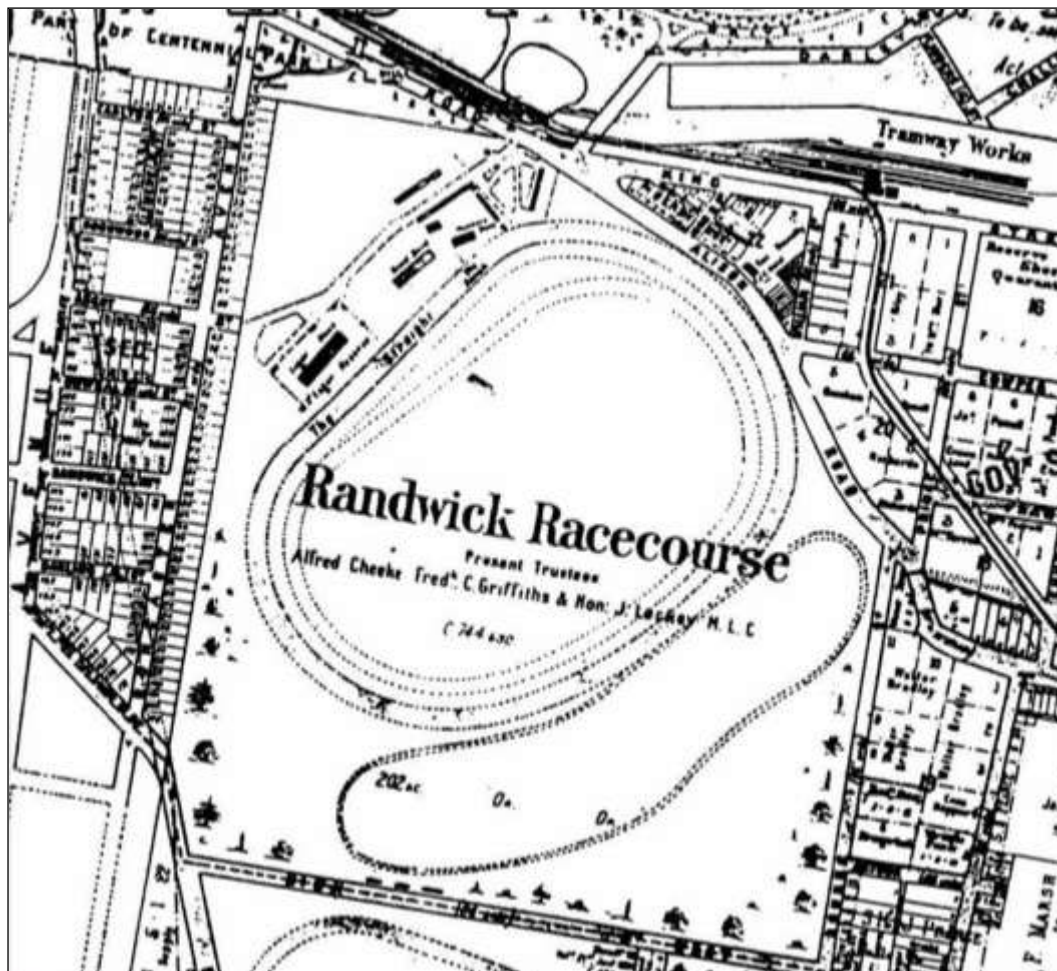


Figure 26: Detail from an 1892 parish map showing the Racecourse and its infrastructure, including the training track to the south east of the race track and the developments in the Spectator Precinct, including the fencing for the St Leger Reserve.

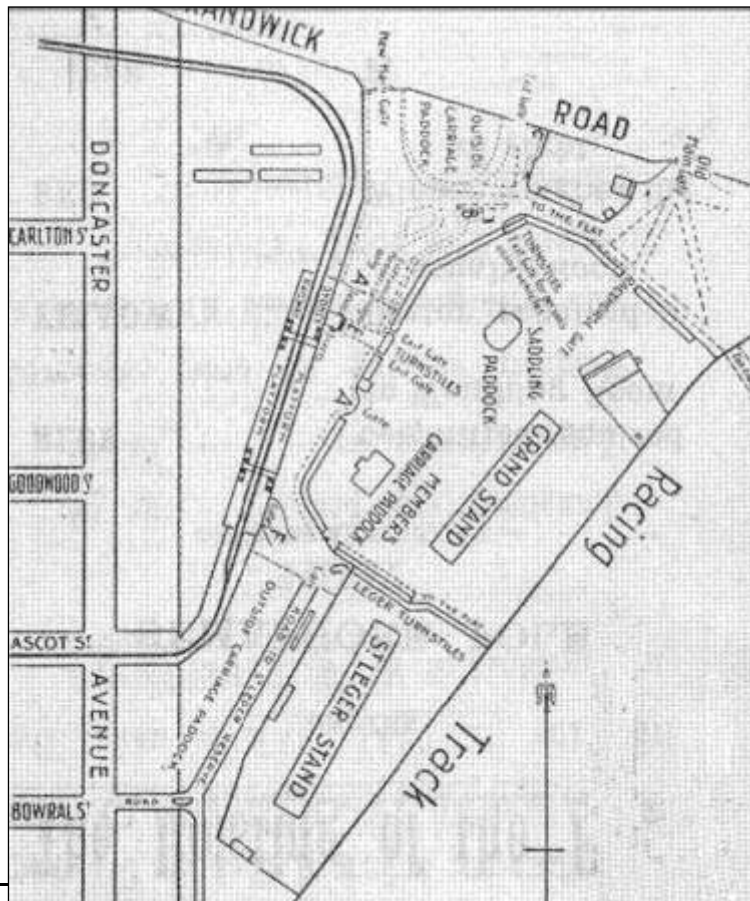
(Source: State Library of NSW, reproduced in Godden Mackay Logan CMP 2006, p37)

In 1900 due to the huge numbers of tram commuters for the racecourse, a dedicated tram station was constructed along the north western edge of the racecourse, behind the day stalls and members carriage paddock. Entry from the tramway was via a turnstile to the rear of the St Leger Reserve. The photograph below is evidence of the huge numbers of racegoers and the 1901 plan shows the layout of the subject site at this time.



Figure 27: Photograph c.1900 shows the area between the Grandstands and the Racetrack, the Saddling Paddock and the St Leger Reserve in the background.
(Source: NSW State Library, Digital Photo No. a116296r 1900-1910)

Figure 28: 1901 plan, taken from an AJC racing book which shows the amended layout of the spectator precinct from the 1892 plan, Figure x. Note all structures are indicated, including turnstiles and the entry arrangements from Randwick Road – now Alison Road.
(Source: AJC Archives, reproduced in Godden Mackay Logan, CMP, 2006, p41)



The tramway was extended in the area of the racecourse in 1904, 1907 and in 1909 when the tram track lines then numbered six. An area that had formed part of Centennial Park, in the north west corner of the racecourse area was added to the racecourse land, as shown in the figure below. New feeder tram tracks, storage tracks and tram loops were also added to the racecourse tram stop. In addition, new pedestrian overbridges were built for access on and off the platforms and new turnstiles were added within the Spectator Precinct.

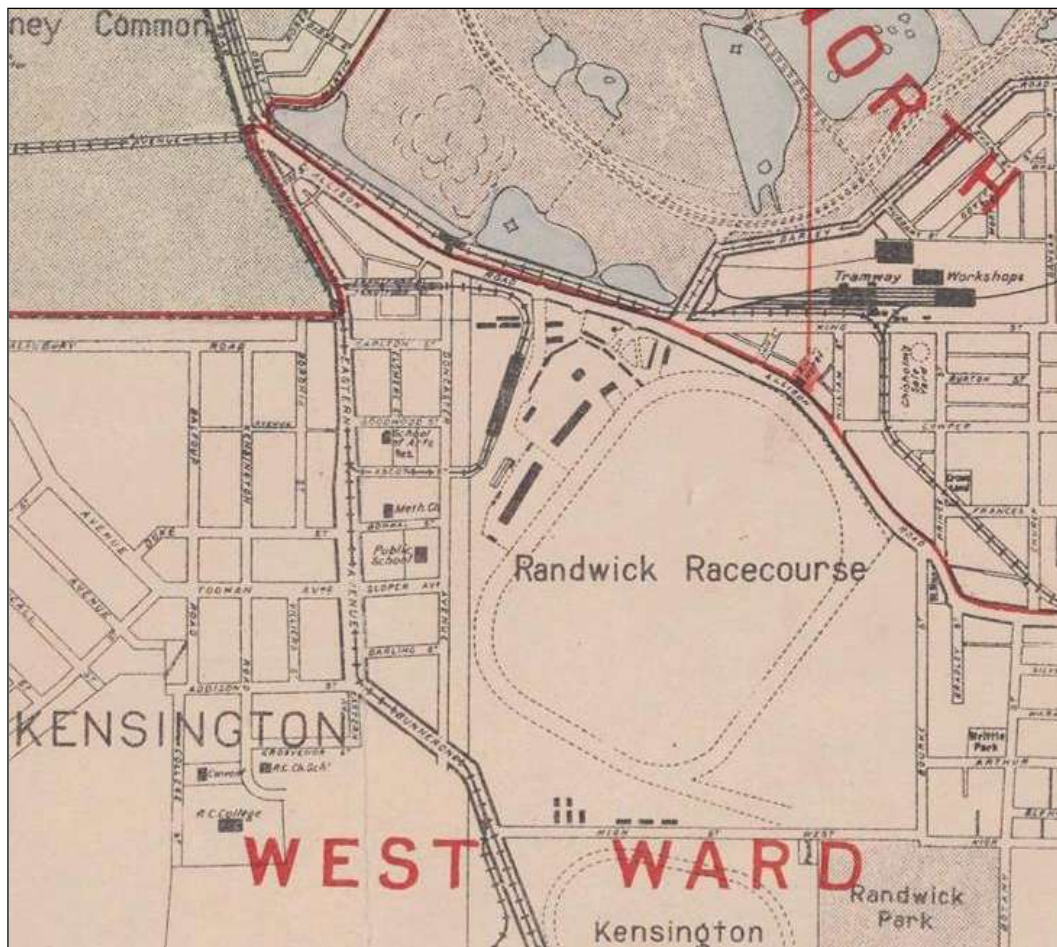


Figure 29: A plan from 1915 showing the area, note the tramlines around the Racecourse site. The buildings indicated on the Racecourse are
(Source: State Records Randwick Map no. 9590_62796)

In 1910 a new Ladies Stand was constructed south of the Grandstand. It was later renamed the Members Stand and then the Queens Stand. In 1911 a new St Leger Stand, consisting of two levels and built with brick steel was constructed on the same location as the former, (second) stand.

In 1913 – 1914 the existing Swab building was constructed as a men's lavatory along with the Race Day Stalls.¹⁴ In 1914 the existing tramway access was still causing congestion and so

¹⁴ 2006 CMP, p20

the smaller entrance to the saddling paddock enclosure was replaced. A turnstile building and pedestrian subway from the tram station were constructed, underneath a road bridge (later demolished) that carried members' vehicles to the motor stalls located at the rear of the Grandstand on the site of the former members carriage stalls.

In 1917 the Totalisator buildings in the Saddling paddock and St Leger reserves and on the Flat in the Infield part of the race track were built, to architectural designs by Robertson and Marks. The Totalisator was primarily a system of machine betting, and represented a significant change in betting at the race track. In 1879 an experimental one had been set up at Randwick Racecourse but had quickly been closed by police.¹⁵ After World War One, the government realized that extra revenue from a 10% tax on investment in totalisators was worth its support.¹⁶

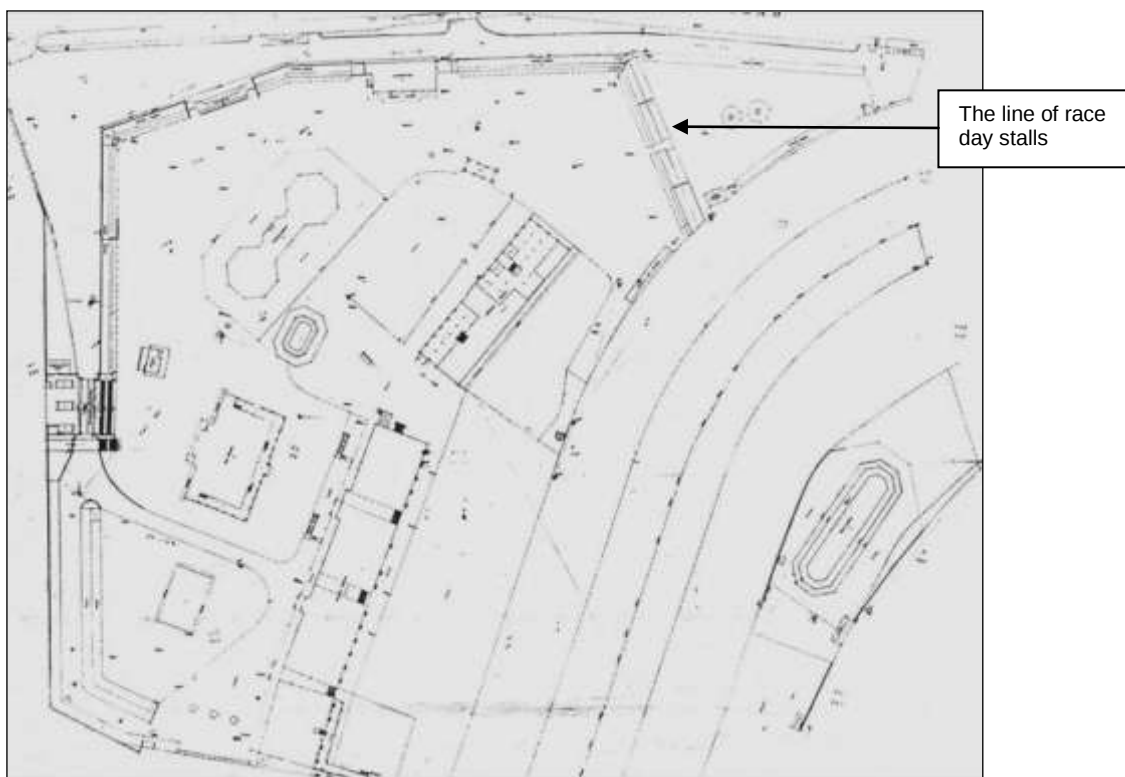


Figure 30: 1917 Water Board survey plan of the spectator precinct area shows the further developments including the construction of the Totalisators, Tea House and realigned race day stalls.

(Source: Reproduced in Godden Mackay Logan CMP, 2006, p43)

The race day stalls are shown above in an extended form compared with the 1892 plan of the area. The earlier race day stalls had also included a casualty room. While still acting as an enclosing wall to the Saddling paddock the race day stalls by now no longer had casualty rooms. A hospital building had been built close to the tramway entrance in the Saddling paddock area.

¹⁵ 2006 CMP, p21

¹⁶ CMP, 2006, p21

To make way for increasing crowds attending the races, in 1919 a new tramway entrance was constructed. The stripping stalls that had been located at the east end of the Saddling paddock were relocated to the north east corner of the racecourse, where they remained until 2008-2009.

In addition the casualty room and veterinarian office were moved from the hospital building to a building on the Flat.¹⁷ (They were demolished in the 1970s when the Flat was landscaped and the ornamental lakes created).



Figure 31: The 1914 view of the Saddling Paddock Area and its buildings. For the building layout, refer to the plans at Figures 28, 29 and 30 on previous pages.

(Source; Photograph by Frank Hurley, National Library of Australia no. 2338-1844 v)

In 1920-21 a number of extensions were made. The Official Stand was extended a further 105 feet (32m) to the northeast. To accommodate increasing grounds without constructing new stands, the AJC increased the size of the embankment in front of the St Leger Stand which allowed for a further 7000 racegoers. Extra betting facilities via totalisator machines were added to the Official Stand and the Members Stand (formerly the Ladies Stand) as well as a new bar and lunch rooms were created in the Flat area.

In 1925-26 the existing timber fence along Alison Road was renewed and in 1928 the brick wall was put in along Alison Road and the main gates replaced. A timber framed corrugated iron clad office building inside the gate was replaced with a brick office during these works, and completed by August 1930.

¹⁷ 2006 CMP, p22



Figure 32: A 1925 aerial photograph of the subject area of the Randwick Racecourse clearly shows the extent of tramway development, the narrow line of horse stalls alongside the tramway and the cleared ground, as well as mature trees around the buildings in the Spectator Precinct as well as the three long grandstands of the period.
(Source: The AJC collection, reproduced in Godden Mackay Logan CMP, 2006, p48)

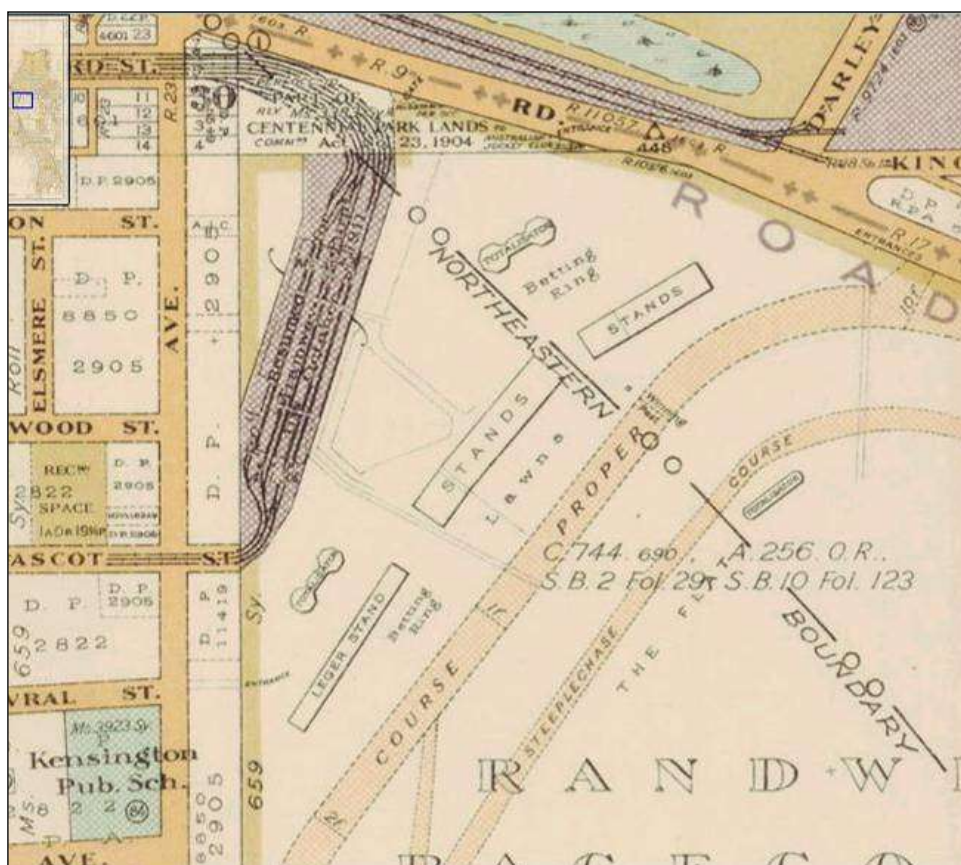


Figure 33: The layout of the spectator precinct in 1932.
(Source: Metropolitan Detail Series Plan Sheet 1 for Randwick, 1932, State Library of NSW)



Figure 34: A 1935 photograph of the Spectator Precinct in 1935.
(Source: The Hood collection, State Library of NSW, top hood_04888r)

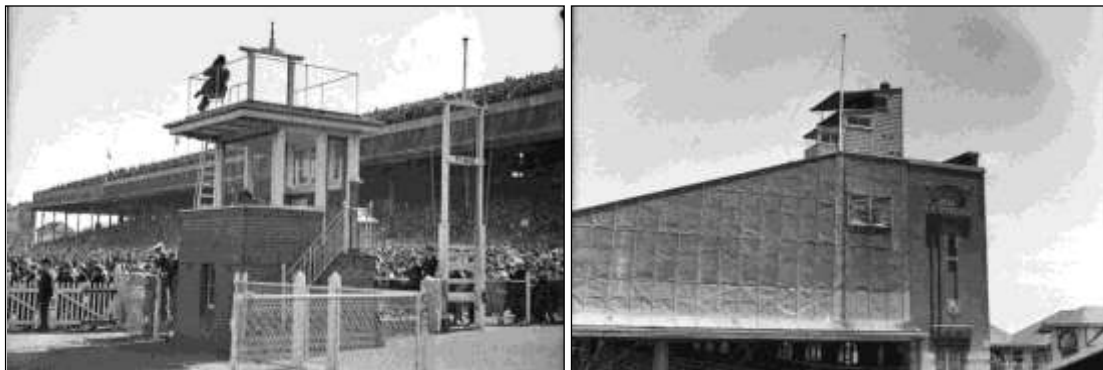


Figure 35: The photographs were taken of the Spectator Precinct and track in 1947.
Middle row at left, the former steward's tower, known as the 'candlestick'.
Right, close up of the radio broadcasting box, which is shown atop the grandstand in the photograph at top and in the bottom view.
(Source: The Hood collection, State Library of NSW, top left, image no. hood_04888r, right, hood_21400r 2UE broadcasting box, below, hood_04638r)

During World War I, and again in World War II, Randwick racecourse was used by the military as a camp for embarking soldiers, with tents erected in the infield area and some of the site occupied by temporary buildings. The racecourse continued operation during these periods, with the AJC contributing some of its profits to various patriotic funds in appreciation.¹⁸

The aerial photograph below from 1943 clearly shows the regular alignment of tents in the Infield area. The army's occupation and troop movements combined with a prolonged drought and over use of the training facilities during this time, caused by the closure of Warwick Farm race track and the adjacent Kensington Pony track located on the later University of NSW site, meant that by the end of the war the racecourse was in need of repair works.

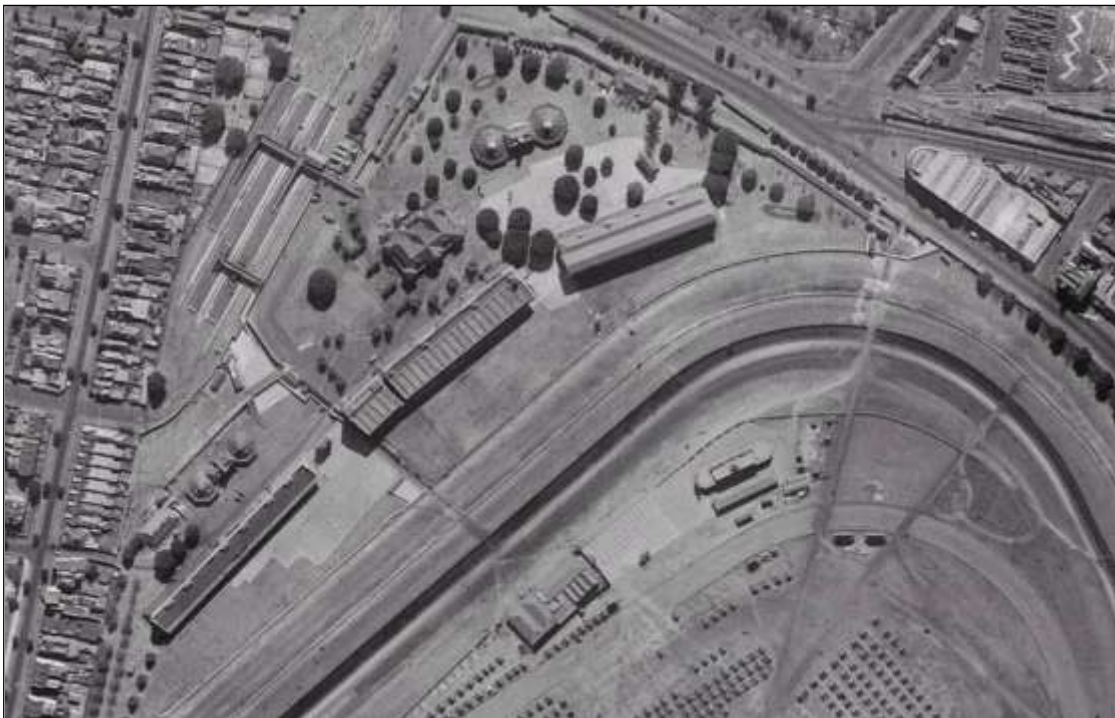


Figure 36: An aerial photograph of the spectator precinct in 1943. The small squares in the inner track are soldiers' tents from the Army use of the area as a camp for embarking soldiers.
(Source: NSW Land and Property Information, Spatial Information Exchange 1943 aerial photograph for Randwick)

In 1946-47, painting and upgrading works were carried out and the erection of a photo finish camera tower was completed and used in March 1947. A laboratory for drug testing horses was first set up in 1947. It was established in a building that was formerly a Harness and stables building, the laboratory was located on the ground floor and a residence was on the upper floor. This two storey building is now known as the AJC Archives Building.

During the 1950s development for the Racecourse consisted of two pedestrian overbridges. One joined the Grandstand to the top floor of the ladies (members) Stand. The other was over

¹⁸ Dictionary of Sydney, [Mark Dunn] Randwick Racecourse, www.dictionaryofsydney.org/entry/randwick_racecourse

the tram tracks to access the embers car park. A water reservoir and new glasshouses were also constructed in the south east corner of the site, near Wansey Road.¹⁹

In 1960 the last tram ran to the Racecourse and after that, dismantling of the tram infrastructure was carried out to allow for the taller buses to access this area. Also in 1960, the AJC and the State Government negotiated a new 50 year lease. After that time, an Administration Building was planned for the racecourse site. Previously the administration for the AJC was run from an office in Bligh Street, Sydney. Designs for the administration building were made by Robertson and Marks and it was completed as a two storey blonde brick building in 1962. It is (still) located next to the Members Entrance (Gate 1).²⁰

During the 1960s and 1970s a lot of construction and redevelopment occurred for the stables. These were located in the south west corner of the site, near Anzac Parade and in the southeast corner of the site, near Wansey Road and therefore outside the subject area of the Spectator Precinct.

The major work in the Spectator Precinct during the 1960s was the construction of the new grandstand, which occurred between 1966 and 1968. Its construction required the partial demolition of the northern end of the Grandstand. It was to be four storeys high and located in between the Grandstand and the Official Stand. It also had a series of external, moving footways, called movators, to convey patrons to the different levels. These are still a dominant feature within the Spectator precinct.

Figure 37: the 1969 constructed Peddle Thorp and Walker designed stand, dwarfing the stands to either side. It was officially named the Queen Elizabeth II stand after her visit to the racecourse in 1970.

(Source: State Library of NSW, d7_31732r new members grandstand 1969



¹⁹ CMP, 2006, p25

²⁰ CMP, 2006, p26

During the 1970s the eastern end of the Race Day Stalls (which were near Alison Road) were reconstructed. New roofing was also added to the Officials Stand, and Saddling paddock and St Leger totalisator and Tea House Roofs. In 1975 all the public facilities were removed from the Flat enclosure in the Infield and three artificial lakes and a bore for water were introduced in that area. In 1976-77, an extra floor was added to the AJC Administration building.

Upgrading works continued to the grandstands in the 1980s. In 1986 the betting ring was enlarged with the inclusion of covered links and walkways in the Spectator precinct. During the 1980s the St Leger Stand and St Leger Totalisator were demolished, after 1986. In 1988 a new drug laboratory was constructed in the area south of the former St Leger Reserve, outside the Spectator Precinct area.

In 1988-89 the last portion of the old Grandstand was demolished to make way for the Paddock Stand, which is still located there. It was completed in 1992 and opened by Queen Elizabeth II who also bestowed the title 'Royal' on the racecourse at that time.²¹ This stand was also designed by Robertson and Marks and is a long low two storey structure.

During the 1990s an additional 24 stable boxes were completed. In 1995 a new pre and post race swabbing facility was opened in the c.1914 men's lavatory building. From this time on it was known as the Swab Building.



Figure 38: Views of the Swab Building, former men's lavatory.
Top, the view in 1937 with the October Derby Day crowds.
Above, the view in October, 2011 during the site visit.

²¹ CMP, 2006, p29

In 1998 the Queens Stand, which had been located at the south western end of the Paddock Stand was demolished. The area was not redeveloped but was landscaped for horse racing spectators and is today, used for temporary horse racing carnival marquees.

In 1999 two tunnels, first proposed in a 1963 Masterplan, were constructed. The 1963 master plan was the result of a design competition for the redevelopment of the Racecourse. Peddle Thorp and Walker had won with a design to provide tunnels for cars to the Infield car park and also for a new grandstand. The grandstand was constructed in 1969, the Queen Elizabeth II Stand.

The tunnels would have meant the demolition of most of the buildings in the Saddling paddock area including the Tea House, Totalisator and Grandstand. However in 1999, the two tunnels were constructed underneath the area and these buildings (The Grandstand had been demolished in 1988-89 to make way for the Paddock Stand). One tunnel was for equine and other vehicles and runs north to south from the High Street side to the Flat and the other is for pedestrians and runs east to west connecting the Infield to the grandstand area inside the Spectator Precinct.

The Randwick Pavilion was constructed in 2000 within the former Saddling paddock area on an area of open ground.

In 2003 a new trainers pavilion was completed in the Infield area. In 2004 the stewards tower, known around the racecourse as the 'candlestick' was replaced by the existing leaning tower, which was constructed on a massive concrete slab in the eastern corner of the Spectator Precinct, see below.



Figure 39: The 2004 constructed Stewards Tower is adjacent to the Officials Stand and to this temporary grandstand.

In 2006 the AJC Limited undertook a comprehensive masterplanning exercise for the site. The decision was also made to hold International World Youth Day events there in 2008, which became the deadline for most of the following changes. Works undertaken at that stage included:

- Changes to the Alison Road Entry Plaza/Busway. Removal of parts of the existing wall along Alison Road, creation of wider landscaped entry plaza and parallel roadway for buses and bus parking.
- Relocation of the (Race) Day Stalls in the Spectator Precinct to enable construction of the wider landscaped entry plaza
- Construction of a roadway (Oaks Drive) linking Alison Road and Ascot Street off Doncaster Avenue. This provided taxi access on major race days and parking at other times. It extended the existing internal road to High Street for horse floats and service vehicles and separated service vehicles from members and the general public.
- Midfield/Infield Infrastructure Works. Relocation of existing stormwater detention basins as part of a new site-wide stormwater management strategy.
- BCA/PoPE upgrading works to the existing Grandstands.

In 2008 the gazetting of the *AJC Act 2008*, gave the AJC Limited a 99 year lease on the site. This further provided security of tenure, enabling future planning and investment. In 2008-2009 a number of changes were made to the access road in the north west corner alongside Allison Road, changes to the access road meant removal of a hexagonal shaped Phar Lap memorial rose garden and Phar Lap's headstone.²² The current brick and metal pier fencing to Alison Road was also constructed at this time, replacing the former wire mesh fencing of the early 1990s.

During 2009 the day stalls were moved from their location near Alison Road in the north west corner to their current location, which is immediately behind the existing tea house and south west of the existing Paddock Stand. This was the area of the former 'road to the St Leger Reserve' shown on the 1901 plan at Figure 19.

In July 2010 the NSW Government announced a package of potential reforms for the benefit of the NSW racing industry, contingent upon a merger between the AJC and the Sydney Turf Club (STC). As part of these reforms the AJC (merged Club) will receive \$150 million to refurbish grandstands and event facilities for members and patrons at Royal Randwick. These works are ongoing and currently include the refurbishment of the seven-level QEII Stand. In September 2011 the upper terrace partially collapsed and the extended concrete beams have now been removed. In 2011 the Officials Stand is the only remaining 19th century constructed grandstand in the Royal Randwick Racecourse grounds. The remaining works are discussed in the Proposal section of this report.

²² Phar Lap's headstone is temporarily located in the plumbers' workshop, Tom McCartney, Facilities Manager advised the author during site visit 17.10.11



Figure 40: The collapsing upper level of the QE2 stand, photograph dated 1st September 2011.

(Source: Sun Herald newspaper, 01.09.11)

3.4 CHRONOLOGY OF BUILDINGS ON THE ROYAL RANDWICK RACECOURSE SITE

Given the size of the site and its long history of construction, additions and replacements, the following table has been provided as background for the archaeological potential of the site. The following information has been derived from the documentary sources including photographs, plans and previous histories:

Date	Building	Description	Extant
c.1830	Training track	'partially cleared and improved sandy soil for use as a horse racing training track' Known as 'the Sandy Course'	No
1832	Early enclosure, or seating or grandstand structure and The oval track	Plan shows oval course (laid out by convicts) and early structure on western side of track, in area of current group of stands	No
1858- 1860	Temporary grandstand - remained until 1875 Racetrack	Architect John Hilly designed tiered seating for 700, included stewards, weighing and ladies rooms as well as refreshment rooms and bar	No
1860	Entry gates	Two sets of gates, but no fencing. One set from Doncaster Avenue, the other set from Alison Road, north west corner	no
1865	Derby Stand, a small grandstand	A small inexpensive grandstand on north eastern side of main grandstand	No
1867	First St Leger grandstand	Located to the south western side of the first Hilly's grandstand.	No
1871	Main gate replaced using old timber piles salvaged from circular Quay	Located on Alison Road, west of intersection with Darley Road	No
1875	Timber paling fence	Boundary fence located behind the Grandstands in line with Gates?	no

Date	Building	Description	Extant
1875-76	Demolition of Hilly's temporary grandstand		no
1876	New Grandstand, "The Grandstand"	Constructed where Hill's grandstand had been, brick on stone and concrete and measuring 67 metres in length	no
1880	Demolition of the Derby Grandstand	The materials were salvaged and used for the construction of cake and fruit stalls on the race course site. Likely to be in the Spectator Precinct.	no
1882	Demolition of the first St Leger Stand		no
1882	Construction of the second St Leger grandstand	Long timber building located on site of first St Leger grandstand	no
1886	Official Stand constructed	In its current location, extended in 1913 and 1920. Built of brick, originally 33 metres in length.	yes
1889	Iron railing fence to create the St Leger Reserve and Saddling Paddock Reserve	Located between the Grandstand and the St Leger Stand. This created the St Leger Reserve and the Saddling Paddock Reserve.	no
	Race day stalls	Included in Saddling paddock area, formed an open triangle in its north west corner	Removed in 2008-2009
1900-1907	Tram Station with pedestrian overbridges, etc.	Located in the area behind the Spectator precinct, however, entry turnstiles were located in the Spectator Precinct.	No
1907	Sewerage lines	The Grandstand buildings in the Spectator precinct at that time were first sewered.	yes
1907 to 1914	Grandstand extensions	Widened along its length, upper deck added,	no
1910	New Ladies Stand, later named Members and then Queens Stand	Located south of the Grandstand	no
1911	New St Leger Stand	This replaced the 1882 Stand. It was Constructed of brick and steel to hold 11,500 spectators	no
1911-1914	Boundary fence replaced with a higher fence	Same location as the 1875 fencing	no
1913	Official Stand extensions	Extending it to the north by 136 feet (41.5m) for ground, first floor and gallery levels.	yes
1913 to 1914	Extension of the race day stalls	Same area of the Saddling Paddock	no
1914	Construction of the Swab Building as a men's lavatory		yes
1914	Tea House built	Replacing the members tea room and public tea room	no
1917	Rebuilding of the Tea House	Same design, 1914 building destroyed by fire	yes

Date	Building	Description	Extant
1917	Construction of the first Totalisator buildings	located in the Saddling Paddock, behind the Ste Leger Reserve and in the Flat in the infield area.	Yes, Saddling Paddock is only one.
Uncertain, 1907-1917	Hospital Building	Near the Totalisator building in the Saddling Paddock area	no
1919	New tramway entrance		no
	Stripping stalls relocated	From east end of Saddling Paddock to north east corner of racecourse.	Until 2008-2009
	Casualty office and veterinarian office relocated	From the Saddling paddock to the Flat	no
1920	Extensions to the Officials Stand		yes
1920-21	Viewing embankment	In front of the St Legers Stand	Yes, likely to be modified
1925-26	Alison Road fence replaced	Existing timber fence renewed	no
1928	Alison Road fencing replaced	The brick wall was put in. The main gates replaced. Brick office constructed in place of the iron clad office building	Yes, but likely to be upgraded
1950s	Pedestrian overbridges	One joined the Grandstand to the top of the Ladies Stand The other was over the tram tracks	No
1962	Administration Building constructed	To a design by Robertson and Marks who had designed most of the Randwick Racecourse buildings. This 2 storey pale brick building is located next to the Members Entrance, gate 1.	Yes
1966-1968	Queen Elizabeth II grandstand constructed	It was opened in 1969 Northern portion of the old Grandstand was demolished to make way for it.	yes
1986	Demolition of the St Leger Stand and St Leger Totalisator		no
1989	Old Grandstand demolished	To make way for the Paddock Stand	no
1992	Paddock Stand	Constructed on the site of the old Grandstand	yes
1998	Queens Stand demolished		no
1999	Subway tunnels constructed		yes
2000	Randwick Pavilion constructed	In an area of open ground in the former Saddling Paddock	Yes
2008-2009	Race Day Stalls removed	In north west corner near the Alison Road boundary fence	No
2009	Race Day Stalls	Located southwest of the paddock Stand	Yes

4.0 SITE EVALUATION AND ARCHAEOLOGICAL POTENTIAL

4.1 PHASES OF THE SITE'S OCCUPATION

An assessment of the archaeological potential of the subject site must consider the sequence of events and the material and/or structures associated with those events compared with later modifications and developments across the site. The level of subsequent modification can determine the extent of the impact on the potential archaeological resource. An understanding of this process will facilitate the grading of significance for archaeological potential on the site.

The history of the Royal Randwick Racecourse site and, more specifically, as it is the subject of this Assessment, the Spectator Precinct area, are firmly linked with horse racing.²³ There were no previous functions or uses identified in this area. The historical documents, photographs and plans attest to the sandy soil and low scrub and nearby swampy ground, therefore it is unlikely that previous non-Indigenous uses had been made of the site. Therefore the cultural phases and subsequent modifications which were introduced and discussed in the preceding section of this report are all associated with the development of the Royal Randwick Racecourse.

The history of development of the area of the Spectator Precinct is extensive. The archaeological remains of the area would relate to former structures. While former landscaping and pathways would also have been present in this area, their remains are not considered to be of archaeological significance, given the ongoing use of the area in its original function and the overlay of current pathways and landscaping. In addition, these types of constructions are unlikely to leave an archaeological imprint that would be intact.

It must also be noted that for the archaeological potential of the former structures, the subsequent layers of landscaping, developing, services, clearing and construction that have been the focus of this area are considered to be extensive enough to have removed or at the very least, very heavily impacted on the former structural remains.

The extensive impacts on the area include:

- The modifications to the natural topography of the area to create or reinforce a slope towards the racetrack.
- The pedestrian subway from the tram station to the Turnstile building which was located in the Spectator precinct.
- The construction of the Queen Elizabeth II (QEII) grandstand would have necessitated deep excavation for the large pilings.
- The 1999 pedestrian tunnel beneath the QEII stand to the Flat.

²³ The tramline and tram stop, while associated with travel and economy were both established on the site for access to it.

- The Paddock Stand, constructed in 1992 on the location of the former Grandstand, has a basement level, has been terraced into the existing modified slope (see site photograph at Figure 8. The southern end of the Paddock Stand, in the area of the former St Leger Stands was lowered to provide a vehicle access road for the basement levels.

The phases for archaeological potential for the subject site can be divided into the following chronological periods. The structures from each period, and the likelihood of their remains to exist on the site are presented in a table adapted from the Chronological Building Construction Table in Section Three.

1. Establishment of the racecourse and first infrastructure – 1830s

- The remains of the first race track and the first grandstand and possibly other structures, although the early plans only depict the track and a small grandstand, are unlikely to have remained on the site given the successive track maintenance and excavations and ground levelling and raising in the area of the spectator precinct.

2. Repair and re-establishment – 1860s – Refer Figure 19 for first layout.

- The remains of the Hilly Grandstand, which was demolished in 1875 are unlikely to have remained on the site after the 1990-92 construction of the existing Paddock Stand.
- There is potential for archaeological remains of the Derby Stand, constructed 1865 demolished 1880 to remain at the front of the existing Officials Stand, facing the racetrack. However, this area may well have been changed by changing ground levels and surface treatments. Therefore, the condition of the remains is considered to be compromised.
- There is potential for the first St legers Stand, constructed 1867 demolished in 1882, and the second St Leger Stand, constructed in 182 demolished in 1910 to remain in the area at the front of the temporary marquee, south of the Paddock Stand.
- There is the potential for the original location and alignment of the Race Day Stalls, c.1892 arrangement and possibly the later Race Day Stalls demolished in 2008-2009 to remain on the site.

3. Tram access from 1901

- The entry turnstiles associated with the tram stations were located within the Spectator Precinct.
- The hospital constructed
- The first and later constructed Teahouse. The first building destroyed by fire was located where the present day Teahouse is constructed.

4. Establishment of new buildings 1960

- The QEII grandstand was constructed on part of the site of the old Grandstand
- The Paddock Stand was constructed on the site of the old Grandstand

5. 2000 and onwards

- Changes to the fencings along Alison Road
- Changed location of the race day stalls

4.1.1 SUMMARY

As noted in the site description, the gentle slope of the land in the Spectator Precinct area and the viewing areas immediately in front of the various spectator stands are not natural features. This is evidence of the levelling of the area from early times for the racetrack use.

The history and chronology of Racecourse related development in the Spectator Precinct area is extensive. This has been established in the previous section, Section 3.0. It is unlikely that previously undocumented finds would be located here.

Currently there are only three remaining early (19th century and early 20th century) structures located in this Precinct; they are the Swab Building, the Official Stand and the Teahouse. Therefore, there is the potential for remains of the identified former structures to still be located within the Spectator Precinct. The archaeological remains likely to remain would be confined to the foundations of previously demolished buildings, such as former grandstands and structures such as turnstiles and totalisators.

However, the extensive impacts of the recorded successive developments, which includes services and tunnels within the Spectator Precinct, would have disturbed any remaining archaeology in this area. Therefore the archaeological potential of the area is considered to be low.

4.2 ARCHAEOLOGICAL INVESTIGATION IN THE VICINITY

Of particular interest for this Assessment are the two previous assessment of the Royal Randwick Racecourse site, undertaken in 2006. These reports were made available to the author.

- Aboriginal Archaeological Heritage Impact Assessment Randwick Racecourse, Randwick NSW Final Report Dominic Steele Consulting Archaeology, Report to Godden Mackay Logan Appendix C in Volume II, May 2006
- Assessment of Historical Archaeological Potential, Appendix D in Volume II of the Royal Randwick Racecourse Conservation Management Plan prepared for the Australian Jockey Club, Godden Mackay Logan, December 2006

- Statement of Heritage Impact for the Royal Randwick Racecourse Spectator Precinct prepared for the Australian Jockey Club by Graham Brookes & Associates, September 2010 assessed the built heritage which will be impacted by the current scope of works
- Royal Randwick Racecourse Spectator Precinct Aboriginal Heritage Impact Assessment prepared for Urbis by Archaeological and Heritage Management Solutions Pty Ltd, October 2011.

The findings, recommendations and conclusion of the Aboriginal Archaeological Heritage Impact Assessment is outside the scope of this baseline non-indigenous archaeological assessment, however, reference should be made to that document for further involvement of the Aboriginal community.

The findings, recommendations and conclusions of the Assessment of Historical Archaeological Potential 2006 and of the Statement of Heritage Impact 2010 were important background to the current study for the discussion of previous structures and of changes to the site.

4.3 RESEARCH POTENTIAL FOR THE ARCHAEOLOGY OF THE SITE

The research potential of an archaeological item refers to its ability to provide information about the site that could not be derived from any other source and may also be influenced by the integrity of the remains.

Assessing the research potential of an archaeological site within a relative framework has been guided by the following questions:

1. *Can the site contribute knowledge that no other resource can?*
2. *Can the site contribute knowledge that no other site can?*
3. *Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?*²⁴

1. The emphasis here is on the need for archaeological research to add to the knowledge of the past in an important way, rather than merely duplicating known information or information that might be more readily available from other sources such as documentary records or oral history.

²⁴ Bickford, A and S Sullivan 1984, 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), *Site Surveys and Significance Assessment in Australian Archaeology* The Australian National University, Canberra pp 23–24, quoted in *Assessing Significance for Sites and Relics*, NSW Heritage Branch Guidelines, 2009

2. The site as one of the first racecourses in Australia, c.1830s and then 1860s in its more developed and similar to its existing format; is an important resource for contributing knowledge. In addition, it continues to be used as a racecourse, and therefore the layer of development from this site are a rich source of information which have the potential to contribute knowledge that no other site can.

However, an archaeological excavation would have very limited input due to the known impacts and heavy disturbances on the areas that include the interesting, early development of the racecourse, that is, the subject site, the Spectator Precinct. In this situation, the existing historical records available such as the collections of photographs, plans and maps, published books and histories and unpublished reports which are within the public record provide a good source of information which answer the question; 'can this site contribute knowledge that no other site can'.

3. The archaeology of the Spectator Precinct would exist only in a fragmentary or partial condition and relate to foundations of Racecourse buildings and structures. The integrity of these remains therefore is assessed as being poor, or at the very least, heavily impacted. These buildings, as noted, have already been recorded in the documents and histories of the site and these sources provide an excellent source of information for the Royal Randwick Racecourse. The various histories, photographs and plans for the racecourse have well documented the locations of structures and buildings in this area and it is unlikely that an unexpected find not related to them would occur.

In addition, the ongoing use and changing patterns of development across this area of the racecourse have been documented, via archival recordings in line with current NSW heritage legislation. In combination with the ongoing use of the site in its original form, these also provide a good source for understanding the history of the site.

5.0 ASSESSMENT OF SIGNIFICANCE

5.1 STATEMENT OF SIGNIFICANCE

A Statement of Significance for the Racecourse site was developed as part of the 1998 Conservation Management Plan by Adrian Minard and Elizabeth Thompson. The 2006 *Draft CMP* has updated the Statement as follows:

Royal Randwick Racecourse is a place of State significance as metropolitan Sydney's oldest and longest continually-operating racecourse. It has unique historic, associative, aesthetic and social links to the development of horseracing in Sydney and New South Wales. It is a unique cultural landscape with landmark qualities and a distinctive architectural composition that reflects a traditional approach to racecourse design and development, serviced by substantial public transport infrastructure.

Racing at the Royal Randwick Racecourse site has taken place longer than any other racetrack still in use in metropolitan Sydney. The early racing on site in 1833 predates any other operating racecourse in New South Wales. The development of the first racetrack was championed by some of Sydney's most prominent colonial figures, including Colonial Secretary Sir Edward Deas Thomson and Surveyor General Sir Thomas Mitchell, with many of the earliest subscribers continuing to support the racecourse in its redevelopment after 1860, particularly Thomson who became the Australian Jockey Club's first president.

The racecourse was accessible to all levels of society, from members, owners and trainers to 'two bob' punters.

The major buildings of the racecourse, including grandstands, Race Day Stalls, Totalisator and Tea House and the Alison Road perimeter wall, entrances and turnstiles, display a traditional form of lowscale nineteenth and early twentieth century recreational architectural styles, with a continuity of design achieved by a more than 90 year association with the Sydney architectural firm of Robertson and Marks.

The tramway area (in diverse ownerships) remains and the Tramway Turnstile building demonstrates the significant association of public transport provision with the development of the racecourse and indeed the surrounding suburb.

The built environment is set within a cultural landscape of formal gardens, lawns and cultural plantings that visually connect the racecourse to the extensive parklands at Centennial Park, and in turn act to reinforce the historical connection of the racecourse to a major band of regional open spaces that incorporates part of the once large Sydney Common area set aside by Governor Macquarie for the recreational use of the people of Sydney.

The race days, particularly carnival days such as the AJC Derby and Sydney established events on the Australian racing calendar [sic]. The ability of the racecourse to continue to attract patrons from all levels of society is part of a rich intangible experience that the racecourse offers to those who attend Royal Randwick

Racecourse has inspired writers and artists to document both its visual and experiential aspects. Andrew Barton 'Banjo' Patterson, horse lover, steeplechase rider and writer was a regular patron at the racecourse.

The historical and social significance of the Royal Randwick Racecourse site extends to the potentially high Aboriginal archaeological values which may be retained in the southeast corner of the racecourse site. It includes diverse, but less potentially significant, historical archaeological remains across the site, but in the northwest corner in particular.

The AJC's extensive moveable heritage, archival collection and the potential to access the oral histories of those who worked at and visited the racecourse provide significant resources and opportunities for further research.

As noted previously, the *Draft CMP* was prepared for the AJC in 2006. This document never progressed beyond the draft stage. A 2006 nomination to consider the inclusion of the Racecourse site on the State Heritage Register has not been proceeded with. It should be noted that no part of the Racecourse site has been included on the State Heritage Register as an item of State significance.

In addition, the *Spectator Precinct Royal Randwick Racecourse Specific Element Conservation Policy Draft Report (Draft SECP)*²⁵ prepared in 2007 contains the following Statement of Significance for that specific area:

The Spectator Precinct makes a major contribution to the overall significance of the racecourse. It is the main area of visitor activity and is the public face of the racecourse. It has historical significance as it has retained and is able to demonstrate the general location and functions of key elements of the site dating from its 1832 establishment. It also contains elements from the 1880s which reflect the peak of popularity of the racecourse site. These include the Officials Stand, Race Day Stalls and Saddling Paddock. The early twentieth century Tea House, Tramway Turnstile Building Complex. Swab Building and Totalisator Building also reflect an important period in the development of the racecourse.

The Spectator Precinct is historically significant as it demonstrates the continuous use of the site by the public for over 150 years for horse racing. The precinct has aesthetic significance related to the retained elements from various historical periods of the racecourse's operations, including examples of high creative and technical achievement. As a large and prominent public place that has been the location of mass public gatherings, the precinct has also attained a high level of social significance.

²⁵ Godden Mackay Logan, *Spectator Precinct Royal Randwick Racecourse Specific Element Conservation Policy Draft Report* prepared for AJC, December 2007

The precinct remains central to the safe and efficient running of the racecourse and is significant for its ability to demonstrate many aspects of the historical uses of the racecourse, and as a spectator area that has worked as an integrated functional whole within the racecourse site.

5.2 ARCHAEOLOGICAL SIGNIFICANCE

The archaeological potential relates to the first and early racetrack structures including grand stands, race day stalls etc. These items have already been assessed as meeting the criteria for high historical significance.

Archaeological significance has long been accepted as linked directly to the heritage criterion for scientific research potential: *A site or resource is said to be scientifically significant when its further study may be expected to help answer questions. That is, scientific significance is defined as research potential.*²⁶

The significance from the CMP also states:

It [the non- Indigenous archaeology] includes diverse, but less potentially significant, historical archaeological remains across the site, but in the northwest corner in particular.

Therefore, this assessment concludes that the archaeological remains in the area of the Spectator Precinct which are associated with the earlier buildings and structures of the Randwick Racecourse are considered to be of low local significance.

²⁶ Bickford and Sullivan, 1984 pp 23–24, quoted as before.

6.0 THE PROPOSAL

The development proposal requires demolition of a number of buildings within the Spectator Precinct and construction of new structures.

The details have been advised as follows:

- Queen Elizabeth II Grandstand - Partial demolition of the stand, involving strip back to basic structure with the removal of all non load bearing elements and all non usable services infrastructure.
- Construction of new “link” building structures between the Paddock Stand and at the northern end of the Queen Elizabeth II Grandstand. This will house fire stairs and vertical transportation
- Official Stand (Members Stand) - Modifications to the southern end of the stand to interface with a new link to the upgraded Queen Elizabeth II Stand
- Paddock Stand - Demolition of the stand. Construction of a new stand, to match the style and larger scale of the refurbished Queen Elizabeth II Stand.
- Movators - Demolition
- Tea House - Demolition. Construction of a new parade ring to the rear of the QE2 and Paddock Stands with associated amphitheatre style seating to establish a “Theatre of the Horse”.
- Construction of a stewards, owners, trainers and jockeys facilities building adjacent to the new parade ring.
- Randwick Pavilion - Demolition
- Swab Building - Adaptive re-use for a racing museum and conference facility including construction of kitchen and amenities.
- Saddling Paddock Area (Former) - Upgrade all building services infrastructure to the boundary and within the buildings, including new mechanical, electrical, hydraulic, information technology and ESD components
- Spectator Lawn - Landscaping, including the removal of the existing Parade Ring
- Alison Road entry area – increased landscaping to the entry gates area.

6.1 IMPACT OF THE PROPOSAL

General

The redevelopment proposal will affect and remove entirely any cultural or structural material located in the specific areas of the Spectator Precinct identified above, which would include any remnant or partial earlier foundations of the identified former Racecourse buildings and structures. The impacts of the proposed site developments advised to City Plan Heritage, on the identified archaeology of the Spectator Precinct are addressed in the table below:

ITEM	IMPACT	ACTIONS
Queen Elizabeth II grandstand upgrade, strip back to basic structure	No ground level works were planned which would impact on any remnant archaeology beneath the 1969 grandstand. If ground level works take place they may uncover disturbed remains of the former grandstand in this area, although this is unlikely due to the depth of construction for the QEII Stand. However, they have been assessed as being of low significance.	No actions required
New link building between Paddock Stand and the Queen Elizabeth II grandstand	Impact on the southern end of the Officials Stand Excavations towards the southern end may uncover disturbed remains of the former grandstand in this area. They have been assessed as being of low significance.	Archival recording of the Officials Grandstand before any further impacts were carried out would apply. However this was undertaken for the whole of the Spectator Precinct, including the landscaping and trees in August 2011. No specific archaeological excavations are required
Teahouse demolition	The Teahouse The following historic items in this area are not assessed as having archaeological potential, that is, any remains would be very fragmentary and disturbed by development. • Carriage paddock which later became the motor stalls • Motor stalls • Pedestrian subway from tram station	The Teahouse has been archivally recorded The former historic uses of this area are not considered to be of sufficient archaeological significance for an excavation.
Construction of a new parade ring where the Teahouse was located	As above	
Construction of facilities building adjacent to the new parade ring.	As above	
Upgrade all building services infrastructure to the boundary and within the buildings in the former Saddling Paddock area	Existing buildings are identified as the Tote building, Swab Building and Official Stand.	Archival recording was undertaken for the whole of the Spectator Precinct, including the landscaping and trees in August 2011. It is unlikely that any excavation trenches for services would disturb former remains of significance.
Upgrades to the Spectator Lawn and existing parade ring	No impacts. This area is adjacent to the racetrack where no earlier structures have been identified.	
Changes to the Alison Road pedestrian entry area	There may be remnants of the earlier fencing configurations There may be remnant foundations remains of the race day stalls which were removed in 2008-2009.	

This assessment concludes that any of these archaeological remains, if existing, would be in a highly disturbed condition due to the successive layers of development involving deep construction for the existing grandstands, and the successive associated ground clearing and installation of services across the area.

For the proposed works which do include excavation, the evidence relating to the history of the site indicates that the site has little or no archaeological research potential. Technically, however the foundations of the identified buildings and structures are archaeological remains. Therefore permission to disturb them via the current proposal must be obtained under the *NSW Heritage Act 1977* prior to any works taking place on the site.

In addition, the heritage legislation also notes that where substantial intact archaeological relics of State or local significance, which have not been identified in the archaeological assessment are unexpectedly discovered during excavation, work must cease in the affected area. In this situation, an archaeologist must be contacted to inspect the finds, photograph them and notify the Heritage Branch in writing, in accordance with Section 146 of the *Heritage Act, 1977*. Depending on the nature of the discovery, additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area.

7.0 STATUTORY CONTROLS FOR ARCHAEOLOGY

The following section relates to non-Aboriginal archaeology within New South Wales. The relevant legislation and clauses are listed below. Recommendations for management of archaeology on the site are included at the end of Section 7.3 and Section 8.0.

7.1 NON ABORIGINAL HERITAGE

The NSW Heritage Act 1977 requires anyone who is excavating a site where there are known to be “relics” (or even where there is the likelihood of disturbing or uncovering “relics”) to make an application to the Heritage Branch of the NSW Department of Planning for an excavation permit. The 2009 amendments to the *Heritage Act* changed the definition of an archaeological ‘relic’ under the Act. “A relic is now an archaeological deposit, resource or feature that has heritage significance as a local or State level. An archaeological site is an area which contains one or more archaeological relics.”²⁷

Division 9 (s139) of the Act specifically deals with the protection of relics - prescribing that:

- (1) A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.*
- (2) A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.*
- (3) This section does not apply to a relic that is subject to an interim heritage order made by the Minister or a listing on the State Heritage Register.*
- (4) The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:*
 - (a) any relic of a specified kind or description,*
 - (b) any disturbance or excavation of a specified kind or description,*
 - (c) any disturbance or excavation of land in a specified location or having specified features or attributes,*
 - (d) any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates:*
 - (i) that there is little likelihood of there being any relics in the land, or*
 - (ii) that any relics in the land are unlikely to have State or local heritage significance.*

There is also an obligation under *The Heritage Act* to stop work and contact the Heritage Office if relics are unexpectedly disturbed or uncovered.

²⁷ Lavelle, S., Heritage Branch Department of Planning, *Assessing significance for Historical Archaeological Sites and ‘Relics’*, 2009

7.2 ARCHAEOLOGICAL ASSESSMENT

There are likely to be archaeological remains of high local significance in the subject site associated with the earlier buildings and structures of the Randwick Racecourse. They would consist of the original 19th century grandstands and racing stalls, c.1918 hospital and tram station turnstiles. Their remains would be confined to partial foundations or postholes. There may also be relics associated with the use or demolition of these structures, in association with the remains.

However, the history of the Royal Randwick Racecourse is one of successive and ongoing development and changes in line with changing conditions and demands for horse racing, particularly in the area of the Spectator Precinct. It is evident from the history and site inspection that many changes in ground level have occurred to create the even and sloping ground now bordering the grandstands and racecourse. In addition there were successive deep excavations for the current grandstands, successive and associated services to buildings and two phases of underground tunnels across the area, the latest occurring in 1999. It has therefore been assessed that, while there may be remains of the earlier recorded structures in the Spectator Precinct, the development impact and level of disturbance on any archaeological remains in this area has been substantial. Any remains, if they exist at all, would most likely exist in a fragmentary or partial condition. The research potential that these partial remains would have is unlikely to contribute to the well recorded histories and reports that already have been prepared or published for the Royal Randwick Racecourse. Therefore, the archaeological potential of the subject site is regarded as low.

7.3 ARCHAEOLOGICAL MANAGEMENT

In summary, the recommendations of this assessment are based on the current site inspection, site specific research and archival searches.

While there are likely to be disturbed remains of former Racecourse buildings and structures located in parts of the area nominated for current development, these items have been assessed as having historical significance but low archaeological potential and low research potential. The previously recorded histories of the ongoing development and ground level disturbance in the area would have impacted to a large extent on any archaeological remains. Therefore, no special archaeological excavations or test trenches are recommended for the Spectator Precinct of the Royal Randwick Racecourse.

However, as the disturbed remains of former Racecourse buildings and structures constitute archaeological remains (assessed as low significance), under Section 139(4), of the *Act*, an *Excavation Permit Exception Notification Form*, must be applied for and submitted to the Director of the NSW Heritage Branch for approval. Section 139 (4) is specified again below:

(d) any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates:

- (i) that there is little likelihood of there being any relics in the land, or*
- (ii) that any relics in the land are unlikely to have State or local heritage significance*

An Exception Notification Form is attached for completion as Attachment A to this report. The form is to be accompanied by the following documents:

- 2 copies of this Archaeological Assessment and its attachments, as this report documents that the proposed excavation on the site will only involve the removal of material with little or no archaeological potential.
- 2 copies of a schematic plan or drawing of the site and/or other documents necessary to clearly describe the proposal. Please note that plans of the specific proposed works are likely to be requested.

In addition, it is unlikely, however:

- If substantial intact archaeological relics of State or local significance, which have not been identified in the archaeological assessment are unexpectedly discovered during excavation, work must cease in the affected area. An archaeologist must be contacted to inspect the finds, photograph them and notify the Heritage Branch in writing, in accordance with section 146 of the Heritage Act, 1977. Depending on the nature of the discovery, additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area.
- If any Aboriginal objects are discovered on the site, excavation or disturbance is to cease and the Environmental Protection and Regulation Group of the Department of Environment and Climate Change is to be informed in accordance with section 91 of the National Parks and Wildlife Act, 1974. Any excavation which has revealed Aboriginal objects should be referred to the Senior Aboriginal Heritage Officer at the Heritage Branch. The contact telephone is 02 9873 8500 or 1800 789290.

Finally, the history of development of the Royal Randwick Racecourse site is significant and has been well documented. The heritage interpretation of the history of the site and its former buildings with their locations and uses should be integrated into the landscape design for the site to allow for its future appreciation. The interpretation should include historic signage and building signage and should be prepared in line with a Heritage Interpretation Strategy for the whole site.

8.0 CONCLUSION AND RECOMMENDATIONS

This baseline non-Indigenous Archaeological Assessment concludes that there are remains of high historical significance but of low archaeological research potential and in a highly disturbed condition which are likely to remain in the specified areas of the Spectator Precinct. In this situation, due to the high levels of impacts recorded in the area, no further specific archaeological investigations or excavations are required. However, the archaeological management for the site noted above should be followed.

The history of development of the Royal Randwick Racecourse has been documented in previous published documents, unpublished reports and historical photographs and plans. It is recommended that heritage interpretation of the history of development of the site continue to take place as part of the ongoing works. Consultation with the AJC Archives, located in the former Harness building on the site, regarding access to material is also recommended as part of the understanding of the history of development of the site.

CITY PLAN HERITAGE

OCTOBER, 2011

9.0 BIBLIOGRAPHY

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Assessment of Historical Archaeological Potential, Appendix D to the Royal Randwick Racecourse Conservation Management Plan prepared for the Australian Jockey Club, Volume II, December 2006

Lester Firth Associates, Randwick Heritage Study prepared for Randwick Council, 1986

- State Library of NSW maps and plans
- City of Sydney historic maps
- Randwick Council digital image library

10.0 ATTACHMENT A – EXCEPTION FORM

11.0 ATTACHMENT B – RESUME