



Client: Australian Jockey Club Ltd

Royal Randwick Racecourse Stables Precinct

Statement of Heritage Impact



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Contents

1.0 Introduction.....	5
1.1 Background	5
1.2 Report Objectives	5
1.3 Methodology and Structure	5
1.4 Site Identification.....	5
1.5 Heritage Management Framework	7
1.6 Authorship	7
1.7 Report Limitations	7
2.0 Historical Summary	8
2.1 Establishment of Randwick Racecourse... 8	
2.2 Development of the Racecourse..... 8	
2.3 Early Twentieth Century Expansion	12
2.4 The Racecourse's Interwar Years	16
2.5 Postwar Modernisation of Randwick Racecourse	18
2.6 Late Twentieth Century Changes to the Site	21
2.7 Development of the Subject Area	21
2.8 Masterplanning for the Twenty-first Century	22
3.0 Site Description	23
4.0 Description of the Proposal	29
5.0 Applicable Heritage Legislation and Controls....	30
5.1 New South Wales Heritage Act	30
5.2 Randwick Local Environmental Plan.....	30
5.3 Guidelines of the Heritage Branch	31
5.4 Royal Randwick Racecourse DCP.....	32
5.5 Draft Royal Randwick CMP.....	33
6.0 Established Heritage Significance	36
6.1 Introduction	36
6.2 Established Significance of the Subject Site	36
6.3 Established Significance of the Heritage Items in the Vicinity of the Subject Site...	41

Contents

- 7.0 Assessment of Heritage Impact42
 - 7.1 Introduction 42
 - 7.2 Demolition of Site Components 44
 - 7.3 Addition of New Built Elements in the
Conservation Area 44
 - 7.4 Landscaping..... 45
 - 7.5 Impact on the Heritage Items in the
Vicinity..... 45
 - 7.6 Mitigation of Heritage Impacts 46
 - 7.7 Summary of Heritage Impact 46
 - 7.8 Evaluation Against Randwick LEP 46
- 8.0 Conclusions and Recommendations.....47
- 9.0 Bibliography.....48



Introduction

1.0

1.1 Background

This Report has been prepared to accompany a Project Application for the refurbishment of the area to be known as the Stables Precinct of Royal Randwick Racecourse, Alison Road, Randwick. The development is being considered as Major Project application number MP 10_0098 under Part 3A of the *NSW Environmental Planning and Assessment Act 1979*.

The Report evaluates the proposed architectural drawings prepared by Robertson and Marks Pty Ltd, and the accompanying landscaping concept, prepared by AECOM.

1.2 Report Objectives

The main objective of this Heritage Impact Statement is to analyse the overall heritage impact of the proposed development in relation to the Environmental Planning Instruments (EPIs) specified in the Director General Requirements (DGR) and the guidelines of the Heritage Branch of the New South Wales Department of Planning.

1.3 Methodology and Structure

This Heritage Impact Statement has been prepared in accordance with guidelines outlined in the *Australia ICOMOS Charter for Places of Cultural Significance, 1999*, known as *The Burra Charter*, and the New South Wales Heritage Office publication, *NSW Heritage Manual*.

The Burra Charter provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used, particularly the words *place*, *cultural significance*, *fabric*, and *conservation*, is as defined in Article 1 of *The Burra Charter*. The *NSW Heritage Manual* explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.

1.4 Site Identification

The subject site, shown in Figure 1.1, comprises most of the Bull Ring Precinct and part of the Racetracks as defined on the Key Precincts map in the of the *Royal Randwick Racecourse Development Control Plan (DCP) 2007*.

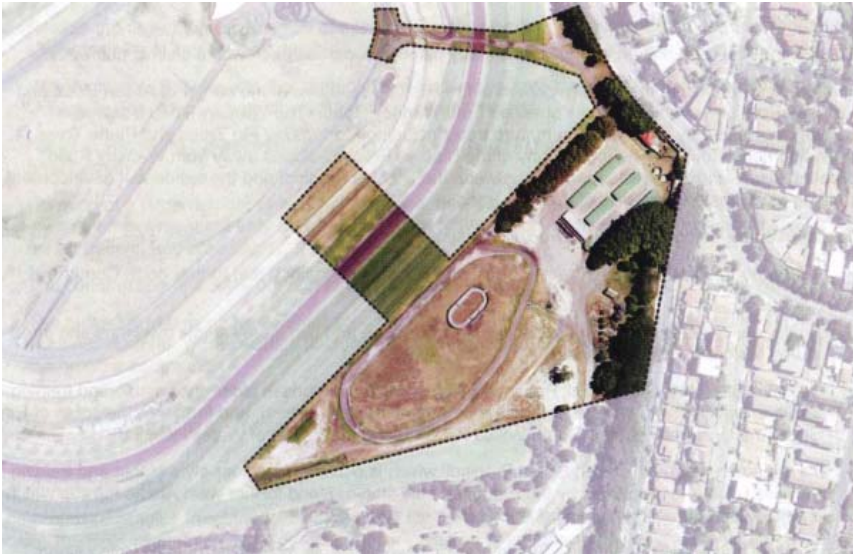


Figure 1.1
The subject site

Source: *Clause 6 Request & Preliminary Environmental Assessment - Royal Randwick Racecourse Stables Precinct* (Stables Precinct PEA Report), Urbis, July 2010

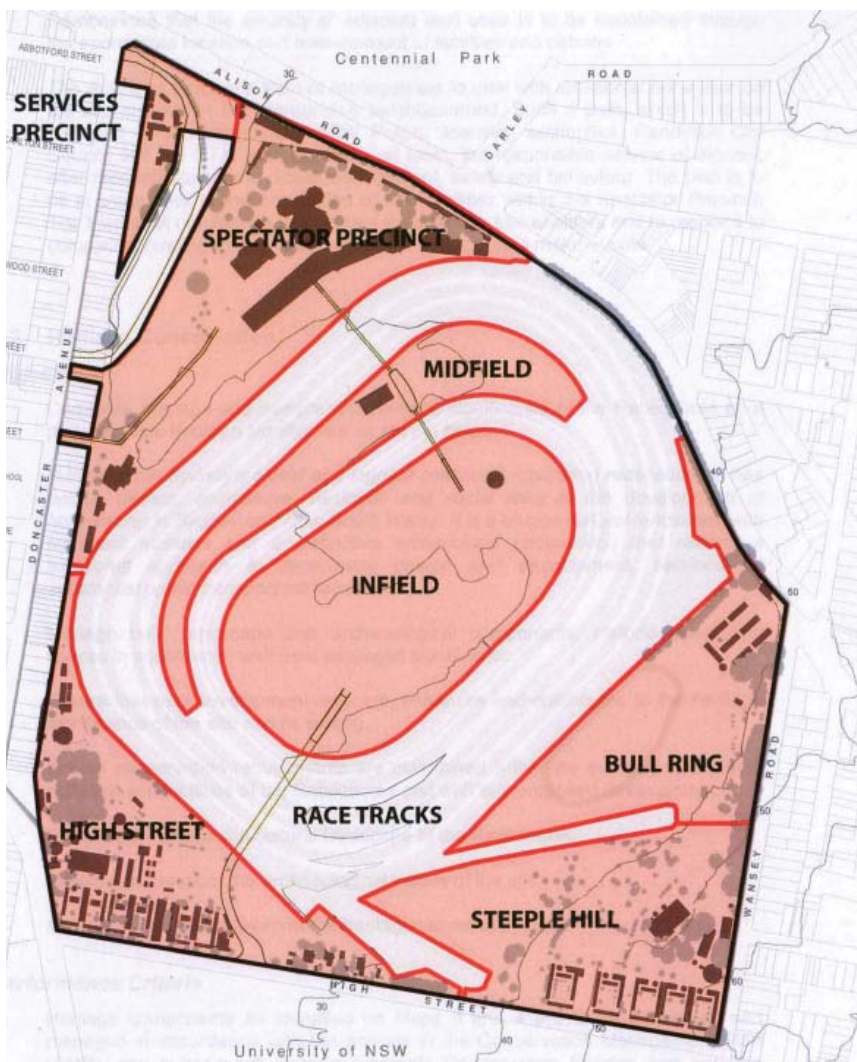


Figure 1.2
Map showing the precincts within the Royal Randwick Racecourse site, as defined in the *Royal Randwick Racecourse DCP*

Source: *Royal Randwick Racecourse DCP* 2007

1.5 Heritage Management Framework

The DGR for this project note the following in relation to heritage:

Key Issues

2. Built Form and Urban Design Impacts

The EA shall demonstrate that the design and visual impact of the development is consistent with the desired future character of Royal Randwick Racecourse and the general locality as described in the relevant planning instruments. The assessment should address the following issues:

- Heritage and conservation significance of the individual heritage items on the site, surrounding heritage items, and the Conservation Area as a whole*

5. Heritage

- A Heritage Impact Statement (HIS) shall be prepared identifying the potential impacts of the proposed development on any items, areas or places of natural, Aboriginal, historic, industrial or archaeological significance on the site and in the surrounding area in accordance with the requirements of the NSW Heritage Council guidelines and Manual.*

The relevant EPIs and guidelines, pertaining to heritage, that are to be addressed as part of the key issues are the *Randwick Local Environmental Plan (LEP) 1998* and the *Royal Randwick Racecourse Development Control Plan (DCP) 2007*.

The subject site is part of the Racecourse Precinct Heritage Conservation Area, as shown on the *Randwick LEP* Heritage Map. The only individually listed heritage item within the Racecourse site is the Members Stand (Official Stand), on the other (western) side of the racetrack. The subject site is also in the vicinity of 114 Alison Road, Randwick which is listed as an item of local significance in the heritage schedule of the *Randwick LEP 1998*.

1.6 Authorship

This Report has been prepared by Graham Brooks and Associates Pty Ltd. Unless otherwise noted all of the photographs and drawings in this Report are by Graham Brooks and Associates Pty Ltd.

1.7 Report Limitations

This Report is limited to the investigation of the European history of the site. Recommendations have been made on the basis of documentary evidence viewed and inspection of the existing fabric.

The analysis in this Report is based on the historical information contained in the Draft *Royal Randwick Racecourse Conservation Management Plan* Volumes I and II, prepared for the Australian Jockey Club by Godden Mackay Logan in December 2006. No additional historical research has been undertaken in the preparation of this Report.

Historical Summary

2.0

The following summary of the significant changes to the built fabric of the Royal Randwick Racecourse has been predominantly compiled from the historical overview of the site provided in Godden Mackay Logan's *Draft Royal Randwick Racecourse Conservation Management Plan* (2006).

2.1 Establishment of the Randwick Racecourse

In 1842, an organization known as the Australian Jockey Club (AJC) was established in order to raise the profile of racing in the Sydney area. Early horse racing events, which had been initially staged at Homebush, were abruptly halted when the grandstand was destroyed by a fire in 1859, leaving the AJC in a position to seek a location that was better suited for horse racing activities.

AJC president, Edward Deas Thomson, approached the government for a grant of land of the old Sandy Course at Randwick, originally nominated by the state government as a racecourse reserve comprising 202 acres, but which had been effectively unused since the 1830s. Upon Thomson's inspection of the site, the track was found to be in poor condition and lacking grandstands or enclosures, and with substantial improvements needed to render the racecourse functional. A 'temporary' tiered grandstand designed by architect John Hilly 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 of the racecourse extended in a straight line from Alison Road across to Doncaster Avenue. The north-west corner of the existing racecourse, which extends along the whole Alison Road street frontage, did not form part of the early racecourse site, instead falling under the future Centennial parklands area.

2.2 Development of the Racecourse

The AJC first held a race meeting at the site between the 29-31 May 1860, with more than 6,000 attendees on the opening day, swelling to 10,000 by the last day of the meeting. The success of the enterprise was marked by the sheer volume of attendees – with just under 57,000 people in Sydney at the time, a 10,000-strong crowd was a triumph for the AJC. For the public, it was an inexpensive day out, as the racecourse itself was not enclosed and only the grandstand area required payment of an entry fee – anyone could watch the races free of charge. A 'tent city' mushroomed to cater for the thirst and hunger of the crowd, with publicans setting up booths to maximize the opportunity and providing free entertainment such as Punch and Judy puppet shows and bands to draw patrons.

With such an enthusiastic response to the opening, the long-term success of the racecourse was all but assured. Its longevity was guaranteed in 1863, when the AJC was granted the 202 acres for 'public recreation', effectively allowing the AJC freedom to construct permanent racecourse 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."

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

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 stimulated by the land's security and increased revenue. Given a green light, the AJC methodically set about redeveloping the site.

Hilly's 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 was made of brick on stone and concrete, measuring 67 metres in length and featuring tiered undercover seating, private boxes for the governor and the AJC committee, refreshment rooms, telegraph office and journalists and reporters area. The grandstand's demolition was followed by the demolition of the Derby and St Leger Stands in 1880 and 1882 respectively. A new St Leger's Stand was then constructed, being a long, modestly scaled timber building featuring a rear extension for bars and restaurants.

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. The principal entrance gate was sited on Alison Road, with a secondary gate on Doncaster Avenue. It would appear that the site was enclosed by 1875; this was replaced with a higher fence c.1911-1914.



Figure 2.1

View of the racecourse, before commencement of construction works in the mid-1870s. The St Leger Stand is at far left (demolished 1882); the 1860 Hilly Grandstand at centre (demolished 1875); and the Derby Stand at right (demolished 1880).

Source: State Library of New South Wales

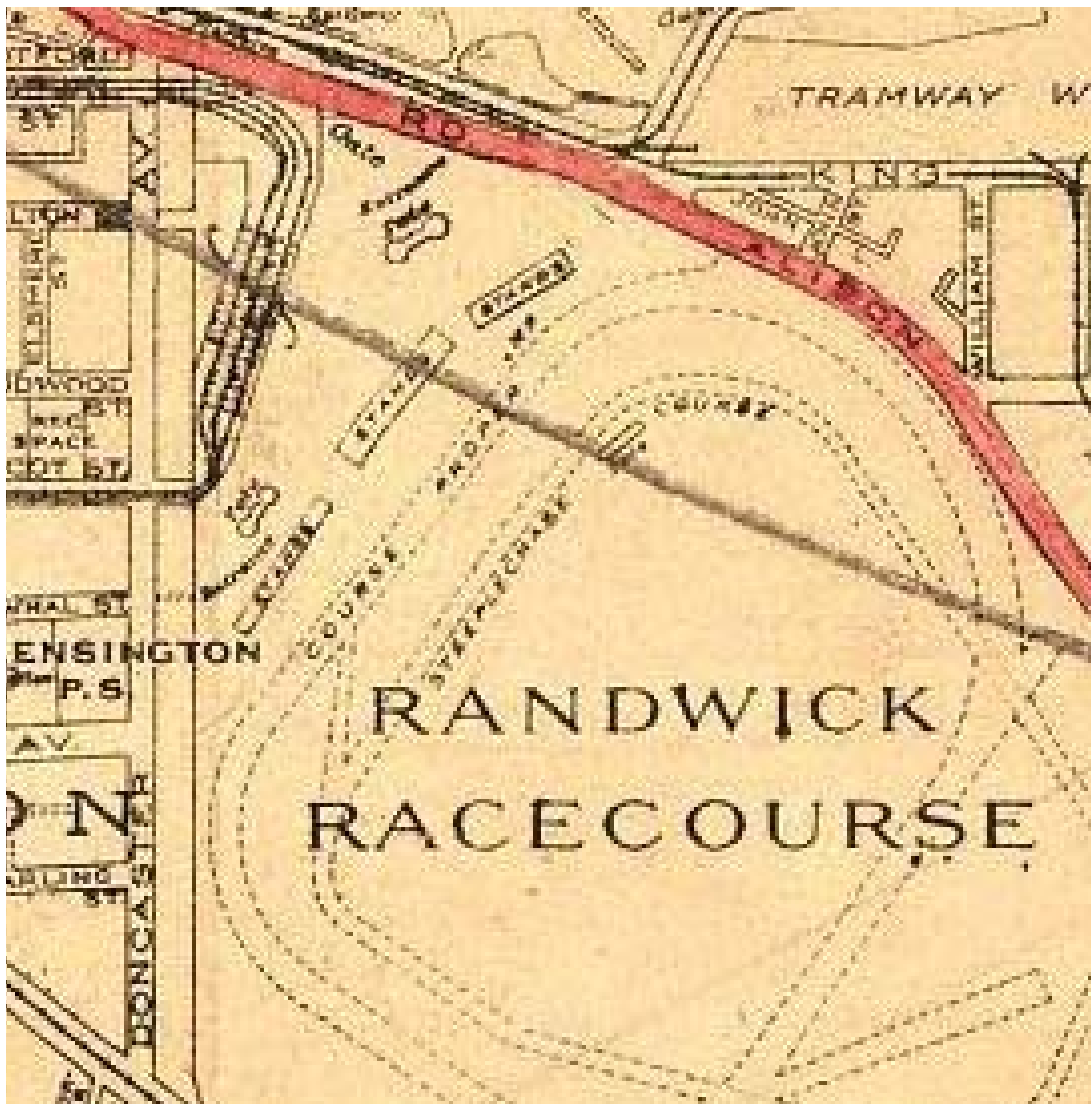


Figure 2.2
Detail of early Parish Map showing the first three stands on the site, together with two entrance gates.

Source: New South Wales Lands and Property Management Authority

The 1880s marked Sydney's acknowledgment of the racecourse as an integral place within the city's consciousness. Upon the opening of a steam tram route in the city in 1879, work commenced on a tramway extension running from the city south to the sports grounds, servicing 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, whilst simultaneously 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 this phase of growth, was the Official (or Member's) Stand, which was constructed on the site of the demolished Derby Stand and made ready for use by the Anniversary Day meeting in January 1886. Designed by G.A. Morell, the new stand was constructed of brick and stood two stories high. It had a length of 33 metres and could comfortably hold 450 race-goers on its upper level. The ground floor of the Official Stand initially included a bar, telegraph office/media area and refreshment rooms, with the building eventually extended in 1913 and 1920.

In 1889, an iron railing was erected between the Grandstand and the (replacement) St Leger Stand, effectively creating two distinct enclosures known as the St Leger Reserve and the Saddling Paddock Reserve. The latter enclosure also held the race day stalls, where horseflesh was 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, then, the principal racecourse infrastructure had been established. The facilities built for the racegoers included large stands, refreshment areas, viewing enclosures, and a tramway, and the racecourse was well established as a recreational outlet that was popular with the Sydney community.

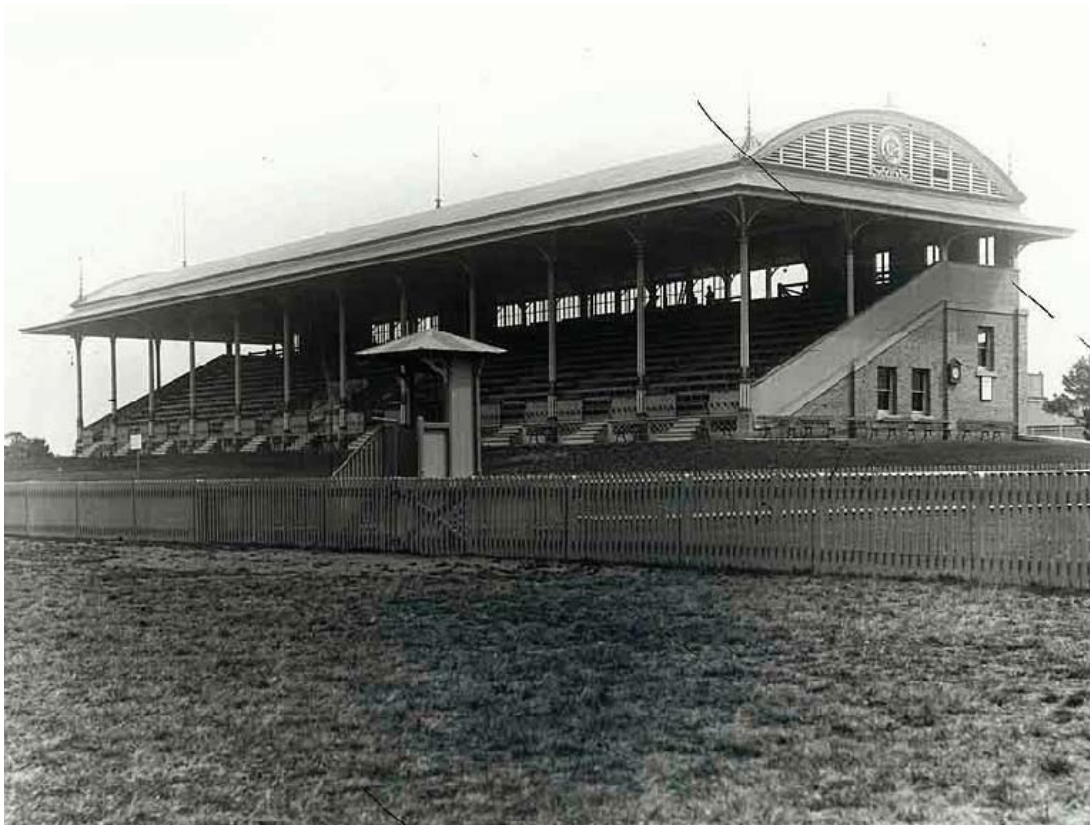


Figure 2.3
View of the second Grandstand, which was completed in 1876. This new grandstand facility offered private boxes, a telegraph office and refreshment rooms.

Source: State Library of New South Wales

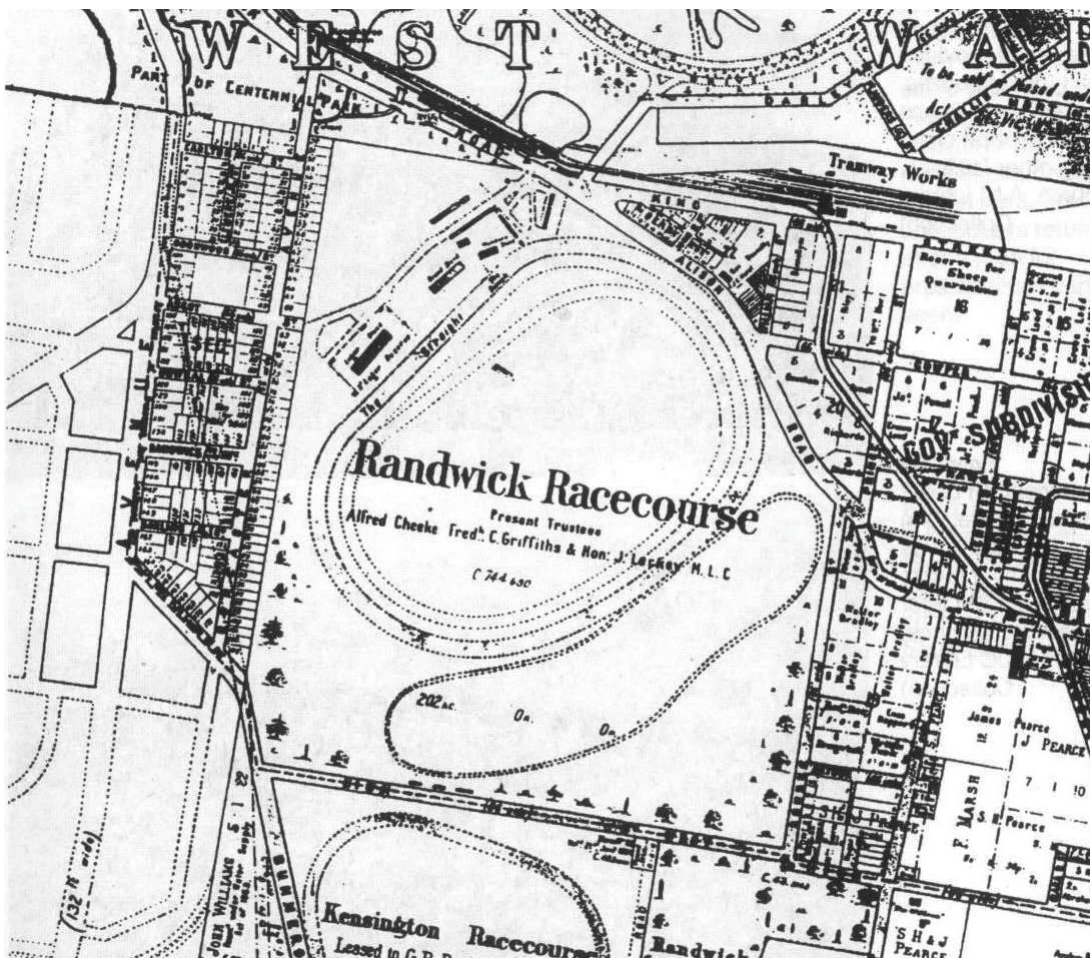


Figure 2.4
Plan of the Randwick Racecourse, 1892, with the three stands (St Leger, Grandstand, and Official Stand) clearly identifiable in the north-western quadrant of the racecourse site. The St Leger Stand featured a fenced perimeter, creating the St Leger Reserve. Ancillary buildings on the site included stable buildings and race day stalls.

Source: State Library of New South Wales

2.3 Early Twentieth Century Expansion

The runaway success of the Randwick racecourse meant that as the population of Sydney grew, greater pressure was put on the racecourse infrastructure. The highest priority was the problem of the tramway, which proved unable to cope with the sheer volume of patrons wanting to use public transport to and from the site. The first attempt to resolve the problem was the construction of a dedicated tram station with a single track loop on the racecourse site in 1900; this was soon followed by an overhead pedestrian bridge and extended platform by 1902, and a line duplication in 1904. Demand remained high, so that by 1909, there was a total of six tram lines at the racecourse site, together with new pedestrian overhead bridges and platforms. These were accompanied by tram sidings and storage areas, sited in the northwest corner of the racecourse site on land formerly designated as part of Centennial Park. This effectively extended the original racecourse boundary along Alison Road, terminating at the corner of Doncaster Avenue. In spite of these measures, by 1914 the pressure on the tramway had built to such an extent that the AJC decided it was necessary to redesign the entry way

to the Saddling Paddock enclosure. The earlier tramway entrance was replaced by a turnstile building with pedestrian subway under a road bridge, complete with an additional eight ticket selling windows and a further five turnstiles, bringing the total to sixteen and eleven respectively. The other advantage of the new design was that it kept the foot traffic steamed away from the increasing motor car traffic. With the outbreak of World War I in 1914, this tramway proved a godsend, when the Australian military flocked to Randwick to establish a tent city in the Infield area of the racecourse.

In conjunction with the expansion of the tramway network, on-site facilities were upgraded to keep pace of the demands made by the racing community and the general public. This phase of works, comprising a series of buildings with various uses, was designed by Robertson and Marks, and heralded a long-running relationship between the AJC and the Sydney architectural firm. With founding partner Theodore Marks a member of the AJC and an enthusiastic horse owner and race-goer in his own right, there appears the likelihood that this gained the architectural firm an advantage when it came to securing the work. Irrespective of the criteria under which the architectural firm was engaged, the long-running relationship between Robertson and Marks and the AJC meant that the buildings constructed on the racecourse site over the course of the twentieth century shared a number of architectural characteristics, which served to present a unified group of buildings.

The first item on the agenda was the Grandstand, which was widened, gained ten additional rows of seating, and boasted three new dining rooms by 1914. Other work on the Grandstand was an upper deck, added in 1911, extension of the official stand to provide more space for journalists, jockeys and officials on the ground and first floors, and seating at gallery level for the public spectators. This work on the Grandstand was complemented by construction of a Ladies Stand (later the Members/ Queens Stand) in 1910, and the construction of the third St Leger Stand, which provided seating for 11,500 race-goers. This was followed by the 1912 construction of a cottage built on the site of a demolished ranger's cottage on nearby freehold land in Doncaster Avenue. The former Swab Building was constructed as a men's lavatory c.1913-1914. Also constructed during this period was the 1914 Tea House, built in the Saddling Paddock area and intended to replace the members' tea room and the public tea room, both of which had been located at the rear of the Grandstand. The 1914 Tea Room burnt down in 1917 and was immediately rebuilt, to the same design.

Also constructed in 1917 were the automatic Totalisator buildings, which served as a system to regulate gambling. It was a form of machine betting whereby tickets were sold from a series of selling booths on the horses entered for a race and the total of all tickets sold on the race recorded. The Randwick Totalisators were the fourth in the world to be installed, behind New Zealand, Perth and Brisbane; it was the first to be installed in New South Wales. These were erected in the Saddling Paddock and St Leger reserves and on the Flat in the Infield, over protests from some quarters that the new machines would encourage gambling. In the end, government wartime restrictions won out; with extra revenue to be gained from a tax incurred on the new Totalisators, the government's need for revenue proved greater than moral concerns.

A comparison of Figure 2.4 with 2.11 and 2.12 illustrates the relocation of the race day stalls during the 1890s-1919. It appears that apart from the demolition of the ranger's cottage and the construction of the new tramway turnstiles, the race day stalls were relocated further to the north and west. The earlier race day stalls had also included a casualty room as well as a hitching area for private horses, with motor car stalls (garages) from at least 1907. While still acting as an enclosing wall to the Saddling Paddock, the race day stalls no longer contained the casualty rooms, which had been replaced with a hospital building close to the tramway entrance in the Saddling Paddock. They did, however, contain two public entrances to the course, one being the tramway turnstile building and a second in the northern wall.



Figure 2.5
 Photograph taken in 1914 of the saddling paddock and tea house
 Source: National Library of Australia

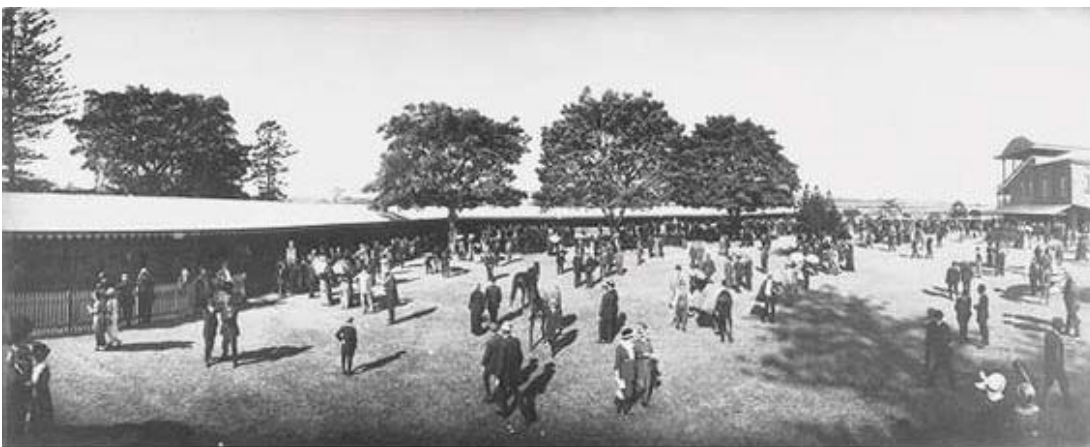


Figure 2.6
 View of the saddling paddock and race day stalls, 1914
 Source: National Library of Australia



Figure 2.7
 View of the "Weighing Yard, Official and other Stands and Judge's Box", 1914
 Source: National Library of Australia

2.4 The Racecourse's Interwar Years

During the wartime period, despite the racecourse's temporary use as a pre-embarkation military camp there appeared to be little interference with the racing activities or with the construction of the Tea House or the Totalisators. However, some of the upgrades for more ancillary structures were not implemented until after the end of the World War I. In 1919 the stripping stalls at the eastern end of the Saddling Paddock were relocated to the northeast corner of the racecourse, whilst the casualty room and veterinarian office moved from the Saddling Paddock to the Flat, resulting in increased room for race-goers. To keep with the betting demands, an addition 87 payout windows and over 100 selling windows were also opened, some in converted race day stalls and others in St Leger.

The 1920s period was one of relatively little change for the Randwick racecourse buildings. The principal work was carried out on the Official Stand in 1920-1921, when it was extended 32 metres to the northeast. Both the Official Stand and Members' Stand (formerly the Ladies Stand) also saw additional betting facilities, and new luncheon rooms, while a bar was set up in the Flat area. A substantially more minor alteration to the racecourse site was the modification to the embankment in front of the St Leger Stand, allowing for an additional 7,000 patrons. Given the AJC was operating under tighter budgetary constraints, the embankment was the preferred option as it entailed comparatively little expenditure. Although the attendance numbers continued to climb, the AJC proved temporarily unable to convert this patronage into revenue owing to an overall economic slowdown.

What revenue the AJC had was soon allocated with a view to long-term projects. In 1921, the AJC purchased seven allotments occupied by cottages on the eastern side of Doncaster Avenue, between Ascot and Bowral Street; the long-term intention was to use this area to create motor car access to the racecourse. The following year (1922-23), four more cottages and a shop were purchased, also on Doncaster Avenue, which gave the AJC a combined total of twelve cottages, one shop and fifty (frontage) feet of vacant land in Doncaster Avenue.

Throughout the remainder of the 1920s, changes to the built fabric of the site was limited. In 1925-26 the Alison Road timber fence was upgraded. This was followed in 1928 with the decision to replace a section of the Alison Road fence with a brick wall, together with the replacement of the main gates and the demolition of a corrugated iron building located just inside the gate to allow for the construction of a brick office.

While the AJC had cut back site development for financial reasons throughout the 1920s, in the subsequent years – during the period of the Great Depression – the organization experienced greater financial hardship. For the first time attendance numbers at the racecourse began to drop, with revenue suffering accordingly. Widespread cutbacks included retrenchment of ground and on-site staff. The AJC's troubles were exacerbated by a drought in 1935, which reduced the now-haphazardly maintained racecourse to a barren expanse of dust.

This situation continued throughout the 1930s, although the severity of the AJC's problems were briefly alleviated when the economy began to recover, with staff re-hired and the race-goers beginning to return. However, recovery was soon hampered by the outbreak of World War II in 1939, both in terms of declining patronage and through the return of the Australian army forces to the Infield section of the site, as had occurred during World War I. The military occupation curtailed the number of races run on any particular day, but there was no restriction on the number of days on the established racing calendar. The one significant impact that the military presence had on the racecourse was in relation to the tracks: with continual troop and vehicle movement and training manoeuvres in operation- in addition to the damage wrought by the 1935 drought- the racecourse grounds were literally ground underfoot.

2.5 Postwar Modernisation of Randwick Racecourse

Following the cessation of hostilities in 1945, AJC sought to remediate the damage to the racecourse site brought about through military occupation, drought and a twenty year period of relatively little investment in the site. Basic repairs commenced during 1946 and 1947, with both the exterior and interior of the buildings repainted and rejuvenated. The upper level of the Official, Ladies' and St Leger Stands were improved, and a photo finish camera tower constructed. As part of the overall rejuvenation of the site, a laboratory was constructed near the racecourse workshops, west of the tramway. The new laboratory was housed within a Harness and Stables Building (currently the AJC Archives); the laboratory itself was set up on the ground floor, with the first floor reserved as residential quarters. Funds for carrying out the repair work were bolstered in 1947 by 38,509 pounds in government compensation paid to the AJC in 1947 for the military's occupation of the racecourse.

Despite the postwar climate of 'business as usual', the AJC kept development of the site in check throughout the next decade, with work limited to necessary maintenance and upgrading of infrastructure. Actual construction work was restricted to a 600,000 gallon reservoir in the southeastern corner of the site, new glasshouses and bush houses in the nursery area, and the building of two pedestrian overbridges, which joined the Grandstand to the top level of the Members' Stand; and provided access to a members' carpark. In terms of modernization, closed circuit television was introduced to the racecourse in 1956. This restrained approach to the site arose from the failure of the level of public attendance to return to pre-war levels, as well as the AJC's reluctance to invest substantial funds in a site where the government lease was nearing expiration.



Figure 2.8
Paddock Reserve Totalisator, 1946

Source: State Library of New South Wales

Negotiations with the state government for a new 99-year lease failed. Instead, the government agreed to a 50 year lease, and signed a new lease with the AJC in 1960, providing some measure of security for the racecourse. With the immediate issues resolved and the lease signed, the AJC resolved to redevelop the racecourse. The AJC authorized construction works to commence on a new administration building, designed by Robertson and Marks. Located near the Members' Entrance, the new administration building was completed in 1962, together with two new stable blocks in the southwestern corner of the site, relative to Anzac Parade. More 20-box stables and covered yards were erected in 1963 in the southeastern corner, near High Street and Wansey Road. These were soon joined between 1963 and 1966 by a new bar in the Saddling Paddock, a bar upgrade in the Members' Dining Room and Official Stands and two new farriers workshops near the corner of Alison and Wansey Roads.

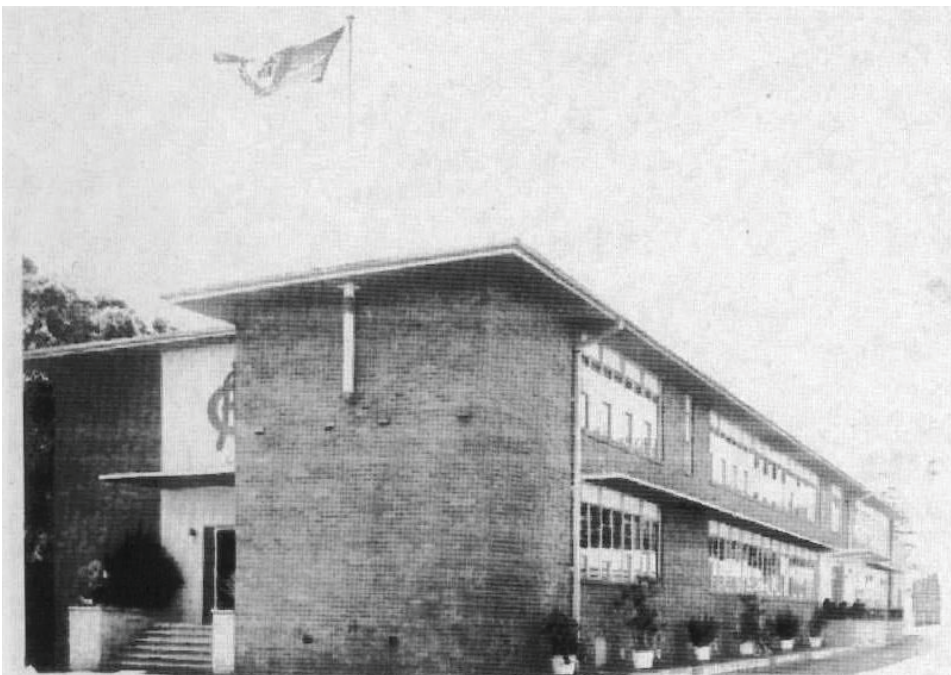


Figure 2.9
New Robertson & Marks-designed Administration building, 1962.

Source: Reproduced from GML, Draft Royal Randwick Racecourse Conservation Management Plan.



Figure 2.10
New stables and covered yards, constructed in 1962 as part of a broader phase of expansion of stabling facilities

Source: Reproduced from GML, Draft Royal Randwick Racecourse Conservation Management Plan.

In 1963, the AJC – in conjunction with the Royal Australian Institute of Architects – held a design competition for the racecourse. Won by Peddle Thorp & Walker, the plans for tunnels extending under the racecourse to improve traffic flow and access failed to get off the ground, but Peddle Thorp & Walker were commissioned to design a new grandstand, which was constructed 1966-1968 at a cost of \$4.6 million. The new grandstand, located between the old Grandstand and the Official Stand, was only possible with the partial demolition of the northern extent of the old Grandstand. However, it was considered a significant improvement in terms of racecourse views and amenities. Visually, the new four storey building was a dramatic breakaway from the nearby, traditional-style stands designed by Robertson and Marks. The design intent, rather than seeking to accommodate as many race-goers as possible – as had been the case with the Robertson and Marks buildings – was to provide heightened amenity for a smaller number of patrons. The new Queen Elizabeth II grandstand, as part of this change in design approach, held only 5,000 spectators, but included features such as moving walkways or travelators to each level of the structure.

Financially, the AJC struggled to cover the costs of construction. After exploring avenues such as raising membership fees and retrenching staff, it was elected to amend the AJC Act to allow the organization to hire out facilities for non-racing related activities and events, such as the 1971 Deep Purple and Manfred Mann concert.

A renewed focus was given to the site in the 1970s when Randwick Council moved to refuse the construction of any new stables to be built anywhere in Randwick excepting the racecourse itself. Throughout Randwick and Kensington, private properties had been allowed stables and horse yards and these suburbs saw dense concentrations of those within horse racing circles, including jockeys, veterinarians, trainers and owners. Once Council prohibited stables on private property, the Randwick racecourse was able to step in, with the AJC expanding the horse facilities on-site. More than 100 new stables were constructed on the racecourse site between 1972-1980. This concentration of horse facilities reaped additional benefits by attracting prominent racing personalities and those working in related industries, such as saddlers and farriers, who had found themselves obliged to gravitate to the racecourse as the horses were relocated from across Randwick and Kensington properties to the AJC site.

Other changes to the racecourse site in the 1970s comprised the reconstruction of the eastern end of the Race Day Stalls in 1971, roofing repairs to the Saddling Paddock, St Leger and Flat enclosures, and new private boxes in the Queen Elizabeth II Stand. From the mid-1970s period, the most significant change related to the AJC's response to the gradual decline in attendance numbers. With numbers (and revenue) continuing to drop, a number of on-site facilities were superfluous. The Totalisator and bar in the Flat enclosure of the Infield were consequently demolished, and work commenced on landscaping the area and featuring a substantial irrigation system, water bore, and three artificial lakes, one of which boasted a 70-foot high fountain.

In 1976-1977, Peddle Thorp & Walker was commissioned to design an additional level to the AJC administration building. There was also the re-roofing of the Official Stand and the reconditioning of the Saddling Paddock and St Leger Totalisator and Tea House roofs.

2.6 Late Twentieth Century Changes to the Site

The last two decades of the twentieth century was a period of pragmatism for the AJC. With several of the older buildings on the site in need of substantial investment, the AJC had to decide what constituted the most reasonable use of their limited resources. In 1982, the Queen's Stand had to be re-roofed, and the top level, together with that of the St Leger Stands, was closed as unsafe. Four years later, a series of covered walkways were installed between the Saddling Paddock Enclosure Totalisator and bookmakers, and the betting ring enlarged.

Also carried out in the post-1986 phase of works was the demolition of the St Leger Stand and St Leger Totalisator; the land was then used for parking and temporary facilities. South of the St Leger Reserve, an updated drug testing laboratory was constructed in 1988. In 1988-1989 the old Grandstand was completely demolished to make way for a planned contemporary facility.

Recent modifications to the racecourse site during the 1990s entailed the construction of the replacement Paddock Stand on the site of the old Grandstand. The AJC returned to their preferred architectural firm, commissioning Robertson and Marks for the project. The new stand was designed to complement most of the existing buildings (with the main exception being the 1969 Peddle Thorpe & Walker building) and used the more traditional long-line, low scale two storey building. This was completed by 1992 and formally opened by Queen Elizabeth II. The rest of the early to mid-1990s saw the installation of a swimming pool for training purposes, the replacement of the majority of the timber fencing along Alison Road and High Street using wire mesh, and the 1995 construction of twenty four new stable boxes and the former men's lavatory building converted for use as a pre- and post-race testing unit.

In the last years of the twentieth century, the AJC sought to rationalize the site, and proceeded to demolish the Queen's Stand in 1998; this area was then landscaped for the benefit of spectators. From 1999, a new project commenced, creating tunnels beneath the racecourse similar to the scheme proposed by Peddle Thorpe & Walker in the 1960s. Two tunnels were constructed, one extending north-south for equine and race vehicles moving between the High Street side to the Flat, and the other dedicated for pedestrian traffic, connecting the Infield to the grandstand area running east-west across the site. This scheme resolved perpetual problems relating to parking and allowed for the horses to be easily moved around the site without crossing the main racecourse track. Once the tunnels were opened, two of the early track crossings, positioned at the 800-metre and 2,000 metre marks, were removed. Development work was interrupted by a severe hailstorm that year, which effectively caused damage to most of the roofs on the racecourse site, and requiring repair and/or replacement, amounting to \$3 million.

2.7 Development of the Subject Area

The subject site comprises part of the Bull Ring Precinct defined in the *Royal Randwick Racecourse DCP*. It is a part of the racecourse site that has been used for training and stabling since at least 1860. The training area has evolved from a large, single training track to formal training rings (1920s), to its current configuration which dates from the 1980s.

The built elements of this precinct date from 1919 when some of the stripping stalls were relocated from the Saddling Paddock. Additions, including the farrier's workshop, were made in 1951-1961. The stalls in this precinct appear to have been modified and refurbished over time, the most recent changes being the replacement of the roofing materials.

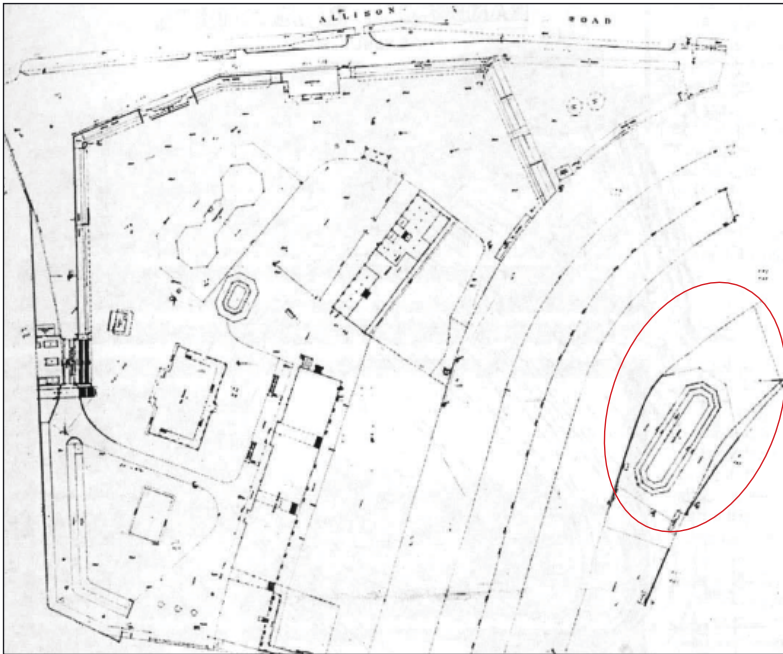


Figure 2.11
Sydney Water survey of the racecourse in 1917,
showing the location of the Stables Precinct
marked with a circle

Source: Reproduced from Godden Mackay
Logan, *Draft Royal Randwick Racecourse
Conservation Management Plan*, 2006.

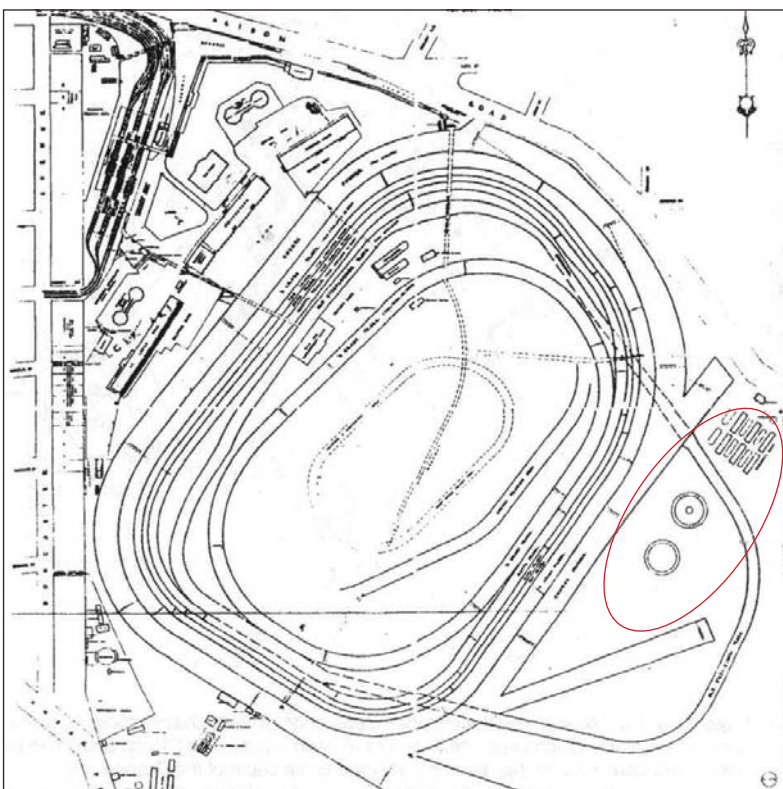


Figure 2.12
Interwar survey of Randwick racecourse, showing
the changes made in the Stables Precinct which
is marked with a red circle

Source: Reproduced from Godden Mackay
Logan, *Draft Royal Randwick Racecourse
Conservation Management Plan*, 2006.



Figure 2.13
1943 aerial photograph showing the location of
the Stables Precinct marked with a red circle

Source: New South Wales Department of Lands
and Property Management Authority

2.8 Masterplanning for the Twenty-first Century

In 2006 the AJC Limited undertook a comprehensive masterplanning exercise for the site in order to guide the club in the delivery of the highest and best use of available space in an integrated fashion with the ambition to:

- Improve facilities
- Increase spectator numbers
- Improve spectator experience
- Improve human, equine and vehicle movement
- Diversify the AJC Ltd revenue streams.
- To make the appropriate level of investment in facilities in order to secure the long term tenancy of the Royal Randwick site

In the same year it was also decided to hold some of the 2008 World Youth Day events at Royal Randwick Racecourse, including the culmination event, a Papal Mass. To facilitate the staging of this event which was planned to accommodate 400,000 people, AJC Limited sought planning approval to bring forward a series of planned infrastructure and site rationalisation works to improve access to, around, and within the site, and upgrade works related to Building Code of Australia (BCA) and Places of Public Entertainment (PoPE) requirements. These included:

- Changes to the Alison Road Entry Plaza/Busway, including removal of parts of the existing wall along Alison Road to create a generous landscaped entry plaza and parallel roadway for buses to accommodate bus passengers on major race days and parking at other times
- Construction of a roadway (Oaks Drive) linking Alison Road and Ascot Street off Doncaster Avenue, for taxis on major race days and parking at other times, and extend the existing internal road to High Street for horse floats and service vehicles to separate service vehicles from members and the general public
- Relocation of the Day Stalls in the Spectator Precinct to enable the construction of a new entry plaza
- Midfield/Infield Infrastructure Works including relocation of existing stormwater detention basins as part of a new site-wide stormwater management strategy
- BCA/PoPE upgrade works to the existing Grandstands

The gazetting of the *AJC Act 2008*, giving AJC Limited a 99 year lease on the site has given the club further security of tenure, enabling future planning and investment. 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.

Site Description

3.0

3.1 Site Context

The Royal Randwick Racecourse site is one of the largest recreation areas in the highly urbanised Eastern Suburbs. Regionally, the site is strategically significant due to its relative close proximity to a number of key inner Sydney features including:

- Coogee Beach – 3km.
- Bondi Beach – 5km.
- Sydney Airport – 6km.
- Sydney CBD – 6km.
- UNSW and Prince of Wales Hospital – immediately adjacent.

Locally, the greater Racecourse site has an interface with many different localities, each with a distinct character. The subject site is at the north east corner of the Racecourse site and has a primary frontage to Wansey Road with a secondary frontage to Alison Road.

The area surrounding the Stables Precinct consists of:

- To the north-west - the Royal Randwick Racecourse racing track, and Spectator Precinct, and further north Centennial Park
- To the east - residential area consisting of a mix of one and two storey single dwellings and three storey residential flat buildings
- To the south - the 'Steeple Hill Precinct' which currently comprises stable and training facilities, and further to the south of High Street the University of New South Wales (UNSW) and the Prince of Wales Hospital
- To the south-west - the 'High Street Precinct' which is currently occupied by stable and training facilities, and further to the west Anzac Parade which is a mixed use corridor for public transport and local strip-shopping.

3.2 The Stables Precinct

The Stables Precinct (the site) comprises an area of approximately 9 hectares of predominantly flat land that is set below the level of Alison and Wansey Roads. Views to this area from the Infield and the Spectator Precinct are largely screened by established trees and trackside signage. The site contains the current eastern track crossing, an area for a proposed eastern track tunnel, a training track, known as the Bull Ring and a number of built structures, as shown in Figure 3.1 and described in the following table¹. With the exception of the residence and the Stewards' Office, these are currently used only when barrier trials are conducted at the course. Although the existing timber stalls appear to be structurally sound much of the fabric is in a state of deterioration.

¹ Descriptions and historical information sourced from *Draft Royal Randwick Racecourse Conservation Management Plan* Volume II, Godden Mackay Logan, December 2006

Table 3.1 Built Structures within the Subject Site

Building No.	Description
1	<i>Stripping Stall A Timber framed stall structure, relocated as part of the stripping stalls group in 1919. Its fabric, comprising timber partitions with some metal railing, is unlikely to be original. Its roof has recently been re-clad.</i>
2	<i>Stripping Stall B Timber framed stall structure, relocated as part of the stripping stalls group in 1919. Its fabric, comprising timber posts and partition walls with some metal railing, is unlikely to be original. Its roof has recently been re-clad.</i>
3	<i>Stripping Stall C Timber framed stall structure, relocated as part of the stripping stalls group in 1919. Its fabric, comprising timber posts and partition walls, has been mostly replaced, although timber railings at the front of the stalls are of notable older style. Its roof has recently been re-clad.</i>
4	<i>Stripping Stall D Timber framed stall structure, relocated as part of the stripping stalls group in 1919. Its fabric, comprising brick wash bays, timber posts and partition walls, has been mostly replaced and its roof has recently been re-clad.</i>
5	<i>Stripping Stall E Timber framed stall structure, relocated as part of the stripping stalls group in 1919. Its fabric, comprising posts and partition walls with some metal railing, is unlikely to be original. Its roof has recently been re-clad.</i>
6	<i>Stripping Stall F Timber framed stall structure, relocated as part of the stripping stalls group in 1919. Its fabric, comprising brick wash bays, timber posts and partition walls with some metal railing, is unlikely to be original. Its roof has recently been re-clad.</i>
7	<i>Stripping Stall G Metal framed stall structure, constructed during the 1950s as an expansion of the northeast stripping stalls group. Its fabric, comprising off-form concrete, sheeted walls and metal railing, is likely to be original. Its roof has recently been re-clad.</i>
8	<i>Stripping Stall H Metal framed stall structure, constructed during the 1950s as an expansion of the northeast stripping stalls group. Its fabric, comprising off-form concrete, sheeted walls and metal railing, is likely to be original. Its roof has recently been re-clad.</i>
9	<i>Southern Sand Roll Sand roll with roof structure of a notable style, constructed during the 1950s as an extension to the northeast stripping stalls group. Used for horses to roll in after removal of tack. Structure comprises mostly original fabric, much deteriorated.</i>
10	<i>Farrier's Workshop Metal workshop building, probably constructed to replace an earlier (c1950s) farrier's workshop. A remnant brick chimney is incorporated into its southeast corner.</i>
11	<i>Northern Sand Roll 1 Roofless timber structure, forming part of the northeast stripping stalls group that was relocated in 1919. Used for horses to roll in after the removal of tack. The fabric of these structures is likely to have been predominantly replaced.</i>
12	<i>Northern Sand Roll 1 Roofless timber structure, forming part of the northeast stripping stalls group that was relocated in 1919. Used for horses to roll in after the removal of tack. The fabric of these structures is likely to have been predominantly replaced.</i>

13	<i>Wansey Cottage</i> <i>Federation brick cottage (c1910s) which functions as a residence for AJC staff. Its exterior is predominantly intact, with a 1960s extension to its original front verandah (northwest). Its garden, enclosed with a wire mesh fence, has a number of small shed structures and private access steps to Alison Road.</i>
14	<i>Administration Hut</i> <i>This building is a small weatherboard structure which functions as part of the northeast stripping stalls complex. It has undergone substantial modification with much of its original fabric replaced or altered.</i>
15	<i>Stewards' Office / Tearoom</i> <i>Two storey structure on concrete slab base, with face brick cladding to lower level and battened fibrous sheeting to the upper level. Access to the top floor provided via external steel staircase at the rear of the building.</i>



Figure 3.1
Aerial photograph of the subject site showing the subject site to the east of the race track. The built structures on the site have been numbered for reference and are described in Table 3.1

Source: NSW Land and Property Management Authority, Six Viewer, 2010

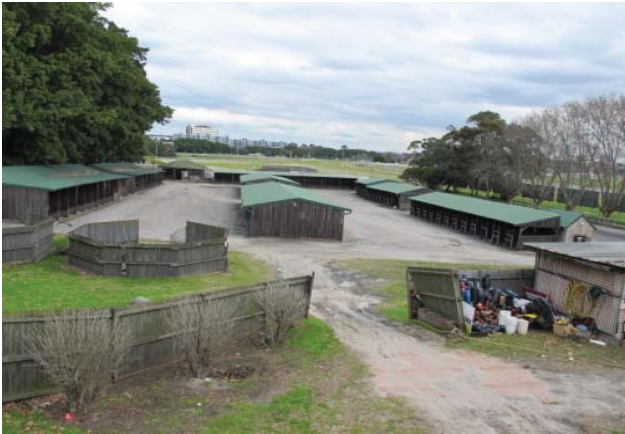


Figure 3.2
View of the existing stabling facilities on the subject site



Figure 3.3
View to the Spectator Precinct from the eastern boundary of the subject site showing the separation provided by the race track and the vegetation screen



Figure 3.4
Shows the Administration Hut and Stripping Stall A in the foreground with Stripping Stall B in the background and Stripping Stall F on the right of the picture



Figure 3.5
Shows Stripping Stall B on the right and C and D on the left, looking south to Stripping Stall G and the Southern Sand Roll



Figure 3.6
West side of Stripping Stall C



Figure 3.7
East side of Stripping Stall C



Figure 3.8
Southern end of Stripping Stall C



Figure 3.9
Stripping Stalls D



Figure 3.10
South and East elevation of Stripping Stall E



Figure 3.11
Shows Stripping Stalls G and H, looking to the east



Figure 3.12
Southern Sand Roll, adjacent to Stripping Stalls G and H



Figure 3.13
Interior of the Southern Sand Roll



Figure 3.14
South elevation of Wansey cottage which is to be retained



Figure 3.15
West elevation of Wansey Cottage which is to be retained



Figure 3.16
View to the track crossing showing the Stewards' Tower and Office



Figure 3.17
The existing training tracks in the subject area

Description of the Proposal

4.0

The proposed development, designed by the AJC Stables Precinct consultant team is detailed below. The proposed Stables Precinct development will consolidate the existing on-site and off-site Royal Randwick Racecourse stabling facilities into a single location. It includes:

- Demolition of the existing Stripping Stalls, Sand Rolls, Farrier's Workshop, Administration Hut and Stewards' Office.
- Construction of six two storey stable buildings, generally containing 100 stables, two sand rolls, four wash bays, a Trainer's office, store rooms, and a mezzanine level of strapper / stable hand accommodation.
- Construction of two storey mechanical Horse Walkers, a 'Bull Ring', two Parade Rings and an equine pool.
- Construction of a new Equine Tunnel to connect the Stables Precinct to the track infield.
- Landscaping of the area, including car parking.
- Associated services infrastructure upgrades, civil and landscape works.



Figure 4.1
Proposed site plan

Source: Robertson and Marks

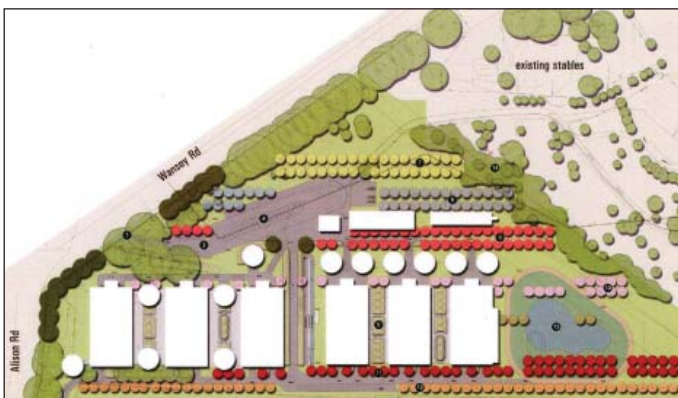


Figure 4.2
Proposed landscape plan

Source: AECOM

Applicable Heritage Legislation, Controls and Guidelines

5.0

5.1 New South Wales Heritage Act

The *NSW Heritage Act 1977* (Amended) (the Act) is an Act to conserve the environmental heritage of New South Wales. The Act established the Heritage Council of NSW, and recently the State Heritage Register.

No part of Randwick Racecourse is listed as an item of State significance on the State Heritage Register.

Archaeological Provisions of the Act

Under the Act the disturbance or excavation of land containing or likely to contain relics can only take place when an Excavation Permit has been granted by the Heritage Council. The Act defines “relic” as meaning any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
- (b) is of State or local heritage significance*

All “relics” are protected under the Act, regardless of whether or not the place is listed as a heritage item on a local, State or national level. For places that are not listed on the State Heritage Register, the disturbance of any land that is likely to result in a relic being discovered, exposed, moved, damaged or destroyed requires an Excavation Permit.

Earlier studies of the Racecourse site have identified the location of a portion of the former Steeplechase track as an item of Low Archaeological significance in the proposed Stables Precinct. The future disturbance of any relics associated with this track must be managed under the Archaeological provisions of the Act.

5.2 Randwick Local Environmental Plan 1998

The following clauses contain the heritage provisions of the *Randwick LEP 1998* that are applicable to the Heritage Assessment of the proposed development:

43 Protection of heritage items, heritage conservation areas and relics

(1) The following development may be carried out only with the consent of the Council:

- (a) demolishing, defacing, damaging or moving a heritage item or a building, work, relic, tree or place within a heritage conservation area, or*
- (b) altering a heritage item or a building, work or relic within a heritage conservation area by making structural changes to its exterior, or*
- (c) altering a heritage item or a building, work or relic within a heritage conservation area by making non-structural changes to the detail, fabric, finish or appearance of its exterior, except changes resulting from any maintenance necessary for its ongoing protective care which does not adversely affect its heritage significance, or*
- (d) moving a relic, or excavating land for the purpose of discovering, exposing or moving a relic, or*
- (e) erecting a building on, or subdividing, land on which a heritage item is located or which is within a heritage conservation area.*

(2) When determining a development application required by this clause, the Council must take into consideration the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area, including an assessment of:

- (a) the pitch and form of the roof, if any, and
 - (b) the style, size, proportion and position of the openings for windows or doors, if any, and
 - (c) the colour, texture, style, size and type of finish of the materials to be used on the exterior of the building.
- (3) The Council may grant consent to a development application required by this clause only after it has considered a report that assesses the impact of the proposal on the heritage significance of the heritage item and its setting, or of the heritage conservation area.

44 Development of known or potential archaeological sites

(2) The Council may grant consent to the carrying out of development on a known or potential archaeological site that is reasonably likely to have non-Aboriginal heritage significance only where:

(a) it has considered an assessment (prepared in accordance with any guidelines for the time being notified to it by the Heritage Council) of how the proposed development would affect the conservation of the site and any relic reasonably likely to be located at the site, and

(c) it is satisfied that any necessary excavation permit required by the Heritage Act 1977 has been granted.

46 Development in the vicinity of heritage items, heritage conservation areas and known or potential archaeological sites

When determining an application for consent to carry out development on land in the vicinity of a heritage item, a heritage conservation area or a known or potential archaeological site, the Council must take into consideration the likely effect of the proposed development on the heritage significance of the heritage item, heritage conservation area or known or potential archaeological site and on its setting.

The Council may decline to grant an application for consent referred to in clause 43, 44 or 47, unless the Council has considered a conservation plan to enable the Council to fully assess the implications of the proposed development on the significance of the heritage item, heritage conservation area or known or potential archaeological site.

5.3 Guidelines of the NSW Department of Planning Heritage Branch

The NSW Heritage Office, now the Heritage Branch of the NSW Department of Planning, has published a series of criteria for the assessment of heritage impact in the publication *Statements of Heritage Impact*. The relevant questions to be considered for aspects of the proposed development are listed in the following table.

Type of development	Questions to be considered
Demolition of a Building or Structure	• Have all options for retention and adaptive re-use been explored? • Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site? • Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible? • Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If not, why not?
Major Additions (To a Conservation Area)	• How is the impact of the addition on the heritage significance of the item to be minimised? • Can the additional area be located within an existing structure? If no, why not? • Will the additions tend to visually dominate the heritage item? • Are the additions sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered? • Are the additions sympathetic to the heritage item? In what way (eg form, proportions, design)?

New Development Adjacent to a Heritage Item	• <i>How is the impact of the new development on the heritage significance of the item or area to be minimised?</i> • <i>Why is the new development required to be adjacent to a heritage item?</i> • <i>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</i> • <i>How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?</i> • <i>Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?</i> • <i>Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?</i> • <i>Will the additions visually dominate the heritage item? How has this been minimised?</i>
New Landscape Works and Features	• <i>How is the impact of the new development on the heritage significance of the existing landscape been minimised?</i> • <i>Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?</i> • <i>Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?</i> • <i>Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?</i> • <i>How does the work impact on views to, and from, adjacent heritage items?</i>
Tree Removal or Replacement	• <i>Does the tree contribute to the heritage significance of the item or landscape?</i> • <i>Why is the tree being removed?</i> • <i>Has the advice of a tree surgeon or horticultural specialist been obtained?</i> • <i>Is the tree being replaced? Why? With the same or a different species?</i>

5.4 Royal Randwick Racecourse Development Control Plan

The *Royal Randwick Development Control Plan (DCP)* was adopted by Randwick Council in 2007. The preparation of this *DCP* began as a Master Plan process undertaken by the AJC as part of the overall strategic planning for the Racecourse site, to fulfil the requirements of Clause 40A of the *Randwick LEP 1998*. Following amendments to the legislative basis of master plans within the NSW planning system in 2005 this Master Plan process was refined to develop a Randwick Council *DCP*.

Although the first objective of this *DCP* states “*Conserve, manage and interpret the heritage significance of the Racecourse as a place of State heritage significance*” it should be noted that no part of the Racecourse site is included on the State Heritage Register as an item of State significance. A 2006 nomination, made to the Heritage Branch of the NSW Department of Planning by a third party, to consider the inclusion of the Racecourse site on the State Heritage Register has not been proceeded with.

This *DCP* refers to the *Conservation Management Plan (CMP)* prepared for the site as a full document, whereas in reality it never progressed beyond the draft stage.

In relation to the provision of training facilities the *DCP* notes

The Racecourse stables up to 545 horses on-site and trains up to 800. This is an important activity for achieving the vision, but the stabling facilities are generally run down, and the financial arrangements to improve them unresolved. It is a preferred destination for the top trainers and owners, and the AJC should consolidate that role for this site. New investment in training activities should be made on the eastern side of the site to enable that precinct to become the focus for new, financially robust investment by the top owners and trainers.

The relevant *DCP* guidelines to be considered are listed below. Section 3.2 of this *DCP* contains objectives for heritage conservation of the overall site and Section 4 contains specific objectives, planning and design principles and performance criteria for the Spectator Precinct.

3.2 Heritage Conservation

Objectives

1. Conserve, manage and interpret the heritage significance of the Racecourse as a place of State heritage significance as set out below.

"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".

2. Manage built, landscape and archaeological components, historic views and spaces in accordance with their assessed significance.

3. Ensure that new development respects, enhances and contributes to the heritage significance of the site and its setting.

4. Ensure conservation requirements are maintained within the evolving operational activities and facilities of the Racecourse and with any proposed development.

5. Proactively manage the cultural landscape of the Racecourse.

6. Manage and respect the archaeological values of the site.

7. Actively promote and interpret the heritage values of the site.

Performance Criteria

a. Heritage components as identified on Maps 3 and 4 are to be conserved and managed in accordance with the policies in the Conservation Management Plan (CMP), any subsequent Specific Elements Conservation Policies and heritage impact statements, based on their assessed tolerance for change.

b. The design principles outlined in the Conservation Management Plan and national, state and local conservation standards and processes such as the Burra Charter, heritage impact assessment, use of contextual design principles (see Design in Context, NSW Heritage Office and Royal Australian Institute of Architects 2005), and documentation and interpretation best practice, are to guide and balance site development.

c. Conservation principles are to be incorporated into AJC site management and operational practices and in development planning.

d. A Landscape Concept Plan is to be developed and implemented for the site.

e. Identified and potential Aboriginal sites are to be managed and conserved in accordance with the NSW NPWA, 1974. Consultation with Aboriginal groups is to be part of developing an understanding of the Aboriginal significance of the site. Such consultation is to occur prior to any major development application on land identified as "high aboriginal sensitivity" in the vicinity of High Street and Wansey Road (see CMP).

f. An Interpretation Plan for the site is to be developed and implemented prior to any major development. Specific measures to interpret the site are to be incorporated into conservation and development proposals as they arise.

g. Adverse impacts on significant built, landscape and archaeological heritage components are to be minimised. The requirements and processes of the Heritage Act apply in relation to archaeology

5.5 Draft Royal Randwick Racecourse Conservation Management Plan

The *Draft Royal Randwick Racecourse Conservation Management Plan (Draft CMP)* was prepared for AJC Limited in December 2006. As the performance criteria in Section 3.2 of the *Royal Randwick Racecourse DCP* notes

a. Heritage components as identified on Maps 3 and 4 are to be conserved and managed in accordance with the policies in the Conservation Management Plan (CMP), any subsequent Specific Elements Conservation Policies and heritage impact statements, based on their assessed tolerance for change

The policies of the *Draft CMP* need to be considered as guidelines in any future development of the Racecourse. This analysis is undertaken within this Heritage Impact Statement. The *Draft CMP* contains seventy five policies for the care and management at the Racecourse site. Those considered applicable to the proposed development are listed below.

Policy 6 - Significance Guides Planning

The Statement of Significance and assessments of the significance of individual site components set out in this CMP should guide planning for, and carrying out of, work on the Royal Randwick Racecourse site.

(The CMP notes that the significance of each component is found in a range of attributes including form, fabric, function and location and that the conservation of individual components is based on managing these attributes.)

Policy 7 - Minimising Impacts of Adverse Change

Any adverse impacts related to proposed change/development on the heritage significance of the Royal Randwick Racecourse site as a whole or on any of its significant individual components, should be minimised by:

- exercising caution and reviewing the necessity and/or role of any decision with potentially detrimental heritage impacts;*
- examining options and their relative impacts to determine the outcome with least detrimental effects; and*
- ensuring, where possible, that changes are reversible and/or have minimal impacts on the significance of the racecourse site or any of its significant individual components.*

Policy 8 - Removal or Damage to Significant Aspects

Removal or works which would adversely impact on significant individual components or other aspects of significance of the Royal Randwick Racecourse site should only be permitted where:

- the work makes possible the recovery of aspects of greater significance;*
- the work helps ensure the security and viability of the racecourse site;*
- there is no feasible alternative (eg to meet safety and/or legal requirements);*
- significant component or other aspect of significance is adequately recorded and, where appropriate, interpreted; and*
- full assessment of alternative options has been undertaken to minimise adverse impacts.*

Policy 9 - Heritage Impact Assessment

Specific Applications involving change at the Royal Randwick Racecourse site and to individual significant component will require impact assessment. A Heritage Impact Statement will need to set out the options examined and how the proposal(s) comply with the policies covered in this CMP and any relevant Specific Element Conservation Policies.

Policy 10 - Coordinated Planning

Proposed changes to use or fabric and/or development of any part of the Royal Randwick Racecourse site should always be considered as part of a co-ordinated and documented plan for the whole site.

Policy 20 - Interpretation Requirements Generally

Measures to appropriately interpret the major aspects of the significance of the Royal Randwick Racecourse site should be incorporated into any conservation and development proposals for the site as a whole.

Policy 22 - Interpretation as Part of New Development

Appropriate measures to interpret the history and significance of the Royal Randwick Racecourse site as a whole should be incorporated into any future development proposals for the site.

Policy 24 - Site Recording for Archival Purposes

Prior to any intervention, opening up, or other works on the Royal Randwick Racecourse site, the existing site layout and key components should be appropriately recorded. Once completed, copies of the records should be lodged with the Randwick City Council Library and the Mitchell Library. A copy should also be submitted to the Heritage Office, Department of Planning should the site be listed on the State Heritage Register.

Policy 31 - Maintaining Legibility of Site Configuration

The functional importance of the layout of the Royal Randwick Racecourse site should be conserved by:

- maintaining the on-going training function of the site;*
- conserving the significant individual components; and*
- investigating, recording and interpreting where appropriate the archaeological evidence of the original/ earlier site development.*

Policy 34 - Conservation of Building and Other Structures in Accordance with the CMP

Significant buildings and other structures on the Royal Randwick Racecourse site should be conserved in accordance with the policies of this CMP

Policy 37 - Evaluation of Alternatives

Proposals to remove original or significant early fabric should be made in the context of adequate evaluation of the use and significance of the place as a whole, consideration of reasonable alternatives and appropriate advice from conservation professionals

Policy 45 - Management of Change

Any new plantings/gardens should be designed in keeping with existing significant landscapes and landscape components, with design and materials consistent with, or at least not in conflict with, that particular part of the place.

Care should be taken to ensure that sites are left in good condition after construction works. Waste material such as excess cement and other rubbish be removed by contractors.

Any new masonry work should be constructed in accordance with relevant industry standards, and should be fabricated and installed by stonemasons or other tradespersons with proven experience in working in places of heritage significance.

Policy 51 - Conservation of Significant Landscape Components

Significant landscape components should be conserved in accordance with their level of significance/contribution

Policy 59 - Conservation of Historic Views

Significant historic views to and from Royal Randwick Racecourse should be conserved as much as possible, particularly to and from the northern parts of the racecourse site.

Policy 73 - Design Principles

The following criteria will need to be satisfied in order to conserve existing significant built components, and ensure that alterations and additions to existing buildings and the construction of new buildings and structures relate sympathetically to significant built and landscape heritage components and the significance of the site as a whole:

- *The significant physical, functional and visual relationships between groups or complexes of heritage landscapes and buildings should be retained.*
- *New buildings should support and enhance the heritage significance of the Royal Randwick Racecourse site.*
- *New buildings should not dominate the existing, significant character and historic layering of the racecourse and the evidence of significant functional relationships, associations and non-tangible values of the racecourse.*
- *New development should satisfy standard 'infill principles', ie it should be appropriate within its context in terms of siting, setbacks and orientation, scale, form and character, materials, detail and colour.*
- *New development should be of a character that complements, and does not compete visually with or mimic the characteristics of significant buildings or use inappropriate period styles.*
- *New development should incorporate enhanced opportunities for interpretation of the racecourse and its history for public appreciation.*

Established Heritage Significance of the Subject Site and its Surrounds

6.0

6.1 Introduction

The subject site is part of the Racecourse Precinct Heritage Conservation Area, as shown on the *Randwick LEP* Heritage Map. The heritage items in its vicinity are listed in the *Randwick LEP* 1998 heritage schedule as items of local heritage significance. They are, the Members Stand (Official Stand) which is located within the conservation area but is some distance from the subject site, and a residence at 114 Alison Road, Randwick.

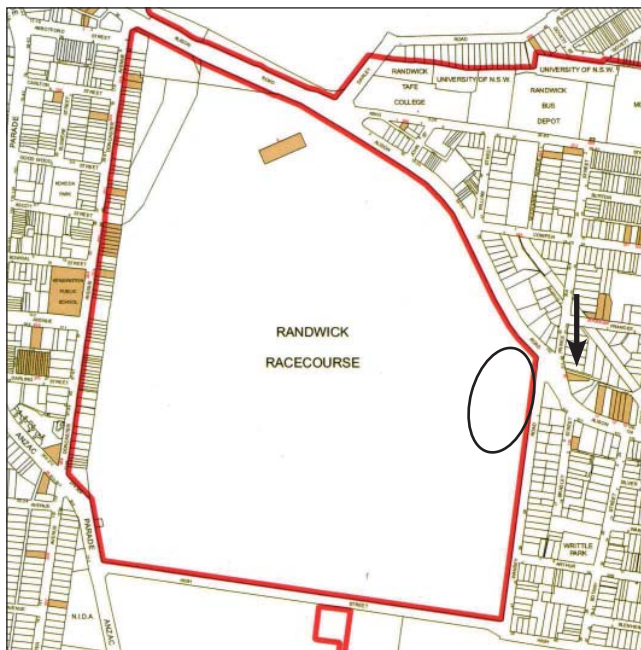


Figure 6.1
Extract from the Randwick LEP Heritage Map showing the Racecourse Precinct Heritage Conservation Area outlined in red and the heritage items within, and adjacent to it coloured brown. The approximate location of the subject site is marked with a black circle and 114 Alison Road is marked with an arrow

Source: Randwick City Council website

6.2 Established Significance of the Subject Site

The following information for the Racecourse Precinct Heritage Conservation Area has been sourced from the Randwick Council Heritage Inventory Sheet.

RACECOURSE PRECINCT Heritage Conservation Area

A number of early buildings surround the historic track itself, while Doncaster Avenue includes some fine groups of nineteenth and twentieth century houses.

The Racecourse Precinct includes Randwick Racecourse and all properties on the eastern side of Doncaster Avenue, which adjoin the racecourse at the rear.

What is the area's significance?

Aesthetic Significance:

The Racecourse, together with Centennial Park and Moore Park, further to the north and east, forms one of the largest areas of open space in the eastern suburbs of Sydney.

The Racecourse provides an outlook for parts of the suburb of Randwick on higher ground to the east, and the University of NSW South Wales, to the south. The major built features of note are the stands, particularly the 1910 Members Stand, and the oval shaped course. Other racecourse buildings are located behind the stands in the north-west corner of the site, and close to the street frontages. The

large modern grandstand is out of scale with its older neighbours but has become a local landmark.

The frontages to Alison Road, Wansey Road and High Street have avenue plantings of Port Jackson and Moreton Bay Figs, Plane trees and Brush Box, which enhance the visual amenity of these streets. In the north-west corner of the site there are Canary Island Date Palms and formal garden plantings.

The residential properties on the eastern side of Doncaster Avenue form a straight street frontage almost a kilometre in length, with a predominantly Victorian and Federation period character. This housing is representative of the larger Kensington precinct, on either side of Anzac Parade.

The most common building types are one storey Federation period detached and semi-detached houses. These mostly stand on narrow lots and have consistent setbacks and verandah and roof designs. There are also a large number of Victorian period one and two storey houses, and two storey terraces. The unity of the streetscape is disturbed to some degree by Post-War period three storey flat buildings, but to a lesser degree than the remainder of the historical Kensington precinct.

Historical Significance:

The racecourse is historically significant for its early reservation as an official racecourse, in 1833. It has been in continuous use as a racecourse since the first regular meetings held in 1863. This is probably the longest period of any racetrack in Australia. The racecourse retains much original fabric from the nineteenth and early twentieth centuries. It is the best preserved Victorian and Federation period racetrack in Sydney.

Randwick Racecourse developed in parallel with the present City of Randwick. The racecourse, and the many stables and workers' cottages in the surrounding area, demonstrate the process of development of the racing industry, and its importance to the commercial life of the district. This includes housing and stables on some of the properties fronting Doncaster Avenue.

The residential properties on Doncaster Avenue demonstrate the process of suburbanisation which took place in the late nineteenth and early twentieth centuries. This was the first part of Kensington to develop, and has a higher proportion of Victorian housing as a consequence. The housing (Victorian/Federation) is representative of the first stage of Kensington's suburban development, prior to West Kensington (Federation/Inter-War). The street also has a close connection with the racecourse and the racing industry.

Social Significance:

Randwick Racecourse is held in high esteem by members of the Australian Jockey Club, the racing industry, and past and present race-goers. Royalty has visited the facility on several occasions, giving the course special prestige in Australian thoroughbred racing. The physical environment of 'Royal Randwick' is an important part of the experience of a race day.

Doncaster Avenue shares a close physical and visual link with the racecourse. It is a major route for pedestrian access to the racecourse. Doncaster Avenue is also appreciated by the community as part of an important local period landscape and streetscape.

Themes Represented:

The following historical themes, identified in the 1989 Randwick Heritage Study, are directly illustrated in the conservation area:

- *Modifying the landscape*
- *Government and institutions*
- *Recreation, entertainment and leisure*

The following themes are indirectly represented:

- *Speculation and promotion*
- *Transport and communications*
- *Suburbanisation*

A Statement of Significance for the Racecourse site was developed as part of the *Draft CMP*. It states:

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 low-scale 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. 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. Although the *DCP* refers to this *CMP* as a full document and describes the Royal Randwick Racecourse as a place of State significance, in reality this document never progressed beyond the draft stage. It should be noted that no part of the Racecourse site is included on the State Heritage Register as an item of State significance and that a 2006 nomination to consider the inclusion of the Racecourse site on the State Heritage Register has not been proceeded with.

The *Draft CMP* also assesses the relative heritage significance of the elements within the subject site, as noted in the following table.

Table 6.1 Grading of built elements within the subject site

Element	Description of Significance
Stripping Stalls Group	The stripping stalls group, including its landscape and built components, reflect the historic evolution and continuing use of the eastern side of the racecourse site for training purposes. Current orientation of the training track reflects that of the 1860s, while the stripping stall and sand roll structures retain their 1920s configuration. The stall structures and sand rolls have played a continuous integral role in the function of the racecourse site. Their relocation from the northwest corner of the site (1919) reflects the extensive expansion of facilities and services in this area at this time.

Stripping Stalls A - F	<i>As part of the stripping stalls group, the buildings demonstrate the expansion of the racecourse site and its facilities which occurred in the early 1900s. The continuing function of the stripping stalls in this location demonstrates the integral role which they play in the function of the racecourse site.</i>
Stripping Stalls G & H	<i>As part of the extension to the stripping stalls group, the building demonstrates the expansion of the racecourse site and its facilities which occurred throughout the twentieth century. The continuing function of the stripping stalls in this location demonstrates the integral role which they play in the function of the racecourse site.</i>
South Sand Roll	<i>As part of an expansion to the stripping stalls group the building demonstrates the expansion of the racecourse site and its facilities which occurred throughout the twentieth century. The sand roll structure plays an integral role in the function of this group, which in turn forms an integral part of the racecourse site.</i>
Farrier's Workshop	<i>As a farrier's workshop, the building continues to form an integral part of the racecourse site function. It is historically associated with the northeast stripping stalls complex.</i>
North Sand Rolls	<i>The stripping stalls group the building demonstrates the expansion of the racecourse site and its facilities which occurred during the early 1900s. The sand roll structures play an integral role in the function of this group, which in turn forms an integral part of the racecourse site.</i>
Wansey Cottage	<i>Wansey cottage demonstrates the extensive development and introduction of specific facilities and services that occurred at the racecourse during the early 1900s.</i> <i>The building is historically associated with the continuing provision of on-site staff accommodation by the AJC since the 1910s.</i>
Administration Hut	<i>The building has a strong historical association with the northeast stripping stalls. It demonstrates the expansion of the racecourse site and its facilities which occurred in the early 1900s and the continuing need for these facilities to be located at the site.</i>
Stewards' Office / Tearoom	<i>Is associated with the race day stewards who play an important role in horse racing at the racecourse</i>

As shown in the diagram below the built elements of the subject site have been assessed as being of High significance, with the exception of Wansey Cottage and the Farrier's Workshop, which have been graded as Moderate significance, and the Stewards' Office which has been graded as being of little significance.

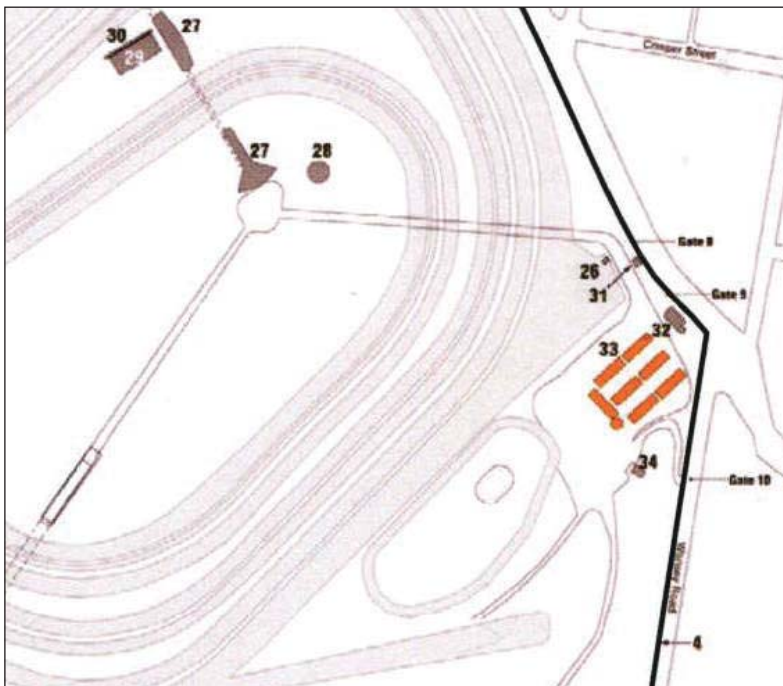


Figure 6.2

Extract from Map 3 of the DCP showing the gradings of the built elements of the subject site that are listed above. Those graded as of High significance are orange. The stripping stalls, sand rolls and administration hut are grouped as item 33 on this map, the farrier's workshop is 34, Wansey cottage is 32 and the Stewards' Office is 31.

Source: Royal Randwick Racecourse DCP

Table 6.2 Grading of landscape elements within the subject site

Element	DCP Grading of Significance
51 Row of alternating specimens of <i>Ficus microcarpa</i> var. <i>hillii</i> and <i>Platanus x hybrida</i>	Exceptional
52 Group of three large <i>Ficus microcarpa</i> var. <i>hillii</i> , a <i>Cinnamomum camphora</i> and <i>Phoenix</i> sp.	High
53 Row of seven large <i>Platanus x hybrida</i>	High
54 Mixed stand of eucalyptus and <i>metaleucas</i>	Other
55 Self-sown specimen of <i>Phoenix canariensis</i>	High
56 Group of <i>Ficus microcarpa</i> var. <i>hillii</i> and a <i>Cinnamomum camphora</i> with mixed self-sown understorey	High
57 Mixed group of four <i>Erythrina x sykosil</i> , rough-barked eucalypts and <i>Callistemon</i> sp.	Other
58 Specimen of rough-barked eucalypt	Other
59 Row of <i>Ficus macrophylla</i>	Exceptional
60 Mixed native and exotic planting mostly eucalypts and jacarandas	Other
61 Mixed planting of native and exotic tree species	Other
86 Racing and Training Tracks	High
87 Bull Ring	High
Storm water channel	Little

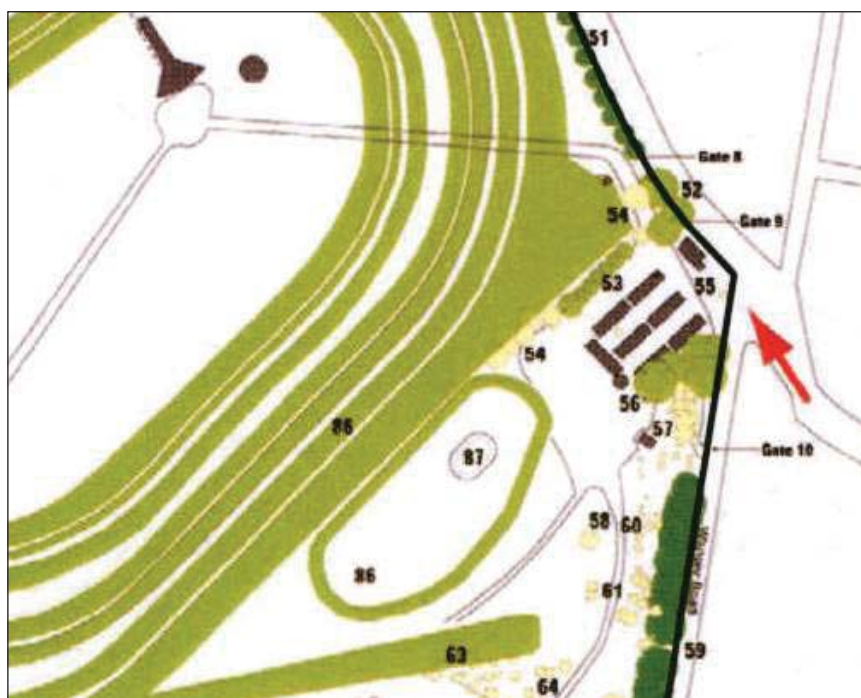


Figure 6.3

Extract from Map 4 of the DCP showing the gradings of the landscape elements of the subject site that are listed above. Those graded as of Exceptional significance are coloured dark green, those graded as High are light green, and other trees and shrubs are shaded yellow.

Source: Royal Randwick Racecourse DCP

Royal Randwick Racecourse Stables Precinct
Heritage Impact Statement
September 2010
Graham Brooks & Associates Pty Ltd

6.3 Established Significance of the Heritage Items in the Vicinity of the Subject Site

The following heritage items, of local significance, are in the vicinity of the proposed development:

- Members Stand (Official Stand)
- 114 Alison Road, Randwick

The following information for these items has been sourced from the *Randwick Heritage Study*, prepared by Perumal Murphy Pty Ltd in January 1988.

Heritage Item	Statement of Significance	Description
Official Stand 	<i>A building of special architectural interest forming part of Randwick's most famous and historic institutions. The graceful cast iron and brick structure has been little altered externally. It presents ideally scaled elevations</i>	<i>A three level grandstand with hipped iron roof supported by fluted neo-classical columns. The rear wall is a well detailed face brick façade of recessed arched bays with projecting sandstone bay windows and pedimented gables along parapets. Bars are located on ground level, a small viewing stand and club rooms on the middle level and seating on the top level. Original windows, cast iron balustrading and pressed metal ceilings remain. Club room interiors have been altered.</i>
"Shahzada" 114 Alison Road, Randwick 		<i>Fine example of a Victorian Boom Style house on a prominent site close to Randwick Racecourse.</i>

Assessment of Heritage Impact

7.0

7.1 Introduction

This section of the Report provides a detailed analysis of the heritage impact of the proposed development and an evaluation of the statutory controls applying to this site, in regard to heritage. The relevant EPIs and guidelines, pertaining to heritage, that are to be addressed as part of the key issues identified in the DGR or this project are the *Randwick Local Environmental Plan (LEP) 1998* and the *Royal Randwick Racecourse Development Control Plan (DCP)*.

The subject site is part of the Racecourse Precinct Heritage Conservation Area, as shown on the *Randwick LEP* Heritage Map, and is in the vicinity of the Members Stand (Official Stand) and 114 Alison Road, both listed as items of local heritage significance in the *Randwick LEP 1998*.

The overriding aims, desired future character and heritage objectives of the *Royal Randwick Racecourse DCP* are as follows

Aims	The aims of this DCP are to provide planning and design objectives and performance criteria which will optimise: a. Royal Randwick Racecourse as a thoroughbred racing, training and spectator facility of highest quality, b. Royal Randwick Racecourse as an economic and tourism destination, c. the physical, recreational and environmental quality of the Racecourse, particularly the site's capacity and the spectator experience while respecting its heritage significance and landscape character, d. the role of the Racecourse within its metropolitan and Randwick City context and its compatibility with adjoining lands, and e. the Racecourse's role as an open space recreation facility.
Vision and framework for the desired future character for the site is to	develop a high quality Racecourse to assist the AJC's quest to re-establish a world class facility and to support the community of racing. The site's development will relate to the needs of the thoroughbred racing industry, the needs of AJC members, the financial resources of the AJC, and the strategic metropolitan location of the site within its Randwick City and parklands context. The Racecourse facilities will be expanded to optimise the site's role as a key recreational venue in Sydney. The design and character of the Racecourse will build on the site's major physical features, particularly its heritage significance and landscape features, and serve the needs of racegoers and other users of the site.
The planning and design framework for the site is based on	1. Providing for the growth of racing, training and spectator numbers and facilities, and diversifying non-race day facilities and events, especially for AJC members. 2. Maintaining the site's landmark presence as a major gateway to Randwick City, providing high quality buildings, recreation activities, both cultural and natural landscapes, and public access. 3. Conserving the significant built and landscape heritage components of the site. 4. Establishing a concentration of significant spectator and entertainment facilities within the Spectator Precinct adjoining the track and transportation systems. 5. Reinforcing the Racecourse's landmark presence on Alison Road with expanded spectator facilities, high quality buildings, improved access infrastructure on-site and improved landscaping reinforcing the green edge. 6. Establishing a new internal road connecting Alison Road to Doncaster Avenue to link the core of the site to the public streets and public transport services, and to provide improved taxi and drop off arrangements. 7. Integrating new buildings and landscaping with the built and landscape heritage components of the site.

	8. Addressing the site's important hydrological and ecological parameters. 9. Establishing clear pedestrian, vehicular and service routes to and within the Racecourse that provide for separation, legibility, safety, security and high amenity. 10. Establishing a transport regime that serves the Racecourse needs, particularly on race days and other major events, and relates to the site character and the local and regional transport systems and their capacities. 11. Providing for future buildings based on their functional needs, the opportunities and constraints of the site, sustainability, high quality urban design and architecture, and user amenity. 12. Establishing a "premier" training precinct adjacent to Wansey Road. 13. Providing opportunities for greater access to and enjoyment of the site by the members, visitors and community, while recognising the use for thoroughbred racing and heritage conservation requirements.
Heritage Objectives	3.2 Heritage Conservation Objectives 1. Conserve, manage and interpret the heritage significance of the Racecourse as a place of State heritage significance as set out below. "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". 2. Manage built, landscape and archaeological components, historic views and spaces in accordance with their assessed significance. 3. Ensure that new development respects, enhances and contributes to the heritage significance of the site and its setting. 4. Ensure conservation requirements are maintained within the evolving operational activities and facilities of the Racecourse and with any proposed development. 5. Proactively manage the cultural landscape of the Racecourse. 6. Manage and respect the archaeological values of the site. 7. Actively promote and interpret the heritage values of the site.

This section of the Report evaluates the heritage impact of the proposed development on the heritage items listed in the table below.

LEP Listed Heritage Item	Proposed Change
Racecourse Precinct Heritage Conservation Area	• Demolition of the Stripping Stalls, Sand Rolls, Administration Hut, Farrier's Workshop and Stewards' Office • Construction of new Stabling and accommodation facilities • Construction of a new sub-track tunnel • Landscaping in the Bull Ring Precinct
Official Stand	• Development in the vicinity of a heritage item
114 Alison Road, Randwick	• Development in the vicinity of a heritage item

7.2 Demolition of Site Components

The *DCP* and *Draft CMP* for Royal Randwick Racecourse note that the Stripping Stalls, Sand Rolls and Administration Hut to be demolished are of relatively High significance to the site, and the Farrier's Workshop is of moderate significance.

The *CMP* notes that much of the built fabric has been replaced with various upgrades to the area and that the remnant original fabric in these structures is deteriorated.

As part of its master planning for the Royal Randwick Racecourse site AJC Limited has decided to concentrate its stabling facilities in the subject area, as directed in the *DCP*. Options for the retention of the existing structures have been thoroughly examined, and alternatives evaluated in accordance with Policy 37 of the *Draft CMP*. The current buildings do not meet industry expectations for contemporary equine training and racing facilities, and are not capable of being upgraded for this purpose.

The proposed new facilities have been designed to incorporate best practice in the provision of accommodation and training facilities for thoroughbred horses. This includes compliance with the requirements of the NSW Department of Primary Industries and Racing NSW.

The primary heritage significance of this part of the subject site is considered to be its continued function as a stabling and training area, not its built form or fabric. The proposed new facilities will reinforce this significance and is consistent with the overriding aim of the *DCP* which is to optimise the Royal Randwick Racecourse as a thoroughbred, racing, training and spectator facility of highest quality.

As such it is considered that the proposed demolition of the existing built structures, in the context of their replacement with state of the art equine facilities, is an acceptable heritage impact.

The heritage impact of this loss of built fabric can be mitigated by the preparation of an archival photographic record of the buildings and their setting.

7.3 Addition of New Built Elements in the Racecourse Precinct Conservation Area

The proposed development includes the construction of new stabling facilities for 600 horses, associated accommodation for training staff, and a new tunnel crossing under the racetrack. These facilities will concentrate the racecourse training function in this area, replacing the existing training stables within the wider site.

The new buildings will support and enhance the heritage significance of the Royal Randwick site by continuing the functionality of this area. These facilities will add a new layer to the ongoing evolution of this historic site.

The project architects, Robertson and Marks, have a thorough understanding of the character and setting of the Royal Randwick Racecourse site as the practice has a long standing association with its development. The proposal is a high quality architectural solution to the specialist requirements of the AJC Ltd facility with materials and finishes designed to complement the site. It is consistent with the desired future character for the site which is to create a world class facility to support the racing community.

As the proposed new development does not impact on the physical, functional or visual relationships of other groups of buildings within the site it is considered there will be no adverse impact on the established heritage significance of the Racecourse Precinct Conservation Area.

7.4 Landscaping

The proposed site landscaping includes the construction of new internal roads, carpark, training track, equine pool, training and parade rings, piping / enclosure of the open storm water channel and other storm water management.

The proposed landscaping plan shows that trees identified in the *DCP* as being of Exceptional and High heritage significance are to be retained and that the training track known as the Bullring, identified in the *DCP* as a landscape element of High significance, is to be re-configured.

Historical evidence shows training tracks in this area have varied in size and configuration over time. The new Bullring is part of the continued evolution of the site, enhancing its significance as a highly esteemed racing and training facility. Similarly, the construction of a new sub-track equine tunnel continues the on-going development of the course and AJC Limited's commitment to providing state of the art facilities and optimising the safety of the course users.

Overall the proposed new landscaping will complement the significance of the site and is considered to be a positive heritage outcome.

7.5 Impact on the Heritage Items in the Vicinity

The subject site is in the vicinity of two listed heritage items of local significance; the Members Stand (Official Stand) and a house at 114 Alison Road.

The Members Stand (Official Stand) is physically and visually separated from the subject site by the Racetrack and the existing site landscaping. The proposed development will have no adverse impact on public views to and from this stand.

The established heritage significance of the residence is its architectural and aesthetic significance as an example of a Victorian boom style house in a prominent location. The property is separated from the subject site by the width of Alison Road and views to the Racecourse are filtered by established trees, as shown in Figure 7.1, below. As such, it is considered that the proposed development will have no adverse impact on the heritage significance of this residence.



Figure 7.1
View towards the subject site from outside
114 Alison Road

7.6 Mitigation of Heritage Impacts

The adverse heritage impact of the demolition required to facilitate this phase of development of the Randwick Racecourse could be mitigated by the preparation of an archival photographic recording of the Stables Precinct prior to the commencement of any works, and the continued implementation of site wide interpretation.

7.7 Summary of Heritage Impact

The cultural landscape of the Royal Randwick Racecourse has evolved continuously since the AJC's initial involvement with the site in the 1860s. Upgrading of the site infrastructure has generally coincided with the granting of lease extensions or government use of the site for other purposes. The security of tenure provided on these occasions has enabled the AJC, a not for profit organisation, to invest financial resources in the site. Examples of these redevelopment phases are:

- the construction of permanent racecourse infrastructure following the 1863 grant of the land for the purposes of public recreation
- site upgrading following the gazetting of the 1873 AJC Act which provided a 21 year lease and the authority to change admission fees
- enhancement of the site facilities between 1910 and 1920 following upgrading of the tram transport link facilitating increased spectator attendance
- site upgrading following the 1947 government payment of compensation for the military occupation of the site and the 1960 signing of a 50 year lease
- planning for the staged upgrading of the site facilities following the 2008 lease renewal for 99 years, with the first stage implemented ahead of the site's use for the 2008 World Youth Day culmination event

The establishment of a premier training precinct adjacent to Wansey Road continues the historical development of the racecourse site. It is consistent with the vision and framework for the desired future character of the site, outlined in the DCP. Therefore, it is considered that the new development will have no adverse impact on the physical, functional or visual relationships of other groups of buildings within the site. Thus it is supported, subject to the recommended mitigation measures.

7.8 Evaluation Against Randwick LEP 1998 Heritage Provisions

The proposed development is considered to be compliant with the relevant heritage provisions outlined in Part 4 of the *Randwick LEP 1998*, that apply to heritage items. As required, approval is being sought before carrying out the proposed works in the Racecourse Precinct Heritage Conservation Area.

The policies of the *Draft Royal Randwick Racecourse Conservation Management Plan (CMP)* have been used to inform the preparation of the *Royal Randwick Racecourse DCP*. These have been considered as part of the analysis in this Heritage Impact Statement which has been prepared to assist the consent authority in its assessment of the proposal.

This Heritage Impact Statement concludes the potential impacts of the proposal to be within acceptable limits, subject to its recommendations.

Conclusions and Recommendations

8.0

8.1 Conclusions

- The subject site, to be known as the Stables Precinct of Royal Randwick Racecourse, is part of the area currently defined in the *Royal Randwick Racecourse DCP* as the Bull Ring Precinct.
- It is part of the Racecourse Precinct Heritage Conservation Area which is shown on the *Randwick LEP* Heritage Map.
- It is located some distance from the Members Stand (Official Stand) which is listed as an item of local heritage significance in the *Randwick LEP 1998* but is in the vicinity a locally listed heritage item at 114 Alison Road, Randwick.
- The primary heritage significance of Royal Randwick Racecourse is its continued use as a racecourse since the first regular meetings were held in 1863.
- The primary heritage significance of this part of the site is its continued function as a stabling and training area. This is recognised in the site specific *Royal Randwick Racecourse DCP* which requires that future stabling and training facilities be concentrated in this area.
- The proposed new facilities will reinforce this significance, and are consistent with the overriding aim of the *Royal Randwick Racecourse Development Control Plan* which is to optimise the Royal Randwick Racecourse as a thoroughbred, racing, training and spectator facility of highest quality.
- The heritage impact of the loss of earlier built fabric can be mitigated by the preparation of an archival photographic record of the building and its setting.
- There will be no adverse impact on the established heritage significance of the Members Stand (Official Stand) or 114 Alison Road as a result of the proposed development.
- Earlier studies of the Racecourse site have identified the location of a portion of the former Steeplechase track as an item of Low Archaeological significance in the proposed Stables Precinct. The future disturbance of any relics associated with this track must be managed under the Archaeological provisions of the *NSW Heritage Act*.

8.2 Recommendations

- An archival photographic recording of the Stables Precinct should be made prior to the commencement of any works. The archival recording should include details of the exteriors, interiors and the built structures assessed as being of High or Moderate significance, as well as the site layout and visual character of the built and landscape elements of the precinct.
- Graham Brooks and Associates recommends this proposal for approval.

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