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URBIS

HERITAGE IMPACT STATEMENT

SSD-63536466: Royal
Randwick Racecourse,
Randwick - Non-Race Day
Events

Prepared for

AUSTRALIAN TURF CLUB

14 June 2024

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Project Code	P0026563			
Report Number	01	Draft Report	10/05/24	
	02	Update following review	15/05/24	
	03	Update following update to scope or works	14/06/2024	

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CONTENTS

Executive Summary.....	1
1. Introduction	3
1.1. Background	3
1.2. Methodology	3
1.2.1. SSD SEARS	3
1.2.2. Heritage Guidelines and Policies	4
1.2.3. Draft Conservation Management Plan	4
1.3. Author Identification	4
1.4. Limitations	4
1.5. The Proposal.....	5
1.5.1. Event location	5
1.5.2. Temporary Structures.....	6
1.5.3. Site Access and Parking.....	6
1.5.4. Event Management	6
2. Site Description	10
2.1. Regional Context	10
2.2. Local Context	11
2.3. The Site.....	12
3. Historical Overview	13
3.1. Establishment of the Randwick Racecourse	13
3.2. Development of the Racecourse	13
3.3. Early Twentieth Century Expansion.....	17
3.4. The Racecourse's Interwar Years	21
3.5. Postwar Modernisation of Randwick Racecourse	24
3.6. Late Twentieth Century Changes to the Site	26
3.7. Master Planning for the Twenty-First Century	27
4. Heritage Significance.....	29
4.1. What is Heritage Significance?.....	29
4.2. Heritage Listing	29
4.3. Established Statement of Significance	30
4.4. Significance Maps and Views	31
4.5. Vicinity Heritage Item - Centennial Parklands	36
5. Impact Assessment.....	38
5.1. Statutory Controls	38
5.1.1. Randwick Local Environmental Plan 2012	38
5.1.2. Randwick Comprehensive Development Control Plan 2013	39
5.2. Heritage Division Guidelines.....	45
5.3. Draft Randwick Racecourse Conservation Management Plan, December 2006 (Godden Mackay Logan)	47
6. Conclusion and Recommendations	48
6.1. Recommendations	48
7. Bibliography	49
7.1. Bibliography	49
7.2. References.....	49
Disclaimer.....	50

FIGURES

Figure 1 Site Plan showing the proposed locations for events. The infield is marked for carparking only.	8
Figure 2 Detail of the temporary structures plan (example), showing the location for temporary structures within the Spectator Precinct. Parking has been allowed for in the infield as is current practice.	9
Figure 3 – Regional context map	10
Figure 4 – Local context map	11
Figure 5 – Site plan.....	12
Figure 6 – Spectator Precinct	12
Figure 7– Racetrack Main Straight	12
Figure 8 - 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)	14
Figure 9 - Detail of early Parish Map showing the first three stands on the site, together with two entrance gates.	15
Figure 10 - View of the second Grandstand, which was completed in 1876. This new grandstand facility offered private boxes, a telegraph office and refreshment rooms.	16
Figure 11 - 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.	17
Figure 12 - Photograph taken in 1914 of the saddling paddock and tea house	18
Figure 13 - View of the saddling paddock and race day stalls, 1914	19
Figure 14 - View of the “Weighing Yard, Official and other Stands and Judge’s Box”, 1914.	19
Figure 15 - Detail of Sydney Water Board survey of the racecourse, 1907.	20
Figure 16 - Sydney Water survey of the racecourse in 1917, showing the evolution of the site. Major new structures included the Ladies Stand, Totalisators, Tea House and new tramway turnstile entrance.	21
Figure 17 - Interwar survey of Randwick racecourse, showing the extensions to the main buildings including the St Leger Stand, St Leger Totalisator, and Official Stand. The extent of the tramway infrastructure and the numerous ancillary structures (stripping sheds, stables etc) demonstrate the rate of growth of the site in the twentieth century.	22
Figure 18 – Extract of 1943 aerial.	23
Figure 19 – Close-up view of 1943 aerial.	23
Figure 20 - Paddock Reserve Totalisator, 1946.	24
Figure 21 - New Robertson & Marks-designed Administration building, 1962.	25
Figure 22 - New stables and covered yards, constructed in 1962 as part of a broader phase of expansion of stabling facilities.	25
Figure 23 – Extract of heritage maps with the individual heritage items indicated in brown and heritage conservation areas in red hatch. State Heritage curtilages are in blue. The extent of the Racecourse is outlined in green. The two individual heritage items located within the Racecourse are towards the north-east corner.	29
Figure 24 Relative Significance of Built Elements.	32
Figure 25 Relative Significance of Landscape Elements.	33
Figure 26 Relative Significance of Landscape Elements.	34
Figure 27 Relative Significance of Views.	35
Figure 28 State Heritage Curtilage for Centennial Park, Moore Park, and Queens Park Randwick.	37
Figure 29 – Extract of diagram showing the relative significance of built elements.	42
Figure 30 – Extract of diagram showing the relative significance of landscape elements and historic views.	42

TABLES

Table 1 – SEARs heritage requirements	3
---	---

Table 2 – Randwick Local Environmental Plan 2012, relevant clause impact assessment..... 38

Table 3 – Randwick Comprehensive Development Control Plan 2013, relevant clause impact
assessment..... 39

Table 4 – Heritage Division Guidelines 45

Table 5 – Draft Conservation Management Plan 2006 – Impact Assessment..... 47

EXECUTIVE SUMMARY

Urbis has been engaged by the Australian Turf Club to prepare the following Heritage Impact Statement in relation to the proposal to run, 10 short-term, temporary, non-race day events within Royal Randwick Racecourse throughout the year. Details of the proposal has been included at section 1.5.

The whole of the subject property is located within, and forms the majority of, the C13 Racecourse Heritage Conservation Area under Schedule 5 of the Randwick Local Environmental Plan (LEP) 2012. The conservation area includes the adjoining strip of residential dwellings along Doncaster Avenue, which adjoin Royal Randwick's western boundary. Within Royal Randwick, the two following items have been individually listed under Schedule 5 of the Randwick LEP 2012:

- Item 249 "Members' Stand/Official Stand, Royal Randwick", Royal Randwick Racecourse.
- Item 532, "Tramway Turnstile Building Complex", Royal Randwick Racecourse.

Additional individual heritage items are located along Doncaster Avenue, comprising residential dwellings. These heritage items are located outside of the subject property boundary, however those heritage listed dwellings along the eastern alignment of Doncaster Avenue are located within the overall C13 Racecourse Heritage Conservation Area.

This report has been prepared to accompany an Environmental Impact Statement (EIS) for proposed works to Royal Randwick, in accordance with the SEARs issued for SSD-63536466 on 14 November 2023. The specific SEARs this HIS addresses have been outlined in section 1.2.1.

A full assessment of the proposed scope of works has been included at section 5 of this report. In summary, the works have been assessed to be minor and acceptable from a heritage perspective for the following reasons:

- The proposed works will not alter the important pattern of land uses across the site. Rather the proposed works will facilitate the ongoing and additional use of areas suitable for events, (these being the Spectator Precinct and Infield).
- The type of events proposed as part of this application are in keeping with the general use of the site as a *recreational facility (major)*. While they do not relate specifically to thoroughbred racing and stabling, the events proposed provide an opportunity for new visitors to visit the historic site for reasons other than thoroughbred racing and stabling. This enhances the use of the site from a heritage perspective as it encourages a more diverse and broader audience.
- The proposed non-race day events is also consistent with the existing, approved use of the site for non-race day events of up to 5,000 patrons. This was approved under Schedule 2 of the Randwick LEP 2012 and the Spectator Precinct MOD 2 approval. In addition, historically, major non-race day events (for between 10,000-50,000 patrons) have been approved and held on the site since 2005.
- Infrastructure and amenities required for events largely exist within the subject site, or are temporarily installed for race day events. The proposed methodology and management of this has been replicated, where appropriate for the proposed non-race day events. Only minor additions or changes are required to facilitate these additional uses. Refer to the Event Management Plans described in section 1.5.4 for further information.
- The proposed structures are temporary and lightweight and they do not require any permanent physical impacts or changes to the site to facilitate the installation or removal. In addition, the temporary structure do not require any fixtures or physical impacts to buildings or landscaping elements identified as significant in the CMP. All structures have been setback from significant buildings and will be largely self-supporting. Any fixings required will be to non-significant fabric. This is standard for large scale events that currently take place on site (for race day events).
- No permanent, physical changes are proposed to the site. All temporary structures will be removed within 10 days of events (including bump in and out days).
- The proposed works will not obscure or detract from the ability to read Royal Randwick as a large-scale and significant racecourse site, and will not impact on the ability to interpret the history and historic use of the site for equine events. No temporary structure has been placed to cover historic buildings or landscaping elements. Therefore, the historic and significant buildings will form the backdrop of the proposed events and will continue to contribute to the setting of the place.

- The proposed scope will have no impact on the vicinity heritage items, including the State Heritage significant, Centennial Parklands (located on the opposite side of Alison Road). This is due to the isolation of the proposed events to the subject site, the temporary nature of the events and associated structures required to facilitate the event and the existing activity and use of the site for large scale equine events.

Recommendations for the ongoing protection of the heritage significance of the site have been included at section 6.1 of the report and should be included in future programming for the project.

1. INTRODUCTION

1.1. BACKGROUND

Urbis has been engaged by the Australian Turf Club to prepare the following Heritage Impact Statement in relation to the proposal to run, short-term, temporary, non-race day events within Royal Randwick Racecourse throughout the year. Details of the proposal has been included at section 1.5.

The whole of the subject property is located within, and forms the majority of, the C13 Racecourse Heritage Conservation Area under Schedule 5 of the Randwick Local Environmental Plan (LEP) 2012. The conservation area includes the adjoining strip of residential dwellings along Doncaster Avenue, which adjoin Royal Randwick's western boundary. Within Royal Randwick, the two following items have been individually listed under Schedule 5 of the Randwick LEP 2012:

- Item 249 "Members' Stand/Official Stand, Royal Randwick", Royal Randwick Racecourse.
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This report has been prepared to accompany an Environmental Impact Statement (EIS) for proposed works to Royal Randwick, in accordance with the SEARs issued for SSD-63536466 on 14 November 2023. The specific SEARs this HIS addresses have been outlined in section 1.2.1.

1.2. METHODOLOGY

1.2.1. SSD SEARS

This report has been prepared to accompany an Environmental Impact Statement (EIS) for proposed works to Royal Randwick, in accordance with the SEARs issued for SSD-63536466 on 14 November 2023.

The SEARs specifically require the following heritage related documents:

Table 1 – SEARs heritage requirements

SEARs Requirement	Addressed
4. Environmental Amenity The EIS must: - include a Visual Impact Assessment, with photomontages, justifying potential visual impacts associated with the proposal when compared to the existing situation and a compliant development (if relevant), when viewed to and from key vantage points. The VIA is to identify infrastructure associated with any event, including structures, lighting, containers, scaffold towers, stages, marquees and fencing and provide measures to minimise any adverse visual impacts of the proposed temporary structures on significant views and vistas and the heritage and landscape significance of the racecourse site; - include a Lighting Impact Assessment which identifies any changes from typical or race day night-time lighting and addresses the likely lighting and illumination impacts of the proposal, such as	This Heritage Impact Statement addresses this requirement in part. The assessment included in section 5 of this report addresses impacts to significant views (as identified in the CMP). The remaining requirements are addressed in separate reports. Refer to the SEE submitted for more information.

SEARs Requirement	Addressed
on residential amenity and road users (related to lighting performance including size, number, type, position, layout, luminance levels and effects of glare etc.) and identifies any measures to minimise and mitigate the potential lighting impacts on surrounding uses; and - demonstrate how the proposal achieves an overall high level of environmental amenity within the proposal and on surrounding areas assessing impacts associated with overshadowing, ventilation, pedestrian movement, access to landscape	
11. Heritage The EIS must include: - a statement of heritage significance and an assessment of the impact on the heritage significance of any heritage items, or conservation areas, on and adjacent to the site in accordance with the relevant guidelines.	This Heritage Impact Statement meets this SEARs requirement. The potential impact of the proposed new uses and installation of temporary structures to facilitate those uses are assessed in Sections 5 of this report.

1.2.2. Heritage Guidelines and Policies

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Branch guideline 'Assessing Heritage Significance' (2001). The philosophy and process adopted is that guided by the *Australia ICOMOS Burra Charter* 1999 (revised 2013).

Site constraints and opportunities have been considered with reference to relevant controls and provisions contained within the *RLEP2012* and the Randwick Comprehensive Development Control Plan 2013.

1.2.3. Draft Conservation Management Plan

This report has also been prepared with reference to the following Conservation Management Plan which is relevant to the site.

- Godden Mackey Logan, *Royal Randwick Racecourse, Conservation Management Plan*, Volume 1 and 2 (Final Draft) December 2006

1.3. AUTHOR IDENTIFICATION

The following report has been prepared by Bernice Burke (Senior Heritage Consultant). Allie Barnier (Associate Director) has reviewed and endorsed its contents.

1.4. LIMITATIONS

It is beyond the scope of Urbis's Heritage Impact Statement to assess the archaeological potential of the site or the potential archaeological impact of the proposal. Urbis's Heritage Impact Statement is limited to an assessment of the built (European) heritage impacts of the proposal.

The assessment and conclusions within this report have been based on the plans and scenarios supplied by MI Global Partners. These scenarios include the erection of temporary, light weight structures (for example pavilions and stages) within the subject site. They do not allow for the following:

- Any new, permanent structures.
- Any alterations, additions or fixings to the significant items and built forms within the subject site (as identified in the CMP).

- Any new, permanent infrastructure or services to enable the event.

Should any of these items be required for an event, further approvals will be required.

1.5. THE PROPOSAL

This application seeks approval for the use of land and buildings within the Spectator Precinct and the Infield Precinct of the Royal Randwick Racecourse for various non-race day events.

The accommodation of non-race day events on the site is consistent with the historical use of the site as a recreation facility (major) and the broader event character of the site. The site has accommodated a number of non-race day events under previous approvals, and this application seeks to continue the ongoing use of the site for this purpose.

Table 1 Proposed scope

Parameter	Proposal
Location	Events will be held in the Spectator Precinct (all events).
Number of events	10 per annum
Patronage	5,000 – 15,000 Non-race day events of a patronage capacity of less than 5,000 patrons are permitted via Schedule 2 of the <i>Randwick Local Environmental Plan 2012</i> and development consent MP10_0097 MOD 2.
Hours of operation	Event hours: - Monday – Thursday: 10am – 8pm - Friday, Saturday, Sunday or public holiday: 10am – 10:30pm Bump in and bump out may occur between 6am – 1am the following day for a maximum of 10 days prior to and following the event. Works will only be undertaken outside of these hours if required in an emergency to avoid the loss of life, damage to property, prevent traffic conflicts and / or prevent environmental harm.
Type of events	Non-race day events may include a range of community events, private and corporate events/functions, festivals, cultural / art events, markets, and consumer roadshows.
Event duration	The duration of events will be between 1 – 3 days (consecutive days). No event will continue for more than a consecutive 3-day period (excluding bump-in and bump-out procedures).

1.5.1. Event location

Events will be accommodated within the land and buildings of the Spectator Precinct (all events). The nominated event locations are illustrated in the Site Activation Plans prepared by MI Consultants.

The detailed layout and site design within these precincts will vary depending upon the type of event and the individual event operator.

Events will not be permitted within the Stables Precinct on the south-eastern corner of the site adjacent to High Street and Wansey Road. However, pedestrian and vehicular access routes to activated areas may be provided through this precinct from High Street.

1.5.2. Temporary Structures

The proposal involves the erection of ancillary temporary structures including stages, marquees, screens, amenities, and lighting to support the non-race day events. The proposed temporary structures will be:

- erected in the days preceding the events and dismantled and removed from the site within 10 days following the event,
- positioned on a level stable surface and sufficiently weighted to ensure stability at all times of use,
- monitored throughout the duration of the event to ensure any potential safety concerns (such as during adverse weather conditions) are mitigated by the applicant,
- erected in accordance with the relevant provision of the Building Code of Australia (**BCA**) and Australian Standards to ensure the structures can adequately support the proposed loads,
- managed to ensure the number and width of exits and maximum number of people permitted in the temporary structures is in accordance with the provisions of the BCA,
- wholly located within either the Spectator Precinct or the Infield Precinct.
- carried out to ensure that there is no damage to the site, including existing structures and landscaping elements.

A potential layout of temporary structures to support a non-race day event on the site is illustrated in the Technical Layout Plan prepared by MI Event Consultants. This is for information purposes only and represents a 'worst case' scenario. The specific layout and type of temporary structures will be determined by the event type and operator.

Temporary structures that could be erected on the site to support a non-race day event includes:

- Stages located in the Spectator Precinct, in addition to the main spectator zone adjacent to the QE II Stand and Winx Stand.
- Market tents within the ground floor of the multi-deck car park building.
- Food, bar, amenities and supporting merchandise and administration stalls within the Spectator Precinct.
- Artist back of house in the Spectator Precinct.
- Staff, security and safety marshalling areas within the Spectator Precinct.

1.5.3. Site Access and Parking

Existing drop-off facilities will be utilised for events, in accordance with a standard race-day operation. This includes:

- Taxi Rank via Ascot Street, Gate 18
- Public Bus layby via Alison Road
- Shuttle drop-off via Alison Road, Gate 1
- Limousine, and large shuttle/coach drop off
- A managed pedestrian exit will be provided from Gate 18 (Ascot Street) after 8pm

On-site parking will be available within the multi-deck car park and the infield car park. Patrons will be encouraged to utilise public transport and active transport for access to and from events.

1.5.4. Event Management

A draft Operational Management Plan (OMP) has been prepared to outline the intended management and operation of the non-race day events on the site. The draft OMP will be supplemented by the following:

- Traffic Management Plan,
- Waste Management Plan,
- Noise Management Plan;
- Alcohol Management Plan,
- Security Management Plan,
- Consultation Plan, and
- Draft Emergency Evacuation Plan.

The following plans and drawings were prepared by MI Global Partners.

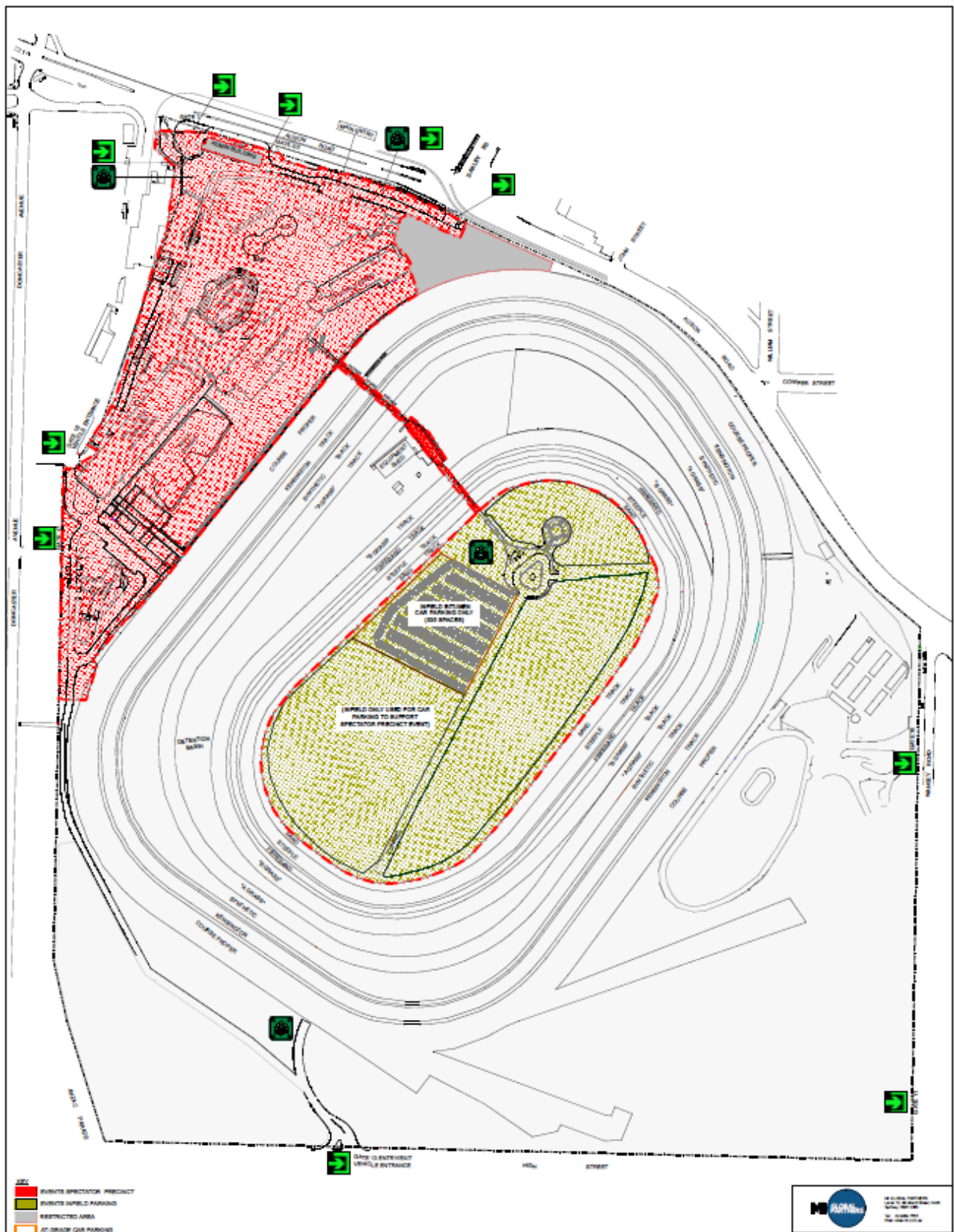


Figure 1 Site Plan showing the proposed locations for events. The infield is marked for carparking only.

Source: MI Global Partners, "Site & Event Area Zone Plan 5,000-15,000", Site Plan 1, 10.06.2024.

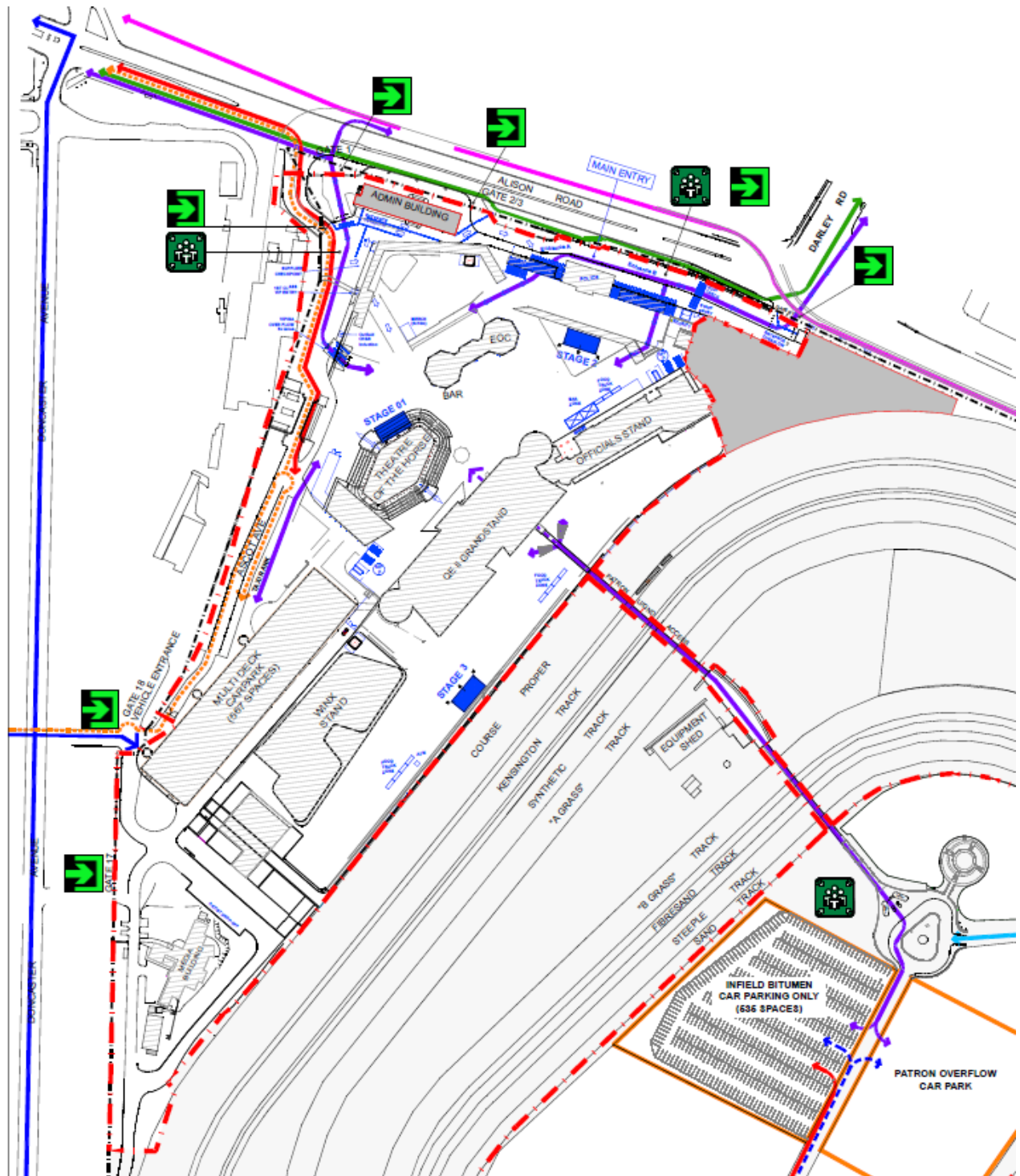


Figure 2 Detail of the temporary structures plan (example), showing the location for temporary structures within the Spectator Precinct. Parking has been allowed for in the infield as is current practice.

Source: MI Global Partners, "Spectator Precinct – Temporary Structures Plan, 5,000-15,000", Site Plan 2A, 10.06.2024.

2. SITE DESCRIPTION

2.1. REGIONAL CONTEXT

Royal Randwick is one of the largest recreation areas in the highly urbanised Eastern Suburbs of Sydney. It is located within a major open space and entertainment precinct that includes a range of passive and active recreation areas and sporting facilities, including Moore Park Golf Course, the Moore Park Sport Precinct (including Sydney Cricket Ground and Allianz Stadium), the Entertainment Quarter and Centennial Park.

The site is strategically significant due to its proximity to a number of key Sydney features including:

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

Royal Randwick is also directly adjacent to the CBD and South East Light Rail (CSELR) which includes a new light rail station directly opposite the existing Alison Road entry to the Racecourse.



Figure 3 – Regional context map

Source: Urbis

2.2. LOCAL CONTEXT

Royal Randwick is located in the Randwick Local Government Area (LGA). The racecourse is located between two key sub-regional road corridors, being Anzac Parade and Alison Road.

The racecourse has an interface with several different localities each with a distinct character, including:

- North – Centennial Park directly opposite the site, on the opposite side of Alison Road.
- East – predominantly residential area, with frontage to Wansley Road. This area is elevated above the level of the racecourse but views across the racecourse are well screened by a row of mature fig trees.
- Further east – Randwick shopping village, approximately 1.5km away.
- South – the University of NSW is located along the entire southern boundary of the site fronting High Street.
- South east – the Prince of Wales Hospital is located less than 1km away.
- West – residential area consisting of a mix of one and two storey single dwellings and three storey residential flat buildings.
- Further west – Kensington village shopping strip located along Anzac Parade.

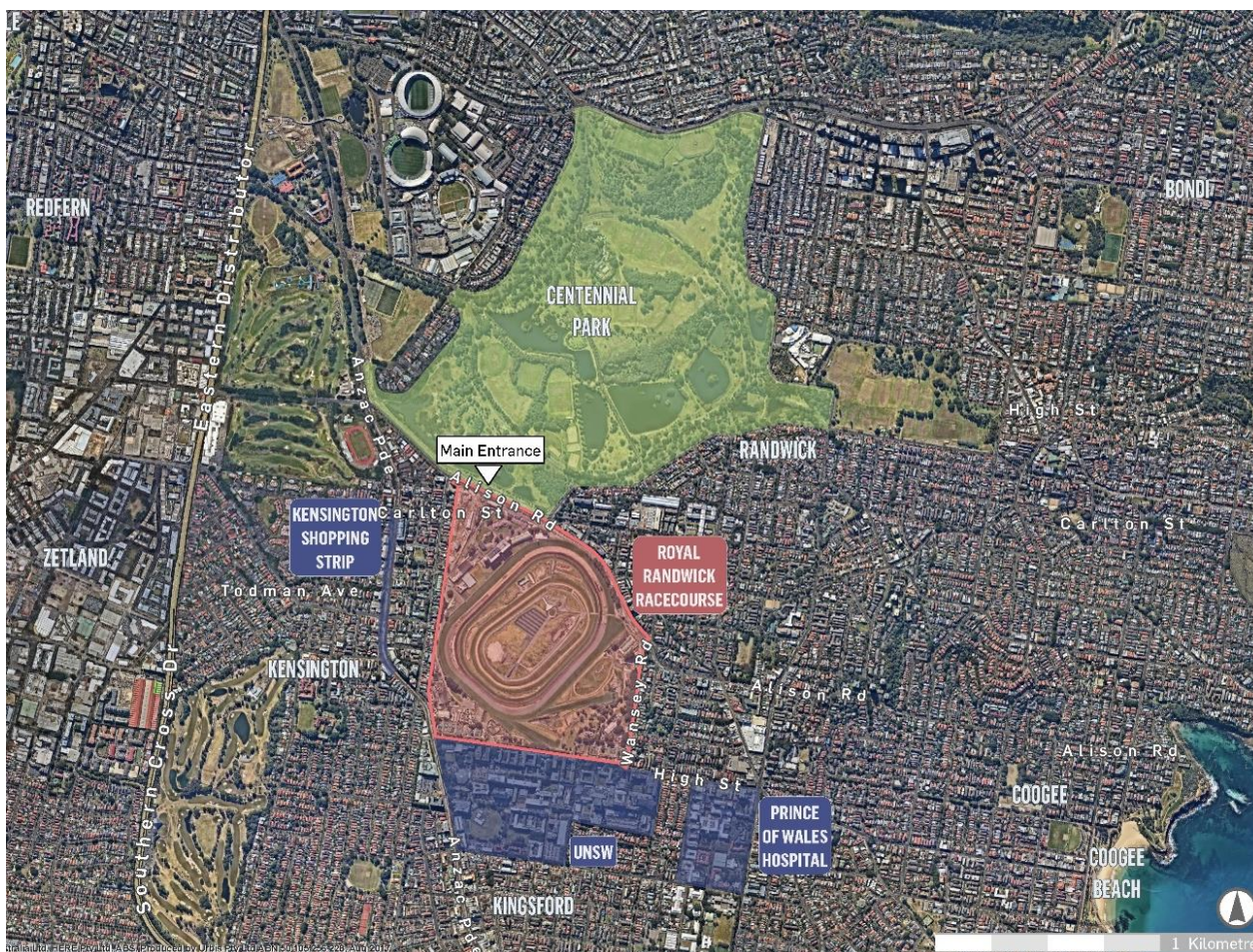


Figure 4 – Local context map

Source: Urbis

2.3. THE SITE

The site is legally described as Lot 2009 in Deposited Plan 1169042 and is Crown Land, leased to ATC who own and operate the racecourse.

The proposed application relates to the Spectator Precinct (all events) and/or the Infield Precinct (equine events and parking opportunities). The Spectator Precinct with a primary frontage to Alison Road and secondary access to Doncaster Avenue, was subject to a major upgrade completed in 2012 to improve patron accessibility and enhance patron experience. The infield is identified in the map below.



Figure 5 – Site plan

Source: Urbis



Figure 6 – Spectator Precinct



Figure 7– Racetrack Main Straight

3. HISTORICAL OVERVIEW

The following historical overview summary for Royal Randwick has been predominantly compiled from the historical overview of the site provided in *Godden Mackay Logan's Royal Randwick Conservation Management Plan (2006)*, cited in *Graham Brooks & Associate's Statement of Heritage Impact dated May 2012*.

3.1. 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.

3.2. 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 8 - 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*

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 10 - 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

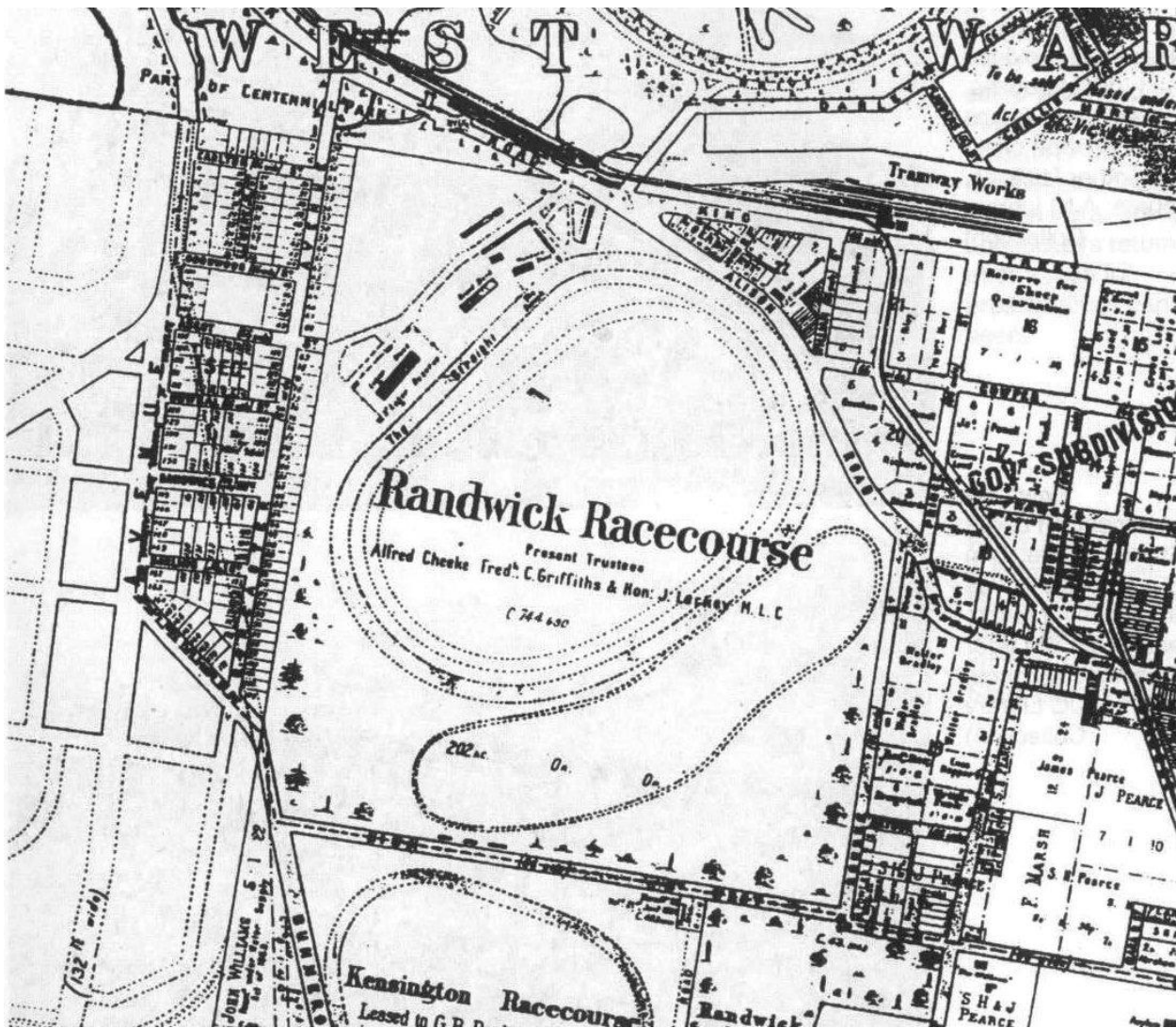


Figure 11 - Plan of the Randwick Racecourse, 1892, with the three stands (St Leger, Grandstand, and Official Stand) clearly identifiable in the north-western quadrant of the racecourse site. The St Leger Stand featured a fenced perimeter, creating the St Leger Reserve. Ancillary buildings on the site included stable buildings and race day stalls.

Source: State Library of New South Wales

3.3. 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. The 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 the below figures 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 12 - Photograph taken in 1914 of the saddling paddock and tea house

Source: National Library of Australia

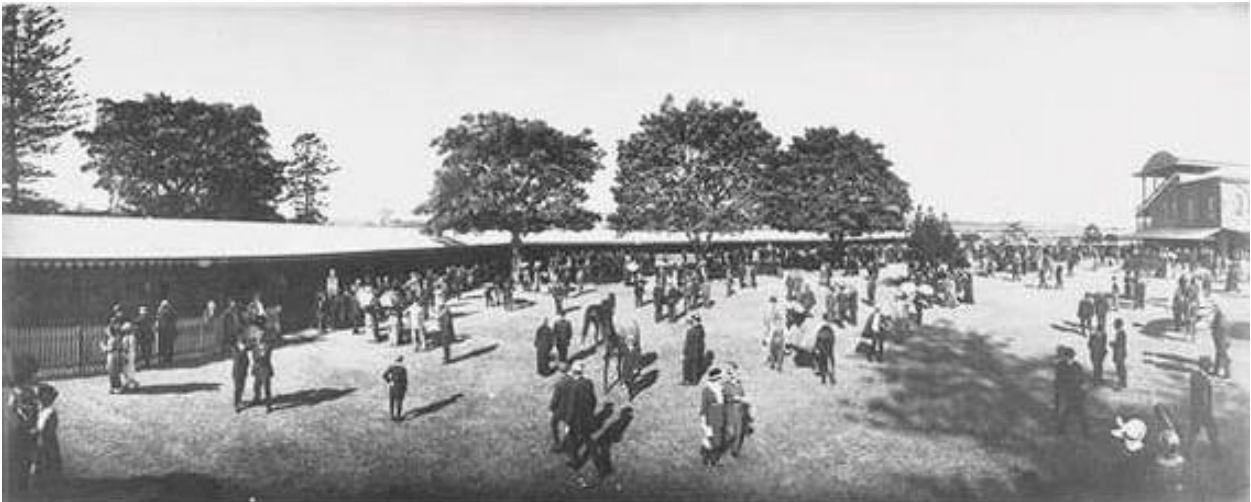


Figure 13 - View of the saddling paddock and race day stalls, 1914

Source: National Library of Australia



Figure 14 - View of the "Weighing Yard, Official and other Stands and Judge's Box", 1914.

Source: National Library of Australia

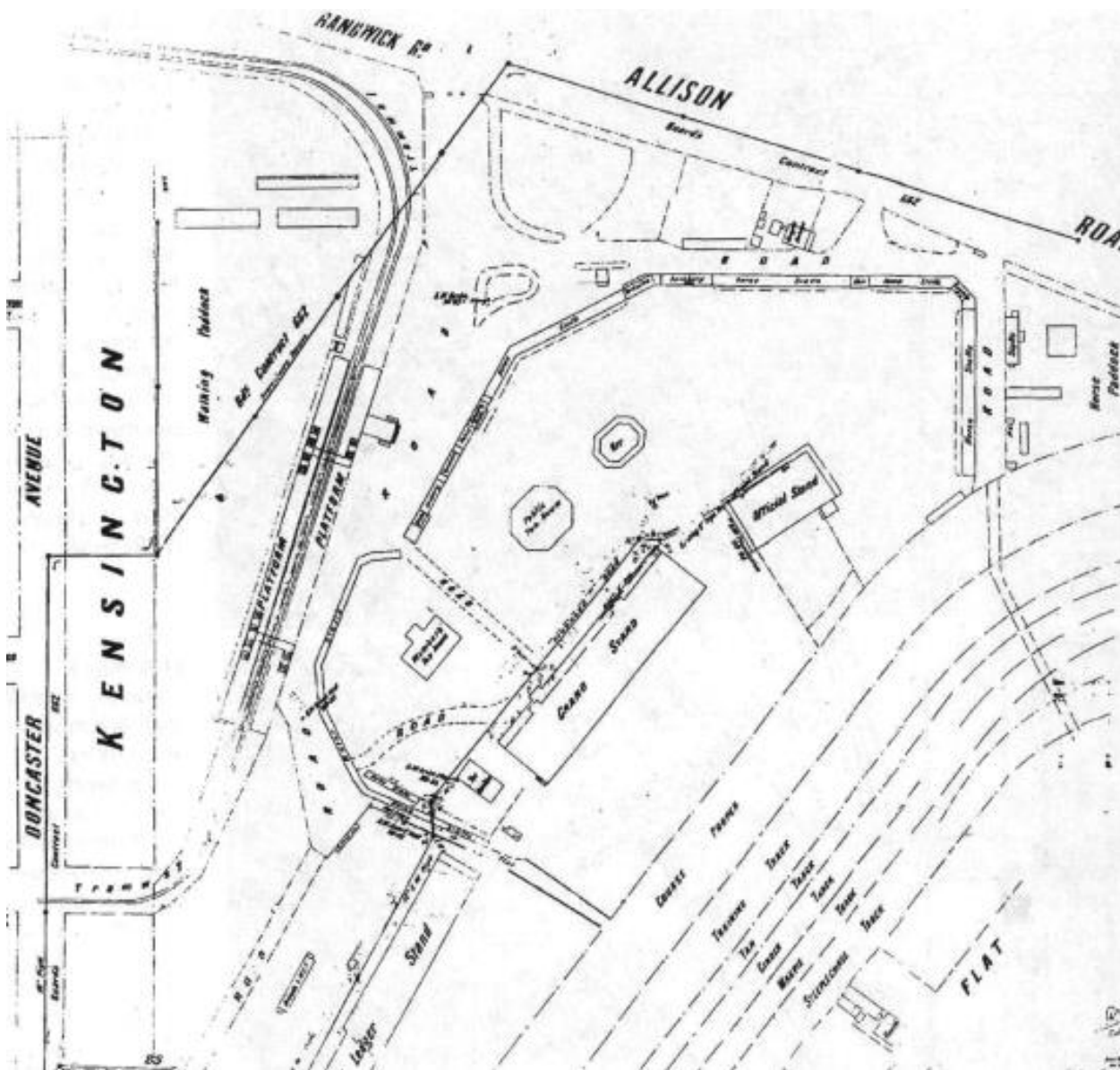


Figure 15 - Detail of Sydney Water Board survey of the racecourse, 1907.

Source: Sydney Water

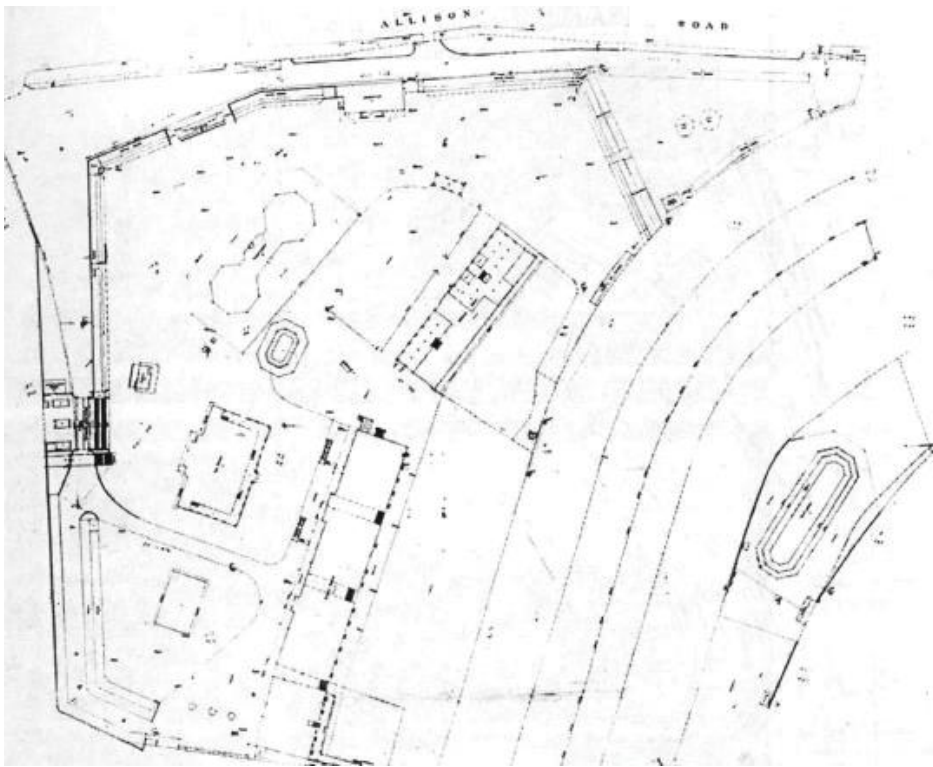


Figure 16 - Sydney Water survey of the racecourse in 1917, showing the evolution of the site. Major new structures included the Ladies Stand, Totalisators, Tea House and new tramway turnstile entrance.

Source: Sydney Water

3.4. 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 racegoers 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.

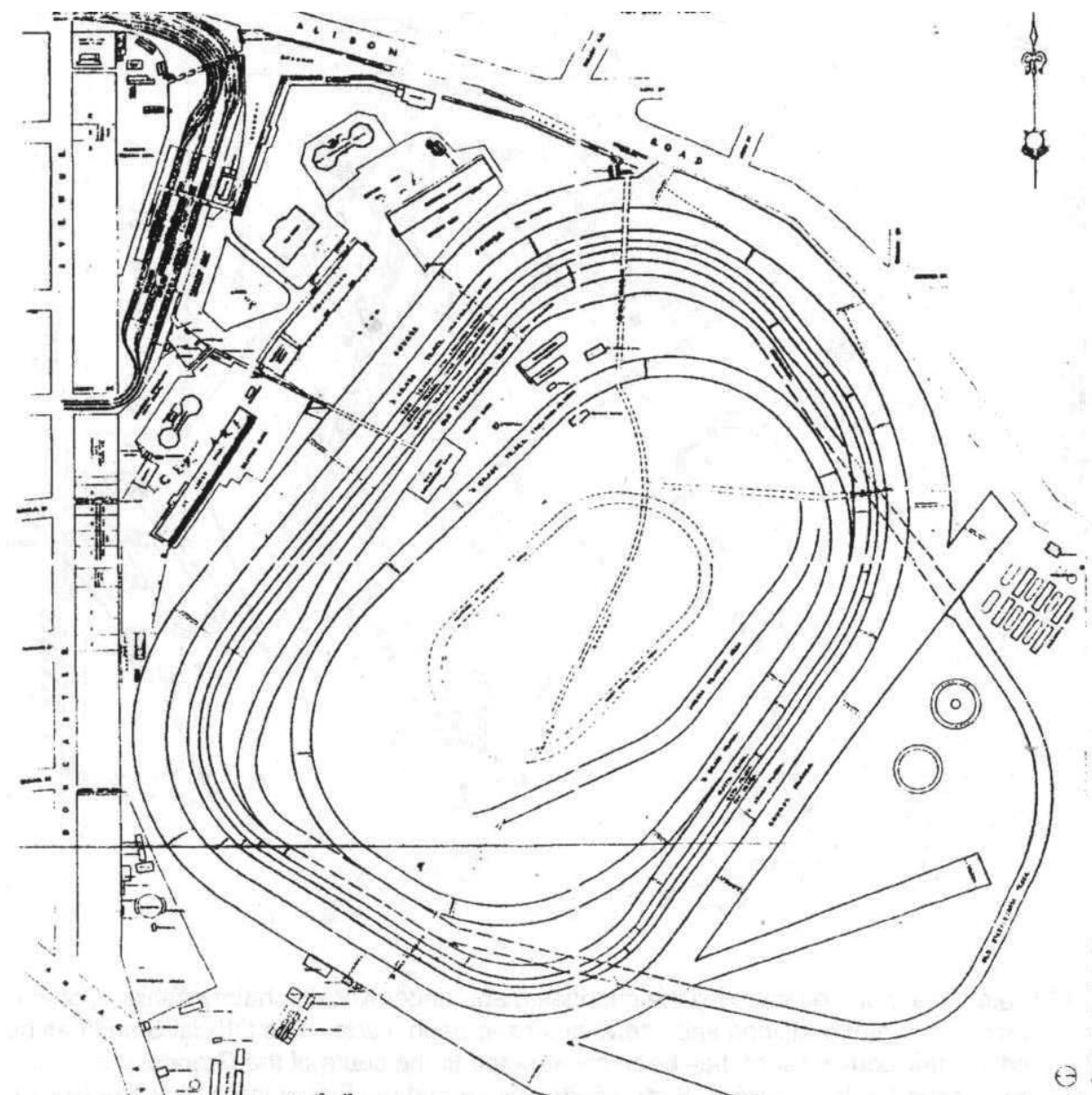


Figure 17 - Interwar survey of Randwick racecourse, showing the extensions to the main buildings including the St Leger Stand, St Leger Totalisator, and Official Stand. The extent of the tramway infrastructure and the numerous ancillary structures (stripping sheds, stables etc) demonstrate the rate of growth of the site in the twentieth century.

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



Figure 18 – Extract of 1943 aerial.

Source: SIX Maps 2017



Figure 19 – Close-up view of 1943 aerial.

Source: SIX Maps 2017

3.5. 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 20 - 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 21 - New Robertson & Marks-designed Administration building, 1962.

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



Figure 22 - 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 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.

3.6. 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.

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 Thorp & 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.

3.7. MASTER PLANNING 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, 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 Australian Turf Club (ATC), the merged Club, received \$150 million to refurbish grandstands and event facilities for members and patrons at Royal Randwick.

An application for a major redevelopment of the Spectator Precinct was approved in February 2011. The approved development includes:

- Alterations and additions to the existing Queen Elizabeth II Stand to improve the design and layout with the aim to increase capacity, improve spectator experience and circulation.
- Demolition of the existing Randwick Pavilion, Tea House and Paddock Stand
- Construction of a new parade ring to the rear of the QE2 and Paddock Stands with associated amphitheatre style seating to establish a "Theatre of the Horse", and associated amenities for stewards, owners, trainers and jockeys.
- Construction of a new Paddock Stand linked to the Queen Elizabeth II Stand
- Adaptive reuse, of the existing Swab Building at the entry to accommodate a racing museum, conference facility and amenities.
- Associated infrastructure and landscaping works.

Other more recent works include the stages refurbishment of the site, including an approval obtained for consolidating the stables within the Stables Precinct on the south-eastern side of the racecourse near Wansey Road. A new grandstand named the Winx Stand is currently under construction.

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise the heritage values of a place; why it is important, why a statutory listing was made to protect these values.

4.2. HERITAGE LISTING

The whole of the subject property is located within, and forms the majority of, the C13 Racecourse Heritage Conservation Area under Schedule 5 of the Randwick Local Environmental Plan (LEP) 2012. The conservation area includes the adjoining strip of residential dwellings along Doncaster Avenue, which adjoin Royal Randwick's western boundary. Within Royal Randwick, the two following items have been individually listed under Schedule 5 of the Randwick LEP 2012:

- Item 249 "Members' Stand/Official Stand, Royal Randwick", Royal Randwick Racecourse.
- Item 532, "Tramway Turnstile Building Complex", Royal Randwick Racecourse.

Additional individual heritage items are located along Doncaster Avenue, comprising residential dwellings. These heritage items are located outside of the subject property boundary, however those heritage listed dwellings along the eastern alignment of Doncaster Avenue are located within the overall C13 Racecourse Heritage Conservation Area.

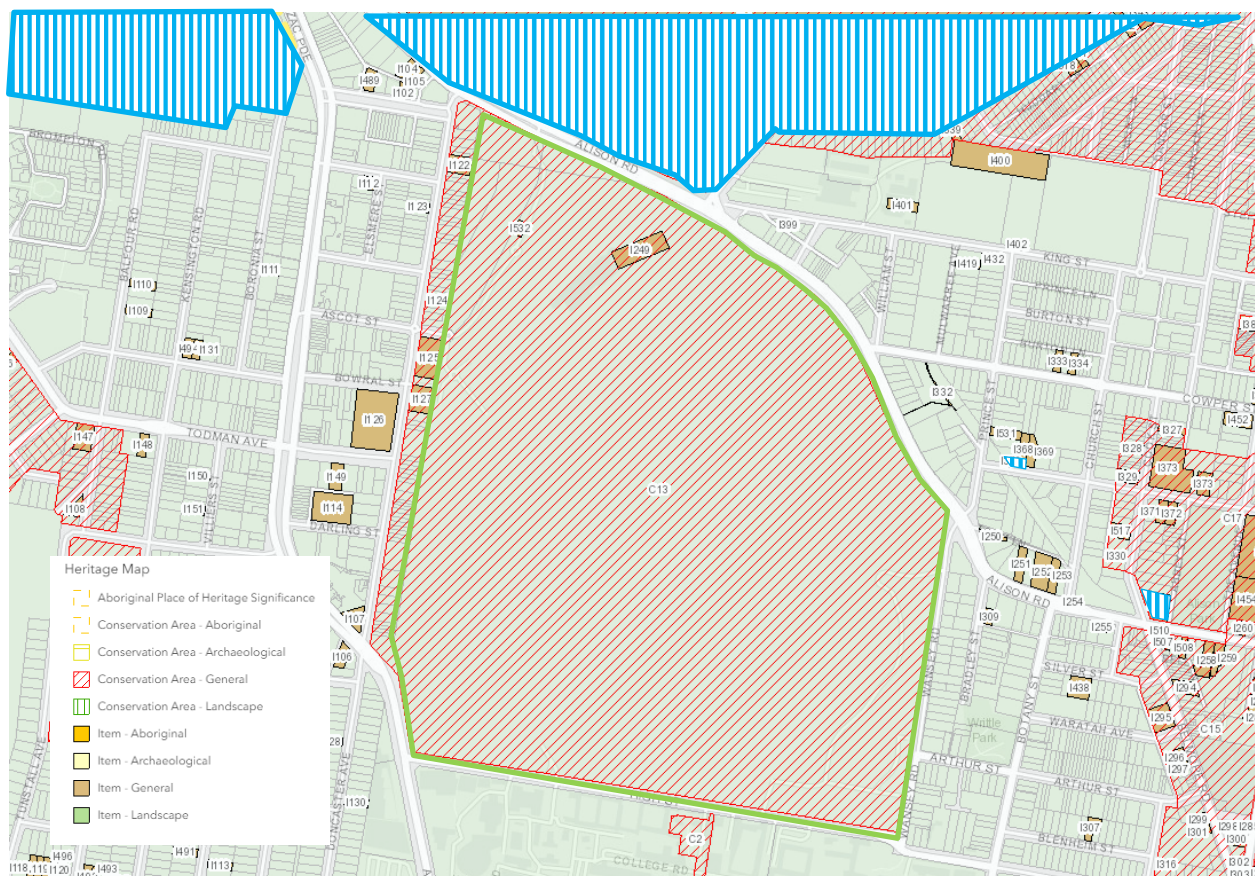


Figure 23 – Extract of heritage maps with the individual heritage items indicated in brown and heritage conservation areas in red hatch. State Heritage curtilages are in blue. The extent of the Racecourse is outlined in green. The two individual heritage items located within the Racecourse are towards the north-east corner.

Source: Randwick Council Local Environmental Plan 2012, Heritage Map.

4.3. ESTABLISHED STATEMENT OF SIGNIFICANCE

The current statement of significance for Royal Randwick as contained in the *Draft Randwick Racecourse Conservation Management Plan* prepared by Godden Mackay Logan in 2006 is included as follows:

Royal Randwick 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 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 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 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.

In addition, the C13 Racecourse Heritage Conservation Area is significant to the Randwick Local Government Area for aesthetic, historical and social reasons, as outlined in the Council's current inventory sheet, and included hereunder:

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-western 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 single 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.¹

4.4. SIGNIFICANCE MAPS AND VIEWS

The following significance maps have been sourced from the Randwick Comprehensive Development Control Plan, Section E3, Royal Randwick Racecourse. This section of the DCP contains planning and design provisions for the development of Royal Randwick Racecourse.

The maps included below have been prepared with reference to the gradings of significance and mapping included in the CMP prepared by Godden Mackay Logan (2006).

¹ Randwick Council, Development Control Plan (Draft), 2023.

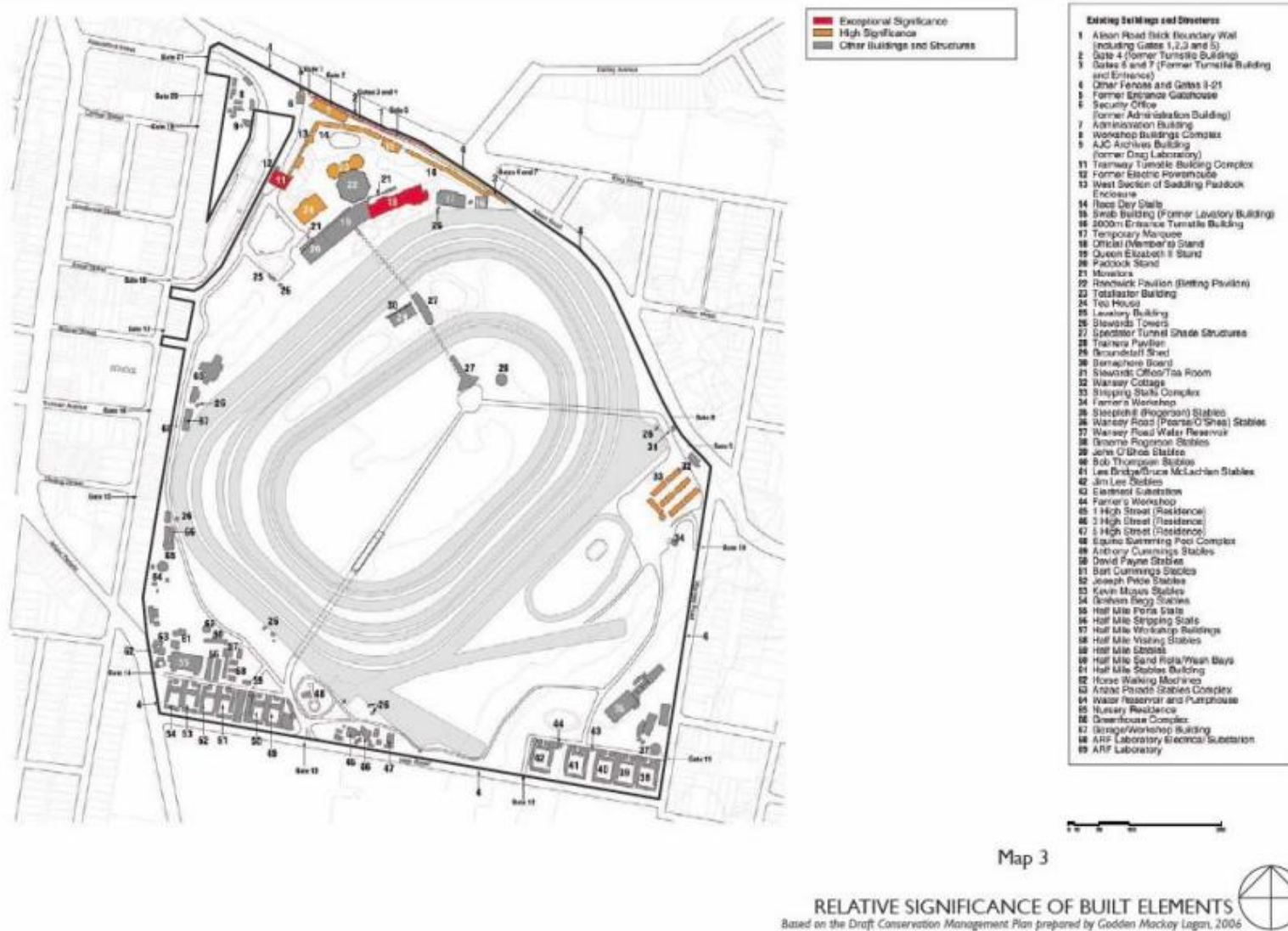


Figure 24 Relative Significacet of Built Elements.

Source: Randwick DCP, Section E3.

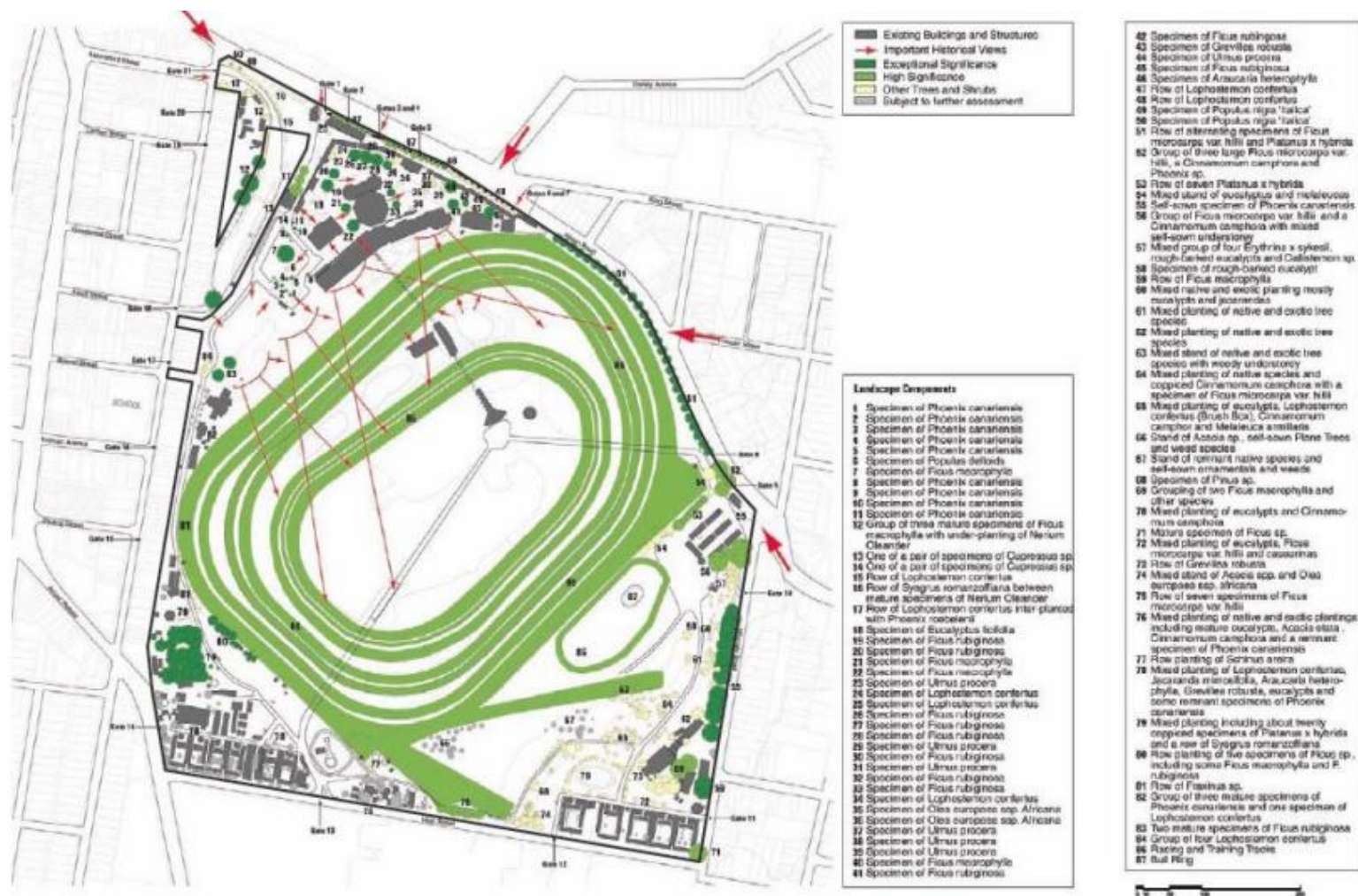


Figure 25 Relative Significance of Landscape Elements.

Source: Randwick DCP, Section E3.

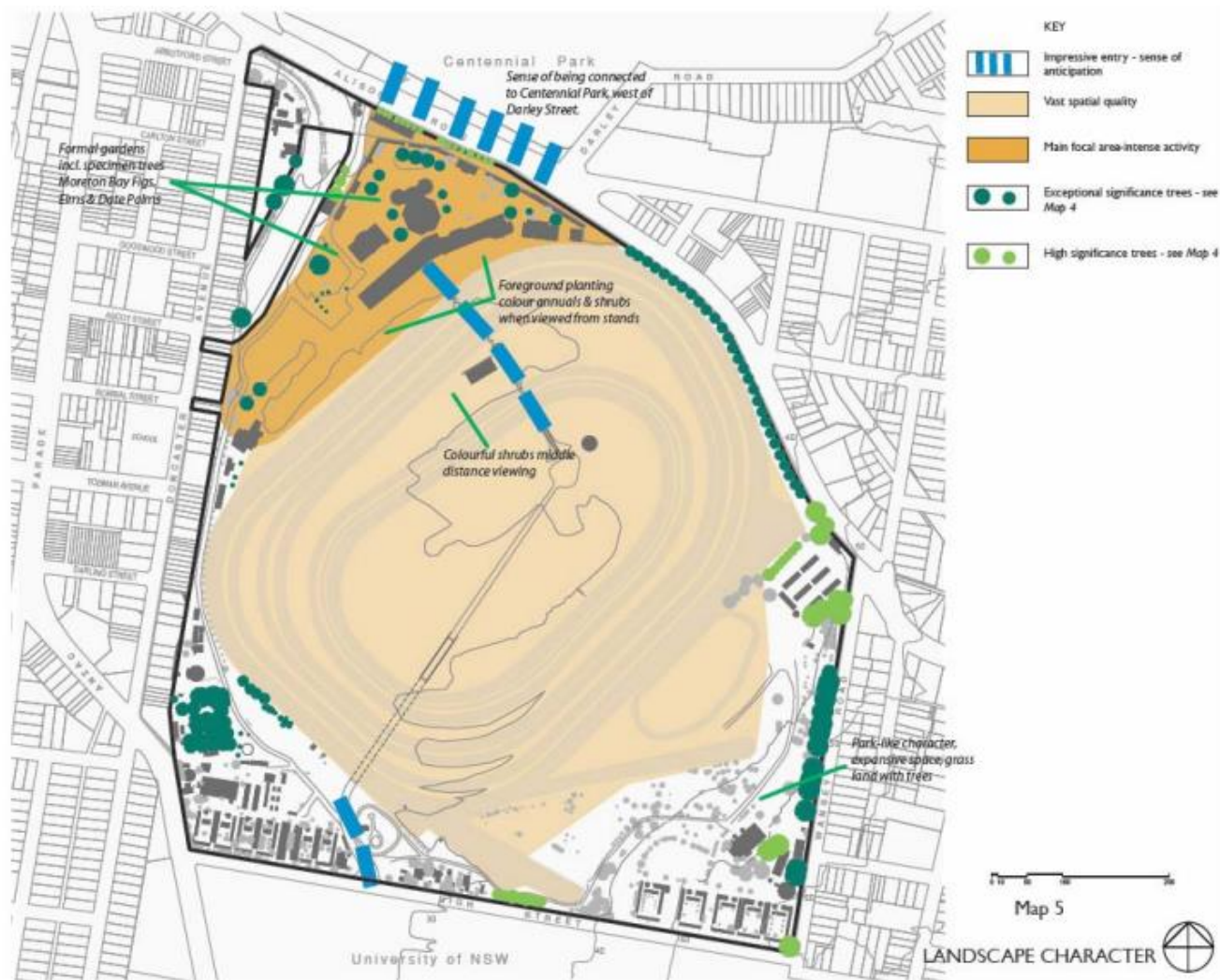


Figure 26 Relative Significance of Landscape Elements.

Source: Randwick DCP, Section E3.

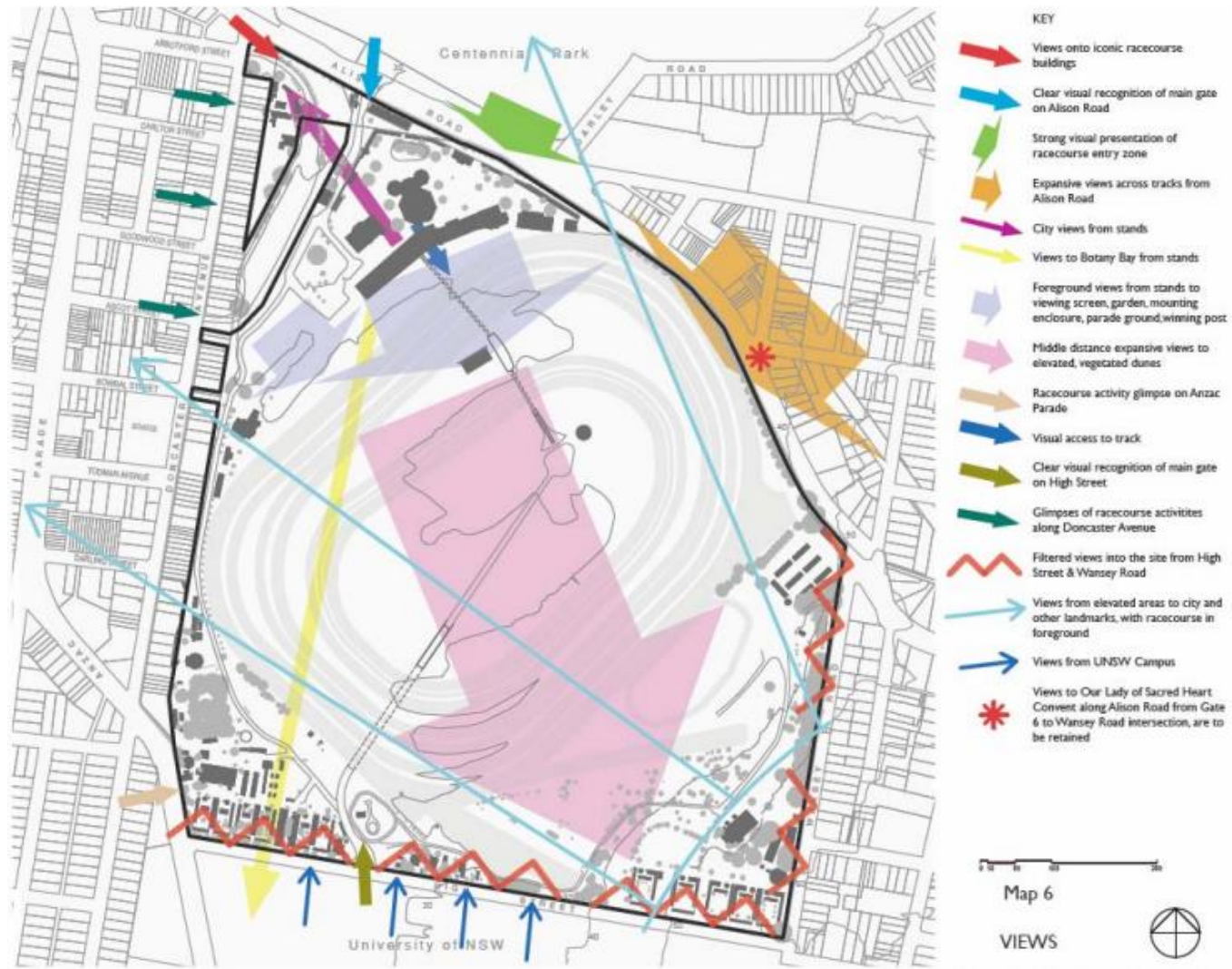


Figure 27 Relative Significance of Views.

Source: Randwick DCP, Section E3.

4.5. VICINITY HERITAGE ITEM - CENTENNIAL PARKLANDS

The subject site is located to the south of the state heritage curtilage for SHR 01384, "Centennial Park, Moor Park, Queens Park". While the proposed works are confined to the Randwick Racecourse area, the impact assessment prepared at section 5 has taken any potential impacts to Centennial Parklands into consideration as a vicinity heritage item.

The following statement of significance has been sourced from the State Heritage Inventory.

Centennial Parklands is a unique place of exceptional National, State and Local heritage significance. It is a grand, linked open space of largely nineteenth-century landscape design intended for social and physical activity.

The Parklands has developed at the head of the Botany Bay catchment in an area originally part of the territory of the Gadi people on lands designated in 1811 as the Sydney Common. The Parklands retains evidence of the original landforms and plays a vital role in sustaining natural processes and biological diversity on a scale that is rare in the inner urban environment.

The Parklands has national significance as the place of the inauguration of the nation, the creation of a People's Park, events, persons and monuments of national importance. The place also has strong associations with convict heritage, pathways and transportation routes, water supply, horticultural and agricultural experimentation, nature conservation, military use, and a diversity of sport, recreation and cultures.

Summary of Natural Heritage

Centennial Parklands retains rare evidence of the original geodiversity, biodiversity, and ecosystems of the area known today as the eastern suburbs of Sydney. The natural basin in which the Parklands is situated retains its hydrological and ecological function as the head of the Botany Bay catchment. The waterbodies and vegetation in the Parklands continue to provide rare habitat for a wide diversity of indigenous flora and fauna within a highly urbanised area.

The Parklands provides habitat for rare and threatened species and contains remnants of an endangered ecological community, Eastern Suburbs Banksia Scrub, which covered much of the area prior to European contact. The natural significance of the Parklands underpins its value to current and future generations and to the regional environment.

Summary of Indigenous Heritage

Today's Parklands forms a part of a complex of Indigenous places used as a natural resource for social, ceremonial and subsistence purposes in the pre-colonial and post-contact periods.

The traditional Gadigal cultural landscape included a detailed knowledge of the land and resources of today's Parklands, which allowed the Gadi people as custodians to manage them and look after them properly. In return the land looked after the Gadi.

The springs, wetlands and remnant vegetation that can still be found in the Parklands today continue to represent an important biological resource which would have been a useful source of fresh water, plants and animals through the generations. It is therefore probable that the Gadi people used the area for camping, food collecting and other activities in the pre-colonial period. Known associations during the post-contact era include camping and food collecting visits, employment, military activities, sport, cultural events and leisure.

The maintenance of ongoing spiritual and other associations with Country continues to be important to Indigenous Australians who wish to care for this place as a cultural landscape.

Summary of Cultural Heritage

Centennial Parklands is highly valued for its space, scale, beauty and grandeur and for the rarity and diversity of its Natural, Indigenous and Cultural heritage. For many individuals, groups and the community as a whole, Centennial Parklands is a cultural landscape that continues to play an important and vital role in personal and social histories.

The place retains significant associations with the development of the early colony of NSW, the establishment and design of parks and gardens for the public good, and prominent events. These include the Centenary and Bicentenary of the establishment of the NSW colony, inauguration of the

Commonwealth of Australia in 1901, the 2000 Olympic Games, the Paralympics and the Centenary of Federation celebrations in 2001.

Centennial Parklands is highly significant for its leisure and sporting heritage. The individual parks that make up the Parklands were specifically established to cater for public recreation and have been an important social and recreational resource for over a century.

Centennial Parklands now receives millions of visits annually, attracting people from surrounding residential areas, the wider Sydney region and beyond. The Parklands provides a unique area of open space that supports a diversity of activities that are rare in an inner urban area (Conybeare Morrison, 2005).

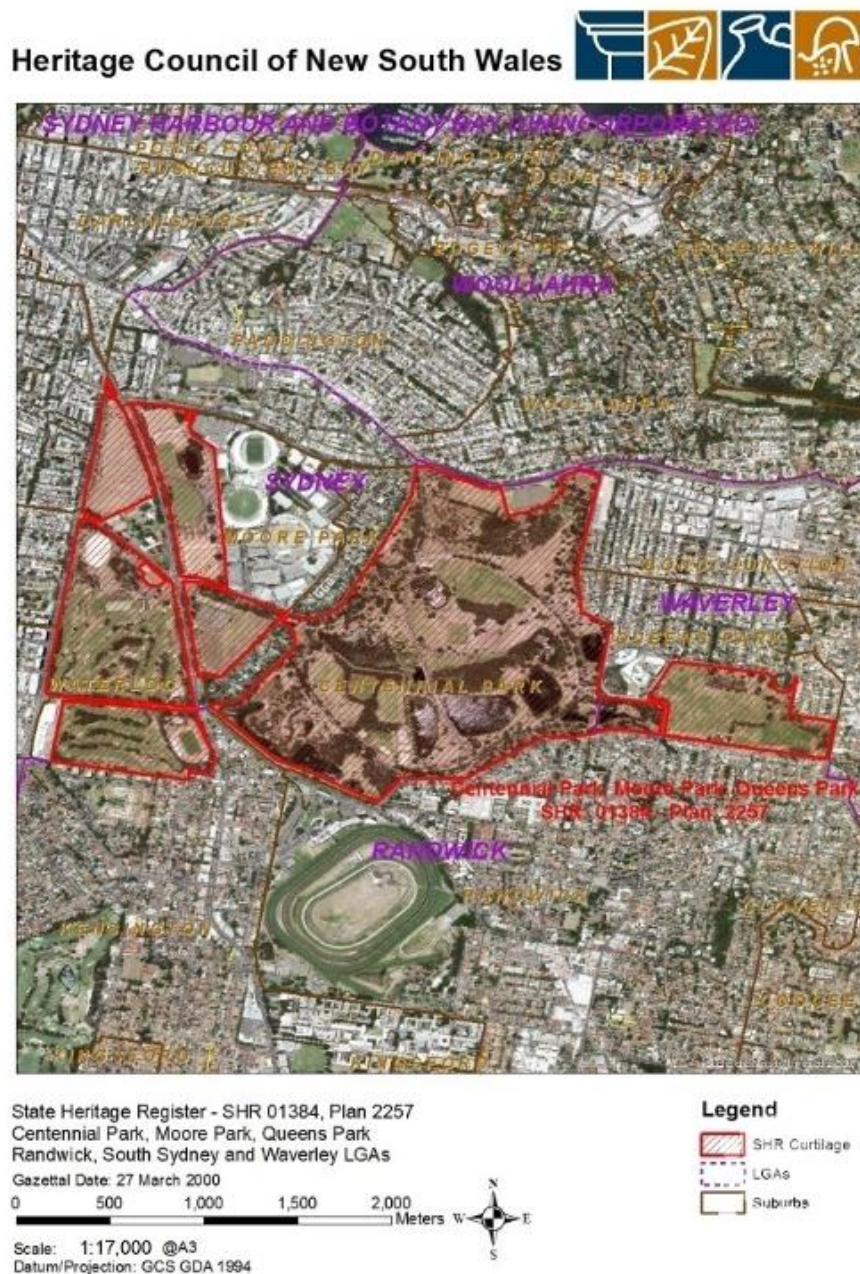


Figure 28 State Heritage Curtilage for Centennial Park, Moore Park, and Queens Park Randwick.

Source: Heritage NSW.

5. IMPACT ASSESSMENT

5.1. STATUTORY CONTROLS

5.1.1. Randwick Local Environmental Plan 2012

The proposed works are addressed in the table below in relation to the relevant clauses in the LEP.

Table 2 – Randwick Local Environmental Plan 2012, relevant clause impact assessment

Clause	Discussion
(2) Requirement for consent Development consent is required for any of the following: (e) erecting a building on land: (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance, (f) subdividing land: (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.	While the proposed works do not comprise the construction of new, permanent buildings or any structural alterations to existing significant buildings, the works will involve the erection of temporary structures such as pavilions and stage(s) within a heritage conservation area (C13 Randwick Heritage Conservation Area) and in proximity to a number of locally listed heritage items including the Member's Stand (I249), the Trams Turnstile Building (item I532) the adjacent Centennial Park, and proximate dwellings). In addition, the events proposed are not linked with the historical use of the place (horse racing and related events). Accordingly, consent is required for the proposal, and a Heritage Impact Statement is required to assess the potential impact of the proposed works on the heritage significance of the conservation area and the proximate items. A detailed impact assessment is included hereunder.
(4) Effect of proposed development on heritage significance The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).	The proposed works as detailed in section 1.5 of this report have been assessed against the relevant heritage planning provisions in the following sections of this report. The proposed works have been assessed to be of no detrimental impact to the heritage significance of the place. Primarily because of the temporary nature of the events and the required set up to facilitate the events. In addition, due to the existing and historic use of the place, the site is overall equipped to accommodate other types of events that cater to a similar amount of people then race days. This is assessed further below.

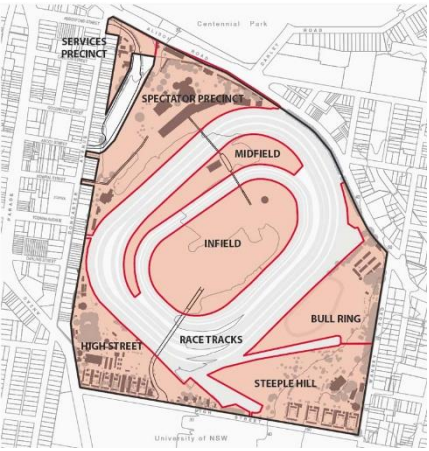
Clause	Discussion
(5) Heritage assessment The consent authority may, before granting consent to any development: (a) on land on which a heritage item is located, or (b) on land that is within a heritage conservation area, or (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.	This Heritage Impact Statement has been prepared to accompany an Environmental Impact Statement (EIS) for proposed change of use and temporary infrastructure associated with that new use in accordance with the Secretary's Environmental Assessment Requirements (SEARs) issued for the project on 14 November 2023.
(6) Heritage conservation management plans The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.	The proposal has been assessed against the Draft Conservation Management Plan for the place dated December 2006 and prepared by GML Heritage.

5.1.2. Randwick Comprehensive Development Control Plan 2013

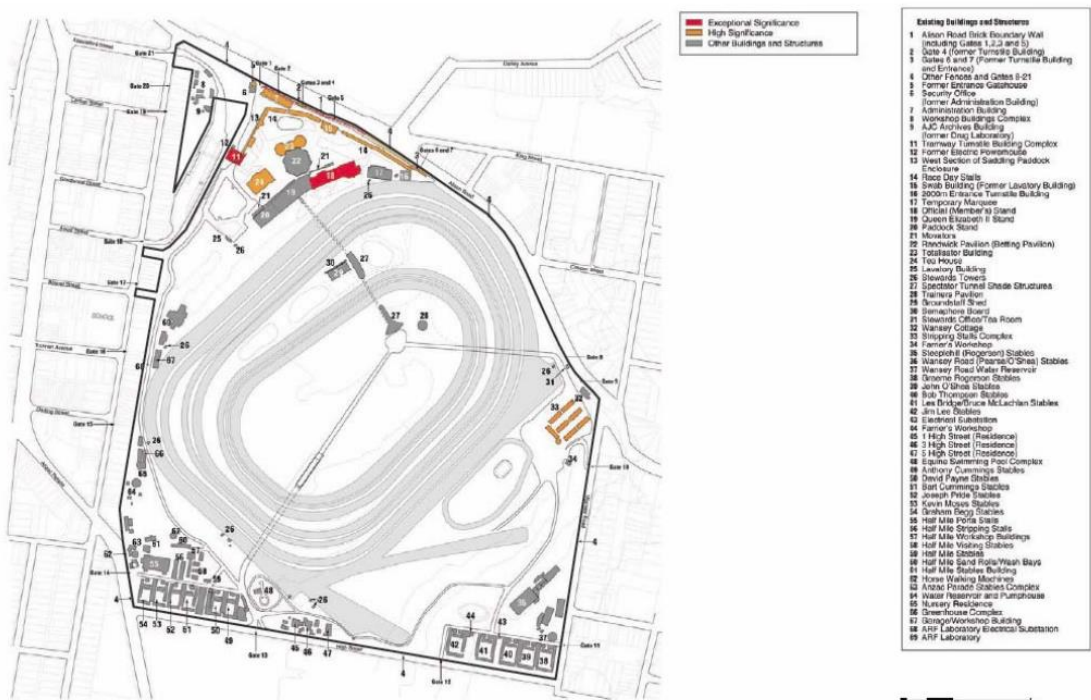
The proposed works are addressed in the table below in relation to the relevant provisions in section E3 of the DCP (2013). It is noted that Randwick Council is currently undergoing a review of the 2013 DCP with Stage 1 of this review beginning in September 2023. At this stage, a draft update of the guidelines specific for Randwick Racecourse has not been undertaken and therefore only the 2013 version has been considered below.

Table 3 – Randwick Comprehensive Development Control Plan 2013, relevant clause impact assessment

Clause	Discussion
E3 – ROYAL RANDWICK	
<u>3. Development Controls for Racecourse Site</u>	a. The proposed works as detailed herein will not alter the important pattern of land uses across the site. Rather the proposed works will facilitate the ongoing and additional use of areas suitable for events, these being the Spectator Precinct and Infield. The plans, prepared by MI Global Partners, identifies opportunities to use existing open spaces including the infield and spectator precinct for temporary events all structures shown on the plans are temporary structures only.

Clause	Discussion
a. The general pattern of land uses across the site as indicated on Map 2 is to be maintained.  <i>Map 2</i> b. Member, corporate and club facilities are to be expanded and improved within the Spectator Precinct. (See details in Subsection 4.) c. Opportunities for new recreation and support uses across the site that are not incompatible with thoroughbred racing and stabling are to be allowed. d. The intensity of uses is to be limited by the traffic capacity of surrounding streets as determined as part of a traffic study and the transport strategies devised for the site. e. Modern stabling and training facilities are to be concentrated in the Steeple Hill and Bull Ring Precincts. f. Demonstrate that the amenity of adjacent land uses is to be maintained through the appropriate location and management of facilities and patrons.	b. There are no proposed works to the existing member, corporate and club facilities as part of this application. c. The type of events proposed as part of this application are in keeping with the general use of the site as a <i>recreational facility (major)</i>. While they do not relate specifically to thoroughbred racing and stabling, the events proposed provide an opportunity for new visitors to visit the historic site for reasons other than thoroughbred racing and stabling. This enhances the use of the site from a heritage perspective as it encourages a more diverse and broader audience. d. Not applicable from a heritage perspective. Refer to specific reports that have been prepared for this applications. e. No alterations, or new uses (even temporary) are proposed to the existing stabling and training facilities throughout the site as part of this proposal. These areas will not be accessible during the non-race day events proposed. f. The adjacent land uses will be retained during the hours of operation (including bump-in and out) of the proposed new events. This includes the Bull Ring and Steeple Hill areas that are designated for stabling and training. These areas will be restricted and will not form part of the site for non-race day events.

Clause	Discussion
<u>3.2 Heritage Conservation</u> a. Heritage components as identified on Maps 3 and 4 (included overleaf at Figure 29 and Figure 30) 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 ATC site management and operational practices and in development planning. d. A Landscape Concept Plan is to be developed and implemented for the site.	a. There are no proposed physical works to any of the significant built elements across the site identified as 'Exceptional' or 'High' significance in Figure 29. The only identified impact on these elements will be a change to the existing views to and from the buildings as a result of the installation of temporary pavilions, stages or other equipment. However, these structures will be removed within 10 days of any event. It is also not proposed to cover any items of significance in their entirety. The significant buildings and landscaping elements will form the backdrop of these events. This is standard for race day events that require the erection of temporary structures within these areas. The proposed works have also been assessed with reference to the <i>Draft Randwick Racecourse Conservation Management Plan</i> prepared by Godden Mackay Logan heritage consultants in 2006, at Section 5.3 of this report. b. As discussed above, the proposed works have been assessed with reference to the <i>Draft Randwick Racecourse Conservation Management Plan</i> prepared by Godden Mackay Logan heritage consultants in 2006, at Section 5.3 of this report. In relation to other guidance documents and framework, the proposed works align with the principals outlined therein, including within the Randwick Comprehensive Development Control Plan and the Burra Charter, in that the works intend to 'do as much as necessary but as little as possible'. The proposed works will not obscure or detract from the ability to read Royal Randwick as a large-scale and significant racecourse site, and the proposed works will not impact on the ability to interpret the history and use of the site. c. Urbis has been engaged as the heritage consultant for this project to provide advice and guidance around conservation of the significant elements of Royal Randwick throughout this project. The proposed works detailed herein are considered reasonable and appropriate for the site, and the location, design and level of physical intervention for installation of temporary structures are considered acceptable and will not detrimentally impact on the heritage conservation area or proximate heritage items for the reasons outlined herein. d. A landscape concept plan is not relevant for this application.



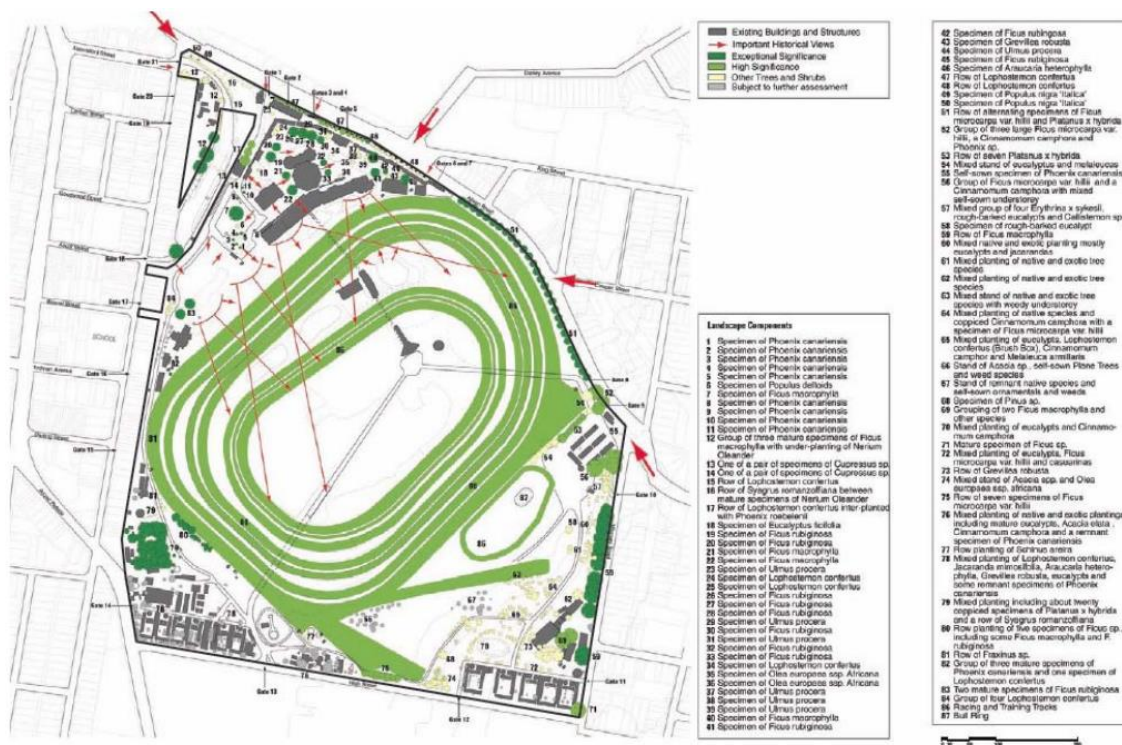
Map 3

RELATIVE SIGNIFICANCE OF BUILT ELEMENTS

Based on the Draft Conservation Management Plan prepared by Golden Mackay Lagan, 2006

Figure 29 – Extract of diagram showing the relative significance of built elements.

Source: Randwick Comprehensive Development Control Plan 2013, Section E3, p.13



Map 4

RELATIVE SIGNIFICANCE OF LANDSCAPE ELEMENTS

Based on the Draft Conservation Management Plan prepared by Golden Mackay Lagan, 2006

Figure 30 – Extract of diagram showing the relative significance of landscape elements and historic views.

Source: Randwick Comprehensive Development Control Plan 2013, Section E3, p.14

Clause	Discussion
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.	e. Following a preliminary review of the site and proposed works, a waiver was approved by the Department of Planning for an Aboriginal Archaeological Assessment. This was due to the highly unlikely potential for impact from the proposed works. f. An interpretation plan has previously been prepared for the site, and does not form part of this proposal. g. The proposed works have been assessed to be minimal and appropriate in their setting as they will have no physical or detrimental impact on the significant built, landscape or view components of the site. Primarily due to the following: ▪ The proposed structures are temporary and lightweight and they do not require any permanent physical impacts or changes to the site to facilitate the installation or removal. ▪ All temporary structures will be removed within 10 days of events and no permanent changes are proposed to the site. ▪ No temporary elements will be fixed to significant fabric. ▪ It is acknowledged that the proposed works will have a negligible visual impact on the C13 Randwick Heritage Conservation Area however this will only be temporary. Refer to the separate VIA for further details on views within the HCA during the proposed events. ▪ The proposed additional uses of the site will facilitate the overall increased amenity of the site, and the precinct's future as an economic and tourism destination.
<u>3.3 Landscape Design</u> a. Landscape works and other development are to enhance, maintain, protect and reinforce the landscape characters identified on Maps 4 and 5 (Figure 29 & Figure 30) and the approved Landscape Concept Plan. b. Trees of 'Exceptional' and 'High' heritage significance are to be retained, managed or replaced in accordance with "Safe and Useful Life Expectancy" principles (Barrell 1996).	a. Royal Randwick is a significant site with important landscape elements, including the alignment and form of the racecourse tracks. The proposed works, that include the erection of temporary structures to facilitate various events within the Spectator Precinct and Infield, will not affect the ability to read or interpret the existing and important landscape context of the site. b. No 'exceptional' or 'high' graded trees are proposed to be removed as part of the proposed works. The installation and erection of temporary structures will have no impact on the existing landscape elements. Protection of all significant plantings and landscaping elements should be included in the

Clause	Discussion
c. In areas other than the Spectator Precinct, the existing visual dominance of trees, low scale buildings and views of expansive open areas are to be retained. d. Major views into, through and out of the site as shown on Map 6 are to be retained and enhanced. e. A sense of the fundamental landform of the site – the expansive flat open space and the rise of Steeple Hill - is to be retained. f. The site tradition of 'gardenesque' style, through colourful plantings, water features, manicured lawns formal tree and shrub planting is to be continued in the Spectator and Midfield Precincts.	management plan for these events to ensure the ongoing protection of the landscape elements is prioritised. c. While the temporary structures will be visible throughout the site, this change is minor and most importantly temporary. The temporary structures that will be erected for events will be viewed in the context of special events only and will be installed and removed within 10 days of each event. The proposed works will not obscure or detract from the ability to read the open space character of certain areas as the proposed structures will be identifiable as temporary. Royal Randwick as a large-scale and significant racecourse site, and the proposed works will not impact on the ability to interpret the history and use of the site. d. The views contained in Map 6 (reproduced at Figure 30) will be retained, with only minor visual changes resulting from the installation of the temporary structures. Refer to the separate VIA prepared for this application for details. e. No changes to the landform of the site are proposed. f. No changes to the landscaping, including vegetation or ornaments, are proposed as part of this project. The proposed temporary structures have been placed around these elements.
<u>3.4 Built Form</u> a. New development is to comply with the following planning and design guidelines for each Precinct. <u>Infield Precinct</u> - Permanent buildings are prohibited other than necessary low scale shelters for training, racing, services, entrance structures and the like. - The open field area is to be used as the main car park for race days and for irregular recreation and entertainment events. - Structures are to optimise sight lines to racing from the grandstands and seating areas in the Spectator Precinct	The proposed location for the proposed events and associated temporary structures are to be located within the Spectator Precinct and Infield only. No works or changes to other precincts are proposed as part of this application. Infield Precinct No permanent buildings are proposed in this location. It is proposed to use the infield for carparking as currently used for race days. No permanent structures are proposed and therefore sight lines will be retained.
<u>4. Development Controls for the Spectator Precinct.</u> Heritage Conserve, manage and interpret the buildings and landscape components identified as 'Exceptional' or 'High' significance in line with their significance and conservation policies	As discussed above, the proposed scope of this application does not include any permanent structures. All structures shown on the plans provided, are temporary fixtures. No item will be fixed or have any physical impact to significant fabric as they have been setback from

Clause	Discussion
outlined in the Conservation Management Plan. Achieve benchmark conservation management of a State heritage significant site, while balancing the need for improved transport access, a new entry plaza and new member facilities, through a comprehensive planning process involving heritage impact assessment and contextual design principles. Optimise heritage and good architectural design outcomes with reference to the Conservation Management Plan and any subsequent Specific Elements Conservation Policies, as well as best practice such as Design in Context.	significant structures. Including, the shipping containers shown to the north of the members stand. These containers are refrigerated containers, for storage of food and drink. The number of these containers will depend on the scale of the event. What is shown on the drawings would be the maximum. In addition, they have been setback from the members stand to ensure there is no damage or impact to the significant fabric. The relationship between the infield, midfield and spectator precinct will be enhanced by the use of these areas for events and the pedestrian connections created for visitors to move around the site.

5.2. HERITAGE DIVISION GUIDELINES

The proposed works are addressed in relation to relevant questions posed in the Heritage Division's 'Statement of Heritage Impact' guidelines.

Table 4 – Heritage Division Guidelines

Provision	Response
<i>Will the proposed works be the best conservation solution for the heritage item?</i>	The proposed use and temporary structures that form the scope of this application will provide for the on-going use and activation of the place and create further access to the site for a broader audience (beyond race day visitors etc.). This contributes to the significance of the site as a place that attracts diverse patrons and provides the venue for intangible, leisure-based events. The proposed scope will also provide a new income for the club to contribute to costs of conservation required across the site. In regard to potential impacts to the State Heritage item 01384, <i>Centennial Park, Moore Park, Queens Park</i>, the proposed scope will have no impact on the heritage significance of the place. This is due to the isolation of the events to the subject site with no temporary structures to be installed outside of the subject site. In addition, Centennial Park is also a space of high activity and it is unlikely that the proposed additional use of the subject site will cause any additional impact then the existing use of the site on race days or use of Centennial Park. However, to ensure this, separate Traffic, transport and Parking Assessment have been prepared to provide guidance on traffic and crowd management to ensure the protection of the surrounding area (including Centennial Park). In addition, a waiver was approved for the preparation of a Biodiversity Development Assessment Report (BDAR) due to the unlikely potential for any impact to the subject site or the surrounding area (including Centennial Park). The proposed new

Provision	Response
	uses therefore should have no impact on the use of Centennial Park, or any environmental impacts that would impact the significance of the place.
<i>Will the works promote the ongoing use and upkeep of the item?</i>	Yes, as discussed above.
<i>Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?</i>	The proposed works do not include any demolition works or works that would diminish the landscape setting of the place.
<i>Do the proposed works affect the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?</i>	The proposed scope of works includes the erection of temporary structures to facilitate the proposed events. These temporary structures will have no permanent impact to views or setting of the place, or any physical impacts to individual items. The proposed set out as provided by MI Global Partners has considered the significant buildings, access and movement around the site. This ensures that even during events, the heritage buildings, within the Spectator Precinct form the backdrop for the events. At no point are the significant buildings proposed to be entirely covered. The proposed temporary structures will also have no impact on the setting or character of Centennial Park. This is due to the separation of the two sites by Alison Road and the low scale of any temporary structure.
<i>Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?</i>	The proposed works will not have any adverse heritage impact to the significant racecourse site as a whole, the individual buildings or to the items in the vicinity (including Centennial Parklands which is located on the opposite site of Alison Road).
Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP) <i>Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?</i> <i>Will the proposed works affect views to, and from, the Interpretation heritage item? If yes, how will the impact be mitigated?</i> <i>Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?</i>	The proposed scope will have no impact on the heritage significance of the site as discussed above. As discussed above, all structures proposed to facilitate new uses, will have no permanent impact on the views or setting of the place. As above.

5.3. DRAFT RANDWICK RACECOURSE CONSERVATION MANAGEMENT PLAN, DECEMBER 2006 (GODDEN MACKAY LOGAN)

The proposed works have been assessed with reference to the *Draft Randwick Racecourse Conservation Management Plan* prepared by Godden Mackay Logan heritage consultants in 2006.

Table 5 – Draft Conservation Management Plan 2006 – Impact Assessment

Policy	Discussion
<i>Policy 7 – Minimising Impacts of Adverse Change</i> <i>Any adverse impacts related to proposed change / development on the heritage significance of the Royal Randwick site as a whole or on any of its significant individual components, should be minimised by;</i> ▪ <i>Exercising caution and reviewing the necessity and /or role of any decision with potentially detrimental heritage impacts;</i> ▪ <i>Examining options and their relative impacts to determine the outcome with least detrimental effects; and</i> ▪ <i>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.</i>	The proposed works have been assessed to be appropriate in their setting as they will have no physical or adverse impact on the significant built, landscape or view components of the site, for the reasons outlined within this report.
<i>Policy 29-Principle Use for Horse Racing and Training</i> <i>The Royal Randwick Racecourse site should retain its current principal use as a horse racing and horse training facility, along with its associated use to accommodate spectators that come to watch the racing and major public events.</i>	The proposal to introduce alternative uses to the site will not diminish the current and principal use of the site as a horse racing and horse training facility. The number of days proposed for non-race day events is maximised at 10 which ensures the site will still be used predominately for its principal use. In addition, the proposed non-race day events will have no impact to the function of the horse training facilities. This is due to their location away from these facilities and isolation to the spectator precinct.
<i>Policy 30-Alternative Uses</i> <i>The Royal Randwick racecourse site may be used for purposes other than horse racing, provided that the use is compatible with the conservation of its significant individual components and their significant functional relationships and with the site's relationship to its surrounding context, in particular Centennial Park.</i>	As discussed above, the proposed scope complies with this policy.

6. CONCLUSION AND RECOMMENDATIONS

The proposed scope of works included in this SSD application (SSD-63536466) has been assessed in section 5 of this HIS to be acceptable from a heritage perspective for the following reasons:

- The proposed works will not alter the important pattern of land uses across the site. Rather the proposed works will facilitate the ongoing and additional use of areas suitable for events, (these being the Spectator Precinct and Infield).
- The type of events proposed as part of this application are in keeping with the general use of the site as a *recreational facility (major)*. While they do not relate specifically to thoroughbred racing and stabling, the events proposed provide an opportunity for new visitors to visit the historic site for reasons other than thoroughbred racing and stabling. This enhances the use of the site from a heritage perspective as it encourages a more diverse and broader audience.
- The proposed non-race day events is also consistent with the existing, approved use of the site for non-race day events of up to 5,000 patrons. This was approved under Schedule 2 of the Randwick LEP 2012 and the Spectator Precinct MOD 2 approval. In addition, historically, major non-race day events (for between 10,000-50,000 patrons) have been approved and held on the site since 2005.
- Infrastructure and amenities required for events largely exist within the subject site, or are temporarily installed for race day events. The proposed methodology and management of this has been replicated, where appropriate for the proposed non-race day events. Only minor additions or changes are required to facilitate these additional uses. Refer to the Event Management Plans described in section 1.5.4 for further information.
- The proposed structures are temporary and lightweight and they do not require any permanent physical impacts or changes to the site to facilitate the installation or removal. In addition, the temporary structure do not require any fixtures or physical impacts to buildings or landscaping elements identified as significant in the CMP. All structures have been setback from significant buildings and will be largely self-supporting. Any fixings required will be to non-significant fabric. This is standard for large scale events that currently take place on site (for race day events).
- No permanent, physical changes are proposed to the site. All temporary structures will be removed within 10 days of events (including bump in and out days).
- The proposed works will not obscure or detract from the ability to read Royal Randwick as a large-scale and significant racecourse site, and will not impact on the ability to interpret the history and historic use of the site for equine events. No temporary structure has been placed to cover historic buildings or landscaping elements. Therefore, the historic and significant buildings will form the backdrop of the proposed events and will continue to contribute to the setting of the place.
- The proposed scope will have no impact on the vicinity heritage items, including the State Heritage significant, Centennial Parklands (located on the opposite side of Alison Road). This is due to the isolation of the proposed events to the subject site, the temporary nature of the events and associated structures required to facilitate the event and the existing activity and use of Centennial Park and the subject site for large scale equine events.

Overall, the works are considered minor and will enhance the use and activation of the site which contributes to the significance of the place.

6.1. RECOMMENDATIONS

The following recommendations should be incorporated into future programming for the project.

- The construction and event methodology for all setup should include the identification and a protection methodology for the significant buildings and landscaping elements. This is to ensure works associated with the erection of temporary structures does not impact the significant elements on the site.
- All temporary structures must be removed within the allotted timeframe (10 days) to ensure views within the Conservation Area are retained during non-event days.

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7.1. BIBLIOGRAPHY

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[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]

DISCLAIMER

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