

APPENDIX~~ATTACHMENT~~ 7:

***Harold Park Heritage Study, Paul
Davies & Associates***

Harold Park Heritage Study

Incl: Harold Park Paceway and Rozelle Tram Depot
Final Draft, Stage 1



For
Council of the City of Sydney

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0.0 EXECUTIVE SUMMARY

This Harold Park Heritage Study was commissioned by the City of Sydney Council to inform a master planning process for the site.

The Study has involved:

- preparation of a detailed site development history
- examination of all elements of the site
- examination of the archaeological potential of the site
- comparative analysis of race and paceway tracks and tram depots
- identification of the heritage significance of the site and levels of significance across the site
- identification of constraints and opportunities
- formulation of recommendations for conservation management, adaptive reuse and interpretation.

The site consists of two precincts: the Paceway precinct and the Tramsheds precinct.

The findings of this Study are that the Paceway precinct, while having a fascinating development history and high social significance, which provide extensive opportunities for interpretation, has no extant elements of sufficient significance to demonstrate the heritage values of the site, with the exception of the cutting and identified views. This finding establishes that the paceway presents an opportunity for redevelopment involving interpretation of the paceway use, history and identified views built into the site.

The Tramsheds precinct has been identified as being of exceptional significance, and the buildings recommended for conservation, interpretation and adaptive reuse, with detailed recommendations for the areas around the tramshed buildings to ensure conservation of the significant heritage character of the precinct. A new heritage curtilage has been recommended for the tramsheds to ensure appropriate heritage management.

Findings of this Study of particular interest are:

- the extensive changes to the original landform of the site through cutting and filling and the channelling of creeks
- the phases of redevelopment of the paceway over time, involving replacement and alteration of earlier structures, resulting in the earliest structure in the Paceway precinct being a heavily altered 1930s building
- the identification of the former Rozelle Tram Depot as a rare opportunity for conservation and adaptive reuse of a very intact and important Tram Depot - complete with a number of trams which once operated from the Depot - while also providing a degree of public access
- the existence of a fence with railings of tram track sections which defines the former tram accessway (this fence borders Johnstons Creek stormwater channel, and is located beneath the 1995 paceway track).

1.0 INTRODUCTION

1.1 BACKGROUND

In September 2009 Paul Davies Pty Ltd in association with Nick Jackson, Historian, and Austral Archaeology Pty Ltd, were commissioned by the City of Sydney Council to prepare this Harold Park Heritage Study, to inform the preparation of appropriate planning controls for the Harold Park Paceway and former Tramsheds site (the Site).

The objectives of the Harold Park Heritage Study are to:

- Provide a thorough historical analysis to assist in the determination of heritage significance;
- Provide an archaeological analysis to determine areas of likely archaeological significance;
- Investigate issues associated with the conservation of significant heritage fabric;
- Explore options for adaptive reuse of the Tramsheds;
- Explore options for interpretation of the Site's history;
- Provide clear recommendations, including recommended DCP controls, to protect the significant elements.

The Harold Park Heritage Study is one of a number of studies to inform the master planning process for the site, to be brought together by the commissioned urban design consultants, the Government Architects Office (GAO).

Previous documents utilised for this study are:

- Godden Mackay Logan *Former Rozelle Tram Depot Conservation Management Plan* September 2004
- Architectural Projects *Glebe Conservation Areas Study Report* 2006
- Environmental Strategies *Phase i and ii Environmental site investigation Harold park Paceway, Glebe NSW*, 2009 prepared for DBL on behalf of the NSW Harness racing Club.
- Godden Mackay Logan *Draft Harold Park Stables Development - Archaeological Assessment*, 2004

1.2 SITE LOCATION

The Site is located in the suburb of Forest Lodge approximately 2.5 km from the Sydney CBD, and consists of two historically separate sites: the paceway and associated structures occupying the majority of the site; and at the northern end the former Tramsheds. The Site, as shown in Figure 1.1 below, is bounded by Jubilee Park to the north, The Crescent and Minogue Crescent to the west and south-west, Wigram Road to the south and Maxwell Road to the east. The site is approximately 10.54 ha in area and is irregular in shape.

The Paceway site, as shown in Figure 1.2 below, is Lot 1, DP 629976 plus a piece of land at the north-western end leased from Sydney Water which enabled the expansion of the paceway track over Johnston's Creek in 1995. The Paceway site address is 74 Ross Street, Forest Lodge.

The Tramsheds site, as shown in Figures 1.3, 1.4 and 1.5 below, is divided into two lots: Lots 1 and 2, DP 629976 (site boundaries shown in Figures 1.4 and 1.5), known by the site address 10 Maxwell Road, Forest Lodge.



Figure 1.1 Site and site boundary (outlined in red). Source: City of Sydney



Figure 1.2 Paceway lot boundary (marked in red) Source: Lands Dept Sixviewer website.

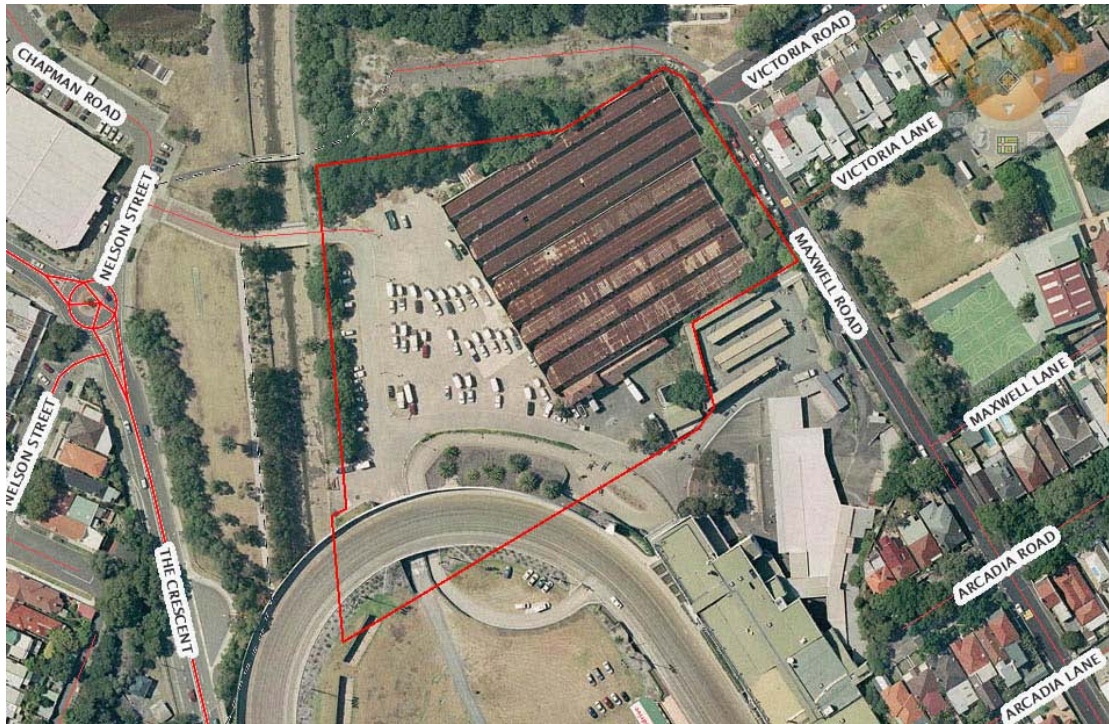


Figure 1.3 Tramsheds site boundary (marked in red). Source: Lands Dept Sixviewer website.



Figure 1.4 Boundaries of the Tramsheds. Lot 1 (marked in red). Source: Lands Dept Sixviewer website.

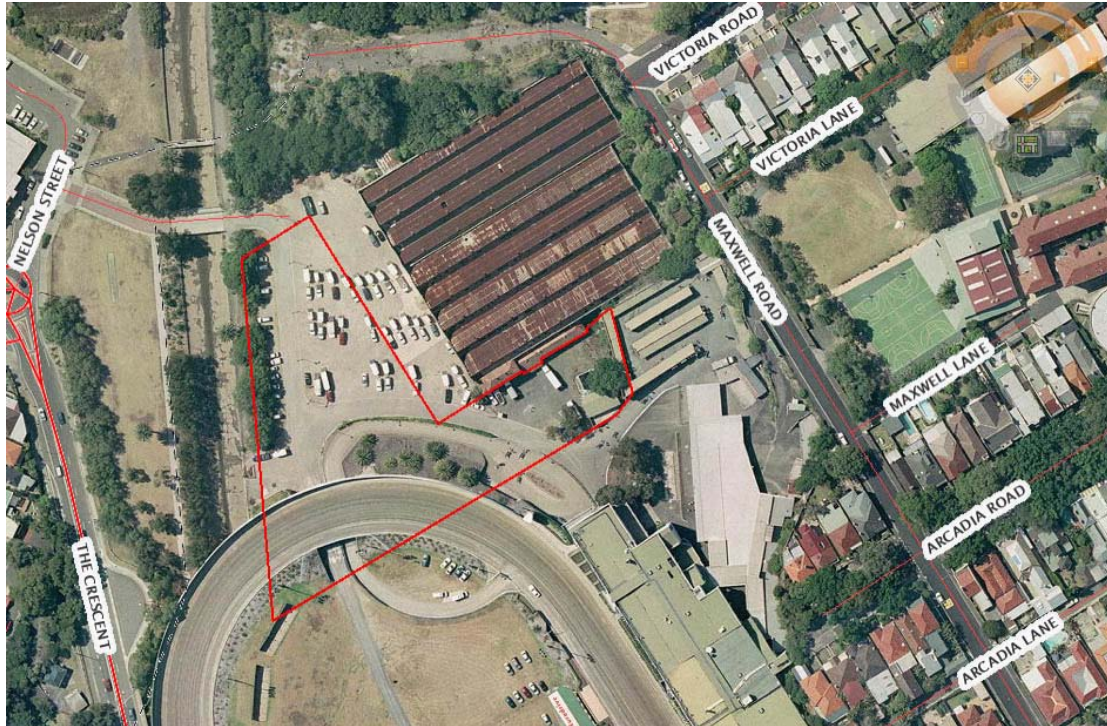


Figure 1.5 Boundaries of the Tramsheds. Lot 2 (marked in red). Source: Lands Dept Sixviewer website.

1.3 HERITAGE LISTINGS

Heritage Listed items on the site

Under the Leichhardt LEP 2000 a heritage item is defined as follows:

Heritage Item means a building, work, relic, tree or place identified in Schedule 2 as a heritage item or shown as such on the Heritage Conservation Map.

The former Tramsheds is a listed heritage item in the heritage schedule to the Leichhardt Local Environmental Plan (LEP) 2000. The listing boundary is shown in Figure 1.6 below.

Heritage Conservation Areas in the Vicinity

The site is bounded by the Toxteth Heritage Conservation Area to the north-east, east, south and south-west (part of the Glebe Heritage Conservation Area under the Leichhardt LEP 2000). Note that on 10 March 2008 the City of Sydney Council considered a report on the Glebe Conservation Area Study and endorsed a recommendation that “Council endorse, for progression into the City Plan, the restructuring and boundary refinement of the existing Glebe Conservation Area into seven separate Conservation Areas”, Toxteth being one of these.

Note that the Annandale Conservation Area defined under the Leichhardt LEP 2000 and under the planning control of Leichhardt Council, lies to the west of Johnston’s Creek and is therefore physically separated from the Site, though some views are available between the Site and the Annandale Conservation Area.

Heritage Items in the Vicinity

Johnston’s Creek, which bounds the site at its north-western edge, is a listed heritage item under the Leichhardt LEP 2000. Part of the paceway track crosses over Johnston’s Creek (this section of track is on land leased from Sydney Water). The pedestrian bridges over Johnston’s Creek are not heritage listed. A row of fig trees along the northern boundary of the Tramsheds site is listed as a landscape heritage item in the Leichhardt LEP 2000.

Other landscape heritage items in the general vicinity of the site are Jubilee Park to the north of the tramsheds and the Arcadia Road, Glebe street trees.

St. Scholastica’s College, 2 Avenue Road, Glebe - which is bounded by Maxwell Street, Arcadia Road and Avenue Road and the rear of properties fronting Victoria Road - is also a listed heritage item, primarily due to the presence within the site of the former Toxteth Park House (however the whole college site is heritage listed).

The above items are all listed in Schedule 2 of the Leichhardt LEP 2000 and shown in green (for a heritage listed landscape item) or orange (for a listed built heritage item) in Figure 1.6 below.

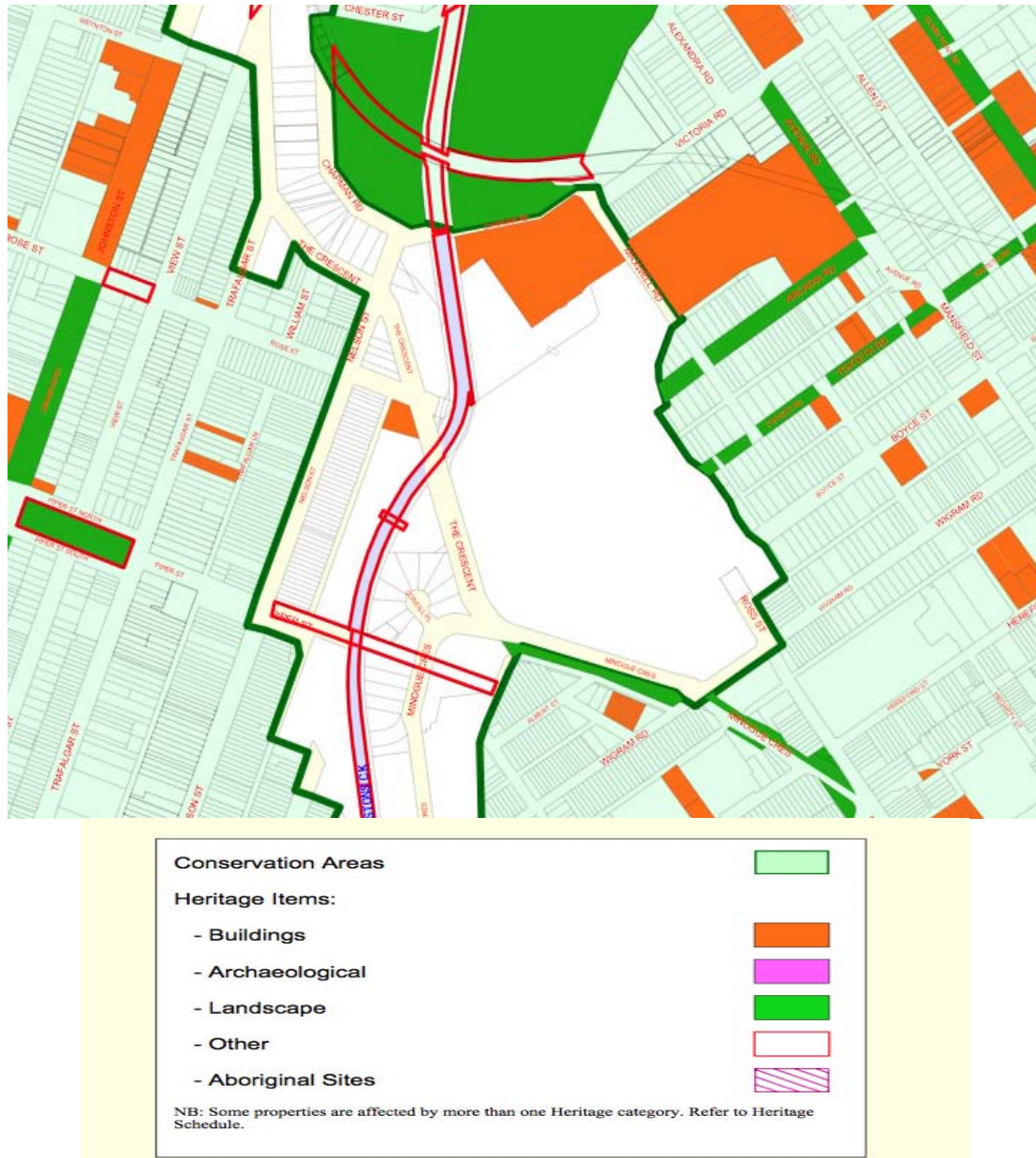


Figure 1.6 Extract and key of the Leichhardt LEP Heritage Conservation Map. The green line along Maxwell Street indicates the border of the Glebe Conservation Area, green line to west of Nelson Street, the border of the Annandale Conservation Area.

1.4 SITE DETAILS AND PRECINCTS

The site falls historically into two precincts, which will be referred to throughout this report: the former tramsheds (also known as the Rozelle Tram Depot) and the remainder of the site. These precincts will be referred to as the Tramsheds precinct and the Paceway precinct.

Figure 1.7 below shows the extent of each of these precincts. Note that part of the 1995 Harold Park Paceway track falls outside the Paceway Precinct, and part falls outside the site itself (on land leased from Sydney Water, which enabled the extension of the track over Johnston's Creek in 1995).



Figure 1.7 The Site Precincts: Paceway precinct outlined in yellow; Tramsheds precinct outlined in red

1.5 METHODOLOGY

The methodology used in this report is in accordance with the principles and definitions as set out in the guidelines of the NSW Heritage Manual (1996) as amended, and addresses significance under the NSW Heritage Significance Criteria. The principles and methodology of the Australia ICOMOS Burra Charter 1999 are also followed.

The preparation of this report included compilation of information from previous reports and detailed fieldwork including photography and documentation of elements within the site. Archaeological analysis of the site for this report referred to the historical background of the site prepared for this report as well as previous archaeological reports, and fieldwork.

1.6 AUTHOR IDENTIFICATION

This report has been authored by Chery Kemp, Heritage Specialist and Ed Beebe, Heritage Architect, Paul Davies Pty Ltd, with Section 2.0 Historical Summary, Section 4.0 Comparative Analysis, and Appendix 1: Historical Background authored by Nick Jackson, Historian; and Section 3.3 authored by Karyn McLeod of Austral Archaeology Pty Ltd.

1.7 ACKNOWLEDGEMENTS

The assistance of the following persons in undertaking this Heritage Study is gratefully acknowledged:

Staff of City of Sydney Council particularly David Fitzpatrick, Strategic Planner and CoS Archives
 Dr. Margo Beasley, City of Sydney Oral Historian (for access to oral histories)
 John Dumesny, the CEO of the Harness Racing Club of NSW;
 Mr & Mrs S. Tinman;
 Staff of the Department of Commerce Plan Services
 Vic Solomons of the Sydney Tramway Museum
 Archivist, Sisters of the Good Samaritan.

2.0 HISTORICAL SUMMARY

The history of Harold Park Paceway and the former Rozelle Tram Depot is presented in this section in a summary form including:

Section 2.1 a chronology of key events,

Section 2.2 a descriptive historical overview,

Section 2.3 a discussion of historical themes: and

Section 2.4 physical development: a collation of aerial photographs and site plans showing how the site has physically evolved over time.

A more comprehensive development history of the site, inclusive of historic photographs, maps and plans is provided as Appendix 1: Historical Background.

2.1 CHRONOLOGY

Table 2.1: Chronology of the Site

Date	Event
1789	400 acres granted by Governor Phillip as a glebe for the Church of England (Anglican Church)
1828	Sale of the glebe Solicitor George Allen acquires 95 acres (39 ha) of the glebe
1829	Foundation stone of Allen's residence Toxteth Park is laid Harold Park Paceway is located within the western wilderness of Toxteth Park in an area known as Allen's Bush
1877	Death of George Allen. Toxteth Park is inherited by his son George Wigram Allen
1886	Subdivision of Toxteth Park commences
1885	Death of George Wigram Allen
1890	Lillie Bridge Athletic Ground is opened by dentists John and Thomas Spencer within four and half acres of Allen's Bush. Trotting meets are staged
1892	Steam tram service opens between Sydney and Balmain via Forest Lodge
1897	Johnstons Creek Stormwater Channel under construction as part of the Western Suburbs Drainage Scheme
1898	Lillie Bridge Athletic Ground is closed down
1899	Head of Johnstons Creek is reclaimed The Spencer brothers reconstruct the former Lillie Bridge Ground
1900	The Forest Lodge Racing Club and Recreation Grounds Co. Ltd. lease the former Lillie Bridge ground and rename it Forest Lodge
1902	Formation of the New South Wales Trotting Club Ltd. The new club holds its first trotting meet at Forest Lodge in November Electric tram service opens between Sydney and Balmain via Forest Lodge
1903	Rozelle Tram depot is under construction
1904	The Forest Lodge track is leased by James Joynton Smith and renamed Epping Racecourse Rozelle Tram Depot commences operation
1907	Metropolitan Rugby Union purchases the freehold title of Epping Racecourse from the Allen family
1909	Northern half of the tram depot is under construction
1911	New South Wales Trotting Club appointed the governing body on all matters relating to trotting regulation and control in NSW New South Wales Trotting Club purchases the freehold title of Epping Racecourse from the Metropolitan Rugby Union Railway and Tramway Institute recreation rooms built at the Rozelle tram depot
1912	Track and drainage improved
1917	Stables complex developed Introduction of the totalisator (tote)

Date	Event
1924	The Flat is established beside Wigram Road
1927	Mechanical or tin hare greyhound racing commences at Epping Racecourse
1928	Betting on mechanical or tin hare greyhound racing is outlawed
1929	New grandstand completed (since demolished)
	Epping Racecourse renamed Harold Park
1931	Betting on mechanical or tin hare greyhound racing at night is legalised
1933	Weekly night-time greyhound racing recommences at Harold Park
1936	Reconstructed greyhound track opened
1937	Harold Park Improvement Scheme competition
	Turnstile building at the Maxwell Street entrance constructed (since demolished)
1938	New entrance gate erected at the northern end of Ross Street (since demolished)
1948	Betting after sunset on trotting races is legalised
	Harold Park closed for reconstruction for night racing
1949	First night race is staged at Harold Park in October 1949
1951	Tote building below Maxwell Street is constructed
1956	Tote building beside Wigram Road is constructed
1958	Last tram to leave Rozelle Tram Depot in a regular working manner. Depot closed
1960	Ticket selling booth at the Maxwell Road entry is constructed
	The former tram depot is leased by the Commonwealth Handling Equipment Pool and Universal Machinery
	Yard area of the former tram depot leased by the New South Wales Trotting Club for parking horse floats
1961	New grandstand is completed
1964	Totalisator Agency Board and the Racecourse Development Fund established
1976	Stables complex rebuilt
1978	The governing role of the New South Wales Trotting Club is replaced by the NSW Trotting Authority
1987	Last greyhound meet staged at Harold Park
	Grandstand is refurbished and glazed-in
1995-1996	The Harold Park track and facilities are replanned and reconstructed
1996	New South Wales Trotting Club reconstituted as the NSW Harness Racing Club Ltd.
2000	Opening of the Sydney Light Railway to Lilyfield
	Harness Racing NSW acquires the freehold of the former tram depot

2.2 HISTORICAL OVERVIEW

Harold Park Paceway

Harold Park Paceway was Australia's premier harness racing venue until 2007. Located within the Sydney suburb of Glebe, the freehold of this dedicated harness racing venue has been owned by the NSW Harness Racing Club Ltd., and its predecessor, the New South Wales Trotting Club, since 1911. However, a ground for staging competitive sports has operated on part of the Paceway site since 1890. However, much of what is seen today at the Paceway dates from 1995-1996.

The Paceway is located within traditional territory of the *Cadigal*, a clan of the *Eora* speaking people. The *Cadigal* occupied the land on the southern side of the harbour from South Head to Petersham. Little is known of the Aboriginal people in this specific part of Sydney. The estuarine wetland environment of Johnstons Creek and tributaries in its natural state with its mangroves and mud flats would have provided a source of aquatic food for the *Cadigal*.

The Paceway is located within 400 acres set aside from alienation by Governor Phillip in 1789 as a glebe for the sole purpose of supporting the financial well-being of the clergy of the Church of England (Anglican Church) in the newly established penal colony.

The genesis of the suburb of Glebe came in 1828 when the church land was subdivided and sold by the trustees of the Church and School Corporation.

The Paceway is located within the 119 acres of the glebe subdivision acquired by the solicitor George Allen (1800-1877) and developed by him over the 1830s into an estate named Toxteth Park. The subdivision of Toxteth Park for residential development commenced in 1884 and was completed in 1907. The Paceway is located within an area of the Toxteth Park Estate known as Allen's Bush, which is believed to have been left in its natural state although the cliffs were quarried (exact location/s not known) in the 1860s and 1870s. The landform of Allen's Bush was dramatically changed over the late 1890s by the construction of the Johnstons Creek Stormwater Channel by the NSW Public Works Department. The cement lined channels, the uniform levelled area, and the parkland reserves all date from this public infrastructure.

In 1889 brothers John and Thomas Spencer, both dentists by profession, acquired an area of around four and a half acres of Allen's Bush located at the corner of Wigram Road and Ross Street. The Spencers developed this land into the Lillie Bridge (or Lilliebridge) Recreation Ground, which opened in January 1890. Lillie Bridge was a place where pony racing, cycling professional foot running (pedestrianism) and trotting meets were held until it was closed down in 1898 on account of the frequent lawless behaviour. The Spencer brothers reopened the recreation ground in 1900 under the name Forest Lodge Race Club within an enlarged area of around sixteen and a half acres. The newly formed New South Wales Trotting Club held its first trotting meetings in 1902 at the Forest Lodge ground. In 1904 the ground was renamed Epping Racecourse under the management of James Joynton Smith. For a brief period (1907-1911) prior to the First World War the Epping Racecourse was owned by the Metropolitan Rugby Union.

The New South Wales Trotting Club acquired the freehold of the Epping Racecourse in 1911 and over the following years developed the racecourse to provide facilities for its members and the general public (now all demolished). In 1929 the name of the course was changed to Harold Park and at the same time a new and up-to-date two-storey grandstand providing accommodation for 2000 patrons was opened (now demolished). The new name acknowledged the American stallion *Childe Harold* who was a great foundation sire in the early days of trotting in Australia. Between 1927 and 1987 greyhound racing under lights was staged at Harold Park. Night trotting races at Harold Park commenced in 1949. Night races of both the dogs and horses were very popular with Sydneysiders with the 1950s being the golden years of harness racing in Sydney with the average attendance at race fixtures being in excess of 18,000. A new grandstand was erected in 1961, which still stands today, albeit fully enclosed and extended. Over 1995-1996 the 1961 grandstand was enclosed and extended and the track entirely reconstructed.

Former Rozelle Tram Depot

The former Rozelle Tram Depot opened on 17 April 1904. It was constructed to service the trams on the newly electrified tramway to Balmain, which had been operated by steam trams since 1882. As the network expanded the Depot also served the lines to other areas such as Leichhardt and Drummoyne. The last tram to leave Rozelle Depot in a regular working manner was on 22 November 1958.

The Depot is located within an area reclaimed from Rozelle Bay. The Depot was under construction by mid 1903 and originally comprised the southern most shed with the northern shed being constructed in 1909. The principal task of the Depot was overnight servicing and garaging of the electric tramcars.

Following closure of the Depot, the site was leased by a number of businesses from 1960 including the Commonwealth Handling Equipment Pool (CHEP), which used the former depot for parking, garaging and hiring of fork lift trucks, mobile cranes and low loaders, and also undertook the repair and maintenance of this equipment. CHEP seem to have vacated the site in the 1980s and for a time the City Council used the sheds for storage.

By the mid 1990s there were four R/R1 class tramcar bodies (built from the 1930s) in storage in one of the sheds. By 1997 another R1 class tramcar body and a bus had come to be in the sheds,¹ which were being restored by a tram restoration group named the City Tram Association.

The collection includes the tram R1 19915 that the Association claims to be the most historic of Sydney trams. This tram was the last to run in Sydney (in February 1961 on the La Perouse service). For a time the tram was located in a Newcastle tramway museum, from where it was stolen. On being recovered, it was used in Hay Street by the City Council to promote the new light railway.²

In March 1997 the trams were claimed by City of Sydney Council and a deal was finalised to distribute the tramcars to the Sydney Tramway Museum with the bus going to the Tempe Bus and Truck Museum. The Council's intention was to restore the trams to operable condition and run them on one of the numerous, and never realised, Sydney light rail proposals.³

2.3 HISTORICAL THEMES

An historical theme is a way of describing a major force or process which has contributed to our history and provides the context within which the heritage significance of an item can be understood, assessed and compared. Historical themes impart information in regard to the place, the local region and/or state. Historical themes are therefore useful to facilitate a better understanding of a place's history and its storylines and thus enable comparisons between different sites in New South Wales.

Presently there are over 30 State historic themes, which are necessarily broad in scope to provide a historical framework for N.S.W. The following State historical themes demonstrate the major forces or processes that characterise the Site:

- Sport - Activities associated with organized recreational and health promotional activities
- Transport - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements
- Environment – cultural landscape Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings

¹ *Sydney Morning Herald*, 9/3/1997

² *Sydney Morning Herald*, 4/5/2009

³ *Sydney Morning Herald*, 16/3/1997

2.4 PHYSICAL DEVELOPMENT

Paceway Precinct



Figure 2.1: Aerial photo 1930 Lands Department Aerial Photograph Map 3422 Sydney Run

Figure 2.1 above is the earliest aerial photograph of Harold Park showing the site in its entirety in 1930. The ground by this time had been under development since around 1899 but most of the site is shown vacant aside from the members' and spectators' facilities clustered at the eastern side of the track (as shown in 1910s and 1920s photographs). The new grandstand erected in 1929 is shown. There is a cluster of buildings at the north-east corner of the site inclusive of the race stalls and the members' stand below. The only amenity in the form of tree cover is located in this precinct.

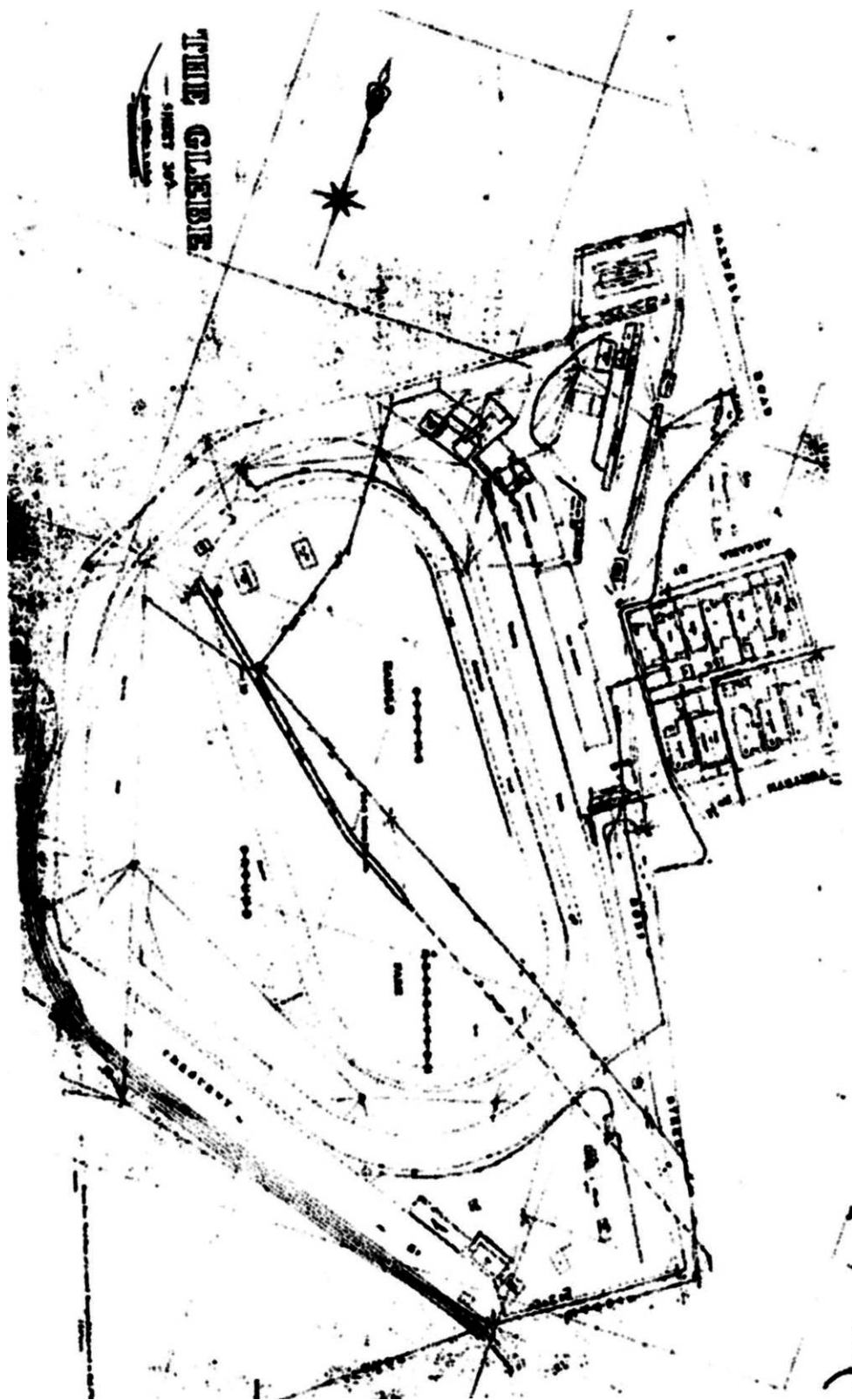


Figure 2.2: Mid-1930s Sydney Water Detail Sheet 86 reproduced in Graham Brooks and Assoc. 2003

Figure 2.2 above is the earliest plan of Harold Park showing the site in its entirety in the mid 1930s. The survey shows the new greyhound track and grandstand erected in 1933 and 1929 respectively. The new Leger area (possibly the area known as Gigglesville) is shown at the corner of The Crescent and Wigram Road.



Figure 2.3: 1943 aerial photo of the Paceway. NSW Roads and Traffic Authority, 'From the skies' CD-ROM

Harold Park remained open during the Second World War and Figure 2.3 shows the site in 1943. The outer trotting track (c.1902) and the inner greyhound track (1933) are depicted. The entry to the ground in this era was further north along Ross Street than it is today, approximately below Toxteth Street, and the turnstile with tower erected in 1938 is visible at this location. The light towers erected in 1933 for night racing are visible. Two distinct precincts are visible, the older members' area at the north-east corner and the newer Leger (from 1933) at the south-west corner and diagonally opposite. Both areas have a highly reflective surface such as concrete or white gravel. The eastern rock faces are very well delineated in the photograph, but not so in the earlier 1930 aerial (Figure 2.1), which suggests excavation of the rock face.



Figure 2.4: Aerial photo of Harold Park in 1949. Sydney City Archives SRC2152

Figure 2.4 above shows Harold Park in 1949 and the process of reconstructing the ground for night trotting meets is well underway. The track has been reconstructed with a new surface of white crushed gravel, and the irregularities in the course shown in the 1943 photograph have been removed. The canopy of the trees near the members' stand continues to represent the sole example of landscaping within the site.

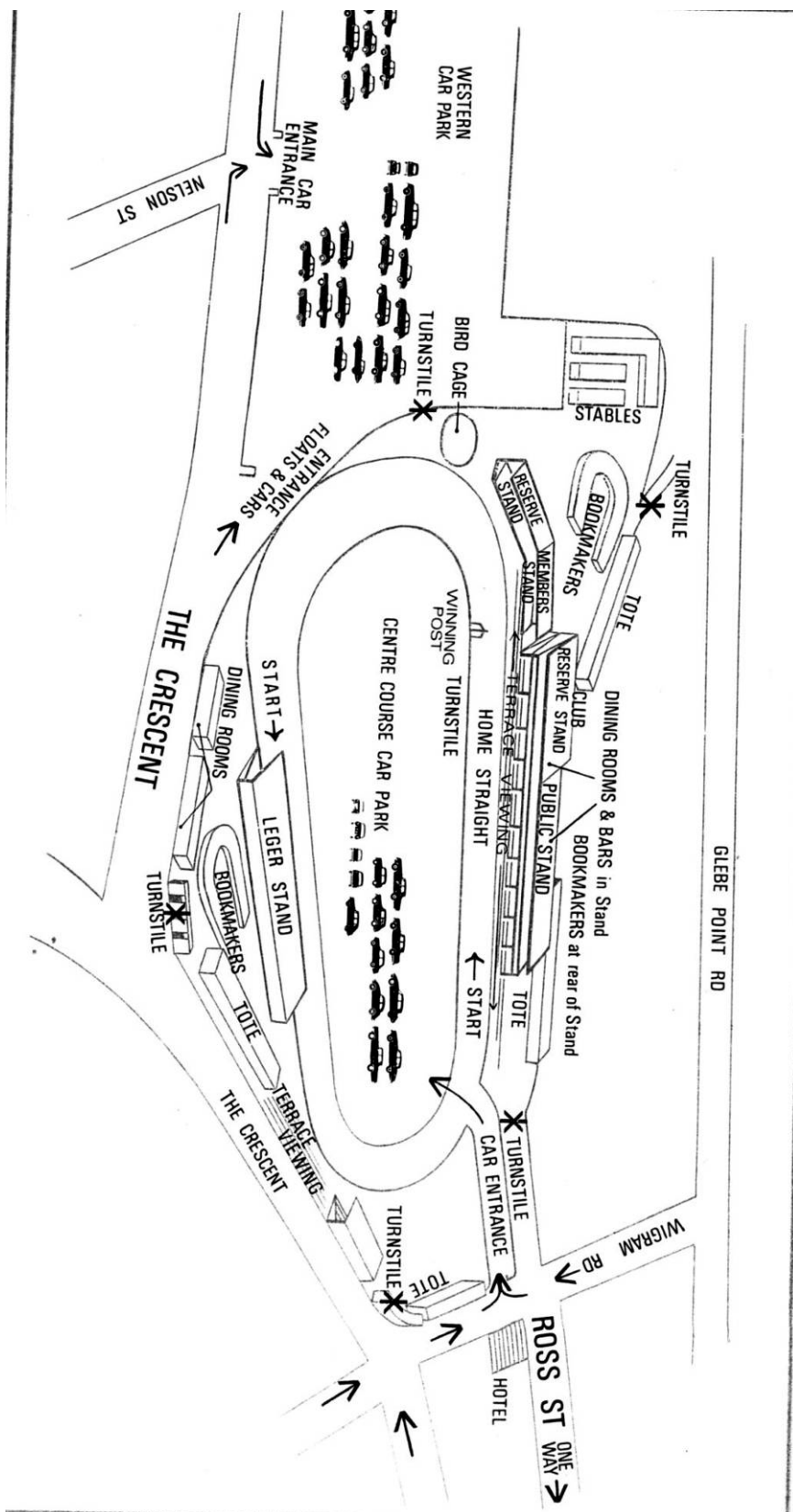


Figure 2.5: Plan of the Paceway precinct. NSW Trotting Club Ltd., *This is trotting*, Sydney, 1970

Figure 2.5 above is a diagrammatic plan of the various components and facilities of Harold Park in the 1960s. The emphasis of this plan is provision of direction for spectators travelling to the track by private motorcar.



Figure 2.6: Lands Department Aerial Photograph 1968 NSW 1561-1574 Run 7

The aerial photograph of 1968 above in Figure 2.6 shows a configuration of Harold Park probably recognisable to Sydney's punters who visited the course in the heyday of the 1950s and early 1960s. The major changes from the 1949 photograph are the new grandstand erected in 1961, the new Leger on the western side of the track, the relocated Ross Street entry and the vehicle entry to the in-field parking area, the further development of the old Leger on Wigram Street, the tote buildings nestled against the eastern rock face, and the myriad of bookmakers stands, entry turnstiles, and catering facilities. The uses of the buildings depicted are stated in the preceding plan. The western boundary has been enclosed by a high wall. The trees have been removed.



Figure 2.7: 1982 Aerial Photo. Lands Department Aerial Photograph Sydney 1982 Run 22 NSW 4241-141

Harold Park in 1982 is shown in Figure 2.7 above, immediately prior to the reconstruction of the Paceway facilities in the mid 1980s. The new lighting towers were erected in 1975. The site had been enlarged by this time by the acquisition and demolition of part of the row of houses off Ross Street.

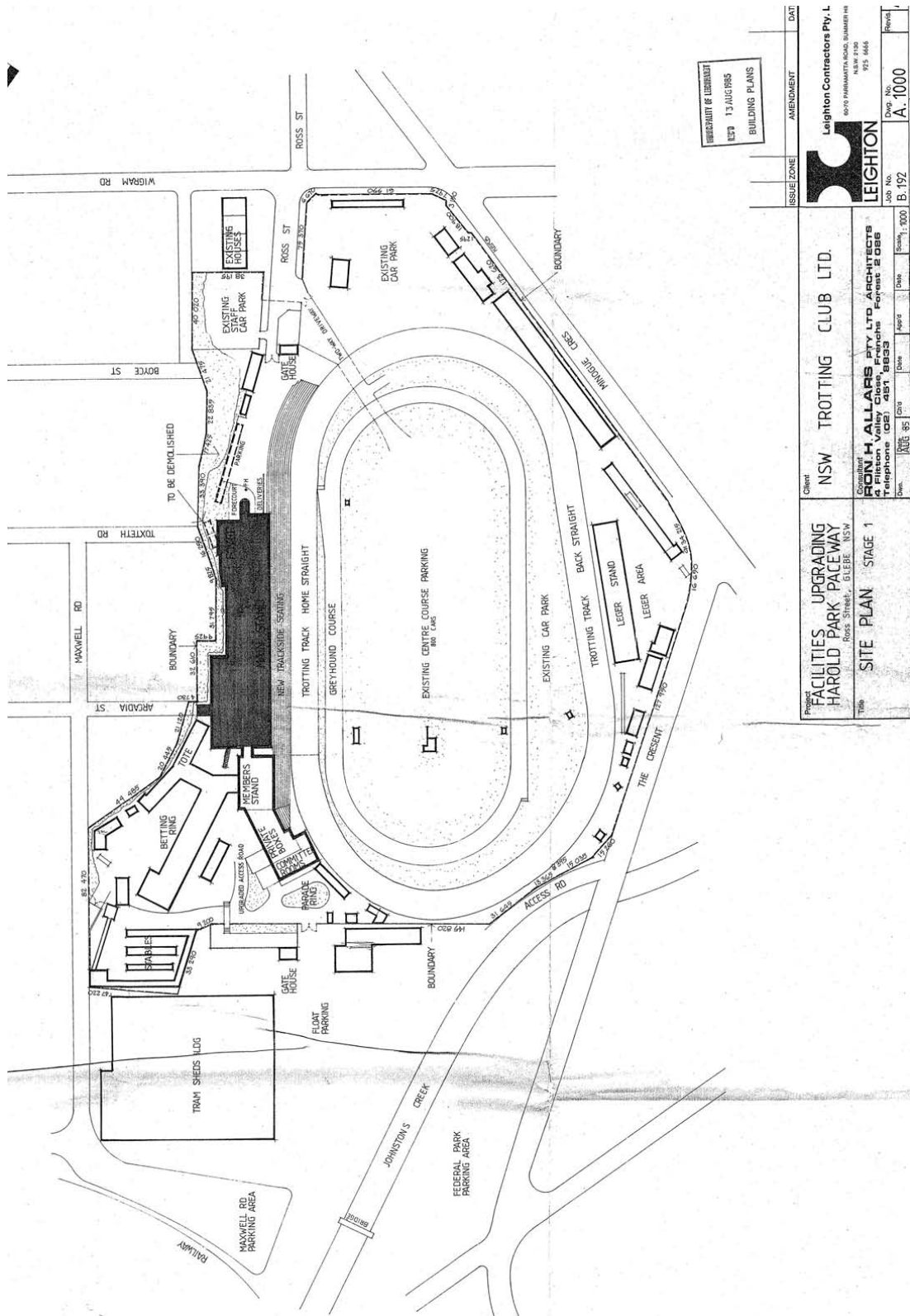


Figure 2.8: 1987 Building Application Plan. Sydney City Archives

Figure 2.8 above shows the plan for the rebuilding of the grandstand in 1987.

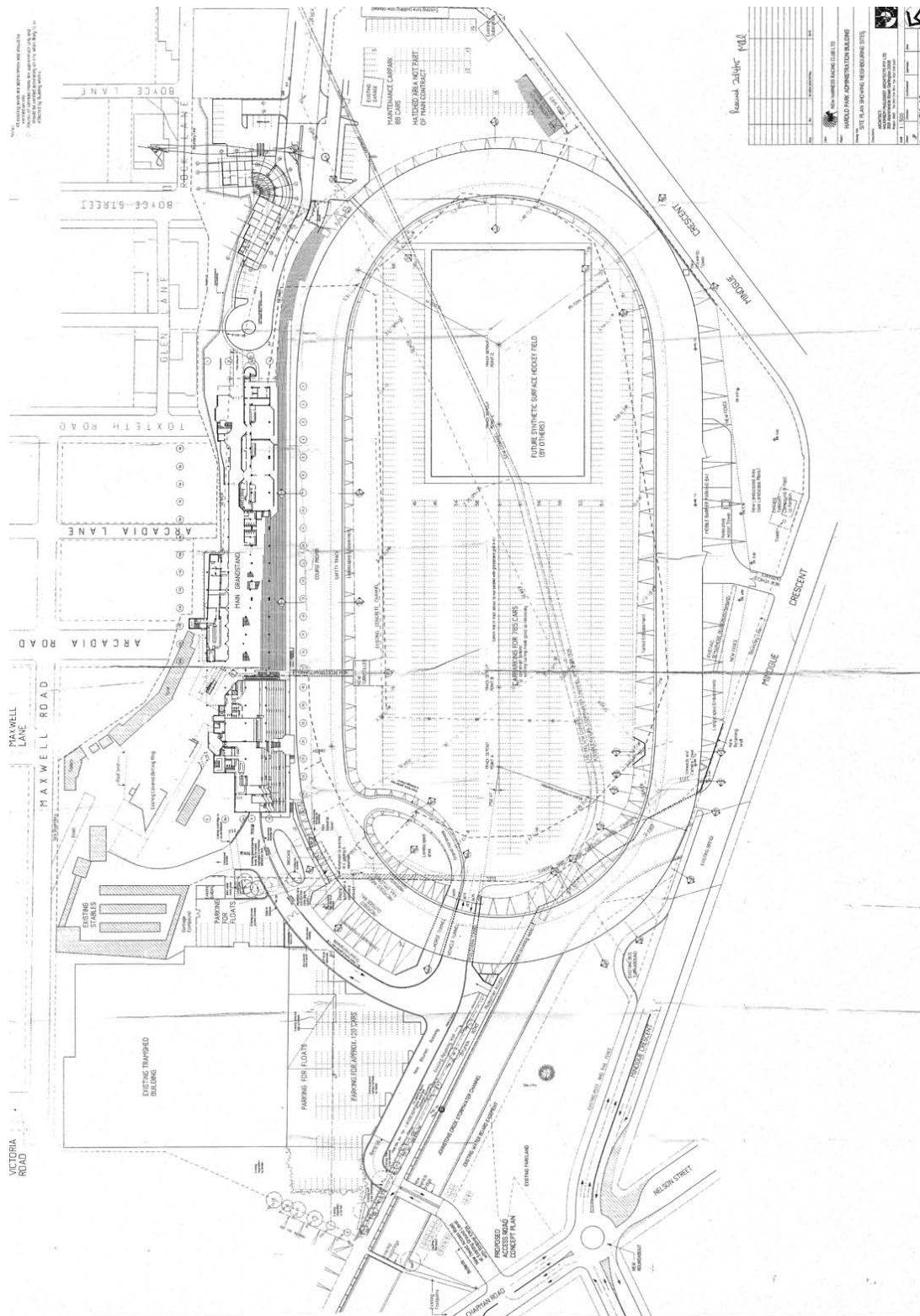


Figure 2.9: 1995 Building Application Plan, Sydney City Archives

Figure 2.9 above shows the plans for the reconstruction of the paceway course in 1995, which extended the paceway track over Johnstons Creek.



Figure 2.10: 2009 aerial photo of the Paceway Precinct. NSW Lands Dept. Six Viewer.

The current configuration of Harold Park as shown in Figure 2.10 is derived from the 1994 reconstruction. The main changes completed by 1995 are:

- the clearance of the buildings, stands and boundary wall at the western side of the ground and the landscaping of this area;
- the near clearance of the buildings fronting Wigram Street;
- the relocation of the Ross Street entry further south;
- the reconstruction and enlargement of the track, extending it over Johnstons Creek;
- the new parking arrangements; and
- further refurbishment and aggrandizement of the grandstand.

Tramsheds Precinct

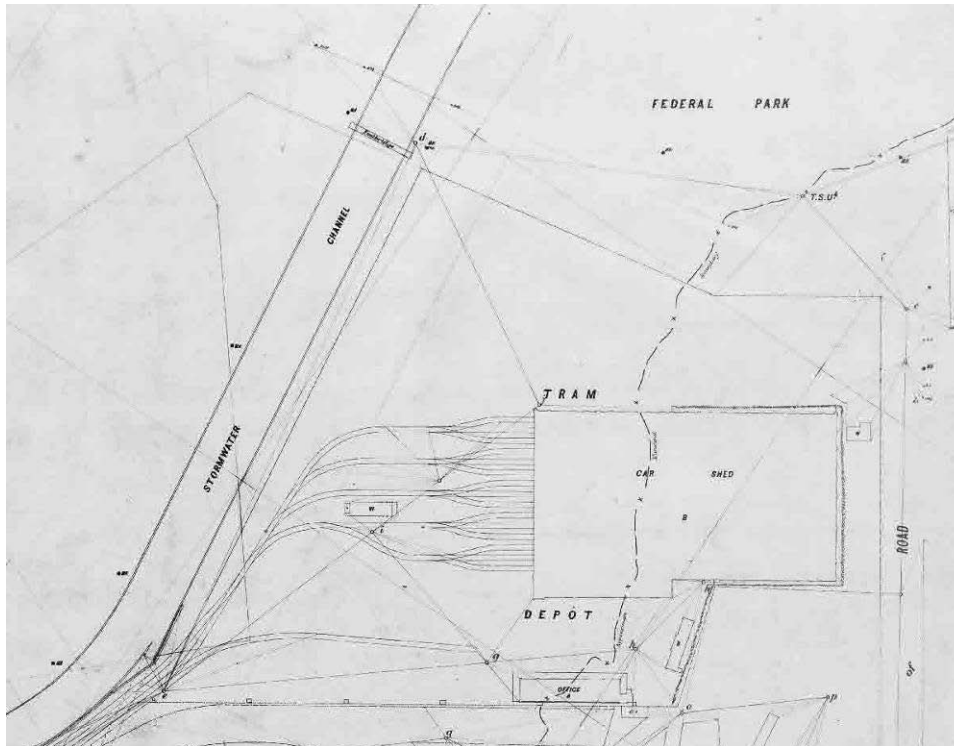


Figure 2.11: 1904 Metropolitan Detail Series Glebe Sheet No. 30. Sydney Water Detail Sheet 86.

Figure 2.11 above shows the layout of the Tramsheds precinct as completed in 1904. The Tram Depot comprised, on opening, the southern tramcar shed and a few freestanding and attached buildings at the south-east corner of the site. The area of the rock excavation is clearly demarcated in the drawing.



Figure 2.12: Sydney City Archives Map of the Municipality of The Glebe 1910

Figure 2.12 above shows the layout of the Depot as completed in 1910. After 1909 the Depot comprised the southern and northern tramcar sheds, the freestanding and attached buildings at the south-east corner of the site and an additional office building on the southern boundary.



Figure 2.13: Aerial photo, March 1930. Lands Department Aerial Photograph Map 3422 Sydney Run

The configuration of the Depot in Figure 2.13 above, an aerial photograph of March 1930 closely resembles the 1910 plan in Figure 2.12. The advanced state of the canopy of the row of trees at the north-west corner of the site suggests they had been planted some decades earlier.

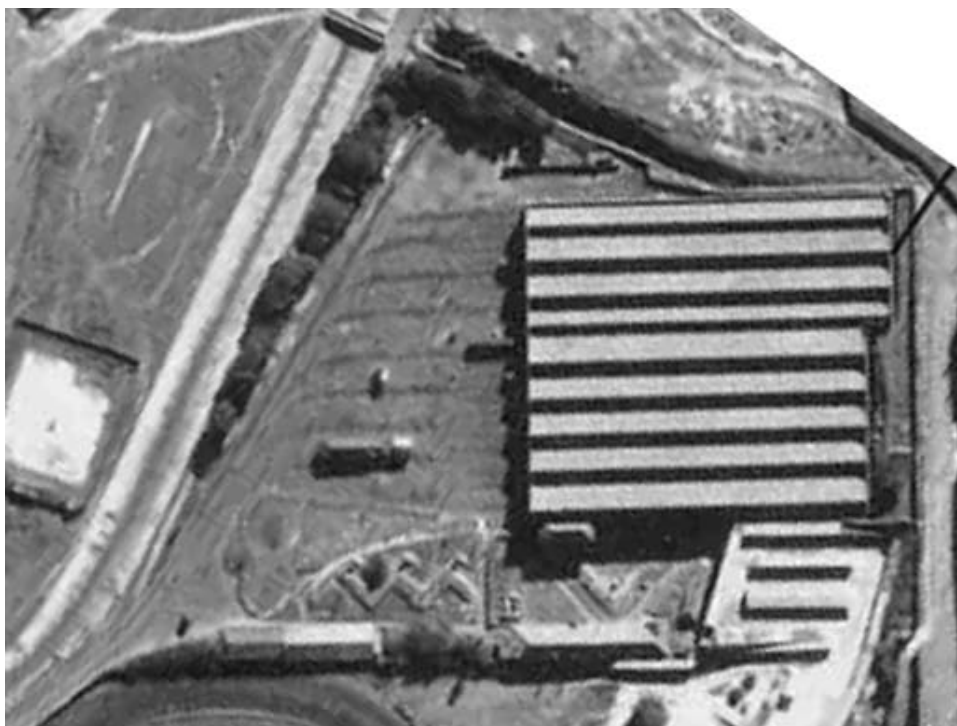


Figure 2.14: Detail of a 1943 aerial photo. NSW Roads and Traffic Authority, 'From the skies' CD-ROM

The Depot in 1943 and mid-way in the duration of the Second World War is shown in Figure 2.14 above. By this time additional buildings had been erected along the southern boundary (possibly also shown in the 1930 photograph). A network of paths near the offices is evident together with slit trenches that were routinely dug during the war as an air attack precaution. The trees at the north-west corner continue to mature.



Figure 2.15: 1949 Aerial photo. Sydney City Archives SRC2152

Figure 2.15 above shows the Tram Depot, some years after the end of the war, in 1949. The southern area of the site has changed with the addition of another structure with a square footprint.



Figure 2.16: 1968 aerial photo. Lands Department Aerial Photograph NSW 1561-1574 Run 7