

By the time of the photograph of April 1968 in Figure 2.16 above, the Depot had been closed for ten years as an operational facility, but little had physically changed.

The tram tracks remain visible and most of the outbuildings associated with the tram depot remain. The noticeable changes are the demolition of the building below the Harold Park stables, the opening in the southern boundary and the erection of buildings here associated with the car park and turnstile to the Paceway, and the erection of buildings at the northern end of the site that were probably associated with CHEP.



Figure 2.17: 1982 aerial photo. Lands Department Aerial Photograph Sydney 1982 Run 22 NSW 4241-141

Figure 2.17 above shows the site in August 1982. The absence of vehicles in the yard suggests the CHEP lease has ceased. The yard surface has been concreted and the former tramway offices at the south-east corner have been demolished.



Figure 2.18: 2009 aerial photo of the Tramsheds precinct. NSW Lands Dept Six Viewer.

The existing configuration of the site shown in Figure 2.18 above dates from the 1995 redevelopment of the Paceway. The boundary trees remain.

The major changes are:

- the demolition of all freestanding buildings,
- the removal of the previously strongly defined southern boundary with the Paceway, and the construction of the road bridge over the stormwater channel and the tunnel under the banked pacing track associated with the new mid-field car parking arrangements implemented in 1995.

3.0 PHYSICAL ANALYSIS

3.1 GENERAL DESCRIPTION OF THE HAROLD PARK SITE

The site generally falls from south to north towards Rozelle Bay. The eastern boundary of the site is formed by a sandstone cutting largely resulting from cutting and blasting.

The Harold Park site falls into two distinct precincts: The Paceway and The Tram Sheds. These two precincts have been physically and historically separate for the majority of the history of the site, and have only overlapped since the extension of the paceway track into the Tram Sheds precinct in 1995. Figure 3.1 below outlines the extent of the two precincts. Due to the distinctiveness of the two areas, they will be dealt with as separate precincts throughout this report.



Figure 3.1: Site Precincts

The Paceway

The Paceway is generally entered via the northern end of Ross Street, to access a car park, which fronts the Administration building to the east and the Grandstand building to the north.

Against the Wigram Road boundary is The Old Tote building.

The Paceway track and its central grassed area (used as a car park during races) occupy the majority of the site to the southwest, fronting The Crescent and Minogue Crescent. A modern structure within the central grassed area of the Paceway track contains an entry gate and escalator providing access to the grandstand from beneath the track. Apart from the Old Tote building mentioned above, a number of relatively modern and minor elements are located around the south-western edges of the track. These include a substation, remnant concrete seating stand, and the modern semaphore board.

To the rear of the grandstand, beyond a metal canopy on steel posts, are a cluster of older buildings of various ages including the 1953 Tote Building, men's washrooms, entry building, ticket sales building, Childe Henry Bar.

To the north of these are the Race Day Stalls.

See Figure 1.2 for an overview of the whole site, its extant features and the precinct boundaries.

The Tram Sheds

The buildings within the Tram Sheds Precinct consist of a single storey steel framed brick structure with a sawtooth roof and parapets to east and west (originally built in two sections, the 1904 tramshed and to the north the 1909 tramshed) and an attached hipped roofed brick structure (the 1904 office and amenities block) to the south-eastern elevation of the 1904 tram shed. The Tram Sheds forecourt, which originally contained the tram tracks, is located to the southwest in front of the tram shed buildings. The Former garden and admin building area to the south consists of a grassed area, which was the former location of the Tram Sheds garden and a number of buildings since demolished, to the west of this is a cemented area, and then further west is a planting bed.

3.2 RELATIONSHIP OF THE SITE WITH ITS CONTEXT

The Paceway

The Paceway site is fenced along Wigram Road and Minogue Crescent boundaries, with a few flat vegetated edges between the high hoardings surrounding the track and the boundary fence. Current views into and out of the site are generally limited to views along Ross Street to the Harold Park Hotel and housing to the west of the hotel. This view to the hotel reflects the historical relationship between the hotel and the paceway.

The site is bounded by the sandstone cutting to the east and the Paceway buildings sit below the cutting. A masonry boundary wall follows part of the Maxwell Street boundary of the site (note: the ticket sales building is attached to the other side of this wall, facing into the site).

The Tramsheds

The Tramsheds Precinct is largely obscured by vegetation from Maxwell Street and Chapman Road (note Chapman Road is a pedestrian path). The eastern parapet of the Tram sheds building is just above ground level at the Maxwell Street/Chapman Road corner, however even here is obscured by vegetation. Some views of the main western elevation of the Tram Sheds are available from Minogue Crescent.

Conclusion

The Paceway Precinct is largely separate from and not generally visible from its Glebe/Forest Lodge residential area context, except for views in the vicinity of the Harold Park Hotel, and slot views from above the cutting across the site to the west. There are historical views across the site from the grandstand area to the west, however these historical views are currently obscured by hoardings around the paceway track. The Tramsheds Precinct is largely obscured by vegetation, however some views of the main western elevation and forecourt are available from Minogue Crescent.

3.3 ARCHAEOLOGY

Topography

A number of geotechnical reports have been produced in response to a variety of development proposals between 1993 and 2004. Together with images of the site dating to the turn of the century, this information demonstrates that the original topography of the site consisted of a natural landform of outcropping sandstone sloping up to a ridge at the east and rising ground to west with the low lying valley of Johnston's Creek running through the general area of the paceway.

Bore log information demonstrates that the site once consisted of a deep eroded valley which has filled with sediment and clay. Up to 13.5 m of sandy sediment and fill overlies bedrock at the centre of

the infield area of the paceway, while less than a metre of fill overlies bedrock to the north of the grandstand and 1- 4m of fill is present south of the track⁴. Generally the bore log information does not differentiate between fill and natural sediment. The geology of the site is fairly consistent, composed of 1-2m of crushed sandstone fill overlaying up to 4m of dredged sediment fill from Blackwattle Bay which overlays natural clays, silts and sandstone bedrock⁵. The entire tramshed is built on bedrock and no dredged or natural sediments are present in the location of the grandstand.

Detail on the 'Plan of Rozelle Bay, Port Jackson', surveyed between October and November 1879 shows an unnamed creek rising near Ross Street. A bridge sited to the north of present day Wigram Road crossed the creek and the creek appears to have been regularised and channelled at that time. Modification to the natural landform included cutting and embankments.

The junction of the unnamed creek and Johnston's Creek was formerly a mangrove swamp, however the area was reclaimed in the late 1800s with 2-3 m of natural fill dredged from Rozelle Bay⁶.

After the area was reclaimed, the topography was shaped somewhat like an amphitheatre, with Johnston's Creek at the lowest point running to the north and the land sloping up to high ground at the east, south and west.

Photographic Images from the Allen Family albums of 1909⁷ show a generally cleared landscape with rocky outcrops and evidence of cutting along exposed faces at the base of Toxteth Estate area. Native trees were still present on the slopes, horses and cows were grazing in the area and Johnston's Creek had been regularised and channelled, consisting of an open concrete canal running into the harbour to the north.

Currently, the site displays extensive cutting of the bedrock along the eastern boundary of the site and the area between Maxwell Street and the track consists of benched and filled terraces formed to construct the Grandstand and associated buildings to the north and east.

Contamination testing concluded the site contained acceptable levels of contaminants, all of which are in the upper layer of fill and have not impacted the natural sediments or bedrock⁸.

Previous Archaeological Studies

The Harold Park site as a whole has not been subject to previous historical archaeological studies. There have, however, been a number of archaeological assessments and excavations in the Glebe area, although site history, location and development of those sites cannot be considered comparable. The following reports address the archaeological potential and significance of parts of the site or the Glebe area in general.

Godden Mackay Logan, 2004. Draft Harold Park Stables Development - Archaeological Assessment

This assessment report was produced for the proposed stables development, which consisted of the construction of temporary stables in the tram depot forecourt as well as demolition and reconstruction of the current stables.

The report assessed the tram depot forecourt area of the site in which the temporary stables were proposed and concluded that this forecourt area had some potential to contain remnant sections of track, however they are assessed as having low significance and little research potential. The forecourt area consists of introduced fill and the proposed re-development was assessed as having no historical archaeological impact. The report concluded that no further archaeological requirements for this area were necessary.

⁴ Douglas Partners 1994:Appendix A, Shirley Consultants 1999:5

⁵ ES 2009:2

⁶ Douglas Partners 1994:1

⁷ Album 27 Lilliebridge Racing Grounds 6 April 1909

⁸ ES 2009:1

Godden Mackay Logan, 2004. Former Rozelle Tram Depot Conservation Management Plan

This report noted little evidence recording activity on the tram depot site prior to the tramsheds construction in 1904. The site was vacant at the turn of the century and in combination with extensive rock excavation for construction of the tramsheds, no evidence of previous activity on the site would be present apart from cutting and drainage.

There is potential for structural remains associated with the former tramway office and storage buildings adjacent to the gardens to the south of the tramshed to survive. The report recommended assessment of this area prior to redevelopment.

The report does not assess the potential for the site to retain aboriginal objects or relics but recommends that an aboriginal assessment be carried out prior to any excavation on the site as an archaeological resource may survive along the former banks of Johnston's Creek.

Glebe Conservation Area, Archaeological Report by Robert Varman, for City of Sydney 2008

There is little information regarding the occupation of Glebe dating from 1788-1830, although it is generally agreed that Glebe remained almost completely undeveloped during this time. A number of small leases or grants had infringed on the Glebe during 1794/1795. 20 acres were granted to Catherine King. Catherine Farm was located in the area later known as Bishopthorpe, between Parramatta Road and Glebe Point Road, possibly closer to Parramatta Road. Catherine Street is thought to be a remnant of the track leading into the farm. The land was re-absorbed into the Glebe by 1828. If any footings or artefact scatters are to be located dating to the mid 1790s to the mid 1820s, the area around Catherine Street would be the most likely location.

The nature of European archaeology in Glebe is overwhelmingly of a suburban domestic nature. There are several reasons for this. At a very early stage the soils were judged as unsuitable for agriculture so no great farming enterprises preceded urbanization. The suburb was never significantly industrialized, partly because church leases prohibited factories⁹. The large estates of Glebe were established by wealthy professional men. The estates were not intended to generate income through industry or agriculture but were merely intended as pleasant family residences away from the crowding, noise and smells of nineteenth century Sydney. The following broad phasing outline for the archaeological development of Glebe closely follows the nature of the architectural development of the area because the owners and tenants of the houses are ultimately the primary concerns of any archaeological study. Glebe may be more accurately studied under the divisions of the early estates and land divisions because while some retained their 'big house' nature into the 1840s and 1850s, other areas such as St Phillips (and the area around the J. T. Hughes Estate subdivision) were developing into distinctly working class enclaves. However, a broad phasing system is still useful as a framework to organize archaeological trends because the demographic differences between the various areas in Glebe tend to become similar throughout the area as of the last decades of the nineteenth century.

Archaeologically Comparative sites

The topography, history and development of Wentworth Park, a few kilometres to the east in Ultimo, is archaeologically comparable to that of Harold Park. At the time of European settlement of Sydney, Wentworth Park was the swampy mouth of Blackwattle Creek. Between the 1830s and 1860 various noxious industries were established along the shore, including abattoirs and tanneries. The creek

⁹ However there are industrial sites in Forest Lodge, to the west and southwest of the site, and there were more industrial sites in that area in the 1940s, evidenced from a 1943 aerial photo.

became highly polluted and regularly flooded, prompting the local council to consider filling and reclamation¹⁰.

Like Johnstons Creek, filling of Blackwattle Creek was enabled by dredging silt from the harbour and the construction of numerous sea walls and dykes. When the area was filled, ovals, greens, paths, lakes and other facilities were completed. In the early years of the 20th century, a train line constructed on a viaduct was put through the park, effectively cutting off the northern part of the park.

Greyhound racing began in the park in October 1932 resulting in a number of associated buildings, brick walls and subsequently a large new grandstand, completed in 1985¹¹. Archaeological assessment of Wentworth Park was undertaken by Edward Higginbotham July 2009 (*Heritage and archaeological assessment of the proposed light rail extension, Wentworth Park to Catherine Street, Sydney, NSW*). The report is not yet complete and was unavailable at the time of writing.

Archaeological Potential

The following section discusses geotechnical and historic evidence of various parts of the site and the archaeological potential of those areas.

Tram sheds

There does not appear to be any development of the area prior to the construction of the tramsheds apart from the location of a quarry in the area of outcropping rock to the east of the site. Geotechnical investigation was undertaken by Shirley Consulting Engineers (1999) for the proposed redevelopment of the tramsheds and forecourt for proposed new stables. Maxwell Street was formed by 1891 and created by cutting and benching the sandstone ridge. The construction of the tramshed necessitated extensive excavation of sandstone; the rear (eastern) half is cut into the bedrock shelf up to six metres deep from Maxwell Street¹². The front (western) façade of the tram sheds is constructed on 6-11 m of fill and soft sediments overlying bedrock. The floor appears to be concrete.

There is no potential for archaeological structures or cultural deposits to survive inside the tram sheds.

Figure 3.2 below includes a dot/dash line, which reflects the area of rock excavation which was undertaken for the construction of the tram sheds. The location of additional buildings such as the office to the south of the tram sheds is also illustrated.

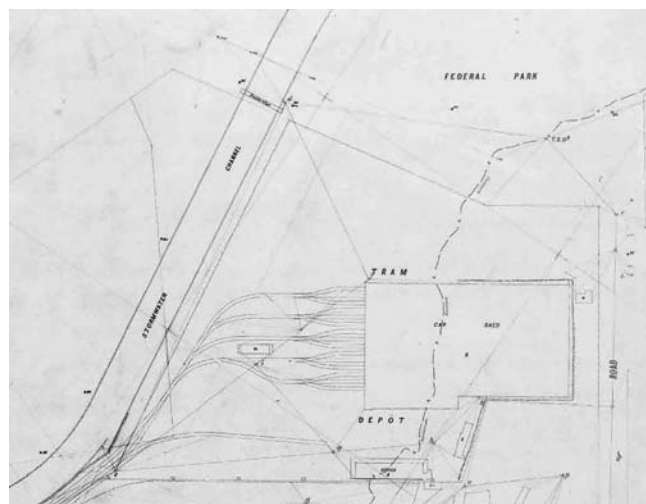


Figure 3.2: 1904 Metropolitan Detail Series Glebe Sheet No. 30. Sydney Water Detail Sheet 86.

¹⁰<http://www.cityofsydney.nsw.gov.au/AboutSydney/HistoryAndArchives/SydneyHistory/ParksHistory/WentworthPark.asp>

¹¹ <http://www.wentworthparksport.com.au/history.php>

¹² Shirley Consultants 1999:3

The tramshed forecourt contains no standing structures and has functioned as a car park since the closure of the tram lines in 1958.

In addition to the tram shed, several other buildings were constructed in the tram depot. A long office and amenities building was constructed adjoining the south wall of the tramshed. This building remains intact as part of the tram shed. Three long rectangular buildings were constructed adjacent to the gardens, south of the tramshed. A single storey weatherboard building and a single storey federation brick and tile building with veranda which was annotated 'office' on plan, were located to the south of the garden. A single storey federation brick building with arched windows was positioned to the east at the base of the race stalls retaining wall. The use of this building has not been stated.

Trees were planted in the north-west corner of the depot that were well established by the 1940s. Large mature *ficus* are currently present in that location.

Historical maps and photographic evidence demonstrate that in 1910 there was a rectangular building located between the tram tracks in the depot forecourt. Later photographic evidence shows timber shelters and guard boxes located in the forecourt but not in the same position. Shirley Consulting Engineers (1999:5) state that the area had undergone remediation and investigation in the past when underground storage tanks were removed¹³. No further information has been found to corroborate this.

In 1956 additional buildings had been constructed in the area, but by 1968 the garden was no longer present and the federation brick building to the east had been removed. The forecourt was used for car parking not long after the tram sheds were closed and an aerial photograph from 1968 shows tram tracks still visible.

One of the buildings south of the tram shed was removed in the 1970s: this may have been an electrical sub-station¹⁴.

By 1982 the forecourt surface had been concreted. The weatherboard building appears to have survived until after 1984, however by 1989 all the buildings apart from one small structure at the base of the race stalls retaining wall, had been removed.

There has been little impact on the area since the Tram Depot closed and the smaller buildings outlined above were removed. Geotechnical information recorded 5-10 m of fill and natural sediments overlying bedrock.

There is potential for the tramsheds forecourt to retain remnant tracks and also potential for the remains of previous office and ancillary buildings to the south of the tram shed.

The CMP for the tramsheds notes potential for aboriginal objects and relics along the former banks of Johnston's Creek. The route of the creek was highly modified and the creek mouth extensively filled. There is likely to be limited potential for an aboriginal archaeological resource.

Garden

Photographic evidence from 1910 -1920 confirms the arrangement and location of the Tram Depot garden to the south of the tram sheds. The prize-winning garden consisted of raised formal beds of annuals, palms and topiary hedges set within a lawn with brick edged paths. The garden comprised of two sections, the outer garden to the west, which contained a flagpole, and another secluded section to the east, adjacent to the office, that held a First World War memorial statue.

The configuration of the garden changed over time and by 1943 the westerly part of the garden had been modified drastically by the insertion of covered slit trenches (air raid shelters). These were common in public places, generally sandbagged on the interior and backfilled after the war.

Aerial photographs from 1968 illustrate the entire garden had been removed by this time. Subsequent roads and structures were built in this area and the extension of the northern part of the track now covers the western end of the garden.

¹³ ES 2009:7

¹⁴ ES 2009:12

Geotechnical information¹⁵ records fill depth in the area of the garden between 1 m-4 m deep. The bedrock slopes up to the east and is just below the surface at the eastern end of the garden. Bedrock is exposed at the base of the stables retaining wall.

There is little potential for elements of the garden to survive.

Race Stalls

The race stalls have been formed by construction of a four metre high concrete retaining wall to the west and cut 2-3m below original ground level into bedrock at Maxwell Street to the east. Approximately 200mm of fill is present under the bitumen at the eastern end of the site while at least 4m of fill overlies another 2 m of natural sediment above bedrock. A 1.2-1.5m high sandstone block wall was constructed along Maxwell Street on top of the exposed bedrock and may date to the 1920s-30s¹⁶.

There does not appear to have been any other buildings located in this area prior to the construction of the race stalls. Construction of the race stalls has required cutting into the bedrock on the east and filling the area to the west. Configuration of the race stalls has not changed significantly since the 1940s¹⁷.

There is no potential for the survival of archaeological features and cultural deposits in this area.

Grandstand

Members' stand and spectator terraces were created along the eastern side of the track before 1915. The spectator terraces seem to have been modifications of the sloping landform depicted in the Allen family photographs of 1899. In 1929 most of the site is shown vacant aside from the members' and spectators' facilities clustered at the eastern side of the track and the new grandstand that was erected that year. In 1949 expansion of the grandstand resulted in widespread excavation of the sandstone cutting using explosive blasting.

Substantial developments in this part of the grounds took place in 1938 with the new entrance gate (since demolished) erected at the northern end of Ross Street. The gate butted up to sheer face of the cutting, which was cut back some time after the 1920s. The gate was demolished by the 1960s.

A new grandstand was completed in February 1961, constructed onto the bedrock of reinforced concrete frame with steel framed roof and supporting structure. It was refurbished and extended to the north over 1986-1987 including glazing to create a restaurant and function rooms at the southern end.

Geotechnical information¹⁸ records the depth of fill to bedrock directly to the north and south of the grandstand between 1m - 4 m. Fill depth in front of the grandstand in the centre of the track is 4 m. The original topography sloped to the east in the location of the grandstand and the rock has been quarried or cut back forming an exposed sandstone face on the eastern boundary.

There is little potential for evidence of elements of previous grandstands to survive apart from cutting and site preparation, as the cutting back of the natural landform was so extensive.

Bitumen car park (south of the track)

The raised areas to the east and west of the paceway saw punters standing on rock ledges watching the races from outside the ground. In 1924 a cheap entry fee allowed onlookers into the grounds to a levelled area near Wigram Road. This area remained relatively free of structures throughout the development of the paceway.

In 1943 at least six small buildings were present in this part of the site. Turnstiles were also erected along Wigram Road. In 1957 the Tote building fronting Wigram Road was constructed (still standing).

¹⁵ Douglas & Partners 1995

¹⁶ Shirley Consultants 1999:4

¹⁷ GML 2004

¹⁸ Douglas & Partners 1995, 2004

By 1975 it appears that additional small structures had been put up in the area but by the 1990s this area had been cleared of buildings apart from the 1957 Tote building.

Geotechnical investigation of the bitumen car park to the south of the track was undertaken by Douglas Partners in 2004 for a proposed building sited at the corner of Minogue Crescent and Wigram Road. Soft sandstone was located between 4-6 m below the current surface and the fill contained gravel, slag, wood and glass. A 2m high cut sandstone face was observed in this location indicating the slope up to Minogue Crescent and Wigram Road is natural but modified.

There is potential for the footings of the turnstiles and the reasonably temporary buildings that appeared in this area, the function of which is unknown.

The Crescent (western side of the track)

There does not appear to be any development of the western side of the track until the 1940s. A large grandstand (the 1929 Leger stand) was relocated in the 1940s (prior to 1943) to the south-western edge of the track backing onto The Crescent and Minogue Crescent. A number of smaller buildings were also constructed from the 1950s backing onto The Crescent. These included a tote building, viewing terrace, bookmaker's stands behind the Ledger stand and a number of dining rooms.

By 1994 the grandstand building was demolished but a number of structures remained along the property boundary lining The Crescent and Minogue Crescent. In 1998 aerial photographs show that all the structures had been removed from this area and by 2001 a number of trees had been established at the southern end of the track.

There are no Geotech reports for this part of the site apart from two cores in the track close to The Crescent. There is between 10-14m of fill and sediment above bedrock in this part of the site. A 2m high cut sandstone face was observed in this location indicating the natural slope up to of Minogue Crescent and Wigram Road has been modified.

There is potential for the area to the south west of the track to retain evidence of fencing, paths and the foundations of the grandstand and previous ancillary buildings. The footprint of the grandstand is still visible today.

Paceway track and infield area

Plans from 1875 show eastern and western branches of Johnston's Creek that converge south of Wigram Road. At this time, Johnston's Creek had been somewhat regularised but it was not until the 1890s that the concrete storm water channel for Johnston's Creek was created. Early plans also show the line of a wooden covered drain across the track. This drain was originally an unnamed creek which fed into Johnston's Creek. By 1879 it was a regular channel and had a wooden bridge over it south of Wigram Road. In 1902 the drain has become a 12 foot wide concrete open drain and by 1910 a 20 meter wide drainage channel reserve is marked on plan running through the infield area of the track. This channel empties into Johnston's Creek on the far western edge of the tram shed forecourt. By the mid 20th century a storm water system runs diagonally through the track and infield from south-east to north-west. The current storm water drainage located in the infield area controls flooding and is in approximately in the same position as the early drain. It appears the natural creek line was modified over time to accommodate the storm water system.

It is likely that the drainage channel has been modified extensively and there is no potential for the early wooden covered drain noted on the 1879 plans located in the infield area to exist. Likewise creation of the Johnston's Creek canal and infilling will have destroyed evidence of the original watercourse. A photograph from 1909¹⁹ (Figure 3.3 below) illustrates the earliest construction of the paceway, which consisted of a boundary fence constructed of a timber frame sheeted with corrugated galvanised iron.

¹⁹ Allen Family albums Lilliebridge Racing Grounds 6 April 1909

The trotting track was created from clay and quarry dust and Greyhound racing was established in 1933 on a separate track inside the trotting track consisting of similar material. Light towers were erected in 1933 for night racing.



Figure 3.3: Construction of the paceway boundary fence 1909. Image no 3863 from Allen family album

Reconstruction of the trotting track took place in 1949 when the track was slightly reconfigured and resurfaced. Cars parked in the in-field during this era, accessed from Ross Street.

From September 1994, the track was rebuilt and lengthened from 754m to 805m, widened to a standard width of 17m and banked the curves which necessitated raising the north-west corner over the stormwater channel. The inside running rail was also replaced by safer rubber pylons.

The existing configuration of this area of the site dates from the 1995 redevelopment of the Paceway. The major changes are the demolition of all freestanding buildings, the removal of the previously strongly defined southern boundary with the Paceway, and the construction of the road bridge over the stormwater channel and the tunnel under the banked paceway track associated with the new mid-field car parking arrangements implemented in 1995.

The majority of the track is now elevated above the surrounding ground level with the introduction of banks of fill. Geotechnical investigation by Douglas Partners in 1994 and 1995 in response to facilities upgrade works resulted in over 40 cone penetration and bore tests across the track and infield area. A maximum depth of 16.5m of fill and sediment overlies bedrock on the track in the location of the bridge over the storm water pipe. Depth of fill and sediment above bedrock on the track varies from 5m near the Crescent to 14m at the northernmost end of the track.

There is little potential for archaeological features or cultural deposits dating prior to the construction of the track to survive. There is potential for evidence of track alignment and construction to survive.

Disturbance

Four underground storage tanks (likely for grease or gasoline) were located to the west and southwest of the tram shed. These were reportedly removed in 1997. The contamination report found no reports to validate this information or the location of these tanks²⁰.

²⁰ Environmental Strategies 2009: 14

Extension of the northern end of the track has resulted in the addition of large quantities of crushed sandstone fill to extend and raise the track above ground level.

Extensive cutting back of the sandstone ridges to the east and west of the site, land reclamation, adjustment of the creek routes and use of the infield area for a storm water route has resulted in large scale modification of the original topography in those areas.

Archaeological Significance

There is potential for a limited archaeological resource to remain on the site. This resource is likely to consist of the footings or foundations of structures, concrete slabs, redundant services, remnant paths and fencing as well as evidence of the modification of the landscape such as drainage, cutting and filling. The overall significance of the potential archaeological resource of the site is low.

The remains of tram tracks and structural or cultural material associated with post 1900 development are known from other sites, are well documented for this site and unlikely to contribute to the known history of the site. Despite a sizable number of buildings constructed and demolished across the site over the past 100 years, the significance of the archaeological resource is low.

The potential for remnants of the garden, grandstand and earlier paceway track configurations to survive, or evidence of features and deposits predating the development of the paceway is low to nil. If archaeological material is present, evidence of this type is unlikely to contribute to the appreciation of the site's heritage values.

The potential for aboriginal objects and relics to survive on the site is low due to the disturbance of the route of Johnston's Creek. If Aboriginal objects and relics were present on the site, they would represent a significant addition to the available knowledge of Aboriginal occupation of the harbour foreshores.

3.4 PRECINCT ELEMENTS

This section identifies all the elements within the two Site precincts and provides descriptions, construction dates, and information on the integrity and condition of each element.

Tables 3.1 and 3.2 below outline all extant elements within the Paceway precinct and the Tramsheds Precinct including their condition.

Figure 3.4 Site Elements Plan on the following page graphically identifies and locates all the elements referred to in Tables 3.1 and 3.2.

The condition ratings used in Tables 3.1 and 3.2²¹ are defined as follows:

Very good condition:	Structurally sound, no evidence of deterioration, sound in function and appearance
Good condition:	Functionally sound structure, showing minor wear and tear to surfaces, all fittings operable
Moderate condition:	Adequate structure, some evidence of foundation movement, appearance affected by minor cracking, indications of minor weatherproof breaching, generally operational with minor breakage of fittings
Poor condition:	Structure functionally sound but with significant foundation movement/cracking; fabric damaged, weakened or displaced. Appearance affected by cracking/breaches of weatherproofing, failures of services fittings frequently non-operable
Very poor condition:	Structure has serious problems and concern exists for the integrity of the structure; fabric is badly damaged or weakened affecting appearance; breaches of weatherproofing; finishes badly damaged and in need of replacement; services inoperable; fittings mostly damaged and non-operable.

²¹ Abbreviated from a Railcorp Heritage Condition Gradings table

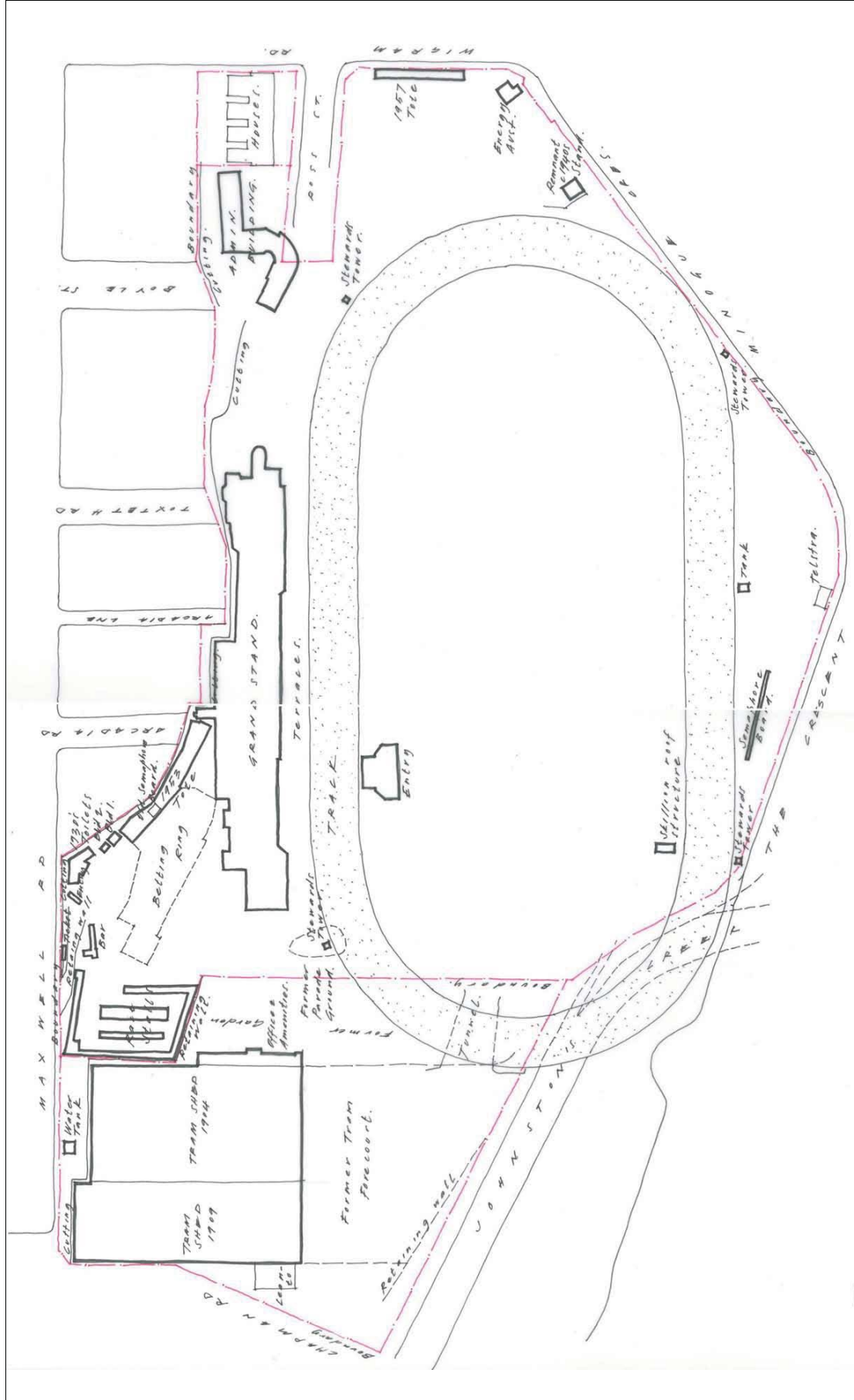








Figure 3.4 Harold Park Site Elements Plan (site and precinct boundaries dotted red outline)



Table 3.1 Elements of the Paceway precinct



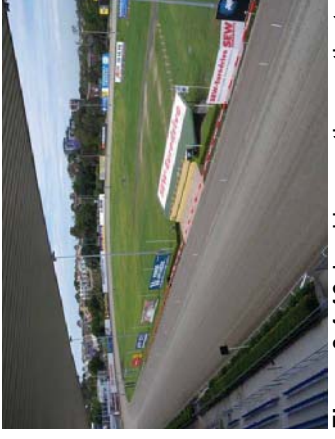



Element Name	Location/Description	Construction Date	Integrity	Condition
1957 Toie building	The building fronts Wigram Road, west of Ross Street. It is a long low single storey rendered brick building, with front parapet with part of parapet clad in fibro asbestos. The timber framed skillion roof is sheeted with corrugated steel. The internal walls are timber framed lined in asbestos sheeting on timber framed floor. The exterior features timber framed doors and double hung windows.	1957 (BA plans dated 1956)	Intact	Poor. Cracking is evident to brickwork; windows are in poor condition. Interior is very dilapidated with severe vermin/pigeon infestation.
 <p>Figure 3.4.1 North elevation of the building facing the Paceway track.</p>	 <p>Figure 3.4.2 The building seen from the northeast on top of the Grandstand.</p>	 <p>Figure 3.4.3 Detail view showing the windows and the cracking on exterior north elevation.</p>		
 <p>Figure 3.4.4 View of the interior of the building showing the clutter and rubbish.</p>	 <p>Figure 3.4.5 Detail view of the underfloor access hatch at the east end of the building.</p>			




Element Name	Location/Description	Construction Date	Integrity	Condition
Energy Australia Substation	Close to Minogue Crescent/Wigram Road intersection. The substation sits on a concrete slab and is fenced with high cyclone wire fencing. The building is unadorned and functional with Colorbond steel external sheeting with a steel sheeted skillion roof	c. 1990-1995	Intact	Good
 <p data-bbox="737 1659 762 2049">Figure 3.4.6 View of the substation.</p>				





Element Name	Location/Description	Construction Date	Integrity	Condition
<p>c. 1940s Stand - remnant</p>	<p>Close to Minogue Crescent. The structure is approximately 5m long, a remnant of the c1940s concrete seating consisting of reinforced in-situ concrete steps on concrete walls. A room is located under the remnant steps housing an operating switchboard.</p>	<p>c1940s (sometime prior to 1943 open concrete seating, roofed pre 1943) Concrete seating with c1980s switchboard located beneath remnant seating and c1980s concrete blockwork</p>	<p>Only a section of the seats and supporting walls remain.</p>	<p>Poor. This is a remnant portion of a larger seating stand. The structure is overgrown with vegetation, and the full extent of it is not discernible. Shown in 1985 plans as "existing switchboard to remain".</p>
 <p>Figure 3.4.7 View of the seating from the NE paceway side, showing the seats and steel roof over.</p>	 <p>Figure 3.4.8 Closer view of the supporting wall and the weathered steps over.</p>			









Element Name	Location/Description	Construction Date	Integrity	Condition
Semaphore board	On western side of track near The Crescent. Modern steel framed digital semaphore board flanked by advertising boards	c. 1995	Intact	Good
 <p data-bbox="852 1111 879 2049">Figure 3.4.9 View of the Semaphore Board looking west from within the Paceway track.</p>		 <p data-bbox="852 568 879 1077">Figure 3.4.10 the rear of the Semaphore Board</p>		
Water Tank	Located near semaphore board on western side of track near The Crescent.	C:1995	Intact	Good
 <p data-bbox="1284 680 1311 2049">Figure 3.4.11 The water tank on its stand behind the track advertising hoarding viewed from the south with the track on the right.</p>				









Element Name	Location/Description	Construction Date	Integrity	Condition
Steward Towers	Located at 4 points around the track: one north of the Semaphore board, one on the eastern side of the track north of the grandstand.	1995	Intact	Good
 <p data-bbox="1110 1458 1137 2049">Figure 3.4.12 The tower on the SW corner of the track.</p>		 <p data-bbox="820 163 847 1077">Figure 3.4.13 The tower located on the NE corner of the site nearest the Grandstand.</p>		









Element Name	Location/Description	Construction Date	Integrity	Condition
<p>Paceway track, hoardings, lighting</p>	<p>The Paceway track is a graded cambered oval earth bermed track with a central grassed area. The north-west corner is a concrete structure suspended over Johnston's Creek; other sections of the track are retained by concrete block walls. Modern advertising hoardings surround most of the track outer perimeter except in front of the Grandstand which screen most of the track form outside the site boundaries. Tall steel pole lighting is located along both sides of the Paceway track</p>	<p>c. 1995 and later</p>	<p>Intact</p>	<p>Good</p>
 <p>Figure 3.4.14 View of the Paceway track looking south from the roof of the Grandstand</p>	 <p>Figure 3.4.15 View of the Paceway track looking NW from the roof of the Grandstand.</p>		 <p>Figure 3.4.16 Looking south over the track from the commentators box on the upper level of the Grandstand.</p>	
 <p>Figure 3.4.17 On the west side of the track looking south.</p>	 <p>Figure 3.4.18 On the south side of the track looking NW</p>		 <p>Figure 3.4.19 At the north end of the grassed area in the centre of the track in front of the vehicular entry looking south.</p>	



Element Name	Location/Description	Construction Date	Integrity	Condition
Covered structure	A skillion roofed structure located on the western side of the central grassed area of the track with blockwork walls cut into the slope and steel framed roof. The use of this structure is unknown.	C.1980s	Intact	Good
 <p>Figure 3.4.20 View of the covered structure on the west side of the grassed centre of the track with track with track behind and above.</p>				
Northern vehicle accessway under track	A concrete framed accessway beneath the northern end of the Paceway track which allows vehicular entry to the Paceway central grassed area	1995	Intact	Good
 <p>Figure 3.4.21 The accessway seen from within the track looking north.</p>		 <p>Figure 3.4.22 The accessway seen from outside the track looking south.</p>		







Element Name	Location/Description	Construction Date	Integrity	Condition
Central Pedestrian Entry	<p>A skillion steel roofed, concrete and glass entry structure located on the eastern side of the central grassed area of the track. The entry is used for accessing the grandstand from the central area, when the area is used for public parking during races. An escalator runs from this building to the grandstand.</p>  <p>Figure 3.4.23 View of the entry structure from the SW from within the track</p>	1995	Intact	Good
Administration Building	<p>North of Ross Street entry drive. Long, serpentine concrete and steel framed single storey building arranged around a visitors and staff carpark with corrugated steel sheeted roof and large glazed walls to the carpark.</p>  <p>Figure 3.4.25 Looking north at the building's main entry from the staff and visitors carpark</p>	1994	Intact	Good
	 <p>Figure 3.4.24 Detail view of the steps to the right, the entry gates in the centre with the escalators in the background on the left.</p>			
	 <p>Figure 3.4.26 Looking south to the north face of the building from the carpark in front of the main entrance to the Grandstand.</p>			

Element Name	Location/Description	Construction Date	Integrity	Condition
<p>Stone cuttings and cliff including sandstone and brick retaining walls</p>	<p>The cutting runs along the eastern boundary of the site and crosses north into the Tramsheds precinct. Evidence of stone cutting, post 1890's retaining walls (brick and sandstone)</p>	<p>Various</p>	<p>Intact evidence of various periods</p>	<p>Moderate. Obscured by vegetation and buildings along most of its length.</p>
 <p>Figure 3.4.27 View of the cliff covered in weed growth between Toxteth Rd and Boyce St at the back of the carpark south of the entry to the main Grandstand.</p>	 <p>Figure 3.4.28 Part of the cutting in the SE corner of the site made up of a rough coursed sandstone retaining wall below the steps down from Boyce St.</p>	 <p>Figure 3.4.29 Part of the cliff made up of excavated stone and overhangs.</p>	 <p>Figure 3.4.30 Detail view of the cliff showing evidence of the strata as well as the drill holes where the stone has been split from the cliff.</p>	
 <p>Figure 3.4.31 Wide view of the cliff at the rear of the carpark between Toxteth Rd and Boyce St south of the entry to the main Grandstand.</p>	 <p>Figure 3.4.32 Length of the cliff above the Grandstand carpark made up of a rough coursed sandstone retaining wall supporting the residences on top of the sandstone cutting.</p>	 <p>Figure 3.4.33 Looking from on top of the cliff at the end of Arcadia Rd over the main Grandstand.</p>	 <p>Figure 3.4.34 Detail view below Maxwell Rd showing a section of cliff with the stone retaining wall located on top of an excavated face.</p>	


Element Name	Location/Description	Construction Date	Integrity	Condition
Grandstand	<p>Alongside the track's eastern straight, between the straight and the stone cliff. The Grandstand is a long and large 2 tiered reinforced concrete framed stand with block and brick infill walls, aluminum windows and glazing and a steel framed steel decked low pitched roof with a deep fascia and overhang which shades the windows overlooking the track. The west elevation facing the track is clad with large gazed walls and large semi-circular stair ends the south elevation. The Grandstand is fronted by open tiered seating</p>	1961 (south section); 1986-87 remainder	The 1961 concrete framed open 2 tier grandstand encased in 1986-87. Difficult to discern the interface between the different development stages	Good
 <p>Figure 3.4.35 Looking NE across the track to the west, main elevation of the Grandstand and semi-circular stair at the south end.</p>	 <p>Figure 3.4.36 South end of the Grandstand showing semi-circular stair and profile of glazed upper tier with main restaurant. Entry to the right of the stair.</p>	 <p>Figure 3.4.37 looking north along the concrete open seating in front of the Grandstand.</p>	 <p>Figure 3.4.38 the SW corner of the Grandstand showing the deep roof overhang and fascia.</p>	
 <p>Figure 3.4.39 View of the main internal stairs at the south end of the Grandstand.</p>	 <p>Figure 3.4.40 View of the north end of the Grandstand.</p>	 <p>Figure 3.4.41 View of the open ground floor of the Grandstand showing the concrete frame with the track to the left</p>	 <p>Figure 3.4.42 Detail view of one of the 1960s stairs from the ground floor</p>	






Element Name	Location/Description	Construction Date	Integrity	Condition
Betting ring 	The ring is located generally north of the Grandstand and consists of a series of open steel posts and frames supporting low pitched roofs sheeted with steel sheeting. 	c. 1960s-1980s	Altered	Good
Figure 3.4.43 Looking NE from the Grandstand roof onto the roofs over the Betting ring 1953 Tote Building 	The building is located east of the betting ring. It is a long single storey rendered brick building. The lower section of the main façade fronting the Betting Ring has been reclad in textured brick, timber panels are fixed between the ticket windows. 	1953	Altered. Historical photos show a central tower since removed, timber windows replaced	Good
 Figure 3.4.45 Front elevation showing timber panels and textured brick on lower wall and recent aluminium windows.	 Figure 3.4.46 Detail view of the front elevation.	 Figure 3.4.47 View of the north end of the building.	 Figure 3.4.48 Detail view of a ticket window.	

Element Name	Location/Description	Construction Date	Integrity	Condition
Utility Building 1	Small flat roofed single storey face brick building located north of the 1953 Tote Building	c. 1970s	Intact	Good
 <p data-bbox="699 1140 730 2051">Figure 3.4.49 View of the front of the building with the 1953 Tote building to the right.</p>				
Utility Building 2	Small flat roofed painted brick single storey building located north of Utility Building 1.	c. 1960s	Brickwork painted, otherwise intact	Good
 <p data-bbox="1225 1538 1257 2036">Figure 3.4.50 View of the front of the building.</p>				

Element Name	Location/Description	Construction Date	Integrity	Condition
Toilets	Single storey painted brick building located north of the Utility building 2. Low pitched steel sheeted roof, deep fascia and timber high level windows. The interiors include terrazzo toilet stall partitions.	c. 1930s	Roof altered. Interior altered.	Good
 <p>Figure 3.4.51 View of the front of the building.</p>	 <p>Figure 3.4.52 View of the interior showing the terrazzo stall partitions.</p>			
Entry Building	Single storey rendered brick building with narrow doorways with timber tongue & grooved ledged and braced doors, turnstiles and timber counters to interior.	c. 1930s	Relatively intact; fibro asbestos addition to northern end	Poor, esp. fibro addition (requires removal due to safety issues).
 <p>Figure 3.4.53 View of entry building from the SW showing the building's elevation facing into the Paceway. Main entry on the left and turnstiles on the right.</p>	 <p>Figure 3.4.54 Detail view of the elevation facing into the Paceway precinct showing the entry stalls.</p>	 <p>Figure 3.4.55 Detail view of one of the surviving turnstiles.</p>		 <p>Figure 3.4.56 View of the elevation of the building facing out of the Paceway precinct showing the fibro clad timber framed office.</p>

Element Name	Location/Description	Construction Date	Integrity	Condition
Ticket Sales Building	 <p>Figure 3.4.57 Long view looking NE from the Grandstand roof to the ticket office showing the building and the boundary wall beyond.</p>	1960	Intact	Poor
	<p>The building is located against masonry boundary wall with stepped parapet to Maxwell Street. This is a rendered brick building with skillion corrugated steel roof on the Paceway (west) side. Small ticket openings in the west elevation, doorway at southern end. The building contains ticket "Bell punch" machines (see moveable items below).</p>			
Bar	 <p>Figure 3.4.58 View of the building from just inside the entrance from Maxwell Rd with the boundary wall on the left.</p>	1960	Altered	Good
	 <p>Figure 3.4.59 View of the boundary wall and the entrance from Maxwell Rd.</p>			
Bar	 <p>Figure 3.4.60 View of the interior of the ticket building.</p>	1960	Altered	Good
	<p>Flat roofed single storey rendered brick building with flat roofed awning on steel posts attached to the front elevation. Current use not known but it appears that the bar has been converted to horse stalls with the addition of rails and tethering points on the main elevation.</p>			
 <p>Figure 3.4.61 View of the front elevation of the bar with the awning over sheltering the possible horse stalls.</p>				

Element Name	Location/Description	Construction Date	Integrity	Condition
Race stalls (aka stables)	A complex of race stalls located at the northern end of the Paceway Precinct, adjacent to and elevated on concrete and stone retaining walls above the Tramsheds. The stalls appear to have been clad or rebuilt in red brick with new roof sheeting c1970s. There is surviving evidence of earlier (c. 1940s) brickwork in the southeastern corner around and north of the sand roll.	c. 1940s	Refurbished 1970s	Good
 <p>Figure 3.4.62 View looking north of the race stalls from the roof of the Grandstand.</p>	 <p>Figure 3.4.63 View of the race stalls looking west from the entrance from Maxwell Rd.</p>	 <p>Figure 3.4.64 Detail view of a part of the race stalls</p>	 <p>Figure 3.4.67 Detail view of washing stalls featuring c1940s brickwork, cement rendered with face bullnose corners.</p>	
 <p>Figure 3.4.65 View of the toilets located in the SW corner of the stalls</p>	 <p>Figure 3.4.66 View of the sand roll enclosure in the SE corner of the stalls.</p>			

Element Name	Location/Description	Construction Date	Integrity	Condition
Retaining wall and timber post & rail fencing	Stone retaining wall and timber post & rail fencing along the western edge of the path accessing the Paceway from Maxwell Street (west of Entry building)	c. 1940s	Intact	Moderate, sections of the timber fence in poor condition and collapsing.
				
<p>Figure 3.4.68 Looking NE up the entrance road from Maxwell Rd with the stone retaining wall and timber fence on the left.</p>				
Paceway landscaping	There are areas of formal landscaping adjacent to the carpark near Ross Street and also at the northeastern edge of the Paceway.	1950s-1995 or later	Intact	Good
				
<p>Figure 3.4.69 The landscaping NE of the Paceway track</p>				
				
<p>Figure 3.4.70 Landscaping north of the Paceway track.</p>				
				
<p>Figure 3.4.71 Landscaping at rear of the Grandstand carpark south of the Grandstand near the stone cutting.</p>				
				
<p>Figure 3.4.72 Hedging in front of the open tired seating in front of the Grandstand</p>				

Element Name	Location/Description	Construction Date	Integrity	Condition
Moveable heritage				
Old Semaphore Board	An old metal framed and clad semaphore board as a box now mounted on top of the 1953 Tote building.	c. 1950s	Intact	Moderate
 <p>Figure 3.4.73 The front of the board on top of the 1953 Tote Building seen from the rear of the Grandstand.</p>				
Bell Punch machines	Stainless steel boxed machines with enamel buttons seated within the ticket counter in the 1960 ticket sales building	c. 1960s	Relatively intact	Moderate
 <p>Figure 3.4.74 The top cover of a ticket machine aligned with the ticket counter.</p>				
 <p>Figure 3.4.75 The front face of the machine below the counter.</p>				


















Element Name	Location/Description	Construction Date	Integrity	Condition
Paceway signs, early light fittings	Mostly painted metal signs around the site predominantly attached to 1940s, 1950s and 1960s buildings as well as sections of fencing.	c. 1960s and later	Intact	Good
 <p>Figure 3.4.76 Sign on 1953 Tote building above ticket window</p>	 <p>Figure 3.4.77 Sign and light fitting on Ticket sales building</p>		 <p>Figure 3.4.78 Sign and light fitting on Ticket sales building</p>	
 <p>Figure 3.4.79 Sign in Race stalls</p>			 <p>Figure 3.4.80 Sign near bar and race stalls area</p>	









Table 3.2 Elements of The Tramsheds precinct



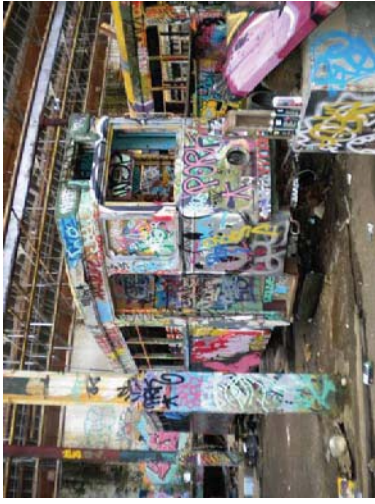

Element Name	Location/Description	Construction Date	Integrity	Condition
Tramsheds - general	The tramsheds are located between Chapman Road (a pedestrian path) to the north and the Paceway race stalls to the south, Maxwell Road to the east, Johnstons Creek to the west. The main portion of the tramsheds is a sawtooth roofed parapeted brick structure. The Office and Amenities block is a brick structure attached to the southern wall of the 1904 tram shed.	1904-1909	Remaining tramsheds structures are relatively intact. A number of small separate buildings within the Tramsheds Precinct have collapsed.	Moderate/poor
 <p>Figure 3.5.1 View of the tramsheds looking north from the roof of the Grandstand with the Office and Amenities building in front of the sheds.</p>				



Element Name	Location/Description	Construction Date	Integrity	Condition
1904 Tram Shed	The 1904 Tramshed is the main section of the Tramsheds building, located between the 1909 Tramshed to the north and the office & amenities block to the south. The Tramshed is a steel framed structure with brick external walls	1904	Intact	Moderate
 <p>Figure 3.5.2 View of part of the west elevation of the 1904 Tramshed.</p>	 <p>Figure 3.5.3 Detail view of the SE corner and stepped parapet of the 1904 Tramshed.</p>	 <p>Figure 3.5.4 Long view of the west elevation, 1909 Tramshed on the left with the forecourt in the foreground</p>	 <p>Figure 3.5.5 Long view of the west elevation, 1904 Tramshed on the right.</p>	
 <p>Figure 3.5.6 Detail view of the stepped parapet roof of the 1904 Tramshed.</p>	 <p>Figure 3.5.7 View of the interior of the 1904 Tramshed looking east from just inside the west wall with the south wall on the right.</p>	 <p>Figure 3.5.8 View of the interior of the 1904 Tramshed looking east from just inside the west wall with the party wall between the two sheds on the left</p>	 <p>Figure 3.5.9 Detail view of the junction of the steel posts and the bottom cord of the sawtooth roof.</p>	

Element Name	Location/Description	Construction Date	Integrity	Condition
1909 Tram Shed	Attached to the northern wall of the 1904 Tramshed	1909	Intact	Very Poor
 <p>Figure 3.5.10 View of the exterior of the north panelled brick wall of the 1909 Tramshed.</p>	 <p>Figure 3.5.11 Looking at the roof and part of the stepped parapet of the 1909 Tramshed from Maxwell Rd.</p>			
 <p>Figure 3.5.12 View of the interior of the 1909 Tramshed looking west from just inside the east wall with the party wall between the two sheds on the left.</p>	 <p>Figure 3.5.13 View of the interior of the 1909 Tramshed.</p>			

Element Name	Location/Description	Construction Date	Integrity	Condition
Water Tank	Riveted rectangular steel tank, pipes and valves elevated on steel posts. The water tank fed a Grinnell automatic sprinkler system, which saved the sheds from a fire on 17 July 1919.	Installed prior to 1919	Intact	Moderate
 <p data-bbox="874 562 906 2051">Figure 3.5.14 Long view of the tank on its posts partially hidden by vegetation seen from the roof of the Paceway Grandstand.</p>				

Element Name	Location/Description	Construction Date	Integrity	Condition
Office and amenities building	Brick, hipped and skillion terracotta tiled roofs, 2 storey at west end, single storey at east end, attached to southern wall of the southern (1904) tram shed. Interiors feature metal lath and plaster ceilings, and plastered walls. Fittings are generally vandalized/deteriorated	1904	Most window glass missing, interior fittings vandalized; staircase to 1st floor not usable	Poor
 <p>Figure 3.5.15 View of the area in front of and to the south of the Office and Amenities Building on the left.</p>	 <p>Figure 3.5.16 Detail view of the east end of the Office and Amenities Building with the 1904 Tramshed behind and the in-situ concrete retaining wall supporting the race stalls to the right.</p>	 <p>Figure 3.5.17 Long view of the Office and Amenities Building looking NE across the site of the former garden.</p>	 <p>Figure 3.5.18 Long view of the west two storey end of the Office and Amenities Building.</p>	
 <p>Figure 3.5.19 Detail view of the deterioration of parts of the building.</p>	 <p>Figure 3.5.20 The interior of the Office and Amenities Building showing one of the small rooms and the level of deterioration and vandalism.</p>	 <p>Figure 3.5.21 The interior of the westernmost room in the building</p>	 <p>Figure 3.5.22 The stair to the first floor.</p>	

Element Name	Location/Description	Construction Date	Integrity	Condition
Sandstone retaining wall and fencing	Beneath the suspended section of the 1995 Paceway track, along the edge of the Johnstons Creek stormwater channel, is a section of sandstone retaining wall and fencing consisting of lengths of tramway tracks which marks the boundary of the former tram access route from The Crescent	C.1940s	Intact	Moderate
 <p>Figure 3.5.23 Looking SW along Johnston's Ck with the section of retaining wall on the left above the concrete creek wall</p>	 <p>Figure 3.5.24 Longer view of the area under the elevated section of the Paceway track showing the tramway easement retaining wall as it approaches The Crescent.</p>			
Moveable Heritage				
Trams and one bus parked within the 1904 tram shed	 <p>Figure 3.5.25 Tram No. 1993 at west end on north side of 1904 Tramshed.</p>			
 <p>Figure 3.5.26 Tram No. 2050 (left) and bus, east of Tram No. 1993, 1904 Tramshed. Note Tram 2050 is a Café Tram which operated out of Rozelle Depot.</p>				

Element Name	Location/Description	Construction Date	Integrity	Condition
Moveable Heritage				
Trams and one bus parked within the 1904 tram shed				
 <p>Figure 3.5.27 Tram Nos. 1995, 1923 and 1943 (left to right) at east end of 1904 Tramshed. Note Tram No. 1995 operated out of Rozelle.</p>	 <p>Figure 3.5.28 Tram Nos. 1943 (left) and 1753 (right), south end on east side of 1904 Tramshed. Note Tram No. 1753 operated out of Rozelle.</p>			

4.0 COMPARATIVE ANALYSIS

4.1 INTRODUCTION

Comparative analysis is undertaken to assist in determining the relative values of a place and its component elements in relation to other similar places. This is particularly important in the overall assessment of significance of places, as types of places or elements of places become increasingly rare.

4.2 THE PACEWAY PRECINCT

Overview of Racecourses

By the late nineteenth century horse racing in Australia was one of the most popular, organised, regulated and visible sports, which attracted almost the full socio-economic spectrum from labourers and tradesmen to professionals and merchants. Horse racing was initially organised by and for the military officers along regimental lines, with the first official colonial horse race meeting (for thoroughbreds) being held at Hyde Park in 1810. By the 1820s permanent race clubs had begun to be formed, the short lived Sydney Turf Club (1825-34) being the first, followed by others until the Australian Jockey Club emerged as the dominant body in 1842. The racetracks in metropolitan Sydney in the 1830s to the 1850s were located at Bellevue Hill, Grose Farm, Randwick (1833), Homebush and Petersham. Of these only Randwick has survived.

The financial well-being of the established clubs such as the Australian Jockey Club was challenged from the mid-1880s until the mid 1940s by proprietary racing clubs of which a number existed in metropolitan Sydney, inclusive of Canterbury Racecourse (1884), Rosehill Racecourse (1885), Warwick Farm Racecourse (1889), Moorefield Racecourse (1889), Kensington Racecourse (1890), Ascot Racecourse (1904), Rosebery Racecourse (1907), and Victoria Park Racecourse (1908). Prior to the NSW Trotting Club taking the lease of Harold Park (then known as Epping Racecourse) in 1911, this too had been a proprietary track since 1890. Most of the proprietary tracks closed in the 1940s, either because of occupation by the military forces and/or the introduction of the *Sydney Turf Club Act* of 1943. Of the aforementioned tracks only Randwick, Canterbury, Warwick Farm and Rosehill survive as galloping tracks and Harold Park is the only example of a harness racing track.

Traditionally, horseracing tracks in Sydney have been located in areas where there is level ground and a ready supply of water. While some tracks were or are located beside rivers (Canterbury and Ascot both on the Cooks River and Warwick Farm on the Georges River) most were or are located within the low-lying sandy ground to the south of Sydney within or close to the former Lachlan and Botany Swamps water catchments of the mid-nineteenth century. Water here was sourced through natural collection or by driving bores to tap underground aquifers. The race tracks in this area are (or were): Kensington, Ascot, Randwick, Victoria Park and Rosebery. Moorefield, near Kogarah, was located adjacent to a flood prone creek basin. The location of Harold Park is atypical of this historic pattern, given its proximity to an inner western city suburb established in the late nineteenth century by private developers, its nearness to the foreshore of Port Jackson, and enveloping varied landform. The traditional source of water for Harold Park has not been commented on to date.

The aforementioned courses relied on patronage from the densely populated inner city suburbs and provision of a cheap means of travel. At Canterbury, Warwick Farm and Rosehill this was provided by the government railway, while the government tramway serviced Harold Park, Kensington, Ascot, Randwick, Victoria Park and Rosebery. At Randwick a tram branch line was built within the grounds of the course that operated between 1880 and 1960, and at Warwick Farm a railway branch line operated from 1889 until 1990.

Regardless of the type of horse racing undertaken, traditionally the courses provided a hierarchy of places to view the race that had the intended effect of separating the broad spectrum of social classes in attendance by the imposition of a hierarchy of entrance fees. The flat, traditionally the area inside the course enclosed by the running rail (at Harold Park the area near Wigram Road), provided the cheapest means of attending a race. Above this were the leger, an area or stand located some distance from the winning post (at Harold Park on the opposite side of the finishing straight), the paddock, an area closer to the winning post enabling patrons to see the horses before they raced (at Harold Park below Maxwell Street), and the grandstand and official stand, which afforded a panoramic view of the course (at Harold Park below the race stalls). The tracks at Kensington, Ascot, Victoria Park, Rosebery and Moorefield have been completely redeveloped and of the surviving tracks only Randwick has retained a collection of its pre 1950 grandstands and ancillary structures such as turnstiles. At Canterbury and Rose Hill the small grandstands have been replaced by larger structures in recent decades in a manner similar to the pattern of development at Harold Park. The current layout of the tracks at Canterbury, Randwick and Warwick Farm are similar to the pre Second World War track configurations.

The Courses

Royal Randwick Racecourse

Royal Randwick Racecourse is the oldest and largest in New South Wales. It first began operation in 1833 and from the 1860s became the home of the Australian Jockey Club, the governing body of horse racing. Aside from horse racing, the course is historically associated with staging major outdoor events including rock concerts, and has a particular affiliation with the Catholic Church with its World Youth Day 2008 and the mass celebrated by Pope Paul VI in 1970. The Members Stand or Official Stand at Royal Randwick Racecourse, built 1910, is a listed heritage item in the Randwick Local Environmental Plan.



Figure 4.1: Randwick Racecourse in 1943 and under military occupation. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



Figure 4.2: Randwick Racecourse in 2009. Source: NSW Lands Dept Sixviewer

Canterbury Park Racecourse

The racecourse at Canterbury was opened in 1884 on the banks of the Cooks River and racing has been carried on ever since. The proprietary club traded as the Canterbury Park Turf Club Limited and a foundation member was Frederick Clissold. Canterbury Racecourse today is home to the Sydney Turf Club, which was founded in 1943 and under its parliamentary powers compulsorily resumed the ground. The racecourse is listed as a heritage item in the Canterbury Local Environmental Plan and the State Heritage Inventory form for the site notes that “Most of the fixtures, such as rails, grandstands and stables are recently built but physical evidence of earlier buildings remains.”



Figure 4.3: Canterbury Park Racecourse in 1943. Source: NSW Roads and Traffic Authority



Figure 4.4: Canterbury Park Racecourse in 2009. Source: NSW Lands Dept Sixviewer

Rosehill Racecourse

The racecourse at Rosehill was established in 1883 by John Bennett within a land holding of 140 acres. The course was completed in 1885 at a cost of £17,000 and racing has been carried on ever since, although the site area has increased to 260 acres. The proprietary club traded as the Rosehill Racing Club Limited and was acquired by the Sydney Turf Club in the 1940s. The track alignment at Rosehill Racecourse has been altered since 1943, and the racecourse is not a listed heritage item.



Figure 4.5: Rosehill Racecourse in 1943. Source: NSW Roads and Traffic Authority

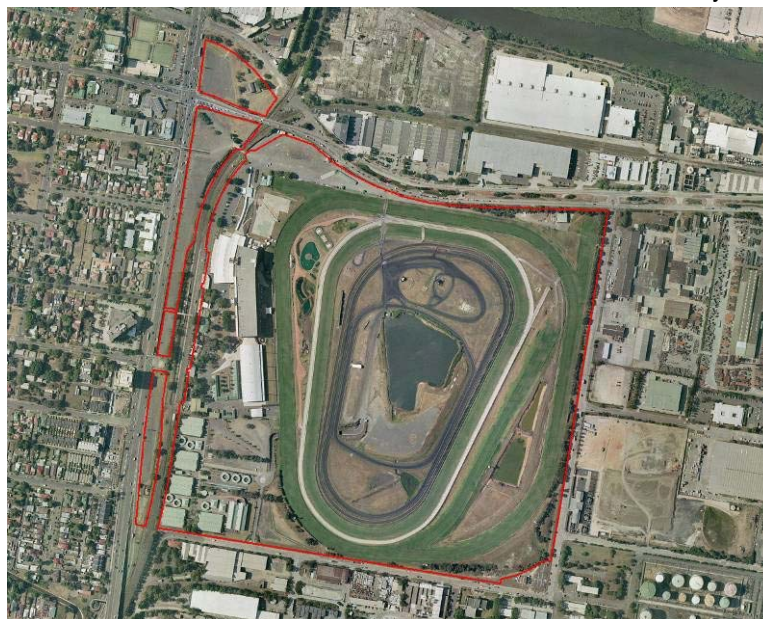


Figure 4.6: Rosehill Racecourse in 2009. Source: NSW Lands Dept Sixviewer

Warwick Farm Racecourse

Warwick Farm Racecourse has been owned by the Australian Jockey Club since 1922, but the origins of the track date from 1889 when under private ownership as the Warwick Farm Racing Club. The course was closed temporarily during the early 1940s and used as a military camp. The

Warwick Farm Racecourse Precinct, which is listed as a heritage item in the Liverpool Local Environmental Plan, consists of a complex of buildings of various architectural designs that date from a range of time periods, the older Racecourse buildings and structures dating from the mid 1920s and including the Totalisator buildings, Grandstands and associated structures.

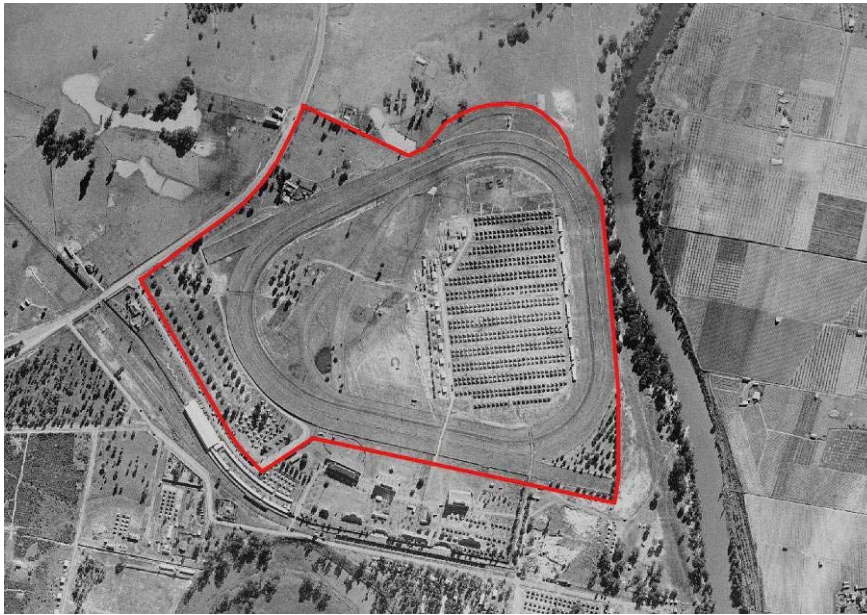


Figure 4.7: Warwick Farm Racecourse in 1943 and under military occupation. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



Figure 4.8: Warwick Farm Racecourse in 2009. Source: NSW Lands Dept Sixviewer

Ascot Racecourse

The site of the Ascot Racecourse is located within the hard standing area of Sydney Airport. The course was opened in 1904 by a private syndicate, Ascot Racing Club Ltd., and named after Royal Ascot in England. The Club was a member of the Associated Racing Clubs. It was one of a number in Sydney where unregistered horse racing took place and also had recreation grounds for athletics. The course was closed in 1941 owing to the war emergency and then used as a military camp. In

1947 it was resumed by the Department of Civil Aviation. The site is associated with the first successful aeroplane flight over Sydney in 1904.



Figure 4.9: Ascot Racecourse in 1943. Note the inner athletics track. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



Figure 4.10: The present day site of the former Ascot Racecourse. Source: NSW Lands Dept Sixviewer

Rosebery Racecourse

The site of the Rosebery Racecourse on Gardeners Road has been redeveloped for housing. The course was opened in 1907 by the Rosebery Turf Club Limited and was the club's second course, the first having opened in 1895 on a different site. The Club was a member of the Associated Racing Clubs. The course was closed in 1943 following on the formation of the Sydney Turf Club, but continued into the 1950s as a training track.



Figure 4.11: Rosebery Racecourse in 1943. Source: NSW Roads and Traffic Authority



Figure 4.12: The present day site of the former Rosebery Racecourse. Source: NSW Lands Dept Sixviewer

Kensington Racecourse

The site of the Kensington Racecourse is located within the lower campus of the University of New South Wales. The course was opened in 1890 by a private syndicate on leased land and closed in 1942 owing to the war emergency and then used as a military camp. The course was one of a number in Sydney where pony racing took place mid-week and did not compete directly with the larger and grander Randwick Racecourse opposite. For a few years from 1902 the NSW Trotting Club used this course before relocating to Harold Park.



Figure 4.13: Kensington Racecourse in 1943 and under military occupation. Source: NSW Roads and Traffic Authority

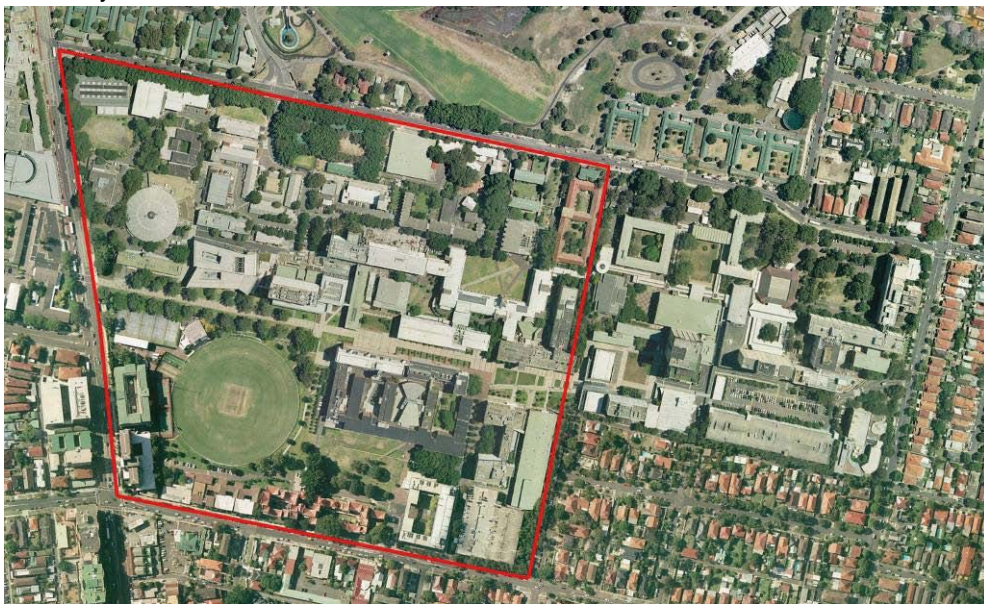


Figure 4.14: The present day site of the former Kensington Racecourse. Source: NSW Lands Dept Sixviewer

Victoria Park Racecourse

The site of the Victoria Park Racecourse is located within the urban renewal precinct at Zetland. The course was opened in 1908 and was closed in 1942 owing to the war emergency and used as a military camp. The course is located within the former water reserve catchment of the swamplands that supplied Sydney with water in the nineteenth century; the course being formed through reclamation. The course was privately owned by Sir James John Joynton Smith, who developed it as a showplace for horse and pony racing and trotting, and had the most modern and the best facilities of the pony tracks. The site was redeveloped after the war for a car manufacturing plant, and after its closure in the mid 1970s were Naval Stores. In the current redevelopment scheme, the former totalisator building has been retained.



Figure 4.15: Victoria Park Racecourse in 1943 and under military occupation. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



Figure 4.16: The present day site of the former Victoria Park Racecourse (now part of the Green Square urban renewal project). Source: NSW Lands Dept Sixviewer

Moorefields Racecourse

The site of the Moorefield Racecourse is located within Kogarah. The course was opened in 1889 as a private venture by P. J. Moore trading as Moorefield Turf Club Limited and closed in 1951. The

area has since been subdivided for housing and community infrastructure with two schools and a TAFE College.



Figure 4.17: Moorefields Racecourse in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



Figure 4.18: The present day site of the former Moorefields Racecourse. Source: NSW Lands Dept

Sixviewer

OVERVIEW OF SYDNEY PACEWAYS

There are four operating paceways in the Sydney region – Harold Park (a racecourse from 1890, purchased by the NSW Trotting Club in 1911); Menangle Park (a racecourse from 1916, redesigned as a paceway 1953) - both owned by the NSW Harness Racing Club; Bankstown Paceway (post 1943), owned by Bankstown Harness Racing Club; and Penrith Paceway (built as a paceway c.1900) - owned by Club Paceway Penrith.

Of the four paceways, Bankstown was the last established, being built after World War II. The site of the Bankstown paceway at Condell Park is shown in 1943 aerial photos as undeveloped land. Bankstown is therefore not considered to be comparable to Harold Park, being a much later paceway.

Menangle Park Paceway

Menangle Park was formally established as a racecourse in 1916 by a syndicate which included J.J. Joynton Smith (also part owner of the Victoria Park racecourse, and one time owner of the Harold Park site), on 32 hectares of land with two rail sidings established to service the racecourse. The track was used for light horse training during World War 1. The last gallops meeting was held at Menangle Park in 1941, and the track closed for the remainder of World War II for use by the army and airforce. The NSW Trotting Club (now NSW Harness Racing Club) purchased Menangle Park in 1952, redesigned the track as a trotting track and officially reopened it in 1953. Menangle Park was temporarily closed and redeveloped 2007-2009 to create a new raised 1400m track, new grandstands and stabling facilities. The only earlier structure at Menangle Park is the c. 1930s brick gateway structure, which is a listed heritage item in the Campbelltown Local Environmental Plan.



Figure 4.19: Menangle Park paceway in 2009. Source: NSW Lands Dept Sixviewer



Figure 4.20: Menangle Park racecourse in 1916 (note: all structures shown have since been demolished). Source: Campbelltown City Library Local Studies Collection.

Penrith Paceway

Penrith Paceway was built as a paceway circa 1900²². Penrith Paceway was redeveloped for night racing in 1964 with a new grandstand, and was redeveloped again in 1999.²³ Comparison of 1943 and modern aerial photos show that the Penrith Paceway track configuration has been completely altered in this period. In 1943 there were two tracks, the larger irregular in shape, the smaller round track presumably for greyhound racing (see Figure 4.21 below). The current configuration has a single oval track (see Figure 4.22). All buildings at Penrith paceway, with the possible exception of one building on the southern perimeter of the paceway grounds, have been replaced since 1943. The Penrith Paceway is not a listed heritage item.



²² "As early as September 1900, mention is made in the local press of the plans to build a trotting track [at Penrith] of half a mile in length with posts erected every 60 yards." (From www.penrithcity.nsw.gov.au/index.asp?id=1809)

²³ *ibid*

Figure 4.21: Penrith Paceway in 1943 Source: NSW Lands Department Six Viewer website



Figure 4.22: Penrith Paceway in 2009 Source: NSW Lands Department Six Viewer website

4.3 CONCLUSION OF PACEWAY PRECINCT COMPARATIVE ANALYSIS

The Harold Park Paceway is one of a number of racecourses established in Sydney in the late 19th century and early 20th century: Randwick (1833), Canterbury (1884), Rosehill (1883), Warwick Farm (1889), Ascot (1904); Rosebery (1907), Kensington (1890), Victoria Park (1908) and Moorefields (1889). Of these, only four - Randwick, Canterbury, Rosehill and Warwick Farm - are still operating as racecourses. Randwick, Canterbury and Warwick Farm have retained their original track configurations. At Rosehill the track configuration has been altered, buildings are modern and the racecourse is not heritage listed. Heritage listing information on Warwick Farm, Randwick and Canterbury indicates that these racecourses vary in their level of integrity. Warwick Farm retains a number of 1920s structures and is heritage listed in its entirety; Randwick only has the 1910 Members stand heritage listed; and Canterbury retains no noted early structures, though the site is heritage listed in its entirety. Both Warwick Farm and Royal Randwick racecourses retain much earlier structures than any at Harold Park.

Harold Park Paceway is one of four operating paceways in Sydney, of which only one other (Penrith) was established as a paceway in the early 20th century. All the operating Paceways, including Harold Park, have undergone periods of extensive redevelopment, which have resulted in the demolition of the majority of earlier structures. Penrith has been completely redeveloped at least twice (1960s and in 1999) and this is reflected in the lack of any heritage listing. Menangle Park, operating as a racecourse since 1916 and as a Paceway since 1953, has been subject to ongoing and recent redevelopment, reflected in the heritage listing of only the c. 1930s gateway structure at this paceway. There are very few pre-1943 structures remaining at Harold Park, and those which are have been altered.

In conclusion, it is considered that the heritage listings affecting Warwick Farm and Royal Randwick Racecourses and the Menangle Park Paceway in particular reflect the presence of early 20th century structures at these racing venues.

Harold Park Paceway does not retain any intact substantial early 20th century structures, and therefore its physical elements are of lesser heritage significance than the early 20th century structures at Warwick Farm, Royal Randwick and Menangle Park, despite Harold Park's long history as a racing venue, and in particular as a paceway.

The operational structures at the Harold Park Paceway, including the 1995 track alignment, are not evocative of the Paceway's history. The majority of structures at Harold Park are late 20th century, and those structures dating from the early to mid-20th century have either been heavily altered or (in the case of the 1957 Tote building, for example) are in poor condition.

The heritage values of the Harold Park Paceway, in comparison to Warwick Farm and Royal Randwick, are generally intangible and not well reflected in the remaining fabric of the place.

4.4 THE TRAMSHEDS PRECINCT

Overview

The electric tramcar sheds of Sydney were essentially utilitarian buildings of the early 20th century. The sheds were designed by the Railway and Tramway Construction Branch of the Department of public works and follow a standard plan (rectangular footprint, one door opening to the shed, south facing sawtooth roof form, and level sites) and commonality of materials (load bearing brick walls and a steel and iron structural frame). The homogeneity of design is typical of the approach taken by the various branches of the Department of Public Works and affiliated departments in provision of railway works, maritime structures, courts, post offices, and schools. The only remarkable shed was the depot at Fort Macquarie (Bennelong Point). The general characteristics of Sydney tram depots are summarised below in Table 4.1.

Table 4.1: Analysis of Sydney Tram Depots

Depot	Track No	Front Parapet	Side Walls at Roof	Roof Orientation	Status	Comments
Ultimo	12	Plain	Corrugated iron	South	Adapted for offices	Frame removed Entry rebuilt Roof rebuilt
Newtown	16	Plain	Brick Pediments Circular vents	East	Derelict/Heritage listed in LEP (City of Sydney Council)	Frame retained Roof retained
Ridge Street	12	Panels	Not known	Not known	Demolished	-
Fort Macquarie	12	Battlements	Brick Battlements Vents within false windows	South	Demolished	-
Waverley	17	Brick gabled parapet	Brick Stepped Dutch style gables Circular vents	South	Substantially demolished with façade retained/Heritage listed in LEP (Waverly Council)	Frame removed Entry rebuilt Western bay survives
Manly	5	Curtailed parapet (at both ends)	East façade altered, north and south elevations reclad	South	Adapted for car sales. Northern bay demolished/Identified in a 1996 heritage study but not LEP listed	Steam tram sheds removed
Rushcutters Bay	10	Plain	Not known	South	Demolished	-

Depot	Track No	Front Parapet	Side Walls at Roof	Roof Orientation	Status	Comments
Neutral Bay	11	Plain with gabled roof behind	Substantially demolished	South	Substantially demolished, however water tower retained. Only 3 bays at south end retained/ Tram depot and Water tower heritage listed in LEP (North Sydney Council)	Only southern portion retained in highly adapted form
Dowling Street	7	Plain	Step gables	South	Demolished	-
Tempe	18	Decorative with centred pediment	Brick	South	Substantially intact, moderate condition. /Heritage listed in LEP as the Tempe Bus Depot (Marrickville Council)	In use as the Tempe Bus and Truck Museum
Leichhardt	12	Decorative	Brick Panelled	South	Recently updated as part of an operational bus depot/Heritage listed in LEP: Tramshed, tram depot office, stores branch building	In operational use as a bus depot

The electric tram depots were located along the route or terminus of the suburban lines they served. The overall site area of these depots varied considerably as did the access arrangements from the main tramline. At Rozelle the depot had a large courtyard standing area that was accessed by a pair of tracks leading to the tramline junction in The Crescent; this arrangement was similar to the depots at Newtown, Fort Macquarie, Waverley, Dowling Street and Tempe. Other tram depots had constricted but more direct approaches to the main lines; this arrangement being used at Ultimo, Ridge Street, Manly, Rushcutters Bay, Neutral Bay and Leichhardt. The size of the site may have been dictated by the availability of suitable land and its cost; Waverley, Fort Macquarie and Dowling Street for example were located within Crown reserves and Rozelle in part was government resumption. Aside from the harbourside Fort Macquarie, the depots were set within areas characterised as parkside (Rozelle, Waverley, Ridge Street, Dowling Street, Manly, Rushcutters Bay), suburban (Tempe, Neutral Bay, Leichhardt) or mixed commercial (Ultimo and Newtown).

Aside from the unique Fort Macquarie, the degree of architectural embellishment at these depots was restricted and seems to have been limited to elevations that were visible from the public domain, although not in all instances. At Waverley the side elevation looking to Centennial Park has a very decorative array of Dutch style stepped gables, at Neutral Bay the elevation looking to the main road has a tiled roof with gables, but at Rozelle, Tempe and Leichhardt the front elevation is decorated but is not overly visible from the public domain.

The Depots

Ultimo 1899

Ultimo Depot was the first purpose designed electric tramcar depot. It opened in 1899 as a twelve road depot and the basic design, layout and construction set a pattern that was followed for the other depots erected in Sydney, aside from Fort Macquarie.²⁴ This design comprised an open entry with iron stanchions, brick enclosing walls with peaked ridges, an internal structural system of iron stanchions and steel girders, and a sawtooth roof form. The entry elevation with its simple parapet was devoid of any architectural embellishment. The depot served the routes to Pymont, Ryde and

²⁴ Keenan, David R., *The Ryde Line of the Sydney Tramway System*, Transit Press, Sans Souci, 1988, p.49

Erskineville. The depot was converted in 1957 to house buses. The building was converted in the late 1980s to provide office accommodation for the Powerhouse Museum. The front elevation and roof have been rebuilt.

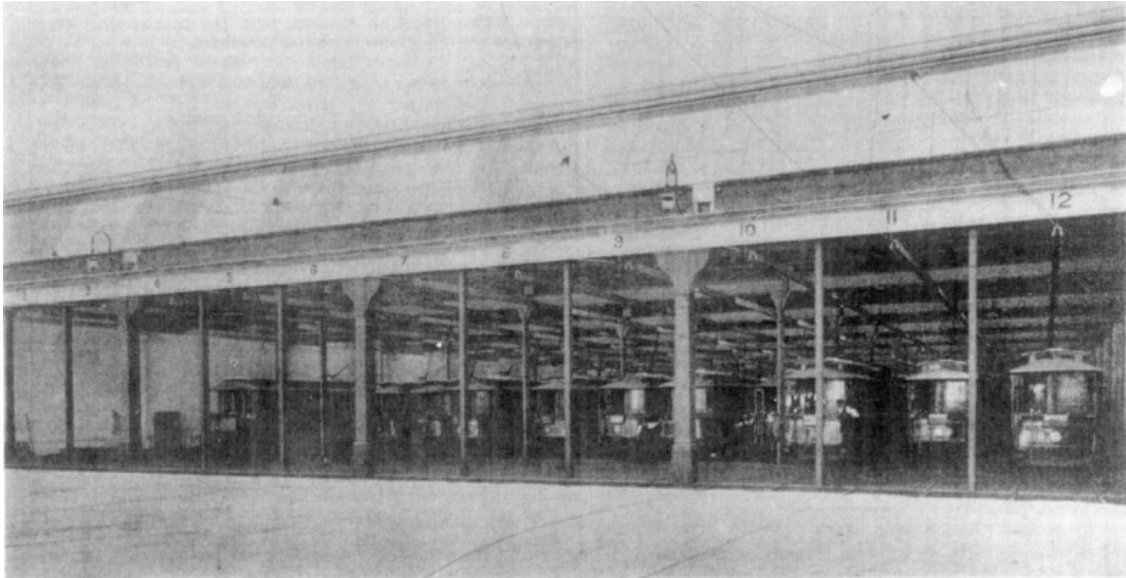


Figure 4.23: Ultimo Depot in 1899. Source: Keenan, David R., *The Ryde Line of the Sydney Tramway System*, Transit Press, Sans Souci, 1988, p.49



Figure 4.24: The layout and urban context of Ultimo Depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM

Newtown 1900

Newtown Depot was opened in 1900 as a sixteen road depot. The design of the depot was essentially the same as used at Ultimo. The depot served routes via King Street to Summer Hill, Canterbury, Earlwood and services to Glebe. The depot has been largely vacant and unused since closure as an operational depot in 1957.



Figure 4.25: Newtown Depot in the 1950s. Source: Keenan, David, *The South-Western Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1992, p.60



Figure 4.26: The layout and urban context of Newtown Depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



Figure 4.27: The layout of the now closed and neglected tram depot at Newtown in 2009. Source: NSW Lands Dept Sixviewer.

Ridge Street, North Sydney, 1902

A cable tram depot had opened on this site in 1886 and on the conversion to electric operation the depot was extensively rebuilt in 1902 to enlarge the tram shed to twelve roads. The front elevation of the shed had a parapet with recessed panels. The old cable shed was converted to a cinema (and is now the Independent Theatre) while the electric tram sheds were closed in the 1920s and demolished in the 1990s for residential development.



Figure 4.28: North Sydney Depot around 1900. Source: Keenan, David, *The North Sydney Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1987, p.23

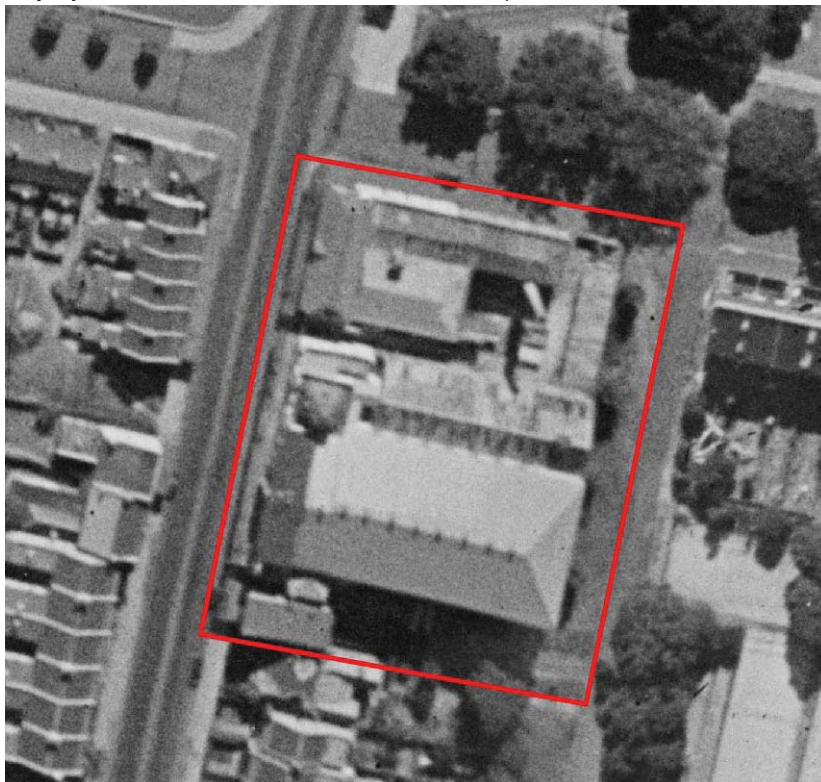


Figure 4.29: The layout and urban context of the closed Ridge Street depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM.



Figure 4.30: The redeveloped site of the Ridge Street Depot, 2009. Source: NSW Lands Dept Sixviewer

Fort Macquarie 1901

Fort Macquarie Depot on Bennelong Point was completed in late 1901 as a twelve road depot. The highly ornate façade was designed to harmonise with the style of the nearby Government House. Castellated parapets and a castellated corner tower concealed the saw-tooth roof. The depot was also unique for its large encircling track that allowed trams to continue the return journey without the crew changing ends. The depot served the Circular Quay Railway Station and services to Woolloomooloo. The depot was closed in 1955 and demolished to make way for the Opera House.



Figure 4.31: Fort Macquarie Depot in 1927. Source: Keenan, David, *The City Lines of the Sydney*

Tramway System, Transit Press, Sans Souci, 1987, p.77



Figure 4.32: The layout and harbourside setting of Fort Macquarie Depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM

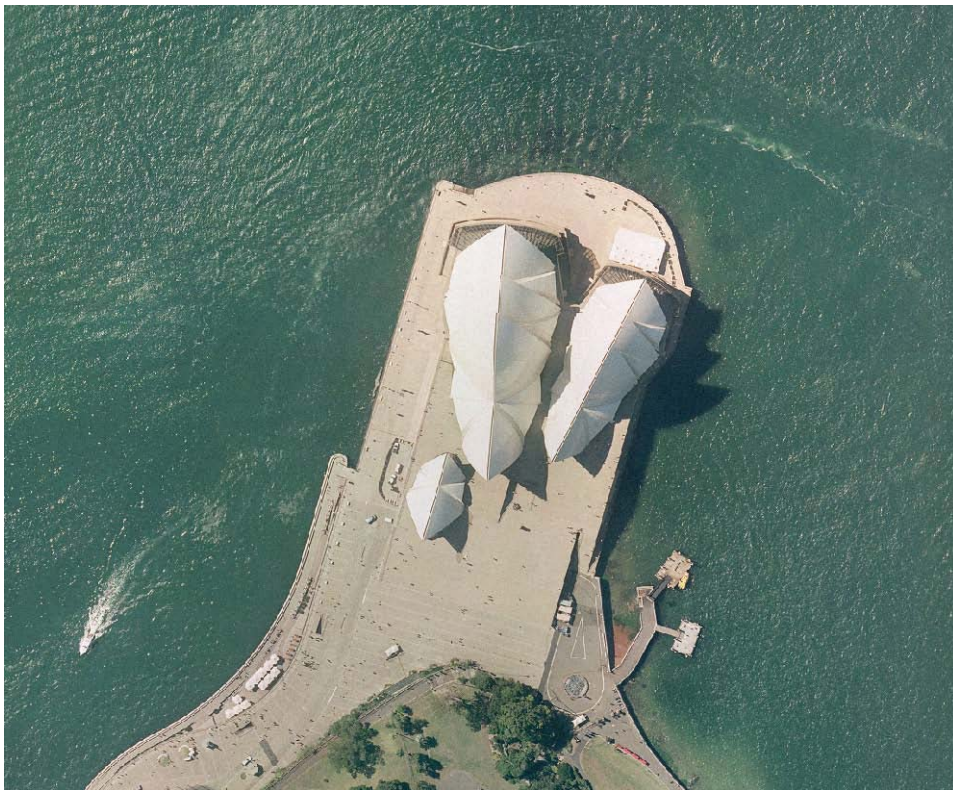


Figure 4.33: The Opera House site today. Source: NSW Lands Dept Sixviewer

Waverley 1902

Waverley Depot was opened in 1902 as a seventeen road depot. The front elevation of the depot was the same as Ultimo, but the side elevations, which on the west look to Centennial Park, were designed as stepped Dutch style gables with circular ventilation openings. This design is similar to that used at Rozelle Depot on its east and west elevations. The depot served the Bondi and Bronte routes. The depot was converted to bus operation in 1959 and today only the western section of the car shed remains.



Figure 4.34: The Oxford street entry to Waverley Depot in 1957. Source: Keenan, David, *The Eastern Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1989, p.63



Figure 4.35: The layout and park side setting of Waverley Depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM