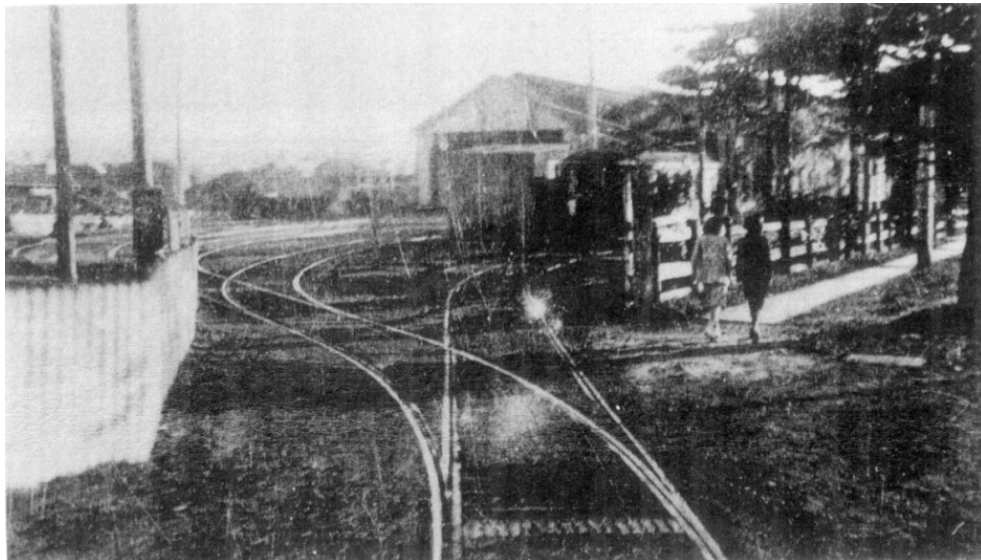


**Figure 4.36:** The current configuration of the former tram sheds at Waverley Depot. Source: NSW Lands Dept Sixviewer.

#### Manly 1903

The depot served the isolated Manly lines until closure in 1939. The depot was opened in 1903 as a steam tram shed and was rebuilt in 1911 for electric trams. The new depot had a steel frame with a sawtooth roof covering five roads with the tramcars having to enter the new shed through the old steam tram sheds, which were timber framed and clad in corrugated iron (since demolished).



**Figure 4.37:** The sheds and approach road of the Manly Depot, not dated, possibly mid 1920s. Source: Keenan, David R, *The Manly Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1989, p.47





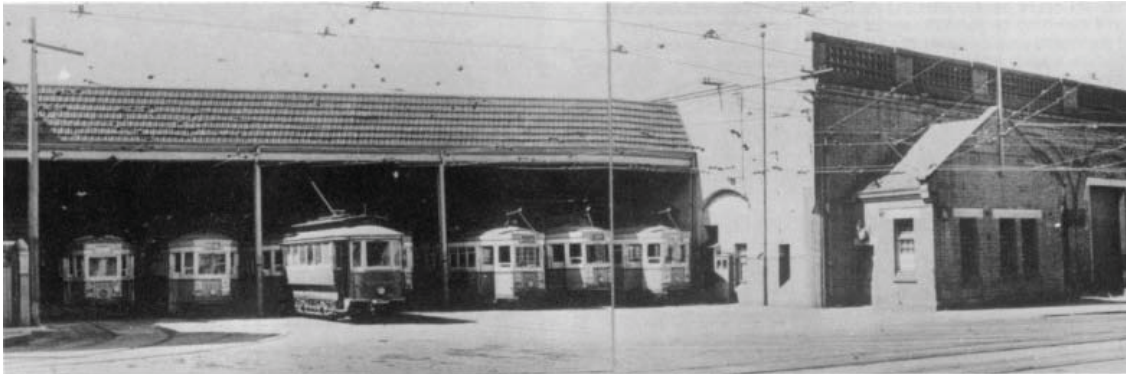
**Figure 4.38:** Manly Depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



**Figure 4.39:** The current configuration of the former tram sheds at Manly. Source: NSW Lands Dept Sixviewer

### Rushcutters Bay 1905

A cable tram depot had opened on this site in 1894 and on the conversion to electric operation the depot was extensively rebuilt in 1905 enlarging the tram shed from two roads to six. The depot was enlarged again around 1913 at the rear with an additional four roads. The genesis of the depot as a cable car depot was evident by the attached former winding house and boiler house. The depot served the Watsons Bay route. The depot closed in 1960 and the site has been redeveloped since.



**Figure 4.40:** Rushcutters Bay Depot in 1949. Source: Keenan, David, *The Watson's Bay Line of the Sydney Tramway System*, Transit Press, Sans Souci, 1990, p.81



**Figure 4.41:** The layout and park side setting of the Rushcutters Bay Depot and former winding house in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM





**Figure 4.42:** The redeveloped site of the former Rushcutters Bay Depot. Source: NSW Lands Dept Sixviewer

#### Neutral Bay 1909

The Rozelle Depot was the last of the first series of electric tram depots erected in Sydney. After Rozelle, there was a break of about five years until the Neutral Bay depot was opened in mid 1909. The design of the front elevation of the Neutral Bay depot was embellished by a series of gables and the front bay roof was tiled, perhaps to harmonise with the prevailing Federation period architecture of the locality. The side elevation, with its stepped gables and circular vents, was similar to Waverley Depot. The depot opened as a four road depot but was extended by 1918. The depot served the lines originating at North Sydney. The depot was converted to bus operation in 1958 and the tram sheds were mostly demolished in the 1980s.



**Figure 4.43:** Neutral Bay Depot in 1919. Source: Keenan, David, *The North Sydney Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1987, p.60





**Figure 4.44:** The layout of the Neutral Bay Depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



**Figure 4.45:** The current configuration of the Neutral Bay depot today with the retained southern portion of the tramcar shed. Source: NSW Lands Dept Sixviewer

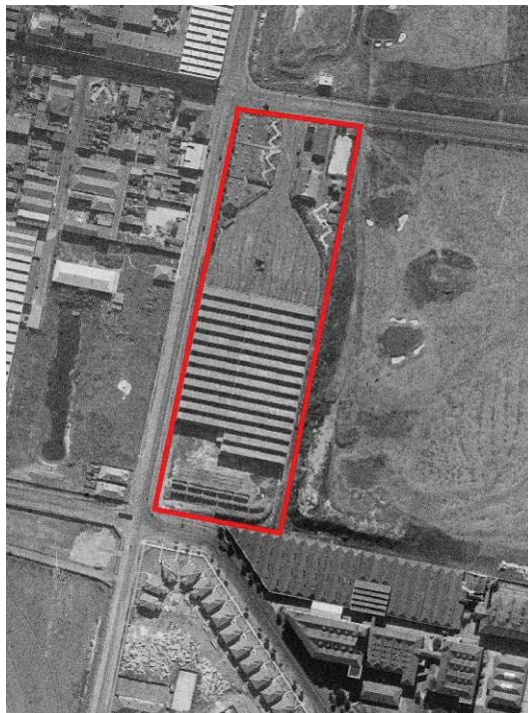


### Dowling Street (Moore Park) 1909

Construction of the depot commenced early in 1908 and was completed in stages by early 1909. The depot served the Coogee, La Perouse, Clovelly, Maroubra, Alexandria, Rosebery and Botany routes. It was the largest tram depot in Australia with its 27 roads. It closed in 1961 and the site has since been redeveloped for commercial uses.



**Figure 4.46:** The Dowling St Depot in 1960. Source: Sydney City Archives 044\044754, Vic Solomons Collection



**Figure 4.47:** The configuration and park side setting of the Dowling Street Depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM

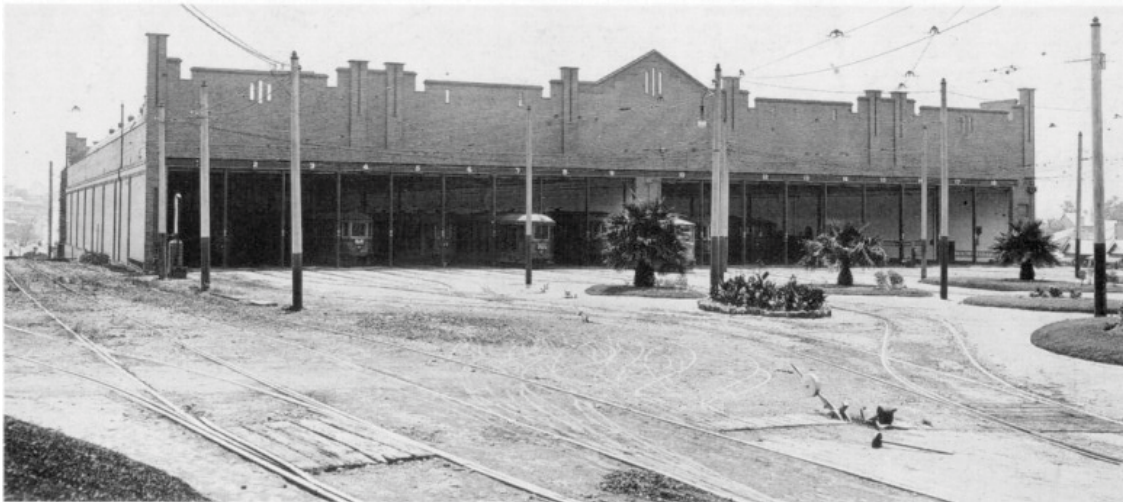




**Figure 4.48:** The redeveloped site of the former Dowling St depot today. Source: NSW Lands Dept Sixviewer

#### Tempe 1912

Tempe Depot opened in 1911 as an eighteen road depot and was the last running depot built in Sydney. The front elevation of the depot carries the wall beyond the ridges of the saw-tooth roofs and the parapet line is broken by a centred gable and engaged piers. The depot served the Cooks River, Marrickville and Dulwich Hill routes. The depot was converted to bus operation in 1954 and closed as an operational depot in the mid 1990s. The Tramshed and outlying offices remain and are leased by the Bus and Truck Museum of NSW.



**Figure 4.49:** Tempe Depot around 1920. Source: Keenan, David, *The South-Western Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1992, p.57





**Figure 4.50:** The configuration and suburban setting of Tempe Depot in 1943. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM

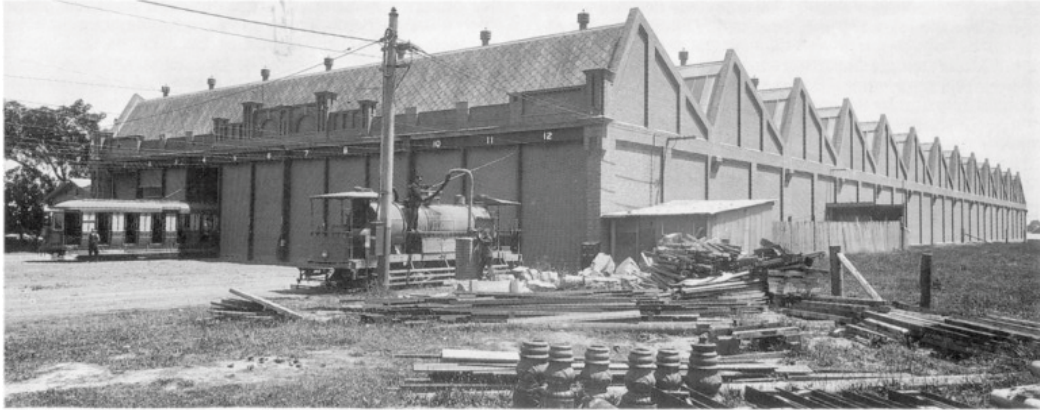


**Figure 4.51:** The current configuration of Tempe Depot in use as the Bus and Truck Museum of NSW. Source: NSW Lands Dept Sixviewer



### Leichhardt 1915

Leichhardt Depot opened in mid 1915 as a twelve road storage depot. It was converted to an operational bus depot in 1937 and continues in use as an operational bus depot. As a tram storage depot its design had some unique features such as the roller doors, and ancillary store and workshop buildings. The front elevation has a raised parapet that is similar in some respects to the Rozelle Depot but the side elevation has asymmetrical brick gables carried up the full height of the ridge of the saw-tooth roof.



**Figure 4.52:** Leichhardt Depot around 1920. Source: Keenan, David, *The Western Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1993, p.56



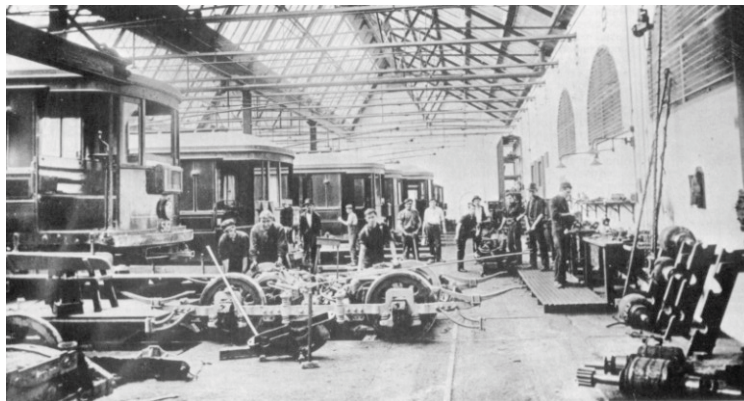
**Figure 4.53:** The configuration of Leichhardt Depot in 1943 when in use as a bus depot. Source: NSW Roads and Traffic Authority, 'From the skies' CD-ROM



**Figure 4.54:** The current configuration of the bus depot at Leichhardt. Source: NSW Lands Dept Sixviewer

### Interior Configuration

No photograph of the interior of the Rozelle Depot when in operation as a tram depot between 1904 and 1957 has been published. However, as there was commonality in the design of tram sheds the following photographs of other sheds are probably indicative of Rozelle.



**Figure 4.55:** The interior of Neutral Bay shed around 1920. Source: Keenan, David, *The North Sydney Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1987, p.54





**Figure 4.56:** The interior of the shed at Waverley around the time of closure and conversion to bus operation. Source: Keenan, David, *The Eastern Lines of the Sydney Tramway System*, Transit Press, Sans Souci, 1989, p.64



**Figure 4.57:** The interior of the shed at Rushcutters Bay at the time of its closure. Source: Keenan, David, *The Watson's Bay Line of the Sydney Tramway System*, Transit Press, Sans Souci, 1990, p.82

#### 4.5 CONCLUSION OF TRAMSHEDS PRECINCT COMPARATIVE ANALYSIS

The former Rozelle Tram Depot is one of only four tram depots which remain substantially intact. These are Leichhardt, Newtown, Rozelle and Tempe. Of these, Newtown and Rozelle are disused and in poor condition, despite their heritage listings. Leichhardt is an operational bus depot with no opportunities for public access.

Tempe is substantially intact, and in operational use as the Bus & Truck Museum. However, the Tempe tram shed building has not been adequately maintained, is currently closed to the public and the museum's future appears under threat due to maintenance issues with the building.

The former Rozelle tramsheds are considered rare as one of a very small number of substantially intact tramsheds in the Sydney metropolitan area, and the restoration and careful adaptive reuse of the Rozelle tramsheds would provide a rare opportunity for public access to one of the few remaining tramshed buildings in Sydney.

## 5.0 SIGNIFICANCE

### 5.1 INTRODUCTION

The purpose of setting out a Statement of Significance is to establish the significance of a place and its elements, to explore reasons for significance, and to determine, against the criteria established under the NSW Heritage Act, levels of significance for each element within the place.

Setting out significance also guides decision-making about the place concerning future use, conservation, maintenance, alteration, interpretation and adaptation.

The heritage significance of the two precincts at Harold Park have been separately analysed in this section, along with the elements within each precinct.

Figure 5.1 at the end of this section graphically summarises the conclusions of this section.

### 5.2 CRITERIA FOR ASSESSING CULTURAL HERITAGE SIGNIFICANCE

The NSW Heritage Manual (1996, amended 2001) sets out the basis for assessment of the heritage significance of an item, place or site by evaluating its significance in reference to specific criteria. These criteria can be applied at national, state or local levels of significance.

The criteria used are:

Criterion (a)	Historical significance	<i>The item is important in the course of, or pattern of New South Wales' cultural or natural history</i>
Criterion (b)	Historical significance (association)	<i>An item has strong or special association with the life or works of a person, or group of persons, of importance in New South Wales' cultural or natural history</i>
Criterion (c)	Aesthetic significance	<i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in New South Wales</i>
Criterion (d)	Social significance	<i>An item has strong or special association with a particular community or cultural group in New South Wales for social, cultural or spiritual reasons</i>
Criterion (e)	Research potential	<i>An item has potential to yield information that will contribute to the understanding of New South Wales' cultural or natural history</i>
Criterion (f)	Rarity	<i>An item possesses uncommon, rare or endangered aspects of New South Wales' cultural or natural history</i>
Criterion (g)	Representative ness	<i>An item is important in demonstrating the principal characteristics of a class of New South Wales' cultural or natural places; or cultural or natural environments</i>

#### Graded levels of significance

Graded levels of significance are a management tool for assessing the relative significance of elements *within* an item, place or site (i.e. not the overall significance of an item, place or site). They assist in making management decisions relating to the elements of a place. Not all elements within a place will be treated the same and this will be largely determined by the relative significance of each element and how it relates to other significant elements within a place.

Graded levels of significance, however, are not a simple way of establishing a "cut-off" point below which elements can be removed or adapted. The integrity and evocativeness of elements and their relationship with other elements should be considered in management decisions, along with graded levels of significance.



The following graded significance assessment of the elements within the Harold Park site is set out on the basis of the Statement of Significance for the place and the relative values of the various elements within the site. Elements of high or exceptional significance are those that are essential to conserve for the future understanding of the place.

The graded levels of significance used in Tables 5.2, 5.3 and Figure 5.1 are:

Table 5.1: Graded levels of significance for site elements

Exceptional	Rare or outstanding elements directly contributing to an item's local or State heritage significance
High	Rare or outstanding elements demonstrating historical, aesthetic or social heritage values and/or research potential of local or state significance
Moderate	Elements of some heritage value which contribute to but are not essential to the overall significance, understanding or interpretation of the place
Little	Elements of little or neutral heritage value that do not meaningfully contribute to the overall significance of the place and do not impact on other items of higher significance
Intrusive	Elements of neutral or no heritage value that, in their present form, adversely impact on other items of higher significance or the overall significance of the place. Intrusive elements may be damaging or visually intrusive to other elements, or obscure the interpretation of significant uses or periods of development

### 5.3 THE PACEWAY PRECINCT

#### Assessment of Significance

##### Criterion (a) HISTORICAL SIGNIFICANCE

- Harold Park Paceway is of historical significance for its use as a place for horse racing since 1890 and as a long operating paceway in NSW (since 1902, under lease from Joynton Smith, and after 1911 under the ownership of the NSW Trotting Club Ltd).
- Harold Park Paceway is of historical significance as the premier harness racing track in NSW from 1911 till 2007<sup>25</sup>
- The Harold Park Paceway is possibly the oldest continuously operating paceway track in NSW<sup>26</sup>, the first track in NSW to have a tote betting system in 1917, and one of the first racetracks to have night-time racing. Lights were installed for greyhound racing in 1927, and upgraded to electric floodlights for greyhound racing in 1933-34. A lighting system was installed for the first night horse races in 1949.
- However, there is little remaining physical evidence in buildings and structures of the historical development of the Harold Park Paceway and therefore the historical significance is mostly demonstrated in documentary evidence as an intangible value at the site.

<sup>25</sup> The mantle of "premier harness racing track" moved to Menangle Park Paceway in 2007 due to completion of new facilities there.

<sup>26</sup> There is some evidence that the Penrith paceway has operated (at least informally) since 1900 (see Section 4 Comparative Analysis)

### CRITERION (B) HISTORICAL SIGNIFICANCE (ASSOCIATION)

- The Harold Park Paceway has strong and direct historical association with the NSW Trotting Club Ltd (later the NSW Harness Racing Club Ltd) and its directors from 1902 to the present.

### CRITERION (C) AESTHETIC/TECHNICAL SIGNIFICANCE

- Overall, the Paceway Precinct does not have aesthetic/technical significance due to the loss of most of the early to mid twentieth century structures as part of the almost continual and substantial redevelopment of the site since the 1970s. The existing site is predominantly an assemblage of later 20th Century structures for utilitarian purposes without an aesthetic basis.

### CRITERION (D) SOCIAL SIGNIFICANCE

- The Paceway Precinct has high social significance as it was a major venue for public entertainment (principally working class), attracting crowds of up to 50,000 at its operational peak during the 1950s.
- Three oral history interviews<sup>27</sup> indicate strong social links between the Glebe/Forest Lodge community and the Paceway.

The Social significance of the Paceway Precinct has not been formally assessed through community consultation.

### CRITERION (E) RESEARCH POTENTIAL

- The Paceway has little archaeological research potential. The site has been continuously upgraded and later development (particularly during the 1990s) has erased much evidence of earlier development. While some archaeological evidence of early development may remain, it is likely to have low significance and research potential, as there is extensive documentary evidence of the site's development.

### CRITERION (F) RARITY

- The site used as a paceway is rare as it is arguably the earliest continuously operating paceway in the Sydney region. However, this value is mostly demonstrated in surviving documentary evidence and as an intangible value at the site as there is little physical evidence of the early history of the site.

### CRITERION (G) REPRESENTATIVENESS

- The Harold Park paceway is a representative example of a modern paceway, with extensive recent development.

## Summary Statement of Significance

Harold Park Paceway is of historical significance for its use as a place for horse racing since 1890, as arguably the oldest continuously operating paceway track in NSW (since 1902), as the first track in NSW to have a tote betting system (in 1917), and one of the first racetracks to have night-time racing. Harold Park Paceway has strong historical association with the NSW Trotting Club Ltd (later NSW Harness Racing Club Ltd as its principle venue) and its directors since 1902. Harold Park Paceway has social significance for the Glebe/Forest Lodge

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<sup>27</sup> Undertaken by the City of Sydney and accessed for this study – see references to Appendix 1



community and for racegoers as a place of public entertainment, which attracted crowds of up to 50,000 during its operational peak in the 1950s. The Harold Park Paceway is a representative example of a paceway with recent extensive development, rare as arguably the earliest continuously operating paceway in the Sydney Region.

Due to the almost continual and substantial redevelopment of the site since the 1970s there are few remaining structures dating from the early to mid twentieth century, which are evocative of the first 70 years of the history of the Paceway. In light of this, the heritage significance of the Paceway precinct is generally not demonstrated in physical fabric but in surviving documentary evidence and as intangible values at the site (particularly in relation to historical and social significance).

### Graded Levels of Significance

The only elements of the Paceway precinct of high significance are the Cutting and identified views. A number of elements are of Moderate significance, with the remainder being of Little Significance or Intrusive.

Elements of Moderate significance contribute to but are not essential to the understanding of the place. Structures of Moderate significance may be retained as part of the redevelopment of the site. Retained buildings of moderate significance would be part of an interpretation strategy for the site. Buildings of Moderate significance proposed for demolition should be archivally recorded in accordance with the NSW Heritage Branch guidelines for archival recording prior to their removal.

Decisions for retention or archival recording and removal of elements of moderate significance would take into account the condition of the buildings, their integrity, and other issues such as siting and access arrangements for redevelopment of the site.

As the significance of the Paceway site is not demonstrated in the remaining physical evidence or setting (with the exception of the Cutting), the value of the site can be presented and understood by way of a site-wide integrated interpretation strategy (greater than just signage) using urban design, building design and location, vehicular and pedestrian routes, open spaces and hard and soft landscaping, and potential re-use of moveable items, to present the social and historical significance of the site.

Table 5.2 below sets out the graded levels of significance for elements within the Paceway Precinct.

**Table 5.2** Paceway Precinct Graded levels of significance

Element Name	Date of construction	Graded level of Heritage Significance	Discussion of Significance
Cutting	1901-1960s	High	The Cutting provides evidence of cutting back and benching of the site for development of the paceway since 1901.
1957 Tote Building	1957	Moderate	The Tote building is of moderate significance as an example of mid 20 <sup>th</sup> century development of the Harold Park Paceway. The building is, however, in poor condition and is not recommended for retention.
1953 Tote Building	1953	Moderate	The building has been extensively modified, including demolition of a tower element (probably in the 1960s) and its façade has been reclad with later brickwork. It retains an early (c. 1953) Semaphore Board on the roof. The building's appearance has been substantially altered, and due to the 1986-87 extension of the Grandstand its original contextual relationship to the track and the betting ring has also been substantially altered.

Element Name	Date of construction	Graded level of Heritage Significance	Discussion of Significance
c. 1930s Toilets	c. 1930s	Moderate	Probably the oldest remaining structure on the Paceway site, the toilets have been substantially altered (re-roofed, c. 1960s internal fitout), and are therefore not recommended for retention.
Race Stalls	c. 1940s -1970s	Moderate	The layout of the race stalls does not appear to have altered since the 1940s. There are traces of c. 1940s brickwork in some areas of the race stalls, however the majority of the structure has been reclad in 1970s brickwork, and reroofed, substantially altering the appearance of the race stalls. The race stalls are therefore not recommended for retention.
Entry Building	c. 1960s	Moderate	This building, which includes turnstiles, is in poor condition to the extent that repair would result in virtual reconstruction. It is not recommended for retention
Ticket sales building and walls	c. 1960s	Moderate	This building is largely intact, though in poor condition and in need of repair and conservation. The building is attached to the Maxwell St boundary wall and houses c. 1960s ticket punch machines, and is therefore evocative of the 1960s period of the development of the Harold Park Paceway. Due to the high integrity of this building, it is recommended for repair and retention as part of an interpretive strategy for the site.
Moveable items (signage, c. 1950s semaphore board)	c. 1960s to present	Moderate	Signage should be retained and relocated if possible for reuse as part of an interpretive strategy for the site.
Telstra Mobile Phone compound	Recent	Intrusive	Located on the western side of the paceway track near Minogue Crescent (junction The Crescent), the Telstra substation is considered intrusive as it doesn't relate to the site, and merely takes advantage of open space and has no historical links to the site, and is visibly intrusive
Energy Australia substation	Recent	Intrusive	Located on the at the corner of Wigram Road and The Crescent. This is a piece of power supply infrastructure, which is visibly intrusive and has little historical link to the site (other than managing the power supply to the site). Any similar future infrastructure should be appropriately designed and located.
Views	Historic and current	High	Views over paceway site from end of streets in the Toxteth Heritage Conservation Area; Views along Ross Street between the Paceway and the Harold Park Hotel; Views from the grandstand area to buildings west of Minogue Crescent. The view from the grandstand area is a historic view which should be taken into account in redevelopment of the site.



Element Name	Date of construction	Graded level of Heritage Significance	Discussion of Significance
All other elements within the Paceway Precinct	1960s-1995	Little	All other elements within the Paceway Precinct, including the 1961 grandstand extended and altered in 1986-87, and the 1995 paceway track, are of little heritage significance due to their level of alteration and/or recent construction date. Due to the 1986-87 alterations (including glazing and fitout for restaurant and function rooms), while evidence of the 1961 grandstand remains, it is now difficult to interpret. While no longer physically discernible, the area used during the 1940s as a parade ground (and evident on the Lands Dept 1943 aerial photo of the site) presents a future opportunity for interpretation through landscaping.

## 5.4 TRAMSHEDS PRECINCT

### Assessment of Significance

This assessment draws on but differs from the Assessment of Significance in the September 2004 Conservation Management Plan for the tramsheds<sup>28</sup>, as it is also informed by the detailed Historical Context (Section 2 and Appendix 1 of this report) and Comparative Analysis (Section 4 of this report).

#### Criterion (a) HISTORICAL SIGNIFICANCE

The Rozelle Tramsheds are of historical significance as:

- a crucial component of the Sydney tramway system, associated with the development of Sydney during the period in which the trams operated, with strong direct association with the early 20th century development of the inner western Sydney suburbs of Balmain, Rozelle, Glebe, Annandale, Lilyfield, Abbotsford and associated areas;
- evidence of the early 20th century development of electric trams and their associated infrastructure;
- the second-largest tram depot in New South Wales during tramway operations, with a maximum recorded operating capacity of 234 tram cars in 1939;
- a major place of employment, having at its operational peak 650 staff attached to the Depot, being one of the few workplaces of substantial size in Glebe during its period of operation.

#### CRITERION (B) HISTORICAL SIGNIFICANCE (ASSOCIATION)

The site does not have any strong or special associations with important people.

#### CRITERION (C) AESTHETIC/TECHNICAL SIGNIFICANCE

The Tram Sheds are of aesthetic/technical significance as:

<sup>28</sup> Godden Mackay Logan *Former Rozelle Tram Depot Conservation Management Plan* September 2004

- an austere and functional application of the Federation Free Style of architecture, with a strongly detailed parapet displaying landmark qualities, and with an attached Federation Queen Anne style office & amenities block which provides a domestic scale contrast to the tramsheds;
- a large, impressive and intact early 20th century tram depot retaining administrative offices and water tank;
- evidence of the application of modular design units and concepts by the Sydney Electric Tramways system;
- an early 20th century steel framed structure, evidence of the application of steel framing technology of the period; and
- the tramsheds water tank is of technical significance as part of an early Grinnell automatic fire sprinkler system, which saved the shed from fire in 1919.

#### CRITERION (D) SOCIAL SIGNIFICANCE

The Social significance of the Paceway Precinct has not been formally assessed through community consultation. Nevertheless:

- The tramsheds and the trams housed inside the 1904 shed are held in some esteem by the local community. The tramsheds make a contribution to the local community's sense of place, and provide a connection to the local community's past. (The existence of 495 photos of the exterior and interior of the tramsheds on Flickr.com seems to indicate that there is public awareness of the site and its current condition.
- There is community interest (both positive and negative) in the extent and appearance of the graffiti that adorns the interior walls and trams.

#### CRITERION (E) RESEARCH POTENTIAL

- While there is potential for surviving archaeological evidence including building foundations, tram tracks and scattered artefacts, overall any remains are likely to have low significance and research potential as there is extensive documentary evidence of the site's development.

#### CRITERION (F) RARITY

- The Rozelle Tram Depot is rare. It was the second-largest tram depot in New South Wales during tramway operations, and is now the largest remaining of three largely intact tram depots (Rozelle, Leichhardt and Tempe).

#### CRITERION (G) REPRESENTATIVENESS

- The Rozelle Tramsheds is representative of the design and layout typical of electric tram depots in the NSW tramway system. However, the site is now rare due to the demolition or substantial alterations suffered by the majority of other tram depot sites.

#### **Graded levels of significance**

Table 5.3 sets out the graded levels of significance for elements within the Tramsheds Precinct.

**Table 5.3** Tramsheds Precinct Graded levels of significance



Element Name	Date of construction	Graded level of Heritage Significance	Discussion of Significance
Fencing, southern side of Johnston's Creek	c. 1920s	High	The fencing along Johnston's Creek below the current paceway track, utilizes sections of tram track as rails. It marks the tram entry road into the precinct and is evocative of the period when the Sydney tramway system was operational.
Cutting	1904	High	This area was extensively cut back in 1904 for the construction of the tramsheds, creating the steep cutting.
Tramshed forecourt	1904	High	The tramsheds forecourt provides the setting for the tramsheds, is evocative of the operational period of the tramsheds, and allows glimpse views of the tramsheds from The Crescent
Office & amenities block	1904	Exceptional	The office and amenities block is evocative of the operational period of the tramsheds and is a component of the rare level of integrity of the Rozelle tramsheds
Tramshed	1904	Exceptional	The 1904 tramshed is of Exceptional significance as a rare intact tramshed from this period
Tramshed	1909	Exceptional	The 1909 tramshed is of Exceptional significance as a rare intact tramshed from this period
Moveable Heritage: Trams	C.1934: Tram No. 1753 R Class tram 1951: Tram No. 1995 R1 Class tram 1952: Café Tram No. 2050 R1 class tram	High	The three trams which operated out of the Rozelle depot – Tram Nos. 1753 and 1995 and Café Tram No. 2050 - have an historical relationship with the Tram Depot building which should be retained, if possible, through retention of the trams within the Tram Depot buildings
Water Tank	Pre 1919	High	The Water tank fed a Grinnell automatic sprinkler system, of technical significance
Views	Current	Moderate	Views to and from the Tram Depot building across the forecourt to Johnstons Creek and The Crescent are considered to be of moderate significance as these views are essentially glimpses. Due to the row of trees adjacent to the north and the placement of the tramsheds within a cutting, views are not significant to or from the tramsheds in other directions. It is possible that future development may open up views to the tramsheds from the paceway site.

### Summary Statement of Significance

The Rozelle Tram Depot was an important part of the NSW tramways system which was, of its period, one of the largest and most sophisticated public tramway systems in the world. The Rozelle Depot was crucial in the early 20<sup>th</sup> century development of the Sydney suburbs of Balmain, Rozelle, Glebe, Annandale, Lilyfield, and Abbotsford in the early 20<sup>th</sup> century. The Tram Depot, originally the second largest depot in the Sydney tramway system, provides dramatic evidence of the size, significance, operation and organisation of the tramways system, having 650 staff at its operational peak.

The tram sheds are of aesthetic significance as an austere and functional application of the Federation Free Style, with impressive industrial-scale size and massing (both exterior and interior).

The building features a strongly detailed parapet and encircling walls (mostly set within an impressive cutting), and a large and impressive interior with decorative structural elements. The attached Federation Queen Anne style office & amenities block is a well designed building which provides a domestic scale contrasting with the tramsheds. The tramsheds are of technical significance as evidence of the application of modular design units and concepts by the Sydney Electric Tramways system, still retaining their early 20th century steel framed structure as well as much of their fixtures and fittings. The external water tank makes an important contribution as part of an early Grinnell automatic fire sprinkler system, which saved the shed from fire in 1919.

The Rozelle tram depot site is rare as the largest and most complete site of three remaining intact tram depots (Rozelle, Leichhardt and Tempe) also being the second largest depot during the operation of the Sydney tramways system. The integrity of fabric of the Rozelle tramsheds is rare, retaining internal structure and fittings, offices, water tank and forecourt.

## **5.5 CONCLUSION**

The findings of the Significance Analysis of Harold Park are graphically summarised in Figure 5.1 below.



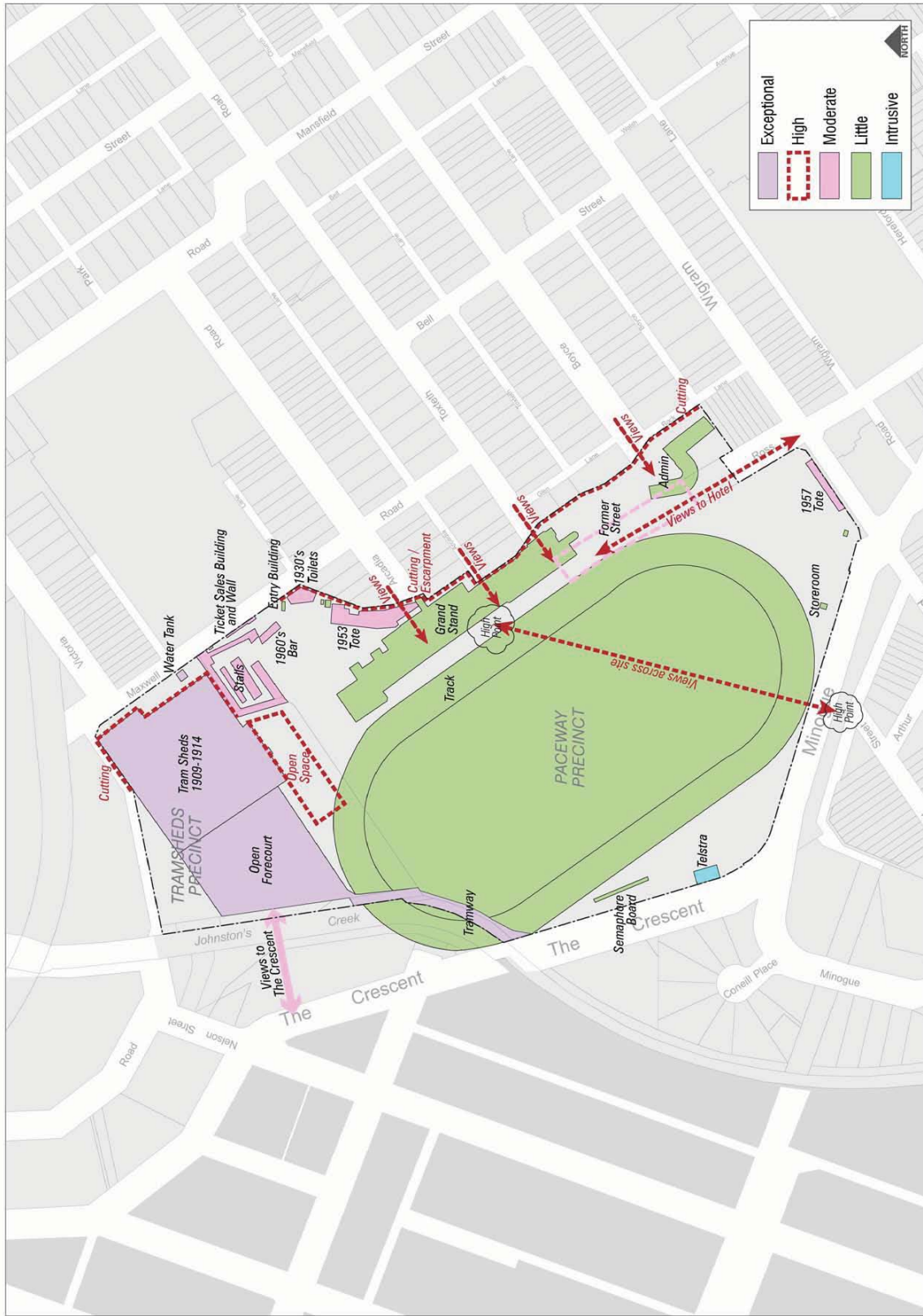


Figure 5.1: Significance Map for Site: Paceway and Tramsheds Precinct

## 6.0 ISSUES, OPPORTUNITIES AND CONSTRAINTS

### 6.1 CULTURAL SIGNIFICANCE

#### The Paceway Precinct

The Paceway Precinct is of heritage significance for its historical and social significance, which is generally not demonstrated in physical fabric but in surviving documentary evidence and as intangible values at the site.

Arising from this significance, well integrated site-wide interpretation of the history and social significance of horse racing and harness racing at the site will be the most effective method to transmit the heritage significance of the Paceway Precinct to the community, incorporating the cutting, identified views and potentially moveable items and one building of moderate significance recommended for conservation.

Surviving elements of the Paceway precinct which are of Exceptional and High significance are:

- The cutting along the eastern boundary of the site
- Views as identified on the Significance map (Figure 5.1).

Elements of the Paceway Precinct which have been assessed as being of Moderate significance and recommended for conservation as part of an interpretive strategy are:

- The Ticket Sales building. This is a highly intact building, built against the Maxwell Street boundary wall and retaining c. 1960s ticket punch machines (though in poor condition and requiring conservation work).
- Moveable items (signage, c. 1950s semaphore board)

The Cutting and Views are discussed in further detail below. Table 6.1 outlines opportunities and constraints arising from significance for the Paceway Precinct.

#### Cutting

The cutting along the north-eastern boundary of the site has been formed by cutting back of embankments and construction of retaining walls in stages over the whole period of the site's European occupation history and is therefore strongly evocative of the site's history. Historically, the site was part of the Toxteth estate owned by the Allen family and early subdivision plans showed streets now in the Toxteth Estate Heritage Conservation Area (Arcadia Road, Toxteth Road, Boyle Street) as intended for extension down into the site.

The cutting is currently largely obscured from view even from within the Paceway Precinct. Only those sections adjacent to the carpark near the Grandstand and north of the grandstand (near the Maxwell Street site entry) are readily visible.

Future development scenarios for the site should allow for opportunities to reinstate views over the site from the top of the cutting, and enable viewing of sections of the cutting.

#### Views

The identified views of high significance are:

- View along the northern end of Ross Street through to the Harold Park Hotel (both to and from Harold Park Hotel). This is a longstanding historic view which should be retained in any redevelopment of the site. This view demonstrates a functional link between the Hotel and the Paceway, the Paceway's operations supporting the Hotel's popularity.
- View across the site from the grandstand area to housing beyond the site. Currently obscured by hoardings, this historic view should be interpreted in redevelopment of the site.
- Specific framed views from the ends of the streets in the Toxteth Estate Heritage Conservation Area at the top of the cutting over the site to the high land to the west.



As outlined above, while these views are currently largely obscured by vegetation, reinstatement of these views is recommended.

- Views of the cutting from within the site. However, large portions of the cutting are obscured from view within the site by structures, and this is likely to remain the case in future. The conservation principle is that sections of the cutting should be viewable from within the site, as is currently the case.

#### Elements of Moderate Significance not recommended for retention

Elements assessed as being of Moderate significance but in poor condition and/or extensively altered and not recommended for retention should be archivally recorded prior to demolition.

These structures are:

- the 1957 Tote building
- the 1953 Tote building
- the c. 1930s Toilets
- the Race Stalls
- the c. 1960s Entry building

Table 6.1: Paceway Precinct Opportunities and Constraints arising from significance

Element	Constraint arising from Significance	Opportunities available while retaining significance
The Cutting and Views of the Cutting	<ul style="list-style-type: none"> <li>• New development is not to be attached to the Cutting</li> <li>• Sections of the Cutting are to remain viewable.</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings and structures may be built up to (but not against or attached to) the Cutting</li> <li>• While sections of the Cutting are to remain viewable, these do not necessarily need to be the same size or in the same locations as the currently viewable sections of the Cutting</li> </ul>
Views between the Harold Park Hotel and the Paceway Precinct	This view into and out of the site is to be retained	<ul style="list-style-type: none"> <li>• A road extending the northern end of Ross Street into the site, which would replicate historical road access arrangements, would maintain this view</li> </ul>
View across from the grandstand area to the high ground to the west	Any new development should allow for interpretation of this view.	<ul style="list-style-type: none"> <li>• Redevelopment of the site enables interpretation of this view</li> </ul>
Views from the ends of roads in the Toxteth Estate over the Paceway Precinct	New development should not obstruct these views	<ul style="list-style-type: none"> <li>• Redevelopment of the site enables these views to be opened up/reinstated from the ends of the streets</li> </ul>
Ticket Sales Building	The Ticket Sales Building is recommended for conservation as part of an interpretive strategy for the site. The small size and location of the building results in minimal development constraint on the precinct.	<ul style="list-style-type: none"> <li>• The Ticket Sales building, with its ticket punch machines and attachment to the Maxwell Street boundary wall, offers extensive interpretive opportunities.</li> </ul>

### The Tramsheds Precinct

The heritage significance of the Tramsheds precinct is exceptional. The Tramsheds present an opportunity for an exemplary adaptive reuse which retains heritage significance while allowing active uses and public access. The constraints arising from significance are broad, as outlined in Table 6.2 below.

**Table 6.2:** Tramsheds Precinct Opportunities and Constraints arising from significance

Element	Constraint arising from Significance	Opportunities available while retaining significance
Tramsheds Forecourt	<p>The Tramsheds Forecourt is a crucial element to the understanding of how the Tramsheds functioned. The forecourt protects the significant views to the Tramshed's formal elevation from The Crescent and also enables appreciation of the historic setting of the Tramsheds building.</p> <p>Constraints are:</p> <ul style="list-style-type: none"> <li>• The largely open nature of the forecourt and significant views of the Tramsheds across the forecourt are to be maintained</li> <li>• Retention of the hard-edged industrial appearance of the forecourt (which can be achieved using soft fall)</li> <li>• the forecourt should have a unified design approach</li> <li>• significant views of the Tramsheds across the forecourt from the west are to be maintained</li> <li>• landscaping or lightweight structures within the space (eg. poles, shade structures, small discrete buildings) should be carefully designed to evoke the character of the space, as evidenced from historic photos (refer to David Keenan 1950s photo of the tramsheds in Appendix 1) and should incorporate interpretation of the tramsheds</li> <li>• Due to potential for tram tracks to remain beneath the existing surface, any excavation of the area must include further archaeological assessment</li> </ul>	<p>The Tramsheds forecourt may be resurfaced, taking into account the constraints. The Tramsheds forecourt may be used for uses with minimal impact such as:</p> <ul style="list-style-type: none"> <li>• a civic or public square or space</li> <li>• active open space (providing high fencing is not required) for example: basketball playing area, skateboarding area</li> <li>• weekend markets and other temporary uses</li> <li>• shade structures and landscaping in the forecourt evocative of the original spiderweb of tram cables, poles and lights</li> <li>• small detached structures (single storey, approx. 50 square metres in area), sited so as not to obstruct views</li> </ul>

Element	Constraint arising from Significance	Opportunities available while retaining significance
Tram accessway	<p>Johnstons Creek was the boundary of the original tram accessway. This boundary is still defined by fencing constructed of lengths of tram track (below the 1995 paceway track, adjacent to Johnstons Creek), which is of high significance.</p> <p>Constraints are:</p> <ul style="list-style-type: none"> <li>The original tram accessway should be defined and existing tram fencing retained and conserved</li> </ul>	<ul style="list-style-type: none"> <li>The removal of the 1995 paceway track as part of future redevelopment enables the reinstatement of the original tram accessway to be undertaken. This accessway may then be utilised, possibly as a pedestrian/bicycle access to the tramsheds forecourt.</li> </ul>
Triangle of land NW of 1909 tramsheds	<p>No large scale structures should be constructed in this area that would overwhelm the dominance of the tramsheds particularly as viewed from the west</p>	<ul style="list-style-type: none"> <li>Small scale new buildings (up to 2 storeys), detached from the tramsheds building</li> <li>Landscaping</li> </ul>
Former tram garden and Admin area S and SW of tramsheds	<ul style="list-style-type: none"> <li>No large scale structures should be constructed in this area</li> <li>The area of the former tramshed garden should be landscaped</li> </ul>	<ul style="list-style-type: none"> <li>Small scale new buildings (up to 2 storeys), detached from the tramsheds building</li> <li>Landscaping or landscaping/recreational structures</li> </ul>
1904 Office and Amenities building	<p>The Office and Amenities building contains small discrete spaces. While there is some opportunity to open up the spaces, wall nibs and downstand beams should be retained. The main constraints are:</p> <ul style="list-style-type: none"> <li>the building should be retained and conserved</li> <li>the ability to appreciate the original cellular layout of small separate rooms should be retained</li> </ul>	<ul style="list-style-type: none"> <li>spaces may be enlarged by partial removal of walls while retaining wall nibs and downstand beams</li> <li>new doorways can be introduced to the south elevation to improve cross-ventilation (preferably by only removing the window aprons)</li> <li>internal fitout (ceilings, floors, joinery) may be replaced where in poor condition, however it is recommended if possible that samples of the original fitout be retained (for example, one of the metal lath based plaster ceilings, some original joinery), preferably in a single room (to assist interpretation)</li> <li>the existing layout of separate rooms allows for commercial offices or community related uses</li> </ul>
Moveable items within the 1904 tramshed	<p>There are a number of trams and a bus within the tramshed. Three of these, including a Café tram, operated out of these Tramsheds. Constraints are:</p> <ul style="list-style-type: none"> <li>3 trams are to be retained, restored and interpreted on site.</li> <li>The three retained trams should remain within the 1904 tramshed</li> <li>The remaining trams should be removed, preferably to an appropriate Tram Museum.</li> </ul>	<ul style="list-style-type: none"> <li>The Café tram and two other designated trams recommended to be conserved and retained on site could be used as a cafe, preferably within the 1904 Tramshed, and possibly in conjunction with a discrete modern kiosk.</li> </ul>



Element	Constraint arising from Significance	Opportunities available while retaining significance
1904 Tramshed	<p>The 1904 tramshed structure and internal space is intact and the internal space features rows of impressive slender decorative cast iron columns. The main constraints to the future use of the space are:</p> <ul style="list-style-type: none"> <li>• the building should be retained and conserved, including remedial works to <ul style="list-style-type: none"> <li>• arrest water penetration</li> <li>• strengthen eastern and western walls and parapets</li> <li>• provide additional roof bracing and structural support to withstand wind loads.</li> </ul> </li> <li>• retention of heritage fabric including steel structure and glazed saw tooth roof and surviving fittings and signage</li> <li>• retention of the ability to appreciate the internal space including the volume, height, the roof structure, the linear nature of the space, and the forest of columns</li> <li>• the elevated perimeter walkway around the interior should remain legible</li> <li>• retention of 3 trams (see moveable items above)</li> </ul>	<ul style="list-style-type: none"> <li>• the 1904 tramshed provides a rare opportunity for conservation and provision of partial public access to an intact tramshed</li> <li>• the western elevation (originally open) may be glazed in. This would enhance significance by removing intrusive later fabric, and increase the pedestrian permeability of the building along this elevation</li> <li>• there is an opportunity for introduction of new accommodation for retail/commercial uses within the constraints outlined, retaining the ability to appreciate the internal space and its structure. There is potential to occupy part of the space with new accommodation within the constraints, not occupying more than 2 bays or 40% of the space</li> <li>• If a structure were designed with a publicly accessible space, the 3 trams recommended to be retained could be displayed, elevated on rails, presenting how they were maintained and stored in the building</li> </ul>
1909 Tramshed	<p>The 1909 Tramshed is in poorer condition than the 1904 Tramshed. The existing large internal opening in the party wall between the 1909 and 1904 tramshed provides easy internal access between the two spaces. The constraints are:</p> <ul style="list-style-type: none"> <li>• The most intact parts of the steel structure and the brick encircling wall should be retained</li> <li>• The party wall between the two tramsheds should remain and new openings in the party wall minimised</li> </ul>	<ul style="list-style-type: none"> <li>• Permit a new interior 2-3 level structure and fitout to house new well serviced commercial/ retail uses, retaining and standing off the existing steel columns and retaining as much of the roof structure as possible to allow its presentation and interpretation</li> <li>• Introduce at grade access from the Jubilee Park Light Rail Station. This would potentially involve the construction of lifts, escalators and stairs, including a lift overrun intruding through the roof of the tramshed. Providing this access is located behind the parapet in the northeast corner of the building, such access arrangements are considered acceptable, as this elevation of the building is concealed in the cutting</li> <li>• The large opening on the western elevation (originally open) may be glazed. This would enhance significance by removing intrusive late twentieth century fabric and allow interpretation of original appearance of the buildings' formal west elevation.</li> </ul>

## 6.2 HERITAGE CURTILAGE OF THE TRAMSHEDS

The recommended heritage curtilage of the Tramsheds is shown on Figure 6.1 below. This curtilage represents the original Tram Depot site boundary and the accessway for the trams. Reinstatement of the heritage listing for the Tram Depot to this boundary is strongly recommended, given the future removal of the 1995 paceway track extension, which currently intrudes into the Tramsheds precinct.

Within this curtilage is the Tram Accessway including the tram fencing defining the accessway (discussed in Table 6.2 above). Also within this curtilage, is the area to the south of the Office and Amenities building. This area historically contained the Tramsheds garden and a number of small buildings. For this area it is recommended that:

- no large structures should be built;
- the area of the former garden should remain an open landscape space;
- low scale (up to 2 storeys) new buildings could be constructed on the footprints of previous buildings.

The realisation of these opportunities would enhance significance of this area. New buildings and landscaping in this area can be designed so that the new uses assist both the Tramsheds and Paceway precincts and are an interface between the two precincts (for example one of the new buildings in this area could be a childcare centre to service new development within both precincts).



**Figure 6.1** Proposed curtilage for tramsheds outlined in red; yellow line denotes existing heritage listing boundary. Note there are opportunities for low-scale 1-2 storey new buildings on footprints of previous buildings, and to the northwest of the tramsheds building, within this curtilage.

### **6.3 CONDITION AND INTEGRITY OF BUILT FABRIC OF THE TRAMSHEDS**

As outlined previously, the poor condition of the 1909 tramshed structure, especially the northern wall and adjacent roof, provides an opportunity for greater development of the interior. Repairs would result in extensive new fabric, thereby justifying greater intervention.

The 1904 tramshed is recommended for conservation and repair with a publicly accessible internal open space displaying its decorative columns, glazed saw tooth roof, perimeter walkway and masonry encircling wall, with a limited opportunity for new structures within these constraints.

The Office and Amenities building can tolerate some alterations but its layout and surviving features should be retained and presented. Extensive restoration of the buildings is required and their exceptional significance requires a careful approach, which retains integrity and ability to appreciate the spaces and (in the case of the Office & Amenities building), original room configuration.

### **6.4 LANDSCAPE**

#### **The Paceway**

Landscaping within the Paceway Precinct is modern and of little significance. There are no constraints to removing this landscaping.

There is, however, an opportunity to introduce landscaping as part of a site-wide Interpretive Strategy, for example to present the site of the former parade ground once located to the north of the grandstand.

#### **The Tramsheds**

As outlined previously, there is an opportunity to introduce landscaping on the site of the former Tramsheds garden. This could be either formal landscaping or, for example, a community garden.

There is a constraint on landscaping elsewhere within the Tramsheds precinct, which historically had a hard surfaced industrial character, the appearance of which should be retained. Though the existing hard surface of the Tramsheds forecourt is modern and can potentially be replaced with other material (for example soft fall), it is important to maintain the appearance of a hard surface to the Tramsheds Forecourt to retain the significance of the Precinct.

Landscaping of the Tramsheds forecourt should be limited to moveable low-scale planter beds. The forecourt can also accommodate shade structures which replicate the look of the forest of wires and lighting posts which once occupied the forecourt when this was a working tram depot.

### **6.5 INTERPRETATION**

#### **The Paceway**

The only structure assessed as being of Moderate significance and recommended for retention as part of an interpretive strategy is the 1960s Ticket sales building, which is largely intact, built against the Maxwell Street boundary wall of the site, and houses 1960s ticket punch machines. This building is evocative of the functioning of the paceway in the 1960s, and is considered deserving of conservation.

The decision to retain or archivally record and remove buildings of Moderate significance will depend on condition as well as other site development considerations.

To best present the site's social and historical values, acknowledging that few built structures will be retained to demonstrate the significance, interpretation of the Paceway Precinct should be creatively well integrated into the site-wide planning and urban design of the redevelopment of the site (not just signage) so the community understands the importance of the site as a popular public venue especially from the 1930s to the 1960s when it was at its operational peak.



A comprehensive site-wide Interpretive Strategy should be prepared to explore ways to interpret and integrate an understanding of the history, use, character, location and extent of the site including the following specific features:

- The 1949 paceway track
- The parade ground to the north of the grandstand
- The cutting
- The long history of racing (gallops, harness racing) on the site
- The innovative early introduction of a Totalisator system to the site
- The innovative early introduction of lighting for night racing.

It is suggested that interpretation of the Paceway Precinct involve:

- Arrangement of open spaces and building location, vehicular and pedestrian routes as well as hard and soft landscape areas
  - Use of building materials and hard landscaping: for example to communicate the extent of the 1949 paceway track, distinctly coloured paving or wall materials within new buildings could be used
  - Landscaping, for example to present the site of the former parade ground shown in 1940s photos
  - Reuse of moveable items (signage, c. 1950s semaphore board) if possible (note this would require consultation with the NSW Harness Racing Club)
  - Public art, landscaping and fixtures (for example using modern replica fencing, seating and paths to identify the site's historic precincts, i.e. Members areas and "Gigglesville", as well as historic signage, lighting, equipment and soundscapes.
  - use of oral history, both for interpretive signage and soundscapes
  - soundscapes, for example utilising Australian Film and Sound Archive material.

It is noted that the National Film and Sound Archive holds 41 items relating to Harold Park dating from the 1930s through to the 1990s. This resource should be explored and utilised for interpretation of the site.

An oral history project is also recommended to expand the historical information on the paceway and its links to the Glebe/Forest Lodge community.

Examples of site interpretations for reference are:

- Victoria Park (Zetland/Green Square) – paving outside former ticket booth with shoe prints in paving, nearby historical plaques (commemorating the former Victoria Park racecourse, among other uses of the site);
- The Wireless House in the HJ Foley Park on Glebe Point Road (built in 1934 to provide radio broadcasts to the local community). This has been interpreted by providing soundscapes of early radio broadcasts from the building.
- Parramatta City Council (Parramatta River) - Life along the River Bank [http://www.parracity.nsw.gov.au/culture\\_\\_and\\_\\_leisure/arts/life\\_along\\_riverbank](http://www.parracity.nsw.gov.au/culture__and__leisure/arts/life_along_riverbank). Note this uses MP3's downloadable from the council website in conjunction with sculptures and paving to mark particular sites along the riverbank;

### **The Tramsheds**

The Tramshed buildings, the open Forecourt, the cutting and the three trams recommended for on-site retention and restoration should be interpreted. As the physical evidence survives, interpretation

can be simple, using illustrated signage to enhance appreciation and understanding of the history and use of the precinct.

## 6.6 ADAPTIVE REUSE OPTIONS FOR THE TRAMSHEDS PRECINCT

The adaptive reuse options for the Tramsheds Precinct outlined in Table 6.3 below take into account the heritage values of the precinct, and are designed to retain these heritage values.

**Table 6.3** Adaptive Reuse options for the Tramsheds

Potential Use	Discussion	Recommendation
Residential	Residential use is incompatible with the design and layout of the buildings as it would require extensive services, fill the internal spaces and require numerous external openings for light and ventilation. Residential use would adversely impact on both the physical fabric and the ability to appreciate and understand the character and extent of the interior of the tramsheds.	Not recommended
Retail/commercial uses	Retail/Commercial uses could be accommodated within the 1909 tramshed and potentially within the office and amenities block. Installation of offices or retail spaces within the 1904 tramshed would have potential adverse impacts on the physical fabric and the ability to appreciate the internal space, as well as the moveable heritage within the space, unless confined to the lower ground level.	Supported for 1909 tramshed and Office and Amenities block. Limited opportunity within the 1904 tramshed at lower ground level.
Carparking/ temporary market space	The use of the tramshed forecourt for carparking related to uses within the tramshed and as a temporary market space would retain the forecourt as an open hard-surfaced area consistent with the historic use of the tramsheds.	Carparking/temporary market space use is supported for the tramsheds forecourt, providing care is taken with miscellany associated with these uses such as bollards and linework.
Community uses	The Office and Amenities block would easily accommodate small-scale community uses. Alternatively, community uses could be incorporated into the 1909 tramshed or into low-scale new buildings to the south of the tramsheds.	Community uses are recommended for the Office & Amenities block; possible for 1909 tramshed.
Pedestrian access arrangements	At grade pedestrian access could be accommodated at the northern end of the 1909 tramshed, close to Jubilee Park Light Rail Station. While this would require modification of the roof at the corner of the building and installation of infrastructure (e.g. lifts, escalators), this location confines the impacts to an area in poorer condition than the 1904 tramshed, and removed from the main elevations of the building, yet will greatly enhance the public accessibility of the entire building. This is the best location for such access, close to Jubilee Park Light Rail Station, and limits heritage impacts.	Pedestrian access arrangements into the northern end of the 1909 tram shed are supported providing new work is located behind the parapet (northern side of 1909 tramshed, facing Chapman Road). A roof addition in this northern corner of the 1909 tramshed could accommodate lifts, escalators, stairs etc.

Potential Use	Discussion	Recommendation
Vehicular access arrangements	Vehicular access or pedestrian/bicycle access could use the tramline forecourt from an access road on the line of the original tram access easement. Opening up of the now closed up west elevation of the tramsheds is recommended.	Vehicular access, or pedestrian/bicycle access to tramsheds from The Crescent on the west, reflecting the original tram accessway. Chapman Road on the northern boundary of the tramsheds site should be retained as it is, as a pedestrian route. A possibility is also available to introduce a separate vehicular exit road onto the Crescent to allow a one-way entry/exit system for vehicles.
Tramshed water tank	The tank is of heritage significance. The Water tank does not lend itself to adaptive reuse, other than as a location for temporary signage.	The Water Tank should be conserved. It may be utilised for temporary signage.
Moveable items (trams and bus, tram related fittings and signage)	These items are of heritage significance, particularly Tram 1753 and (early R class tram assigned to Rozelle, built c. 1934), Tram 1995 (1951 R1 Class tram assigned to Rozelle) and Tram 2050 Café Tram (Former R1 Class tram built 1952) which are associated with the Rozelle tramsheds. The trams should be heritage listed separately as moveable heritage items.	The trams should be heritage listed separately as moveable heritage items. Trams 1753 and 1995 and Tram 2050 should remain on site, preferably within the 1904 Tramshed. As Tram 2050 was a Café tram, this tram could be returned to Café use, with café seating around it. It is suggested Tram 1753 and 1995 also be displayed in association with the Tramway Cafe. Tram-related fittings and signage within the tramsheds should be left in situ and relocated within the tramsheds where in situ preservation is not possible.



## **APPENDIX 1 - HISTORICAL BACKGROUND**

## 1. Aboriginal Associations

For the Aboriginal people the area was akin to many fringing the shore of the harbour in providing the resources to sustain life. Nothing is known of the Aboriginal people in this specific part of Sydney as they died of smallpox and other diseases introduced by the Europeans within eighteen months of the arrival of the First Fleet. In general terms, it was part of the traditional territory of the *Cadigal*, a clan of the *Eora* speaking people. The *Cadigals* according to the observations of the pioneer British settlers occupied the land on the southern side of the harbour from South Head to Petersham. 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*. Aside from the mangroves, the natural vegetation at the head of the bay comprised swamp oaks and black wattles along the creek courses.<sup>1</sup>

## 2. The Glebe

Harold Park Paceway is located within part of the 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 sole representative of the Church of England at this time was the Rev. Richard Johnson. The area of this glebe had been set down in the instructions issued to Governor Phillip for the founding of the colony that stated:

*As near each town as possible be set apart for the building of a church and four hundred acres adjacent thereto allotted for the maintenance of a minister.*<sup>2</sup>

The 400 acres were part of a larger Crown Reserve of 1,000 acres set aside for the maintenance of the colony's schoolmaster (200 acres) and another 400 acres that later became Grose Farm (now part of the University of Sydney). The area of the glebe included the extensive harbour frontage of the headland between Blackwattle Bay and the mouth of Johnstons Creek, with the southern boundary being the Parramatta Road. The glebe was located between the estates owned by Captain George Johnston (Annandale comprising 1,290 acres) and John Harris (Ultimo comprising 233). Both Johnston and Harris erected substantial villas on their grants: Harris, the surgeon to the New South Wales Corps, erected Ultimo, and Johnston Annandale Farm. Johnson, however, resided near his church in the town although he attempted to have his glebe cleared and cultivated by assigned convicts prior to leaving the colony in 1790. After the Rev. Johnson's departure it is believed the glebe was occasionally visited by members of the colony's military elite to hunt,<sup>3</sup> and probably it was periodically leased to raise revenue.

Under Governor Macquarie an entrepreneurial approach in the management of the economy had been introduced that began to flourish in the 1820s. In that decade, while convicts continued to flow into the colony, colonial society began to shift from the rule of the military elite to a civil administration. These reforms included the restructure of the administration of the Church of England with the establishment of the Archdeaconry of New South Wales in 1824 and the formation of the Church and School Corporation in 1826. The trustees of the new Corporation decided in 1828 to fund future promotion of the faith in the colony by selling its vast reserves of land.

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<sup>1</sup> Benson, D and J Howell, *Taken for Granted the bushland of Sydney and its suburbs*, Kangaroo Press, Kenthurst, 1990

<sup>2</sup> Foster, Michael and Max Solling, A Semi-Rural Retreat: places, people and Society in Glebe 1828-1861, Part 1, *Leichhardt Historical Journal* No. 23, p.5 (Foster and Solling LHM No. 23)

<sup>3</sup> Foster and Solling LHM No. 23, p.6



State Records of NSW – 'Plan of The Glebe Land' (MAP No. 2738)

**Figure 2.1** Surveyor Dixon's undated plan of The Glebe with George Allen's later expansive land holding named Toxteth Park highlighted. The topography of the Point comprising a plateau with rocky edges to the foreshore is clearly delineated.

### 3. The Allen Family and Toxteth Park

The sale of the church land at Glebe in 1828 in a subdivision of 27 allotments initiated the residential development of the suburb of Glebe by the building over the 1830s and early 1840s of large villa estates principally sited along the ridge of the northern half of Glebe Point Road. The allotments were offered as leaseholds for a period of twenty years with the right to convert to freehold on expiration of the lease. The allotments were not open to public auction, but offers from prospective purchasers were invited from February 1828. The largest sale was made to the solicitor George Allen who acquired in stages lots 22, 23 and 24 by May 1828. Allen's leasehold represented an area of just over 95 acres (39 ha) sited between present day Victoria Road, Glebe Point Road, Wigram Lane and Johnstons Creek (a frontage



to Johnstons Bay was obtained in the mid 1840s). Allen named his estate Toxteth Park and Harold Park is located near the south-west corner of his land holding.<sup>4</sup>

George Allen (1800-1877) arrived in Sydney in 1816 in the company of his mother and siblings who had migrated for the sake of Thomas Collicott, Allen's stepfather, who had been transported to Sydney in 1812 for a tax misdemeanour. Allen trained as a solicitor in Sydney under Frederick Garling and, on being admitted to practise in 1822, he was the first solicitor to receive legal training in the colony. He was the founder of what was until recently to oldest legal firm in Australia, Allen Allen & Hemsley. Toxteth Park was Allen's Sydney residence from November 1831, residing with his wife Jane and three children in a house still standing designed by architect John Verge set within landscaped grounds. Allen's life is remembered for his promotion of Wesleyan Methodism and societies with religious affiliations such as Benevolent Society, his business associations with prominent colonial companies such as the Gaslight Co., the Bank of New South Wales, etc., and his promotion of education and representative government.<sup>5</sup>

Allen died at Toxteth in 1877 and the estate in its entirety was bequeathed to his eldest son, George Wigram Allen (1824-1885), while his widow, Jane, was given a life interest in the house. George Wigram trained as a solicitor in his father's firm and entered into partnership with his father in 1847. In 1851 he married Marian Boyce and the couple set up their home at Strathmore directly opposite Toxteth. In 1881 George Wigram and his family moved into Toxteth on the completion of extensive alterations that modernised the house into the one we can see today. Like his father, George Wigram was active in many religious and charitable societies and Sydney's business and political worlds and was knighted in 1877 for his services as Speaker in the Legislative Assembly. George Wigram died suddenly in 1885 and as his widow, Marian, was given a life interest in the house there were two widows residing at Toxteth. Following Jane Allen's death in 1893, Lady Marian abandoned Glebe for Edgecliff by 1894.<sup>6</sup>

The subdivision of Toxteth Park into the multitude of terraces and cottages that characterise the area today began in 1884 and was completed in 1907 by the making of seven major subdivisions. The first subdivision, in April 1884, comprised 88 villa allotments and a further 224 allotments in the southern area of the estate, bounded by Toxteth Road and Wigram Lane, were placed on the market between 1886 and 1888. The house with a reduced curtilage of around five acres was purchased in 1901 by the Good Samaritan order and became St Scholastica's Convent. The northern part of the estate from Victoria Road was released for sale between 1904 and 1907.<sup>7</sup>

The topography of Toxteth Park in the Allen family era was characterised by the high ground on the eastern portion upon which the house and its immediate garden were located and another rock outcrop near the south-west corner of the estate which today is defined by Albert and Arthur Streets (and the remarkable Cliff Terrace); beyond this outcrop is the shallow valley of Johnstons Creek which marked the western boundary. In between the two high points is low-lying ground of the shallow valley of an evidently unnamed creek that rises behind Ross Street and merges with Johnstons Creek. The member for West Sydney at this time was Francis Abigail (1840-1921) who successfully lobbied Premier Henry Parkes to have this swampland reclaimed.<sup>8</sup> This area was described by Abigail in 1889 as Allen's Glen,<sup>9</sup> but

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<sup>4</sup> Foster and Solling LHJ No. 23, p.19

<sup>5</sup> Cowper, Norman and Vivienne Parsons, 'Allen, George (1800 - 1877)', *Australian Dictionary of Biography*, Volume 1, Melbourne University Press, 1966, pp 5-7

<sup>6</sup> Cowper, Norman and Ruth Teale, 'Allen, Sir George Wigram (1824 - 1885)', *Australian Dictionary of Biography*, Volume 3, Melbourne University Press, 1969, pp 24-25

<sup>7</sup> Foster and Solling LHJ No. 23, p.22

<sup>8</sup> Solling, Max, *Grandeur and Grit: A history of Glebe*, Halstead Press, Ultimo, 2007, p.99 (Solling 2007)

<sup>9</sup> *ibid.*

was more widely known as Allen's Bush.<sup>10</sup> Associations with the nineteenth century landform are prevalent today in street names such as Glen Lane and Rock Lane.

In the Allen family's subdivision of the estate of the mid 1880s the residential subdivisions to the south of the house terminated on the alignment of Ross Street (then continuing to the end of Toxteth Street) and continued again on the high ground to the west of Cliff Terrace, the low lying, flood prone land, in-between, the 'Bush' was not subdivided and this was later acquired in one large land parcel and became the Lillie Bridge site that was the forerunner of Harold Park.<sup>11</sup> A characteristic of the Toxteth Park subdivisions was the adherence to a north/south – east/west grid of streets and allotments that only deviated when the topography absolutely dictated, such as at Cliff Terrace. The surveyors' (Loxton and Bullock) adherence to the grid resulted in anomalies such as the western ends of Toxteth Road and Boyce Street impractically intersecting with the lower level Ross Street; the western terminations of these streets remained public roads until closure by the Lands Department by gazettal in 1929.<sup>12</sup>

The original route of the carriage drive of Toxteth Park is shown in a undated (possibly 1860s) survey of the estate as taking a route in the vicinity of present day Bell Street and therefore near and above present day Ross Street.<sup>13</sup> In later surveys the drive had been aligned by 1884 to the east to Mansfield Street. The possibly 1860s survey shows the gardens to the east and north of the house with the low ground to the west (Harold Park) delineated by a cliff. The cliff is depicted in part in the Allen family photographs of 1899,<sup>14</sup> and it seems to have demarcated the landscaped and improved area around the house from the unimproved wilderness. The cliff in this western area were quarried in the 1860s and 1870s, although the location/s of this industry is not known.

The southern portion of the shallow valley of 'Allen's Bush' which was traversed by an unnamed creek that is shown in a survey of 1879 as having being channelled and was crossed by an embankment sited in the area of present day Wigram Road.<sup>15</sup> The northern portion of this shallow valley prior to reclamation in the late nineteenth century comprised the junction of the unnamed creek with Johnstons Creek and was mangrove swamp. By the 1880s this area had become a health hazard owing to residential and industrial development in the watershed. Prior to the construction of the government reticulated sewerage system in the 1890s each local council was responsible for sanitary services. In evidence presented to a parliamentary standing committee in 1889 the Glebe Mayor, Percy Lucas, reported the sewage of Newtown and Camperdown flushed into Rozelle Bay down Orphan School Creek and Johnstons Creek, and the whole of Annandale drained into Johnstons Creek.<sup>16</sup>

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<sup>10</sup> Parliamentary Standing Committee on Public Works, *Report together with Minutes of Evidence, Appendices and Plans relating to the Proposed Drainage Works for the Western Suburbs*, Sydney, Charles Poiter, Government Printer, 1889, p.84 (*Proposed Drainage Works 1889*)

<sup>11</sup> Higinbotham and Robinson, *Map of the Municipality of The Glebe, 1891* (ML ZM4 811.182/1891/1)

<sup>12</sup> Notation on Crown Plan G27-1825

<sup>13</sup> State Library of NSW – Sydney Suburban Subdivision Plans - G5/220

<sup>14</sup> State Library of NSW – Allen Photograph Album No. 22, PX \*D557

<sup>15</sup> 'Plan of Rozelle Bay, Port Jackson', October and November, 1879, Lands Department Plan P99.574 Sheet 2

<sup>16</sup> *Proposed Drainage Works 1889*, p.85



State Records of NSW – 'Plan of The Glebe Land near Sydney' (MAP No. 1814)

**Figure 3.1** Surveyor Dixon's plan of 1827 the subdivision of the Glebe with George Allen's expansive land holding highlighted. Allen's estate, Toxteth Park, took in the high ground along Glebe Point Road, a shallow valley of an un-named creek, and Johnstons Creek on the western boundary. The drawing contains later annotations.





State Library of NSW – Sydney Suburban Subdivisions – Glebe (G5) No. 220

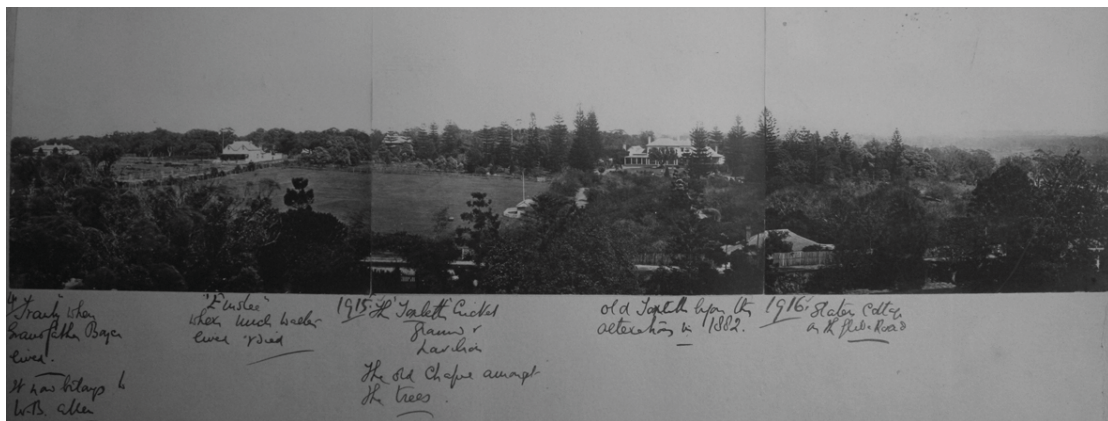
Figure 3.2 Undated, probably 1860s, plan of part of the Toxteth Park Estate. The carriage drive in this era was located in vicinity of Bell Street (Charles Street in this plan).

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Sydney City Archives - Higinbotham and Robinson, *Map of the Municipality of The Glebe, 1891*

**Figure 3.3** The Allen family residential subdivisions to the south and west of the house by 1891.



State Library of NSW – Allen Photograph Album No. 37, PX \*D578, p.60

**Figure 3.4** This is the only known photograph of the grounds of Toxteth Park in Allen family ownership. It is not dated but evidently 1870s.



State Library of NSW – Allen Photograph Album No. 22, PX \*D557, No. 3863

**Figure 3.5** A record of the work being undertaken on 6<sup>th</sup> April 1899 in reconstructing the Lillie Bridge Recreation Grounds into the grounds of the Forest Lodge Racing Club. Looking east to elevated heights of Toxteth and grounds with the northern boundary fence of the new Forest Lodge Ground in the process of being erected.

#### 4. Stormwater Channels and Reclamation Works

The north-western boundary of Harold Park Paceway is defined by the course of the Johnstons Creek Stormwater Channel. This channel is part of the Western Suburbs Drainage Scheme constructed by the NSW Public Works Department between 1891 and 1900. The drainage scheme had been investigated by the NSW Parliamentary Standing Committee on Public Works in 1889 together with the proposed sewerage scheme for this part of Sydney.<sup>17</sup>

Construction of the stormwater commenced in 1891 and work continued in stages over the following decade with the bulk of the work being completed between 1896 and 1898.<sup>18</sup> Tenders were called in 1897 for the continuation of the cement lined, 52 feet wide and 5 feet deep, channel to the bay.<sup>19</sup> The line of Johnstons Creek was regularized as was the unnamed tributary that diagonally crosses Harold Park and is known to the Water Board as the Lillie Bridge Branch Channel. The head of Johnstons Creek was reclaimed by 1899 with material dredged from Rozelle Bay.

The bulk of the reclaimed area was levelled to form public reserves flanking the outlet of Johnstons Creek Stormwater Channel to Rozelle Bay, and most of Harold Park as discussed below. The reserves (originally named Federal Park and Jubilee Park) were proclaimed public recreation reserves in 1899. An aerial photograph of the reserves of 1930 indicates only Jubilee Park was formally landscaped inclusive of a playing oval.<sup>20</sup> In the early part of

<sup>17</sup> *Proposed Drainage Works 1889*

<sup>18</sup> Only after 1894 was the Water Board empowered to maintain and control the trunk stormwater drains in metropolitan Sydney and levy a rate to finance this

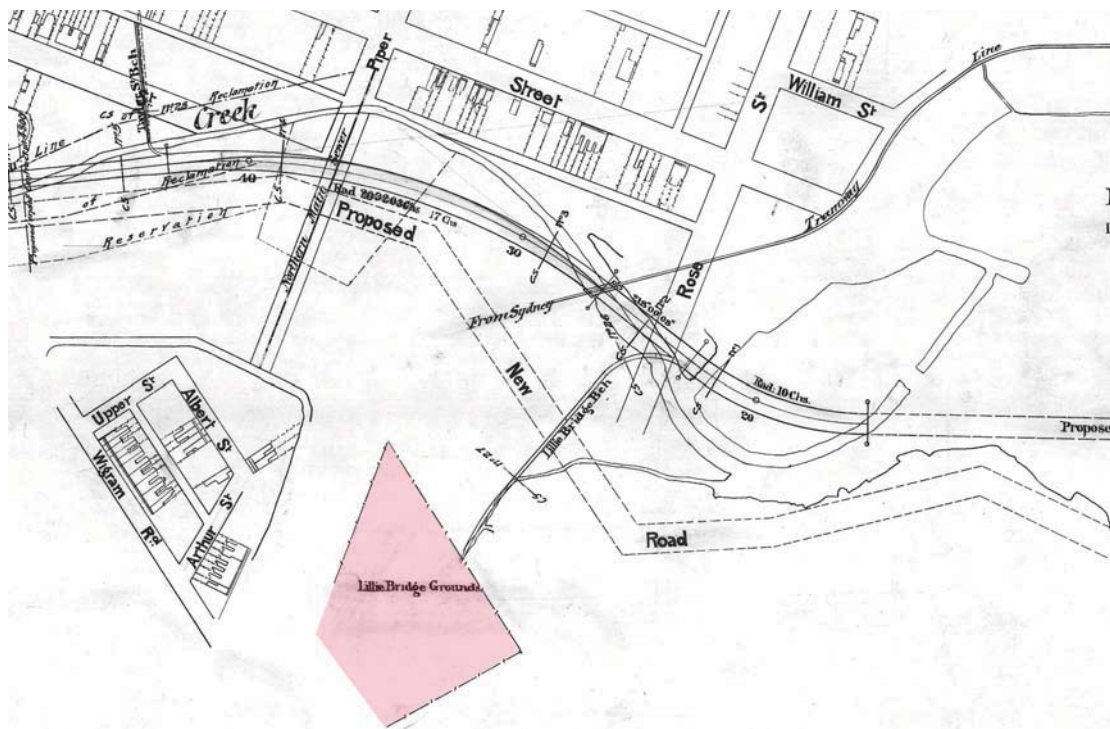
<sup>19</sup> *Report of the Department of Public Works Department ...*, various years, Sydney, William Applegate Gullick, Government Printer

<sup>20</sup> Lands Department Map 3422, Sydney, March 1930



the twentieth century the bay frontage of the parks was rededicated and set aside for industrial development under the administration of the Sydney Harbour Trust. With the collapse of industry in the harbour from the 1950s, the frontage lay disused for a number of decades until it was turned into parkland in 1988 and named Bicentennial Park.

Another change in this area came in the 1910s with the completion of the dedicated government goods railway connecting Dulwich Hill with the goods yard at Darling Harbour. Approval for the construction of this line had been given in 1910 and it necessitated the construction of the brick viaduct across Federal Park and Jubilee Park, the tunnel under Glebe Point and other major engineering works along the line.<sup>21</sup> The section of line crossing the parks was closed in 1996 and reopened for the extension of the Sydney Light Railway to Lilyfield in 2000.



Sydney Water Scan 0116670

**Figure 4.1** A detail of the Public Works Department's drawing of Johnstons Creek stormwater channel scheme dated 1895. The location of the Lillie Bridge Ground is highlighted and the relative positions of the original creek line and the diversion of this creek as the Lillie Bridge Branch are depicted.

## 5. Lillie Bridge (1890-1898)

The Harold Park Paceway originated from a much smaller private recreation ground that had been opened in January 1890 as the Lillie Bridge (or Lilliebridge) Recreation Ground, a name that is said to derive from the professional running ground in London, established in 1867 and closed in 1888. The recreation ground was owned by brothers John and Thomas Spencer, both dentists by profession and also financial backers of professional scullers.<sup>22</sup> The Spencers set up Lillie Bridge for pony racing, cycling and professional foot running (pedestrianism) under the management of George Edgar, although trotting meets were also held.<sup>23</sup> The site comprised an area of around four and a half acres that had been acquired in freehold from the Allen family over the last half of 1889 at a cost of £9,000.<sup>24</sup> No

<sup>21</sup> Oakes, John, 'The direct and scenic routes to Darling Harbour', *Australian Railway Historical Society Bulletin*, No. 740, June 1999

<sup>22</sup> Solling 2007, p.207

<sup>23</sup> Brown, Greg, *One hundred years of trotting, 1877-1977*, Sydney, Whitcombe & Tombs, 1981, p.50 (Brown 1981)

<sup>24</sup> Lands Department Old Systems Deed Bk 437 No. 892

photographic record of the ground seems to have survived, but from surveys of the day and later photographs it is evident the ground was enclosed by a high corrugated iron fence, the one (timber) spectator stand was located along the northern boundary, and the general spectator area was probably the then sloping ground along the Wigram Road frontage.<sup>25</sup>

The Spencer brothers' ground was one of a number of privately owned and operated (proprietary) grounds with racetracks established in the 1880s within metropolitan Sydney. These grounds were operated on the principle of securing a profit for the owners and were principally associated with pony racing, the racing of horses considered too small (a pony is a horse less than 14 ½ hands in height) for success on the thoroughbred tracks. Pony racing in this era was immensely popular with the working class because of the cheap admission to the grounds (at Lillie Bridge it was a low one shilling to the flat or 2½ shillings if the paddock or grandstand and program were desired), the attendance of bookmakers who were willing to lay low (penny) bets, the spectacle offered, and the lack of airs and graces encountered at the respectable grounds such as the Australian Jockey Club's Randwick. Their popularity was such that by the mid-1890s a horse race of some form could be seen in Sydney on practically every day of the week except Sunday,<sup>26</sup> with Mondays being race day at Lillie Bridge. The courses of these grounds were atypical of what most people would expect of a racecourse for they were small and ill-formed; the course at Lillie Bridge being only two furlongs and 30 yards in circumference (about 450m) whereas the courses at the registered grounds were six furlongs.

The Lillie Bridge course was one of a number in Sydney that provided this kind of working class entertainment in the 1890s (as it would do so again in the 1930s with greyhound racing), but Lillie Bridge had an advantage over its competitors by staging the meets under electric light (it was listed as 'Lilliebridge electric light running grounds' in the *Sands Directory* for 1890) and these evening meets were well suited to the leisure hours of the working class. Evening events necessitated the installation of electric lighting and as electricity at this time was in its infancy the power was not sourced from the City Council's grid, but generated on-site by a 14hp horizontal steam engine and boiler manufactured by Ruston & Proctor of Lincoln, England, together with a Mather & Platt dynamo powering a network of pole mounted acetylene and incandescent lamps.<sup>27</sup>

The Lillie Bridge ground had a notorious reputation for lawless behaviour for at Lillie Bridge the bookmakers plied their trade in the surrounding streets as well as in the ground, race fixing was commonplace, petty criminality was rife, and controls by the ground managers were lax. The lawless behaviour eventually brought the demise of pony racing at Lillie Bridge by the end of 1898.<sup>28</sup> The Mayor of Annandale recalled in 1903 that when the Lillie Bridge ground was open *the area was overrun with between 2,000 and 3,000 of the scum of Sydney, girls of 13 and 14 and women between 60 and 70 were alike to be seen betting on the ground.*<sup>29</sup> There were regular accounts in the press of disturbances of the peace (in 1892 a dispute between a punter and a bookmaker ended in the assault of the bookmaker),<sup>30</sup> dangerous practices (a fourteen year old jockey died in 1893 after falling during a pony race),<sup>31</sup> and dubious practices (in 1894 it was found the standard measure had been tampered with as a horse measured at 14 hands at another course was by the Lillie Bridge standard 12½ hands tall).<sup>32</sup>

The working class of metropolitan Sydney could travel cheaply to Lillie Bridge by the government tramway. Extra services were organised on race days and this practice

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<sup>25</sup> Lands Department Plan FP192317

<sup>26</sup> Painter and Waterhouse 1992, p.36 and p.45

<sup>27</sup> Lands Department Old Systems Deed Bk 706 No. 899 Schedule 2

<sup>28</sup> Painter and Waterhouse 1992, p. 46

<sup>29</sup> *The Adelaide Advertiser*, 26/8/1903

<sup>30</sup> *The Argus*, 4/8/1892

<sup>31</sup> *Brisbane Courier*, 25/1/1893

<sup>32</sup> *Brisbane Courier*, 27/6/1894

continued throughout the operative life of trams in Sydney.<sup>33</sup> The tram network originally terminated at Glebe Point Road, necessitating a walk down Wigram Road, or if a Leichhardt tram was used a walk down Ross Street or Wigram Road. In either case, the now demolished licensed hotel at the corner of Wigram Road and Ross Street completed in the centennial year of 1888 (Myers and Hendry, architects<sup>34</sup>) was ideally placed to serve the passing punters. Originally known as the Centennial Hotel the name changed to the Lillie Bridge Hotel during the years the ground was in operation and later still was renamed the Harold Park Hotel. The hotel with its three floors over generations offered overnight accommodation for the trainers and owners attending the track.<sup>35</sup>

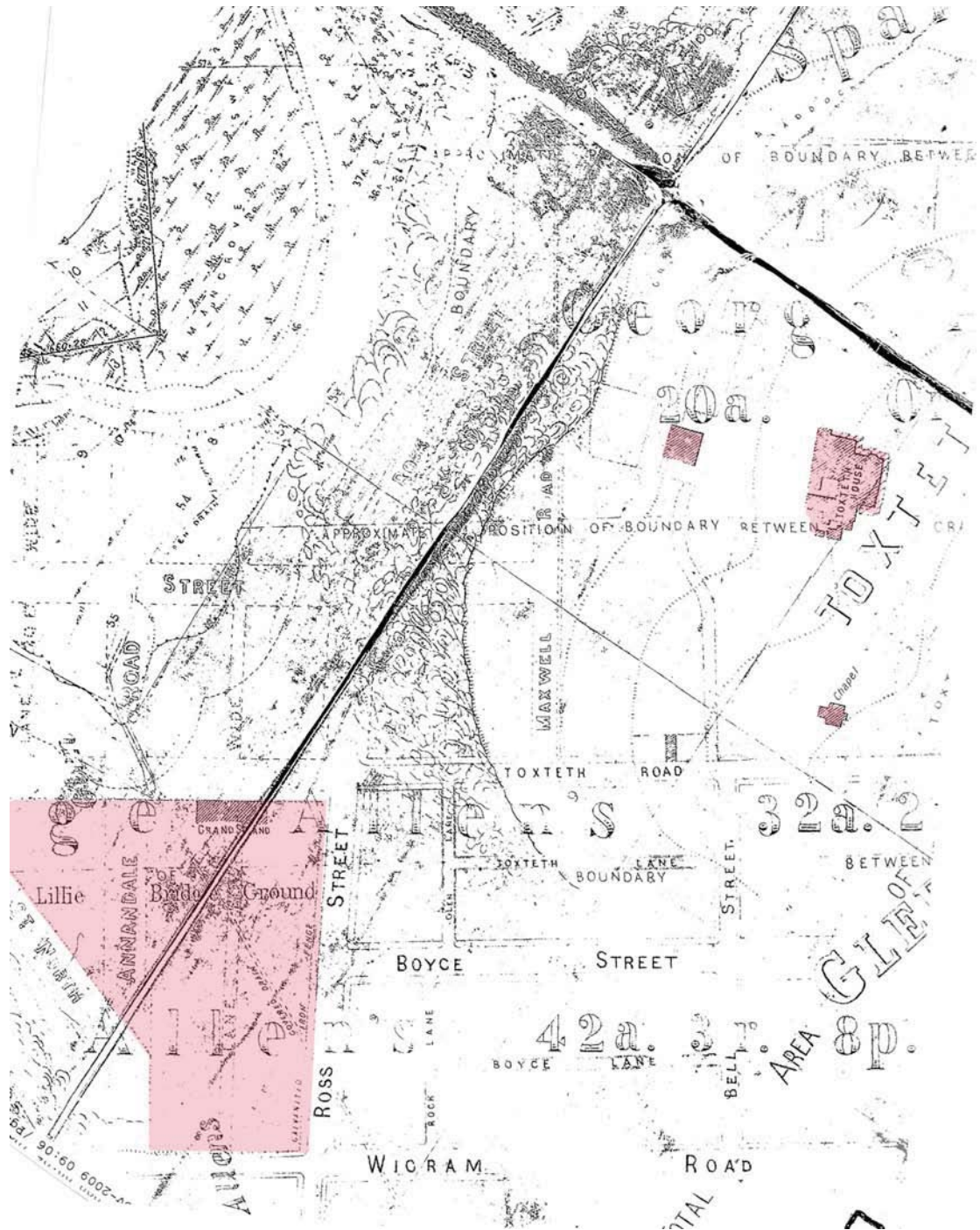
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<sup>33</sup> Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.21 & p.39 (Keenan 1993)

<sup>34</sup> SRNSW Plan 61684

<sup>35</sup> *Sands Directory*, 1890, 1895 & 1900





Lands Department Roll Plan 668

**Figure 5.1** The location of the Lillie Bridge Ground relative to the rocky slopes below Toxteth and the swampland to the north prior to reclamation, 1890

## 6. Forest Lodge Racing Ground (1899-1903)

The Spencer brothers had financed the acquisition and development of Lillie Bridge by mortgaging the land back to the Allen family<sup>36</sup> and taking a second mortgage with The Perpetual Trustee Company<sup>37</sup> to raise a total of £13,400. The brothers defaulted in their repayments resulting in The Perpetual Trustee Company selling their interest in the property

<sup>36</sup> Bk. 419 N0.548, Bk. 437 No. 893

<sup>37</sup> Bk. 540 No. 654

in May 1899<sup>38</sup> and the Allen family re-acquiring the property in June 1899.<sup>39</sup> Seemingly undeterred, in December 1899 the Spencer brothers leased an area of sixteen and a half acres from the Allen family inclusive of the four and a half acres formerly held in freehold.<sup>40</sup> The lease included part of the original Toxteth Park estate and nearly five acres of reclaimed land, the title to which had been secured for £1,650 by the Allen family in 1898 following a legal settlement with the Government.<sup>41</sup> The leasehold was for a term of ten years, with the rent scheduled to increase from £670 to £1,070 per annum over the term of the lease.<sup>42</sup> The background to the Spencer's decision to reopen the recreation ground on a larger scale is not known, but may have been influenced by the opportunity presented by the government's reclamation of the bay that provided an expansive area of level ground ideal for horse racing as depicted in the Allen family photographs.

The Spencers almost immediately (January 1900) assigned the lease to the Forest Lodge Racing Club and Recreation Grounds Co. Ltd. of 244 Pitt Street (the office of horse dealer William Inglis whose salerooms at Homebush dealt in both racing and working horses). As the Spencers assigned the lease for 160 shares in the company valued at £50 each<sup>43</sup> it is unclear as to whether the brothers were investing in a new enterprise or the company was a new business undertaking by the brothers. That the brothers were experiencing financial difficulties at the time is demonstrated by their bankruptcy in August 1900.<sup>44</sup> Under the terms of the lease assignment, the Spencers agreed to supply a horse starting gate of their own invention (referred to as Spencers' Starting Gate or Machine).<sup>45</sup> This machine had been invented by John Spencer in 1891 and consisted of a swinging telescopic bar.<sup>46</sup> The Spencers also constructed a new racing track complete with grandstand, weighing room, committee room, jockey room, business office, picket fencing, turnstile, and all furniture. The track evidently had a cinder surface,<sup>47</sup> and had been under construction since at least April 1899 and its initial progress was recorded for posterity in photographs taken by the Allen brothers.<sup>48</sup>

A plan of 1907 provides a fair degree of detail of the ground at the time. This survey provides an indication of the encircling inner and outer tracks, the location of a wooden lavatory, the galvanised iron fence enclosing the ground shown in the Allen family photographs, a wooden covered drain, and the open cement lined drain constructed by the Public Works Department in the late 1890s as part of the Johnston's Creek drainage scheme. Some indication of the topography is also shown with rising ground near the Wigram Road boundary (possibly raised ground for viewing perhaps) and raised ground adjacent The Crescent formed from street refuse. The survey also indicates the entry to the ground in its early years was located at the end of Ross Street (over the years the length of Ross Street as a public street has diminished owing to acquisitions by the owners of Harold Park).

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<sup>38</sup> Sydney Morning Herald, 3 May 1899

<sup>39</sup> Bk. 643 No. 474

<sup>40</sup> State Library of NSW – Sydney Suburban Subdivision Plans - G5/226

<sup>41</sup> Lands Department Old Systems Deed Bk 643 No. 474, grant issued in 1909 and registered in Vol. 2004 Fol 154

<sup>42</sup> Lands Department Old Systems Deed Bk 706 No. 899

<sup>43</sup> *ibid.*

<sup>44</sup> SRNSW - Insolvency No. 14251, date of sequestration 28 August 1900

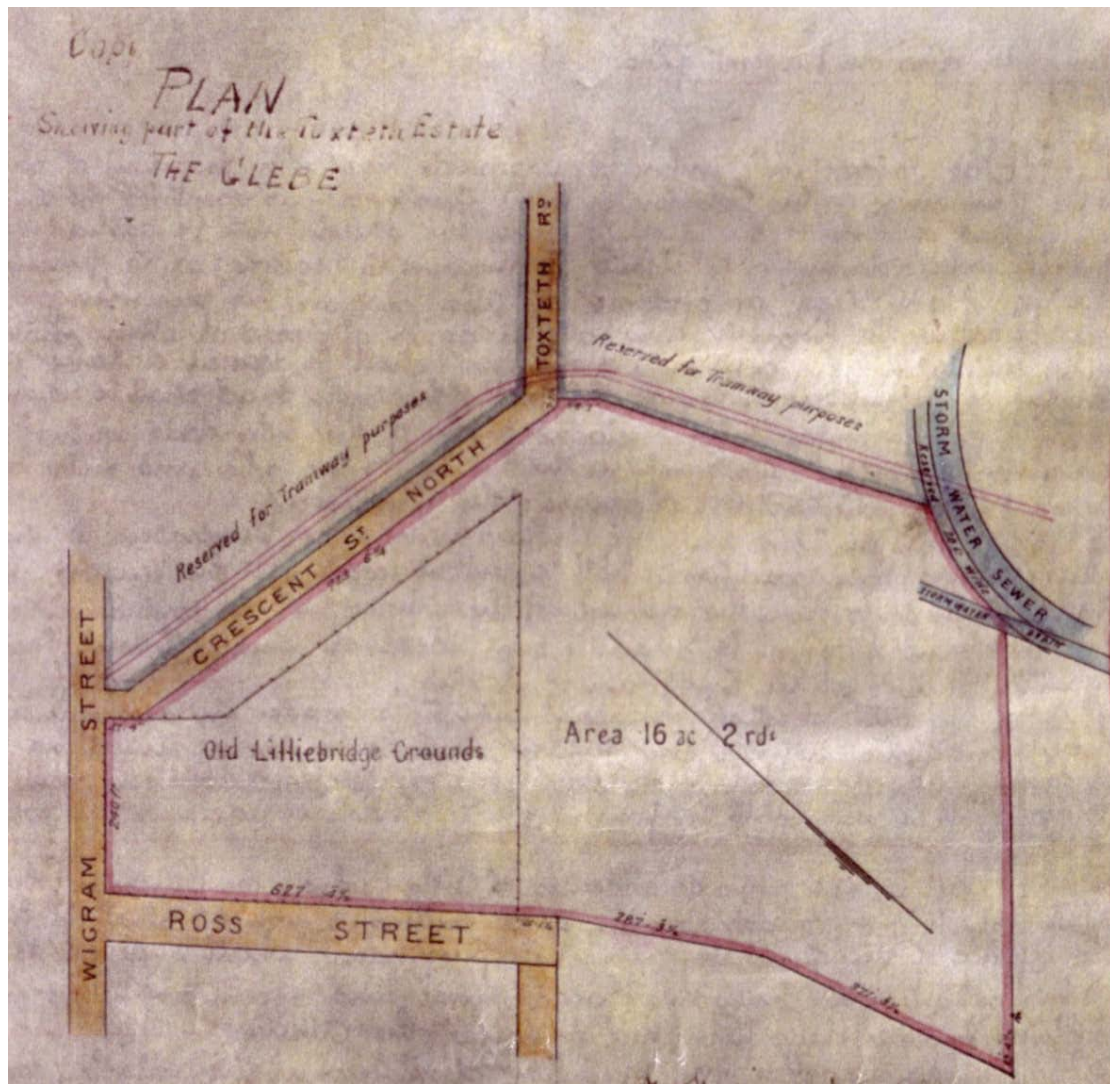
<sup>45</sup> *ibid.*

<sup>46</sup> National Archives of Australia Series A4618 – Control No. 3311 and *Brisbane Courier*, 24/10/1891

<sup>47</sup> Cain, p.4

<sup>48</sup> State Library of NSW – Allen Photograph Album No. 22, PX \*D557

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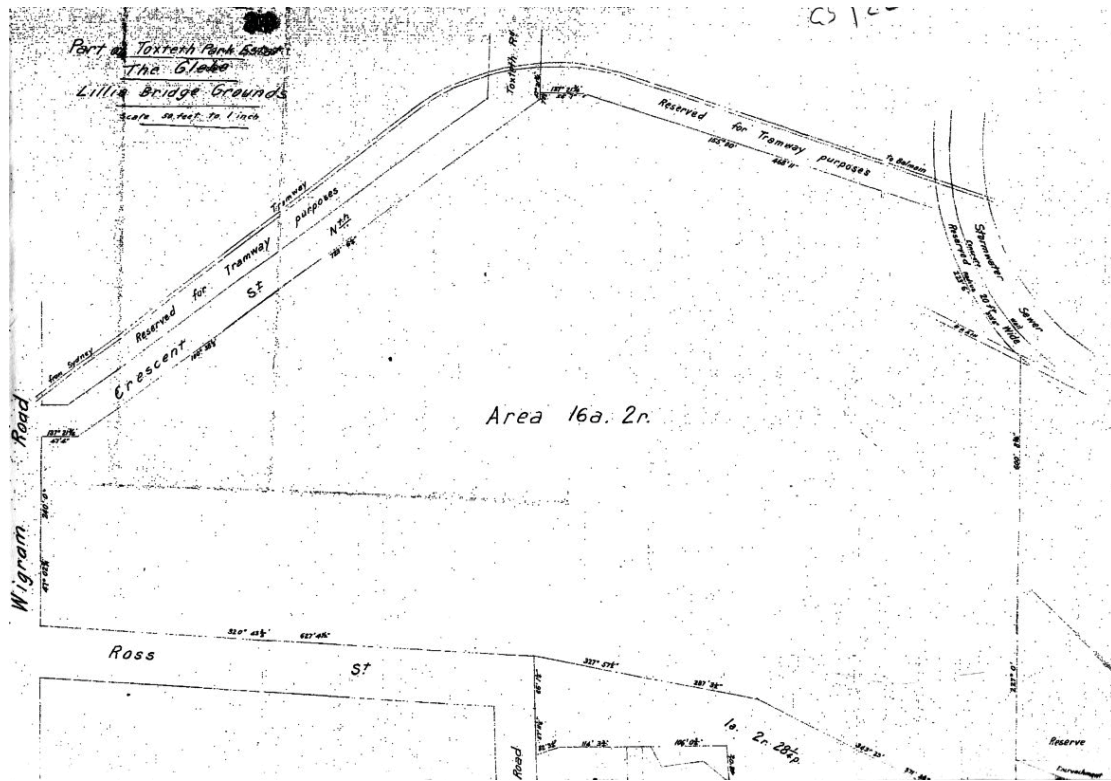


Lands Department Deed Bk. 706 No. 899

**Figure 6.1** This sketch plan was prepared in 1899 to accompany the lease deed between the Allen family and the Spencer brothers. The survey records the original extent of the Lilliebridge Grounds (1889-1899) and the expanded area of the Forest Lodge Race Club (from 1900) at 16 acres 2 roods. The Lillie Bridge Grounds are shown fenced.



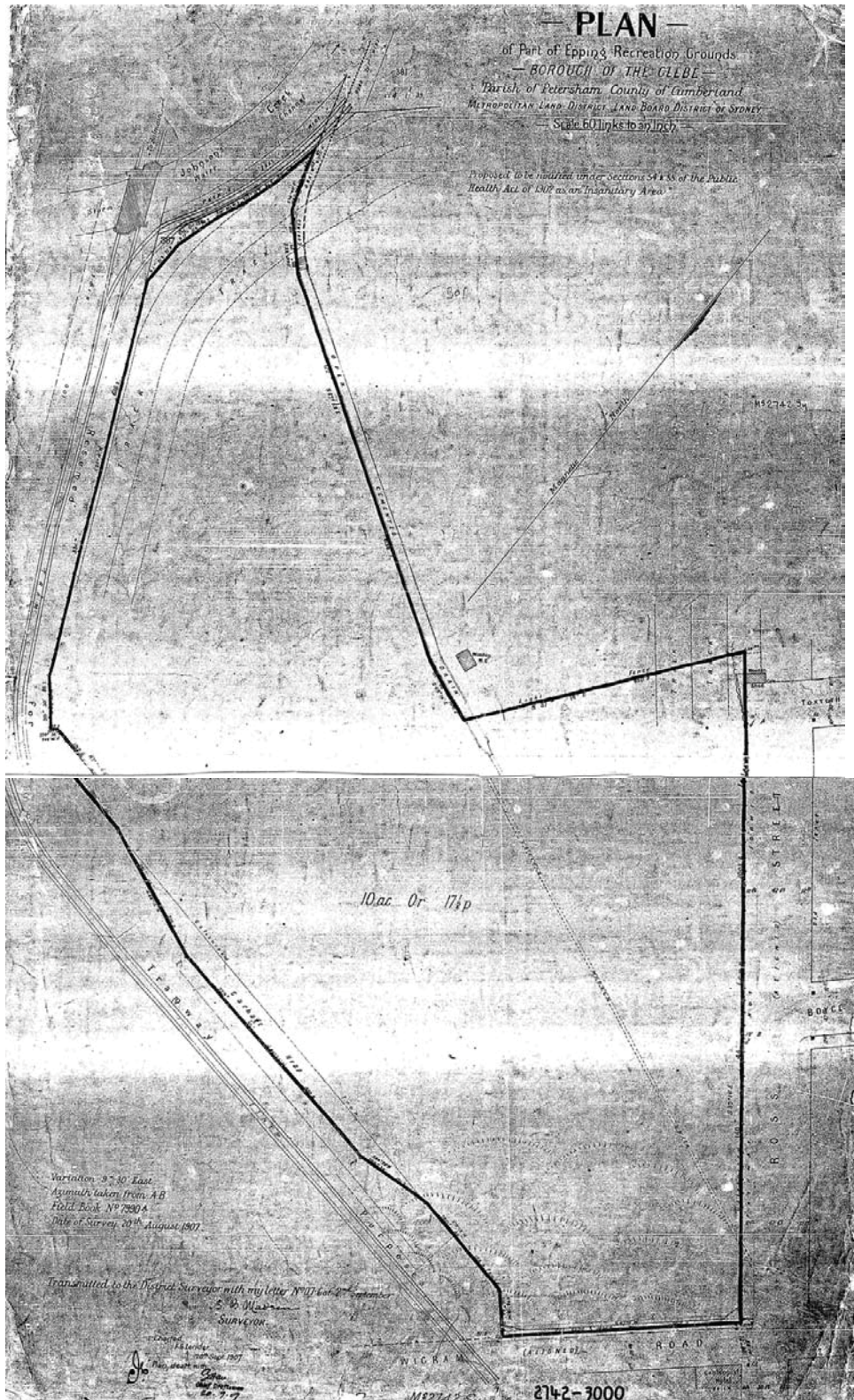
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State Library of NSW – Sydney Suburban Subdivisions – Glebe (G5) No. 226

**Figure 6.2** Another (undated) version of the above plan showing the Lillie Bridge Grounds comprising the 16 acres 2 roods and an additional 1 acres 2 roods 28 ¼ perches west of Maxwell Street.

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Lands Department Plan Ms 2742 Sy

**Figure 6.3** The 'Plan of Part of Epping Recreation Grounds' of August 1907 while held by Joynton Smith's under lease. It shows the general vicinity of the running tracks, the encircling horse track, the location of some buildings (the wooden lavatory and the wooden turnstile building at the end of Ross Street), the drainage system and some indication of the topography.





State Library of NSW – Allen Photograph Album No. 22, PX \*D557, No. 3857

**Figure 6.4** A record of the work being undertaken on 6<sup>th</sup> April 1899 in reconstructing the Lillie Bridge Recreation Ground into the grounds of the Forest Lodge Racing Club. Looking north from Wigram Street to Rozelle Bay showing the denuded and reclaimed floor of the shallow valley of Allen's Bush. The iron fence depicted is a remnant of the original Lillie Bridge Ground.



State Library of NSW – Allen Photograph Album No. 22, PX \*D557, No. 3859

**Figure 6.5** A record of the work being undertaken on 6<sup>th</sup> April 1899 in reconstructing the Lillie Bridge Recreation Grounds into the grounds of the Forest Lodge Racing Club. Looking south to the hotel at the corner of Wigram Road and Ross Street. A platform (perhaps spectator terracing) is in the making.





State Library of NSW – Allen Photograph Album No. 22, PX \*D557, No. 3860

**Figure 6.6** A record of the work being undertaken on 6<sup>th</sup> April 1899 in reconstructing the Lillie Bridge Recreation Grounds into the grounds of the Forest Lodge Racing Club. Looking south-west across the valley to the sewer aqueduct and the spire of Hunter Baillie Church beyond. The boundary fence of the new Forest Lodge ground is in the process of being erected.



State Library of NSW – Allen Photograph Album No. 22, PX \*D557, No. 3882

**Figure 6.6** A record of the work being undertaken on 5<sup>th</sup> May 1899 in reconstructing the Lillie Bridge Recreation Grounds into the grounds of the Forest Lodge Racing Club. Ross Street and the galvanised iron boundary of the recreation ground. The rocky slope at left of the picture has since been excavated.



State Library of NSW – Allen Photograph Album No. 22, PX \*D557, No. 3883

**Figure 6.7** A record of the work being undertaken on 5<sup>th</sup> May 1899 in reconstructing the Lillie Bridge Recreation Grounds into the grounds of the Forest Lodge Racing Club. The continuation of Ross Street to the recreation ground entry.



State Library of NSW – Allen Photograph Album No. 22, PX \*D557, No. 3884

**Figure 6.8** A record of the work being undertaken on 5<sup>th</sup> May 1899 in reconstructing the Lillie Bridge Recreation Grounds into the grounds of the Forest Lodge Racing Club. The almost complete northern and western boundary fencing of the grounds. At right of the photograph is the future site of the tram depot.

## 7. Harness Racing at Epping Racecourse (1902-1929)

Harness racing is a form of horse racing in which the horse has been bred to race in a specified gait or trot pulling two-wheeled carts called sulkies. While trotting events have been staged in Australia since the 1810s it has been largely perceived as a second rate alternative to thoroughbred racing. The first organised meets were conducted in Melbourne from the 1860s and it was in Victoria that the sport first gained a foothold with American bred stallions being imported to build up the quality of the local stock. In Melbourne, the Victorian Trotting Club opened its course at Elsternwick Park in 1882, and in Sydney meets were staged from 1885 at the Sydney Driving Park within the N.S.W. Agricultural Society's ground at Moore Park. This track was administered by the Sydney Driving Park Club, which itself had close ties with the N.S.W. Agricultural Society.

Although trotting horses were cheaper to buy and train than thoroughbreds, harness racing in Sydney in its formative years had a very poor reputation with the common view that races were manipulated. Malpractice at Sydney Driving Park was rife and in 1889 the club was deregistered by the ruling body of horse racing, the Australian Jockey Club, owing to the poor conduct of the meetings, and in 1892 the track was closed. This rise in the popularity of trotting in the late 1880s was ill-timed for the economic depression of the early 1890s and the advance of the proprietary pony racing clubs made further progress in developing the sport difficult. Throughout the 1890s there was no officially sanctioned harness racing track in Sydney, although the sport persisted with intermittent races being staged at the courses at Kensington and Canterbury, and also Lillie Bridge (Harold Park).<sup>49</sup> The sport was particularly attractive to tradesmen and the like, butchers, milkmen, bakers, etc., who worked their horses during the week and raced them using their trade carts.<sup>50</sup>

The New South Wales Trotting Club (NSWTC) was formed in June 1902 following a meeting of supporters of the sport at McGrath's saddlery store in Sydney. The outcome of the meeting was the formation of the club with the first president being John Moriarty, a member of the Australian Jockey Club, Royal Agricultural Association and Tattersall's. The NSWTC was the same as the Australian Jockey Club in being a not for profit organization that reinvested its income into facilities for members and prize money for the races. The main source of this income was the entrance fees to the ground (paddock and Leger) and grandstand. The first trotting meeting conducted by the NSWTC at Forest Lodge (Harold Park) was held on 19<sup>th</sup> November 1902. There were five races: the Opening Handicap Trot, the Maiden Trot, the Pine Ridge Handicap, the Pony Handicap, and the Trotting Club Handicap.<sup>51</sup> The NSWTC's second meeting was also held at Forest Lodge, but over 1903 and until June 1904 the NSWTC's meets were held at Kensington.

By June 1903 the rent owing on Forest Lodge by the leaseholder, the Forest Lodge Racing Club and Recreation Ground, was five months in arrears and the Allen family repossessed the property, and the business of the leaseholder was voluntarily wound-up in October 1903.<sup>52</sup> In November 1904 the successful hotelier, racecourse and newspaper owner James Joynton Smith (1858-1943) took over the Forest Lodge course by an unregistered lease at £16 a week, renamed it Epping Racecourse, and staged regular pony racing fixtures under the management of secretary S. Peters.<sup>53</sup> Smith's lease expired in June 1906 and the NSWTC then took a two-year lease. Under the *Gaming and Betting Act* of that year, which was the first government attempt to comprehensively legislate gaming in the state, the number of metropolitan trotting meets per annum was set at 20 and the NSWTC's trotting meets at Epping were held on every second Monday afternoon.<sup>54</sup>

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<sup>49</sup> Cain, B. (ed.), *Harold Park Paceway: 50 Years of Night Harness Racing 1949-1999*, Harold Park, NSW Harness Racing Club, 2000 (Cain 2000), p. 4

<sup>50</sup> Cain 2000, p.6

<sup>51</sup> Brown 1981, p.57

<sup>52</sup> Lands Department - Statutory Declaration in Primary Application Deed Packet 15526

<sup>53</sup> Cunneen, Chris, 'Smith, Sir James John Joynton (1858 - 1943)', *Australian Dictionary of Biography*, Volume 11, Melbourne University Press, 1988, pp 650-651 (Cunneen 1988); Solling 2007 p.208; Primary Application 15526; and *Sands Directory* 1905

<sup>54</sup> Quinn, Margaret, 'Harold Park Race Track', *Leichhardt Historical Journal* No. 3 Quinn LHJ No.3)



The intention of the NSWTC was to provide capable management and stability in the sport and the club had in the opinion of the *Sydney Mail* a good number of members .. (that) are the most ardent admirers of the game and the committee of management are good straight going sportsmen who can be depended on to ensure good clean sport<sup>55</sup> The NSWTC until the 1970s was very selective about its membership (limited to fifty), and its management at the upper echelons (comprising the president, vice-president and seven committeemen) did not change with any frequency. The first club secretary, Richard C. Hungerford, held simultaneously the positions of handicapper, starter, and time-keeper until 1923 and on retirement due to ill-health was succeeded by Frank Howell who held the position until 1940. Moriarty remained president until his death in 1914 and was succeeded by James Barnes who held the position until his death in 1940.<sup>56</sup> Understandably, the NSWTC was criticised as arguably the most exclusive club in Sydney.<sup>57</sup>

The NSWTC worked hard to promote trotting as a legal and safe activity. It convinced the general public to attend and persuaded bookmakers to operate at its course by insisting only AJC licensed bookmakers could operate within the paddock and Leger. By 1909 the AJC had recognised the NSWTC as the controlling body for trotting in NSW, and by 1910 the NSWTC had established reciprocal relationships with the trotting associations of New Zealand and Victoria. The status of the NSWTC in the sport was enhanced in March 1911 by its appointment by the NSW Chief Secretary as the governing body on all matters relating to trotting regulation and control;<sup>58</sup> a status it retained until the formation of the NSW Trotting Authority in 1978.

In 1908 the NSWTC had entered into a five-year lease of Epping from the then owner, the Metropolitan Rugby Union (see below) at a rental of £200 per annum, but by 1911 the NSWTC was thinking about acquiring its own course and held an extraordinary meeting to discuss the matter. The Epping course was not its first choice as serious consideration was given to James Joynton Smith's larger and only then recently opened Victoria Park (Zetland), but this was rejected as the track was too far from the spectators. Consideration was also given to developing an entirely new course immediately to the south of the Ascot Course in an area known as Byrne's Bush (Botany). This site, comprising 51 acres, was actually purchased in 1911 for £5,200 and a further expenditure of £8,000 was expected to construct the track and facilities.<sup>59</sup> However, at the same time, the NSWTC settled on Epping for its track, the freehold being acquired from the Metropolitan Rugby Union (MRU) for £10,400. The reason for acquiring two tracks was the concern that the government might resume the Epping ground at some future time for expansion of the tram depot.<sup>60</sup> By 1912 the club had paid £2,500 off the purchase the price and it was totally free from debt by 1920.<sup>61</sup>

The ownership of track by the NSWTC in freehold title was unusual and one not shared by the AJC at its Randwick course that was (and still is) leased from the government. As President James Barnes noted in 1915, the NSWTC owned the course for trotting people and he did not know any other club that was in the same position.<sup>62</sup> This was in contrast to the NSWTC's rival in Sydney, the Australian Trotting Club, which was a proprietary club owned by James Joynton Smith in 1911, that utilised Victoria Park (Zetland). Smith's proprietary operation was comparable to the role played by John Wren in Victoria who established a monopoly on trotting in that state in 1907 with his proprietary Victorian Trotting and Racing Association.

Since racing at Epping from 1902 the NSWTC seems not to have undertaken any improvements to the track and grounds and the owner, the MRU, was not in a financial position to do so. Now in possession of the freehold title, the NSWTC by August 1912 had

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<sup>55</sup> Quoted in Brown 1981, p. 54

<sup>56</sup> Brown 1981, p.55

<sup>57</sup> City Of Sydney Oral History Program Transcript – Horses, Bill Whittaker, 16 November 2007 (Whittaker 2007)

<sup>58</sup> Brown 1981, p.69

<sup>59</sup> Referee, 22/11/1911

<sup>60</sup> Referee 18/11/1911

<sup>61</sup> Referee, 22/11/1920

<sup>62</sup> Referee, 29/9/1915

banked a length of 200 feet of the track at the northern end by 18in. and improved the drainage at the centre of the course at a cost of £500.<sup>63</sup> In 1914 an existing brick stand was relocated to a site more suited to racing (probably near the finishing post), and a tearoom was provided.<sup>64</sup> This was the first members' stand, which seems to be the Barnes Stand in later years. Further improvements were undertaken in 1916 at a cost of £2,133.<sup>65</sup> By the beginning of 1917 the extension of accommodation for the public and bookmakers was completed resulting in *an excellent view of the whole of the race (being) obtained from any part of the course*.<sup>66</sup> This development was possibly inclusive of spectator terracing along the eastern side of the track with a raised roadway behind, which may have been modifications of the sloping landform depicted in the Allen family photographs of 1899. The stables were initially located behind the members' stand, but in 1917 were relocated to the higher ground below Maxwell Street (the existing site) to increase the number of available stalls to meet demand. This necessitated the construction of a wall and probable landfill to form a suitable foundation for stables.<sup>67</sup> Glebe Council's building application registers (available from October 1915) suggest that all the major improvements had occurred prior to the end of the First World War.<sup>68</sup> Photographs of the course of the 1910s and 1920s together with the earliest available aerial photograph (of 1930) indicate there was little in the way of landscaping of the ground with the little amenity being a cluster of shade trees (figs) around the tote located to the rear of the members' stand.

Most people (the punters) who attend a racecourse do so for the purpose of gambling. While betting on trotting was legal in New South Wales it was not so in Queensland until 1936 and in South Australia until 1933, and consequently the sport was virtually non-existent in those states.<sup>69</sup> Traditionally bets are placed through a bookmaker, but for the particularly unfortunate, there were also the 'welshers', unlicensed bookmakers who would lay odds and 'welsh' on payments when the favourite came in. The introduction of the totalisator in New South Wales in March 1917 introduced a more advanced form of gambling. The principle of this form of betting is that the punter selects the horse and the payment to the winner is made from the aggregate of the bets (the pool) after a deduction for the promoter (3 per cent) and government tax (7 per cent). The tote since has played a major role in the financing of racing allowing for increased prize money. The first tote (a Magnetic Totalisator) was opened at Epping in August 1917, and it soon proved profitable for the NSWTC with £46,481 passing through the Paddock tote in 1919/20 up from £31,954 of the previous year, while the Leger tote showed an increase from £3,453 to £17,656 over the same period.<sup>70</sup>

The photographs of the 1920s reveal an aspect of Harold Park that seems to have come to an end in the late 1940s with the last daytime race meet. This was the practice, perhaps instigated in the 1890s, of non-paying spectators and accompanying off-course bookmakers viewing and betting on the races from the heights of the rocky ledges above present day Minogue Crescent. This area was known as the 'outer' and here other games of chance utilising dice and cards were promoted inclusive of crown and anchor, two up, thimble and pea, unders and overs.<sup>71</sup> In 1924 the NSWTC enticed some of the onlookers into the ground proper by charging a reduced admittance fee of threepence to the area beside Wigram Road

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<sup>63</sup> Brown 1981, p.67 and Referee, 2/11/1912

<sup>64</sup> Referee, 1/10/1913

<sup>65</sup> Referee, 27/9/1916

<sup>66</sup> Referee, 3/10/1917

<sup>67</sup> Referee, 3/10/1917

<sup>68</sup> Between May 1919 and May 1927 the registers record five entries for the site with the averaged value of the works being £86; the most expensive being a new committee room (October 1919, £200), and new refreshment room and bar (May 1919, £150). The least expensive was a timber admissions box and turnstile (April 1924, £30)

<sup>69</sup> O'Hara, John, *A Mug's Game: a history of gaming and betting in Australia*, NSW Press, Kensington, 1988, p.185 (O'Hara 1988)

<sup>70</sup> Referee, 22/11/1920

<sup>71</sup> Quinn LHJ No.3

Officially this area was the Flat, but came to be known as Gigglesville;<sup>72</sup> a name it is believed 'bestowed by punters on the premise that a man had to giggle, otherwise he cried'.<sup>73</sup>



Agnew, Max, *Silks and Sulkies: the complete book of Australian and New Zealand harness racing*, Sydney, Doubleday, 1986

**Figure 7.1** One of the earliest photographs published of harness racing track at Harold Park dating from 1902 when the track was known as Forest Lodge. The varied landform depicted is of particular note with the rocky embankment at left of the photograph and the rising ground in the background near Wigram Road. The depicted configuration of the course is probably representative of the era 1899 to 1911 when the NSWTC acquired the freehold title.



Agnew, Max, *Silks and Sulkies: the complete book of Australian and New Zealand harness racing*, Sydney, Doubleday, 1986, p.158

**Figure 7.2** Approximately the same view some twentytwo years later (1924). By this time the rising ground near Wigram Road has been levelled slightly. Note the punters standing outside the ground on rock ledges above present day Minogue Crescent, but at the time a dedicated tramway reserve.

<sup>72</sup> Brown 1981, p.111

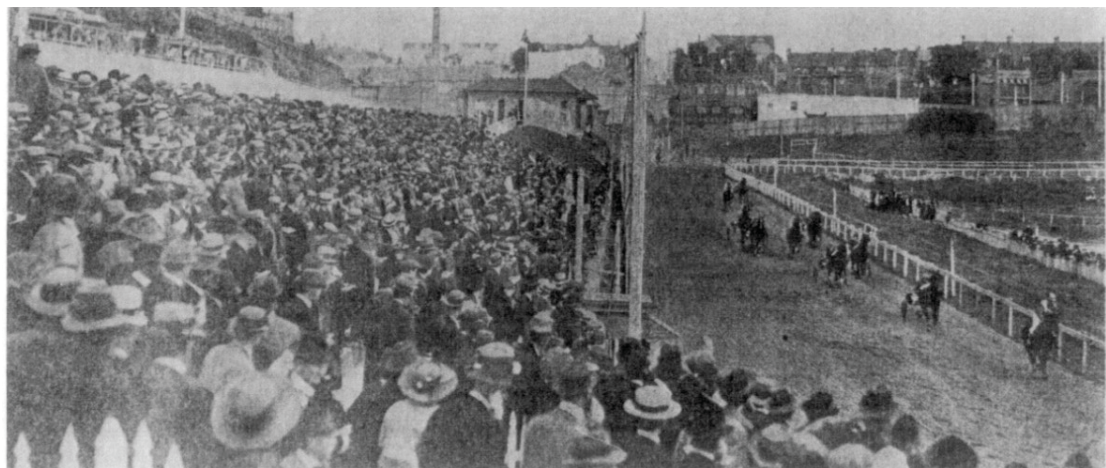
<sup>73</sup> Quinn LHJ No. 3, (Quinn associates Gigglesville with the Leger which was on the western side of the track on post 1949 plans but beside Wigram Road on pre 1940 plans)





Agnew, Max, *Silks and Sulkeys: the complete book of Australian and New Zealand harness racing*, Sydney, Doubleday, 1986, 158

**Figure 7.3** The finish post of the harness racing track at Epping (Harold Park) in 1921. Note the gathering of punters in the background standing on the elevated ground of Minogue Crescent.



Agnew, Max, *Silks and Sulkeys: the complete book of Australian and New Zealand harness racing*, Sydney, Doubleday, 1986, p.68

**Figure 7.4** Harness racing at Epping (Harold Park) in 1918 and some seven years after the NSWTC acquired the freehold title of the ground. Looking south to Wigram Road, the landform has been terraced for spectator viewing set below a retaining wall behind which is a roadway platform.