

Keenan, David R., *The Ryde Line of the Sydney Tramway System*, Transit Press, Sans Souci, 1988, p.50

Figure 13.2 An O Class tram exiting the tramcar shed in 1910. The photograph shows the original arrangement of the opening to the shed.



Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.54

Figure 13.3 The front elevation of the tramcar sheds and yard in 1948. The photograph shows the original configuration of the west elevation openings without doors and the extant metal ventilation louvres in the stepped gables. Within the yard are the timber poles supporting the overhead wires.



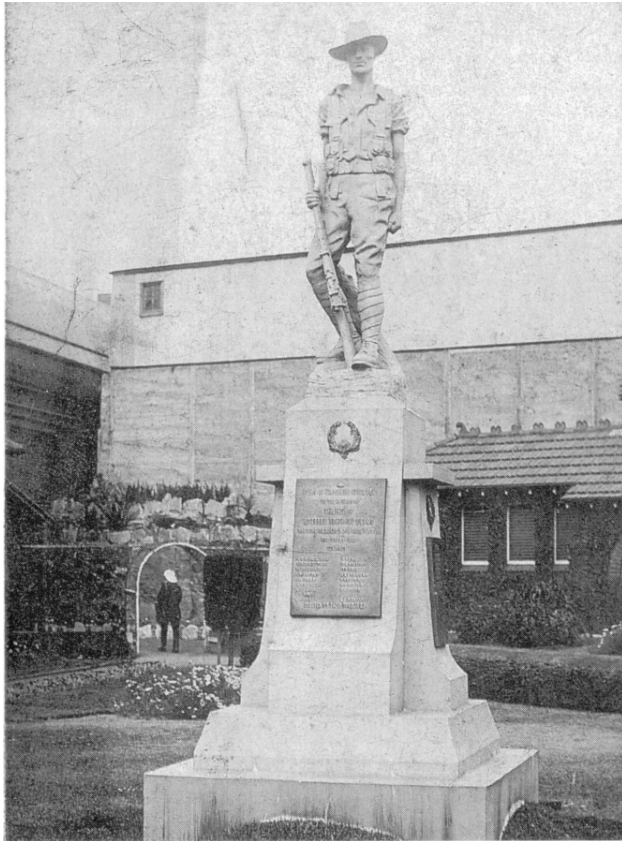
Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.58

Figure 13.4 The office area and garden of the depot in March 1929. The prize winning garden comprising an array of formal beds of annuals set within lawn and interspersed with shrubs. In the background are a mix of palm trees, examples of which had have survived. The garden comprised two components; the outer garden depicted above and another, well-screened, section to the rear (see below) set within the compound of offices and other outbuildings.



State Library of NSW - Government Printing Office 1 – 14420

Figure 13.5 The inner garden of the office compound of the depot as photographed in March 1929. This area was criss-crossed by edged pathways framing the raised garden beds and lawn. The focal point of the garden is the war memorial.



Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.55

Figure 13.6 *The now removed monument to staff who served in the Great (First) World War set within the now removed garden at the depot, not dated but probably 1929. In the background is the high retaining wall topped by the rear wall of the stables of Harold Park. The lower wall and the timber supports are extant.*



State Library of NSW - Government Printing Office 1 –38985

Figure 13.7 *The garden of the office compound of the Depot as above in 1929, but looking west. Note how secluded this garden was from the remainder of the depot.*



State Library of NSW - Government Printing Office 1 – 14423
Figure 13.8 *The now removed office of the depot in March 1929.*



State Library of NSW - Government Printing Office 1 – 14420
Figure 13.9 *The extant pair of brick outbuildings attached to the tram shed in March 1923. The uses of these buildings have not been determined.*



Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.41

Figure 13.10 *The junction of the tram tracks leading to the depot with the signal box and waiting shelter in 1954. Beyond the high paling fence is the Leger area of Harold Park.*



Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.43

Figure 13.11 *The tramway approach to the depot in the 1950s. The photograph shows a number of weatherboard sheds, offices and shelters within the yard of the approach tracks. Beyond the high paling fence is Harold Park and its system of suspended electric light pendants for the night trotting meets. The area depicted was changed completely in the mid 1990s*

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The Referee

The Sydney Sportsman

14.3 Oral History Transcripts

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14.4 City of Sydney Archival Records Series

Series 34 Town Clerk's Department Correspondence Files

Series 59 Building Application Files

Series 62 Development Application Files

Series 144 City Engineer's Department Correspondence Files

Series 533 Planning Street Cards

Series 1065 Glebe Building Registers

Series 1099 Leichhardt Building and Development Application Cards (Glebe)

Series 1103 Glebe Planning Street Card

Harold Park Heritage Study

Incl: Harold Park Paceway and Rozelle Tram Depot
Stage 2 Report



For
Council of the City of Sydney

25 May 2010



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1.0 EXECUTIVE SUMMARY

This report is intended to review feedback received as a consequence of the community consultation process and provide a response as well review the Draft Urban Design Study option and provide a response in light of the recommendations presented in the Harold Park Stage 1 report.

The preferred design option is generally supported. The configuration of the site it presents, consisting of built and open areas, allows the implementation of the Stage 1 report recommendations for the retention and presentation of the heritage values of both the former paceway and tram depot. The broad site-wide design option will lead to and control the detailed urban design of the site managed by a Development Control Plan (DCP). In light of these steps, the principal recommendation is that a site-wide Interpretive Strategy is the best tool to inform the detailed urban, landscape and building design to ensure that the heritage values of both the paceway and the tram depot are appropriately managed as part of any future development.

Although an interpretation strategy is recommended to inform the detailed design of the sites, preliminary recommendations for interpretation are proposed and included in this report which should be accepted early in the process and be included in the DCP (refer to Interpretation Guideline Plans attached).

In this report, the definition Former Tram Depot or depot has been used to describe the heritage curtilage recommended in the Harold Park Heritage Study Stage 1 Report.

2.0 INTRODUCTION

2.1 THE BRIEF

The purpose of this Stage 2 report is to:

- Review feedback, including community consultation feedback, in response to the public exhibition of the Draft Stage 1 report.
- Comment on the heritage issues of the Draft Urban Design Study option.
- Review and provide recommendations for the Draft Urban Design Study option, including possible DCP controls, to retain and protect the heritage significance of both the former paceway and tram depot which has been identified and evaluated in the Stage 1 Report. These recommendations address:
 - Adaptive reuse at the former depot.
 - Conservation and future management of moveable heritage items.
 - Creative interpretation of the history of the site and its connections with the surrounding community.

2.2 REFERENCES

This Harold Park Heritage Study Stage 2 report references and is to be read with the assessment and recommendations included in the Harold Park Heritage Study Stage 1 report prepared by Paul Davies Pty Ltd dated February 2010.

2.3 AUTHOR IDENTIFICATION

This report was prepared by Paul Davies Pty Ltd, Architects and Heritage Consultants, 180 Darling St Balmain NSW 2041. The report was jointly authored by Chery Kemp, Heritage Consultant and Ed Beebe, Heritage Architect.

2.4 DEFINITIONS

For the purposes of this report

- **Local** refers to The Council of the City of Sydney; and
- **State** refers to New South Wales.

The following definitions are used in this report and are from the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter).

Fabric means all the physical material of the place.

Conservation means all the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may, according to circumstance, include preservation, restoration and adaptation and will be commonly a combination of more than one of these.

Maintenance means the continuous protective care of the fabric, contents and setting of a place, and is distinguished from repair. Repair involves restoration or reconstruction and should be treated accordingly.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric. This is not to be confused with either re-creation or conjectural reconstruction, which are outside the scope of the charter.

Adaptation means modifying a place to suit proposed compatible uses.

Compatible use means a use involving no change to the culturally significant fabric, changes, which are substantially reversible, or changes requiring minimal impact.

3.0 REVIEW OF FEEDBACK

The Stage 1 reports for the Harold Park planning process, including the *Stage 1 Harold Park Heritage Study* were placed on public exhibition during February/March 2010, alongside the Draft Urban Design Study option and public comments invited. The following discussion concerns the submissions received in response to the public exhibition

3.1 SUBMISSION ON BEHALF OF THE NSW HARNESS RACING CLUB

Submission

Concerning heritage issues, the submission made on behalf of the NSW Harness Racing Club comments on:

- The heritage curtilage for the tram depot recommended in the Harold Park Heritage Study Stage 1 report.
The NSW Harness Racing Club recommissioned Godden Mackay Logan Heritage Consultants (GML), authors of the 2004 Conservation Management Plan (CMP) for the depot, to provide comments on the curtilage recommended in the Paul Davies Stage 1 report.
- The finding in the Stage 1 report that the paceway and tram depot are historically two distinct sites and should be treated accordingly within the development of the total

site. It is noted that the NSW Harness Racing Club intends to amalgamate the site into a single lot.

Response

- The existing heritage curtilage for the depot includes the tram sheds but only the eastern half of the former tram forecourt. The larger curtilage recommended in the 2004 Godden Mackay Logan (GML) Conservation Management Plan (CMP) includes the south west portion of the tram depot site, however the tram accessway is still excluded from the CMP curtilage. The Harold Park Heritage Study Stage 1 report acknowledged that the previous CMP curtilage was determined at a time when it was accepted that the 1995 paceway track – which currently intrudes into the tram depot site - would remain.

The Harold Park Heritage Study Stage 1 report recommended a curtilage which reflects the full historic site boundaries - including the entire former forecourt and the tram accessway - as these areas are manifestly part of the heritage significance of the tram depot site. This recommended curtilage is now achievable, as it anticipates the removal of the 1995 paceway track (the fabric of which demonstrates little heritage significance). The removal of the 1995 paceway track would liberate the tram depot's original boundaries, including the south west of the depot site and the tram accessway (currently intact under the 1995 paceway track's structure).

In its submission on behalf of the Harness Racing Club, GML concurs that the current tram depot heritage curtilage is inadequate.

Despite the larger curtilage encompassing the whole of the tram depot, development possibilities within the former tram depot boundaries were addressed in the Stage 1 report. Areas were identified within the larger recommended heritage curtilage where low-scale development could be located without diminishing the significance of the site, guided by a site-wide Development Control Plan (DCP) and an interpretative strategy.

In the light of the current circumstances, and the likelihood of the future removal of the 1995 paceway track, the larger recommended heritage curtilage in the Stage 1 Harold Park Heritage Study, reflecting the historic boundaries of the tram depot, remains the recommended heritage curtilage. This report therefore recommends a Local Environmental Plan amendment to enact this recommended heritage curtilage for the tram depot site (see Section 5.0 of this report).

- Notwithstanding the current lot boundaries as well as the site amalgamation currently being put forward by the Harness Racing Club, the Stage 1 Report's findings are reiterated, that until the last 15 years the paceway and the tram depot were historically separate entities. The division was blurred as a result of the purchase of the depot site by the Harness Racing Club and the construction of the new track, which extended over Johnston's Creek and into the historically distinct depot site. However, any development of the site should distinguish between the paceway and the depot in a clear physical way, if not by differing ownership.

3.2 "SAVE THE GLEBE TRAMS" SUBMISSION

Submission

The Save the Glebe Trams submission provides additional historical information about the trams currently stored in the tram sheds. This submission identifies that there are four (not three as previously believed) trams in the building which have direct historical association with the site as they operated out of the Rozelle depot. The submission outlines the heritage significance of the trams, particularly R1995 which was the last tram to run on the original

Sydney tramway system. The submission reiterates concern about the poor condition of the sheds, the structure and the roof, as well as the need to prevent vandalism of the trams.

Response

The additional historical information in this submission will be used to revise the Stage 1 report to recommend that the four trams with direct historical association with the site be retained on site.

To address concerns in this submission it is recommended that the DCP for the site provide controls to require:

- That the four trams historically associated with the site be retained, repaired and conserved. (There is merit in consulting with community volunteers including members of Save the Glebe Trams).
- That the other trams and bus be rehoused with another suitable museum.

3.3 COMMUNITY CONSULTATION

Submission

During the first phase of the community consultation process it was evident that the Glebe community, as represented at the public meeting, value the tram sheds, and community members clearly expressed the desire to have the sheds repaired, conserved and reused.

In the second phase of the community consultation, as the community were provided with more detailed information including adaptive reuse options for the site, the following concerns were voiced:

“The community had mixed views on proposed usages of the tram sheds, with opinion divided along their use for commercial purposes. Some positive feedback was received towards a commercial use of the tram sheds, although this same feedback expressed that they do not want any commercial development to undermine existing local businesses on Glebe Point Road. Additionally some members of the community are strongly against this idea, and want the tram sheds to be used for community purposes only....

Key issues:

There is mixed opinion on whether the tram sheds should be used for commercial purposes”

(Straight Talk report City of Sydney – Harold Park and the former Rozelle Tram Depot Site – a summary of community feedback on future planning controls for the Harold Park site – Phase 2 community consultation, March 19 2010)

Response

The community's esteem for the former depot is an important asset for the site and the desire for community use is commendable. While this esteem is supported, the site's practical and physical condition and needs are considered pre-eminent to ensure fabric is retained, protected and maintained, employing appropriate expertise, construction techniques and materials, and, importantly, viable sympathetic uses are established providing an assured future income stream for the site. Also community access and use of the site is not a component of the history and significance of the site. While this does not rule out opportunities for community use, it makes community use desirable but not essential in terms of retaining the site's significance.

It is advised that the most effective method to adequately finance the repair and conservation of building fabric is to take advantage of commercial interest in the site, balanced by appropriate development guidelines, to allow development but also to protect significant

elements, spaces and relationships. Without adequate commercial monies, public funding may have to be sourced to undertake immediate repairs as well as future maintenance.

Acknowledging the community's concern about commercial development, the Stage 1 report provides recommendations addressing future development of the interior of the sheds which seek to protect the site's significance and should be included in the DCP, including:

- Residential use would not be a compatible use for the tram sheds as it would most likely result in unsympathetic changes; and
- While commercial/retail uses have been put forward as examples of potential uses for parts of the tram sheds, these options are recommended only if they are tempered by the guidelines identified in the Harold Park Heritage Study Stage 1 report.

4.0 RESPONSE TO DRAFT URBAN DESIGN STUDY

4.1 SITE WIDE DETAIL

It is acknowledged that the Draft Urban Design Study option presents a straightforward and simple division of the whole site into built and unbuilt areas (open space). The option does not set up detailed design requirements or pre-determine details of built form, paths or landscaping within the open areas. We support this flexibility in site planning at this stage of the project. It allows the detailed design of the built form and open space to be informed by a site-wide interpretation strategy which would be an important tool to partner the detailed design to interpret and present the significant open areas, building sites and uses, working with the new constraints and proposals.

A well-considered site-wide interpretation strategy would meaningfully transmit the tangible and intangible heritage values into future development of the built and landscape areas, as well as the use and presentation of the depot site, its tram sheds forecourt and accessway. The strategy is strongly recommended as a DCP requirement. Noting the scale of the site and future development options, an inventive independent document would be a positive tool to inspire creative approaches to inform the future detailed design and use of the site.

We acknowledge that an interpretation strategy is likely to be prepared as part of development proposals for the site. In light of this we have prepared and mapped preliminary recommendations for interpretation which should be accepted early in the process and accompany and inform the DCP as well as the future detailed interpretation strategy for the site (refer to attached Interpretation Guideline Plans).

4.2 ROSS STREET

We support the fact that the significant Ross Street alignment and the views to and from the Harold Park Hotel are being retained within the open space, which supports opportunities for their presentation and integration into future development to physically and visually return the former street to the site. The relevant Stage 1 recommendations should be included in the future DCP.

4.3 TRAM SHEDS AND FORECOURT

We support the fact that the former tram forecourt, tram accessway and site of the water tank are retained within the proposed open space, which supports opportunities for their presentation and integration into future development.

We recommend that future DCP controls should reflect the importance of presenting and interpreting the historic character of the forecourt and accessway. As outlined previously, detailed design of the former depot should be informed by a detailed Interpretation Strategy, balancing uses and structures as well as soft and hard landscaping, with a balance struck

between landscape contiguous with the paceway site and clearly defining and presenting the depot, its character, the former ancillary buildings and the former formal garden.

Specifically, we would caution against the pressure to apply soft landscaping to tram forecourt and accessway. It is important that the rich and busy industrial character of these areas are presented with active uses. The forecourt and accessway do not have to be uniformly treated and can contain an arrangement of differing structures and uses, as the forecourt was an active place. However, the forecourt should have sufficient uniformity to balance the differing uses and structures with an understanding of the historical extent of the area. It is also recommended that there is a legible visual separation between the tram depot and the rest of the site and adjacent parks, particularly along the southern boundary.

The Harold Park Heritage Study Stage 1 identifies areas for low scale development within the tram depot site, subject to controls, to interpret the ancillary buildings that serviced the tram shed as well as defining the historic boundaries. We acknowledge that the simple detail of the Draft Urban Design Study option at this stage does not address this and does not identify built areas on these sites. Our Interpretation Guideline Plan for the tram depot recommends that the public should be reminded of the buildings in a physical way to clearly present the built quality of the former depot and the extent of the buildings (or even with new buildings in their places).

5.0 LOCAL ENVIRONMENTAL PLAN (LEP) RECOMMENDATIONS

The following recommendations are proposed to be included in the LEP:

- The heritage curtilage of the former Rozelle Tram Depot is to reflect its original operational boundaries, including the tram accessway linking the depot to The Crescent. The map in Figure 5.1 shows the recommended heritage curtilage, outlined in red. The yellow outline denotes the existing heritage curtilage boundaries in the Leichhardt LEP 2000.



Figure 5.1 Recommended heritage curtilage for tramsheds precinct outlined in red; yellow line denotes existing heritage listing boundary.

- All elements of the site assessed as being of exceptional or high heritage significance should be retained on site and a number of these items should be separately listed in the LEP as heritage items, as described in the table below.

Table 5.1: Site elements recommended for LEP heritage listing

<i>Item</i>	<i>Details</i>
Former Rozelle Tramsheds including tramshed depot buildings, water tank, and former tram accessway including tram track fencing adjacent to Johnston's Creek	Heritage curtilage as per Figure 5.1
Tram R 1753 (c. 1934), located within former Rozelle Tramsheds building	operated from Rozelle Depot from 1954
Tram R 1923 (1935), located within former Rozelle Tramsheds building	operated from Rozelle Depot from 1952
Tram R 1995 (1951), located within former Rozelle Tramsheds building	The last tram to run on Sydney's original tramway system, operating out of Rozelle Depot from new in 1951 until the last day of the tramway system's operation in 1961
Tram R1 2050 (1952), located within former Rozelle Tramsheds building	Operated from the Rozelle Depot from new in 1952, transferred to Dowling St depot in 1958 and operated till closure of tramways system in 1961. Purchased for potential use as a "café-tram" for an unrealised markets project at the former Newtown Tram Depot in 1993
The cutting – located along the eastern boundary of the site	Provides evidence of cutting back and benching of the site for development of the paceway and the tramsheds from 1901
Fig trees	Located in the vicinity of the northern boundary of the former Rozelle Tramsheds site, adjacent to Federal Park

6.0 DEVELOPMENT CONTROL PLAN RECOMMENDATIONS

6.1 INTRODUCTORY PARAGRAPHS FOR DCP

Paceway Precinct

The 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. The Paceway attracted crowds of up to 50,000 during its operational peak in the 1950s. Due to almost continual and substantial redevelopment and upgrading of the Paceway facilities, there are few remaining structures dating from the early

to mid 20th century, and therefore the historical significance of the Paceway is generally not demonstrated in the physical fabric of the place.

For this reason, a detailed interpretation strategy for the Paceway precinct will be a crucial component of future redevelopment of the site.

In the future redevelopment of the Paceway Precinct, the main heritage element of the Paceway Precinct to be retained is the Cutting.

Former Tram Depot

The Rozelle Tram Depot was an important component of the Sydney tramways system which was in its period one of the largest and most sophisticated public tramway systems in the world. The Rozelle 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 had 650 staff at its operational peak. The tram sheds are of aesthetic and technical significance as an austere and functional application of the Federation Free Style with impressive industrial-scale size and massing (both exterior and interior), using modular design units and concepts. The tram sheds features strongly detailed parapets 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 tram sheds. The water tank adjacent to Maxwell Road is of heritage significance as part of an early Grinnell automatic fire sprinkler system, which saved the Tram sheds from fire in 1919. The Rozelle Tram Depot as a whole is rare as the largest and most complete of three remaining intact Sydney tram depots. The integrity of the fabric of the Rozelle Tram Depot is rare, retaining internal structure and fittings, offices, water tank and forecourt. The forecourt and tram accessway are essential to the significance of the site as they illustrate the operation of the whole site as a tram depot with its systems and processes.

The fig trees adjacent to the northern boundary of the former Rozelle Tram Depot site have visually defined this boundary since at least the 1940s, and should be recognised as a landscape heritage item.

The Rozelle Tram Depot should be conserved, adaptively reused and interpreted.

As long as the 1904 shed is retained intact, being in reasonable condition, greater intervention in the 1909 shed could be considered, noting its poor condition, as part of an adaptive reuse proposal, as long as the industrial scale and structure of both sheds is retained. Retention and conservation of the trams within the tramsheds building associated with the site is also recommended as part of a interpretive strategy.

6.2 HERITAGE OBJECTIVES

Paceway Precinct

- To ensure the history of the Paceway Precinct is interpreted to the public.
- To ensure all structures within the Paceway Precinct are archivally recorded in accordance with NSW Heritage Council guidelines.
- To ensure that the cutting is viewable and interpreted.
- To ensure that significant views are retained, reinstated and/or interpreted. These views include:
 - Views of the cutting from within the site.
 - View along the northern end of Ross Street through to the Harold Park Hotel.
 - Views from the western ends of streets in the Toxteth Estate over the site at the top of the cutting.

Former Tram Depot

- To ensure conservation of the surviving buildings including tram sheds, administration building and the water tank.
- To ensure that adaptive reuse and development within the recommended heritage listing curtilage respects the heritage significance of the tramsheds building and its setting.
- To provide public access to the site and the interior of the sheds.
- To ensure the history of the former tram depot is interpreted to the public.
- To ensure the conservation and retention of the water tank and four nominated trams on site.
- To ensure the significant view of the western elevation of the tram shed from The Crescent is retained.
- To ensure the tram forecourt is developed in a manner which enables appreciation of this area's historic function.
- To ensure the former tram accessway is developed in manner which enables appreciation of the former function of the accessway, and which protects significant elements such as existing fencing.

6.3 HERITAGE PLANNING CONTROLS

Paceway Precinct

- An Interpretation Strategy will be required to accompany any Development Applications submitted for the site, using the interpretation guidelines provided in the attached Interpretation Guideline Plans.
- A development consent condition on any DA approval for the site will require Archival Recording in accordance with NSW Heritage Council guidelines, of all structures proposed for demolition.

Former Tram Depot

- An Interpretation Strategy will be required to accompany any Development Applications submitted for the site, using the interpretation guidelines provided in the attached Interpretation Guideline Plans.
- The tram sheds, consisting of the 1909 and 1904 sheds and the 1904 Office and amenities building, are to be retained, conserved and adaptively reused for commercial, retail and/or community uses.
- No large structures (over two storeys) are to be constructed within the recommended depot heritage curtilage.
- Any new structures within the recommended tram depot heritage curtilage are to be detached from the tram sheds and sited so as not to interfere with:
 - the significant view of the west elevation of the tramsheds; and
 - the former tram garden area; and
 - the ability of the tramsheds forecourt to be interpreted.
- The locations of former buildings within the recommended depot heritage curtilage are the preferred locations for any new structures;

- The tram sheds are not to be adapted for residential use;
- Adaptive reuse of the tram sheds should respect and minimise changes to the 1904 structure, enabling the columns, roof structure and roof lighting to be appreciated.
- Adaptive reuse of the 1904 office and amenities building should enable interpretation of the original room layout. Community and/or commercial office uses are preferred.
- Changes to the exterior of the tram sheds in its totality are to be minimised, however allowance is to be made for:
 - Construction of a new 2-3 level structure within the interior space of the 1909 tram shed for new retail and/or commercial uses. The structure is to stand-off the existing steel columns as much as possible and retain as much of the roof structure as possible to allow its presentation and interpretation.
 - New glazed infill within the former western openings (currently blocked up) to improved interpretation of the west elevation and improve natural light to the interior.
 - At grade access from the Jubilee Park light rail station into the north-eastern corner of the 1909 tram shed through the northern wall avoiding any openings in the eastern parapet. A new structure is permitted in the north-east corner, which could potentially involve a new opening in the wall and project through the existing roof, to accommodate lifts, lift overrun, stairs, escalators, as required. No other new openings are to be allowed in the northern wall and roof of the 1909 section of the tramsheds with the exception of openings required for this new access arrangement.
- Any Development Application for adaptive reuse of the tram sheds is to:
 - Take into account the recommendations of the Harold Park Heritage Study 2010.
 - Include detailed structural engineering advice as to the current condition of the shed structure.
 - Include an updated conservation Scope of Works based on a thorough analysis of the current condition of the building and the updated structural engineering advice, to be prepared by a suitably qualified heritage architect and engineer.
 - Retain and conserve four trams on site (which operated out of Rozelle Tram Depot) and the water tank.
 - Prepare and implement the recommendations of a site-wide Interpretation Strategy.
- Compatible uses of the tram sheds include but are not limited to community uses, commercial uses (eg. offices, professional consulting rooms) and retail uses (eg. shops, supermarket).
- The original tram accessway from The Crescent is to be defined and interpreted as an accessway, providing vehicular, pedestrian or bicycle access to the site, with the tramway fencing adjacent to Johnston's Creek being retained and conserved.



Figure 6.1

Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.43

The tram accessway to the depot in the 1950s. The photograph shows a number of weatherboard sheds, offices and shelters within the tramsheds forecourt. Beyond the high paling fence is Harold Park and its system of suspended electric light pendants for the night trotting meets. The area depicted was changed virtually completely in the mid 1990s, however the fence shown on the left along Johnston's Creek remains, beneath the 1995 paceway track.

- The water tank adjacent to Maxwell Road is to be retained and conserved.
- Four trams are to be retained, conserved and interpreted within the Rozelle Tram Depot (1904 tram shed), as follows:
 - Tram R 1753 (c. 1934)
 - Tram R 1923 (1935)
 - Tram R 1995 (1951)
 - Tram R1 2050 (1952)
- The bus and remaining two trams within the Tram sheds (not associated with the Rozelle Tram Depot) are to be offered, respectively, to the Tempe Bus & Truck Museum (due for relocation to Leichhardt bus depot) and the Loftus Tram Museum. This could form a condition of consent for any Development approval for the site.
- The triangle of land north-west of the 1909 tram sheds may accommodate landscaping (hard or soft).
- The former tram garden and administration area south and south-west of the tram sheds may accommodate landscaping (hard and soft) and small-scale new buildings up to two storeys, detached from the tram sheds, provided the former tram depot garden in this location is defined and interpreted, preferably through soft landscaping of the former garden area.



Figure 6.2

Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.58

The office area and garden of the Rozelle Tram depot in March 1929. The prize winning garden comprising an array of formal beds of annuals set within lawn and interspersed with shrubs. In the background are a mix of palm tree. The garden comprised two components; the outer garden depicted above and another, well-screened, section to the rear (see below) set within the compound of offices and other outbuildings.



Figure 6.3

State Library of NSW - Government Printing Office 1 – 14420

The inner garden of the office compound of the Rozelle tram depot as photographed in March 1929. This area was criss-crossed by edged pathways framing the raised garden beds and lawn. The focal point of the garden is the war memorial.

- The tram forecourt is to be retained as a predominantly open area in a unified form which allows interpretation of its former industrial character, retains significant views to the west elevation of the tram sheds, and encourages active uses. This area may accommodate soft and hard landscaping shade structures, lighting and small detached structures (single storey, approx 50 square metres in area) sited so as not to obstruct views to the west elevation of the tram sheds. The tram forecourt presents opportunities for interpretation of the history of the Rozelle Tram Depot.



Figure 6.4

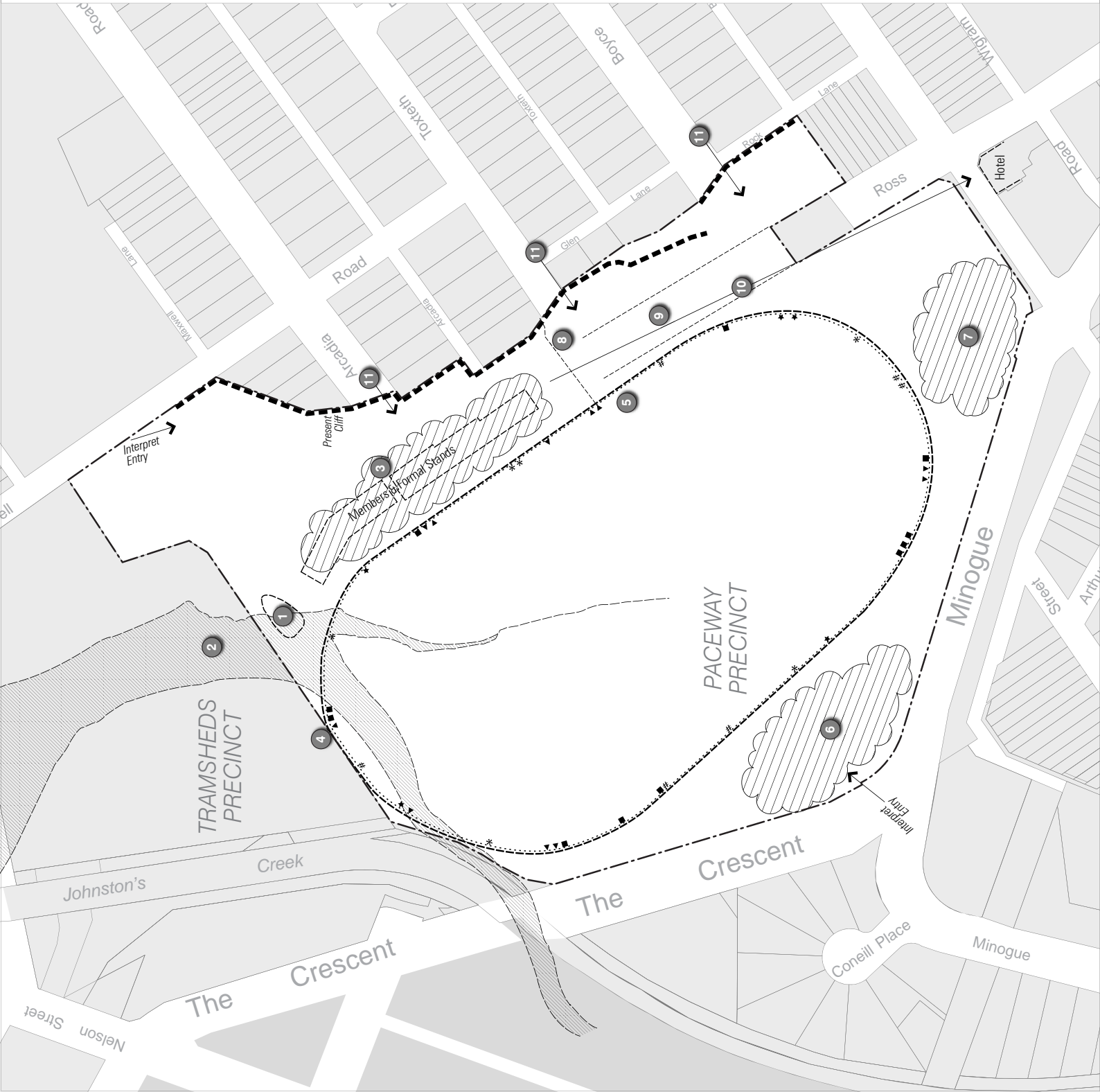
Keenan, David R., *The Western Lines of the Sydney Tramway System*, Transit Press, Sydney Tramway Museum, 1993, p.54

The front elevation of the tramsheds building and the tramsheds forecourt in 1948. The photograph shows the original configuration of the west elevation openings without doors and the extant metal ventilation louvres in the stepped gables. Within the yard are timber poles supporting overhead wires.

Attachment - Interpretation Guideline Plans

Paceway Precinct: Conservation & Interpretation Guidelines

- 1 Interpret former parade ground.
- 2 Interpret early estuarine environment and Gadigal occupation.
- 3 Possible interpretation of the building footprints of former stands in landscape.
- 4 Daisy chain of elements, items, events to identify extent and layout of 1940's and 1950's track when Paceway was at its peak.
- 5 Provide stronger definition of edges in landscaped open areas.
- 6 Interpret former viewing and stands – 1950's.
- 7 Interpret Gigglesville – 1930's.
- 8 Interpret line of 1938 entry building.
- 9 Present and interpret width and extent of street.
- 10 Interpret and present view to hotel.
- 11 Views from atop the cutting over the paceway.



Tram Depot: Heritage Conservation and Interpretation Guidelines

- 1 Allow close access to base of the water tower and provide signage.
- 2 Infill the 1909 shed and retain structure where not damaged or deteriorated.
- 3 Retain perimeter walkway in the 1909 and 1904 sheds and allow access.
- 4 Retain openings between the 1909 and 1904 sheds. Apply glazing where security and privacy are required.
- 5 Fully open the west openings. Apply glazing for weather and security.
- 6 Minimise openings in encircling walls.
- 7 Reduce the visual prominence of the new vehicular access.
- 8
 - Present full extent in landscape.
 - Avoid major divisions.
 - Ensure that divisions promote understanding of original unity.
 - Activate the space to reflect former use and level of activity.
 - Use a mixture of hard and soft landscaping to activate area but differentiate the forecourt from surrounding landscape.
 - All should be temporary, removable and without permanent footings.
 - Interpret the "fan" of tram lines.
- 9 Show the building footprints of lightweight structures on the perimeter walkway within the 1904 and 1909 sheds.
- 10 Allow managed access to cliff face and views through existing openings with signage.
- 11 35% maximum mezzanine area in the 1904 shed, to stand off walls and columns. Retain sense of space, height and length.
- 12 Retain cellular layout and link to shed. Apply glazing for security and privacy.
- 13 Interpret the former tram gardens through landscaping.
- 14 Clearly define the historic curtilage of the tram precinct.
- 15 Present the footprints of demolished buildings in the landscape to retain a sense of the original built-up quality.
- 16 Maintain strong physical and visual links between the forecourt and access way.
- 17 Pedestrian/cycle access.
- 18 Maintain strong visual links from The Crescent along the access way.
- 19 At grade access from Jubilee Park light rail station. New structure permitted to project through roof to accommodate this access.
- 20 Fig trees on the northern boundary to be retained, with condition and significance assessed.

