



Meander Valley Council  
Working Together

## PLANNING NOTICE

An application has been received for a Permit under s.57 of the Land Use Planning Approvals Act 1993:

APPLICANT:	<b>Meander Valley Council - PA\25\0192</b>
PROPERTY ADDRESS:	<b>6 Racecourse Drive DELORAINE (CT's: 165648/1 &amp; 54466/1)</b>
DEVELOPMENT:	<b>Passive Recreation (Demolition of Heritage building, modification of building, fencing, landscaping &amp; solar panels).</b>

The application can be inspected until **Monday, 19 May 2025**, at [www.meander.tas.gov.au](http://www.meander.tas.gov.au) or at the Council Office, 26 Lyall Street, Westbury (during normal office hours).

Written representations may be made during this time addressed to the General Manager, PO Box 102, Westbury 7303, or by email to [planning@mvc.tas.gov.au](mailto:planning@mvc.tas.gov.au). Please include a contact phone number. Please note any representations lodged will be available for public viewing.

If you have any questions about this application please do not hesitate to contact Council's Planning Department on 6393 5320.

Dated at Westbury on 3 May 2025.

Jonathan Harmey  
**GENERAL MANAGER**

# APPLICATION FORM



Meander Valley Council  
Working Together

## PLANNING PERMIT

### Land Use Planning and Approvals Act 1993

- Application form & details MUST be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

#### OFFICE USE ONLY

Property No:	<input type="text"/>	Assessment No:	<input type="text"/>	-	<input type="text"/>	-	<input type="text"/>
DA\	<input type="text"/>	PA\	<input type="text"/>	PC\	<input type="text"/>		

- Is your application the result of an illegal building work?  Yes  No Indicate by ✓ box
- Have you already received a Planning Review for this proposal?  Yes  No
- Is a new vehicle access or crossover required?  Yes  No

#### PROPERTY DETAILS:

Address:	<input type="text" value="6 Racecourse Drive"/>	Certificate of Title:	<input type="text" value="16 5648"/>
Suburb:	<input type="text" value="Delongine"/> <input type="text" value="7304"/>	Lot No:	<input type="text" value="1"/>
Land area:	<input type="text"/>	m <sup>2</sup> / ha & CT's: 1260674, 54466/1 <i>JM.</i>	
Present use of land/building:	<input type="text" value="Derelict heritage buildings"/>	(vacant, residential, rural, industrial, commercial or forestry)	

- Does the application involve Crown Land or Private access via a Crown Access Licence:  Yes  No
- Heritage Listed Property:  Yes  No

#### DETAILS OF USE OR DEVELOPMENT:

- Indicate by ✓ box
- |   |  |                                      |  |
|---|--|--------------------------------------|--|
| <input checked="" type="checkbox"/> Building work | <input type="checkbox"/> Change of use | <input type="checkbox"/> Subdivision | <input checked="" type="checkbox"/> Demolition |
| <input type="checkbox"/> Forestry                 | <input type="checkbox"/> Other         |                                      |  |

Total cost of development (inclusive of GST):  Includes total cost of building work, landscaping, road works and infrastructure

Description of work:

Use of building:  (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area:  m<sup>2</sup>      New building height:  m

Materials: External walls:  Colour:

Roof cladding:  Colour:

SEARCH OF TORRENS TITLE

VOLUME 165648	FOLIO 1
EDITION 1	DATE OF ISSUE 29-Apr-2013

SEARCH DATE : 29-Apr-2025

SEARCH TIME : 04.34 PM

DESCRIPTION OF LAND

Parish of CALSTOCK Land District of WESTMORLAND  
 Lot 1 on Plan 165648  
 Being the land described in Conveyance No.10/8969  
 Excepting thereout Lot 8 P25123 1858m2, Lot 9 P25123 9012m2,  
 Lot 1 D29073 573m2, Lot 1 D30615, 313m2, Lots 1 & 2 P165343 6.  
 374ha  
 Derivation : Part of Lot 277, 510 Acres Gtd. to Pearson Foote  
 Derived from A24548  
 Prior CT 132548/1

SCHEDULE 1

MEANDER VALLEY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
 D4502 BURDENING EASEMENT: A Pump Station Easement  
 (appurtenant to Lot 1 on P165343) over the Pump  
 Station Easement shown on P165648  
 D4502 BURDENING EASEMENT: Right of Carriageway (appurtenant  
 to Lots 1 & 2 on P165343) over the Right of Way 6.00  
 wide shown on P165648

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER	<b>PLAN OF TITLE</b>	Registered Number
FOLIO REFERENCE FIR 132548-1		<b>P 165648</b>
GRANTEE PART OF LOT 277 510 ACRES GTD. TO PEARSON FOOTE	LOCATION <b>WESTMORLAND CALSTOCK</b>	APPROVED 22 MAR 2013
	CONVERTED BY PLAN No P132548	<i>Alice Kawa</i> Recorder of Titles
	COMPILED BY L.T.O.	
	NOT TO SCALE	LENGTHS IN METRES

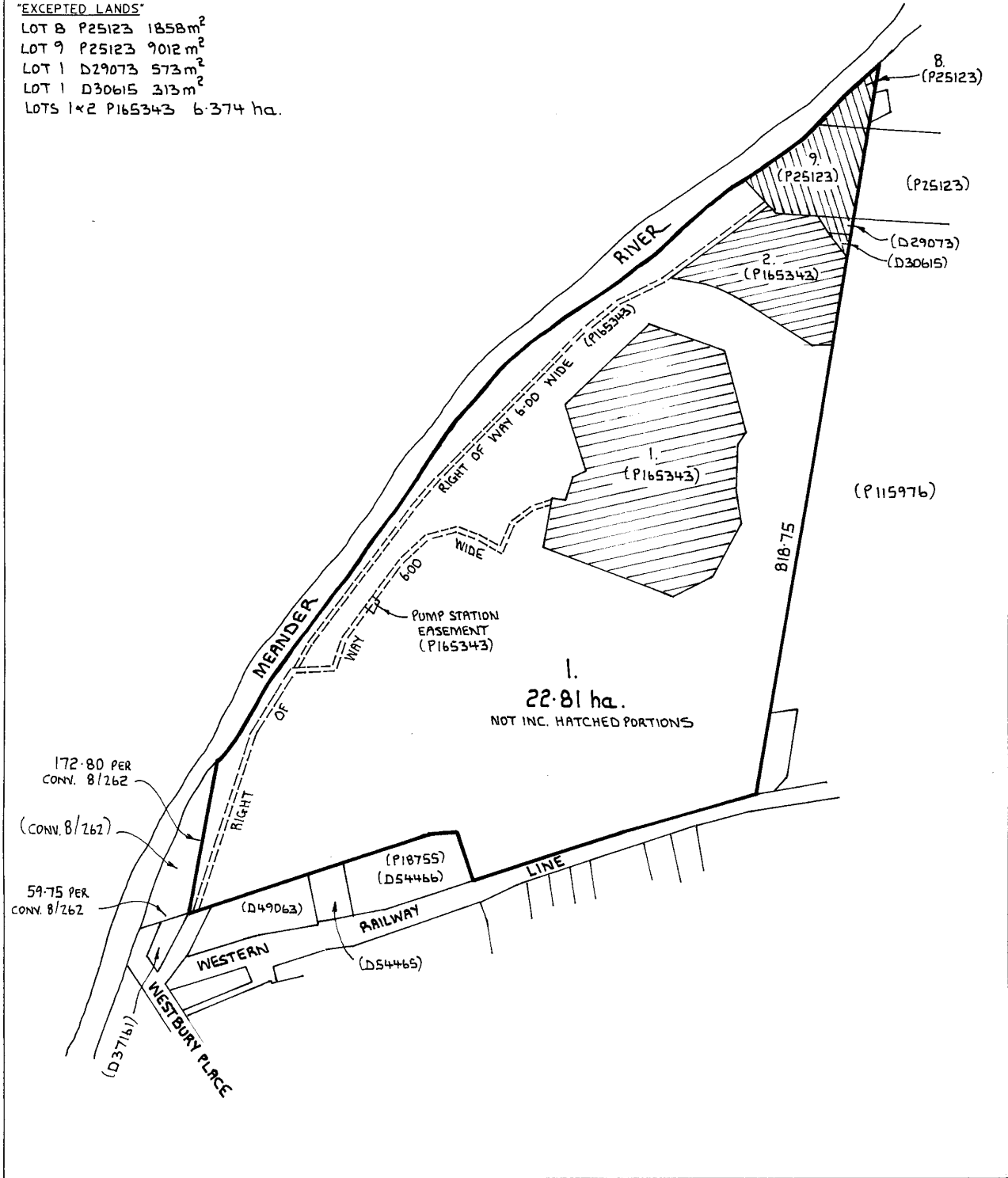
MAPSHEET MUNICIPAL CODE No. 121 (4640-44)	LAST UPI No. GWD14	LAST PLAN No. P132548	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
--	-----------------------	--------------------------	--

**SKETCH BY WAY OF ILLUSTRATION ONLY**

**BALANCE PLAN**

**"EXCEPTED LANDS"**

- LOT 8 P25123 1858m<sup>2</sup>
- LOT 9 P25123 9012m<sup>2</sup>
- LOT 1 D29073 573m<sup>2</sup>
- LOT 1 D30615 313m<sup>2</sup>
- LOTS 1x2 P165343 6.374 ha.



A-142

SEARCH OF TORRENS TITLE

VOLUME 54466	FOLIO 1
EDITION 2	DATE OF ISSUE 08-Jul-2015

SEARCH DATE : 23-Apr-2025

SEARCH TIME : 11.28 AM

DESCRIPTION OF LAND

Parish of CALSTOCK, Land District of WESTMORLAND  
 Lot 1 on Diagram 54466  
 Derivation : Part of 3.636ha Vested in the Australian National  
 Railway Commission  
 Prior CT 4003/9

SCHEDULE 1

A821770 MEANDER VALLEY COUNCIL

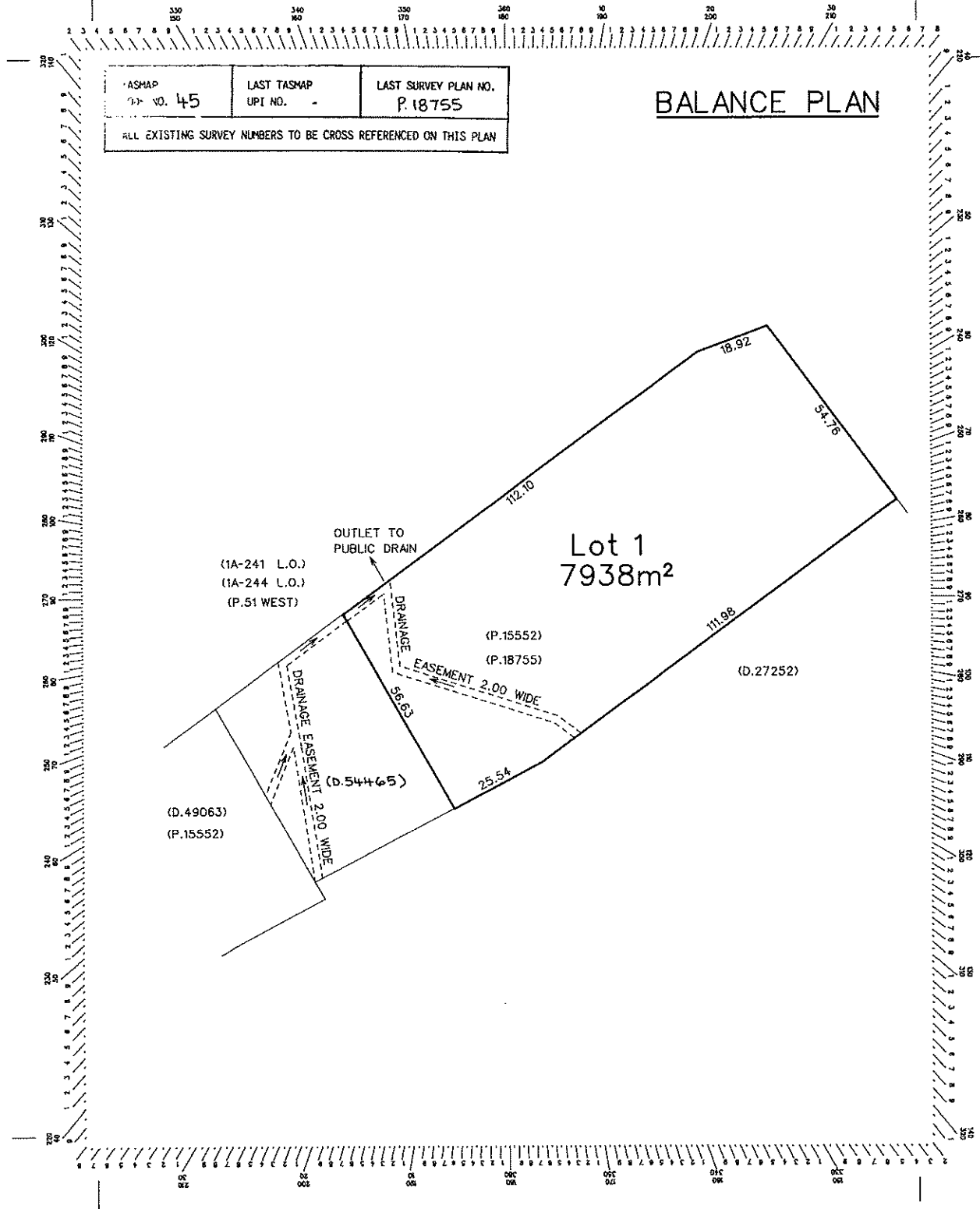
SCHEDULE 2

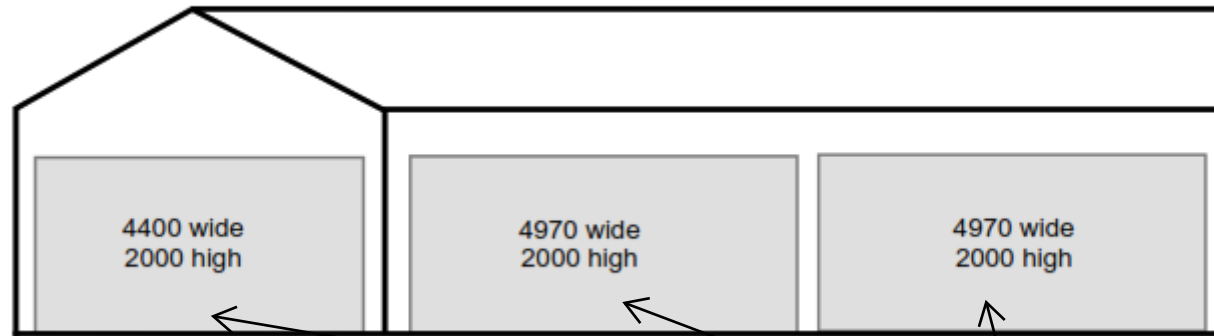
Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: THE WARDEN, COUNCILLORS AND ELECTORS OF THE MUNICIPALITY OF DELORAINÉ	<b>PLAN OF TITLE</b> of land situated in the <b>LAND DISTRICT OF WESTMORLAND</b> <b>PARISH OF CALSTOCK</b> COMPILED BY..... P.D.RICHMOND COMPILED FROM..... P.18755 SCALE 1:1000 MEASUREMENTS IN METRES	REGISTERED NUMBER <b>D 54466</b>
Title Reference: C.T. 4003/9		Approved: 5 MAR 1993
Grantee: PART OF 3.636 ha VESTED IN THE AUSTRALIAN NATIONAL RAILWAYS COMMISSION		Effective from: <i>Muhelstein</i> Recorder of Titles





Interpretation Panels



Notes

Northern and southern ends of Turf Club building to be framed and clad in weatherboards to match existing. Salvage from buildings to be removed if possible.

Cosmetic restoration of building, including replacement of fascia boards, painting etc.

Late 20th Century rough-openings still present behind plywood security cladding. Remove plywood cladding, fit steel framework to support 3 interpretation panels. Content to be developed as per Condition 3 of Tasmanian Heritage Council Works Ref #8512 and PA\25\0045.



#### Notes

Solar panels to be installed on roof of existing steel framed pergola. Locate on southern facing roof so as to not be visible from Racecourse precinct.

Approx area = 70m<sup>2</sup>.

Controller and batteries to be located in cabinet located in roof space.

Motion-activated security lights to be installed under pergola roof and Turf Club verandah.

CLIENT:  
**MEANDER VALLEY COUNCIL**

PROJECT DETAILS:  
**DELORAIN RECREATION PRECINCT DEMOLITION WORKS**  
**6 RACECOURSE DRIVE, DELORAIN**

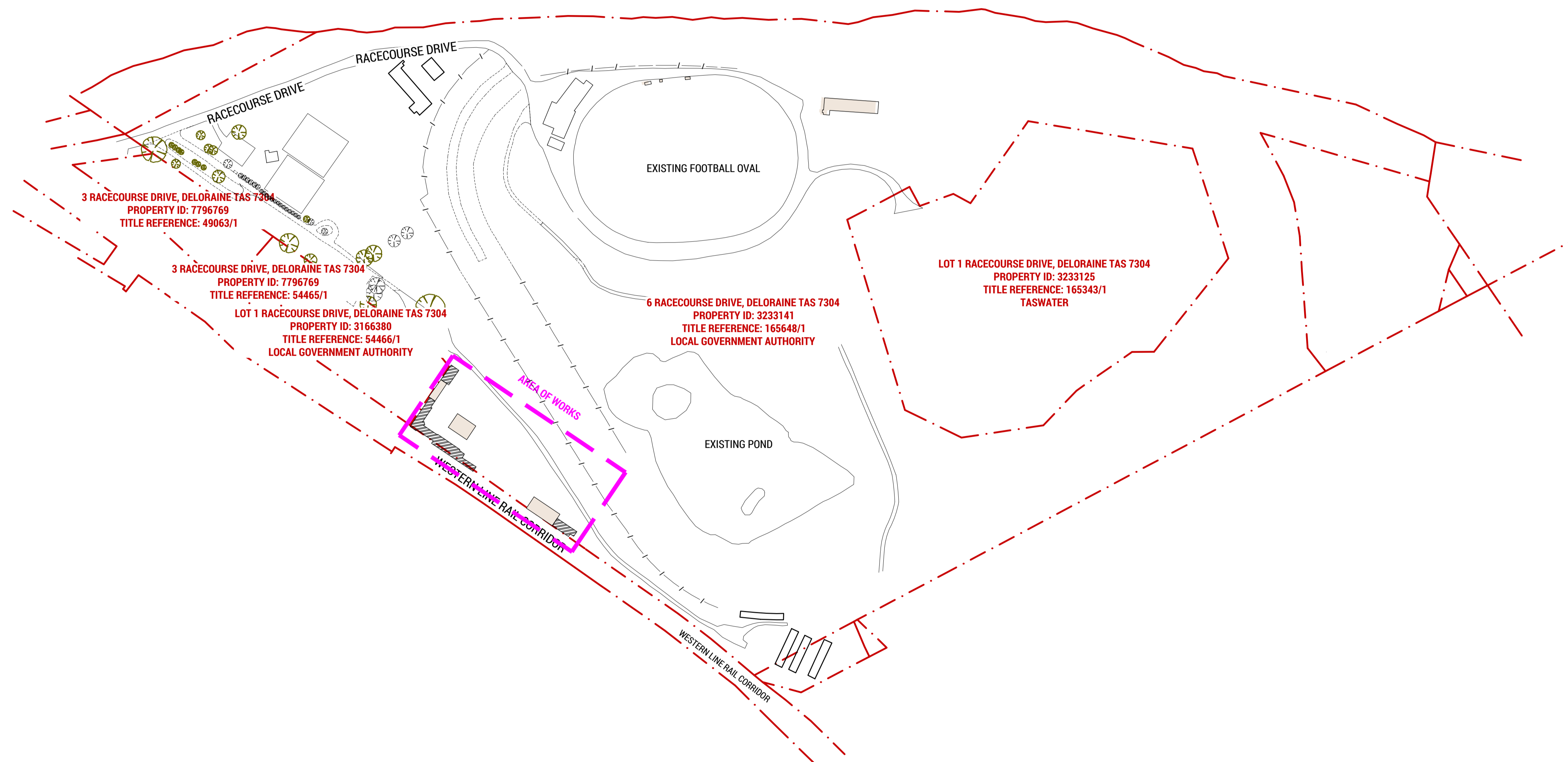
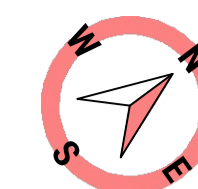
PROJECT No:  
**251010**

DISCIPLINE:  
**CIVIL**

DRAWINGS:

- COV - COVER SHEET
- C100 - OVERALL SITE PLAN
- C101 - EXISTING / DEMOLITION PLAN
- C801 - SECTIONS & DETAILS - SHEET 1

				<p><b>COLLECTIVE CONSULTING DISCLAIMER:</b></p> <p>1. THIS DRAWING HAS BEEN PRODUCED FOR THE NAMED CLIENT AND FOR USE OF THIS PROJECT ONLY, AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.</p> <p>2. THESE DRAWINGS MUST BE APPROVED BY COUNCIL, TSWATER AND ANY OTHER REQUIRED AUTHORITIES PRIOR TO COMMENCING CONSTRUCTION.</p> <p>3. THE RECIPIENT IS RESPONSIBLE FOR ENSURING THAT THEY REVIEW THE STATUS OF THIS DRAWING, AND IN RECEIPT OF THE CURRENT REVISION PRIOR TO USE.</p> <p>4. INFORMATION PROVIDED WITHIN THIS DOCUMENT HAS BEEN PROVIDED UNDER COLLECTIVE CONSULTING'S TERMS OF ENGAGEMENT. BY ACCEPTING OR USING THE INFORMATION WITHIN THIS DOCUMENT YOU HAVE ACCEPTED THE TERMS OF ENGAGEMENT. TERMS CAN BE VIEWED AT: <a href="http://WWW.COLLECTIVECONSULTING.COM.AU/TERMSOFENGAGEMENT">WWW.COLLECTIVECONSULTING.COM.AU/TERMSOFENGAGEMENT</a>.</p> <p>5. DO NOT SCALE DRAWINGS. COLLECTIVE CONSULTING IS NOT RESPONSIBLE FOR THE DIMENSIONING AND SETTING OUT OF COMPONENTS WITHIN THESE PROJECT DOCUMENTS.</p>		 <p><b>COLLECTIVE CONSULTING</b></p>		<p>E admin@collectiveconsulting.com.au          Level 1, 10-14 Paterson Street          Launceston TAS 7250          P (03) 6334 0854  <a href="http://collectiveconsulting.com.au">collectiveconsulting.com.au</a></p>		<p>CLIENT:  <b>MEANDER VALLEY COUNCIL</b></p>		<p>PROJECT DETAILS:  <b>DELORAIN RECREATION PRECINCT DEMOLITION WORKS</b>  <b>6 RACECOURSE DRIVE, DELORAIN</b></p>				<p>DRAWING TITLE:  <b>COVER SHEET</b></p>		
<p><b>A DEVELOPMENT APPROVAL</b></p>		<p><b>JTA 25-03-25</b></p>																
REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:							DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:	SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
										JTA	AJL	JTA	AJL		-	251010	COV	A



REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	DEVELOPMENT APPROVAL	JTA	25-03-25

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CLIENT:  
**MEANDER VALLEY COUNCIL**

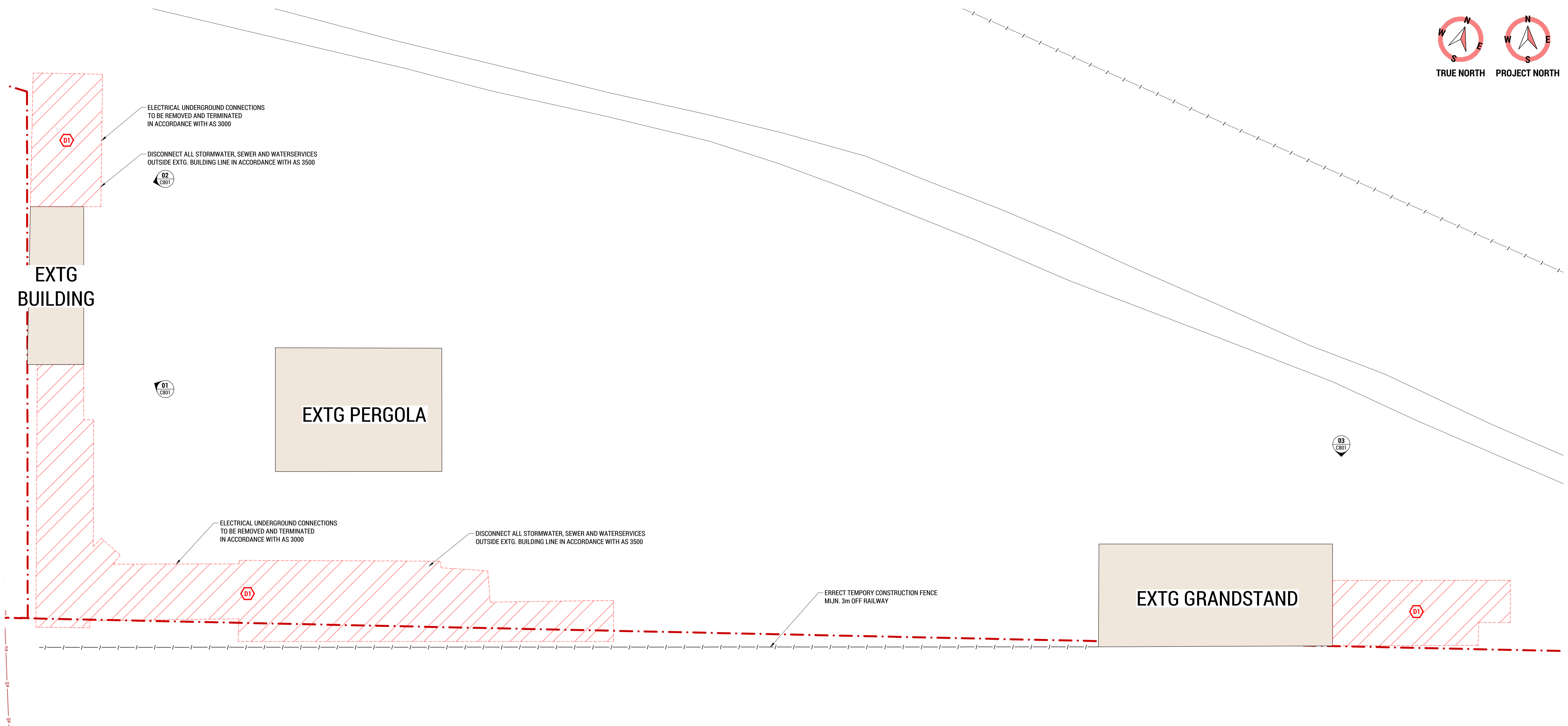
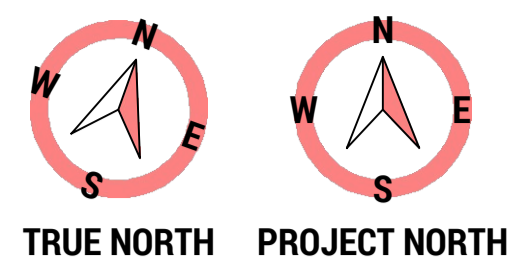
PROJECT DETAILS:  
**DELORAINE RECREATION PRECINCT  
 DEMOLITION WORKS  
 6 RACECOURSE DRIVE, DELORAINE**

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
JTA	AJL	JTA	AJL	

DRAWING TITLE:  
**OVERALL SITE PLAN**

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:200	251010	C100	A





- EXISTING SITE / DEMOLITION NOTES:**
- THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.
  - LOCATE ALL EXISTING UNDERGROUND INFRASTRUCTURE PRIOR TO COMMENCING ANY SITE AND DEMOLITION WORKS. REFER EXISTING INFRASTRUCTURE NOTES ON DRAWING C001 FOR METHODS.
  - ANY CLASHES WITH DESIGNED INFRASTRUCTURE ON THE FOLLOWING DESIGN DRAWINGS ARE TO BE REPORTED TO DESIGN ENGINEER FOR DIRECTION.
  - ALL EXISTING INFRASTRUCTURE IS TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING INFRASTRUCTURES IS TO BE MADE GOOD AT THE CONTRACTOR'S EXPENSE.
  - CONTRACTOR TO MAKE ALL NECESSARY ALLOWANCES FOR REQUIRED DEMOLITIONS, REMOVALS AND RELOCATIONS TO SUIT NEW WORKS. REFER 'DEMOLITION WORKS' NOTES ON DRAWING C001.
  - CAP, TERMINATE AND REMOVE REDUNDANT DISUSED DRAINAGE SERVICES TO SATISFACTION OF ENGINEER, LOCAL AUTHORITIES AND IN ACCORDANCE WITH AS3500.
  - TRENCHES WHERE SERVICES ARE REMOVED ARE TO BE FILLED WITH AN APPROVED COMPACTED MATERIAL AND TO ENGINEERS COMPACTION SPECIFICATIONS. MATCH AND MAKE GOOD EXISTING SURFACES TO MATCH EXISTING SURROUNDINGS.
  - CONTRACTOR TO ALLOW TO MAKE GOOD ALL SURFACES AFFECTED BY DEMOLITION WORKS TO SUPERINTENDENT / PRINCIPAL SATISFACTION.

- EXISTING SITE LEGEND:**
- eCOM - eCOM EXISTING COMMUNICATIONS LINE - CONFIRM EXACT LOCATION
  - eFM - eFM EXISTING FIRE WATER SERVICE LINE / MAIN - CONFIRM EXACT LOCATION
  - eGAS - eGAS EXISTING GAS LINE / MAIN - CONFIRM EXACT LOCATION
  - ePWR - ePWR EXISTING POWER LINE - CONFIRM EXACT LOCATION
  - eS - eS EXISTING SEWER SERVICE LINE / MAIN - CONFIRM EXACT LOCATION
  - eSW - eSW EXISTING STORMWATER SERVICE LINE / MAIN - CONFIRM EXACT LOCATION
  - eW - eW EXISTING WATER SERVICE LINE / MAIN - CONFIRM EXACT LOCATION
  - - - EXISTING SERVICE LINE / MAIN TO BE DEMOLISHED
  - - - EXISTING SURFACE / STRUCTURE TO BE DEMOLISHED

- CL COVER LEVEL
- e / EXTG EXISTING ITEM / ELEMENT
- eEP EXISTING ELECTRICAL / COMMS PIT
- eET EXISTING ELECTRICAL TURRET
- eFP EXISTING FIRE PLUG
- eGP EXISTING GRATED / GULLY PIT
- eHW EXISTING HEADWALL
- eLP EXISTING LIGHT POLE
- eMH EXISTING MANHOLE
- ePOLE EXISTING ELECTRICAL / COMMS POLE
- ePP EXISTING POWER / LIGHT POLE
- eSEP EXISTING SIDE ENTRY PIT
- eSIGN EXISTING SIGN
- eSV EXISTING STOP / SWITCH VALVE
- eTP EXISTING TELSTRA PIT
- IL INVERT LEVEL
- S SEWER
- SW STORMWATER
- W WATER

- DEMOLITION LEGEND:**
- D1 DEMOLISH EXTG BUILDINGS (INCLUDING ROOFS, WALLS, FLOORS, FOOTINGS, ETC.) CAP AND TERMINATE REDUNDANT INFRASTRUCTURE CLEAR OF WORKS ALL WORKS TO A SAW CUT EDGE MAKE GOOD AREAS AND EXTG SURFACES AND PREPARE FOR NEW WORKS

REV: A	DEVELOPMENT APPROVAL	JTA	25-03-25
REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:

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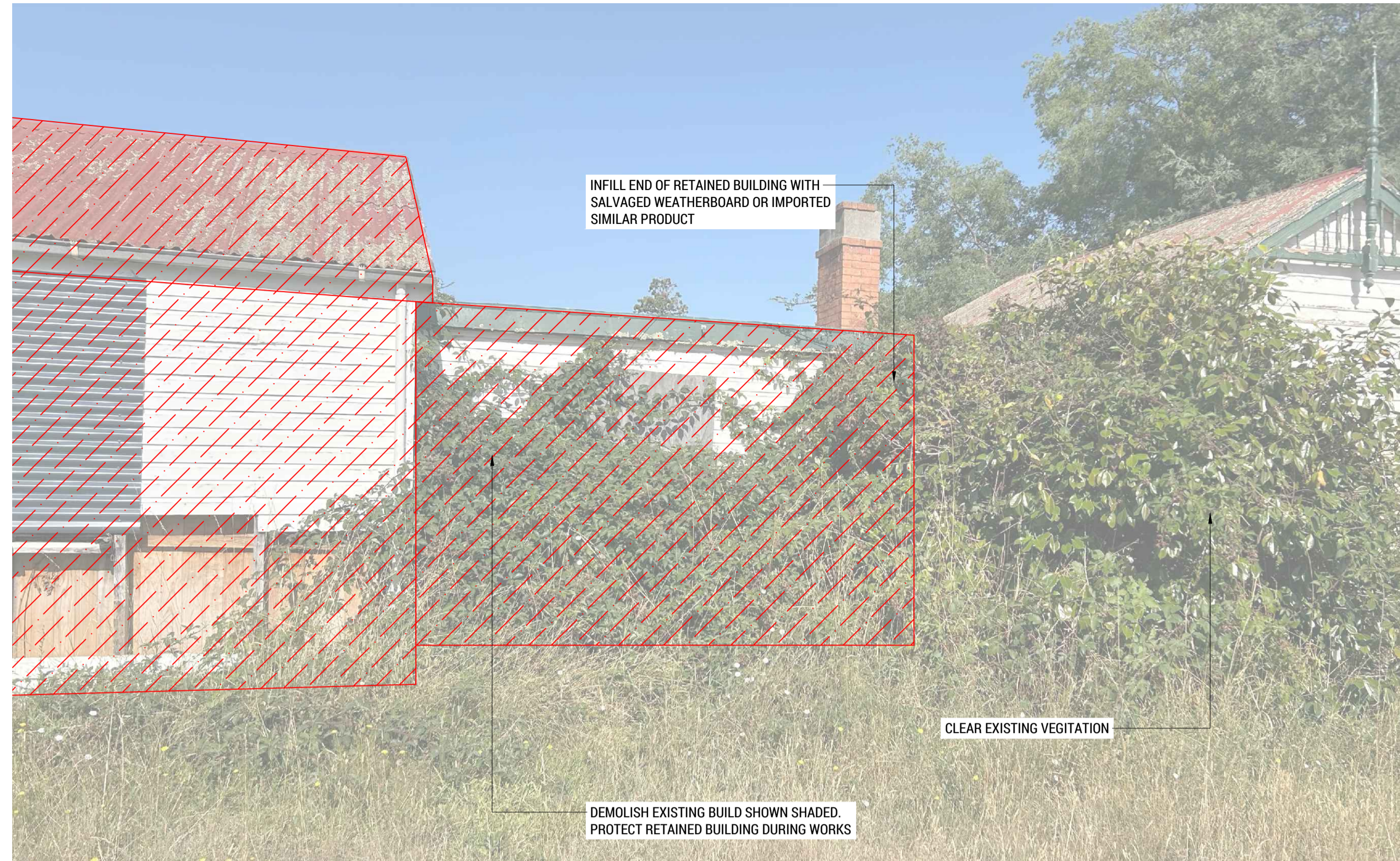
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CLIENT:  
**MEANDER VALLEY COUNCIL**

PROJECT DETAILS:  
**DELORAINE RECREATION PRECINCT  
DEMOLITION WORKS  
6 RACECOURSE DRIVE, DELORAIN**

DRAWING TITLE: <b>EXISTING SITE / DEMOLITION PLAN - PART PLAN A</b>			
DESIGN BY: JTA	DESIGN CHECK: AJL	DRAWN BY: JTA	DRAFT CHECK: AJL
CERTIFIER:	SCALE @ A1: 1:200	PROJECT No: 251010	DRAWING No: C101
REVISION: A			





**01 ELEVATION**  
C101 N.T.S



**02 ELEVATION**  
C101 N.T.S



**03 ELEVATION**  
C101 N.T.S

<b>A</b>	<b>DEVELOPMENT APPROVAL</b>	<b>JTA</b>	<b>25-03-25</b>
REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:

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**CLIENT:**  
**MEANDER VALLEY COUNCIL**

**PROJECT DETAILS:**  
**DELORAIN RECREATION PRECINCT**  
**DEMOLITION WORKS**  
**6 RACECOURSE DRIVE, DELORAIN**

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
-	-	-	-	-

**DRAWING TITLE:**  
**SECTIONS & DETAILS - SHEET 1**

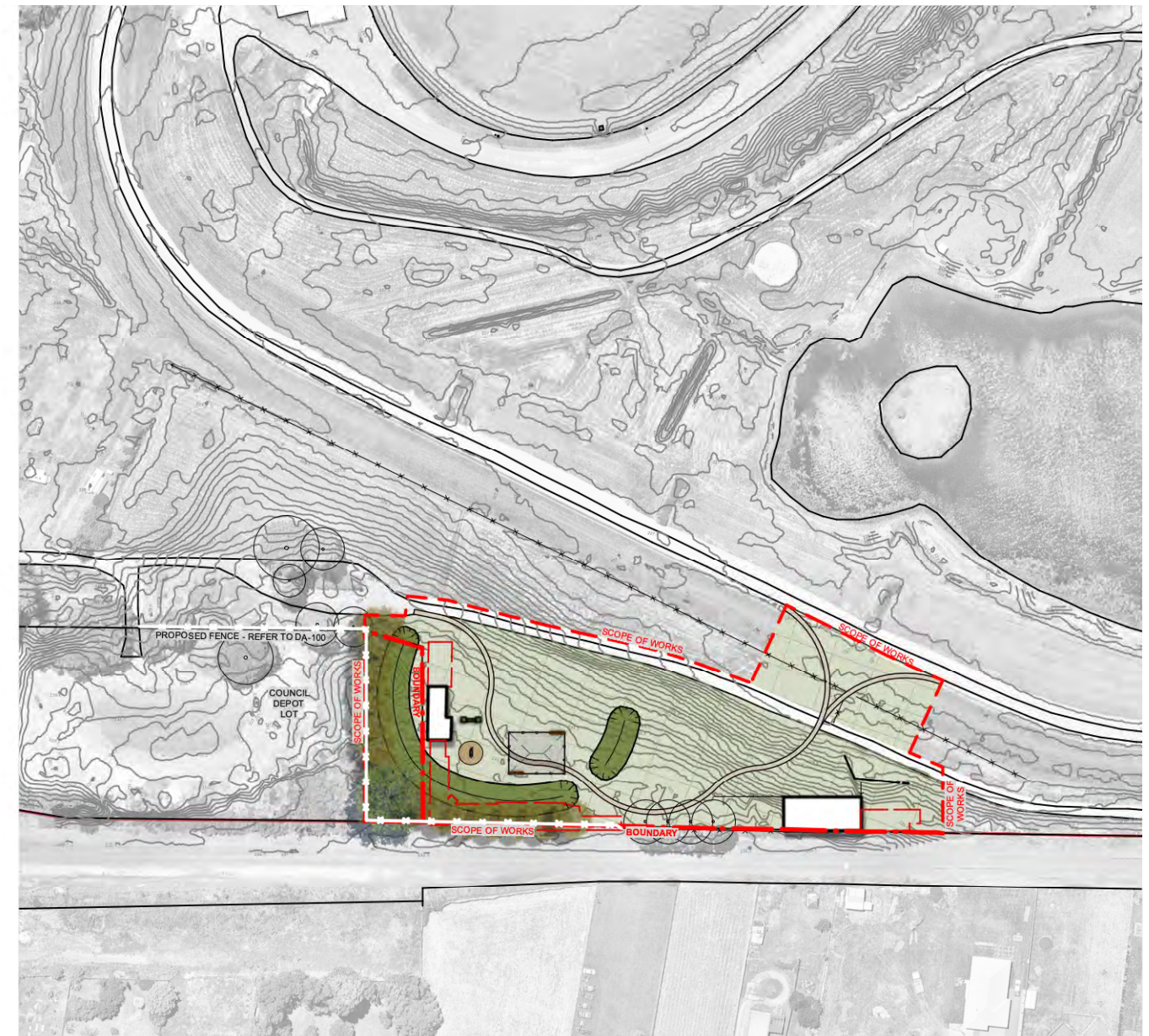
SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:20, 1:10	251010	C801	A

# LANDSCAPE PLANNING APPROVAL DOCUMENTATION

## 24-28 DELORAINE REC HERITAGE PRECINCT AREA - PHASE 4 RACECOURSE DR, DELORAINE TASMANIA 7304

LAND TITLE REF: 165648/1  
 TOTAL SITE AREA: 30.75 ha  
 TOTAL FLOOR AREA: NA  
 TOTAL DECK AREA: NA  
 WIND CLASSIFICATION: NA  
 BUSHFIRE PRONE AREAS: NA  
 BAL RATING: NA  
 SOIL CLASS: NA

DWG NO.	REV.	DRAWING TITLE	DATE ISSUED
DA-001	-	TITLE SHEET	00.00.00
DA-100	-	SURFACES PLAN	00.00.00
DA-101	-	FINISHES SCHEDULE - PLANTING	00.00.00
DA-102	-	FINISHES SCHEDULE - SURFACES	00.00.00



01 LOCATION PLAN  
 DA-001 1:2000

Rev	Amendments	Date



210 Collins Street, Hobart, Tasmania 7000  
 ph (03) 6231 1818 email: info@inspiringplace.com.au

This drawing is issued at the 75% design development phase of the project. It is based on work-in-progress coordination and is subject to further design refinements. The information presented herein may be updated as the design progresses, and adjustments may be made to ensure compliance with all applicable standards, codes, project requirements and stakeholder input. This document should not be considered final or complete and is provided for information and internal costing purposes only.

**Draft For Review**

Project:  
**Deloraine Rec Heritage Precinct**

Client:  
**MEANDER VALLEY COUNCIL**

Address:  
**Racecourse Dr, Deloraine TAS 7304**

Drawing No.	Title	
<b>DA-001</b>	<b>TITLE SHEET</b>	
Project No. 24-28	Drawn DC/GA/AH/JD	Date Printed 2/4/2025
North	Approved AH/JD	Scale 1:2000@A1
	Revision.	Stage <b>PLANNING APPROVAL</b>



01 SITE PLAN  
DA-100 1:500

### KEY PLAN:

- |  |   |  |  |  |  |
|--|---|--|--|--|--|
| 01 Existing weatherboard building - to be retained refer to engineer set         | 05 Existing large deciduous trees - to be retained      | 09 Deloraine Race Course + Steeple                           | 13 Proposed planted trellis structures to existing pergola structure           | 17 Opening in existing chain wire fence to provide access to ex. pathway network | 21 Proposed deciduous trees lined along outer perimeter of proposed berm |
| 02 Existing steel framed pergola + slab - to be retained                         | 06 Western Line Rail Corridor                           | 10 Existing gravel pathway network - to be retained          | 14 Proposed pathway traversing under existing pergola - feature surface finish | 18 Gate in existing chain wire fence to provide access to ex. pathway network    | 22 Proposed native feature tree to corner of site                        |
| 03 Existing buildings to be demolished - shown dashed red refer to engineer set. | 07 Boundary Fence to rail corridor - to be retained     | 11 Existing chain wire fencing - to be retained              | 15 Proposed compacted gravel pathway - decorative gravel finish                | 19 Proposed boundary fence to perimeter of new works - to connect with ex. fence | 23 Proposed 'horse' sculpture with decorative gravel pad surround        |
| 04 Existing Grandstand - to be retained  | 08 Existing low height retaining walls - to be retained | 12 Existing open grass setting - to be retained and repaired | 16 Proposed gravel pathway connection to existing racecourse pathway network   | 20 Proposed Grass Berm to surround existing heritage structures                  | 24 Proposed mini headed example steeple feature                          |

Rev	Amendments	Date



210 Collins Street, Hobart, Tasmania 7000  
ph (03) 6231 1818 email: info@inspiringplace.com.au

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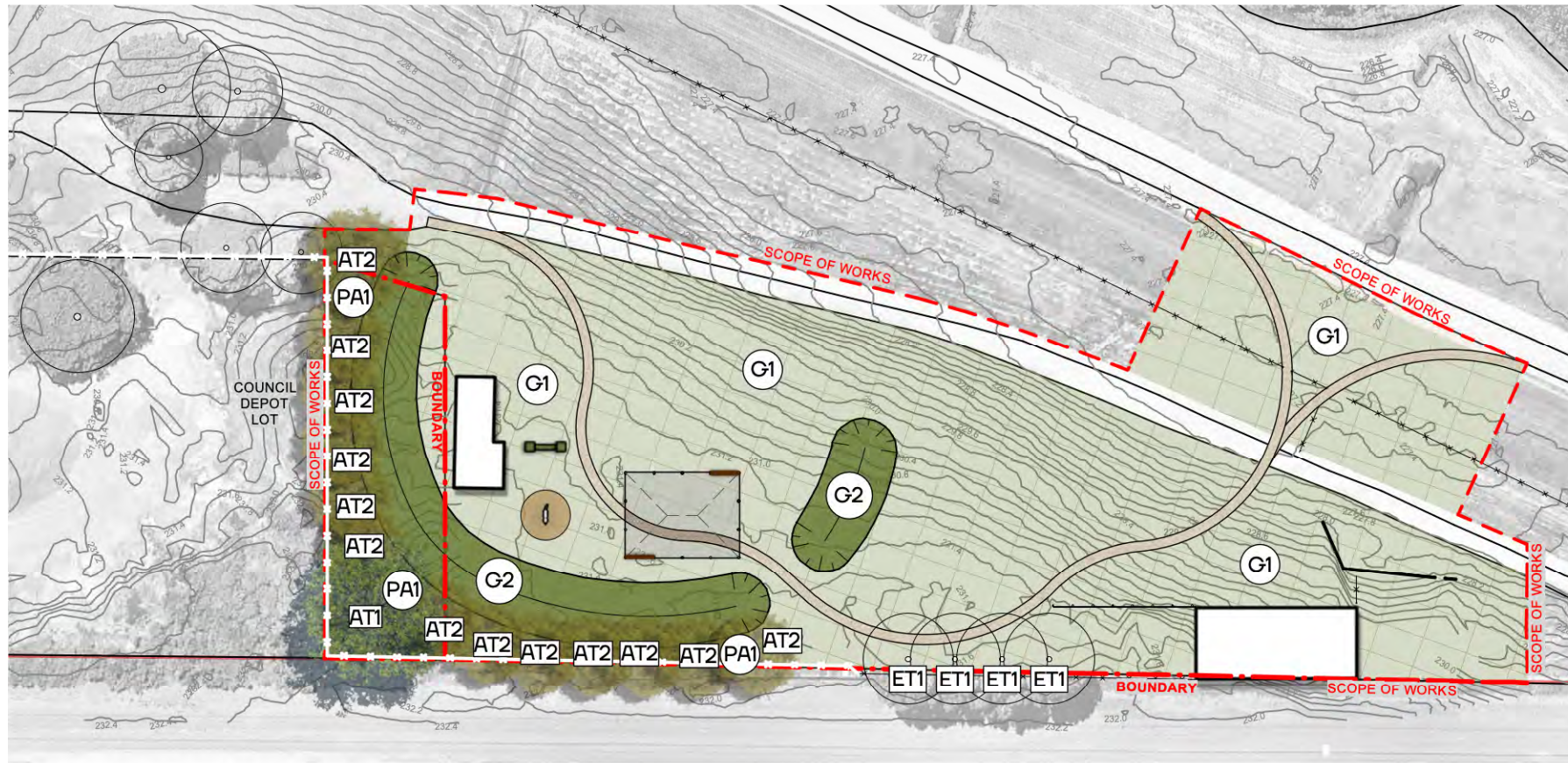
**Draft For Review**

Project:  
**Deloraine Rec Heritage Precinct**

Client:  
MEANDER VALLEY COUNCIL

Address:  
Racecourse Dr, Deloraine TAS 7304

Drawing No.	Title	
<b>DA-100</b>	<b>SURFACES PLAN</b>	
Project No. 24-28	Drawn DC/GA/AH/JD	Date Printed 2/4/2025
North	Approved AH/JD	Scale 1:500@A1
Revision.		Stage <b>PLANNING APPROVAL</b>



O1 SURFACES PLAN  
DA-101 1:1000

**SOFT SURFACES**

- G1** **Grass Area Type 1 - Existing Grass**  
Existing grass area to be retained, weeded and repaired  
Make good surfaces affected by new works
- G2** **Grass Area Type 2 - Grass Berm**  
New grass berm - 10m wide x 2 high (at ridge)  
Fill sourced from Council Depot Lot
- PA1** **Planting Area Type 1**  
New native understory planting under AT1 + AT2



**New-Advanced Tree - Native (AT1)**  
*Eucalyptus viminalis* - White Gum



**New-Advanced Tree - Deciduous (AT2)**  
To match existing deciduous trees on site (ET1)



**Existing Tree - Deciduous (ET1)**  
Existing significant deciduous trees located along boundary fence - species TBC

**PLANTING SCHEDULE**

Botanical Name	Common Name	Mature Size (Height x Spread)
----------------	-------------	-------------------------------

**Planting Area O1 (PA1) - Native Understory Planting Palette**

<i>Anigozanthos</i> spp.	Kangaroo paw	1.2m X 1.2m
<i>Austrodanthonia caespitosa</i>	Common Wallaby-grass.	0.4m X 0.5m
<i>Correa alba</i>	White correa	0.8m X 0.6m
<i>Cotula</i> spp.	Buttons	0.5m X 0.1m
<i>Diplarrena moraea</i>	Butterfly flag	0.7m x 0.5m
<i>Lomandra longifolia</i>	Spiney Headed Mat Rush	0.6m x 0.6m
<i>Myoporum parvifolium</i>	Creeping boobialla	Groundcover
<i>Poa labillardieri</i>	Silver tussock	0.4m X 0.4m

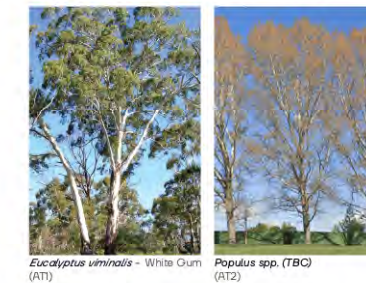
**Advanced Trees**

<b>AT1</b>		
<i>Eucalyptus viminalis</i>	White Gum	16m x 10m
<b>AT2</b>		
<i>Populus</i> spp. (TBC)	Poplar (TBC)	15m x 10m

**Planting Area O1 (PA1) - Native Understory Planting Palette**



**Advanced Trees (AT1 + AT2) - Palette**



**Soft Landscaping - Palette**



Rev	Amendments	Date
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210 Collins Street, Hobart, Tasmania 7000  
ph (03) 6231 1818 email: info@inspiringplace.com.au

This drawing is issued Concept Design phase of the project. It is based on work-in-progress coordination and is subject to further design refinements. The information presented herein may be updated as the design progresses, and adjustments may be made to ensure compliance with all applicable standards, codes, project requirements and stakeholder input. This document should not be considered final or complete and is provided for information and for planning purposes only.

**Draft For Review**

Project:  
**Deloraine Rec Heritage Precinct**

Client:  
MEANDER VALLEY COUNCIL

Address:  
Racecourse Dr, Deloraine TAS 7304

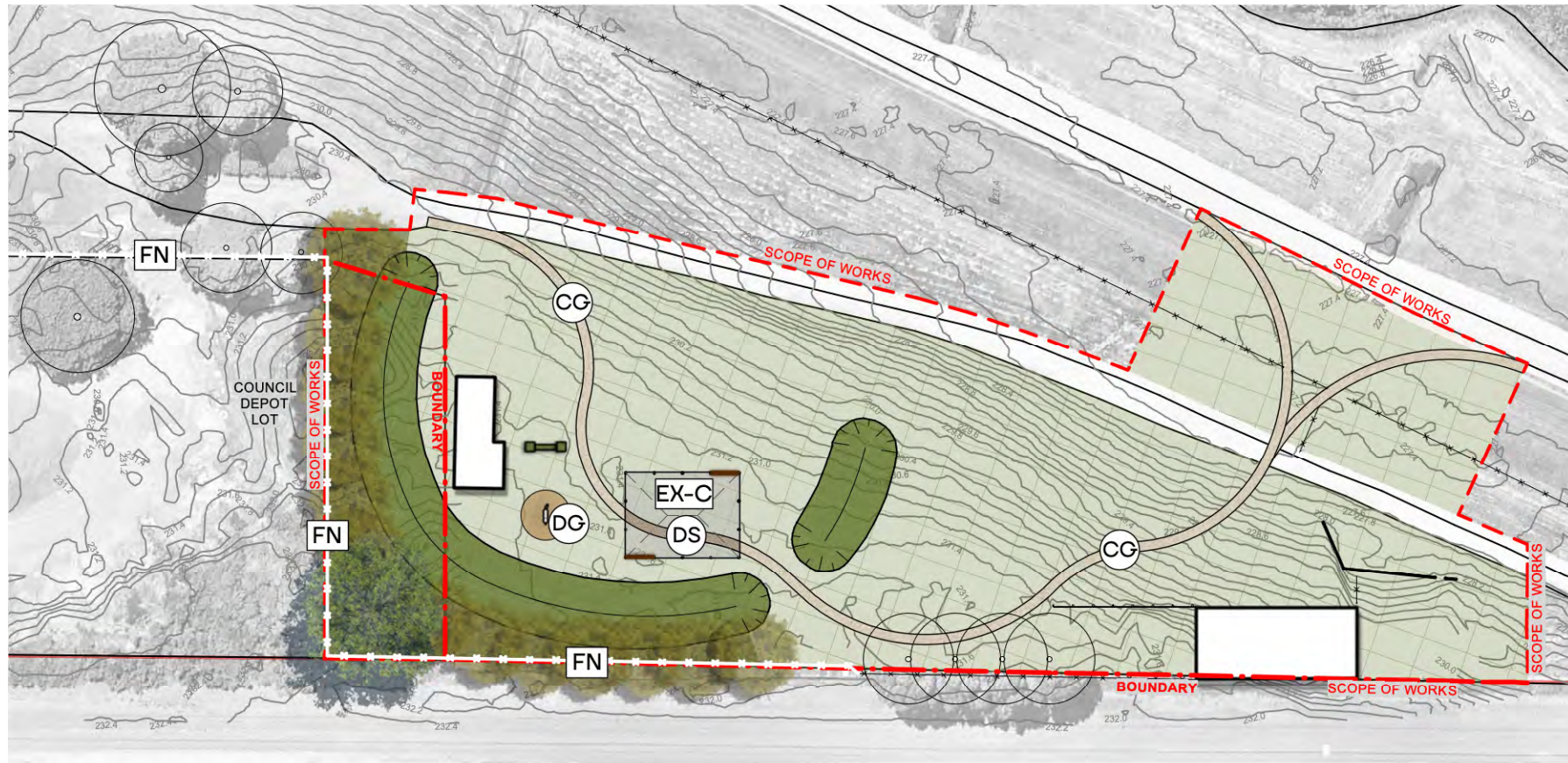
Drawing No. Title  
**DA-101 FINISHES SCHEDULE - PLANTING**

Project No. Drawn Date Printed  
24-28 DC/GA/AH/JD 2/14/2025

North Approved Scale  
AH/JD 1:1000@A1

Revision. Stage

**PLANNING APPROVAL**



2 SURFACES PLAN  
DA-102 1:1000

### HARD SURFACES

- 
**New Pathway Surface - Gravel**  
 New decorative crushed limestone compacted gravel pathway
- 
**New Pathway Surface - Decorative Surface**  
 New decorative concrete applied surface finish to existing concrete slab - colour and textural delineation of new path route
- 
**New Decorative Stone Surface - Sculpture Bed**  
 New decorative gravel surface finish to new sculpture bed
- 
**Existing Concrete Surface - Pergola Slab**  
 Existing pergola concrete surface to be retained, repaired + washed  
 Make good surfaces affected by new pathway works
- 
**New Fence - Boundary Fence**  
 New boundary fence to match height + finish of existing profile metal fence  
 Patch and repair retained existing section of fence

Rev	Amendments	Date



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**Draft For Review**

### SURFACES SCHEDULE

#### Hard Surfaces - Gravel Pathway



4mm Crushed limestone (CG) Pathway edging Pathway in field setting Pathway among trees

#### Hard Surfaces - Decorative concrete surface finish



Applied colour + texture finish to existing concrete (DS)

#### Hard Surfaces - Decorative stone sculpture bed



5-10mm rounded limestone pebbles (DG) Example sculpture bed

#### Hard Surfaces - Boundary Fence



Profiled metal fence - to match existing (FN)

Project:  
**Deloraine Rec Heritage Precinct**

Client:  
MEANDER VALLEY COUNCIL

Address:  
Racecourse Dr, Deloraine TAS 7304

Drawing No.	Title	
<b>DA-102</b>	<b>FINISHES SCHEDULE - SURFACES</b>	
Project No. 24-28	Drawn DC/GA/AH/JD	Date Printed 2/4/2025
North	Approved AH/JD	Scale 1:1000@A1
	Revision.	Stage <b>PLANNING APPROVAL</b>

<b>SURVEY INFORMATION ONLY SURVEY NOTES</b> DEPOSITED FOR PUBLIC RECORD (SEE LTO CIRCULAR 1 OF 2007)	Main LTO Plan <b>P165648</b>	<b>SURVEY CERTIFICATE</b> I, David Paul Tompkins of Riverside in Tasmania a Registered Land Surveyor HEREBY CERTIFY that: (a) this survey is based upon the best evidence that the nature of the case admits. (b) the survey notes have been truly compiled from surveys made by me or made under my supervision; and (c) this survey and accompanying survey notes comply with the relevant legislation affecting surveys and are correct for the purpose required.
<b>SHEET 1 OF 2 SHEETS</b>	SIO Reference	<div style="text-align: right; margin-bottom: 10px;">           Signature       </div> <div style="text-align: right;">         Date 17/04/2025       </div>
Owner: MEANDER VALLEY COUNCIL		
Folio Reference: F.R. 165648/1		
Purpose of Survey: <b>REMARK SURVEY OF PART OF THE ABOVE-MENTIONED FOLIO OF THE REGISTER</b>		LENGTHS IN METRES
Survey Commenced: 16/04/2025	Survey Completed: 16/04/2025	Surveyors Ref: 2023020
Horizontal Datum: GDA2020	Bearing Datum: MGA2020	Combined Scale Factor: 0.999573
<b>MGA2020 COORDINATE ORIGIN</b>		
SURCOM	Mark ID: SPM 11512	E 471822.091    N 5402961.801    EPU ±0.020
<b>MGA94 BEARING ORIGIN</b> [If bearing origin is determined from SURCOM marks or GNSS observations, state the line adopted (station identifiers and bearing between) and ground distance comparison (where appropriate)].		
RTK GNSS OBSERVATIONS		
<b>BOUNDARY REINSTATEMENT REPORT</b>		
(Where not documented in the body of these survey notes, describe all evidence, (including statements by interested parties), comparisons and other information relevant to the reinstatement of boundaries)		
Note: Unless shown otherwise: a) All boundaries are open b) The apparent age of all marks found is consistent with their stated origin.		
<ol style="list-style-type: none"> <li>1. (5) &amp; BEARING (5) - (4) FIXED FROM (1) USING BEARING ADJUSTMENT PER COMPARISON 'A' &amp; DISTANCE PER (SP15552)</li> <li>2. (4) FIXED AT INTERSECTION OF LINE (5) TO (4) AND OCCUPATION BETWEEN (9) &amp; (4)</li> <li>3. EPU OF COORDINATES ±0.05m</li> <li>4. SURVEY METHOD: RTK GNSS</li> </ol>		

**SURVEY INFORMATION  
ONLY SURVEY NOTES  
ANNEXURE SHEET  
SHEET 2 OF 2 SHEETS**

OWNER: MEANDER VALLEY COUNCIL  
 FOLIO REFERENCE: F.R. 165648/1  
 THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED SURVEY INFORMATION ONLY SURVEY NOTES.  
 Registered Land Surveyor *[Signature]* 17/04/2025  
 Date

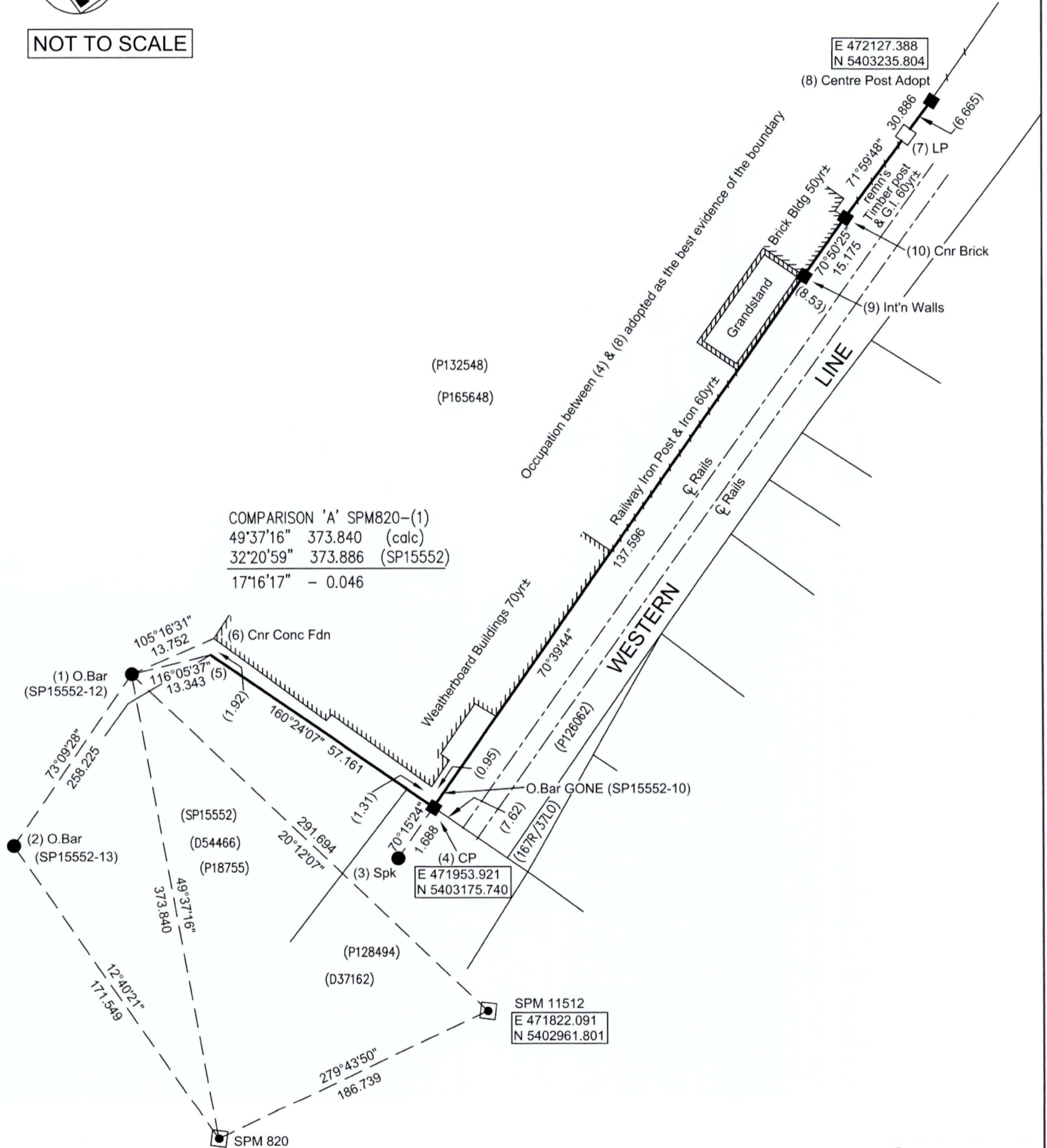
Main LTO Plan  
**P165648**

SIO Reference

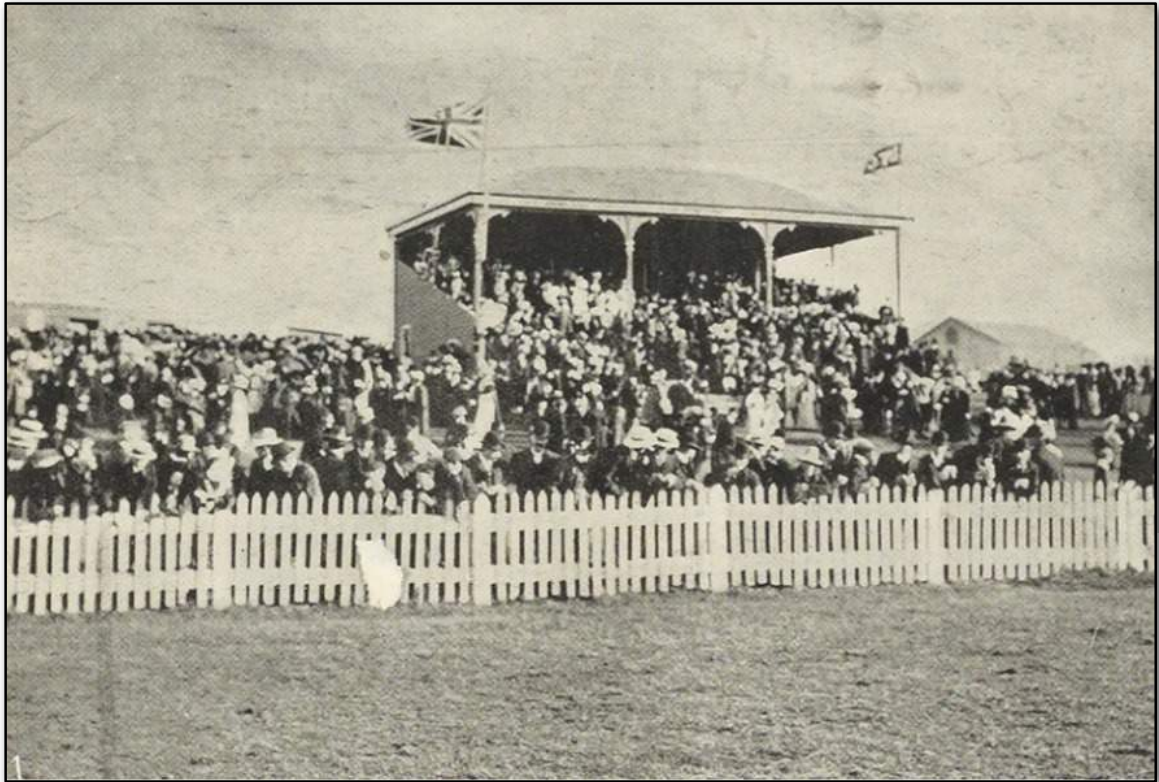
LENGTHS IN METRES



NOT TO SCALE



**SURVEY &  
ALIGNMENT  
SERVICES**



**Deloraine Racecourse  
6 Racecourse Drive  
Deloraine. Tas. 7304**

**Proposed Development  
Heritage Impact Review/Assessment  
March 2023/Rev 25 May 2023**



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## Contents

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3.0	Reasons for Proposed Works	5
4.0	The Cultural Significance of the Place	5
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*Picture on Cover: Spectators and Grandstand – Courtesy Go Racing Tasmania Facebook Page, Tassie Tracks of the Past – Unknown Date, but, appears similar to grandstand in 1920 photo on p. 9.*



*The Crowd at Last Race 2005  
- Courtesy Go Racing Tasmania Facebook Page, Tassie Tracks of the Past*



*The Crowd at Last Race 2005  
- Courtesy Go Racing Tasmania Facebook Page, Tassie Tracks of the Past*

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## **A Review/Assessment of Heritage Impact in Relation to the Proposed Redevelopment of Deloraine Racecourse:**

### **1.0 General Overview**

The property is listed on the Tasmanian Heritage Council Register 2022, ID Number 4806. The property is owned by the Meander Valley Council, previously by the Deloraine Council, and was originally classified by the National Trust in 1982.

#### ***THR Datasheet Statements of Significance:***

**(b) The place is important to the course or pattern of Tasmania's history –** The Deloraine Racecourse is of historic heritage significance because of its ability to demonstrate the history and development of the horse racing industry in Tasmania.

**(d) The place is important in demonstrating the principle characteristics of a class of place in Tasmania's history –** The Deloraine Racecourse is of historic heritage significance because of its ability to demonstrate the principal characteristics of a Victorian Racecourse.

**(f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons –** The site is of historic heritage significance because its social and recreational associations are regarded as important to the community's sense of place.

#### ***Setting:***

No data recorded.

#### ***Description:***

The site consists of the racetrack itself, and associated surface features, including the hedges used for steeple chasing.

#### ***History:***

No data recorded.

The Deloraine Racecourse is set on a picturesque bend in the Meander River just east of the road bridge crossing to the township's main street, and, the rail bridge. It is not visible from the main road/street through Deloraine but discrete on the river flats. Originally this land would have been surrounded by farm land to the north and east, the village of Alverston to the south and the river to the west. The 'setting' would generally then be described as: This Racecourse is a significant, but discrete, element in the riparian and river flats landscape of Deloraine.

In 1853 the first race meeting was held on the Alverstone Estate. By 1874/75 the races had progressed for the first Deloraine Handicap run and by 1904 the Deloraine Cup had been established in the racing calendar. In 1889 the Deloraine Racing Club (alternately Deloraine Turf Club) arranged with the Deloraine Council to lease the property and a new course and timber grandstand were built by 1890. Further history is outlined in **Section 4.2**.

The proposal for works is to create a 'Recreational Precinct' encompassing the racecourse and football grounds along with the existing pond/lake and mature landscaping. The existing TasWater infrastructure is to remain as is.

Further detail of the proposed new works, the impact on the significant original features and buildings, and, the aesthetic of the original/existing is outlined in the following Sections.



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### **3.0 Reasons for Proposed Works**

As noted in 1.0 General Overview the original function/use of the site was as a racecourse/racetrack with general patron facilities as the main infrastructure apart from the track railings, associated racing elements and the steeplechase permanent hedges.

The Meander Valley Council, as owners of the property, and with racing no longer occurring on the site, propose to create a Deloraine Recreation Precinct which is an inclusive regional-scale community space. They wish to promote social, health, economic and employment outcomes for the region. To do this, the Deloraine Racecourse needs to be able to accommodate the requirements of today's, and the foreseeable future, the Deloraine community, sporting and recreational groups, and visitors.

### **4.0 The Cultural Significance of the Place**

The Deloraine Racecourse was first known in this general location since about 1853 with the course being more substantially developed around 1890. It has essentially been in continual use as a racecourse since that time and up to 2005 when the last race was run.

Title Reference: 165648/1 and Property ID: 3233141.

#### **4.1 Statement of cultural heritage significance highlights:**

The Tasmanian Heritage Council datasheet refers to the significance of the place under several criteria which have been fully outlined in Section 1.0.

The key points of significance from those criteria can be summarised as follows:

*Criteria A – its ability to demonstrate the history and development of the horse racing industry in Tasmania, and especially, since there have been races held on this site since 1853 as noted above;*

*Criteria D - the racecourse demonstrates, generally in its original form, the principal characteristics of a Victorian Racecourse;*

*Criteria F - its social and recreational associations are regarded as important to the community's sense of place.*

A further addition to the description in Criteria D could include - 'Highly significant in the racetrack area between the inside running rail of the steeple track and the outside running rail of the course proper.' This was the agreed description of the application for listing with the National Trust in 1982.

The setting has also been described in Section 1.0, where no data was recorded, as: This Racecourse is a significant, but discrete, element in the riparian and river flats landscape of Deloraine.

#### **4.2 Deloraine Racecourse History Summary:**

Some key historical dates only noted in Section 1.0. Further information is detailed in the following outline.

##### **Brief History of Deloraine:**

Deloraine is located on the Meander River, in the foothills of the Great Western Tiers. The area around Deloraine was first explored in 1823 by Captain John Rollande/Roland, though cattlemen had been illegally using the grassy plains for their stock prior to this.<sup>1</sup> The first land grant was made in 1825 to Gamaliel Butler which he called *the Retreat*.<sup>2</sup> By the 1830s other land grants had been made for large estates in the area, these included Captain Moriarty at Dunorlan, Vaughan at Native Hut Point, Thomas (and later William) Archer at Cheshunt, Lieutenant Pearson Foote at

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<sup>1</sup> Iain Terry and Kathryn Evans, 'To the Westward': Meander Valley Heritage Study Stage 1: Thematic History, Meander Valley Municipal Council, 2004 p. 9. Accessed [https://stors.tas.gov.au/au-7-0062-00024\\$stream](https://stors.tas.gov.au/au-7-0062-00024$stream)

<sup>2</sup> Iain Terry and Kathryn Evans, *To the Westward*, p.10.

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Calstock, Alexander Rose at Bowerbank, Dr Robert Garrett at Garrett's Plains and Boucher and Gardiner at Chudleigh.<sup>3</sup> While the land that had previously been used illegally for grazing cattle had been applied for in order to legalise the claim. These large landowners dominated the district for the first 30 years.

The town was named in 1832 by Thomas Scott and was named after Sir William Deloraine from the poem 'Lay of the Last Minstrel', by Sir Walter Scott. Deloraine was located in the parish of Calstock, in the county of Westmoreland. A bridge was built over the Meander ford in 1831 and at this time Thomas Scott had suggested that 500 acres on either side of the river be reserved for a future township.<sup>4</sup> John Devlin took up the first town allotment on the western side of the bridge in 1831 and built a public house, near where Bonney's Inn now stands.<sup>5</sup> Many of the buildings that date back to the 1830s and 1840s still remain.

The township was slow to develop. This was in part due to the convict probation station that took up four acres of the area between Barrack Street, Church Street and West Parade.<sup>6</sup> The other contributing factor was that after 1825 Lieutenant Governor Arthur appointed Land Commissioners to assess the use of Crown leases, and the Deloraine district among the first that were required to pay to take up land leases.<sup>7</sup> This was changed in 1850 to encourage development with land being sold at a cheaper rate.

On the south side of the Meander River building activity took place on the property owned by James McArthur. He bought the 510 acres property known as Alverston from Lieutenant Pearson Foote in 1841 and started building houses to let to the labourers and tradesmen employed on neighbouring estates.<sup>8</sup> This became the village of Alverston, with shops, public house, post office and the first public school for the district which was built in 1847. McArthur faced financial embarrassment in 1843 and the property was sold by auction to John Bonney.<sup>9</sup>

By the mid-1850s the growth of Deloraine had overshadowed Alverston and Deloraine became a rich agricultural and pastoral district and an important commercial centre. In 1871 a rail link was established between Launceston and Deloraine by the Launceston and Western [Railway](#) Company. This improved conditions for travel and opened up the district.<sup>10</sup>

By the turn of the century industry in Deloraine began to change. A reticulated water supply was established and a power station was built to supply electricity. After Federation in 1901 other states began to supply cheaper and better-quality flour.<sup>11</sup> Farmers turned to dairying to supply the butter factory. Motor transport affected the demand for feed for horses and reduced the visibility of local industries. The building of the highway bypass in the 1990s could have further affected the prosperity of Deloraine but with community support Deloraine became a tourist destination with a flourishing arts scene and a renowned annual craft fair.

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<sup>3</sup> *Ibid.*

<sup>4</sup> Jill Cassidy, *Deloraine's Industrial Heritage: A Survey*, Queen Victoria Museum, 1986, p.3. Accessed [file:///C:/Users/Michelle/Downloads/Deloraines-industrial%20\(1\).pdf](file:///C:/Users/Michelle/Downloads/Deloraines-industrial%20(1).pdf)

<sup>5</sup> *Ibid*

<sup>6</sup> Skemp, J. R., *History of Deloraine Municipality*, ... p.19

<sup>7</sup> The Regional Institute online publishing, <http://www.regional.org.au/au/countrytowns/ideas/pyke.htm>

<sup>8</sup> 'Land at Deloraine', *Daily Telegraph*, 9 March 1906, p. 7

<sup>9</sup> 'Land at Deloraine', *Daily Telegraph*, 9 March 1906, p. 7

<sup>10</sup> Margret Harman, 'Deloraine', *The Companion to Tasmanian History*, Centre for Tasmanian Historical Studies, 2006, Accessed [https://www.utas.edu.au/library/companion\\_to\\_tasmanian\\_history/D/Deloraine.htm](https://www.utas.edu.au/library/companion_to_tasmanian_history/D/Deloraine.htm)

<sup>11</sup> Jill Cassidy, *Deloraine's Industrial Heritage: A Survey*, Queen Victoria Museum, 1986, p.5. Accessed [file:///C:/Users/Michelle/Downloads/Deloraines-industrial%20\(1\).pdf](file:///C:/Users/Michelle/Downloads/Deloraines-industrial%20(1).pdf)

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**Background:**

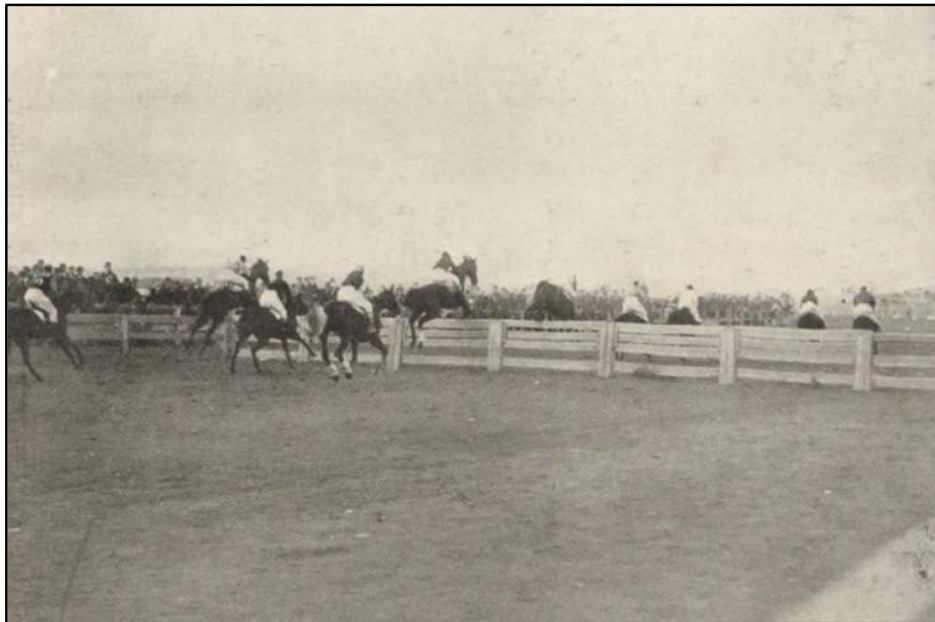
Although racing started in Deloraine in 1853, the Deloraine Racecourse was not established until 1890.

The first race was run on the 30<sup>th</sup> and 31<sup>st</sup> March 1853 at Alveston Estate with the principal event being the Garston Plate.<sup>12</sup> Between 1853 and 1890 the annual race took place usually on Easter Monday and occurred at various race tracks in the district, including the private race course at Calstock owned by John Field and a track at the flats near Bowerbank.<sup>13</sup> In 1874 the Deloraine Turf Club was established and the first race meeting for the club was held at the Keanefield Course situated about two and a half miles from the township of Deloraine.<sup>14</sup> Races were held at this course until 1879 when the Easter Monday meeting was moved to John Field's race course at Alverston, located on the estate of the late Mr Bonney and opposite the terminus of the Launceston' and Deloraine Railway.<sup>15</sup>

Early race meetings at Deloraine had a picnic atmosphere and were a highlight for the community, but the quality of racing was not at the level of the traditional annual races at the Carrick, Longford, and Campbell Town meetings.<sup>16</sup> The

Deloraine Handicap, which by 1904 became known as the Deloraine Cup, was first run in 1874, and it was one of the principal events in the state at the time.

After the death of John Bonney in 1875, the land was held by the executors for some years until the Deloraine Municipal Council brought 72 acres for a recreation ground. The Deloraine Turf Club had missed an opportunity to buy the land themselves in 1882.<sup>17</sup> In 1889 the Deloraine Municipal Council leased the present racecourse property to the Deloraine Turf Club with the condition that the club spend £500 "on making a course and putting up a suitable grandstand and other buildings, and having the right to two race meetings a year."<sup>18</sup> The first time the new course was used was for the Easter meeting in 1890, with a new wooden grandstand being completed prior.



*Deloraine Racecourse Steeplechase Racing– Date Unknown  
– Courtesy Go Racing Tasmania Facebook Page, Tassie Tracks of the Past*

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<sup>12</sup> '100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8.

<sup>13</sup> 'Races at Deloraine 70 years ago', Examiner, 3 October 1936, p. 13

<sup>14</sup> Launceston Examiner, 18 Apr 1876, p. 2

<sup>15</sup> 'Deloraine Turf Club', Weekly Examiner, 16 Sept 1876, p. 9.

<sup>16</sup> '100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8.

<sup>17</sup> '100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8.

<sup>18</sup> '100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8.

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The lease on the land for the present racecourse was extended twice, in 1910, and again in 1922 for a period of 50 years. The lease appears to have been extended again, with the last steeplechase being run on the 28<sup>th</sup> March 2005 and further racehorse training activities until about 2013.

Prior to the first race meeting at the new course at the Recreation grounds, the secretary of the Deloraine Turf club asked the Council to 'place a dam in the river to prevent the racecourse being flooded in the event of the dam recently erected above the recreation ground-breaking away.'<sup>19</sup> This was accepted. However, another request for a reasonable amount for draining the recreation ground and racecourse was denied by Council due to lack of funds.

The first race meeting in 1890 at the new course at the recreation grounds was a success. Praise was unanimous and the handsome grandstand and spacious saddling paddock were admired greatly. However, with the limited amount of time given to make improvements not everything was complete, including the scratching and number boards.<sup>20</sup>

"The track is a good one, even though there are a couple of sharp curves and some filled in furrows in the straight, but if the committee will have it ploughed up and sown with grass, they will by next meet have one of the best courses in the colony."<sup>21</sup>

In 1897 improvements to the race course were undertaken which included a stewards' stand, weighing enclosure, and totalisator house, and the course was sanded and posted all round, and filled in where necessary.<sup>22</sup> Also, the steeplechase fences were raised from 3 ft 8 in to 3 ft 10 in and made perpendicular, and a new fence had replaced the dangerous paling obstruction which formerly existed opposite the grandstand.<sup>23</sup> More improvements were made in 1906 and the club kept up to date with the changes in technology at the time when the secretary's office and totalisator houses were connected by telephone, and the accommodation provided for the Press representatives were upgraded to become the best in the state.<sup>24</sup> In 1912 the first motor car paddock was introduced to the site.

In 1914 the wooden grandstand burnt down on Tuesday 29<sup>th</sup> December.<sup>25</sup> The flames were fanned by a strong breeze and there was no hope of saving the building. No other building used by the racing clubs sustained damage as they were located further away. The fire was considered accidental.

The Deloraine Turf Club ran the first Grand National Hurdles in 1915 and this continued on the Easter Monday program until 1935.<sup>26</sup> It was revived again in 1945 and continued through the 1950s.

At the 1915 annual general meeting of the Deloraine Turf Club the report mentioned improvements that had been made in the past 12 months, which included alterations and additions to the totalisator house, additional horse stalls, enlargement of the birdcage, laying the water on the flat and other minor improvements which were all appreciated by the public.<sup>27</sup> A plan for the new grandstand was submitted to the Deloraine Council meeting in December, to be built in the enclosure, and was

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<sup>19</sup> Launceston Examiner, 8 Apr 1890, p.3.

<sup>20</sup> Launceston Examiner, 8 Apr 1890, p. 3.

<sup>21</sup> Launceston Examiner, 8 Apr 1890, p. 3.

<sup>22</sup> Launceston Examiner, 20 Apr 1897, p. 2.

<sup>23</sup> Launceston Examiner, 20 Apr 1897, p. 2.

<sup>24</sup> Daily Telegraph, 17 Jan 1906, p. 3.

<sup>25</sup> Daily Telegraph, 31 Dec 1914, p. 4.

<sup>26</sup> '100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8.

<sup>27</sup> Daily Telegraph, 10 August 1915, p. 8.

approved.<sup>28</sup> The new concrete grandstand, though not completed, was advanced enough to be used during the Grand National Meeting in 1916.<sup>29</sup>



Page from *The Tasmanian Mail* April 27, 1916 – Courtesy Deloraine Folk Museum



Photo of the lawn area, Easter Monday 1953 – Courtesy Deloraine Folk Museum (1916 Grandstand still in use with roof from the period)

<sup>28</sup> Daily Telegraph, 15 December 1915, p.7.

<sup>29</sup> Examiner, 12 Aug 1916, p. 4.

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The Deloraine Turf Club had been in an enviable financial position up until the Depression years of 1926-1936 when it took a loss over nine successive seasons. In 1936 the Deloraine Turf Club celebrated its 70<sup>th</sup> anniversary. In reminiscing about the achievements of the club it was noted that Deloraine was one of the first clubs to stop using the stiff timber post and rail fences for the steeplechase in 1928 and instead use the immovable live hedges.<sup>30</sup> Though the hedges may have look intimidation for the horses, they actually provided an easy slope which encouraged finer jumping. These were the first of their kind to be used in the Commonwealth and were used as a model for other steeple courses in Australia.



*Deloraine Racecourse –Libraries Tasmania Archives LPIC144-1-14 – No towers on Grandstand  
(Possibly taken from grounds of house, St Ives, by Stephen Spurling III.)*

The Meander Turf Club also used the course at the Deloraine Recreation Grounds, though they did not have a lease on the grounds and paid a hire fee when they used it.<sup>31</sup> The Meander Turf Club was established in 1899 and has only raced on the this course. The first Meander Cup was held in 1903.

In 1948 funds were raised by various groups to build a new grandstand and reconstruct the sporting oval at the Deloraine Recreation Grounds.<sup>32</sup> Other improvements to the grounds included repairs to the cycle track and tennis courts. Improvements were being driven by the Deloraine Citizen's League and the council, government and sporting groups all contributed to the cost.<sup>33</sup> Tenders were called for in 1949.

In 1950 the Deloraine Turf Club spent money on buildings and maintenance, which included repairs to the sand track after floods.<sup>34</sup> New stalls were built and alterations and additions were made to the announcers stand, booth and tea rooms.<sup>35</sup> The Grand National Hurdle race was cancelled in 1954 as it coincided with the visit from the Queen.<sup>36</sup>

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<sup>30</sup> 'Races at Deloraine 70 years ago', Examiner, 3 October 1936, p.13.

<sup>31</sup> Daily Telegraph, 31 March 1923, p. 6.

<sup>32</sup> 'Deloraine Carnival', Examiner, 28 October 1948, p. 5.

<sup>33</sup> 'Proposed Deloraine Grandstand', Examiner, 12 July 1949, p. 9.

<sup>34</sup> 'Deloraine Turf Club Year of Good Racing', Advocate, 7 September 1954, p.5.

<sup>35</sup> Advocate, 10 March, 1950, p. 16.

<sup>36</sup> Advocate, 12 February 1954, p. 15.

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In 1982 the Deloraine Racecourse was classified by the National Trust due to it being the oldest club in Australia.<sup>37</sup> In 1984 the Council received a report that R. Lyall had vacated the stables at the Racecourse and they were being occupied by Tahara Investments who were prepared to enter to enter into a five or ten year lease agreement. Tahara Investments also wanted to erect a further eight horse yards at the side of the stables but it is unclear if this was agreed to by Council.<sup>38</sup>

In 1995 several improvements were carried out which included the cleaning of drains at the centre of the racecourse, the removal of pine trees on the northern boundary and a new fence erected, the removal of old race day stalls, and sand was provided for the sand track<sup>39</sup> Though there was a need for capital works to be undertaken, especially to the Member's Area and for grandstand seating. In 1996 flood damaged the racecourse and the following year the Tasmanian Government recommended the closure of the Deloraine Turf Club in a report to the Tasmanian Racing Commission due to the repairs needed after the flood damage.<sup>40</sup> Successive flooding in the following two years put not only the racecourse but the football club in jeopardy due to the financial losses taken to fund repairs. Also at this time, due to the reduction of race meetings there were some doubts about the future of the Deloraine Turf Club continuing to exist.<sup>41</sup> It was generally believed that the new highway bypass was to blame for the excessive flooding to the area, though this was denied by a government investigation into the issue.<sup>42</sup>

In 2002 a funding package was awarded to the Deloraine Turf Club which allowed for capital works to be undertaken which including painting the grandstand and other buildings, installation of new running rails, and to employ a part time grounds man.<sup>43</sup> Other works were undertaken to transform the venue in preparation for the big race meeting on Easter Monday 2003 to celebrate the 150<sup>th</sup> anniversary of the Deloraine Turf Club, which included induction of a lake, and island and general tidy up for the anniversary event.

The Deloraine Turf Club was identified as the "Oldest continually licensed race club in Australia."<sup>44</sup> The Easter event was also the first time three races were televised on Sky racing channel, and the Grand National Steeple prize money topped the most it had ever been at \$50,000.<sup>45</sup> The event attracted the biggest crowd it had seen in some time with 5000 people attending. Though the day was not without incident. Three of the nine horses in the Steeplechase fell and one had to be put down due to a fractured a shoulder.<sup>46</sup> This raised arguments for and against the continuation of the steeplechase.

The future of the club and the racecourse were already in doubt. The Deloraine Turf Club struggled to secure key race dates and merged with the Tasmanian Turf Club, while the safety of the course raised concerns with the Tasmanian Thoroughbred Racing Council having recommended the closure of the course back in 2001.<sup>47</sup> In 2005 Deloraine was hit with another major flood and the banks of the Meander River had burst. Thirty-eight horses were evacuated in the early hours of the morning

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<sup>37</sup> National Trust letter to Council 4 Nov 1982; Western Tiers, 29 September 1998, p. 9.

<sup>38</sup> 'Council to cost stable works', Western Tiers, 22 March 1984, p. 9.

<sup>39</sup> Western Tiers, 23 Nov 1995, p. 42.

<sup>40</sup> Geoff Woods, 'Racecourse Closure?', Western Tiers, 20 May 1997, p. 3.

<sup>41</sup> Western Tiers, 19 November 1996, p. 39.

<sup>42</sup> Western Tiers, 29 September 1998, p. 9.

<sup>43</sup> 'Funding boost for Turf Club', Western Tiers, 01 July 2002, p.21.

<sup>44</sup> Shae Johnson, Western Tiers, 15 April 2003, p. 22.

<sup>45</sup> *Ibid.*

<sup>46</sup> The Mercury, 23 April 2003, p. 48.

<sup>47</sup> The Mercury, 23 April 2003, p. 48.

and the stables had been submerged in 3m of water.<sup>48</sup> The Deloraine Racecourse was almost completely submerged with the water peaking over its gorse hedge steeples.<sup>49</sup> Though extensive works were undertaken to repair the track there was too much damage to the course and buildings for the site to be considered safe. The 2006 the Easter Monday meeting was instead held at the Longford Racecourse.<sup>50</sup> The site was considered unsafe for racing by the peak body, TasRacing.<sup>51</sup>



*Photos of the last races 28<sup>th</sup> March 2005 - Courtesy Go Racing Tasmania Facebook Page, Tassie Tracks of the Past*

In 2007 the Tasmanian Thoroughbred Racing Council announced that jumps racing had been removed from the Tasmanian racing calendar due to the reliance on interstate involvement and it was no longer economically viable.<sup>52</sup> This meant that the last steeplechase race was run at the Deloraine Racecourse in 2005. The Deloraine Racecourse received funding in 2007 and 2009 to improve training facilities at the site. By 2013 the Racecourse was only being used by one trainer (Terry Roles) and the Deloraine Racecourse Management Committee was managing the upgrades and maintenance to the site but it had been running at a loss.<sup>53</sup> A 12-month lease was issued to the trainer still using the site and a 'Deloraine Outline Development Plan' was undertaken before a decision was made on the site. In 2022 discussions about repurposing the site began with the community encouraged to make suggestions of project aimed at bringing new life back to Deloraine Racetrack.<sup>54</sup>

### **Key People:**

This is not an exhaustive list of all significant people:

Racing was firmly established at Deloraine by 1874 when the Deloraine Turf Club was formed with John Field as president, Major Caleb J L Smith as Secretary and Daniel D Griffin. The rules of the club were re-drafted in 1881.

<sup>48</sup> Examiner, 31 Aug 2005, p. undisclosed.

<sup>49</sup> Examiner, 3 Sept 2005, p. 19.

<sup>50</sup> 'Deloraine gets hope for track restoration', Examiner, 9 Feb 2007, p.?, accessed Newsbank.

<sup>51</sup> Examiner, 14 Aug 2013.

<sup>52</sup> Examiner, 17 May 2007, p. 42.

<sup>53</sup> Examiner, 14 Aug 2013.

<sup>54</sup> Examiner, 30 Aug 2022, p. 5.

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John T Field (son of John Field) of "Calstock," served 61 years on the committee. The field family were heavily involved in establishing racing in Deloraine and horse breeding.

George Bennett served 47 years.

Among those who gave many years' service include: James Beveridge, John Flynn, J. B. Sullivan, R. C. Grubb, W. N. Cresswell, Robert Horne, T. F. Jardine, James Tuthill, J. R. Alcock, W. Fair, Arthur Collins, A. J. Atkins, W. A. Skirving, E. J. Bonney and W. Lindsay Field.

Mr. E. T. McMahon completed nearly 54 years' service, which included gate official, course office clerk, clerk of scales, and totalisator checker.

Geoffrey Woods received the Medal of the Order of Australia (OAM) in 2003 for his service to the community through cultural, heritage, service and sporting organisations, and to local government. He was a member of the Deloraine Turf Clubs and the president of the Deloraine National Trust, as well as being involved in other organisations.<sup>55</sup>

Richard Learoyd was the secretary for 46 years from 1896 till 1941 which were the most progressive period in the club's history.<sup>56</sup> During his time as secretary he had a complete organisation, and the same oversight of even the smallest details is found every year and assisted with developing the club and bringing Deloraine to prominence withing the racing world.<sup>57</sup>

Mr. A. R. Cooke served the club as a committeeman and in other spheres. He was involved with the club for a long period of service.

*Terry Roles with jockey David Pires (his wife Rosanne in the background) – Devonport 2021 – Courtesy TasRacing*



Terry Roles, Trainer, was one of the state's best and most successful trainers. He trained more than 100 feature race winners out of his Deloraine stables that were located on the defunct Deloraine Racecourse. He was inducted into the Tasmanian Racing Hall of Fame in 2020. Whilst most winners came from flat racing, his former star jumper Inchgower he considered the best horse he had trained.<sup>58</sup> He retired from full-time training in 2012 but continued part-time. Terry passed away in 2021. Another family prominent in the district in relation to horse and greyhound racing was the Eade/Gerrard Family. From Fred Eade (blacksmith) through to great grandson Stephen Gerrard (horse racing and greyhound trainer) the connection has remained strong.<sup>59</sup> And, significant to the family are the gates to the Turf Club which were built by Stephen's uncle, Cobber Eade. Fred's wife, Lila, attended the races into old age.

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<sup>55</sup> Mercury, 9 June 2003, p. 8.

<sup>56</sup> '100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8

<sup>57</sup> Races at Deloraine 70 years ago', Examiner, 3 October 1936, p.13.

<sup>58</sup> Tasmanian Racing News, 25 June 2021

<sup>59</sup> Four Generations of Deloraine's Racing History, Meander Valley Gazette, Sept 2020.



*Fred Eade, blacksmith and trainer of trotters, and, his wife Lillian (Lila) Eade in 1909 and Mrs Eade celebrating 100 yrs at the Deloraine Races in 1984 – Photos Courtesy MVG Sept 2020*

Stephen’s mother, Gayle, met his father, Mal Gerrard (a jockey from NSW) at the Deloraine Easter Races. Mal retired as a jockey and became a trainer, who coincidentally mentored Terry Roles when Terry was young. Mal’s stables were down near the football ground and were once washed away in one of the large flood events through Deloraine, and rebuilt. In 1972 Ebon Beat, trained by Mal, won the Easter Monday Grand National Steeple Chase at Deloraine. After Terry Roles gave up horse racing, Stephen moved on to greyhound racing.



*Gayle and Stephen Gerrard – Photo Courtesy MVG Sept 2020*

Long term members of the Meander Turf Club include members of the original committee, Messrs. H. Lane, of Devonport, and A. Tuthill. Also, W G. Fitzpatrick was a member of the first committee and secretary of the club from 1902 until 1936. His daughter, Miss Mary Fitzpatrick assisted him and took over from him and was for a time the only woman secretary of a racing club in Australia.<sup>60</sup>

<sup>60</sup> Races at Deloraine 70 years ago’, Examiner, 3 October 1936, p.13.

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**Key Carnivals:**

In 1875 the race called the Deloraine Handicap was first run. It was then one of the principal events of the state and later became known as the Deloraine Cup. 1915 = The first Grand National Hurdles was run by the club and continued on the Easter Monday program until 1935. It was revived again in 1945.



*Deloraine Racecourse Steeple Chase Racing – Pre 1914 – Folk Museum Collection  
(Original Grandstand)*



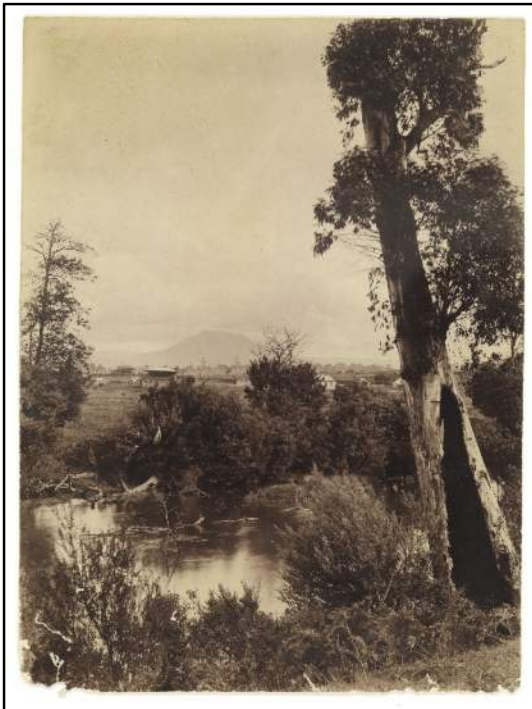
*Deloraine Racecourse from Photo Album – Post 1916 – Libraries Tasmania Archives  
(Replacement version of the grandstand with towers at corners)*

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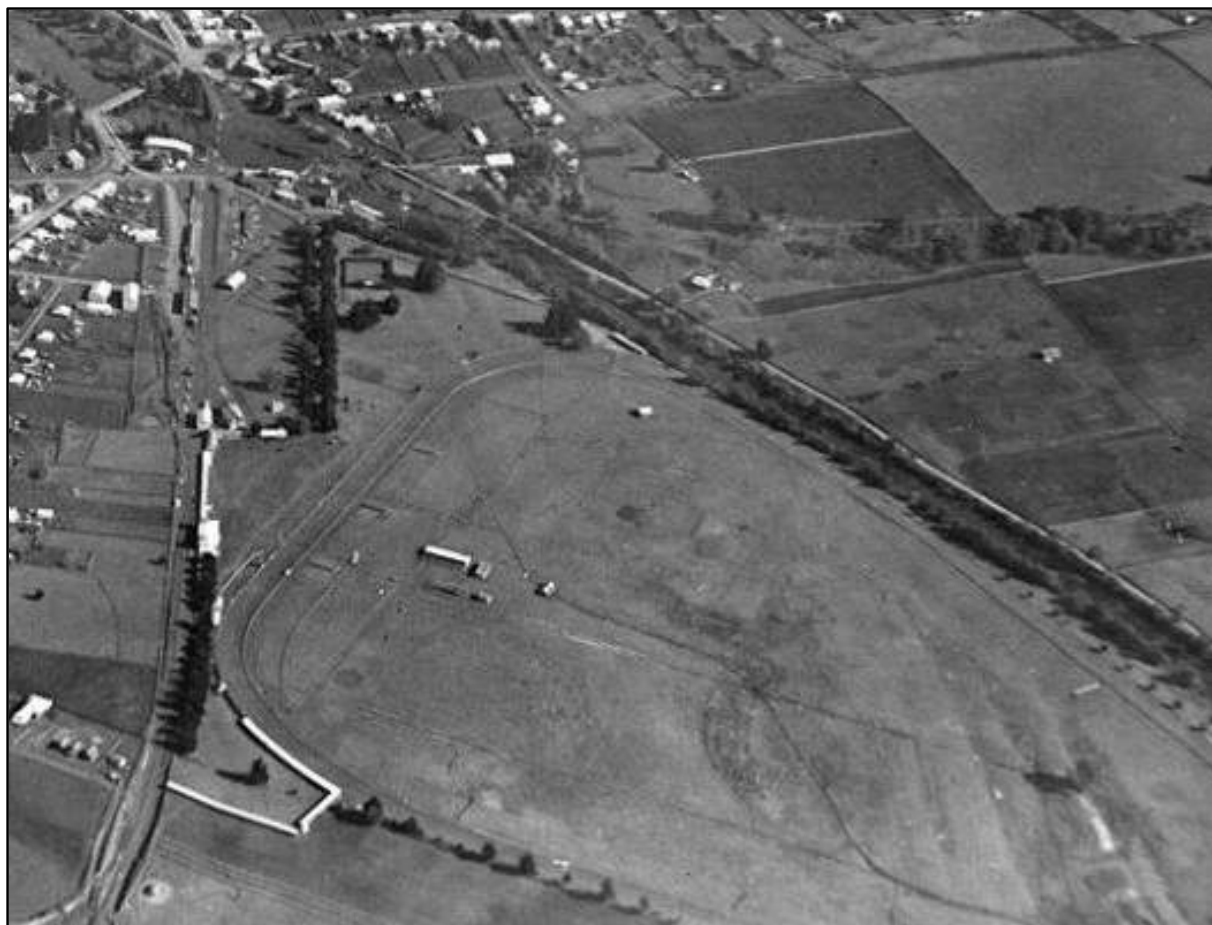
**Timeline of events:***Key points, Key dates, important events, developments:*

<b>Year</b>	<b>Event</b>	<b>Reference</b>
1832	Land granted to Lieutenant Pearson Foote, named Alveston	
1841	Land brought by James McArthur	'Land at Deloraine', Daily Telegraph, 9 March 1906, p. 7
1843	Land brought by John Bonney	'Land at Deloraine', Daily Telegraph, 9 March 1906, p. 7
1853	First Race at 'Alveston Estate'	'100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8
1874	Establishment of the Deloraine Turf Club,	'To The Westward', Ian Terry and Kathryn Evans, Oct 2004, p. 79
1875	Deloraine Handicap was first run (renamed the Deloraine Cup in 1904). First won by John Field's horse, Westbrook	
1883	The club revived the Tasmanian Derby at the 1883 meeting.	'100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8.
1885/86	Deloraine Municipal Council brought land for the Deloraine Recreation Grounds	'Deloraine Municipal Council', The Tasmanian, 11 Apr 1885, p.14
1889	Deloraine Municipal Council leases Recreation Grounds to the Deloraine Turf Club. Wooden grandstand built	'100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8
1890	First meeting at the Deloraine Race Course	
1906	The Deloraine Turf club introduces the Tasmanian Grand National Steeplechase.	100 years of Racing at Deloraine', Advocate, 2 April 1953, p. 8.
1914	Wooden grandstand destroyed by accidental fire	Daily Telegraph, 31 Dec 1914, p. 4
1915	Grand National Hurdle race decided at Deloraine	Examiner, 10 Feb, 1953, p.14.
1916	New concrete grandstand built and used during the Grand National Meeting	Examiner, 12 Aug 1916, p. 4.
1921	Deloraine Easter Monday tote turnover sets a record for any Australian country club	Examiner, 10 Feb, 1953, p.14.
1928	Log and Post-and-rail fences on Steeplechase course replaced by sod and live gorse.	Examiner, 10 Feb, 1953, p.14.

1942	No racing at Deloraine. The course had been acquired for the use of the Army under National Security Regulations.	Examiner, 10 Feb, 1953, p.14.
1953	Centenary of the Deloraine Turf Club celebrated on the 6 <sup>th</sup> April.	Examiner, 10 Feb, 1953, p.14.
1996 - 1998	Annual flooding damages racecourse	Western Tiers, 29 September 1998, p.1
2003	Deloraine Turf Club merged with the Tasmanian Turf Club	Western Tiers, 15 April 2003, p. 22
2003	Historic Easter Monday meeting to celebrate 150 <sup>th</sup> anniversary of the Deloraine Turf Club	Western Tiers, 15 April 2003, p.22.
2005	Last Grand National Steeplechase run at the Deloraine Racecourse. Last race run 28 March.	Examiner, 17 May 2007, p. 42
2005	Floods damage the course	Examiner, 31 Aug 2005
2007	The Tasmanian Thoroughbred Racing Council announced that jumps racing had been axed from the Tasmanian racing calendar	Examiner, 17 May 2007, p. 42.
2013	Only one trainer using facilities at the site	Examiner, 14 Aug 2013.
2014	Deloraine Racecourse closed	Examiner, 14 Aug 2013
2022	Discussions to repurpose the site	Examiner, 30 Aug 2022, p. 5.



*View of Quamby Bluff across the Meander River, with Racecourse in the foreground and original (Pre 1914) Grandstand – Libraries Tasmania Archives – AUTAS001139610281-P13*



*Detail view of the Racecourse from Photo of Deloraine, by Huxley and King -1921  
- Libraries Tasmania Archives - QVM1991\_P\_1472*

#### **4.3 Description:**

The Deloraine Racecourse has not been utilised as a racetrack since about 2005. The course contains major infrastructure for flat racing and some remaining gorse and sod jumps for steeplechase racing. The main current occupants of the area are the Deloraine Football Club and TasWater.

The area contains essentially:

- entry gates, and, significant trees at the entry and near the betting booths;
- flat/graded grass racetrack with associated fencing and starter's elevated platforms (2 found);
- seven (7) gorse jumps in various states of repair;
- toilet facilities with some dating from about the early 20thC (mentioned in 1935 letters);
- main administration building dating from the Federation period;
- dining and bar areas that date from a similar period. Concealed behind a deteriorating wall is a brick chimney and holes over fireplaces for coppers (anecdotally noted from a former racegoer as 'for the hot dogs');
- betting booths and covered/shaded area;
- grandstand with jockey changing facilities underneath;
- an attached race official's office with weigh-in area;
- stables and a lunging round yard;
- AFL oval and club rooms; and,
- TasWater ponds.

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#### 4.4 Condition and Integrity:

Whilst the key uses of the area are now an AFL football ground and TasWater infrastructure area, the racecourse is still distinctly visible and recognisable as a racetrack. A running/walking zone along the original track is another use and a road connection to the furthest parts of the site is evident. The main road access is most heavily used to the football area with the other access road less used.

The entrance to the Racecourse is in poor condition with one gate missing and the other left open and in poor condition. The major trees inside the entry appear to be in good condition but an arborists report would be needed to verify the exact condition and potential longevity of the trees. Trees between the tote/betting booths and the grandstand were planted at a later time and are in good condition. In 2016, during an inspection of the Racecourse for a Giant Steps proposal, a memorial plaque for Isyabell Ann Weir 1914-2010 was fixed to one tree – this appears now to be missing. Photographic evidence does remain.

The Racecourse has become overgrown at times with mowing of the most overgrown areas being done as required to maintain the grassed areas in fair condition.

The most prominent, and exposed, steeplechase hedges (3) have been kept in a fair to good condition whilst the other four (4) are in poor condition. The inside railing has deteriorated considerably with paint peeling and a number of railings and posts fallen down or missing. The fence to the outer side is in better condition but is still in a state of some disrepair.

The remaining buildings from roughly the early Federation period (1890-1915), for the oldest sections, to 20thC sections have been greatly altered over many years. They have deteriorated considerably since 2016 (photos held by GPA) with vandalism being a major issue. Asbestos was identified within the buildings and removed by Council contractor, but, remnants from the removal process may remain. The covered area is in good condition. The grandstand has been condemned by Council with concrete spalling being the major problem. The change rooms under are also in poor condition. The stables and greyhound shed are more modern and are in good condition. As is the lunging round yard located near the existing pond.

The AFL clubhouse and grounds are kept in good condition despite being flooded. The most recent being in 2022 and previously 1996-98, 2005 and 2016.

The turf/grass areas in the river flats area have been greatly affected by the flooding and water movement and subsequent vehicular traffic whilst the ground was soft. The river flat area track and grassed areas are very uneven for any form of traffic – vehicle or foot.

#### 5.0 Impact on Cultural Significance.

##### 5.1 Impact Assessment Framework

Application of the ICOMOS Australia *Burra Charter* process (accepted philosophy for conservation) involves **understanding the significance** of a place, **developing policy** to manage that significance (through a Conservation Management Plan or Heritage Management Plan) and then **to manage the place according to those policies** (with review where appropriate).

A document by GHD in 2010 that was provided for the Deloraine Wastewater Treatment Plant application allows for reference to significance already documented. Refer to attached Section 5 extract – GHD HIA 2010 Extract - Significance. However, since that report was done a number of lightweight structures have been removed.

Using the Burra Charter as a guide the following levels of significance can be more simply assigned to various elements of the Deloraine Racecourse (excluding AFL grounds/clubhouse and the sewerage infrastructure):

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**Exterior/Grounds:**

Racetrack – delineation of the track line/extent via fencing locations	1 (high)
Track grading and grass/turf	1 (high)
Steeplechase gorse and sod hedges	1 (high)
Significant trees and vegetation	1 (high)
Remnants of Entry Gates	1 (high)
Starter platforms	2 (med)
Main building complex (toilets, offices, bar, dining, betting booths)	2 (med) to 3(low)
Covered/shaded area	3 (low)
Grandstand and Official's Office	2 (med) to 3(low)
Greyhound Shed and Stables	3 (low)
Lunging (round) yard (near pond)	3 (low)

**Interior:**

Overall significance inclusive of changes to all buildings	2 (med) to 3(low)
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NOTE: The following internal spaces and elements or artefacts are noted specifically as having heritage significance at a 1 (high) level – chimney and copper tub fireplaces; jockey scales (one or two sets – confirmation awaited).

**5.2 Assessment of Heritage Impact**

The proposed works will be described in further detail in this section. Minor works would be within the bounds of work which could normally be covered by a General Exemption Certificate. The exceptions being the demolition works proposed for the majority of the buildings and the new works impacting the delineation of the race track and the steeplechase hedges.

The following points have been considered in assessing the possible heritage impact arising from the proposed development as outlined in 3.0 The Proposed Works, against the principles of the Burra Charter and determination of levels of significance in 5.1. Where relevant, regard has been given to guideline documents such as Tasmanian Heritage Council Research, Works and Conservation Guidelines and Practice Notes when considered appropriate.<sup>61</sup>

**5.2.1 General Works to the Deloraine Racecourse**

In order to review/assess the proposal in a sequence which makes for easier reading the following sections have generally been taken in order from the main entry to the site and addressed as elements and areas following the proposed new road through the site.

**Entry gates**

Whilst not imposing, the entry, with the gate(s), delineates the true entry to the significant place. One gate remains in-situ with the other having been removed from the site some years ago. How the gate can be reused and the original entry location expressed in the landscape design would need to be further explored and detailed. Consideration must be given to replacing the missing gate with one matching the remaining gate design and with 'Deloraine' as the word part.

Total removal of the remaining gate (particularly) is considered inappropriate. The posts could be replaced with 'like for like' and the access made wider. The gates could be pinned open at the widened entry point, but, located at the existing line. It cannot be expressed enough that these gates, whilst 20thC, signify the importance of the site and the sense of arrival for a day of social and racing activity.

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<sup>61</sup> <http://www.heritage.tas.gov.au/useful-resources/publications>



Remaining gate at Entry – GPA Photo 2016

**Impact on original/significant fabric and aesthetics**, considering the significance levels as noted in 5.1 for the gates and total removal be considered, **is assessed as being high**.

**Impact**, should the remaining gate be restored, a replica of the other made, and, gate posts spaced to suit new road width, **is assessed as being moderate**.

#### **Significant Trees – Entry and Main Public Area**

It is noted that the existing trees inside the entry have been noted to be retained. This retention should be extended to the trees planted between the betting booths and grandstand. It would also be important to reinstate the missing dedication plaque to 'Isyabell Ann Weir 1914-2010' on the tree closest to the booths.



Significant trees at the entry to the Racecourse – GPA Photo 2016



Tribute plaque to Isyabell Weir – GPA Photo 2016, Missing 2023

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**Impact on original/significant trees and aesthetics**, considering the significance levels as noted in 5.1 for the trees and should total removal be considered for any of the trees noted above, **is assessed as being high.**

### **Proposed Demolition Works**

The collection of buildings in an 'L' shape consist of officials' office, toilet facilities, race administration building, dining and bar areas, further toilet facilities and the betting booths. These buildings can be dated from a period prior to 1921 generally with work having been carried out over a number of decades to infill gaps between the buildings, update and improve the facilities. The buildings have had asbestos identified within them with removal having taken place. However, the buildings have asbestos signs remaining as fragments and dust remain. Being unoccupied for many years, vandalism and lack of maintenance have deteriorated them significantly. This deterioration has increased significantly since 2016. Consideration by previous potential tenants placed rectification works around \$400,000 which would have provided only cosmetic repair and upgrade for occupancy. This would now be more in the vicinity of \$550,000 to \$650,000 in the current construction cost period. Even if restored (partially) tenants would need to be found to occupy the buildings. The possibility of this could be very limited.

The grandstand and officials' office are renovated, reroofed and part new structures built where the original 19<sup>th</sup>C grandstand generally stood (the location has some significance), and, they also require considerable repairs and maintenance. The grandstand particularly is in very poor condition and as noted in 'Condition' has been condemned.

Public access to any of these buildings, without major repairs and maintenance would be considered a major safety hazard.

Whilst not specifically shown it is assumed that the modern greyhound shed and stables would be demolished to provide space for the carpark. The lunging yard would appear to be located where paths and parking are proposed near the pond. These buildings and yard are modern and do represent an important reminder as part of racing that occurred on this site, however, they have lower significance as modern elements.



*Buildings at the Racecourse – GPA Photo 2016*

**Impact on original/significant fabric and aesthetics**, considering the significance levels as noted in 5.1 for the buildings shown to be demolished, **is assessed as being moderately low.**

### **The Racetrack and Hedges**

By far the most important remnants of steeple chase racing, flat racing and greyhound racing in Deloraine are the track, track fencing (particularly the timber rail fencing) and gorse hedges. These are the elements and infrastructure that very clearly define the course and its history within racing in Tasmania.

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The form of the track remains and whilst the flat areas have been churned up with vehicles running over the car tracks and remaining grass after heavy rain and flooding the track itself is clearly evident. Inner rails do not remain around the football buildings and parking, but, remain along a significant length of the track. The outer line of the track is also clearly evident with part fencing and limit of flat area. Some fencing would have been washed away over successful flooding events, particularly along the river edge. The timber rail/fence is in various states of disrepair but is simple element to repair and replicate where required.



*General view of the fence, track and buildings – GPA Photos 2023.*



*North western side fencing in poor repair – GPA Photos 2023*

**Impact on original/significant fabric and aesthetics**, considering the significance levels as noted in 5.1 for the track flats and track timber rails should any sections of development causing removal be considered, **is assessed as being high.**

The gorse steeple chase hedges are another highly significant feature of the race course. Seven (7) hedges remain in-situ. The three (3) on the southern side of the track, and closest to the viewing hill, are in good condition and could be restored quite readily. Two along the eastern side of the track are in fair condition and the remaining two (2) closest to the river are in poor condition. These last four could be restored with carefully managed replanting, removal of rogue plants, and, trimming/shaping.



*The three (3) gorse steeple chase fences on southern side of the track – GPA Photos 2023*



*The two (2) gorse steeple chase fences on eastern side of the track – GPA Photos 2023*



*The two (2) gorse steeples on north western side of the track – GPA Photos 2023*

**Impact on original/significant hedges and aesthetics**, considering the significance levels as noted in 5.1 for the gorse steeples should any sections of development causing removal be considered, **is assessed as being high.**

At the northern end and southern end galvanised starter stands remain intact. Whilst a modern element they are important as indicators of race start locations. They will become more fragile over time and maintenance must be considered to keep them in very good condition should the public ascend them.



*The two (2) starter stands – GPA Photos 2023*

**Impact on original/significant fabric and aesthetics**, considering the significance levels as noted in 5.1 for the starter stands should removal be considered, **is assessed as being moderately high.**

### **5.2.2 Deloraine Racecourse Loose Elements**

Noted previously and assessed in 5.1 are the chimney and copper tub fireplaces which were within the dining area, and, the jockey scales which were within the officials' office next to the grandstand in 2016. They are quite significant and retrievable elements should be retained for exhibition in the Deloraine Folk Museum (as per the one set of scales which are currently on exhibition there). It is to be confirmed if this set is that which were in the official's office in 2016 or a second set. The chimneys and copper tub fireplaces should be fully documented (photographic and measure) and some history researched for them. It has been anecdotally noted that the coppers were where the hotdog sausages were heated through.

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**Impact on original/significant fabric**, considering the significance levels as noted in 5.1 for these artifacts/elements demolished or lost from view or stolen, **is assessed as being high.**

**It is recommended that:**

1. A full photographic record be made of the exterior and interior of the buildings to be demolished before works commence. Particular attention must be paid to photographing details of anything specific which currently remain intact internally;
2. Movable objects/relics which remain, or may remain but currently concealed, are to be labelled and stored for reference and future research and exhibition;
3. A landscape specialist, in conjunction with advice from grounds staff at other steeple chase racetracks, prepare a report and maintenance schedule for restoration of the gorse and sod steeple chase hedges;
4. The developed design for the redevelopment of the racecourse address the remaining hedges more specifically in the design. The north western side particularly requires attention to maintaining the line of the inner timber rail and the hedges with the walking tracks/pathways winding through the area;
5. The starters stands' current location be maintained, or, some markers with relevant information about the stands replace them, should safety be a concern;
6. Story boards (or QR code links) of the racetrack history and photos be incorporated into the design;
7. Relics uncovered during earthworks, demolition, or, new works should be labelled with the location in which they were found and be retained for further investigation;
8. Should an area of numerous relics be exposed during excavations an archaeologist should be engaged to ascertain relevance to the site and any evidence of past buildings, occupation, etc.

**In summary:**

It must be noted that it is imperative that the original/existing gorse hedges and timber rails, and, key elements which contribute the significance of the place are carefully kept intact and in good condition. To do otherwise would be measured as being irresponsible and disrespectful in heritage terms.



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## 6.0 Appendices.

The following are attached as the Appendices:

### **ARTAS Drawing:**

Drawing – A101-1 Concept Plan 18-10-2022

### **GPA Drawings:**

Drawing – DR-23.01 – SK.01 A

Drawing – DR-23.01 – SK.02 A

### **Reports:**

2010-04\_GHD Draft Heritage Assessment

2010-04\_GHD Draft Landscape Assessment

GHD HIA 2010 Extract - Significance

### **Photographs:**

Refer to following pages for some additional photographs held by GPA from 2016 and 2023.



*Views of the track near first three hedges on south side.*



*Views of the track near next two hedges on east side.*



*View of the track near northern starter stand.*



*View of the track on north western side hedges.*



*Views of the buildings on south side.*



*View from trees at entry over the racecourse.*



*View of the buildings on south side.*



*Views of the buildings on south side.*



*Views of the buildings on south side.*



*Views of the buildings on south side.*



*View of the building in past years – Late 20thC.*



*Betting booths, significant trees and grandstand.*



*Grandstand (modern variation to sides and modern roof).*



*General views of the racecourse.*



*Starters stand near entry to football grounds.*