EPSOM ROAD

AREA NOT
INCLUDED IN NHL

EXISTING
SUBDIVISIONS

MARIBYRNONG RIVER

SMITHFIELD ROAD

Key   **Site elements**

Racing Sequence
1   Parade ring
2   Horse tunnel
3   Mounting yard
4   Horse Walk
5   Flemington racetrack, course proper
6   Distance post
7   Winning post

Spectator Circuits
10   Remnants of bluestone stand
11   Bluestone wall and remnant horse tethering rings
12   Original Hill gate entry and remnant painted signage
13   Hill Gate, Leonard Crescent
14   Members' drive and entrance ticket box
15   Hill Precinct Trees
16   The Elms (Old Betting Ring)
17   Hill terracing
18   Lawn Stand
19   Hill Stand
20   Public lawn
21   Members' lawn
22   Grandstand (2000) incorporating the Prince of Wales Stand (1984)
23   Club Stand
24   Betting ring
25   'Semaphore' (Scratchings Frame) building (1926)
26   Bernborough Bar
27   Gents toilet block (betting ring)
28   Birdcage
29   Rose arbour
30   Nursery car park tote (former sand roll)
31   Flemington Drive Gate, Epsom Road
32   Betting Ring Public Stair

Operations
33   Jockey's Convalescent Lodge
34   North, Central, South Community stables, including Chicquita Lodge, horse swimming pool, bullring, nursery (to grow grass for the course proper) and tunnel to racecourse
35   Training tracks
36   VRC administration building (Epsom Road)
37   Racecourse Operations Office
38   Manager's office (now Flemington Heritage Centre), c.1950s
39   Workshops
40   Wetlands
41   Bund wall
42   Former stripping sheds
43   Racing Victoria premises

Collection Items
A   Chronographic clock
B   Brass bell
C   Carbine's Stall
D   Phar Lap statue
E   Bart Cummings statue
F   Makybe Diva statue
G   Harold Freedman murals

Figure 2   Racecourse elements diagram

B.3   Historical phases of development

Flemington Racecourse has undergone a number of phases of development since the 1840s. These are summarised below, including lists of elements and buildings relating to each phase. Elements/buildings with the ability to demonstrate the early development phases are generally described in the greatest detail. The majority of these elements have previously been identified for reasons of their heritage value, including those identified in the VHR entry for the racecourse.

Minor and/or utilitarian elements are not addressed in this chapter. These include: fences, car parks, seating, external lighting, signage, roads and paving, railway entries, sundry sheds, sundry portable buildings, sundry gate attendants' booths and associated elements, steward's stands (steel stands erected around the course to enable surveillance of races by the stewards), toilets, offices, totes. In the main these elements are of recent origin, are typical of their type and are generally unremarkable. Temporary structures, and footings for temporary structures, are likewise not addressed in this chapter.

B.3.1   Establishment, 1840s-1850s

Investment in permanent facilities at Flemington Racecourse during the 1840s and 1850s was limited. As a result, the racecourse itself, in its location and general alignment, is the principal legacy of this establishment phase. No structures or elements remain from this period (i.e. public seating or publican's booths).

B.3.2   Improvement, 1860s-1910s

Development at Flemington from the 1860s to the inter-war period was overseen by VRC secretaries Robert Cooper Bagot (until 1881) and Henry Byron Moore. By the early twentieth century, the development of the racecourse under their management had completely changed the site from that of the earliest days of racing.

The first Melbourne Cup was run in 1861 and the VRC was established in 1864. Robert Cooper Bagot was appointed inaugural secretary of the VRC, a position he held until his death in 1881. Under Bagot, the first substantial structures at Flemington were constructed, including a grandstand dubbed 'Bagot's Cowshed', constructed in 1873. In the 1880s, 'Bagot's Cowshed' was modified and extended, with the addition of two bays to the east end, and an upper stand added along the north side of the building. Bagot also improved drainage in the centre of the course to create 'the Flat'. In 1879, the half-ton brass bell supplied by James McEwan & Co was installed to signal the start of each race, the railway line was extended to the racecourse (1861), the chronograph was installed and a small open stand erected in the saddling paddock (1877).

Bagot's successor, Henry Byron Moore, held the position of secretary of the VRC for 44 years. Under Moore, the development of the racecourse continued and the horticulture traditions of the course were established. In the early 1880s roses were introduced. In the following year, the bluestone wall along Fisher Parade was erected together with the Hill gate piers. In 1884, another grandstand ('the Maribyrnong) was erected, formal public lawns were extended and the Members Drive was laid out along the northern embankment and planted. From 1886 to 1890, a new grandstand was built at the back of the Hill embankment.

By the 1890s there were several picturesque timber structures built on the Hill Reserve at Flemington, including a pagoda serving as a wine and spirit bar, a Swiss Chalet serving tea, coffee and ice cream, a rustic fruit kiosk, an oyster pavilion. The Jockeys' Convalescent Lodge was erected in 1893 on elevated ground abutting Epsom Road. A brick and concrete grandstand was built in the Carriage Paddock in 1912 and demolished in 1922.

B.3.3   Redevelopment, 1920s-1940s

The 1920s saw a comprehensive redevelopment of the racecourse, a process initiated and largely delivered during Henry Byron Moore's final years as VRC secretary. The result was a wholesale reconfiguration of the racecourse, and a significant change of identity, including the removal of many of the timber structures near the winning post that characterised the late nineteenth century phase of development.

The 1920s redevelopment, much of which was completed in time for the 1924 Melbourne Cup, included construction of a new Members Stand (Figure 3 and Figure 4), the relocation of the Betting Ring directly to its north (with additional elms planted), the relocation of the Birdcage Race Day Stalls, and Parade Ring to the east of the stands and a new Mounting Yard at the front of the Members' Stand. Various buildings were constructed on the periphery of the Betting Ring, including bars, and additional car parks were created to accommodate increased automobile patronage. The Trainers' and Jockeys' Stand (now demolished) was also constructed as part of the new Birdcage precinct.

In the 1930s the racecourse underwent another programme of refurbishment with the introduction of totalisator betting machinery in 1931. New wagering counters ('totes') were constructed around the grounds, linked to central tabulation machines in the main Central Totalizator building at the betting ring. With the advent of digital communications and tabulation, much of this infrastructure has been modernised and displaced, and is no longer evident in its original form.

Figure 3   Front elevation of the 1924 Members' Grandstand (2014 photograph, prior to demolition)

Figure 4   Interior of the 1924 Members' Grandstand (2014 photograph, prior to demolition)

B.3.4   Post-war developments, 1945-1999

A lack of funds and limited availability of materials as a result of World War II meant that few improvements were made to the racecourse in the 1940s.

The 1886-90 Hill Reserve Stand (terracing) was replaced in 1955-7, with the associated Lawn Stand were erected in 1957-59. The Chicquita Lodge stables were added in the south of the racecourse grounds in 1961, with a succession of additional stabling facilities added in this precinct over the subsequent decades.

In the 1960s a new sand training track was constructed near the eastern stables area. The current Hill Stand was erected in 1978-79, and the Link Building (Prince of Wales Stand) was erected in 1984-85 to link the Old Members Grandstand with the Hill Stand.

The Mounting Yard was reoriented to be parallel to the stands at this time.

B.3.5   Recent developments (2000—present day)

The Grandstand (2000) was constructed, incorporating the existing Prince of Wales Stand. The VRC administration building, near Epsom Road, was constructed in 2005, as were new bluestone and wrought iron entrance gates at a new entry point at Flemington Drive, off Epsom Road, and gates at the Hill entrance at Leonard Crescent.

From 2006, extensive works have been undertaken in the eastern stables area, new surface wetlands and drainage were constructed to the north of the 'Straight Six track', and a bund wall was constructed to prevent entry of floodwaters from the Maribyrnong River. For the first time in the history of the racecourse, the entire racing surface was completely replaced as part of these works. The car parks were also extensively refurbished.

In 2014, a heritage permit was issued for replacement of the 1924 Members' Grandstand and associated works addressing the betting ring, tote buildings and the Mounting Yard. As part of these works, the 1924 Members' Grandstand and the Champagne Bar and Tote were demolished and a new stand constructed, now referred to as the Club Stand. The tote buildings on the north-west elevation of the Betting Ring have also been demolished, with a new public stair link from the Hill Precinct and railway platforms to the Betting Ring under construction in 2019. As part of the permit approval, a programme of conservation works to heritage buildings and structures located throughout Flemington Racecourse have also been undertaken.

B.4   Traditions of use and occupancy

B.4.1   Spectating the race from 'The Hill'

c. 1850s

At the earliest race meetings at Flemington, crowds concentrated on the Flats – on the inside of the course, and in the area along the river side near the first public gate to the grounds and the original location of the Winning Post (near Smithfield Road). Gradually, the Hill became favoured as a vantage point and was apparently known for the time as 'Picnic Hill'. The Hill became the logical natural grandstand when the winning post was relocated in 1860.[1]

Through all the subsequent development of the physical infrastructure, amenities and meanings attached to Flemington Racecourse, the Spring Racing Carnival and Melbourne Cup, the Hill vantage (whether from the Hill itself or the modern grandstands that largely replaced it) has remained the focal point to the staging and spectacle of the races.
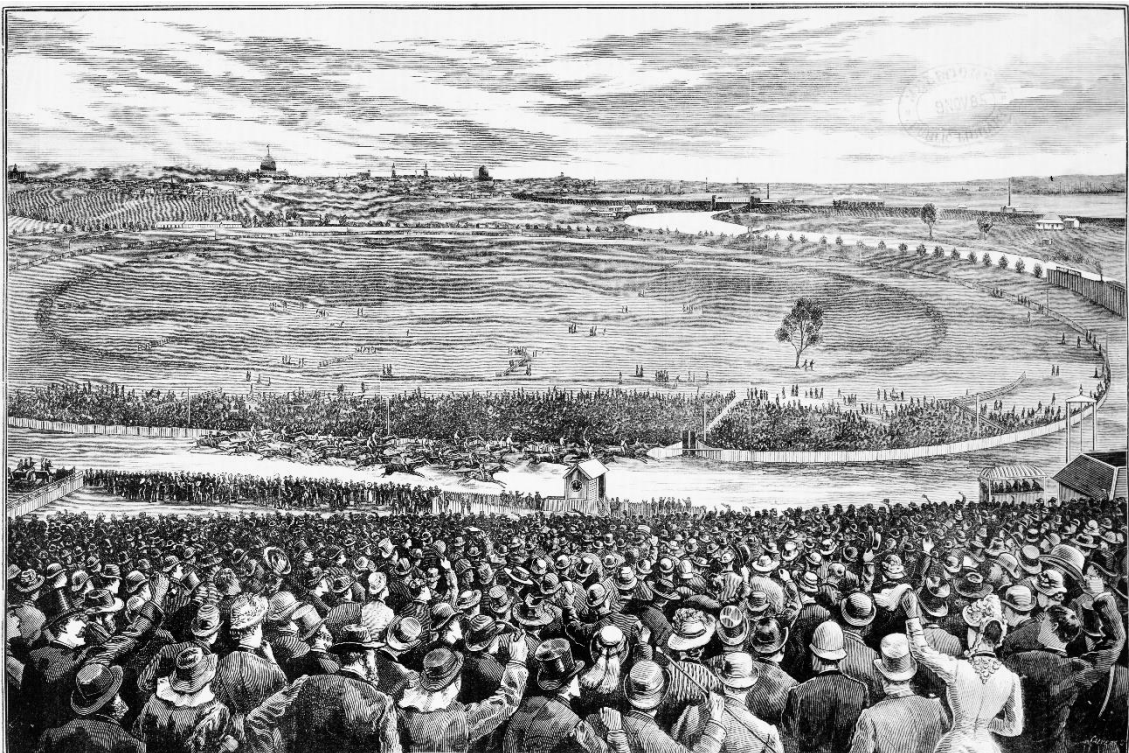
Figure 5   1883 Samuel Calvert illustration, 'The finish for the Melbourne Cup', depicting the view to the winning post, racecourse, Maribyrnong River and Melbourne in the background
Source: State Library of Victoria

Figure 6   Similar view today taken from slightly lower on the terraces

Figure 7   c.1900-1920 view of the Hill at Flemington during the Melbourne Cup, showing the various stairs, terraces and buttresses created to the improve the topographic feature as a viewing stand. Much of these works were later removed in the construction of modern grandstands
Source: Victorian Railways collection, State Library of Victoria

B.4.2   The rose planting tradition

Date: From the 1880s

History and description

Flemington Racecourse is noted for its spectacular display of thousands of roses throughout the public areas. From the early days, the club's secretaries Robert Cooper Bagot and Henry Byron Moore both set out:

> … to make Flemington racecourse and all its adjuncts something for the club to be proud of, while at the same time irresistibly attractive to that very large section of the public which contributes the bulk of the funds of which the Victoria Racing Club is the recipient, the guardian and the distributor.[2]

A nursery had been established sometime around the 1880s as part of the course improvement programme, possibly by Bagot but certainly continued under the secretaryship of Moore.[3] A rosery had also been established:

> … in which have been brought together as many as 400 varieties of the 'queen of flowers,' and a number of these have been planted inside the picket fence which separates the lawn from the course, and trained so that they resemble a succession of garlands or festoons, these having been so selected and arranged as regards their colours as that their blooms shall charm the eye both by their juxtaposition and contrast in hue and form.[4]

Roses have become an integral part of the racing experience and patrons expect the roses to be flowering on Melbourne Cup Day. Numerous species and cultivars are planted annually and there are over 17,000 roses at Flemington.[5]

As part of the redevelopment works and racetrack reconstruction in 2006-07, many of the roses were removed especially in proximity of the course proper. At the completion of works, 4,500 new roses were planted around the lawns and new horse stalls area (Figure 8 and Figure 9). An additional 2,500 plants were planted along Flemington Drive (Figure 10).[6]

Figure 8   Roses at Flemington Racecourse along the rail

Figure 9   Roses in front of the Mounting Yard and grandstands

Figure 10   Roses along Flemington Drive

B.4.3   Social enclosures and marquees

Date: From the 1850s

The enclosure and use of portions of the ornamental landscape at Flemington Racecourse for marquees and refreshment booths during race meetings has been long standing and has contributed to the reputation, prominence and social significance of the racecourse in Victoria and Australia.

The ornamental landscape in areas such as the Hill Precinct and 'The Elms' was established not only to provide a cultivated entry to the course, but a suitable garden setting to both general picnicking and the many refreshment and dining services and other opportunities that accompanied each race meeting.

The current pattern of enclosures is modern, derived from the current programming and administration of the site (Figure 11 to Figure 13).

Figure 11   The former Ascot enclosure located in the west section of the Hill area, which became 'The Park' from 2016

Figure 12   The Domain enclosure located in the west section of the site north of the Grandstand and Club Stands

Figure 13   The Birdcage (Carpark) enclosure is located east of the Race Day Stalls and Parade Ring.. The space is animated with marquees and refreshment facilities during major racing events like the Melbourne Cup Carnival

B.4.4   Betting and related equipment

Betting would have been a part of the first 1840s race meetings at Flemington, with wagers negotiated with bookmakers wandering the grounds. In 1882, the VRC began licensing bookmakers at the racecourse, defining particular betting rings where they could operate in the various reserves. The main betting ring was in the area known today as 'The Elms'. Many of these bookmakers promoted their business with colourful personalities, folklore, and a willingness and capacity to entertain massive wagers.

The introduction of totalisator betting to Victoria in 1931 spurred an evolution in betting and in its architecture and infrastructure at Flemington. The totalisator allowed 'parimutuel' betting, in which bets were pooled, taxes and operator's takes deducted, and payouts calculated by sharing the remaining pool among all bets placed. This development required ticket issuing counters be linked into a central tabulator facility, and produced the architecture of tote counters and mechanical tote indicator boards (for displaying progressive odds before each race). These have been retained in part in the betting ring today, although the surviving examples were constructed in the c.1950s-60s.

Figure 14   1895 photograph showing a semaphore or scratchings board at edge of the carriage
                paddock (near the current location of the Birdcage (car park) enclosures
                Source: Imperial Series, State Library of Victoria

Figure 15   1945 photograph showing 1931 central Totalizator building and tote windows formerly located at north of the Betting Ring (no longer extant). The retained 'Semaphore' (Scratchings Frame) building can be seen in the centre of the image (indicated)
Source: National Archives of Australia

B.4.5   *The pre-race paddock and parade*

Spectator access to the pre-race saddling paddock, and curation of the pre-race parade from the saddling paddock through a Mounting Yard and extended walk to the racecourse, was an early and important development at Flemington that served to centre the architecture, ornamental landscape and pageantry of race day.

The original saddling paddock, located to the south-west of the Hill in vicinity to the first Betting Ring and the area now known as 'The Elms', was an ornamental ground improved by Bagot in the 1870s and formalised as the Birdcage by Byron Moore in 1887. An 1879 description read:

> 'Last Cup meeting visitors to the stand were startled at beholding an immensely extended saddling paddock, surrounded by commodious sheds for horses, the paddock itself being carefully laid down in grass, with a number of young trees securely fenced off, and lettered for the convenience of making appointments. In the centre of this large reserve was also discovered a new and highly ornamental fountain, and numerous other improvements were discovered in this and other parts of the enclosures.'[7]

After the 1924 reconfiguration of the racecourse, this tradition evolved at Flemington into an ever more elaborate sequence of spaces and settings supporting the pre-race preparations and spectator access to the same, including the parade of horses from their Race Day Stalls through the Mounting Yard and Horse Walk to the course proper. The 1920s-1930s arrangement of these facilities is shown in Figure 16 and Figure 17.

The proximity and extended interface between the pre-race facilities and the accommodation and circuits of race spectators is an essential element in the mass appeal and significance of race meetings at Flemington. The evolution of this interface is also discussed in Sections B.1.1 and B.1.2 above.

Figure 16   1932 aerial oblique photograph by Raymond Garrett showing the Race Day Stalls and Parade Ring, the connecting walk to the Mounting Yard located in front of the Members Grandstand (1924), and in the foreground the Horse Walk leading to a track entrance near the winning post, similar to its layout today
Source: State Library of Victoria, photographer Raymond Garrett

Figure 17   c.1936-39 view of the Birdcage race day stalls and parade ring at Flemington, near their
current location, to the east of the grandstand complex.
Source: State Library of Victoria, photographer Roy Dunstan

B.5   Analysis of racecourse elements

The following section provide an analysis of existing elements within the racecourse. Elements have
been divided by function as categorised in Section B.2 including the racing sequence, spectator circuits,
and operational and training facilities. Objects and artwork are also described.

B.5.1   Within the racing sequence

Parade Ring [1] and Horse Tunnel [2]

Date: 2007

History & description

Located to the east of the new Club Stand, this general area has been used since the 1924 to house day
stalls and various incarnations of a Saddling Paddock or Parade Ring. The name 'Birdcage' has been
applied to both the area in general, and from the 1960s to an adjacent section of the Members' car
park. From 2003, the Birdcage car park became the zone of exclusive marquees and enclosures which
are erected to the east of it for the Melbourne Cup Carnival. The current Saddling Stalls, Parade Ring
and Horse Tunnel were constructed in 2007. The Horse Tunnel allows direct access by horses from the
Parade Ring to the Mounting Yard in front of the grandstands. Refer to Section B.4.5 for further
historical background.

Figure 18   The Parade Ring with the Horse Tunnel located in centre

Figure 19   The entry to the Horse Tunnel from the Parade Ring

Mounting Yard [3] and Horse Walk [4]

Date: 1922-24

History and description

The present Mounting Yard (Figure 20) and Horse Walk (Figure 21) were developed as part of the 1924 redevelopment of the racecourse. During events (notably the Melbourne Cup Carnival) they are functional areas, inaccessible to but visible by the public. At all times these formal landscaped areas with extensive rose plantings are highly visible in terms of the grandstands and viewing areas, and make a significant contribution to the presentation of the racecourse.

The Mounting Yard remains in use for its original purpose, although it was realigned and enlarged to almost double its original size in the 1990s, 2000s and again in 2018.

Figure 20   The Mounting Yard viewed from the lawn. The new Club Stand is in the background.

Figure 21   The Horse Walk in the foreground with the Hill Stand in the far left and The Grandstand (2000) on the right

Flemington racetrack, course proper [5]

Date: 1840, reconfigured 1860, major improvements in 1912, 1922-24, 1984 and 2007

History and description

The first race meeting at Flemington took place in 1840, and although some initially felt that the choice of the flood prone river flats beside the Maribyrnong (then known as the Saltwater River) was inadvisable, it was soon the opinion of the Port Phillip Turf Club (1841-42) that the racecourse, 'met all the requirements of the Club, as it presented an excellent piece of turf, selected with considerable judgement.'[8]

In 1840, the *Port Phillip Gazette* noted of the new course that although 'subject to the very great objection of being too far distant from town, [it] is on the whole better adapted for use … being less angular and presenting a more easy sweep in its outline.'[9]

Over the course of the first two decades a number of improvements were made to the course, including widening the straight and adjusting the turns.[10] It was in 1860 that the most notable alteration was made to the course. For the first 20 years or so, the winning post was on the south side of the track by the Maribyrnong River, but the course was remodelled in 1860 and the finishing straight was then relocated to the Hill side of the course, reflecting the growing popularity of the Hill as a vantage point for spectators.

The shape of the racecourse remained relatively unchanged, except for the former half-mile stretch, which became the home straight. Also at this time, a steeplechase track was laid out within the boundaries of the racecourse (largely within the course proper).[11]

In the early 1870s, VRC Secretary Robert Cooper Bagot replaced the coarse grass on the track, graded the lawns, and drained the swampy land in the centre of the course to make 'the Flat'.

In 1912, the track was widened near the winning post, and as part of the 1922-24 redevelopment of the racecourse, two new training tracks, one of grass and the other of sand, were laid inside the course proper. In 1984, Flemington was closed for racing for three months for widening the straight near the finishing line. In 2007, the entire racing surface was completely replaced. Figure 22 to Figure 23 show the course as it is presently maintained and presented from the spectator precincts.

The flood prone river flats caused early interruptions to racing and occasional flooding episodes. New works to mitigate flooding were introduced in 2006-07, including downstream works in proximity of the Footscray road bridge and the introduction of a Bund wall [41] around the south of the racecourse grounds.

Figure 22   The racetrack (course proper) as viewed from the Lawn Stand looking east along the straight
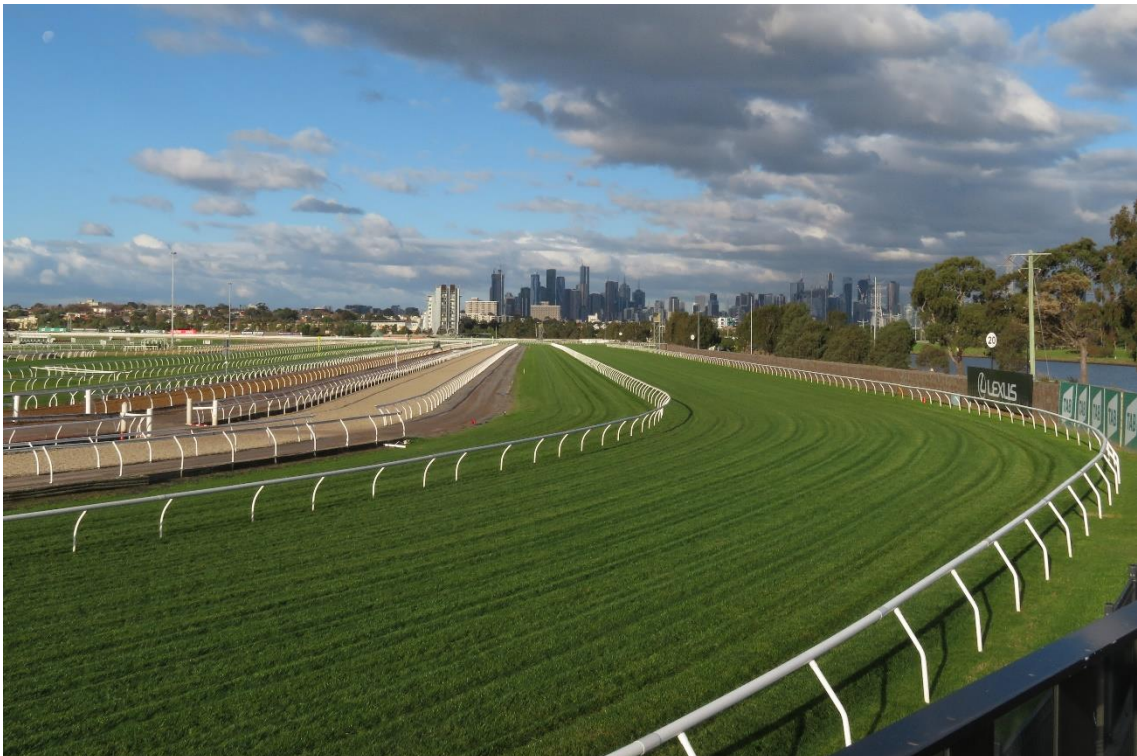
Figure 23   The turn out at the western end of the racetrack

Distance Post [6] and Winning Post [7]

Date: n.d and 2007

History and description

Prior to 1860, the winning post was located on the south side of the racetrack. However, with the growing popularity of the Hill as a vantage point it was decided to relocate the winning post to the north of the racetrack, close to the base of the Hill. As a consequence, there was also a requirement to relocate the Distance Post, a humble timber marker c. 1.5m-high set 220m (240 yards) from the winning post.[12] The Distance Post relates to early rules of racing that applied to races run in heats. Only runners who had passed the Distance Post by the time the heat winner reached the finish could qualify for a deciding heat. As noted in the 2006 assessment of the racecourse against the National Heritage List criteria:

> [The distance post originated] in England at the time of Charles II … Horses that 'couldn't go the distance' were disqualified.[13]

The Distance Post, as an individual item, is understood to be the oldest element at the course,[14] although the fabric of the present post may not be of great age (Figure 24).

The present ornamental surrounds to the Winning Post dates to 2007 and consists of an ornate metal structure with central, golden 'post', and allows for the mounting of sponsor signage and floral displays. The general location of the finishing line is unchanged since 1860.

Figure 24   The distance post c. 2014
              Source: Paul Doman, VRC.

Figure 25   The Winning post located across the
              racetrack as viewed form the lawn

B.5.2   Within spectator circuits

Remnants of bluestone stand [10]

Date: 1873

History and description

The remains of the bluestone stand, now partly beneath the present Lawn and Hill Stands, are believed to be the remnants of 'Bagot's Cowshed' which is variously visible in archival illustrations and photographs of the course (Figure 26) and in Carl Kahler's paintings (Figure 49). The existing VHR designation of this element is 'Remnants of 1880s bluestone stand [B2]'. 'Bagot's Cowshed' was constructed in 1873, and in the 1880s, it was modified and extended, including the addition of two bays to the east end, and an upper stand added along the entire north side of the building, with amenities for racegoers below.[15] It was also subject to significant demolition and building over in the 1950s.

The remnant historic stand structure comprises a coursed and tuckpointed bluestone wall at ground level, and a single storey bluestone building with internal rooms above at level 1. These latter elements are believed to be associated with the 1880s phase of building construction. The ground level wall is also believed to have originally been internalised, with the 1870s building component sitting in front. Above the building again is open modern terraced seating. The bluestone wall at ground level continues around the base of the Hill. The ground level wall also shows evidence to its facade of historically being internalised (sections of stone removed, residual plaster, paint and brickwork). A recent toilet block has also been constructed in front of the bluestone wall, at the east end, adjacent to the concrete stairs leading into the 1970s Hill Stand. For the remnant building component at level 1, the stonework is comparatively intact, and some of the original timber doors, windows and cast-iron ventilators remain.

A recent awning, with a glazed screen, has been erected along the front of the building to create an enclosed verandah and with steps up to the interior of the building. Internally there are few remaining original features other than some hard plaster walls. It is however possible that original fabric remains in areas which have been lined in plasterboard. One set of half-glazed panelled two-leaf timber doors with quad corners, and their associated architraves, appears to be original, while other joinery is mostly of later origin, including some police cells at the east end of the structure. The current condition and situation of the bluestone stand remnants are shown in photographs from Figure 27 to Figure 31.

Figure 26   'Bagot's Cowshed,' c.1870s
                Source: State Library of Victoria Pictures Collection

Figure 27   Base of the 1870s-80s bluestone stand

Figure 28   Remnant bluestone stand, showing the bluestone wall at ground level, bluestone building at level 1, and modern terraced seating above

Figure 29   The bluestone remnants below the Lawn Stand as viewed from the south

Figure 30   Level 1 of the bluestone stand showing entry to the rooms from the existing verandah
                 (2014 photograph)

Figure 31   Level 1 of the bluestone stand with views into the interior spaces (2014 photograph)

Bluestone wall and remnant horse (tethering) rings [11]; and original Hill Gate entry and remnant painted signage [12]

Date: 1880s

History & description

Along Fisher Parade and around to near the railway station is a high random coursed bluestone wall with glass shards and rendered capping in parts. Other sections, such as near the original entrance off Leonard Crescent, have moulded and rendered capping and moulded bluestone capping to piers which are detailed with drafted margins. At the entrance from Leonard Crescent is the original ticket window, which is now infilled with render. Remnant painted signage remains (Figure 32). At the south of the Hill, overlooking the Elms area, and to the west of the Elms area, the wall is higher, partly forming a retaining wall (Figure 33 and Figure 34). Iron rings still remain in some of the stone blocks. These were originally used to tether horses (Figure 35).

Figure 32   Bluestone wall at the Hill entrance showing the original 'Hill Ticket Box' painted signage (2014 photograph)

Figure 33   Bluestone wall with remnant horse tethering rings (2014 photograph)

Figure 34   Bluestone wall near Fisher Parade and the Maribyrnong River

Figure 35   Detail of remnant horse tethering ring in the bluestone wall

New Hill Gate, Leonard Crescent [12]

Date: 2005

The New Hill Gate comprises pedestrian and vehicle entrances to the Hill at Leonard Crescent. The pedestrian gate is a large brick-paved pedestrian plaza with architectural shade structure over turnstiles, and is positioned directly above the railway station on its western side. The plaza incorporates the Hill Precinct trees, including Elms and conifers, and a paving style similar to that present in the Betting Ring, although with the exception of the trees, the fabric and layout are entirely modern in origin.

The vehicle gate consists of a set of ornate iron gates with bluestone piers on the entrance roadway from Leonard Crescent, produced in a style matching those on the entrances from Epsom Road, which were constructed at the same time. The iron gates have been designed in a manner that references the racecourse's nineteenth century origins, but are modern creations installed in 2005.

Figure 36   New Hill Gate pedestrian plaza and turnstiles

Figure 37   Ornate gateway (2005) to the Hill precinct from Leonard Crescent

Members drive and entrance ticket box [14] and plantation

Date: c.1884

History and description

The Members Drive is exclusively for member use driving to the course on race days. It is located off Epsom Road north of the main drive to the racecourse. It is an asphalted road, with concrete kerbing, set within a landscaped setting containing a dense collection of mature trees and shrubs (Figure 40).

The Argus reported in 1884 that, along with other improvements to the racecourse, the VRC had recently 'formed a new Members Drive at the foot of the railway embankment and parallel with the present public drive.'[16] The drive soon became a subject for newspaper illustrations and photographs depicting the unfolding of race meetings. The Members Drive is shown in the same alignment as today in an 1896 MMBW plan and a c.1910 site plan of Flemington Racecourse. Noted for its beauty, international praise for the Members Drive as part of the Centenary celebrations commented that 'the beautiful lawns and flowers surrounding the Members Drive made Flemington a most lovely racecourse.'[17]

At the entrance from Epsom Road is a small timber attendant's box (Figure 38 and Figure 39). While in the picturesque Edwardian style of many of the structures on the course around the turn of the twentieth century, the current structure appears to be either a replica of a previous structure or else has had a considerable quantity of original fabric replaced. It is a small timber-framed structure with a gabled galvanized mini-orb profile steel roof, simple decorative bargeboards, wide bracketed eaves and roof finials, plain and scalloped weatherboards and chamfered corner cover straps. There is a small glazed fixed window and a part-glazed two panel door with simple bolection moulds. Gates and bluestone pillars to the Members Drive from Epsom Road are modern constructions installed in 2007.

From the outset, the Members Drive was treated as one of the showpieces of the horticultural program at Flemington. Early images, such as a painted photograph printed in the *Australasian* in 1892, show young trees and shrubs in establishment along the drive. The Members Drive plantation provided an exclusive landscaped setting to the arrival of club members; it also served as a key screening device to enclose and separate the racecourse from the railway spur and the buildings and infrastructure of the Melbourne Showgrounds to the north.

Historic photography dating to the inter-war period indicates a mix of broadleaf and coniferous species lining the driveway. The dark forms of the maturing conifers are conspicuous in these images (Figure 41 and Figure 42). A substantial renovation to the Members Drive plantings is reported to have taken place before the 1950 carnival, with some trees removed and 300 new trees planted on the embankment above the drive. The dense native tree planting on the western third of the embankment may date to this period.[18] New plantings were added to the central section of the embankment in the early 2000s.

Today the Members Drive Plantation includes three distinctive sections. From the Epsom Road gate, the drive passes through a dense plantation of mixed conifers, principally cedars and cypresses, underplanted with ornamental deciduous trees and planting beds (Figure 40). This then gives way to a central section with open, park-like lawns separating major specimens of coniferous and deciduous trees and a large number of juvenile trees established in the early 2000s. The final section comprises a dense plantation of mixed Eucalypts on the embankment slope above the drive (Figure 45). Throughout much of its length, the drive is paralleled on the south slope by an Elm plantation, some of which presents as an avenue to a narrow unpaved track that runs along a terrace cut along the lower embankment. Along with the Elms, there are Eucalypts and more conifers, along with many juvenile specimens in establishment.

The Members Drive Plantation includes several tree specimens of individual interest, including Stone Pines (*Pinus pinea*), Aleppo Pines (*Pinus halepensis*) and Cypresses which are likely to be among the oldest extant plantings within the site. These are representative of typical Victorian-era planting selections (Figure 44). Other notable specimens are a relatively uncommon and large Kaffir Plum (*Harpephyllum caffrum*) (Figure 43), and a substantial Kohuhu (*Pittosporum tenuifolium*), both indicative of the horticultural ambition of the original plantings.

As a plantation, the trees are visually impressive and a testament to the continuing horticultural tradition at Flemington, which relies on the long-term engagement of grounds staff members over decades. Age and challenging environmental conditions in some sections of the drive have and will continue to result in the gradual diminution of the complement and condition of original c.1880s-1900s specimens on the drive. Maintenance of an ongoing succession planting programme is necessary to ensure the continued quality of this significant landscape feature.

Figure 38   Members Drive entrance gate at Epsom Road as viewed form the west

Figure 39   Members Drive entrance attendant's box near the Epsom Road entrance

Figure 40   Members Drive as viewed from the Epsom Road entrance

Figure 41   c.1930s oblique aerial photograph, showing the distinctive plantings along the Members
              Drive at that time. The densest feature is a band of elm trees (red arrow) still present on
              the site today
              Source: State Library of Victoria

Figure 42   Oblique aerial view looking south, c.1930s. The dark form of conifers is conspicuous in the
              boundary plantation between the Members Drive and Showgrounds. The presence of
              various deciduous trees and the occasional tall Eucalypt is also apparent
              Source: State Library of Victoria

Figure 43   Kaffir Plum on the Members Drive (2014 photograph)

Figure 44   Stone Pine on the central section of the Members Drive

Figure 45   West end of Members Drive, near turning circle with Flemington Drive, with Eucalypt plantation on the embankment above

Hill Precinct trees [15]

The earliest recorded plantings at the site are the avenue of Elms (*Ulmus procera*) along Leonard Crescent, indicated as a 'Line of Trees' on the MMBW Detail Plan of the area dated 1905 (Figure 51).[19] A c.1930s oblique aerial shows the area behind the Hill Stand as a densely treed precinct, with the dark forms of conifers conspicuous among the plantation (Figure 46). An aerial view dated 1945 shows a near continuous avenue lining Leonard Crescent to the Hill Gate, and a large number of trees behind the Hill Stand and at the termination of the railway line.

The Hill Precinct today contains a number of notable tree plantings dating from at least the early twentieth century, though the density of plantings, especially in the south-west and to the north of the Hill Gate is much reduced when compared to early views. English Elms are located throughout the precinct and were apparently a favoured tree planting through the racecourse. Elms and Oaks are specifically described in an article in the *Argus* of 1888.[20]

The avenue along Leonard Crescent has largely been removed. However, the core of the precinct contains substantial conifers. In 2014, these included Monterey Cypress (*Cupressus macrocarpa*), Canary Island Pines (*Pinus canariensis*) and Cedar (*Cedrus deodara*). A Hoop Pine (*Araucaria cunninghamiana*) and Bunya Pine (*A. bidwillii*) are located to the south, near the Fisher Parade boundary. Two large Algerian Oaks (*Quercus canariensis*), a Peppercorn tree (*Schinus areira*) and a Sugar Gum (*Eucalyptus cladocalyx*) were located to the rear of the Hill Stand/Terrace area (Figure 47 and Figure 48).

The mature trees located through the Hill Precinct are remnants of much denser plantations that once existed in this portion of the racecourse. They are representative of the late nineteenth and early twentieth century landscape development of the site. By virtue of their maturity, they afford a high level of amenity to this part of the site.
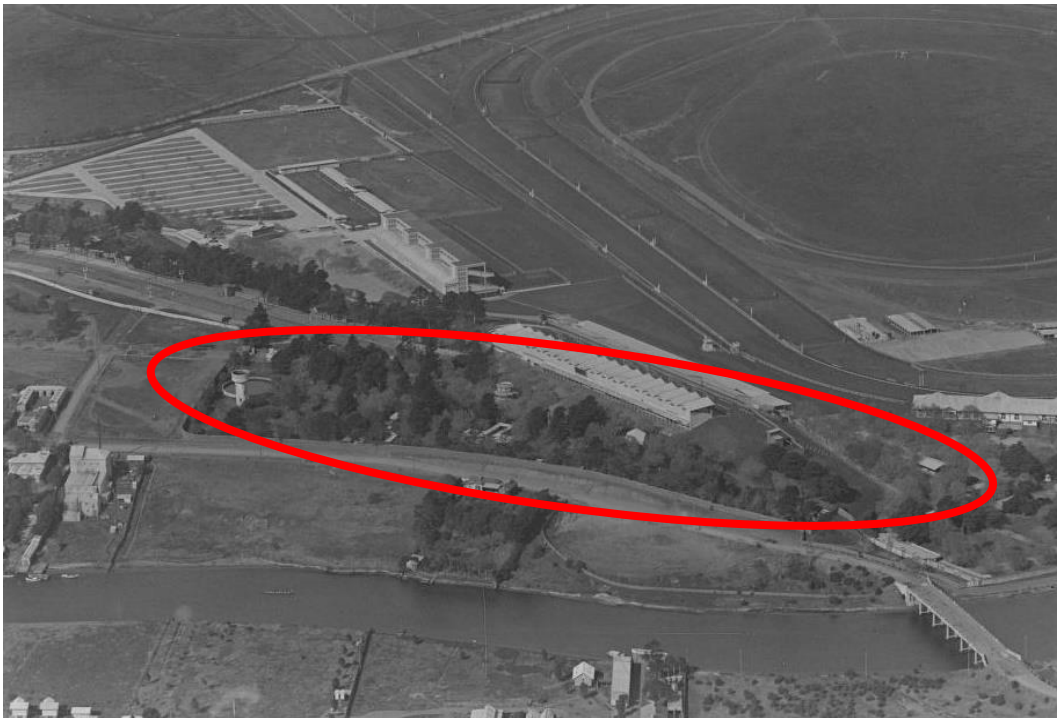
Figure 46   Oblique aerial looking east across Flemington Racecourse c. 1930s, showing the densely treed area behind the Hill Reserve Stand (circled)
Source: State Library of Victoria

Figure 47   Peppercorn Tree located to the rear of the Hill Stand (2014 photograph)

Figure 48   Algerian Oak located to the rear of the Hill Terrace (2014 photograph)

The Elms (Old Betting Ring and former Betting Ring) [16]

The Elms area, located at the west end of the racetrack on the flat towards the Maribyrnong River, is a distinct precinct of mature elms (*Ulmus procera*). Carl Kahler's 1890 painting titled 'The Betting Ring' shows immature trees at the base of the bluestone stand (Figure 49). The Betting Ring and Elms are shown more directly in an 1895 photograph printed by David Syme & Co (Figure 50). The area abutted or took in the original saddling paddock, which by the 1890sin 1887 had been fenced and improved as the first 'Birdcage', as well as the original Betting Ring, with the stewards' stand, telegraph office and a luncheon room facing the racecourse (Figure 51).

The elm plantation is visible in oblique aerial photographs of the interwar period and extended down to the river boundary (Figure 52). The existing plantation is considerably reduced and consists of a cluster of English Elms near the base of the Hill Terrace extending to the south around the curve of the track (Figure 53).

The extant trees at the Elms precinct are remnants of a once much larger plantation that formed the setting for the original Betting Ring (prior to the establishment of the present Betting Ring in 1924) (Figure 54). The trees illustrate the historic pattern of Elm plantings within the racecourse in the late nineteenth and early twentieth century.

The area today is a popular location for weddings and functions and is highly valued for its aesthetic presentation.

Figure 49   'The Betting Ring,' 1890 (Carl Kahler). Note the small trees drawn in the left of the image
               Source: State Library of Victoria.
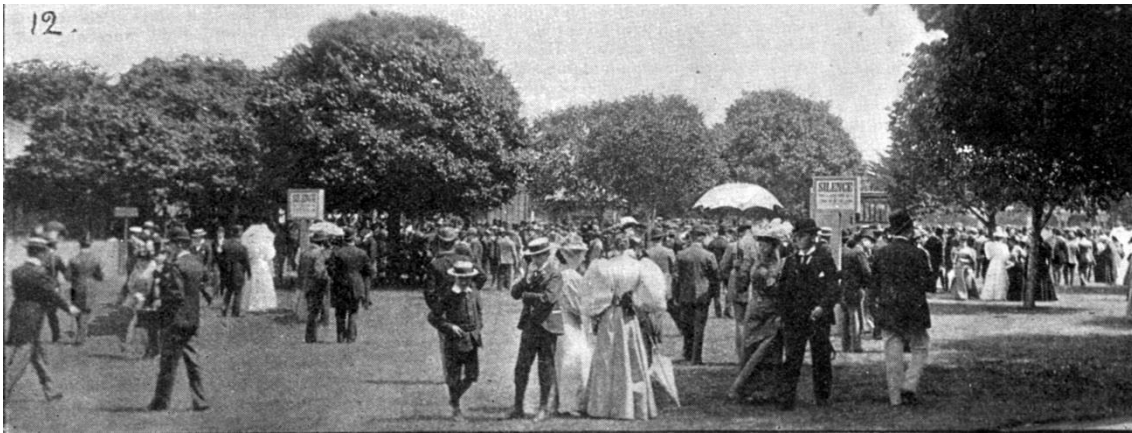
Figure 50   'The VRC Carnival', photograph printed by David Syme & Co.
                 Source: State Library of Victoria
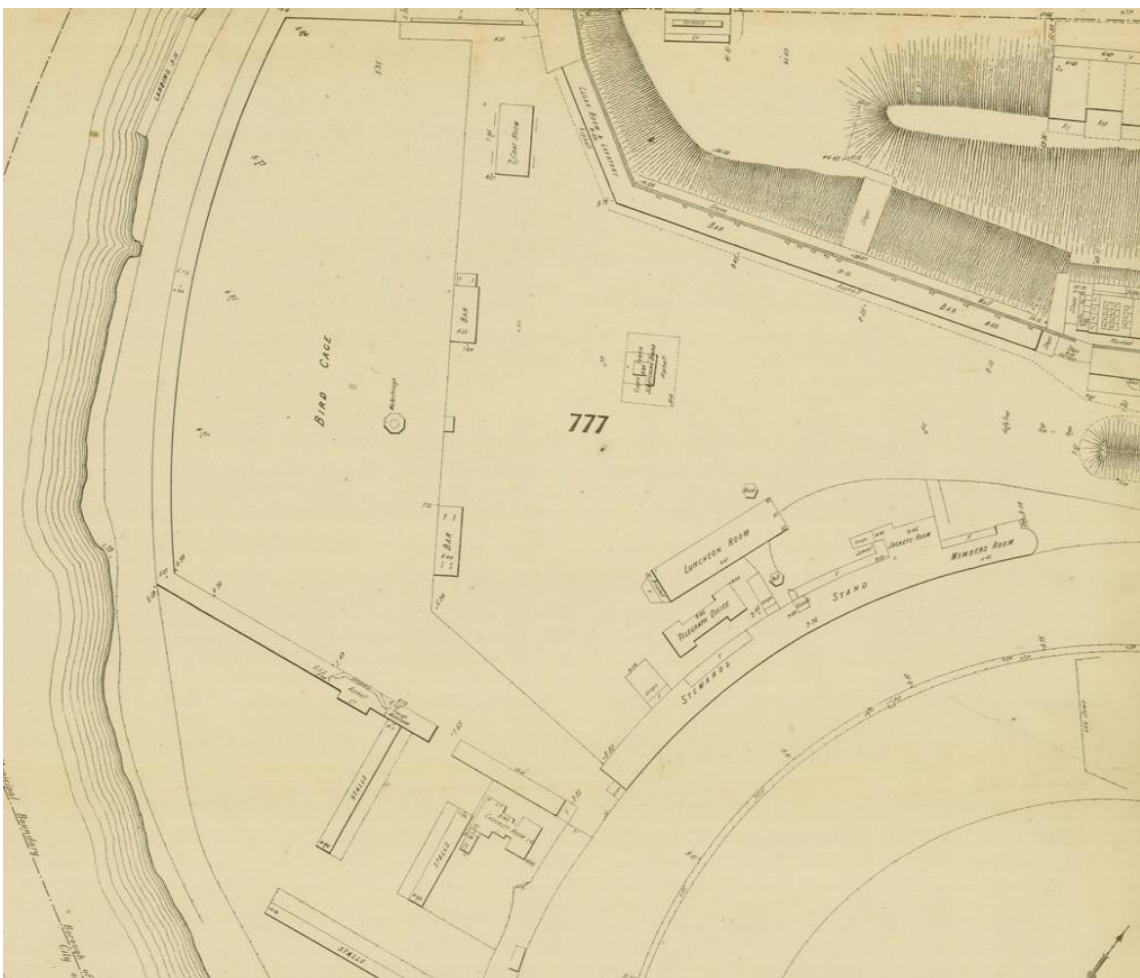
Figure 51   Detail of MMBW detail plan, 1905 (parts of numbers 777, 778, 779 and 804)
                 Source: State Library of Victoria

Figure 52   Oblique aerial view looking east across the racecourse, Cup Day 1948 (Charles Pratt), with the maturing Elms precinct used for parking in the centre foreground
Source: State Library of Victoria
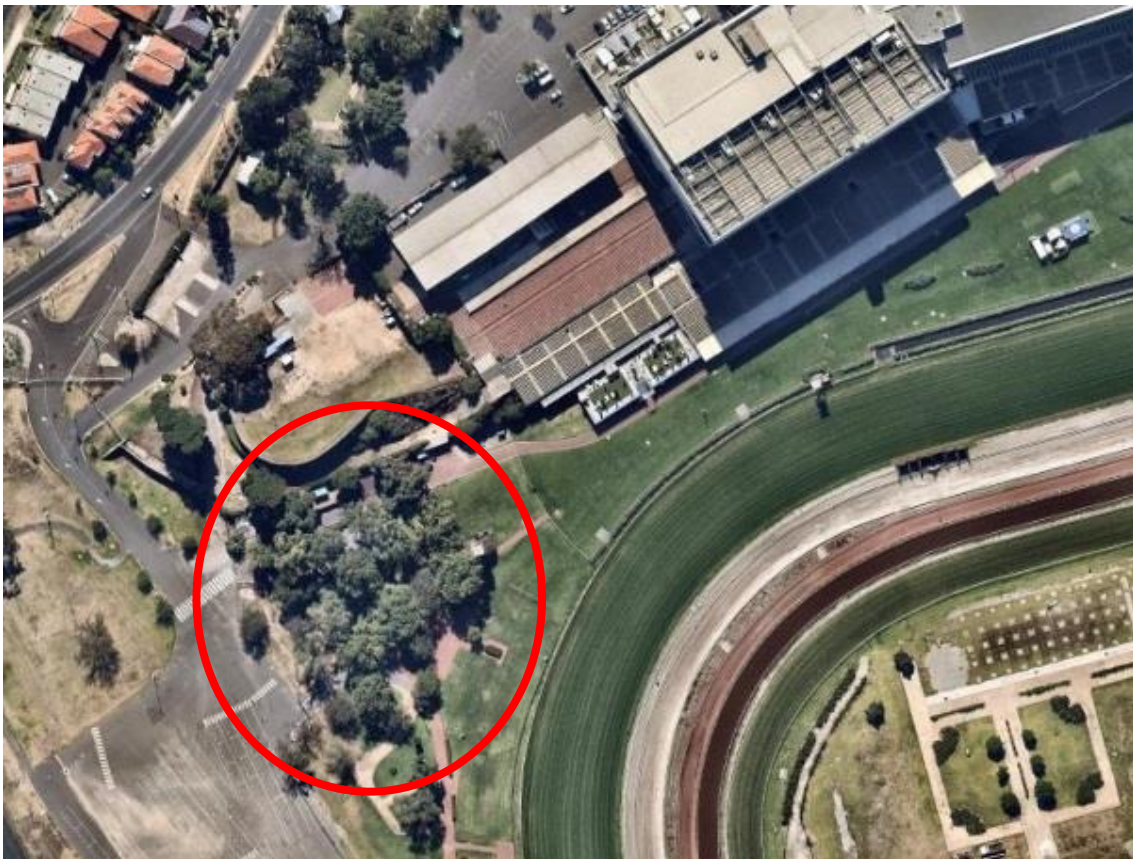
Figure 53   2019 satellite view of The Elms (circled)

Figure 54   View of the Elms Precinct from the north-east

Formal lawns and stands including [17 to 23]

Date: 1956 to 2018

The formal lawns and external public areas with extensive rose plantings and other ornamental horticulture to the south and south-east of the stands make a significant contribution to the presentation of the racecourse.

The front lawns at Flemington have always been a focal point of the racecourse, a valued and sometimes exclusive spectator position on race days. Essentially, they are the landscaped grassed areas between the grandstands and the racetrack. At various times, these have included not only the area at the base of the Hill but also the centre of the track behind the Winning post. The lawns provide a proximity to both the race and the pageantry of the pre-race parade and post-race celebration unmatched by other viewing locations.

In their present form, the lawns date to the 1920s redevelopment of the racecourse, when the 1924 Members' Grandstand was constructed, and the Birdcage (the Race Day Stalls and saddling paddock) was relocated from the area near the river (the Elms) to the eastern edge of the grandstand complex. Various modifications have been undertaken, including the expansion and reorientation of the Mounting Yard in front of the grandstand and the 2007 installation of a horse tunnel to directly link the Parade Ring and Mounting Yard, separating horses from spectators in the lead-up to the race.

The Race Day Stalls and stabling yard of the Birdcage have also been reconstructed with an elaborated internal parade ring, abutting the temporary the 'Birdcage' (members carpark) enclosure and marquees at the Melbourne Cup Carnival further to the east. To the south of the Stalls structures, the lawns continue to the south. A rose arbour to the north provides continuity through this area, to the main entry turnstiles.

The lawns continue to be managed in keeping with the horticultural traditions of Flemington, including substantial 'island' displays of roses, other plantings, bluestone paved promenade with seating and gardens featuring climbing roses on wrought iron trellis.

Element	Image	Description
Hill terracing above the remnants of the 1873 bluestone stand, 1956 [17]		To the west of the 1979 Hill Stand is an extensive area of clay brick and concrete terracing accommodating public ticket holders. The terracing follows the original Hill topography in this area. At the rear of the exposed terraces is a small area of banked seating under a steel frame shelter (part of 1957 Hill Reserve Grandstand but with roofing replaced).
Lawn Stand, 1956 [18]		The Lawn Stand above the former 'Cowshed' stand (refer item no. 3) was part of the post-World War II phase of development, and the 1873 and 1883 bluestone stands.

Element	Image	Description
Hill Stand, 1979 [19]		The Hill Stand consists of a single level of banked grandstand seating with several levels of boxes and other amenities. It was constructed in 1979 and renovated in c.2011. The Harold Freedman murals [G] are a major internal feature, installed in 1983-88 as a bicentenary project.
[20] Public Lawn and [21] Members Lawn		Manicured lawns to the front of the stands, with various island plantings of roses and topiary, are divided between a small area for Members and a more extensive Public sections. The lawns offer proximity to both the pre-race parade and the race finish. They have been repeatedly reconfigured to accommodate changes to the stands and Mounting Yard, but are managed to retain their essentially nineteenth century style and character.

Element	Image	Description
The Grandstand (2000), incorporating the Link Building (1984) [22]		The Grandstand (2000) combines one tier of external banked seating with four upper levels of glass-enclosed facilities with views to the track, and internal amenities for members. It was constructed atop an older base building (the Prince of Wales or 'Link' building) and contains VRC committee rooms and other official race day facilities.
Club Stand (2018] [23]		The Club Stand was completed in 2018 to a design by Bates Smart, and replaced the 1924 Members Grandstand. It provides a single deck of banked seating with several additional decks of undercover terraces with dining venues and an extensive roof garden.

[Current] Betting Ring [24] and elms

Date: 1924

History and description

The Betting Ring in its current location was created as part of the 1922-24 redevelopment of the racecourse. At this time, the former paddock Betting Ring was transformed into a luncheon vinery and the current Betting Ring was created at the rear of the 1924 Members Grandstand, adjoining the new Birdcage which had also been relocated during this same period of works.[21]

The Betting Ring is enclosed by bar and refreshment facilities, and the grandstands, particularly the Club Stand which in 2018 replaced the 1924 Members Grandstand (Figure 55 and Figure 56). The Betting Ring provides space for the erection of temporary wagering stands and display boards for bookmakers, accommodates crowd flows and separate areas for public and members, and shade thanks to a number of large Elm trees that are remnants of an early avenue planting. New trees have been planted as part of the recent works.

A new public stair was constructed in 2019 to provide improved access from the Hill Precinct and railway station to the Betting Ring and the facilities and enclosures it adjoins. Construction of the stair necessitated the removal of a section of the 1931 totalizator building on the north side of the ring.

The Betting Ring was established as part of the 1920s redevelopment and reorganisation of the spectator precincts. The existing English Elms are not the oldest on the site but some predated this development as they formed a loose 'avenue' that referred to (and once made connection with) the Members Drive plantations. These Elms are mentioned in an *Argus* article of 1924:

> The 'fielders' are still 'under the elms', though the trees are not yet so umbrageous as in the old spot.[22]

These are clearly evident in a late c.1920s oblique aerial views of the course and grounds and a further line of trees directly behind and parallel to the Members Stand is discernible (Figure 57).

A small number of the original 'avenue' trees have been retained at the centre of the Betting Ring (Figure 56). New plantings were added as part of the recent construction of the new Club Stand.

The Betting Ring elms are original elements of the 1920s redevelopment of the area. The species is consistent with those in the original Betting Ring south of the Hill. They are of aesthetic significance in the immediate area and provide a sense of enclosure to the otherwise exposed Betting Ring area.

Figure 55   Overview of the Betting Ring looking north west from the elevated platform between the
                Parade Ring and the Club Stand

Figure 56   View of the Betting Ring from ground level looking east
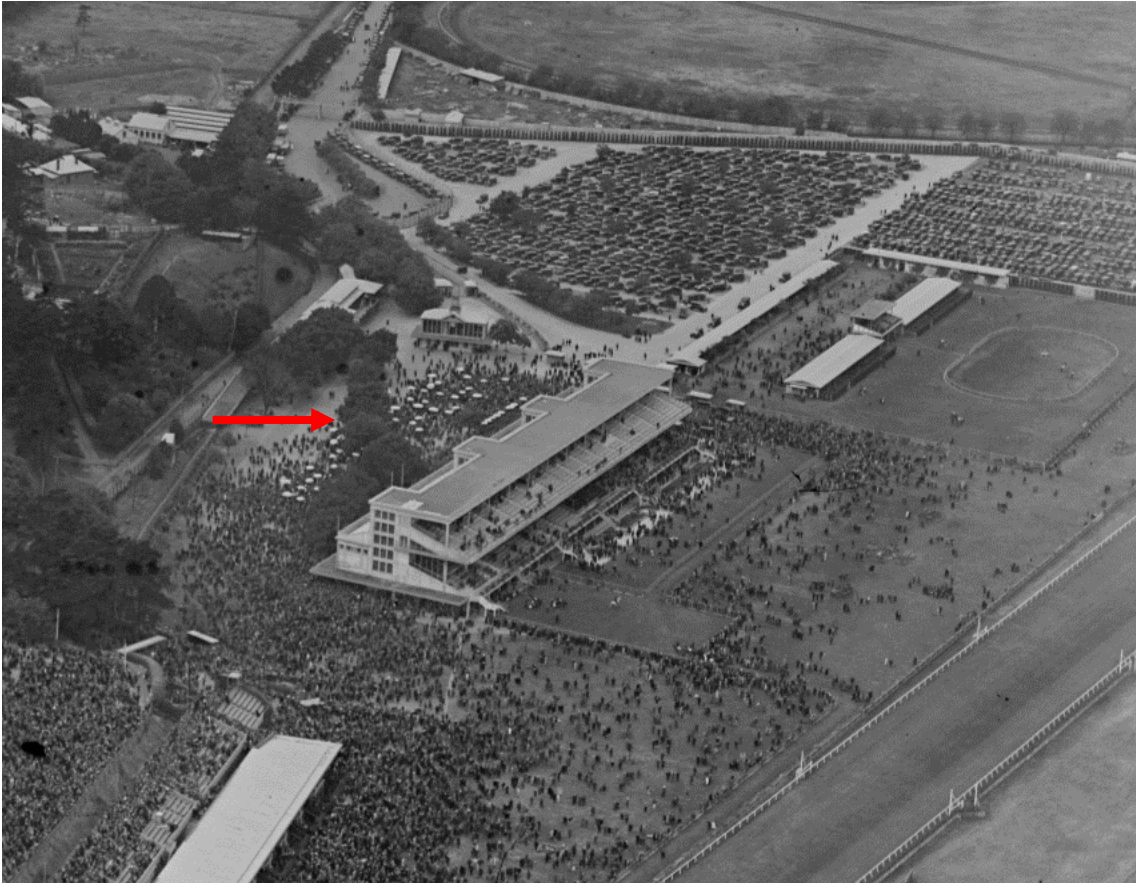
Figure 57   Oblique aerial view looking north-east c.1940s late 1920s. The elms to the Betting Ring
             are indicated
             Source: State Library of Victoria

Scratchings Frame / 'Semaphore' building [25]

Date: c.1920s-30s

History and description

This part of the site has recently been redeveloped.

The buildings on the northern side of the Betting Ring included a mix of one- and two-storey weatherboard buildings on masonry bases, with totes located beneath a continuous projecting canopy roof intermittently overtopped with second storey structures. These buildings were developed along steep cuts at the base of the escarpment to the north, providing a formal elevation and enclosure to the Betting Ring.

The 1931 totalizator building (latterly known as the 'Colours building' and since demolished, see Figure 58) along the western end of the northern side of the 1924 Betting Ring was a tall, two storey purpose-built structure, the central tote building for Flemington. Designed by architect H.J. (Harry) Wagstaff, it contained machinery for a Julius Automatic Totalizator system and was connected by electric cable to, initially, four subsidiary tote buildings and smaller sub-stations at other parts of the course. In its original form, the upper south elevation facing into the betting ring was fitted with large indicator boards to display progressive tote odds for each horse in the forthcoming race in the form of barometers – the Win barometers on one half, the Place barometers on the other, separated by a large window where dividends could be displayed. There was provision for up to 30 horse numbers in a race. The building was long with a pitched roof clad with Marseilles pattern tiles, with two projecting gables. Progressive totals for amounts invested were shown by dial indicators on each of the two gables. This was a timber structure on a masonry base, with tote selling and payout windows located at ground level beneath a continuous projecting canopy. This ground floor section continued eastwards beyond the main building, providing an additional 20 tote windows. These buildings were built along steep cuts at the base of the escarpment to the north, providing a formal elevation and enclosure to the Betting Ring. Early in the 1980s, a computerised on course totalizator system, Tote-All, made the Julius system redundant with new tote ticketing technology, and closed circuit television screens eliminated the need for the indicator boards. While tote windows remained, these were modernised and half of the upper section of the main building was replaced with a functional second storey with no architectural connection to the original.

In 2019, the 'Colours' Building and the single-storey tote sections located between it and the 'Semaphore' building (see below) were demolished to facilitate construction of a new exterior public stair linking the railway station precinct to the Betting Ring (Figure 68).

Further east, the 'Semaphore' building (also known as the Scratching Frame Building or Scratchings Board) was retained in the works (Figure 59, Figure 60). This is a two-storey weatherboard building with a masonry base, and a low pitched, slated and hipped roof with a central gabled pediment. The building contains a clock made by Thomas Gaunt with Roman numerals. It was constructed in 1926 as an adjunct to the larger Scratching Board at the eastern end of the Betting Ring.[23] The upper half of the primary elevation has six glazed openings between timber mullions behind which are racks used to provide information on race details (weight, track condition, riding changes, and scratching now for Melbourne and interstate races). The ground floor previously housed tote windows, and now contains a bar. Access to the upper storey of the building is via a stair at the rear. Windows are double-hung, timber-framed sash windows with inter-war detailing. The building has been extensively repaired externally, and a new return to the roof overhang has been constructed to the west, adjacent to the landing of the new stair.

Figure 58   The former Colours building (left) and the adjacent totes (right) demolished in 2019

Figure 59   The 1926 'Semaphore' (Scratchings Frame) building, retained in the 2019 works (this view pre-dates the works)

Figure 60   Retained section of the 1926 'Semaphore' (Scratchings Frame) building

Club Bar / Bernborough or Betting Ring Bar [26]

Date: 1920s

History and description

The Betting Ring Bar, later called the Bernborough Bar, forms part of the northern perimeter of the Betting Ring and originates from the 1920s phase of redevelopment. It is a single-storey masonry structure (Figure 61) with similar detailing to that which was employed on the 1924 Members Grandstand since demolished. The large, glazed window openings appear to have been altered from the original. The buildings have been subject to refurbishments and internal renovations on several subsequent occasions.

Figure 61   Bernborough Bar or Betting Ring Bar along the northern perimeter of the Betting Ring

Gents toilet block, east of the Betting Ring [27]

Date: 1924

History and Description

The toilet block is a single-storey rendered brick structure with a low pitched and hipped roof clad in metal tray deck (Figure 62). There is a central loggia with the roof supported on squared fluted columns with stepped capitals and skirtings. The loggia has a central lattice screen and planter boxes filled with flowers. The building is largely overgrown with Boston ivy and the details have minimal visibility. Windows are fixed. The building was renovated in 1989.

Figure 62   Toilet block along the northern perimeter of the Betting Ring

Birdcage [28] and Rose Arbour [29]

Date: 1880s and 2000s

History and Description

The term 'Birdcage' at Flemington originated in the fencing-in of the saddling paddock in its former location to the south-west of the Hill, creating an exclusive and separately ticketed enclosure in 1887. This function was moved to the east of the newly constructed Members' Stand in 1924. In 2007, it was rebuilt, creating the contemporary Race Day Stalls and Parade Ring. It gives onto a large open area of asphalt used for the temporary accommodation of exclusive refreshments and social marquees east. The name 'Birdcage' originally referred only to the pre-race areas: Race Day Stalls and Parade Ring. In the 1960s it was applied to a reserved section of the adjacent Member's car park which (except for the grassed "Rails" section) was progressively given over to corporate and sponsors' marquees. The name is now principally associated with the marquee area.

The present-day Birdcage Stalls structure includes rooftop terrace spaces created during the 2007 rebuilding of the Race Day Stalls and Parade Ring complex, as well as additional stand structures temporarily erected in the enclosure to the east. These provide birds-eye views into the Parade Ring and out to the course. At ground level, the Parade Ring contains fenced lawns that allow patrons to view horses in the stalls and the parade ring.

During other parts of the year, the Birdcage marquee is used to accommodate concerts and other major events.

The Rose Arbour is a recent introduction to the racecourse, with the first section constructed in 2003. It is a pedestrian walkway north of the Bridcage enclosure and Race Day stalls building, extending from the car parks and leading to turnstiles in the southeast corner of the Betting Ring. Freestanding iron arches support an extensive plantation of climbing roses. Beneath the arbour is the Melbourne Cup Walk of Fame, established in 2010, which features a series of honour boards and brass plaques set within the bluestone pavers, with the name of the horse and the year it won the Melbourne Cup.

Figure 63   View of Birdcage (marquee area) from a temporary structure at its western edge, proximate to the Parade Ring, showing Members' carp park 'Rails' reserve (right) and asphalt (left) accommodations.

Figure 64   Rose Arbour and Melbourne Cup Walk of Fame, west end adjacent to the Parade Ring.

Figure 65   East gateway to Rose Arbour and Melbourne Cup Walk of Fame [2014 photograph]

Nursery Car Park tote [30] and Flemington Drive Gate [31]

Date: c.1950s and 2005

History and Description

The Nursery Car Park Tote was constructed in c. 1950s. as a sand-roll for horses Located in the Nursery Car Park, this single storey octagonal timber-framed structure was formerly a sand roll, when this section of the racecourse accommodated a separate sand training track with ancillary sheds. With the extension of the Members' Nursery Car Park in 1996, the structure was relocated and converted for use as a tote at Melbourne Cup carnivals. No date of construction has been identified but it is estimated to be approximately the middle of the twentieth century.

The Flemington Drive Gate was installed as the main racecourse entry on Epsom Road in 2007.

Figure 66   View of the Nursery Car Park Tote [2014 photograph]

Figure 67   Flemington Drive Gate at Epsom Road [2014 photograph]

Betting Ring Public Stairs [32]

Date: 2019

As part of the Club Stand project, VRC was permitted to demolish the 1931 'Colours' building and attached totes and offices to construct a new public stair connecting the Hill Precinct to the Betting Ring. This stair is aimed at resolving some of the vertical access challenges in this area – access was previously available only indirectly, via a confined stair leading from the Hill Precinct to the undercroft beneath the Link Building and 2000 Grandstand.

The new public stair constructed in 2019 provides expanded and rationalised access from the Hill Precinct and railway station to the public side of the Betting Ring. It provides a single length of steps and intermediate landings running roughly parallel to the escarpment embankment, with landscaping to the slope behind it and a small viewing platform.

Along with the stair, a small facilities building was nestled between the embankment and the Members Stand. As a part of this building, existing emergency generators presently located on the road above are housed in a new platform enclosure, with public toilets beneath replacing those which were located under the 'Colours' building. An access lift has also been provided in the new structure. Various detailing in the architectural design is intended to express the rhythm of the previous tote windows at ground level, contributing to the maintenance of the Betting Ring's overall character and scale. As part of these works, the 1926 'Semaphore' (Scratchings Frame) building has been retained, and a new return has been provided to 'finish' the building where it meets the lower landing of the stairs.

Figure 68   Render by Make Architecture and Open Work depicting the design of the new public stair to the Betting Ring

B.5.3   Within operational and training facilities

Jockeys' Convalescent Lodge [33]

Date: 1893

History

This building was constructed in 1893 as a convalescent lodge for injured jockeys after they had been dismissed from hospital. The construction of the Lodge was described as follows in 1893:

> The V.R.C. committee last week started to build on the high ground overlooking the Flemington training ground, close to Rigby's Hotel [Epsom Road, opposite], a seven-roomed cottage, for the benefit of convalescent jockeys on leaving hospital. The building will be looked after by one of their employees, probably Sim Forster, who has charge of the training tracks. The money expended on the most praiseworthy object is, we understand, to be derived from the 'Distressed Jockey's Fund', which must now be of huge proportions.[24]

The architect for the building has been identified as William Salway, who also designed the Alexandra Club, Collins Street (1887), and the Australian Church, Flinders Street (1887). Salway arrived in Victoria in 1854 and served articles with Joseph Reed. He toured Asia, worked in China in 1868-75, and returned to Melbourne in 1876 where he had a flourishing practice and trained such architects as Harold Desbrowe Annear.[25]

The building was almost completed by August 1893 as indicated in the following description:

> The convalescent home for disabled jockeys, situated on the hill overlooking the Flemington training ground, is fast approaching completion. It is a most appropriately designed structure for the use to which it is devoted, reflecting creditably on the club's architect, Mr G.A. Salway; and in addition to ornamenting a section of the V.R.C. domain, the new edifice will for years to come be a testimony to the philanthropic spirit which actuates the premier turf organisation in administering to the welfare of the more unfortunate members of the jockey brotherhood.[26]

It is likely that the VRC club secretary Henry Byron Moore had a hand in development of the unusual design of the Jockeys' Convalescent Lodge, and was also identified with it in newspaper coverage at the time. The *Weekly Times* of November 1899 referred to Moore's involvement in the design:

> He also himself designed the injured jockey's lodge at Flemington, which is built on new lines, in the octagonal style, a hall being in the centre, and seven rooms running from it.[27]

The extent of the collaboration between Moore and Salway on this structure is not known, and it may be that authorship came to be associated with Moore on the basis of his involvement with the Distressed Jockeys Fund. Moore is also associated with another building with an unusual plan, the Chalet at Mount Martha, a design which he commissioned from the architects Reed Tappin Smart in the late 1880s. The Chalet has a central chimney around which are located a series of 'triangular rooms.'[28]

Moore was the secretary of the VRC for 44 years from 1881, and was responsible for planning and overseeing a great number of improvements to the racecourse during this time, including the Jockeys' Convalescent Lodge:

> [Mr Moore] has worked up the Distressed Jockey's Fund until it shows a respectable capital of £7,200 invested in debentures. Under its benevolent provisions any married jockey incapacitated by injuries received in any part of

> Victoria obtains an allowance of £2 per week, and any single jockey of £1 10s a
> week, until he is able to resume his employment. A Convalescent Jockey's Home
> has likewise been built upon the course, in which those who are thus
> circumstanced can receive the care and attention they require.[29]

The site of the Convalescent Jockeys' Lodge overlooking the racecourse would have taken advantage of the high ground for the benefit of the patients. Additionally, the construction of the building in an isolated and secluded location may have been chosen because of its distance from the busy operations of the course, and to provide the convalescing jockeys with a quiet and restful environment, and reasonably accessible to transport.

A circular garden was planted around the building, presumably to provide restful seclusion, with an enclosing hedge of Sweet Pittosporum.[30] The arrangement of the garden enclosure remains evident (Figure 69).

The building was converted into a private residence for the manager of the training tracks sometime post-1910. More recently it was used by the racecourse caretaker. It is currently unoccupied.

In 2014, a section of the Flemington Racecourse land title located along Epsom Road was subdivided and developed, including the area of the Jockeys' Convalescent Lodge and its landscape enclosure.

Description

Designed in an exotic Victorian *cottage orné* style, the Lodge is a single-storey pavilion octagonal in plan with timber boards fixed vertically to masonry walls. The building has a central lantern and wide eaves supported on deep brackets with moulded ends, which provide shade to the rooms within (Figure 69). The slate roofs are of different pitches, have galvanised steel flashings and are penetrated by three rendered chimneys with moulded caps and pots (flues). The corners of the plain timber eaves fascia are embellished with anthemions in what appears to be cast metal.

The lantern elevations alternately contain Tridachna (clam) shell mouldings or tripartite windows with wide timber mullions and all are set within arched openings with moulded edges and keystones. Windows below are timber-framed double hung sashes with flyscreens. The original door case appears to remain and has plain glazed sidelights above simple timber panels and with glazed fanlights above. A horizontal timber plate runs around the elevations at approximately eaves height and separates the timber wall cladding into two sections which, together with the expressed beaded cover straps, creates a panelled appearance.

A red brick paved apron surrounds the building. The interior is laid out on an octagonal plan with a central octagonal hall below the lantern (Figure 70). The building is generally intact internally (Figure 71). Conservation works to the Lodge have been undertaken as a result of the recent Heritage Victoria permit approval conditions.

The circular hospital formed gained popularity in England from the late nineteenth century, an example of which was the Free Cancer Hospital (later the Royal Marsden Hospital) which was reconstructed and enlarged in 1885, and in these works, improved sanitary facilities were provided in two octagonal towers, one at the end of each ward. This followed John Marshall's 1878 publication *On a Circular System of Hospital Wards* which argued that opportunities for light, fresh air and cross ventilation could all be improved by the circular planform.[31]

Despite some initial reservations regarding floor space and air flow, from 1885 the circular plan for hospital wings began to be seen more widely throughout London, and in 1893, the 'Pavilion Hospital' was recognized as the most recent development in hospital planning.[32]

The grounds of the Convalescent Lodge are surrounded by a partially circular enclosure formed by a 1 metre height hedge of Sweet Pittosporum (with internal cyclone wire fence), which varies to the rear where it follows the irregular edge of the escarpment and the constituent plants have been allowed to grow into a tree form. The hedge has also been truncated as a result of previous development of a drive to the north (since removed). Further modifications are expected with the planned residential development.

The original form and content of the interior garden is not known. The garden in the late twentieth century and early 2000s included fruit trees, a line of elm trees to the east of the lodge, and scattered Peppercorn Trees (*Schinus molle*), some or all of which were presumably self-sown. By 2019, the Peppercorn Trees were the principal remaining interior garden element, although their contribution to the character and legibility of the enclosure as a gardened space is presently limited due to their disorganised and partially self-sown condition.

Figure 69   The Jockeys' Convalescent Lodge viewed from the access drive

Figure 70   Lantern in Octagonal hall of the former Jockeys' Convalescent Lodge

Figure 71   Octagonal hall and adjoining rooms of the former Jockeys' Convalescent Lodge

Additional operational elements of modern origin [34] to [43]

Element	Image	Description
North, Central and South Community stables, including Chicquita Lodge, horse swimming pool, bullring, nursery (to grow grass for the course proper), tunnel [34]		Large complex of horse stabling and training buildings/facilities located in the south-east of the racecourse. The stables/training facilities are predominantly of recent construction and are not considered to contribute to the cultural heritage significance of the racecourse. Chicquita Lodge, to the south-east boundary, was built in 1961 by the VRC, the first on-site stable at Flemington. Access was not possible during the site visit. [2014 photograph]
Training tracks inside the course proper [35]		There are a number of training tracks within the course proper. The earliest were introduced in 1922-24, one is grass and the other sand. Modifications to training tracks have taken place through the twentieth century. The current training tracks differ substantially from those constructed in 1922-24. [2014 photograph]

| VRC Administration Building, 2005 [36] | | Modern office building located at the Epsom Road entry.

[2014 photograph] |
| Racecourse Operations Office, 2009 [37] | | The racecourse Operations office is located on Flemington Drive to the east of the nursery car park. |

Former Racecourse Manager's Office (now Heritage Centre), 1931, 1989, 2010 [38]		The Former Racecourse Manager's Office is a two-storey structure, modified in 1989 from the 1931 totalizator, which forms the eastern termination to the Betting Ring. The office was constructed behind a 1924 building (upper storey scratchings boards and tote indicator boards can be seen in aerial photographs from the 1930s to 1950s). Since the relocation of operations offices to other sites, the building has been refurbished to house the Flemington Racecourse Heritage Centre.

Workshop buildings, 2010 [43], located north of the nursery car park [39]		Workshops, nurseries and other facilities supporting the maintenance of the racecourse have long been housed along the northern edge of the floodplain, below the Members Drive. The complex is presently confined to the area north-west of the Flemington Racecourse Operations Building. It includes a number of functional shed-type structures understood to be of modern origin, and housing stores, equipment and other facilities supporting the maintenance of the ground. [2014 photograph]
Wetlands, 2006-7 [40]		The wetlands were established in 2006-7 as part of works including a new on-site drainage system and racecourse beautification. [2014 photograph]

| Bund wall, 2007 [41] | | The Bund is a 1.8km long wall located along the south-west perimeter of the racetrack, adjacent to the river, extending northwards along Smithfield Road. It is part of Flemington's flood-prevention system, in concert with flood mitigation measures introduced downstream at Footscray Road Bridge. |
| Former stripping sheds, 1995 [42] | | Complex of 1995 buildings to the west of the racetrack, which were used as a stripping facility for day users of the training tracks. This facility became redundant after construction of the Bund Wall. As the area stabling has consolidated within Flemington, facilities are now provided at the modern stables to the south-east of the track. This complex is now used for storage and workshops.

[2014 photograph] |

Racing Victoria premises (former Flemington High School) c.1965-68, renovated 1995 [43]		The former school (built 1965-68) is located to the north of the Members Drive, on a site south of the Showgrounds on Epsom Road. The building housed VRC Administration (1996-2005). The site and buildings are now headquarters of Racing Victoria and accommodate other racing organisations (including Harness Racing Victoria).

B.5.4   *Moveable objects and artwork*

Gaunt's Chronograph (or Chronometer) [A]

Date: 1876

History and description

The large chronograph (sometimes called chronometer or chronographic clock), made expressly for Flemington and installed in 1876, recorded to the quarter second the elapsed time of each race, and was readily visible to spectators near the winning post. It was one of the first examples of modern racecourse technology.

The Flemington chronograph was originally mounted in an elaborate classically designed pedimented structure, embellished with columns, dentils and possibly modillions and set high up on a plinth with engaged 'pilasters.' It formed part of the judge's stand, opposite the Winning Post, and acted as a chronographic stop watch to time the races (Figure 72). It was connected by an electric wire to the starter's position at various points of the course to the nearby starting bell, and was stopped by the VRC official timekeeper as the winning horse's nose reached the finish line. 'A large hand on a three feet dial moved every second and a space in the centre of the dial totalled them'.[33] The chronograph was reinstalled in a new judge's box after the advent of photo-finish technology at Flemington in 1946, and became redundant when the judge's box was relocated to the top of the 1979 Hill Stand.

The chronograph is currently located in the Committee Room located as a static display in the 1985 Link Building. It now sits on a plain timber backing adjacent to a photograph of it in its original location and a brief history of it (Figure 73).

It was presented to the VRC by Mr T Gaunt of 14 Bourke Street, East, Melbourne. Thomas Gaunt & Co., founded in 1852, were watchmakers, opticians, thermometer manufacturers, jewellers and silversmiths. They were one of the original lessees (1870) and longest-remaining tenants (mid-1970s) of premises in the Royal Arcade, which had been conceived of as a type of bazaar containing 'as many trades as possible … so that it may form an emporium where the public will be able to obtain any article vended in the city.'[34] Their shop and workshop above was on the west side of the Arcade fronting Bourke Street. The name of 'Gaunts' became a household word in Australia and England and was particularly linked

with the manufacture of large public clocks, including those in the Royal Arcade; Melbourne General Post Office; Emerald Hill (South Melbourne), Hotham (North Melbourne) and Collingwood Town Halls and the Abbotsford Convent.

The firm also made the church plate and other ecclesiastical items for St Patrick's Cathedral, Gog and Magog in the Royal Arcade and were the recipients of a gold medal for turret clocks at the Melbourne International Exhibition in 1880/81.[35] Thomas Gaunt's most famous piece of work was the chronograph erected at Flemington Racecourse.

This timekeeper is a marvel of delicate workmanship and was for a time the only one of its kind in existence, until a similar one was built in 1899 by the firm to the order of the Victorian Amateur Turf Club. It cost Mr. Gaunt many years of labour and study, besides a great deal of expenditure, in order to bring his idea to perfection. Success eventually crowned his efforts, and the present clock was the gratifying result. It served as an object lesson to all the world and was generously presented to the VRC by its maker [1876].[36]

For his efforts he was awarded life membership of the VRC.[37] Gaunt's clocks were manufactured and installed as a range of racecourses including Williamstown, Richmond, Ascot (Perth), Brisbane, Kalgoorlie, Auckland and Chicago.
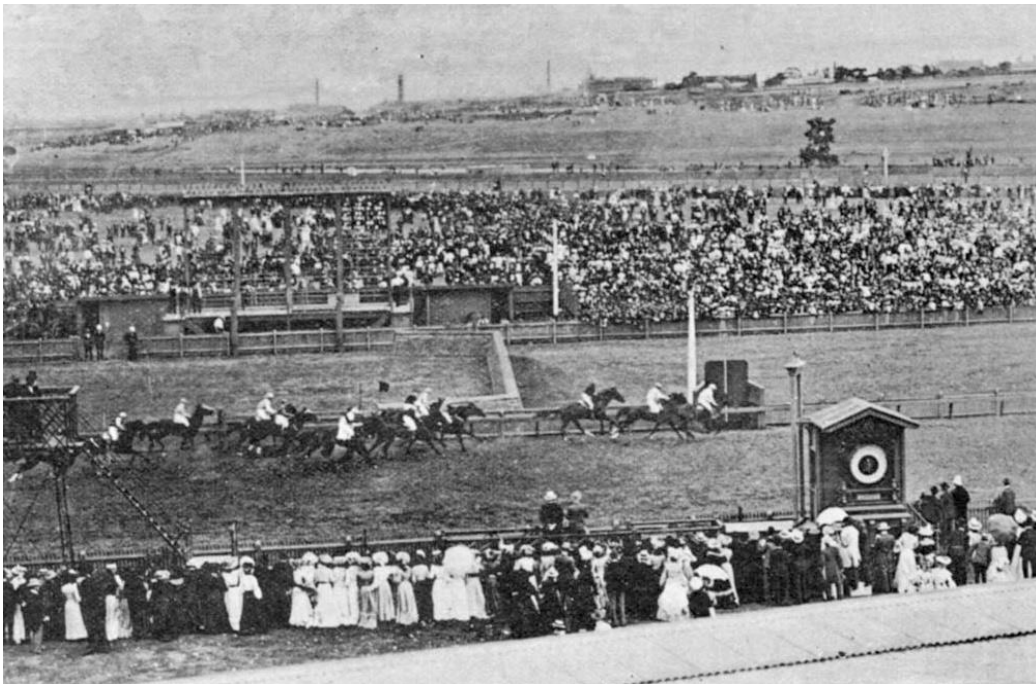
Figure 72   Thomas Gaunt's chronograph in use at the Melbourne Cup, 1902
        Source: The Cyclopedia of Victoria

Figure 73   The chronograph in its current location in the Committee Room within the 1985 Link
              Building (2014 photograph)

Brass Starting Bell [B]

Date: 1879

History and description

The Brass Starting Bell, connected to the chronograph, signalled the start and timing of the races to the judge and spectators near the winning post (Figure 74). They were the two most important devices which controlled racing before modern communications and technology. The brass bell was presented to the club by Melbourne hardware retailers and manufacturers, James McEwan & Co., and is now attached to a steel frame embedded in a concrete pad and located adjacent the Flemington Racecourse Heritage Centre (Figure 75). Although it had broken away from the stand and for a time was sitting on the concrete pad, it has since been reattached to the frame. A brass plaque records its origins and purpose:

'This Bell, or as many refer to it as "THE GONG" was originally housed in the Old Judges Box located on the Public Lawn opposite the winning post.

The Bell was connected electronically to the various starting points, and it rang as the starter signified the commencement of each race. After the installation of mechanised starting barriers at Flemington in the 1890s, the connection became automatic when the barrier rose.

The bell was originally installed in a 10 metre tower built near the judge's box in 1879.

On completion of the Hill Stand in 1979, the Judges' Box was relocated to the roof of the Hill Stand. It was decided not to relocate the bell due to the loud noise it made and the enormous weight.

The bell has been preserved and mounted to signify its historical value to racing at Flemington.

Figure 74   The brass bell, in its second location at the judge's tower on the Public Lawn opposite the winning post
Source: A Century Galloped By

Figure 75   The brass bell as currently located adjacent to the Flemington Racecourse Heritage Centre

Carbine's Stall [C]

Date: c.1890

Description

Carbine's Stall is a small gable-roofed horse stable with weatherboards fixed horizontally to the timber frame (Figure 77). It is currently located to the west of the Race Day Stalls and Parade Ring. There are two entries, a single leaf door to the west, and a two-part stable door in a recess to the south, and there are no windows. The stall was one of 12 loose boxes originally located at the Mersey Lodge stables of famous trainer Walter Hickenbotham near the racecourse at Sandown Road, Ascot Vale. Mersey Lodge was described in the *Herald* on 19 November 1951 as 'perhaps the most famous of all racehorse stables at Flemington'. Mersey Lodge was the Melbourne base for the legendary racehorse Carbine winner of 1890 Melbourne Cup, Phar Lap's great-great-grandfather. In 1987, Mersey Lodge was sold for demolition. Carbine's stall was removed and in 1990 was re-erected near the Birdcage at Flemington as a memorial to the horse. In 2006, it was located directly south of the new Pre-Parade Ring. Inside the stall are a series of interpretation panels recount the history of Carbine.

Figure 76   Carbine's Stall viewed from the west

Figure 77   Left: Carbine's Stall viewed from the south. Right: Detail of stall door, with tripartite lights above

Phar Lap [D], Bart Cummings [E], Makybe Diva [F] and Roy Higgins [G] statues

Element	Image	Comment
Phar Lap Statue, 1988 [D] Artist: Peter Corlett		The statue was commissioned by the VRC and the Government of Victoria to commemorate the Bicentenary of Australia and was unveiled on 27 October 1988. It is located on a small island encircled by the road which leads to the Heritage Centre and the main pedestrian entrance. [2014 photograph]
Bart Cummings Statue, 2000 [E] Artist : Peter Corlett		After winning his 11th Melbourne Cup in 1999, the VRC and the Victorian State government honoured Bart Cummings with a 'permanent tribute'. The statue was unveiled on 6 October 2000. Ahead of demolition of the 1924 Members' Stand, it was re-located to the west side of the Mounting Yard. [2014 photograph – former location west of the 1924 Members Grandstand, near the Parade Ring]

Element	Image	Comment
Makybe Diva Statue, 2008 [F] Artist: Philip Blacker		Commissioned as a tribute to the first horse in the history of the race to win the Melbourne Cup three times (2003, 2004 and 2005), the statue by UK sculptor Philip Blacker was unveiled just prior to the Makybe Diva Stakes on 6 September 2008. Located on the public lawn, south-west of the Race Day Stalls. [2014 photograph]
Roy Higgins Statue, 2015 [G] Artist: Judith Leman		Roy "The Professor" Higgins, champion Victorian jockey, (depicted in racing attire not long before he retired from the sport in 1983 is located at the Hill Gate entrance to Flemington. It is by artist Judith Leman was unveiled on the 4 October 2015. [2015 photograph[38]]

Harold Freedman 'History of Racing' murals [H]

The seven large panels of the 'History of Racing' murals decorate the prominent sloping ceilings within the 1979 Hill Stand (Figure 78).

Commissioned by the VRC, with contributions from corporate sponsors, and painted between 1983 and 1988 and painted by former Victorian State artist Harold Freedman and studio, the murals depict the history of thoroughbred racing in Australia, with the Melbourne Cup and Flemington Racecourse at the heart of that history. The murals were painted on canvas off-site, and then installed progressively at Flemington. They were officially part of racing's contribution to the bicentenary celebrations marking the arrival of the First Fleet at Sydney in 1788. They generated associated products and publications including the three volume *History of Australian Thoroughbred Racing*, published between 1987 and 2008.
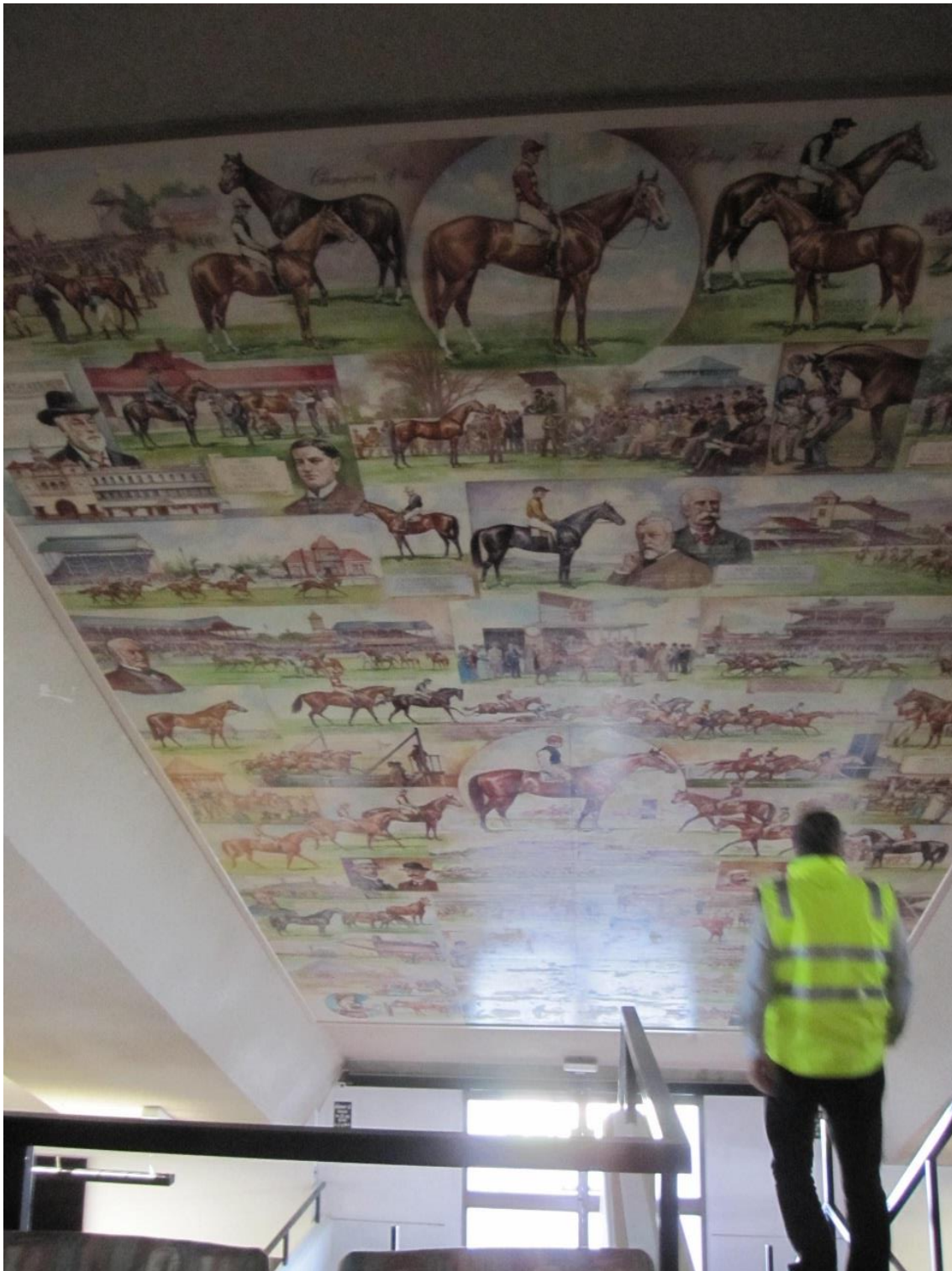
Figure 78   One of the seven Harold Freedman panels in the Hill Stand [2014 photograph]

Country Racing Clubs of Victoria mosaic mural *[stored]*

As part of the demolition of the 1924 Members' Grandstand in 2017, a 1964 mosaic mural was salvaged but was significantly damaged when it failed at a structural weak point, breaking horizontally. The mosaic is in storage, awaiting conservation to repair damage. The mosaic was not an original feature of the 1924 Members' Grandstand, but was presented to the VRC in 1964, on behalf of the Country Racing Clubs of Victoria, to commemorate the VRC Centenary and its contribution to horse racing in country Victoria.

The artist for this work was Charles William Bush (1919-1989), who was active in Melbourne in the post-World War II period, particularly the 1960s and 1970s. The mosaic was positioned above the external entrance which in 1964 led directly from the grandstand seating area to the VRC Committee Room (Figure 79). The VRC Committee Room was relocated to the Link Stand in 1985.[39]

Figure 79   2014 photograph of the Country Racing Clubs mural in its original location, above the entry to the first-floor dining area in the 1924 Members' Grandstand. The mural is currently stored.

Table 1   Significance classification of Physical Elements and Traditions of Use by period of development [Map Key: Extant Value: **F** = Fabric **L** = Location **U** = Use **V** = Views]

	Establishment, 1840s-1850s	Improvement, 1860s-1910s	Redevelopment, 1920s-1940s	Post-war developments, 1945-1999	Recent developments (2000—)
Physical Elements	Flemington racetrack overall, general location, shape and orientation of the course proper [5] **L U V**	Remnants of bluestone stand [10] **F U** Bluestone wall and remnant horse (tethering) rings [11] **F** Original Hill gate entry and remnant painted signage [12] **F L** Members drive and entrance attendant's box [14] **F L U V** Distance post [6] **F L U** Jockeys' Convalescent Lodge [35] **F L U** Chronograph [A] **F** Half-ton brass starting bell by James McEwan & Co [B] **F** Carbine's Stall [C] **F U**	Betting Ring [24] **L U** 'Semaphore' (Scratchings Frame) building (1926) [25] **F L U** Bernborough (or Betting Ring) Bar [26] **F** Gents toilet block to the north-east of the Betting Ring [27] **F** Members lawn [21] **L U** Public lawn [20] **L U** Birdcage [28] **L U** Mounting yard [3] **L U V** Horse Walk [4] **L U V** Manager's office (now Flemington Heritage Centre), c.1950s [40]	Hill terracing [17] **L U** Lawn Stand [18] **L U** 1979 Hill Stand [19] **L U** Grandstand (2000) incorporating the Prince of Wales Stand (Link Building, 1984) [20] **L U** Nursery car park tote (former sand roll) [30] New Hill Gate, Leonard Crescent [13] Winning post [7] **L U V** Former stripping sheds [8] Training tracks [37] North, Central and South Community stables, including Chicquita Lodge, horse swimming pool, bullring, nursery (to grow grass for the course proper) and tunnel to racecourse [36] Phar Lap statue [D] **F**	Bluestone and Wrought Iron Gates (Hill Gate [13], Members Gate [14], Flemington Drive Public Gate [31]) **L** Club Stand [23] **L U** New Public Stair to Betting Ring [32] Parade ring [2] **U V** Horse tunnel [2] **L U** Birdcage rose arbour [29] **U V** Flemington Drive Gate, Epsom Road [31] VRC Administration Building [38] Racecourse Operations Office [39] Workshops [41] Wetlands [42] Bund wall [43] Bart Cummings statue [E] **F** Makybe Diva statue [F] **F**
Traditions of Use	*Viewing and spectating the race from the north-west corner ('The Hill')* **L U V** *Spring Race Meeting* **U**	*Melbourne Cup* **U** *Location of the race finish* **L U** *The pre-race sequence (birdcage, saddling paddock, etc.)* **U** *Rose planting tradition* **U** *Social marquees and enclosures* **U**	*New betting ring, totalizator machinery* **U**	Social enclosures and marquees **U**	

ENDNOTES

1   Paul Roberts and Isabelle Taylor, *Parade: Paddocks, Parade Rings, Mounting Yards*, Turnberry Consulting, 2016: 76

2   Paul Roberts and Isabelle Taylor, *Parade: Paddocks, Parade Rings, Mounting Yards*, Turnberry Consulting, 2016: 26-27

1   *Illustrated Sydney News*, 24 Oct 1891, pp. 14-15.

2   James Smith (ed.), *The Cyclopedia of Victoria: An Historical and Commercial Review,* pp. 117 & 120.

3   James Smith (ed.), *The Cyclopedia of Victoria: An Historical and Commercial Review,* pp. 116-8 passim.

4   James Smith (ed.), *The Cyclopedia of Victoria: An Historical and Commercial Review*, p. 118.

5   Flemington roses factsheet – Gardening Australia – ABC, www.abc.net.au/gardening/stories/s732461.htm *Accessed 2012-2014, no longer online*

6   VRC Annual Report, 2007, p. 16.

7   *The Herald,* 27 Oct 1879, p. 2.

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10   Andrew Lemon, *The History of Australian Thoroughbred Racing,* Volume 1, p. 226.

11   James Smith (ed.), *The Cyclopedia of Victoria: An Historical and Commercial Review,* p. 114 and Andrew Lemon, *The History of Australian Thoroughbred Racing,* Volume 1, p. 129.

12   Australian Racing Museum, *The Spirit of Racing: heritage trail – Flemington Racecourse*, Australian Racing Museum, Caulfield, Victoria, p. 5, cited in the Australian Heritage Database entry for Flemington Racecourse

13   Australia Heritage Database assessment of Flemington Racecourse against the criteria of the National Heritage List, 2006.

14   Victorian Heritage Register entry for Flemington Racecourse, VHR H2220.

15   Andrew Lemon, Consultant Historian to the VRC, *Flemington Racecourse Building Developments 1840-2011, notes from work in progress*, November 2011, pp. 15-16. Transcription of article in the *Argus*, 16 November 1882.

16   *The Argus*, 25 October 1884.

17   *The Argus*, 7 November 1934.

18   *The Herald*, 'Flemington Face Lift', 6 September 1950, p. 22

19   MMBW Detail Plan, Litho No 777, parts of Detail Plans 775, 776. 777 and 778, 1905.

20   *Argus*, Friday 2 November 1888, p.8.

21   *The Argus*, 1 November 1924.

22   *Argus*, 5 November 1924 p. 21.

23   *Herald*, 2 November 1926, p. 4.

24   *The Sportsman*, 18 April 1893, p. 4. Research undertaken by Andrew Lemon, VRC Historian.

25   www.walkingmelbourne.com/search.html?architects=William+Salway and www.ohta.org.au/organs/organs/MelbAustChurch.html *Accessed 2012-2014.*

26   *Camperdown Chronicle*, 19 August 1893, p. 2. Research undertaken by Andrew Lemon, VRC Historian.

27   *Weekly Times*, 11 November 1899, p. 10.

28   Refer citation for The Chalet, VHR no. H1891.

29   James Smith (ed.), *The Cyclopedia of Victoria,* Vol. II, p. 119.

30   *Ovens and Murray Advertiser*, 29 October 1904, p. 1.

31   Harriet Richardson (ed.), *English Hospitals 1660-1948: A Survey of their Architecture and Design*, p. 128 and Jeremy Taylor, *The Architect and the Pavilion Hospital: Dialogue and Design Creativity in England, 1850-1914,* p. 56.

32   Jeremy Taylor, *The Architect and the Pavilion Hospital: Dialogue and Design Creativity in England, 1850-1914,* p. 157.

33   John Pacini, *A Century galloped By,* pp.82-83.

34   *Illustrated Australian News*, 27 December 1869, p.6 and Allom Lovell & Associates, *Royal Arcade, Melbourne: Conservation Management Plan,* p. 26.

35   Allom Lovell & Associates, *Royal Arcade, Melbourne: Conservation Management Plan,* p. 26.

36   James Smith (ed.), *The Cyclopedia of Victoria*, Vol. II, p. 166.

37   Rachel Naughton. 'Thomas Gaunt: the Legacy of a Melbourne Craftsman'. http://.www.archivists.org.au/vic/documents/Rachel%20Naughton%20Talk%20September%202003 *Accessed 2012-2014.*

38   Roy Higgins statue image sourced 14 January 2020, available at: https://www.zimbio.com/photos/Roy+Higgins/Turnbull+Stakes+Day/hezSVYxVaLC

39   Lovell Chen Architects and Heritage Consultants, *Inventory of Fittings, Fixtures and Artworks,* prepared for the Victoria Racing Club, January 2015, p. 10.

APPENDIX C   ASSESSING THE HERITAGE SIGNIFICANCE

APPENDIX C   ASSESSING THE HERITAGE SIGNIFICANCE

This appendix first provides an account of the established national and state heritage values of Flemington Racecourse and an updated assessment of heritage values resulting from the additional historical and physical investigations provided in Appendices A and B of this HMP. It examines the values of the place against the national and state heritage criteria and provides updated National Heritage List (NHL) and Victorian Heritage Register (VHR) statements of significance. It is noted that the social significance of the site has not been examined in detail for the purpose of this HMP and that recommendations for further investigation are provided in the HMP.

C.1   National Heritage values

C.1.1   Statutory protection

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places. These are collectively defined in the EPBC Act as matters of national environmental significance (MNES).

The EPBC Act also establishes the NHL which includes natural, historic and Indigenous places that are of outstanding national heritage value to Australia. Places included on the NHL are MNESs. By law, no-one can take any action that has, will have, or is likely to have, a significant impact on the place listed on the NHL without prior approval.

Flemington Racecourse is included on the NHL with a mapped extent that is consistent with the extent of the Victorian Heritage Register (VHR) listing.

C.1.2   Eligibility criteria

The National Heritage List is a list of places with outstanding natural, Indigenous or historic heritage value to the nation. The Australian Heritage Council assesses if a National Heritage List-nominated place is considered to have heritage value and is required to advise the Minister for the Environment if the place meets one or more of nine National Heritage List criteria.

As well as assessing a place against criteria for its heritage value, the Council is also required to apply a 'significance threshold'. This test helps the Council to judge the level of significance of a place's heritage value by asking 'how important are these values?'.

To reach the threshold for the National Heritage List, a place must have 'outstanding' heritage value to the nation. This means that it must be important to the Australian community as a whole.

To determine whether a place has 'outstanding' heritage values, it is compared to other, similar types of places. This allows the Council to determine if one place is 'more' or 'less' significant compared to other similar places, or if it is unique. The degree of significance can also relate to the geographic area, for instance, the extent of a place's significance locally, regionally, nationally or internationally.

The National Heritage Criteria against which the heritage values of a place are assessed are as follows:

    a.   the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history

    b.   the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history

c. the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history

d. the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:

   i. a class of Australia's natural or cultural places; or

   ii. a class of Australia's natural or cultural environments;

e. the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group

f. the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period

g. the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

h. the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history

i. the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.

Note: The cultural aspect of a criterion means the Indigenous cultural aspect, the non-Indigenous cultural aspect, or both.[1]

C.1.3   Applicable criteria and assessment

The table below identifies the established National Heritage values of Flemington Racecourse as gazetted in the NHL.

Table 1   National heritage values of Flemington Racecourse as per the NHL assessment

Criteria	Values
A: Events, Processes	Flemington Racecourse has importance in the cultural history of Australia as the place of the continuous running of the Melbourne Cup from its inception in 1861 to the present day. During the last one hundred and sixty years since the flats beside Saltwater River were first used for racing, Flemington has been transformed into a richly grassed acreage supporting one of the finest racing surfaces in the world. The circumference of the main Flemington track at 2,312 metres together with the 1,200 metre 'Straight Six' make it one of the greatest racecourses of Australia.
G: Social value	Flemington Racecourse has a special association with the people of Australia as the venue of some of the country's greatest horseraces, and in particular the Melbourne Cup which each year captures the imagination of the country on the first Tuesday in November and brings it to a standstill. The Cup has been a stimulus for the arts, including literature, painting, drama and ballet. As a spectator sport, racing has one of the highest participation rates in Australia,

> and the Melbourne Cup and the cult of the turf have become part of the National psyche.
>
> Flemington Racecourse has also become an important venue for Australian fashion. The Melbourne Cup spring racing carnival is a major part of the fashion industry's year. 'Oaks Day' of the spring carnival was developed as a 'ladies day' in 1885, and within two years had become the fashion event of the Melbourne year.

C.1.4   Current statement of significance

The Australian Heritage Database provides a summary statement of significance for sites included on the National Heritage List. The summary statement of significance for Flemington Racecourse is reproduced below:

> Flemington Racecourse has importance in the cultural history of Australia because of its development into one of the Australia's premier racecourses. During the more than one hundred and sixty years since the flats beside the Saltwater River were first used for racing, Flemington has been transformed from uneven, heavily thicketed, rough paddocks into a richly grassed acreage supporting one of the finest racing surfaces in the world. The circumference of the Flemington track at 2,312 metres and the advantage of the Straight Six make it one of the great racecourses of Australia.
>
> Flemington Racecourse is also important as the site of the continuous running of the Melbourne Cup from its inception in 1861 to the present day. On the first Tuesday in November it is the race that stops the nation, Flemington Racecourse has a special association with the people of Australia as the venue of some of the country's greatest horseraces, and in particular the Melbourne Cup which each year captures the imagination of the country and brings it to a standstill. The Cup has been a stimulus for the arts, including literature, painting, drama and ballet. As a spectator sport, racing has one of the highest participation rates in Australia, and the Melbourne Cup and the cult of the turf have become part of the national psyche.
>
> Flemington Racecourse has also become an important venue for Australia fashion. The Melbourne Cup spring racing carnival is a major part of the fashion industry's year. 'Oaks Day' of the spring carnival was developed as a 'ladies' day' in 1885, and within two years had become the fashion event of the Melbourne year.[2]

C.2   State heritage significance

C.2.1   Statutory protection

In Victoria, the *Heritage Act* 2017 provides for the protection and conservation of places and objects of cultural heritage significance. The Act identifies and protects historic archaeological sites and artefacts; historic buildings, structures and precincts; gardens, trees and cemeteries; cultural landscapes; shipwrecks and relics; and significant objects. The Act also establishes the VHR for places and objects of state significance.

C.2.2   Assessment criteria

The *Heritage Act* 2017 requires criteria to be used when assessing the cultural heritage significance of places and objects and determining whether those places or objects warrant inclusion in the VHR. For a

place to be included, it must meet at least one of the Heritage Council of Victoria's criteria for assessment. The criteria are as follows:

a. Importance to the course, or pattern, of Victoria's cultural history

b. Possession of uncommon, rare or endangered aspects of Victoria's cultural history

c. Potential to yield information that will contribute to an understanding of Victoria's cultural history.

d. Importance demonstrating the principal characteristics of a class of cultural places and objects

e. Importance in exhibiting particular aesthetic characteristics

f. Importance in demonstrating a high degree of creative or technical achievement at a particular period

g. Strong or special association with a particular present-day community or cultural group for social, cultural or spiritual reasons

h. Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

C.2.3   Current statement of significance

The established statement of significance for Flemington Racecourse as included in the current registration on the Victorian Heritage Register is as follows:

What is significant?

Flemington Racecourse has operated continuously since 1840, when the first race meeting was held here on the Maribyrnong River flats north of the city, and in 1848 352 acres of Crown Land was reserved as a public racecourse. Since then the course has undergone continual development and change. In the 1850s racing in Victoria boomed, with many courses established throughout the colony, but the annual autumn meeting at Flemington was already established as the main event on the racing calendar. In 1859 the results of the Australian Championship Sweepstakes were telegraphed to Sydney, a first for an Australian sporting event, and a railway line to the course opened in 1861. In the same year the first Melbourne Cup was run, over a two mile course, an event which has been held annually since then and has become internationally famous. The Victoria Racing Club (VRC) was formed in 1864 to organise racing at Flemington, and major improvements at the racecourse were carried out under the administration of the first two secretaries, Robert Cooper Bagot (secretary 1864-1881) and his successor Henry Byron Moore (secretary 1881-1925). Bagot replaced the coarse grass on the track, graded the lawns, and drained the swampy land in the centre of the course to make 'the Flat', with that area and 'the Hill' becoming the main viewing areas. In 1873 he built a members' grandstand, known as Bagot's Cowshed, at the base of the hill. Moore built four new grandstands, one a bluestone stand built in 1883-86 and incorporating elegant vice-regal facilities, elements of which survive beneath the Old Hill Stand. At the same time the existing bluestone walls were built around the base of the hill and, more extensively, around the northern perimeter of the Hill. Moore also initiated the creation of the impressive lawns and gardens, particularly the rose gardens, which are still an important feature of the course. Three paintings done from 1887 by the Austrian painter Carl Kahler, now in the Committee Rooms, show the appearance of the course at that time. Another

initiative of Moore's was to establish a Distressed Jockeys' Fund to assist injured jockeys, and in 1893 he built at the course a Jockeys' Convalescent Lodge, designed by the architect William Salway. The first newsreel filmed in Australia was taken at Flemington on Cup Day in 1896. In 1922 the VRC began a radical redevelopment of the course, with the major focus shifting further to the east. Many of the early timber structures were demolished, Bagot's stand became a public stand, and a new Members' Stand, designed by the architects Robertson & Marks, was built in 1924. The legalisation of the totalisator for betting in 1930 required the construction of new tote buildings in 1931, several of which remain (though altered) around the betting ring north of the 1924 Members' Stand. Racing continued at Flemington during both World Wars, though part of the racecourse was occupied by the armed forced during WWII. Further major redevelopment occurred during the 1950s, with the construction of what is now known as the Old Hill Stand and the Lawn Stand replacing Bagot's Cowshed. Fashion has always played an important part in Flemington race meetings, and the 'Fashions in the Field', which has become an institution at the course, was introduced at the Centenary Melbourne Cup in 1960. Many early structures have been demolished to make way for improved facilities. Further expansion has seen the construction of the new Hill Stand in 1978-79 and the Prince of Wales Stand in 1984, with The Grandstand (a new stand for members) built above this in 2000. Further changes have been carried out, particularly in the birdcage (where horses are stabled while awaiting their races) and car parking areas, in the early twenty-first century as part of a new master plan for the course.

The Flemington Racecourse occupies a 127 hectares site on flat land bordered to the south and west by the Maribyrnong River and to the north by a raised escarpment running along the northern boundary, which culminates in the Hill at the north-west corner. Internally there is a road system which accesses all parts of the course, and has entrances from Epsom Road, Leonard Crescent, Fisher Parade and Smithfield Road. The centre of the site contains the course proper, with the Flat and two other tracks and a car parking area inside this. To the north are most of the site infrastructure and public facilities (grandstands, betting facilities, public and members' areas and car parking) and to the east are recently-constructed horse training facilities, the new VRC Administration Offices and the former Jockeys' Convalescent Lodge. The most significant features are: the main race course, including the old distance post, the oldest feature at the course, and the horse walk from the track to the mounting yard; the 1924 Inter-War Stripped Classical style Members' Stand; the remains of the 1880s bluestone stand (part of which lies beneath the Old Hill Stand terraces); the 1880s bluestone walls at the base of the Hill and along Fisher Parade, Leonard Crescent and adjacent to the Hill Gate (which retain some remnant painted signage); the picturesque octagonal former Convalescent Jockeys' Lodge near Epsom Road; the betting ring with its old elm trees, bordered by the 1930s tote buildings and the 1920s men's toilets; the statues of Phar Lap, Bart Cummings and Makybe Diva; the chronographic clock in the VRC Committee Rooms; the 1870s brass bell near the Racecourse Manager's Office; the murals by Harold Freedman depicting the history of thoroughbred racing in the Hill Stand; the Members' Drive, its extensive plantings, and the entrance box at the Epsom Road end; and the plantings, particularly the roses throughout the public and members' areas and the elms at the western end of the course and in the betting ring.

How is it significant?

Flemington Racecourse is of aesthetic, architectural, historical and social significance to the State of Victoria.

Why is it significant?

Flemington Racecourse is architecturally significant for its collection of structures relating to racing in Victoria since the nineteenth century, which demonstrate the various stages of development of the course. The most significant of these are the remaining nineteenth century structures (the 1880s bluestone stand remnants and bluestone walls and the former Convalescent Jockeys' Lodge), the 1920s Members' Stand and betting ring, and the 1930s tote buildings. The remnant of the 1880s bluestone grandstand, though partly hidden beneath the Old Hill Stand terraces, is an interesting example of a nineteenth century grandstand and demonstrates building techniques of the period. The bluestone walls at the base of The Hill and along Fisher Parade and Leonard Crescent are also of interest as examples of nineteenth century bluestone construction. The former Convalescent Jockeys' Lodge is of significance as a possibly unique example in Victoria of a centralised hospital building, a form which became popular in the 1880s in England. It is an exceptional example of a picturesque structure of the late nineteenth century. The 1924 Members' Stand is significant as an unusual and largely intact example of a 1920s Inter-War Stripped Classical style grandstand.

Flemington Racecourse is historically significant as the oldest racecourse in Victoria, which has operated continuously since 1840. It has been the site of the running of the Melbourne Cup since its inception in 1861 until the present day. This is Australia's most famous horse race, which 'stops the nation' and has been a public holiday in Victoria since 1877. The Melbourne Cup has been a stimulus for the arts, including literature, painting, drama, ballet and fashion design. The 1870s chronograph now in the Committee Room, once used to time the races, is significant as a fine example of nineteenth century clockmaking, and as the most famous work of the Melbourne jeweller Thomas Gaunt, who became a household name in Australia and England for his manufacture of large public clocks.

Flemington Racecourse is of social significance as a venue of Victoria's and Australia's greatest horse races, especially the Melbourne Cup. This is accepted as being one of the world's great horse races with its own distinctive features and is centrepiece of the Victorian spring racing carnival. Racing is one of Australia's major spectator sports, and Derby Day 2006 attracted a crowd of 129,089, one of the largest crowds in Australian sporting history. Flemington racecourse is an important venue for Australian fashion, and the Spring Carnival is a major part of the fashion industry's year. Oaks Day has since as early as the 1880s been seen as a 'ladies' day' and has continued to be recognised as the fashion event of the Melbourne year.

Flemington Racecourse has aesthetic significance as one of the finest racecourses in the world, set in an expansive landscape with views towards the City of Melbourne. It is significant for its works of art, including the Harold Freedman murals in the Hill Stand, which are an extraordinary depiction of the history of thoroughbred racing; for the bronze statues of Phar Lap and Makybe Diva, two of Australia's greatest racehorses; and of Bart Cummings, considered to be Australia's greatest horse trainer. It is also significant for its gardens, particularly the rose displays, which are carefully cultivated to be at their most spectacular during the Spring Racing Carnival, when the Melbourne Cup is run.[3]

C.3   Aboriginal cultural heritage values

This HMP has provided an overview of the Aboriginal history of the place (Appendix A) with a view to inform conservation policies for the further examination and management of potential cultural heritage values.

Further investigation and consultation would be required to ascertain if Flemington Racecourse has the potential to contain Aboriginal cultural heritage, and to understand the potential heritage values of the racecourse site. The Australian Heritage Commission's 2002 publication, *Ask First: A Guide to Respecting Indigenous Heritage Places and Values*, provides information on best practice. Recommendations are provided in the conservation policies contained in this HMP (Chapter 4).

C.4   Comparative analysis

A comparative analysis considers aspects of significance of a place in the context of other places belonging to a same class or group. Comparing Flemington Racecourse with other racecourses enables an understanding of the values of the place at state, national and international levels. The section below compares Flemington Racecourse with other examples in Melbourne, Australia and overseas with a focus on historical significance. The Jockeys' Convalescent Lodge is also specifically examined to understand the potential rarity values of this building. This comparative analysis does not include a detailed comparison with other racecourses in terms of their buildings and structures.

C.4.1   Melbourne metropolitan racecourses

In the late 1880s and early 1890s, a boom in horse racing resulted in the opening of many horse and pony racecourses throughout metropolitan Melbourne. The economic depression, diminishing colonial wealth and the subsequent limited racing market of the 1890s caused the closure of many of these racecourses over the next few decades, and today only Flemington, Caulfield, Moonee Valley and Sandown racecourses remain.[4]

Race meetings are regularly held at one or more of these racecourses on Saturdays and public holidays, as well as sometimes mid-week. Approximately half of these are held at Flemington, which includes the Melbourne Cup, Victoria Derby, Australian Cup and the Oaks Stakes.[5] In 2019-20, Flemington will host 15 Group 1 races per year – Group 1 being the highest class of race internationally.[6]

Caulfield Racecourse

Caulfield Racecourse is the setting for as long been regarded as Victoria's second most historic and prestigious race, the Caulfield Cup.[7] Known since 2002 as the Melbourne Racing Club, the Victoria Amateur Turf Club (VATC) has been conducting meetings at Caulfield since 1876, although the first race meeting at the racecourse predated this by 17 years, the land being set aside (like Flemington Racecourse) as a crown racecourse reserve. Almost immediately after its inception, the racecourse was threatened by plans to build a road through the site, and two years later by plans to reserve the land for a cemetery, but local residents opposed to these suggestions lobbied to save the site as a racecourse.[8]

The VATC was formed in Ballarat on 13 October 1875 to provide an outlet for amateur riders, and it did not immediately have its own racecourse, but rather intended to conduct its meetings, in which jumps races and steeplechases would have priority, at existing Victorian racecourses. Following the success of its first meeting at Dowling Forest Racecourse, Ballarat, in March 1876, the VATC decided it should have its own course and approached the trustees of the Caulfield Racecourse who were financially unable to bring their course up to an acceptable metropolitan standard. The VATC successfully took over the trusteeship of Caulfield and held its first race meeting there in August 1876. The Club turned to a more professional programme of racing to augment its amateur steeplechases and to raise the necessary funds to upgrade the course.[9]

The first Caulfield Cup was run at Caulfield Racecourse in April 1879 and was won by Newminster. In 1881, the Caulfield Cup was switched to the spring and there were two Cups held that year, one in autumn and one in spring. The change was reportedly made at the suggestion of the Secretary of the VRC, Robert Bagot. N R Bond, who was Secretary of the VATC at the time, was a friend of Bagot's and it was agreed that the Caulfield Cup would be an ideal lead into the Melbourne Cup, which had already established itself as the premier race on the Australian racing calendar. That year, the Caulfield Guineas and Toorak Handicap were run for the first time and, in 1898, the VATC introduced the Caulfield Futurity Stakes.[10] The Caulfield Cup was not always run without incident, however, in 1885 and again in 1898, two separate accidents each involving a number of horses, and on both occasions resulted in the deaths of a jockey.

By the turn of the century, the VATC had established itself as one of the leading racing clubs in Victoria, and it calculated it had paid up to £300,000 in stakes and expended £400,000 on course improvements.[11] In 1922, however, it was feared that the Caulfield Cup would not be run at all following a fire on the eve of the race which destroyed the Members Stand, Judge's Box, Weighing Room, Committee Rooms, Stewards' Room, Secretary's Office, Press Reserve and Telegraph and Telephone Office. The VATC was able to run the Cup using tents as a temporary measure. Fire again struck the racecourse five years later when the Guineas Stand burned down during the Oakleigh Plate meeting.[12] Both these stands were swiftly replaced.

The 1930s and 1940s witnessed a number of major events for the Caulfield Cup when, in 1934, a Royal visit to Caulfield racecourse saw King George V's son Henry, Duke of Gloucester, attend the Cup meeting. In 1937, heavy rain on the eve of the Cup caused it to be postponed for the first and only time in its history.

During 1940, all VATC race meetings were transferred to Flemington Racecourse following the occupation of Caulfield by military forces during World War II. The army used Caulfield Racecourse as a recruiting depot and barracks, but its primary function was as a 'clearing house' for recruits who were put through a medical examination before being put into active service. The Cup was not returned to Caulfield until 1944.[13]

Throughout the latter half of the twentieth century, a number of changes occurred at Caulfield and to the VATC. In 1963, the Melbourne Racing Club(formed from an earlier merger of the Victorian Trotting and Racing Association (VTRA) and the Williamstown Racing Club) was incorporated into the VATC, who then took over ownership of the Sandown Racecourse. In 1981, the VATC established the Victorian Racing Museum at the racecourse which was opened by Queen Elizabeth II in September.[14] This became the Australian Racing Museum in 1998 and moved away from Caulfield in 2004, initially to 'Champions' gallery at Federation Square. During the late 1980s, an upgrade of some of the facilities at Caulfield was undertaken, including the construction of the glass-fronted Rupert Clarke Grandstand (1989-92), to replace the existing 1920s main grandstand. By 1995, works to upgrade the course proper were commenced after the Caulfield Cup, which were completed for the Easter meetings the following year. By the late 1990s, the prize money for the Caulfield Cup had reached $1.5 million, and in 2001, the VATC celebrated 125 years of racing. A major change was announced in 2001, when a five-year plan was implemented which included a change of name to the Melbourne Racing Club, improvements and upgrades to Caulfield Racecourse and training facilities, and a revised annual program of 20 feature race days. The final race under the VATC name - the Farewell VATC Handicap – was run at Caulfield on 29 December. The name change became official on 1 January 2002, and the first race under the new name – the Welcome Melbourne Racing Club – was run five days later. In mid-2019, the MRC announced a $300 million redevelopment of the site, including new grandstands, lawned areas, horse stalls, mounting yard, course entrances and a second racetrack suitable for night racing. A portion of the western boundary is currently proposed for residential development.[15] Apart from the Caulfield Cup, Caulfield

also stages important Group 1 races including the Caulfield Guineas, Blue Diamond Stakes, Futurity Stakes and the Oakleigh Plate.[16]

Moonee Valley Racecourse

Moonee Valley Racecourse was established in 1883 on a freehold property leased by William Samuel Cox. Cox had previously established another racecourse at Kensington, but designed Moonee Valley on a far larger and grander scale. The first race was run on 15 September 1883, the result of which was a dead heat between Eveline and Pyrette.[17] In October, the first Moonee Valley Cup was run, the race immediately becoming Moonee Valley's most prestigious race until long after the creation of the W.S. Cox Plate in 1922. From its inception until 1917, the racecourse was operated by a proprietary company, Moonee Valley Pty. Ltd. The company was owned by the Cox family, until ownership of the racecourse was transferred to the Moonee Valley Racing Club (MVRC) which was established in 1917. Initially the racecourse was leased from the Cox family, but in 1929, the family sold it to the Club.[18]

After William Cox died in 1895, his son Archie Cox became secretary at Moonee Valley. Another of William Cox's sons, W S Cox Junior, was a leading amateur jumping jockey. In honour of William Cox being the founder of Moonee Valley, and his family's great contributions to the club, the Committee decided to run a weight-for-age race carrying prize money of £1,000. This race, the W.S. Cox Plate, was placed strategically between the Caulfield Cup and the Melbourne Cup Carnival, and was first run in 1922. The race has been won by many of the greatest champions of the Australian turf. From the 1970s the MVRC greatly enhanced prizemoney and publicity for this race, and it is now regarded amongst the most prestigious races in Australia.

Harness racing was also an important part of the history of Moonee Valley Racecourse. Despite some public protest, construction of a trotting track inside the perimeter of the turf racetrack began in January 1976 and was completed later that year. This allowed harness racing in Melbourne, under lights, to relocate from its previous home at the Showgrounds. The layout of the racecourse meant that the trotting track could only be completed at the expense of the Flat opposite from the main grandstand. Co-location with the Harness Racing Board helped fund substantial facility upgrades at the racecourse including bars, dining rooms and extra seating.[19] Harness racing ended at Moonee Valley in 2009 when Harness Racing Victoria opened its own complex at Melton.

In 2017, the MVRC announced the racecourse's biggest redevelopment project which will include the sale of parts of the property for a residential complex, upgraded community, entertainment and commercial facilities, a new grandstand, reconfiguration of the racecourse and a new racetrack.[20]

Sandown Racecourse

Sandown Racecourse (first known as Oakleigh Park and now called Ladbrokes Park) has been used for horse racing since late 1888, although not continuously. Owing to the economic depression of the 1890s, the racecourse closed in 1891 and was soon sold to the Victorian Trotting Club. The Trotting Club changed the name of the racecourse to Sandown Park and its own name to the Sandown Park Racing Club.[21] Motor racing was first recorded at Sandown in 1904, and horse racing also continued at the course until 1931.

The interwar closure followed a decision by the State Government to reduce the number of metropolitan racecourses and, as a result, Sandown, Fitzroy, Richmond and Aspendale racecourses were closed. This was soon followed by the closure of Epsom in 1938, Williamstown in 1940, Ascot in 1942 and Mentone in 1948. These closures provided the catalyst for a merger between Williamstown and the Victorian Trotting and Racing Association, which had raced at Ascot and Mentone, to become the Melbourne Racing Club (MRC). In 1948, plans for the building of Sandown Racecourse commenced, and while the MRC was raising funds to establish this course, it conducted its race meetings on other

metropolitan courses. By the early 1960s, however, the MRC had run into financial difficulties and it was incorporated into the VATC on 1 August 1963, which then took over the task of completing Sandown Racecourse.[22]

The new Sandown Racecourse was opened on 19 June 1965, and was the only metropolitan racecourse to be opened in Victoria in the twentieth century.[23] A substantial modernist grandstand, more than 240 metres in length, was designed by architects Bogle and Banfield, and was the main feature of the new racecourse. A number of Victoria's prestigious race meetings are held at Sandown Racecourse, and the Spring Racing Carnival is concluded with the Zipping Classic (previously the Sandown Cup) in November each year. During the winter months, Sandown Racecourse also holds several feature jumps races, including the Australian Hurdle and the Australian Steeplechase.[24]

In 1997, renovations to the grandstand were carried out at Sandown, and a Quarantine Centre was completed for the use of overseas horses coming to compete in races in Australia. Two years later, further renovations were also completed, and in 2001, a second turf track was constructed to complement the existing circuit. The official opening of Melbourne's first dual-circuit racecourse was held in March 2003.[25] In April 2019, the Sandown Park racecourse grandstand was registered as a place of architectural and aesthetic significance on the VHR (H2391).[26] Similar to the large-scale redevelopments of Moonee Valley, Flemington and Caulfield racecourses announced in the last few years, plans are currently underway to redevelop the racing site. The proposed redevelopment includes a residential complex, refurbishment of the main grandstand, upgrading of stabling and staff facilities, the construction of a hotel and a new parade ring.[27]

Conclusion

Both Flemington and Caulfield racecourses continue to host key race meetings (the Melbourne Cup and the Caulfield Cup) which were first run in the nineteenth century. Of the four Melbourne metropolitan racecourses, Flemington is most significant as the home of the internationally renowned Melbourne Cup and Melbourne Cup Carnival, as well as the host of approximately half of the principal events of the Victorian racing calendar. Occasionally, Flemington has hosted a number of other key race meetings usually held at other Victorian and interstate racecourses. Until 2001, the VRC was also Victoria's principal racing club,a s the ruling body for racing in the state. This function was then passed to the state government appointed body, Racing Victoria Ltd . The VRC remains responsible for the management of Flemington Racecourse, as Melbourne's premiere racecourse. From its inception, the VRC had influence and control over the rules and conduct of racing in the state, licensing of trainers, jockeys and bookmakers and the organisation of the Victorian racing calendar. In this context, the VRC can be seen as instrumental in the development of horse racing in Victoria. Interestingly, all four racecourses in Victoria are currently in the midst of significant redevelopment projects that intend to create mixed-use sites combining sporting, residential, commercial, entertainment and community spaces and activities. Such works reflect a trend in racecourse diversification in Australia and internationally.[28]

Figure 1   General view of Caulfield Racecourse, c. 1900.
            Source: State Library of Victoria Pictures Collection, Charles Rudd, Accession no:
            H39357/184

Figure 2   Caulfield Racecourse, 1986.
            Source: State Library of Victoria Pictures Collection, Image No: jc004418

Figure 3   Oblique aerial of Sandown Racecourse, 1965.
             Source: State Library of Victoria Pictures Collection, Lyle Fowler, Accession no:
             H92.20/8685

C.4.2   Other Australian racecourses

Royal Randwick Racecourse, Sydney

In 1833, the Governor of New South Wales reserved land for a racecourse which became Randwick
Racecourse, and a Committee was formed to superintend the work of laying out the new course,
working under the direction and advice of the Surveyor-General. The first race recorded at Randwick
was a private contest between two horses held in June 1833. There was regular racing at the 'Sandy
Course' until 1838 when the track deteriorated to the point that it was used for training purposes only.
In May 1840, the Australian Racing Committee was formed to establish a system of racing worthy of the
growing importance of the colony. By January 1842 this Committee had become the Australian Jockey
Club (AJC) and the Homebush Course, which it leased, served as the headquarters of racing in the state
until 1860. On 29 May 1860, racing returned to Randwick, with a grandstand seating 700 and a total
crowd of 6,000 in attendance. The AJC Derby was first run at Randwick in 1861,[29] and the first Sydney
Cup was held five years later, although according to historian Andrew Lemon, 'the Sydney Cup never
succeeded in approaching the fame of the Melbourne Cup.'[30] Today, the Sydney Cup is a Group 1
handicap race. The race is 3,200 metres, the course circumference is 2224 metres with a 410 metre-
long straight.

The Australian Turf Club was created in 2011 as a merger of the Australian Jockey Club and the Sydney
Turf Club. The STC previously operated Rosehill and Canterbury Racecourses, which continue. The
Autumn Carnival at Randwick is one of Australia's richest racing carnivals and is run over four days
following the Golden Slipper Carnival at Rosehill.[31] In the mid-2010s, Randwick hosted 16 Group 1 races

over the calendar year; interestingly, internationally, only Belmont Park in New York hosts more of these races than Randwick.[32] Today, Randwick hosts some 20 Group 1 races.[33] The Sydney Cup, along with the Queen Elizabeth Stakes, the Champagne Stakes and the All-Aged Stakes are the feature races of the final day of the ATC Autumn Carnival at Royal Randwick. In October 2017 the ATC established The Everest, a sprint race at Randwick under special conditions, billed as the richest turf race in the world.

Figure 4   Crowd at Randwick Racecourse, c. 1900-1910
                Source: Item no. 413515, State Library of New South

Morphettville Racecourse, Adelaide

The Turf Club of South Australia organised racing in Adelaide as early as 1838, but did not last more than two years. A South Australian Jockey Club (SAJC) was later established to organise races in 1850 and went through several phases of management in 1855, 1861 and 1873.[34] Major race meetings in Adelaide in that era were held in the eastern parklands (Victoria Park) and from 1859 at a course at Thebarton. The Adelaide Cup, the most prestigious race held in South Australia was first run in 1864 at Thebarton Racecourse. The first race meeting at Morphettville Racecourse was conducted in 1875 by the SAJC, which initially leased the property and developed the track and grandstand. The SAJC ran the Adelaide Cup there from 1875 and was acknowledged as the principal racing club n South Australia (Figure 5).[35]

In 1879, South Australia became the first colony to pass legislation allowing totalisators to operate on racetracks, until all racecourse betting was banned under the *Totalizator Repeal Act* 1883. The SAJC ceased racing at Morphettville for four years, resuming in 1888 after restrictions were eased. By 1897 the Club had acquired title to Morphettville.[40]   In 1916 during WWI the military occupied Morphettville, and the Adelaide Cup was run at Victoria Park. This was neither the first nor the last time

the Adelaide Cup was run outside Morphettville, as the 1885 Cup was run at Flemington Racecourse as a protest against South Australia's legislation.

The 1980 and 2000 Adelaide Cups were again run at Victoria Park because of Morphettville course renovations and heavy rain on Cup day respectively.[41] After 2009, which saw the closure of both Victoria Park and Cheltenham at Port Adelaide for horse racing, Morphettville became the sole metropolitan racecourse in Adelaide.[36] It has a circumference of 2,339 metres and a 334 metre-long straight.[37] A second turf track, known as 'The Parks', was opened at Morphettville in June 2009. It has a 2100 metre circumference, with a chute through the centre of the course for sprint races.

Figure 5   Morphettville Racecourse, c. 1896.
            Source: State Library of South Australia (Picture Australia), Image No: B8809

Eagle Farm Racecourse, Brisbane

The Brisbane Cup is a Group 2 handicap race, first run in 1866 and held at Eagle Farm Racecourse. It is traditionally one of the main events of the Queensland Winter Racing Carnival. Races were held in the Moreton Bay settlement as early as 1843, but for the next 20 years Ipswich, upstream on the Brisbane River, was the focus for the sport under a North Australian Jockey Club. The Queensland Turf Club was formed in Brisbane in 1863 with permission to establish a racecourse at Eagle Farm, on 322 acres of crown land previously reserved for the purpose. The Club hosted its first race meeting at Eagle Farm in 1865, and the inaugural Brisbane Cup the following year. Described in contemporary newspaper reports as 'swampy' and offering not more than 'an occasional glance' of the racing because trees blocked the view of race goers, Eagle Farm required much in the way of improvements initially.[38] To support its Brisbane Cup meeting, the Queensland Turf Club committee decided in 1890 to launch a sprint race – the QTC Stradbroke Handicap, which became one of the state's feature race meetings.[39] The QTC became the principal racing club in south-eastern Queensland only, sharing this status with four clubs in major regions of the state until creation of a combined Queensland Principal Club in 1992. Successful new racecourses emerged in late twentieth century at both the Gold Coast and the Sunshine Coast. The QTC remained responsible for racing at Eagle Farm, which continued to be regarded as the most prestigious and the largest racecourse in Queensland (Figure 6).[40] It has a circumference of 2,027 metres and a 434 metre-long straight.[48] On 1 July 2009 the QTC merged with the Brisbane Turf Club which owned the adjacent Doomben Racecourse (opened 1933). The new identity was called the Brisbane Racing Club. In 2018, a $1.2 billion masterplan was announced by the BRC which will include the creation of commercial and residential precincts and the upgrading of sporting and racing facilities.[41] Eagle Farm's historic automatic totalizator building is now home to the Old Tote Racing Museum.

Figure 6   Eagle Farm Racecourse, 1917, with totalizator building (top) and finishing straight (below)
Source: John Oxley Library, State Library of Queensland, Image No: 68875

Fannie Bay Racecourse, Darwin

The Darwin Turf Club was formed in May 1955, and the first Darwin Cup under its auspices was run on 20 October 1956. A field of four vied for the Cup, which was run on an unfinished track. Horse racing in Darwin dated back to the 1870s and there had been 'Darwin Cups' run on dirt tracks in the 1880s, held in the vicinity of Fannie Bay, and again in most years from 1911. Until 1956, these were local events, not recognised by Australian racing authorities.[42]

Since the late 1970s, the Darwin Cup has developed into the biggest sporting event in the Northern Territory with over 15,000 people attending every year. The racecourse has a circumference of 1,780 metres and a 340-long straight. It has an oil mixed sand track, rather than the traditional turf of all other Australian metropolitan racecourses.[43] Northern Territory racing gained additional wealth through its licensing of sports bookmakers in the 1990s. Darwin Turf Club became a Principal Racing Club in 1991, ceding these powers to the Northern Territory Principal Racing Authority in 2004, but it remains responsible for racing at Fannie Bay. In 2017, plans were unveiled for the multi-million dollar construction of the Fannie Bay Racing and Sports Club, a gaming, sports and entertainment venue located on underutilised land at the entrance to the racecourse .[44]

Elwick Racecourse, Hobart

Tasmania historically had two principal racing clubs of equal status – the Tasmanian Racing Club which established Hobart's Elwick Racecourse in 1875, and the Tasmanian Turf Club at Launceston's Mowbray whose origins stretch back to the 1840s. Tasmania was a dominant presence in the development of racing in colonial Australia. Before Elwick, Hobart's main racecourse was at New Town.

Situated on a farming property formerly owned by the Travers family, the Elwick Racecourse was opened by the Tasmanian Racing Club in 1875. Although the racecourse was several kilometres from the centre of Hobart, it was conveniently located near the new railway line allowing racegoers to travel to the course by rail. The first race meeting at Elwick was held over three days in February 1875 and included the Hobart Cup which attracted a field of six horses. The TTC similarly upgraded Mowbray in 1877. The following year, in an attempt to assert precedence over the rival Tasmanian Turf Club in Launceston, the Hobart Cup was renamed the Tasmanian Cup, but the former name was reinstated the following year. The totalisator was introduced at Elwick Racecourse in 1880 (Figure 7).[45] Both clubs built major new stands in the Edwardian era – Elwick in 1909, Mowbray in 1914.

The two clubs continue to conduct racing at their respective racecourses, but their powers as principal clubs were absorbed in 1984 by a Tasmanian Principal Clubs Board under State government legislation, with subsequent significant changes in the administration of racing in the State. In 2004 separate tracks for trotting and greyhound racing were created on the Elwick infield, with upgrades to the heritage listed grandstand. In 2018, the Elwick track was upgraded, including irrigation works and resurfacing.[46] Elwick Racecourse is an anticlockwise track and has a circumference of 1,990 metres and a 350 metre-long straight.[47]
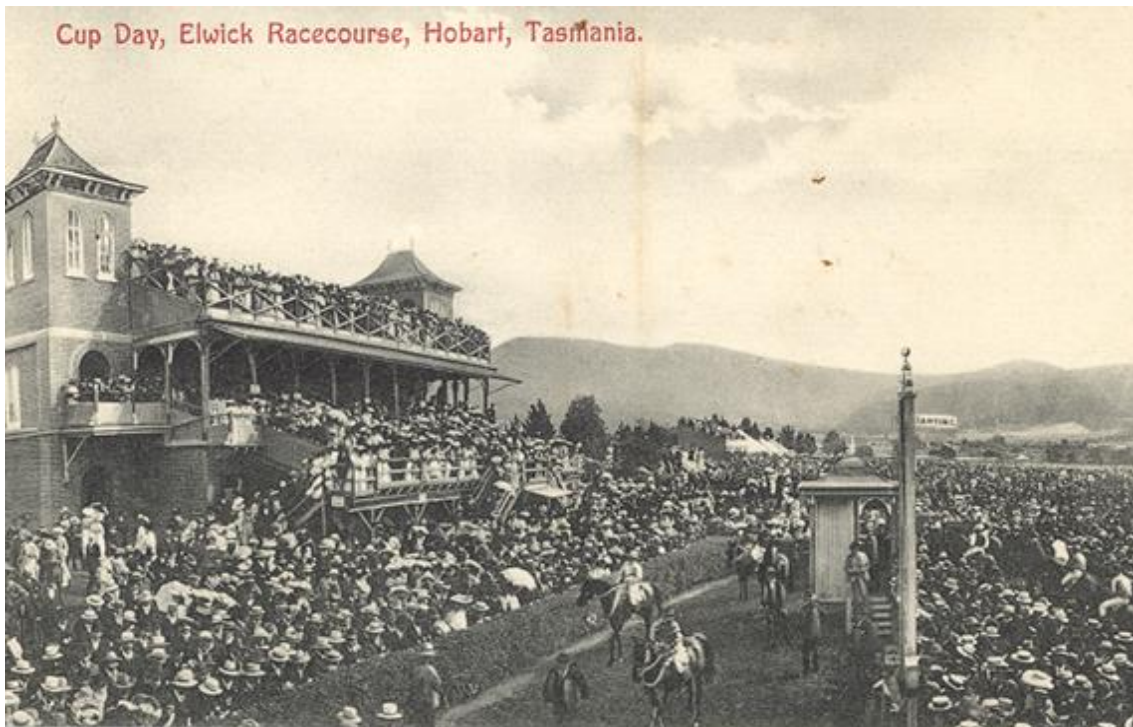
Figure 7   Postcard of Hobart Cup Day at Elwick Racecourse, undated. This stand was demolished in 1909
Source: State Library of Tasmania (Picture Australia), Identifier no. au-7-0016-125144683

Ascot Racecourse, Perth

The Perth Cup, first held in 1887, is run annually, traditionally on New Year's Day, at Ascot Racecourse on the Swan River. A course on this location was first used for racing in 1848. The Western Australian Turf Club (operating as Perth Racing since 2005) has been responsible for thoroughbred racing here since 1852 and was recognised as the principal racing club in Western Australia. A government appointed body, Racing and Wagering Western Australia, became the sport's controlling body in 2003.

In 1944 the WATC acquired Belmont Park Racecourse (established in 1903) which became Perth's main venue for winter racing, while Ascot remained the venue for spring and summer events.

The Perth Cup was the richest race in the colony at the end of the nineteenth century, briefly vying with rich races in the prosperous WA goldfields. The WATC became legal owners of the property in 1892, and extensively upgraded amenities in the next decade, adopting the 'Ascot' name by 1905. But relatively lower stake money, and the distance and the expense of travel, meant limited crossover with the eastern states. Renewed mining prosperity in the 1970s and 1980s brought Western Australia into the mainstream of Australian racing. Ascot is the major racecourse in Western Australia, and it features a 2,000 metre track with a 294 metre-long straight.[48] It is home to all of Western Australia's Group 1 races.[49]

Conclusion

Of the extant Australian racecourses, only Royal Randwick (1833) in Sydney predates the establishment of Flemington Racecourse, and, as a premier racecourse, is comparable to Flemington. Randwick also hosts more Group 1 races per year than does Flemington and is second in the world behind Belmont Park in New York in terms of hosting these races. However, the Sydney Cup, while dating as early as 1866, is not as old as the Melbourne Cup, which has been held without interruption at Flemington since

1861. The prestige and fame of the Melbourne Cup at Flemington has since its inception extended far beyond the general public interest in racing. The crowd sizes at Flemington far exceed those at other racecourses, distinguishing it from other Australian racecourses: the record attendance at Randwick was 93,000 on Doncaster Handicap day 1948, while modern capacity at Randwick is capped at around 40,000. Melbourne Cup Day crowds exceeding 100,000 were reported at Flemington as early as 1880, with modern Cup Day records set in 2003 (123,000). Flemington records were reached on Oaks Day in 2004 (111,000) and on Victoria Derby Day in 2007 (129,000).[50] The Melbourne Cup Carnival at Flemington is the premier racing carnival in Australia, an unrivalled event celebrated throughout the country, with international recognition of the Melbourne Cup as 'the race that stops a nation'.

C.4.3   International racecourses

Ascot, England

While there are records of horse racing in England since the twelfth century, it was not until the sixteenth century that public races became regular events, often held in association with town fairs. By the turn of the eighteenth century, racing was a thriving but unorganised and unregulated activity. Race meetings were held all over the country, with Newmarket leading the way. Epsom and Salisbury staged meetings in the south, and Yorkshire had been established as a major racing county with meetings held at Black Hambleton, York and Doncaster.[51]

Ascot Racecourse is located in the village of Ascot in the English county of Berkshire, and stages thoroughbred horse racing. It is closely associated with the British Royal Family and is one of the leading racecourses in the United Kingdom, hosting 10 of the United Kingdom's 32 annual Group 1 races.[52] The site belongs to the Crown Estate, and Ascot Racecourse was founded in 1711 by Queen Anne, who had a great passion for racing and hunting. Its first race, 'Her Majesty's Plate', with a purse of 100 guineas, was held on 11 August 1711. Seven horses competed in this race which comprised three separate four-mile (6,437 metres) heats.[53] The success of the first Ascot meeting prompted a second meeting which was held the following month. The following year, the nobility and gentry flocked to Ascot for the running of the Queens Plate, but the meeting of 1714 was cancelled when Queen Anne died days before the meeting. Her successor to the throne, George I, lacked any such passion and it was not until 1720 that race meetings were again held at Ascot.[54]

In 1813, Parliament passed an act to ensure that the grounds would remain a public racecourse, and a century later another act was passed by Parliament creating the Ascot Authority, an entity which continues to manage the racecourse today. From its creation in 1913 until 1945, the only racing that took place at Ascot was the Royal Meeting, held over four days. Since that date, more fixtures have been introduced, notably the Steeplechase and hurdles in 1965. Ascot today stages 26 days of racing over the course of the year, comprising jumps races and races on the Flat.[55] The centrepiece of Ascot's year, Royal Ascot (a four to five day event) is one of the world's most famous race meetings, and the Royal Family attend. It is a major event in the British social calendar and is among Europe's best-attended race meeting, although Derby at Epsom (first run 1780) traditionally attracts the largest racing crowds in the UK, with a record of 157,347 recorded in 2012.[56]

Churchill Downs, United States

Churchill Downs, located on Central Avenue in Louisville, Kentucky, is a thoroughbred racetrack most famous for hosting the Kentucky Derby, a set weight race for three-year-olds. The racecourse officially opened in 1875 and held the first Kentucky Derby and Kentucky Oaks later that year. Churchill Downs has also hosted the renowned Breeders' Cup on five occasions.[57]

The track is named for John and Henry Churchill, who leased 80 acres of land to their nephew, Colonel M Lewis Clark. Following a tour of overseas racecourses in 1872, Clark organized the Louisville Jockey

Club for the purpose of raising money to build quality racing facilities just outside of the city. Officially, the racetrack was incorporated as Churchill Downs in 1937. Today, it covers 147 acres, within suburban Louisville, and comprises a main dirt track and a turf track inside the main track.[58] The 1895 twin spires atop the grandstand are the most recognizable architectural feature of Churchill Downs and are used as a symbol of the track and the Derby (Figure 8). The stands seat up to 51,000 people, though crowds at the Derby have exceeded 170,000 because of standing room admission to the paddock and infield. Like Royal Ascot, Churchill Downs recently underwent a major renovation, which included the refurbishment of the twin spires.[59]

Unlike in Australia, racing at Churchill Downs occurs in two blocks of consecutive race days. The Spring Meeting starts one week before the Derby and continues until July. The Kentucky Derby of 10 furlongs (2,011 metres) is held the first Saturday in May and the Kentucky Oaks of 9 furlongs (1,810 metres) is run on the Friday before the Derby, both races on the dirt track. An autumn meeting runs through October and November. On 17 May 1875, in front of an estimated crowd of 10,000 people, a field of 15 three-year-old horses contested the first Derby. Although the inaugural meeting proved a success, the track ran into financial difficulties until 1902 when a syndicate of businessmen acquired the facility, after which Churchill Downs prospered and the Kentucky Derby became the preeminent thoroughbred horse race in America.[60]

Figure 8   Kentucky Derby finish at Churchill Downs, showing the famous twin spires.
                Source: John Humphries, American Racetracks and Contemporary Racing Art.

Nad Al Sheba (Meydan), United Arab Emirates

The Dubai World Cup is the world's richest horse race.[61] First held in 1996, the race was the creation of His Highness Sheikh Maktoum bin Rashid Al Maktoum, who owned Darley Stud, one of the world's leading thoroughbred breeding and racing operations. The Nad Al Sheba Racecourse was constructed in

1986 following the instructions of His Highness, and the first race meeting was held there in 1992. The racecourse has two tracks; a 1,750 metre dirt track (comprising of a mixture of fine dune sand, silt and clay) and a 2,400 metre turf track.[62] In 2010, the rebuilt racecourse, now named the Meydan Racecourse, was opened and comprised a five star trackside hotel, commercial, retail, entertainment centres and a marina, as well as first class racing and stabling facilities.

Conclusion

Internationally, Flemington Racecourse is renowned for its association with the Melbourne Cup and Melbourne Cup Racing Carnival. Ascot Racecourse in the United Kingdom is associated with one of the most famous and prestigious race meetings in the world, in the annual Royal Ascot carnival. The Kentucky Derby, a shorter event held annually at Churchill Downs Racecourse in the United States, is another internationally famous and historic race meeting, albeit the racecourse was established in 1875, several decades after Flemington. Of a more recent origin, the Dubai World Cup is today the world's richest horse race and the new Nad Al Sheba (Meydan) racecourse highlights the shift in design, form and function with the diversification trend of racecourses around the world.

C.4.4   The former Jockeys' Convalescent Lodge

The Jockeys' Convalescent Lodge, located to the east of the racecourse grounds near Epsom Road, in an elevated, isolated position in relation to the remainder of the site, although close to the 2005 VRC Administration Office. It is a single-storey structure octagonal in plan designed in the Victorian *cottage orné* style. It is clad with vertically fixed weatherboard panelling, with a central lantern and wide eaves.

The building was designed in c. 1893 by William Salway, a prominent architect in Melbourne during the late nineteenth century. Salway arrived in Victoria in 1854 and served articles with Joseph Reed. He worked in China from 1868 to 1875, and then returned to Melbourne where he had a flourishing practice.[63] His completed works included the Alexandra Club, Collins Street and the Australian Church, Flinders Street (both completed in 1887). Authorship of the building concept or design was also attributed to VRC Club Secretary Henry Byron Moore in contemporary newspaper accounts,[64] and Moore was associated with at least one other extant structure of novel plan, the Chalet at Mount Martha, designed by the firm Reed Tappin Smart. The Convalescent Lodge is a remnant of the late nineteenth century upgrade of the racecourse which at that time featured a series of picturesque timber structures that reflected the involvement of both Salway and Moore.

The circular hospital form gained popularity in England from the late nineteenth century, an example being the Free Cancer Hospital (later the Royal Marsden Hospital) which was reconstructed and enlarged in 1885. In these works, improved sanitary facilities were provided in two octagonal towers, one at the end of each ward. This followed John Marshall's 1878 publication *On a Circular System of Hospital Wards* which argued that opportunities for light, fresh air and cross ventilation could all be improved by the circular plan form.[65] Despite some initial reservations regarding floor space and air flow, from 1885 the circular plan for hospital wings began to be seen more widely throughout London, and in 1893, the 'Pavilion Hospital' was recognized as the most recent development in hospital planning.[66]

However, the polygonal form was (and remains) unusual in Victoria's hospital or convalescent home designs. Small 1860s hospital buildings by architect J J Clark at the Beechworth, Kew and Ararat asylums are based on irregular Italianate massing. Point Nepean Quarantine has a group of rectilinear buildings with one diagonal corner structure. The Melbourne and other large capital city hospitals were all composed as linked pavilions by 1890, but not with polygons, and this pattern had spread into smaller regional hospitals and sanatoria such as Callan Park in Sydney and Kingston in south-east Melbourne. The British Cottage Hospital plan, then being applied in Western Australia by George Temple Poole as at

Albany (1884-91), was also irregular in massing; but the Johns Hopkins Hospital in Baltimore, rebuilt in grouped pavilions in 1876, included two double-storeyed octagonal 24-bed ward plans in its original design, one of which was completed.[67] Johns Hopkins became the international model for hospitals in this period, and the arrangement of convergent beds may well have appealed in a situation where patients might be together for a reasonably long period. Certainly, the Johns Hopkins wards were much closer in conception to the Jockeys' Convalescent Lodge at Flemington; the octagonal lantern on the building also corresponds closely to the central octagonal chimney and vent on the Johns Hopkins wards. At Flemington, however, it serves as a light and ventilation source, and the chimneys are pushed outward into the roof line.

In Victoria, this hospital's most direct counterparts were all built decades later, as with Beulah Hospital in the Wimmera region, designed by Peter and Dione McIntyre in 1955-56. That comprised a group of segmental ward areas served by a polygonal core space where the nursing bay, store and services were combined. The Beulah Hospital heating was also from a plant at the building's centre. Other more recent uses of the form are in Chancellor and Patrick's Carrum Downs Hospital and in Sandringham Private Hospital, both dating from the later 1950s-early 1960s, and the Manningtree elderly people's housing in Wattle Road, Hawthorn, c. 1965.

The rendered chimneys to the subject building are broadly in the tradition of Melbourne's domestic Italianate style, but their dramatised battering and mass, especially in relation to the lightly figured roof plane around them, is High Victorian in vigour and sculptural energy. The arches immediately below the lantern canopy are Queen Anne in their detailing, typical of the free style, loosely eclectic and 'incorrect' in approach to historical detailing as seen widely in progressive Melbourne architecture in the later 1880s and early 1890s. The arches compare with other arched bays typical of new work in this period, such as Speight and Debro's Winfield Building of 1891, Melbourne, or the detail and movement expressed in Thomas Anthoness's Royal Hotel at Williamstown (1890).[68]

Conclusion

The former Jockeys' Convalescent Lodge is the only structure remaining at Flemington Racecourse from the decorative suite of late nineteenth century buildings added to the site during the tenure of VRC club secretary Henry Byron Moore, and which contributed to the picturesque reputation of Flemington. These buildings were mostly removed as a consequence of 1920s redevelopment which remade much of the spectator setting and amenities of the racecourse; the Lodge survived principally due to its distance from these precincts, on an isolated site between Epsom Road and the formerly separate training track. As a small hospital pavilion, it is a rare surviving structure in Victoria with a centralised plan and internal arrangement. The lodge is an excellent representative example of the *cottage orné* style popular around the turn of the nineteenth century, yet it is rare a building in Victoria. In the context of the racecourse. The singularity of this building serves to illustrate the changing characteristics, aspirations and often personal patronage responsibilities of horseracing as an institution in Victoria.

C.5   Assessment

Flemington Racecourse is identified in the NHL statement of significance as of historical and social significance to Australia. It is also identified in the VHR statement of significance as of aesthetic, architectural, historical and social significance to the State of Victoria. The following section summarises these heritage values and provides a supplementary assessment as a result of the additional historical and physical research prepared for this HMP.

The social significance of the racecourse has not been further examined or assessed in detail in this report.

C.5.1   Historical significance

The historical significance of Flemington Racecourse, as expressed in the existing NHL and VHR statements of significance is as follows:

- Flemington Racecourse is the oldest racecourse in Victoria and has operated continuously for 160 years, since 1840
- The Melbourne Cup has run at the course for over 150 years, since 1861, and is Australia's most watched and celebrated horse race
- Flemington Racecourse has ranked among Australia's premier racecourses due to its continuity of use, the physical characteristics of the track (its circumference and the extended 'Straight-Six' layout, and the singular popularity of the Melbourne Cup as an event of mass public appeal
- The course has one of the highest spectator participation rates in Australia and the Melbourne Cup and the cult of the turf have become part of the national identity
- Melbourne Cup has been a stimulus for the arts, including literature, painting, drama and ballet
- Flemington Racecourse has been an important venue for Australian fashion since the creation of 'ladies' day' in 1885, and the Spring Carnival has become a major part of the fashion industry's year
- The 1870s chronograph is significant as a fine example of nineteenth century clockmaking, and as the most famous work of the renowned Melbourne jeweller Thomas Gaunt

Additionally, the following historic values are identified:

- Flemington is the most significant of the four Melbourne metropolitan racecourses as the host of approximately half of the principal events of the Victorian racing calendar, and as the host of 15 Group 1 races annually (the most in Victoria)
- Flemington has historic associations with the Victoria Racing Club (VRC), Victoria's principal racing club, since its inception in the 1860s. The VRC has had considerable influence and control over the rules and conduct of racing in the state, including the Victorian racing calendar, and has been instrumental in the development of Victorian horse racing culture
- While Randwick Racecourse in Sydney predates the establishment of Flemington, and hosts more Group 1 races per year than does Flemington), the Melbourne Cup is older than the Sydney Cup, remains the longest running cup race in Australia, and the Melbourne Cup Carnival is the premier racing carnival in Australia
- Internationally, Flemington Racecourse is renowned for its association with the famous Melbourne Cup and Melbourne Cup Racing Carnival. In general terms, the cup and carnival meeting can be compared with those of Royal Ascot in the United Kingdom (a much earlier historic racecourse), and the Kentucky Derby, a shorter event held at Churchill Downs racecourse in the United States (a later racecourse)
- The former Jockeys' Convalescent Lodge is the only structure remaining at Flemington Racecourse from the decorative suite of nineteenth century buildings. These were mostly removed as a consequence of 1920s redevelopment, which up until that time had largely contributed to the picturesque nature of Flemington.

C.5.2   Social significance

The social significance of Flemington Racecourse, as expressed in the existing NHL and VHR statements of significance, is as follows:

- The racecourse has a special association with the people of Australia as the venue of some of the country's greatest horse races, and in particular the Melbourne Cup as the centrepiece of the Victorian Spring Racing carnival
- Each year, on the first Tuesday of November, the Melbourne Cup takes place as 'the race that stops a nation', bringing the country to a standstill as a public holiday in Victoria, and nationally for the duration of the 3pm race
- Racing has one of the highest spectator sport participation rates in Australia, and the Melbourne Cup has become part of the national psyche
- Flemington Racecourse is an important venue for Australian fashion including during the Spring Carnival. Oaks Day has since as early as the 1880s been seen as 'ladies' day' and continues to be recognised as the fashion event of the year in Melbourne.

C.5.3 Architectural significance

The architectural significance of Flemington Racecourse, as expressed in the existing VHR statement of significance, is as follows:

- The racecourse is architecturally significant for its collection of structures and outdoor spaces relating to the development of racing in Victoria; these demonstrate the various stages in the development of the racecourse and the evolution of the Melbourne Cup as a major social event in Victoria
- The most significant elements are the remaining nineteenth century structures including the 1880s bluestone stand remnants, bluestone perimeter walls and Hill Gate entrance, the former Jockeys' Convalescent Lodge and the 1920s-30s Betting Ring with its surrounding tote buildings

Additionally, in relation to the Jockeys' Convalescent Lodge:

- The Jockeys' Convalescent Lodge, located to the east of the racecourse grounds near Epsom Road, is architecturally significant as a single-storey structure octagonal in plan designed in the Victorian *cottage orné* style, clad with vertically fixed weatherboard panelling, with a central lantern and wide eaves. It is an excellent example of the cottage orné style popular around the turn of the nineteenth century. It is especially rare in a racecourse context.

C.5.4 Aesthetic significance

The aesthetic significance of Flemington Racecourse, as expressed in the existing VHR statement of significance, is as follows:

- The racecourse is one of the finest racecourses in the world, set in an expansive landscape with views towards Melbourne city.
- The racecourse grounds incorporate a suite of works of art, including the Harold Freedman murals in the Hill Stand, which are an extraordinary depiction of the history of thoroughbred racing; the bronze statues of Phar Lap and Makybe Diva, two of Australia's greatest racehorses; and of Bart Cummings, considered to be Australia's greatest horse trainer
- The racecourse is also significant for its gardens, particularly the rose displays, which are carefully cultivated to be at their most spectacular during the Melbourne Cup Carnival, when the Melbourne Cup is run.

Additionally, the following aesthetic values are identified:

- The overall form and placement of the racing track, also referred to as the course proper, is of aesthetic significance for its alignment, relationship to the stands and viewing areas, and role as the central visual focus of the course

- The Members Drive, including entrance ticket box and the broad landscape plantation that lines both sides of the drive, is of aesthetic significance as a private nineteenth century ornamental landscape of high enduring quality and civic scale ambition. The landscape includes a number of significant exotic tree specimens as well as more extensive plantations of Elms, Eucalypts and other selections, and extends in some areas to the base of the escarpment where it adjoins modern car parks and various operational facilities
- Formal landscaped areas in the racecourse grounds are of aesthetic significance, including formal public and members lawn areas and tree plantings within the Hill Precinct, the former betting ring to the southwest of the grandstands known as 'the Elms', and Elm trees within the Betting Ring itself, as well as the tradition of extensive rose plantings throughout the spectator precincts.

C.5.5   Updated NHL statement of significance

An updated statement of significance is provided below addressing the National heritage values of the place, with amendments focusing on historic values based on the supplementary assessment provided above. It is noted that the social significance of the racecourse has not been examined in further detail for the preparation of this report and that further investigation of those values will be required for an exhaustive update to the NHL statement of significance. Deletions are marked as strikethrough and new or updated text shown in bold and underlined.

Flemington Racecourse has importance in the cultural history of Australia because of its development into one of the Australia's premier racecourses. During the more than one hundred and **eighty** ~~sixty~~ years since the flats beside the Saltwater River were first used for racing, Flemington has been transformed from uneven, heavily thicketed, rough paddocks into a richly grassed acreage supporting one of the finest racing surfaces in the world. The circumference of the Flemington track at 2,312 metres and the advantage of the Straight Six make it one of the **longest and greatest** ~~great~~ racecourses of Australia.

Flemington Racecourse is also important as the site of the continuous running of the Melbourne Cup from its inception in 1861 to the present day. **The Melbourne Cup is one of the oldest feature races in Australia and remains the longest running cup race, with the Melbourne Cup Carnival being the premier racing carnival in Australia. Flemington Racecourse is also the oldest continuously operating racecourse in Australia.** ~~On the first Tuesday in November it is the race that stops the nation,~~ Flemington Racecourse has a special association with the people of Australia as the venue of some of the country's greatest horseraces, and in particular the Melbourne Cup. **Each** ~~which each~~ year**, on** ~~captures~~ the **first Tuesday** ~~imagination~~ of **November, the Melbourne Cup takes place as 'the race that stops a nation', bringing** the country ~~and brings it~~ to a standstill **as a public holiday in Victoria, and nationally for the duration of the race**. The Cup has been a stimulus for the arts, including literature, painting, drama and ballet. As a spectator sport, racing has one of the highest participation rates in Australia, and the Melbourne Cup and the cult of the turf have become part of the national psyche.

~~Flemington Racecourse has also become an important venue for Australian fashion. The Melbourne Cup spring racing carnival is a major part of the fashion industry's year. 'Oaks Day' of the spring carnival was developed as a 'ladies' day' in 1885, and within two years had become the fashion event of the Melbourne year.~~ **From the mid nineteenth century Flemington Racecourse became an important venue for Australian fashion, as it remains to this day. The clothing of spectators,**

particularly women, was part of the social occasion of attending the races, and the styles and outfits were regularly reported upon. The Melbourne Cup Carnival is a major event in the fashion industry's calendar. 'Oaks Day' of the Melbourne Cup Carnival was developed as a 'ladies' day' from the 1870s and was soon one of the fashion events of the Melbourne year.

C.5.6   Updated VHR statement of significance

The existing VHR statement of significance for Flemington Racecourse was last updated in 2009. An updated statement of significance is provided below addressing the State heritage values of the place. It takes into account recent changes at the place. Deletions are marked as strikethrough and new or updated text shown in bold and underlined.

> *What is significant?*
>
> Flemington Racecourse has operated continuously since 1840, when the first race meeting was held ~~here~~ on the Maribyrnong River flats north-**west** of the city. **Since** ~~and in~~ 1848 **when** 352 acres of Crown Land ~~was~~ **were** reserved as a public racecourse~~. Since then~~ the course has undergone continual development and change. In the 1850s racing in Victoria boomed, with many courses established throughout the colony, but the annual autumn meeting at Flemington was already established as the main event on the racing calendar. In 1859 the results of the Australian Championship Sweepstakes were telegraphed to Sydney, a first for an Australian sporting event, and a railway line to the course opened in 1861. In the same year the **inaugural** ~~first~~ Melbourne Cup was run, over a two-mile course, an event which has been held annually since then and has become internationally famous.
>
> The Victoria Racing Club (VRC) was formed in 1864 to organise racing at Flemington, and major improvements at the racecourse were carried out under the administration of the first two secretaries, Robert Cooper Bagot (secretary 1864-1881) and his successor Henry Byron Moore (secretary 1881-1925). Bagot replaced the coarse grass on the track, graded the lawns, and drained the swampy land in the centre of the course to make 'the Flat', with that area and 'the Hill' becoming the main viewing areas. In 1873 he built a members' grandstand, known as Bagot's Cowshed, at the base of the hill. Moore built ~~four~~ **several new grandstands in his first decade in office**, **the largest** ~~one~~ a bluestone stand built in 1883-86 and incorporating elegant vice-regal facilities, elements of which survive beneath the ~~Old Hill~~ **Lawn** Stand. At the same time the ~~existing~~ **extant** bluestone walls were built around the base of the hill and, more extensively, around the northern perimeter of the Hill. Moore also initiated the creation of the impressive lawns and gardens, particularly the rose gardens, which are still an important feature of the course. ~~Three paintings done from 1887 by the Austrian painter Carl Kahler, now in the Committee Rooms, show the appearance of the course at that time.~~ Another initiative of Moore's was to establish a Distressed Jockeys' Fund to assist injured jockeys, and in 1893 he built ~~at the course~~ a Jockeys' Convalescent Lodge **at the racecourse which was** designed by the architect William Salway. The first newsreel filmed in Australia was taken at Flemington on Cup Day in 1896.
>
> In 1922 the VRC began a radical redevelopment of the course, with the major focus **of the spectator precincts** shifting ~~further~~ to the east **of the Hill.** Many of the early timber structures were demolished, Bagot's stand became a public stand, and a new Members' Stand, designed by the architects Robertson & Marks, was **competed** ~~built~~ in 1924. The legalisation of the totalisator for betting in 1930 required the construction of new tote buildings in 1931 ~~several of which remain~~

~~(though altered)~~ **(since demolished). The largest of these was built at the rear of** ~~around~~ the betting ring **that had been established to the** north of the **1924 Members' Grandstand**~~1924 Members' Stand~~. Racing continued at Flemington during both World Wars, though part of the racecourse was ~~occupied~~ **utilised** by the armed **forces** during **the latter war.** ~~WWII~~. Further major redevelopment occurred during the 1950s, with the construction of what is now known as the Old Hill **Reserve** Stand and the Lawn Stand replacing Bagot's Cowshed. ~~Fashion has always played an important part in Flemington race meetings, and the 'Fashions in the Field', which has become an institution at the course, was introduced at the Centenary Melbourne Cup in 1960.~~Many early structures have been demolished to make way for improved facilities. ~~Further expansion has seen the construction of the new Hill Stand in 1978-79 and the Prince of Wales Stand in 1984, with The Grandstand (a new stand for members) built above this in 2000. Further changes have been carried out, particularly in the birdcage (where horses are stabled while awaiting their races) and car parking areas, in the early twenty-first century as part of a new master plan for the course.~~

Further expansion and modernisation of facilities led to the construction of the new Hill Stand in 1978-79, the Prince of Wales Stand in 1985, and The Grandstand (a new stand for members) built above this in 2000. A partial renovation of the Hill Stand was carried out in 2011. Most recently, the 1924 Members' Grandstand was demolished and replaced with the 2018 Club Stand.

The Flemington Racecourse occupies a 127 hectares site on flat land bordered to the south and west by the Maribyrnong River and to the north by a raised escarpment running along the northern boundary, which culminates in the Hill at the north-west corner. Internally there is a road system which accesses all parts of the course, and has entrances from Epsom Road, Leonard Crescent, Fisher Parade and Smithfield Road. The centre of the site contains the course proper, **an arrangement of three concentric tracks surrounding** ~~with~~ the **central** Flat and **further training courses within them. Most** ~~two other tracks and a car parking area inside this. To the north are most~~ of the ~~site~~ **racecourse** infrastructure and **spectator** ~~public~~ facilities **are located to the north of the course, including** grandstands, betting facilities, public and members' areas and car parking**, and the sequence of race day saddling sheds, parade rings** and ~~to the east are recently constructed~~ horse **walks by which race entrants are prepared and displayed before the race. Horse** training facilities, the ~~new~~ VRC Administration Offices and the former Jockeys' Convalescent Lodge **are located to the east of the racecourse, largely separate from the site's public landscape, as is the Racing Victoria headquarters and the facilities of the Australian Racing Museum in the former Flemington school complex on Epsom Road.**

The most significant **physical** features **of the racecourse site include** ~~are~~: the main race**track (**course **proper)** including the old distance post, ~~the oldest feature at the course, and the horse walk from the track to the mounting yard; the 1924 Inter-War Stripped Classical style Members' Stand;~~ the remains of the 1880s bluestone stand (part of which lies beneath the ~~Old Hill~~ **Lawn** Stand terraces); the 1880s bluestone walls at the base of the Hill and along Fisher Parade, Leonard Crescent and adjacent to the Hill Gate (which retain some remnant painted signage); the ~~picturesque~~ octagonal former **Jockeys'** Convalescent ~~Jockeys'~~ Lodge **on** ~~near~~ Epsom Road; the **1924 Betting Ring** ~~betting ring~~ with its old elm trees, bordered by ~~totes and~~ other **remnant** buildings **from the period, additional elements are** ~~and~~ the 1920s men's toilets; the **1926 'Scratching Frame'**, the **Members' Drive, its extensive plantings,** ~~statues of Phar Lap, Bart Cummings~~ and **the entrance**

attendant's box at the Epsom Road end; other plantings including the elm trees at the western end of the course and in the Betting Ring; and the extensive lawns and flower beds predominantly rose plantings throughout the spectator precinct.

Flemington Racecourse's parade tradition is also significant, its twentieth century origins date to the relocation of the race-day Birdcage, and later developed in increasingly elaborate saddling and mounting enclosures and connecting walks. The current sequence consists of predominantly new fabric on revised footprints established recently, occupying a similar footprint to 1924. The tradition of rose planting as practiced throughout the spectator precinct of the site, and perhaps most prominently in conjunction with the parade yards, has also long been identified as a significant feature of the place.

The place holds a significant collection of movable objects, including ~~Makybe Diva;~~ the chronographic clock in the VRC Committee **Room** ~~Rooms~~; the 187~~0s~~**9 Brass Starting Bell** ~~brass bell~~ near the **Flemington Racecourse Heritage Centre** ~~Racecourse Manager's Office~~; **statues of Phar Lap, Bart Cummings, Makybe Diva and Roy Higgins;** the murals by Harold Freedman depicting the history of thoroughbred racing in the Hill Stand~~; the Members' Drive, its extensive plantings, and the entrance box at the Epsom Road end;~~ and **Carbine's Stall, a small timber structure that once housed one of Australia's greatest racehorses.** ~~the plantings, particularly the roses throughout the public and members' areas and the elms at the western end of the course and in the betting ring.~~

How is it significant?

Flemington Racecourse is of aesthetic, architectural, historical and social significance to the State of Victoria.

Why is it significant?

Flemington Racecourse is architecturally significant for its collection of structures **and exterior spaces** ~~relating~~ to **reflecting the development of** racing in Victoria since the nineteenth century**. These**~~, which~~ demonstrate the various stages of development of the course **and particularly the influence of the first two secretaries of the Victoria Racing Club, Robert Cooper Bagot and Henry Byron Moore, both of whom were surveyors by profession.** The most significant of these are the remaining nineteenth century structures (the 1880s bluestone stand remnants and bluestone walls and the former **Jockeys'** Convalescent ~~Jockeys'~~ Lodge)~~, the 1920s Members' Stand~~ and **the early totes** ~~betting ring,~~ and **other** ~~the 1930s tote~~ buildings **surrounding the 1920s Betting Ring.** The remnant of the 1880s bluestone grandstand, though partly hidden beneath the Old Hill Stand terraces, is an interesting example of a nineteenth century grandstand and demonstrates building techniques of the period. The bluestone walls at the base of The Hill and along Fisher Parade and Leonard Crescent are also of interest as examples of nineteenth century bluestone construction. The former **Jockeys'** Convalescent Lodge is of significance as a possibly unique example in Victoria of a centralised hospital building, a form which became popular in the 1880s in England. It is an exceptional example of a picturesque structure of the late nineteenth century. ~~The 1924 Members' Stand is significant as an unusual and largely intact example of a 1920s Inter-War Stripped Classical style grandstand.~~

Flemington Racecourse is historically significant as the oldest racecourse in Victoria, which has operated continuously since 1840. It has been the site of the running of the Melbourne Cup since its inception in 1861 until the present day. This is Australia's most famous horse race, which 'stops the nation' and has been a

public holiday in Victoria since 1877~~7~~**6**.   The Melbourne Cup has been a stimulus for the arts, including literature, painting, drama, ballet and fashion design. The 1870~~0s~~**6** chronograph now in the Committee Room, once used to time the races, is significant as a fine example of nineteenth century clockmaking, and as the most famous work of the Melbourne jeweller Thomas Gaunt, who became a household name in Australia and England for his manufacture of large public clocks.

Flemington Racecourse is of social significance as a venue of Victoria's and Australia's greatest horse races, especially the Melbourne Cup. This is accepted as being one of the world's great horse races with its own distinctive features and is centrepiece of the Victorian **Spring Racing Carnival** ~~spring racing carnival~~. Racing is one of Australia's major spectator sports, and Derby Day 2006 attracted a crowd of 129,089, one of the largest crowds in Australian sporting history. ~~Flemington racecourse is an important venue for Australian fashion, and the Spring Carnival is a major part of the fashion industry's year. Oaks Day has since as early as the 1880s been seen as a 'ladies' day' and has continued to be recognised as the fashion event of the Melbourne year.~~ **From the 1860s, Flemington Racecourse became an important venue for Australian fashion, as it remains to this day. The clothing of spectators, particularly women, was part of the social occasion of attending the races, and the styles and outfits were regularly reported upon. The Melbourne Cup Carnival is a major event in the fashion industry's calendar. 'Oaks Day' of the Melbourne Cup Carnival was recognised as a 'ladies' day' as early as the 1870s, and soon vied with the Melbourne Cup to become the fashion event of the year**

Flemington Racecourse has aesthetic significance as one of the finest racecourses in the world, set in an expansive landscape with views towards the City of Melbourne. It is significant for its works of art, including the Harold Freedman murals in the Hill Stand, which are an extraordinary depiction of the history of thoroughbred racing; for the bronze statues of Phar Lap and Makybe Diva, two of Australia's greatest racehorses; and of Bart Cummings, considered to be Australia's greatest horse trainer**, as well as a bronze statue of jockey, Roy Higgins**. It is also significant for its gardens, particularly the ornamental Members Drive and the rose displays which are carefully cultivated to be at their most spectacular during the **Melbourne Cup** ~~Spring Racing~~ Carnival, when the Melbourne Cup is run.

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APPENDIX C: CONVERSATION MANAGEMENT PLAN (2012 UPDATED 2014)
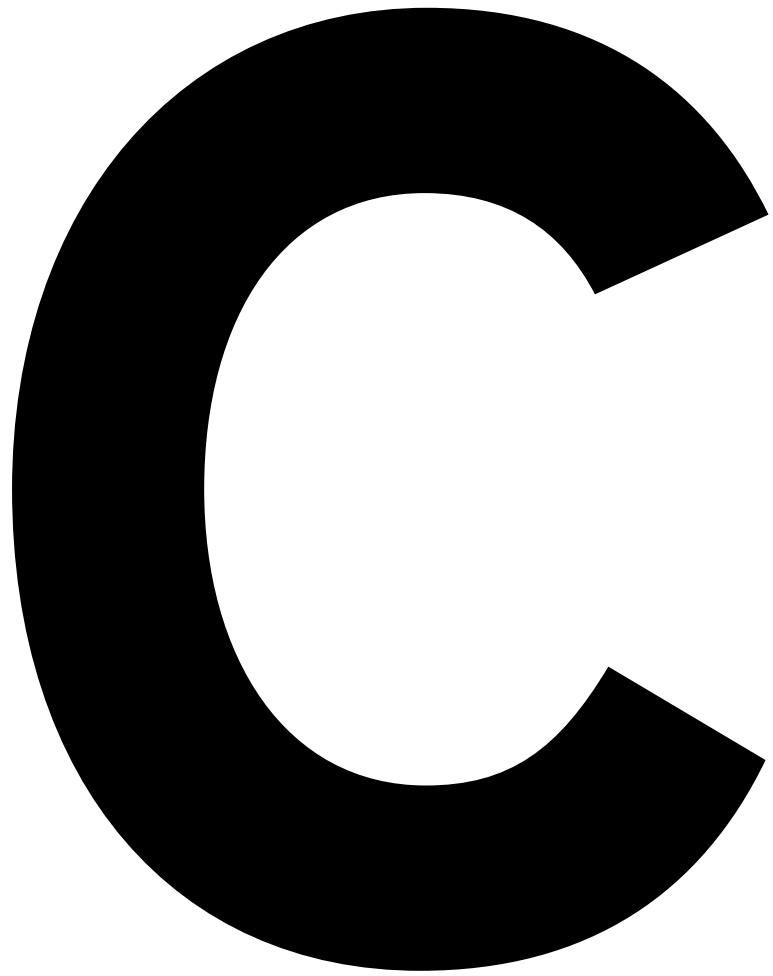
FLEMINGTON RACECOURSE

448 EPSOM ROAD, FLEMINGTON, VICTORIA

CONSERVATION MANAGEMENT PLAN

December 2012

Date	Document status	Prepared by
April 2007	First draft (incomplete)	Lovell Chen
May 2011	Revised draft (incomplete)	Lovell Chen
December 2012	Final report (minor updates February 2014)	Lovell Chen & John Patrick Landscape Architects

Cover image: Aerial view of Flemington Racecourse, 2012 (www.nearmap.com).

Flemington Racecourse

448 Epsom Road, Flemington, Victoria

Conservation Management Plan

Prepared for
Victoria Racing Club

December 2012

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ACKNOWLEDGEMENTS

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1.0   INTRODUCTION

1.1   Background and brief

This Conservation Management Plan (CMP) for Flemington Racecourse, Melbourne, was commissioned by the Victoria Racing Club (VRC). It was prepared by Lovell Chen Architects & Heritage Consultants, in collaboration with landscape consultant John Patrick Pty Ltd Landscape Architects.

This CMP supersedes earlier drafts (the most recent dated May 2011), and incorporates more recent research undertaken by Lovell Chen into the 1924 Old Members Grandstand and the former Jockey's Convalescent Lodge, as well as other research into the racecourse history and development by Andrew Lemon and Paul Roberts of Turnberry Consulting Ltd (refer Bibliography).

The primary objectives of the CMP are to provide guidance, in the form of policies, strategies and guidelines, on the future management and conservation of the heritage values of the place, including the National Heritage values, as well as those identified in the Victorian Heritage Register listing of the place.

1.2   The place

Flemington Racecourse is located approximately 7km south-west of Melbourne CBD, and occupies an area of 127ha. It is bounded to the east by Epsom Road; to the north by the Royal Agricultural Society Showgrounds and the railway spur line; to the north-west by Fisher Parade; to the south by the Maribyrnong River; and to the south-east by Smithfield Road (Figure 1 and Figure 2). The Victoria Racing Club manages the racecourse, under a Crown land lease arrangement.
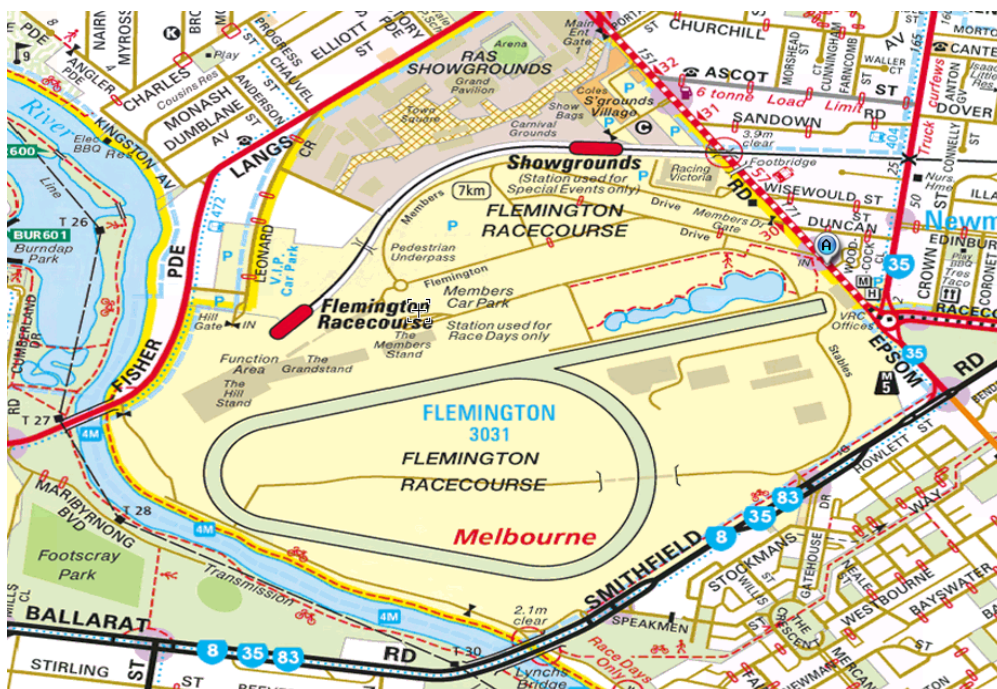
Figure 1   Location map of Flemington Racecourse.
             Source: www.streetdirectory.com.au

Figure 2   Recent aerial view.
            Source: www.nearmap.com

The first race meeting at Flemington Racecourse was held on 3 March 1840, and the first Melbourne Cup was held there on Thursday 7 November 1861. Originally called the Melbourne Racecourse, the name Flemington did not come into use until 1857. Held annually, the Melbourne Cup is the most famous of the races at Flemington Racecourse. The racecourse also hosts a number of other events including the Victoria Derby, the Oaks, and the Newmarket Handicap. The course proper has a circumference of 2,312 metres and is 30 metres wide. There are also approximately 10 kilometres of training tracks, including grass and artificial tracks.[1] Flemington Racecourse is one of the biggest racecourses and longest race tracks in Australia and is famous for the 'Straight Six'—the six furlong (1,200m) straight.

1.3   Methodology

This report broadly follows the format of the Australia ICOMOS (International Council on Monuments and Sites) guidelines for the preparation of conservation plans[2] and the principles set out in the *Australia ICOMOS Burra Charter*, 1999, adopted by Australia ICOMOS to assist in the conservation of heritage places. It contains an overview history (chapter 2); a physical description of the place today (chapter 3); an assessment of its significance (chapter 4); and a conservation policy and management plan (chapter 5).

The report is also generally consistent with the content requirements for a Management Plan for a place on the National Heritage List, as set out in Schedule 5A of the *Environment Protection and Biodiversity Conservation Regulations 2000* (EPBC Regulations).
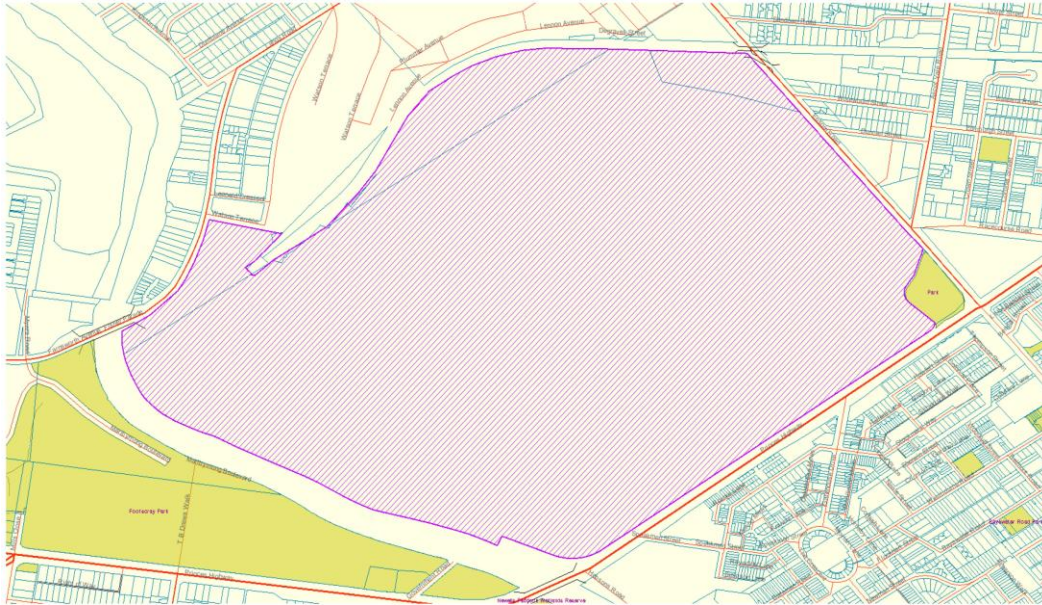
Figure 3   National Heritage List boundary plan.
Source: Australian Heritage Database.

1.4   Heritage listings and classifications

1.4.1   National Heritage List

Flemington Racecourse was included in the National Heritage List (NHL) in November 2006 (Place ID: 105922, Place File No. 2/11/033/0682).

Places included in the NHL are subject to the requirements of the Commonwealth *Environment Protection and Biodiversity Conservation Act* 1999 (EPBC Act). Works which will have a significant impact on the NHL values (historical and social) require approval from the Department of Sustainability, Environment, Water, Population and Communities (DSEWPAC) via an *EPBC Act* referral. The NHL boundary is shown at Figure 3, and the citation and statement of significance is included at Appendix B.

1.4.2   Victorian Heritage Register

Flemington Racecourse is included in the Victorian Heritage Register, maintained by the Victorian Heritage Council (H2220), and subject to the *Victorian Heritage Act* 1995. The area included in the VHR is to the extent of all the land marked L1, and all the buildings and structures B1-B5, features F1-F10 and objects O1-O2 at Figure 4.

General: The landscape and plantings

B1 1924 Members Stand

B2 Remnants of 1880s bluestone stand

B3 Former Jockeys Convalescent Lodge

B4 Former tote buildings and scratchings board forming northern boundary of betting ring

B5 Men's toilets near betting ring

F1 Race track

F2 Bluestone walls around base of The Hill, along Fisher Parade and Leonard Crescent and near the Hill Entrance

F3 Horse walk between Mounting Yard and race track

F4 Distance post

F5 Betting Ring near Members Stand

F6 Statue of Phar Lap

F7 Statue of Bart Cummings

F8 Statue of Makybe Diva

F9 Brass Bell

F10 Members' Drive and Entrance Box

O1 Harold Freedman Murals

O2 Chronographic Clock

The citation and statement of significance is included at Appendix B.

The racecourse railway station and railway line are excluded from the VHR registered area. It is also noted that the Royal Agricultural Showgrounds (VHR 1329) adjoins the racecourse registered area to the north.
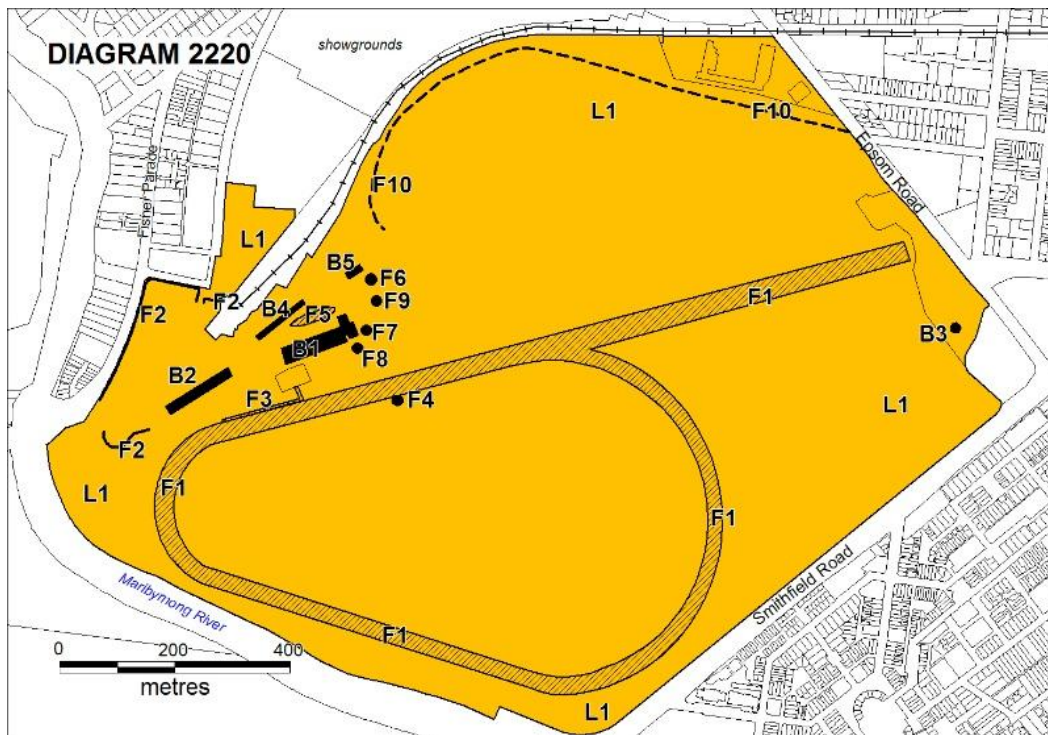
Figure 4   Victorian Heritage Register extent of registration for Flemington Racecourse. Source: Victorian Heritage Register online.
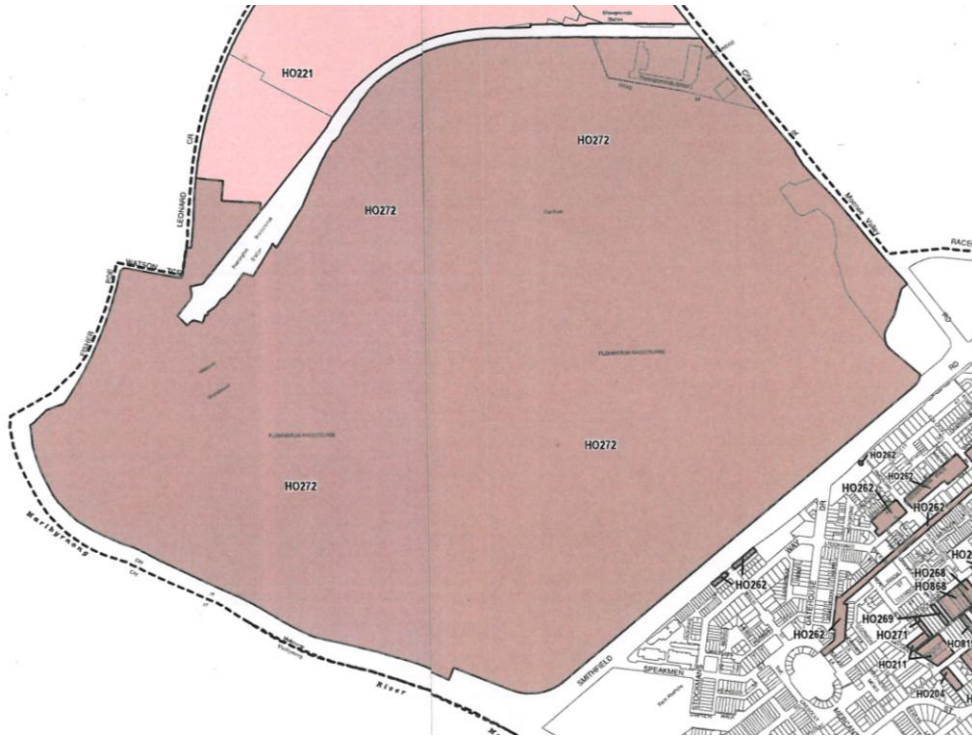
Figure 5   Flemington Racecourse as shown in the Heritage Overlay to the Melbourne Planning Scheme.

1.4.3   Melbourne Planning Scheme

Flemington Racecourse is identified as a site specific Heritage Overlay (HO272) in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme (Figure 5). This overlay reflects the extent of the Victorian Heritage Register entry. No permits are required pursuant to the Heritage Overlay provisions, as there is an exemption specified at Clause 43.01-2 for places included in the VHR.

1.4.4   National Trust of Australia (Victoria)

The National Trust of Australia (Victoria) maintains a 'File Only' classification for Flemington Racecourse (B7397). There are no statutory requirements as a consequence of this classification.

1.4.5   Terminology

The conservation terminology used in this report is of a specific nature, and is defined within *The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter)* as endorsed by all statutory and national heritage bodies (See Appendix A). The terms most frequently referred to are*: place, cultural significance, fabric, conservation, preservation, restoration, reconstruction, adaptation and interpretation*. These terms are defined in the revised charter as follows:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. *Cultural significance* is embodied in the *place* itself, its *fabric*, *setting, use, associations, meanings, records*, *related places* and *related objects.*

Fabric means all the physical material of the *place* including components, fixtures, contents and objects.

Conservation means all the processes of looking after a *place* so as to retain its *cultural significance.*

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

Preservation means maintaining the *fabric* of a *place* in its existing state by removing accretions or by reassembling existing components without the introduction of new material.

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* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a *place*, as well as the activities and practices that may occur at the *place*.

Compatible use means a *use* which respects the *cultural significance* of a *place*. Such a *use* involves no, or minimal, impact on *cultural significance*.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a *place* that contributes to the *cultural significance* of another *place*.

Related object means an object that contributes to the *cultural significance* of a *place* but is not at the *place*.

Associations mean the special connections that exist between people and a *place*.

Meanings denote what a *place* signifies, indicates, evokes or expresses.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

2.0 HISTORY

Note that the following is a general overview history. Chapter 3 of this CMP also contains historical information, including more detail in relation to individual elements of the racecourse; and in relation to its development and evolution.

2.1 Early race meetings in Victoria

The first official horse race in Australia took place at Hyde Park in Sydney in 1810. Three years later, Tasmania (then known as Van Diemen's Land) became the second Australian colony to introduce horse racing.[3] Horse racing in Victoria began in 1838, on 6 and 7 March, and the stakes to be competed for were the 'Town Plate' – 25 sovs. at a distance of 2 miles (3.2km); the 'Ladies' Purse' – 20 sovs. at a distance of one mile (1.6km); and on the second day 'The Hunter Stakes' – 15 sovs., one mile and a distance, with five leaps of four feet (1.2m) in height. The first racecourse in Melbourne was established on a site just north of Batman's Hill, where Southern Cross (formerly Spencer Street) railway station now stands. The starting post was close to the location of the present North Melbourne railway station, and the run was semi-circular and then straight home to the north-western ascent of the Hill. A grandstand was formed by roping together a couple of large bullock drays, and the race day was well attended by several hundred colonists.[4] In a contemporary Melbourne newspaper account, the race meeting and course were praised as:

> … a race ground [which] can scarcely be matched, taking it all in all; the course is on a level plain of large extent, and for about one third of its circle is surrounded by a gentle acclivity of some 20 to 50 feet, and it will thus afford a clear open view of the whole race to 50,000 people… the view afforded from this favourable spot is most delightful; several booths of capacious size, and teeming with the usual refreshment, ornamented the course and diversified the scene.

> It has scarcely ever in the colonies been our lot to witness a more orderly assemblage; joy beamed in every face and few accidents intervened to mar the harmony of the assembled people.[5]

In February 1839, a two-day race meeting was arranged for the 15 and 16 March. Annually elected committees organised the race meetings.[6] This time, to improve the quality of the racing, race horses were imported into Victoria, and the racecourse was made circular, with a platform erected on Batman's Hill to serve as a grandstand. The registration of horses under English rules was also established to overcome the informality of the previous year's racing, and the day before the races began, all the entered horses were paraded on Batman's Hill. Over the two days of the meeting, the racing was again of a rather disappointing quality, but the attendance was so large that Batman's Hill was no longer considered a suitable venue.[7]

2.2 Establishment of Flemington Racecourse (then known as the Melbourne Racecourse)

2.2.1 First race meeting at the Melbourne Racecourse

Preparations for the 1840 race meeting commenced at a public meeting held in October 1839. It was decided that the races should take place on 3-5 March 1840, and the regulations were to be the same as those of the 1839 meeting. The organizing committee was charged with the task of finding a new racecourse, in a location which was level and

open, and reasonably close to Melbourne (the racecourse is 7km south-west of the city centre). A site on the river flats on the bank of the Salt Water (now Maribyrnong) River in the area now known as Flemington was selected, although the superiority of this site as a racecourse was not immediately evident.[8]

A few weeks prior to the first race meeting, the *Port Phillip Gazette* reported that:

> … the new course is totally unfit for the purpose. Its form, from the frequent angularities it presents, being of the worst description; while its distance from town and the want of favourable declivity for the use of spectators are much against it.[9]

Although the means were limited, the new racecourse, named the Melbourne Racecourse, was established for the first official meeting. A grandstand of rough scaffolding was erected by the river, and the finishing post was located nearby. Four publican's booths were positioned between the racecourse and the river, and proceeds from licences required to sell alcohol out-of-town were used to provide special constables sworn in to maintain order.[10]

The meeting attracted a large attendance, although the distance from Melbourne and inconvenience of the new location was lamented in some quarters.[11] Many travelled to the racecourse by rowboat up the river, while others came on horseback or rode in dog-carts or bullock drays. The majority of people however simply walked, and although the distance presented an opportunity for further criticism, on 4 March, the *Port Phillip Gazette* admitted that:

> The new course, although subject to the very great objection of being too distant from town, is on the whole better adapted for the purpose intended than was the old one, being less angular and presenting a more easy sweep in its outline.[12]

2.2.2   The Port Phillip Turf Club

On 2 January 1841 the first racing club formed in the Port Phillip District was established to assume authoritative functions of annual race meetings. At a meeting held on 12 December 1840, it was resolved:

1st   That a Committee be formed, to be called 'The Committee of the Port Phillip Turf Club', and that to them and the Stewards be confided the entire management and arrangement of the races.

2nd   That the races take place annually, at such time or times as the Committee shall appoint, and that the first meeting be held on the 13th, 14th and 15th April next.

3rd   That the Committee do take for their guidance and direction the rules of the Newmarket Jockey Club, as far as the same are applicable to the circumstances of the colony.

4th   That annual subscriptions and donations be received, and that a book be opened for that purpose forthwith.

5th   That all subscriptions and donations be under the direct and entire control of the Stewards, whose decision in all cases of dispute shall be final.[13]

Six men were appointed as Committee Members, three of whom were requested to act as stewards at the ensuing races.[14]

The Port Phillip Turf Club was criticised for the snobbery and exclusivity of it membership with an entrance fee of five guineas and an annual payment of £2 2s. 6d.[15] The Turf Club was disbanded after only two years however, following an economic depression, and the races again reverted to the control of annually elected committees.[16]

2.2.3   Melbourne Racecourse in the 1840s and 1850s

By the race meeting of 1841, the superiority of the Melbourne Racecourse was undeniable. The race meetings at the course continued to gain in popularity from this time, and despite the distance from Melbourne, the racecourse became an important venue for public recreation.[17] During the 1840s, the principle event of the race meetings, held annually in either March or April, was the Town Plate.[18]

In 1848, following an application to the Government to authorise an official occupation of the site, the Governor of New South Wales vested 352 acres (142ha) of land at the site for the purposes of a public racecourse and appointed six men as trustees.[19] During this year, the racecourse was partially fenced, and a substantial grandstand was erected in proximity to the Maribyrnong River.

By 1850, an entrance gate was constructed by the river, and a steamboat provided transport to the course. The gold rushes of the 1850s brought immense wealth and an enormous population increase in Victoria, and as a result of this, 'in just one decade racing developed from an amateur enthusiasm and a rustic sport into a flourishing industry.'[20] In 1852, the Victoria Turf Club (VTC) was established and organized the annual races. The quality of the racing itself gradually improved, and although successful race meetings were held elsewhere throughout Victoria, the Melbourne gathering was generally accepted as the unrivalled event of the racing calendar. By 1854, the growing population and increasing number of horses provided the catalyst for the introduction of a spring race meeting, although the autumn race meeting remained more important at this time.[21]

In 1856, the Victoria Jockey Club (VJC) was formed because of dissatisfaction with the management of the Victoria Turf Club. The VJC held its first race meeting in February 1857. This was after a lengthy battle with the trustees of the racecourse who were unwilling to let them race at the Melbourne Racecourse, which was beginning to be known as 'Flemington Racecourse'.[22]

Despite fierce rivalry between the two, both clubs co-existed and ran autumn and spring races until 1864, when they merged to form the longstanding Victoria Racing Club (VRC, refer Section 2.4).[23]

By 1859, two extra stands had been built along the river at the racecourse, but most spectators viewed the racing from the flat or from the Hill to the north-west of racecourse. However, members of the crowd were not the only people interested in the racing results, and with government permission, an electric telegraph was installed at the course providing direct communication with Sydney, Adelaide and, very briefly until the cable broke, with Tasmania.[24]

Figure 6   Flemington Racecourse, New Years Day 1867: the 1860 grandstand is in the centre of the picture, with the elevated hill area behind.
Source: State Library of Victoria Pictures Collection.

Figure 7   View looking west along the straight at the base of the Hill, with the 1860 grandstand pictured right.
Source: Turnberry Consulting Ltd, *Flemington Masterplan Strategic Review*, 22 November 2011, p. 22. Original source not cited.

Profits from racing in 1859 provided the trustees of the racecourse with the means to make some significant improvements to the course. The major outcome of the improvements was relocating the finishing post from the river to the base of the Hill in the north-east. A new grandstand was constructed at the base of the Hill, but sufficiently low to allow the public to view the racing over the top of it (Figure 6).[25] The stand, of timber construction with stone foundations, was described soon after its completion:

> The ground floor will be used for weighing room, jockeys' room, refreshments, etc., whilst a broad flight of steps from the road-way leads to the second floor, or covered portion, two-thirds of which will contain a slope of seats, and the hinder part consists of private rooms for the Governor, ladies, stewards and so forth. At the extreme back, a staircase will conduct one to a sloping platform roof. By-the-by, part of the hill has been cut away so as to let the stand, as it were, into it.[26]

The early 1860s improvements also included the construction of a new saddling paddock, and a new entrance to the north-west of the site, with tracks leading to the grandstand and the Hill to keep the public off the racecourse. The shape of the racecourse remained relatively unchanged, except for the former half-mile stretch, which became the home straight. These improvements to the course were completed in time for the spring races of the Victoria Jockey Club in October 1860.[27]

2.3   The First Melbourne Cup

In 1861, the Victoria Turf Club, in an attempt to overshadow its rival Victoria Jockey Club, introduced a new race which they called the Melbourne Cup. On 9 September 1861, the Victoria Turf Club met to 'consider the propriety of giving £100 to be raced for at the coming Turf Club races in November.' This proposal was passed during this meeting, and on 31 October 1861, the *Argus* reported on the forthcoming three-day race programme. The new Melbourne Cup was listed as an event on the first day, to be run over 2 miles (3.2km).[28]

The first Melbourne Cup was held on Thursday 7 November 1861, and the following day, the *Argus* reported

> The attendance on the part of the general public was much larger than we remember to have seen on the ground on any day for the last two years past, with the single exception of the occasion of the Two Thousand Guineas Stakes being run for. The weather was especially favourable to the enjoyment of the visitors, and the turf being throughout in excellent order, was in the best form to ensure to horses of the best class the full measure of advantage due to their intrinsic superiority.
>
> The total number present may be estimated at about 4,000 persons [and] the refreshment booths drove a thriving trade throughout the day.[29]

After one false start, the race was won in a time of almost four minutes by Archer, who received the total stake money of £710. No prize was given to the second and third placed horses, Mormon and Prince.[30]

The following year, attendance at the Melbourne Cup had almost doubled, with 7,000 people attending the meeting. The main race was again won by Archer, with Mormon finishing second for the second year in a row.[31]

2.4   Establishment of the Victoria Racing Club

The inception of the Victoria Racing Club (VRC) dates from a meeting on 9 March 1864, when 32 members of the Victoria Turf Club (VTC) and Victoria Jockey Club (VJC) convened to determine the best management of racing in the state. Although both clubs had previously run their own separate race meetings at Flemington, the long-standing competition between the two clubs had resulted in a lack of cohesive management of racing in the colony. Both clubs were also in debt, having attempted to outdo the other by staging expensive race meetings, and it was the decision of those gathered that the VTC and VJC should be disbanded, and the VRC be formed to govern all Victorian racing.[32] The VRC took over all the liabilities of the VTC and the VJC, which amounted to £1,364. In order to provide the necessary funds to commence operations, 25 gentlemen agreed to advance an aggregate sum of £1,800. On 18 March 1864, Robert Cooper Bagot, an Irish civil engineer and surveyor, was appointed secretary of the newly-formed VRC, a position he held for 17 years.[33]

The VRC took over the Melbourne Cup for its fourth running in 1864, and far from the disappointing field of the previous year, the official entries numbered 38. Despite the wet weather of the first day of racing, the Melbourne Cup, now synonymous with racing in the colony, was attended by 6,000 people. In 1865, the Cup was more successful again, drawing a (then) record crowd of approximately 13,000 people. By then the lawn area at the base of the Hill had been re-graded and seating was provided for race-goers.[34] By the time it had run its second Melbourne Cup in 1865, the VRC was firmly established with 300 members. The trustees of the club had successfully erased both the outstanding debt of the VTC and the VJC, as well as its own initial advancement. Its success was due in large part to the efforts of Robert Bagot to improve the facilities at the racecourse.[35]

2.4.1   Development of Flemington Racecourse

Robert Bagot was born in County Kildare in 1828, and migrated to Australia in his youth. He established a professional reputation in Victoria from the mid-1850s and in 1861 the committee of the Melbourne Cricket Club appointed him to redesign the ground, for which he was made a life member. Despite limited knowledge about horse racing, Bagot was employed to survey Flemington Racecourse in 1864, shortly before his appointment as secretary of the VRC.[36]

Figure 8   'Bagot's Cowshed,' 1873.
               Source: State Library of Victoria Pictures Collection.

Bagot's role in the development of the racecourse stemmed from his foresight regarding the potential of the site. He completely altered the appearance of the racecourse, which had previously received little attention from the VTC and the VJC. He drained the marsh in the centre of the course and made it into 'the Flat', which became a picnic ground for generations of race-goers, and he replaced the coarse grass on the track to provide a smooth and even course. He was also responsible for establishing an egalitarian character at the racecourse, an outcome of his insistence that it should be the sport of the ordinary citizen. To that end, he decided that viewing the races from 'the Flat' should be free of charge, and that the charge for 'the Hill' should not exceed 1 shilling.[37]

Increasing attendances at the racing every year made the provision of more facilities at Flemington a necessity. In 1872, steps were taken for the erection of a grandstand, measuring 137 metres long (450ft) by 9 metres deep (30ft), at a cost of £13,000.[38] The new grandstand was constructed at the foot of the Hill and opened in 1873. Housing 3,000 spectators in more comfort than had previously been available at Flemington, the new stand was nevertheless referred to as 'Bagot's Cowshed' among racegoers, because of the utilitarian appearance of the long, rather utilitarian looking structure.[39] For many years the 'Cowshed' was the preserve of VRC members, and members of the public prepared to pay for admittance. A personal account of attendance at the 1876 race meeting and Melbourne Cup describes the 1873 grandstand:

> [The Grandstand] is a fine stand, and you can see all round the Course from its lowest seats, but the low roof makes the atmosphere close and stifling. Many times yesterday I was glad to escape on to the Hill for a breath of fresh air, where I got more than I wanted, mixed with dust. The cemented walk in front of the Stand… was, between races, crowded with promenaders; the general practice being to take a turn in front of the vice-regal box before going on to the lawn.[40]

In the 1880s, 'Bagot's Cowshed' was modified and extended, including the addition of two bays to the east end, and an upper stand added to the north side of the building.[41] The building subsequently remained in use throughout the early-mid twentieth century. For many years the 'Cowshed' was the preserve of VRC members, and members of the public prepared to pay for admittance. In 1877, a Tattersalls Stand was erected on the saddling paddock, overlooking 'the bend' at the west end of the straight.

2.4.2   Access and amenity

Travel to the racecourse took a variety of forms in the late nineteenth century. As noted above, from the early 1850s a steamboat service was available on race days, taking an hour to reach the course from Melbourne. The road to the racecourse was also always filled to capacity on race days too, with the private carriages of the wealthier colonists sharing the road with cabs, omnibuses, vans and carts.[42] From 1859, an alternative form of transport was also made available, as trains were run on the Footscray line 'as far as a special temporary platform of the Melbourne side' of the Salt Water (Maribyrnong) River.[43] The rail service did not extend the full way to the racecourse however, and race-goers had to walk the remaining 800 metres.[44] The Essendon Railway Company opened a branch line to the racecourse in early 1861, but following the financial collapse of the company, the line closed in mid-1864. The Footscray line and temporary platform was again used from 1864-1866.[45] Flemington Racecourse Railway station was constructed in 1871, after the colonial government purchased and re-opened the branch line in 1867. The railway line now

extended all the way to the racecourse, and was opened in time for the eleventh Melbourne Cup in 1871.[46]

Also at this time, the *Victoria Racing Club Act* of 1871 vested control of the racecourse in the Chairman of the Committee of the VRC, on the condition that it be maintained and used as a public racecourse. A 99-year Crown land lease was granted on 8 January 1872, this being reissued for a further 99 years on 19 August, 1958.[47]

Crowds attending the races continued to grow, and a personal account of attendance at the 1876 race meeting and Melbourne Cup describes the travel to, and attendance and facilities at Flemington:

> It was my first visit to Flemington, and I enjoyed the drive, although there is nothing particularly striking in the country en route. Arrived at the crest of the Hill, we looked down on the natural amphitheatre which has been formed into the racecourse and training grounds of the Victoria Racing Club. Art has supplemented nature in making this one of the most perfect courses in the world. But why, oh! why was such a hideous Grand Stand erected? It may well be called a cowshed.

> Scattered about the ground, watching the performances on the different tracks of sand, tan and cinder (a most excellent arrangement) were other groups of touts. Stop-watch in hand, reporters and trainers carefully timed the moment of starting and finishing the round of the track, criticizing the performances as the horses passed, afterwards comparing notes as to the time.

> The gathering and festivities in honour of the Melbourne Cup are totally unlike anything else I have seen in the world… the "Cup" festival takes hold of every part, and nearly every inhabitant of Melbourne. [On Melbourne Cup day] I went down to Flemington by the first train, getting through without much crushing. The rail seems highly popular with many fine ladies, as they thereby escape the dust nuisance on the road. The railway arrangements in connexion with the Hill and Grand Stand are very good, and the Course itself fulfils the mission for which nature evidently intended it. Representatives of all Australia and its aristocracy were present, the "vice-regal party" arriving in carriages drawn by four horses and preceded by outriders.

> [The Grandstand] is a fine stand, and you can see all round the Course from its lowest seats, but the low roof makes the atmosphere close and stifling. Many times yesterday I was glad to escape on to the Hill for a breath of fresh air, where I got more than I wanted, mixed with dust. The cemented walk in front of the Stand… was, between races, crowded with promenaders; the general practice being to take a turn in front of the vice-regal box before going on to the lawn. Between the races, the male portion of the crowd found business below, where a succession of bars, presided over by a scratch team of maidens, offered inducements to assuage thirst.

> I was informed there were over 20,000 people on the Stand and Paddock. I took several walks on the Hill, which is a far better stand for viewing the races than the "cowshed" below. On the Hill there is the same wonderful

provision for supplying a thirsty public. The crush here [on the Hill] was enormous. On the slope, people at first picniced [sic] on the grass, with umbrellas shielding them from dust and wind; but, as the day wore on, there was barely enough standing room for those in front, and locomotion became everywhere difficult.[48]

Melbourne Cup Day as the first Tuesday in November has been a public holiday since 1877, when it coincided with the public holiday celebrating the Prince of Wales' birthday. The Tattersalls Stand (also completed in 1877) accommodated 3,000 spectators, but even this made little difference on Cup days as the size of the crowds continued to grow.[49]

That same year, a new timing device was installed at Flemington, designed to automatically time races to the quarter second. The chronometer, made and installed by Melbourne jeweller Thomas Gaunt, was attached to rows of poles stretching around the course.[50] It was originally housed in proximity to the winning post, in an elaborate Classically designed pedimented structure set on a plinth with engaged pilasters (Figure 9). It is now located in the Committee Room in the Old Members Grandstand.

Also in the late 1870s, a new scratching and semaphore building was constructed in the saddling paddock on which was placed a half-ton (500kg) bell, presented to the club by Messrs James McEwan & Co. The bell was operated electronically, and was rung to summon jockeys to the scale and horses to the post.[51] The bell is now on display near the Manager's Office. In May 1882, an advertisement placed in the *Argus* called for tenders for the erection of a bluestone rubble wall and gate piers for the VRC. The VRC Minute Books record that the following month, a tender of £1,475 was accepted.[52] In January of the following year further tenders were called for the construction of luncheon and other rooms at the racecourse, and in February, James Moore's tender for stonework of £19,937 was accepted.[53]

Figure 9   The finish of the Melbourne Cup 1885, at Flemington Racecourse. The chronometer is indicated.
Source: State Library of Victoria Pictures Collection.

Figure 10   Flemington Racecourse c. 1910s: note the carefully tended lawns.
Source: State Library of Victoria Pictures Collection.

2.4.3   Development from the 1880s

Robert Bagot was responsible for the management of Flemington Racecourse until his death, at age 53 in April 1881.[54] His successor, Henry Byron Moore then held the position of secretary of the VRC for 44 years. Moore was born in England and migrated to Australia in 1852. At the age 14 he became a field-clerk and draftsman in the Survey Department at Geelong, and from 1863, worked for the Lands Department. His knowledge of surveying was a great asset to the racecourse, as he helped the Club to plan four new grandstands, including one on the Hill to accommodate 5,000 and one behind Bagot's Cowshed to seat 2,500, and create spacious lawns and gardens, especially of roses, significantly enhancing the appearance and amenity of the racecourse (Figure 10). Today the roses and manicured lawns remain a signature of the racecourse. Like Bagot, Moore was not a racing enthusiast, but he did much to develop the VRC in Australian racing eyes by, among other things, suggesting the registering of bookmakers.[55]

The following summary of developments during the 1880s is included in the *Flemington Masterplan Strategic Review* of November 2011, prepared by Turnberry Consulting (Paul Roberts):

> In 1887 the 'Birdcage' was created by fencing off the lower portion of the saddling paddock. It was designed to restrict the numbers of people crowding around the horse stalls and cost an additional five shillings to go in. In 1889 new jockeys' and weighing rooms were built near the saddling paddock; the same year, an unsightly water tank was transformed into a Chinese-style 'temperance pagoda' serving tea. There followed a new Oyster House, a Swiss House, kiosks and picnic grounds. Great care was also accorded to set these facilities within an immaculately landscaped, verdant setting.[56]

Written around the turn of the twentieth century *The Cyclopedia of Victoria* also lists many of the developments at Flemington Racecourse from this time.

> Added to Flemington Racecourse were: a leaning rail around the course, a luncheon table seating 2,000 persons under the vinery in the stabling paddock, the excavation of 40,000 cubic feet of rock in front of the Hill, and the erection of the upper-grandstand, containing a suite of rooms 600 feet long for the vice-regal visitors and their suite, ladies' retiring rooms, refreshment and Press rooms. The next improvements effected were the perfecting of the starting gate now in use; the building of the Tattersall's stand and members' luncheon rooms; the formation of the present saddling paddocks, with the names of the horses inscribed over their respective stalls; the establishment of a directory board, indicating where they are stalled; and the erection of luncheon and tea rooms for members at the Maribyrnong stand. A mathematically computed turn was next laid out at 'the turn,' which has increased the safety of the course, a 4-inch drain was laid round the course, and a one mile training track inside; 500 loose boxes were built for members' carriage horses; the upper stand was renewed for 500 feet in steel; and a large number board stationed in front of the grandstand. For the beautification of the lawn, a rosary has been established, in which have been brought together as many as 400 varieties.[57]

The general character of the racecourse by the early 1890s was also defined by the decorative suite of predominantly low-scale, timber structures introduced during the 1880s.

One of the improvements attributed to Moore was a convalescent home for injured jockeys, funded by the Benevolent Fund 'for racing men in necessitous circumstance (also founded by Bagot).[58] The convalescent home was located on elevated ground on the east of the racecourse, adjacent to Epsom Road.[59] Its isolated location is believed to have been for the benefit of convalescing jockeys. The convalescent home was designed by William Salway, a noted architect of the day who was also responsible for the Alexandra Club on Collins Street (1875) and the Australian Church, Flinders Street (1887).[60] The single-storey octagonal structure was completed in August 1893 and provided accommodation for seven jockeys in rooms located around a central octagonal hall.

The distinctive Victorian cottage *orné* style building survives today, and has a high level of intactness to its original form, including its central lantern, slate roof area and wide eaves supported on deep brackets. The picturesque appearance of the timber convalescent home is evocative of the character of Flemington Racecourse during the later years of the nineteenth century.

Another change to the racecourse during this time provoked a degree of public consternation. The racecourse had been public space since its earliest days in the 1840s, and there was no conflict between public use of the area and the VRC until 1894, when fences were built around the course resulting in the immediate closure of Flemington's recreation reserve. Despite public appeals and representations by local councillors, Flemington Racecourse remained closed to the public except on race days.[61] Today the public can enter parts of the racecourse more or less at any time, although some areas are not always accessible.
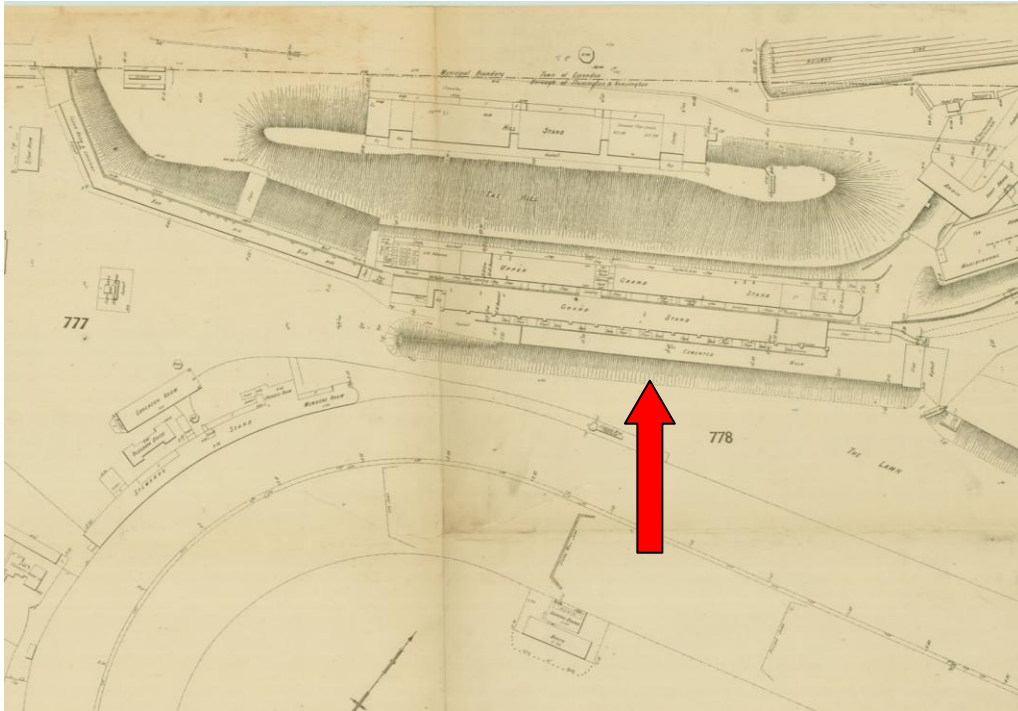
Figure 11   MMBW plans for the Borough of Flemington and Kensington, 1905, parts of
detail plans nos. 777, 778, 779 and 804. This shows the 1873 Grandstand (see
arrow), 1880s upper level stand above ('Upper Grandstand') and (the then) Hill
Stand at top of image. The 'Cemented Walk' is also shown in front of 1873
stand.
Source: State Library of Victoria.

Figure 12   c.1890 image of Flemington Racecourse depicting the Hill Stand (top) and
'Bagot's Cowshed' (bottom). This image also shows the upper level stand
behind the 1873 stand, as added in the 1880s.
Source: State Library of Victoria Pictures Collection.
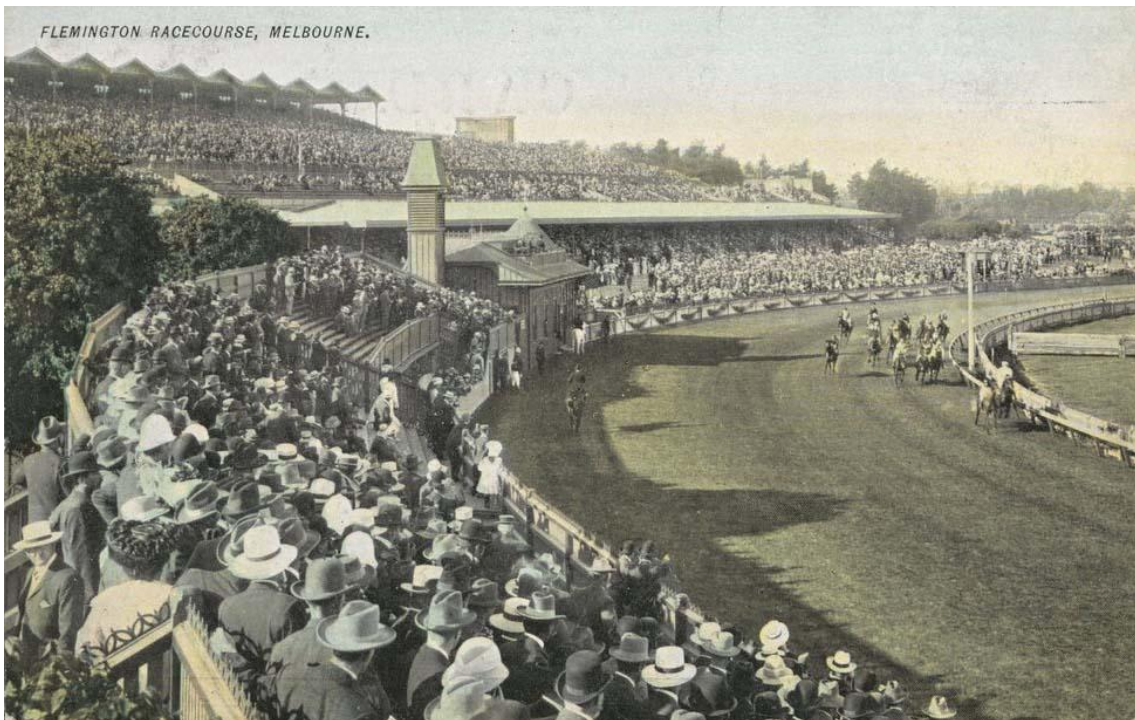
Figure 13   c.1902 view towards the stands from the south-west, showing the Hill Stand
(top left) and 'Bagot's Cowshed with upper level stand (centre of image).
Source: State Library of Victoria Pictures Collection.

Figure 14   Stands at Flemington in the early 1920s. From left: Bagot's Cowshed, the Hill
Terrace and the Hill Stand.
Source: Public Record Office Victoria.
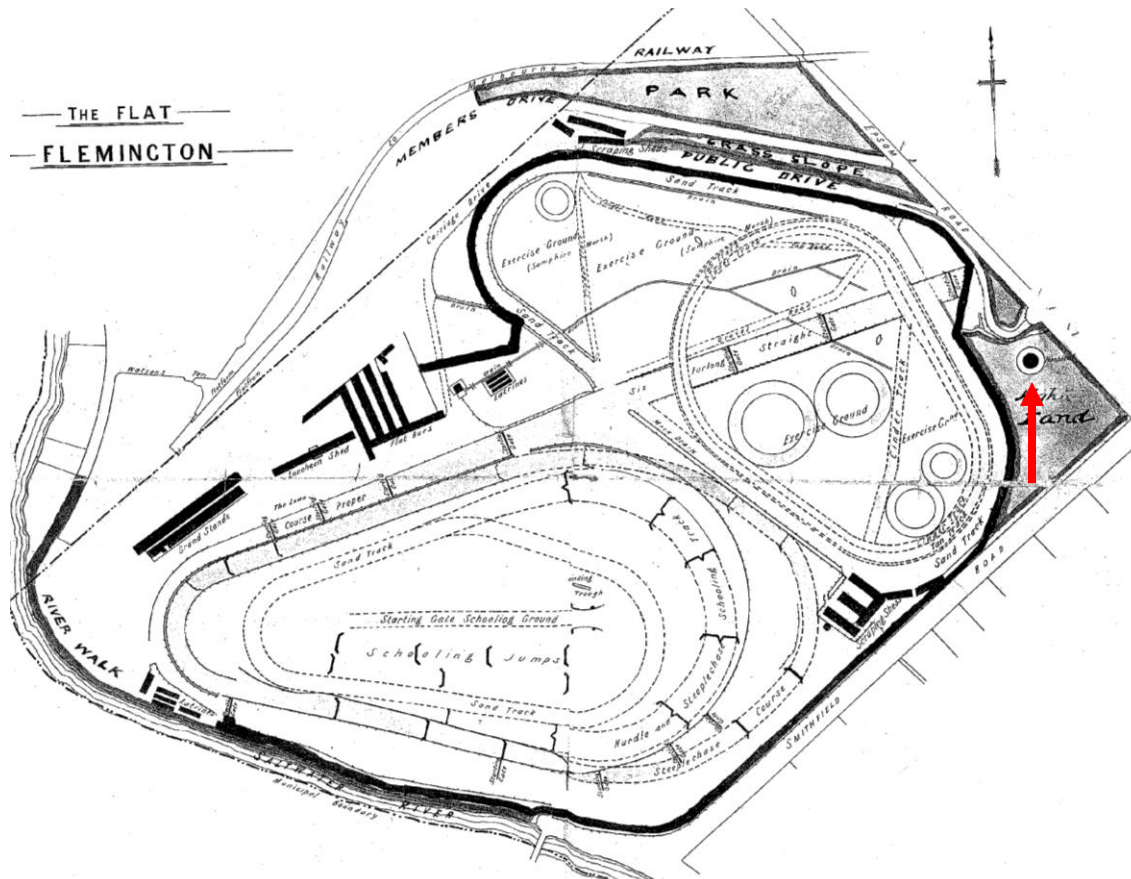
Figure 15   Site plan of Flemington Racecourse, c. 1910. The jockey's convalescent hospital
is indicated.
Source: VRC By-Laws File, VRC Archives.

Figure 16   View of the racecourse from Footscray Park, south of the Maribyrnong River,
undated (late nineteenth century).
Source: *Photographs of Melbourne & Suburbs by C B Walker*, Melbourne
(undated, c. 1888-1900).

2.5   Flemington Racecourse in the twentieth century

2.5.1   1900-interwar period

By the early twentieth century, the development of the racecourse under the management of Bagot and Moore had completely changed the site from that of the early days of racing. In October 1912, the *Argus* reported that

> [Fifty years ago,] it was a very different Flemington from the Flemington of today. In every way save in its natural advantages – and they are being turned to their best account – Flemington is completely changed since the days which immediately preceded the establishment of the Melbourne Cup in 1861. Everything is done on a grander scale, from betting to dressing, yet veteran racing men who can look down the years and tick off the wonderful improvements, glory as much in the past as they do in the present.[62]

The attendance at race meetings continued to increase, and from the turn of the century, a new mode of transportation to Flemington Racecourse had been introduced. Motor cars had become a part of the long procession of vehicles on the road to Flemington, although their presence caused some concern for the horses drawing carriages and carts to the racecourse.[63]

Despite additions which were made to the stands at the racecourse in 1902 and 1903,[64] it became necessary to provide more accommodation for racegoers. A Notice of Intent to Build was lodged with the Melbourne City Council for the construction of a new grandstand at Flemington Racecourse on 28 June 1912. As with the new VRC offices constructed in May 1910 at a cost of £7,200, the grandstand was designed by noted architect William Pitt. Constructed by John W Atkinson, the new double-storey stand was described as 'most attractive in appearance, with balustrade and friezes of artistic wrought-iron work', and was designed to seat 10,000 people.[65] Pitt also designed a large grandstand at Victoria Park, Abbotsford, the home of the Collingwood Football Club, in the early 1900s.

In 1913, the VRC made another unpopular announcement that, for the first time, it would charge an admittance fee for 'the Flat'. In addition to the popular viewing location from the Hill, another viewing area was located across the river, then known as 'Footscray Hills' (Figure 16). This vantage point was outside the racecourse boundaries, and became more popular than ever following the introduction of an entry fee to the course.[66]

Following the outbreak of the World War I it was speculated that racing in Victoria would be curtailed in much the same way as it had been in England. However, the VRC argued that any suspension of racing would result needlessly in unemployment, and in an attempt to sway any government decision, pledged its entire profits towards patriotic funds for the duration of the War. The decision was made that although racing at Flemington and Caulfield racecourses would remain unchanged, racing would be cut back at many of the private racecourses.[67]

During the War, in 1916, for only the second time in its history, the Melbourne Cup was postponed because of bad weather. In 1870, the race had been postponed for a week because of rain, and in 1916, the race was postponed for four days because of flooding which caused damage amounting to £2,000 to the course.[68] The main concern with the postponement of the race however, was the manner in which the public would be informed before race day in an era before radio or television news broadcasts. Newspapers printed

posters and full page news sheets which were rushed through the city and Melbourne suburbs.[69]   It would be another eight years before radio transmissions began in Melbourne and Sydney.

2.5.2   Interwar developments

After the war, attendances at Flemington again increased, and it became evident that further accommodation was necessary. The existing locations of the stands, saddling paddock and Birdcage (where the horses were stabled while awaiting their races) did not provide sufficient scope for expansion, and in 1922, the VRC adopted a radical plan for redeveloping the course, which took almost 18 months to complete. The 1922-24 redevelopment involved an almost unprecedented reconfiguration of the racecourse, unseen at Flemington since the relocation of the finishing post in 1860, and was undertaken on the expectation that the totalizator might be legalized in Victoria in the near future and to relieve overcrowding on race days.[70]

In October 1921, the *Argus* reported that a scheme for the redevelopment had been designed (Figure 17 and Figure 18). It was proposed to demolish the 1877 brick stand 'under which the public have luncheon' and 'build in its place a more extensive stand, commencing from the western point of the present structure and extending eastwards for a considerable distance'.[71] This new stand would house administrative offices and committee rooms for the VRC, as well as seating accommodation for members and 'their lady friends'.[72] The article also noted plans to seat members of the public in the new Members Stand:

> There will also be a members' reserve, on lines similar to that now in existence. Underneath the new stand there will be a weighing room and a room for the stewards. The saddling paddock will be at the east end of the new stand. The ring is to be removed from its present position to an extensive area at the rear of the new grand-stand. The present situation of the betting ring had been the subject of complaint for many years. … So far as can be learned, the stand in front of the hill is to remain, but the building at the turn out of the straight, now used as a stand for members and the public, is to be remodelled and used as a totalisator house.[73]

In March 1922, an application was lodged with the City of Melbourne Building Surveyors Office for the erection of a grandstand, at a cost of £131,000, approval for which was not granted until June the following year.[74] The 1877 brick stand in the carriage paddock was demolished to make way for the new three-story members' grandstand, which was designed by Sydney-based architects Robertson and Marks, who had previously designed a number of racecourse buildings in New South Wales, including notably at Randwick Racecourse. The architects lodged the designs with the Public Health Department on the 31 March 1922 and the application was approved the following month.[75]

A key component of Robertson and Marks' plans was the restoration of the old lawn and its extension through to the Birdcage.[76] Between the Birdcage and the new Members Stand a promenade was planned. In order to make way for the changes, Robertson and Marks substantially reduced the size of the mounting yard and the private lawn for members' ladies, giving what the *Advertiser* reported to be 'an extra 180 feet for the public lawn.'[77] The new expanse of lawn banked up to near the first floor, which sloped to the fence.[78]
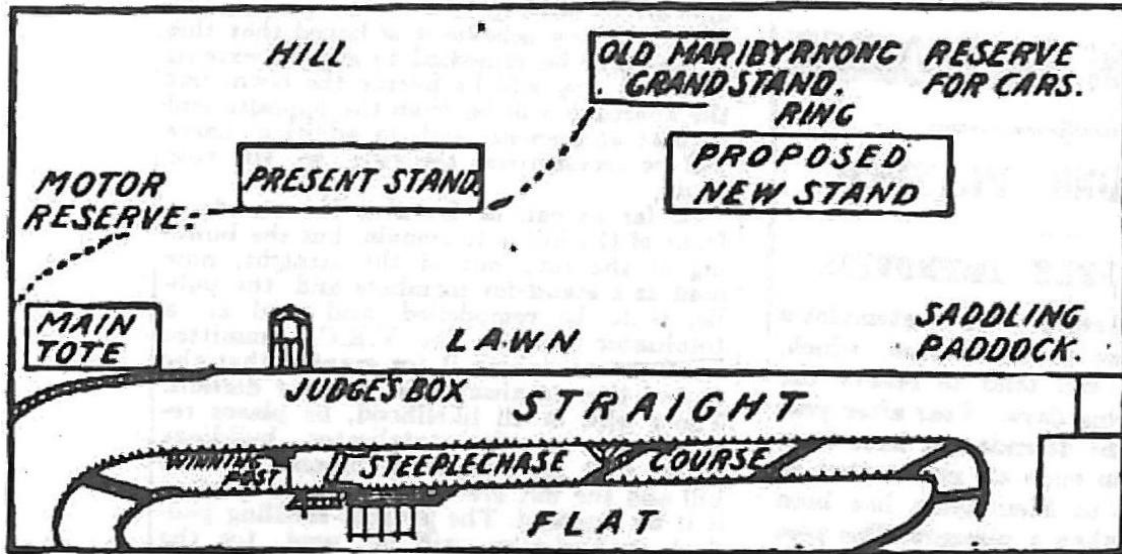
Figure 17   Plan showing proposed alterations to the Flemington Racecourse.
             Source: *The Argus,* 27 October 1921, p. 7.
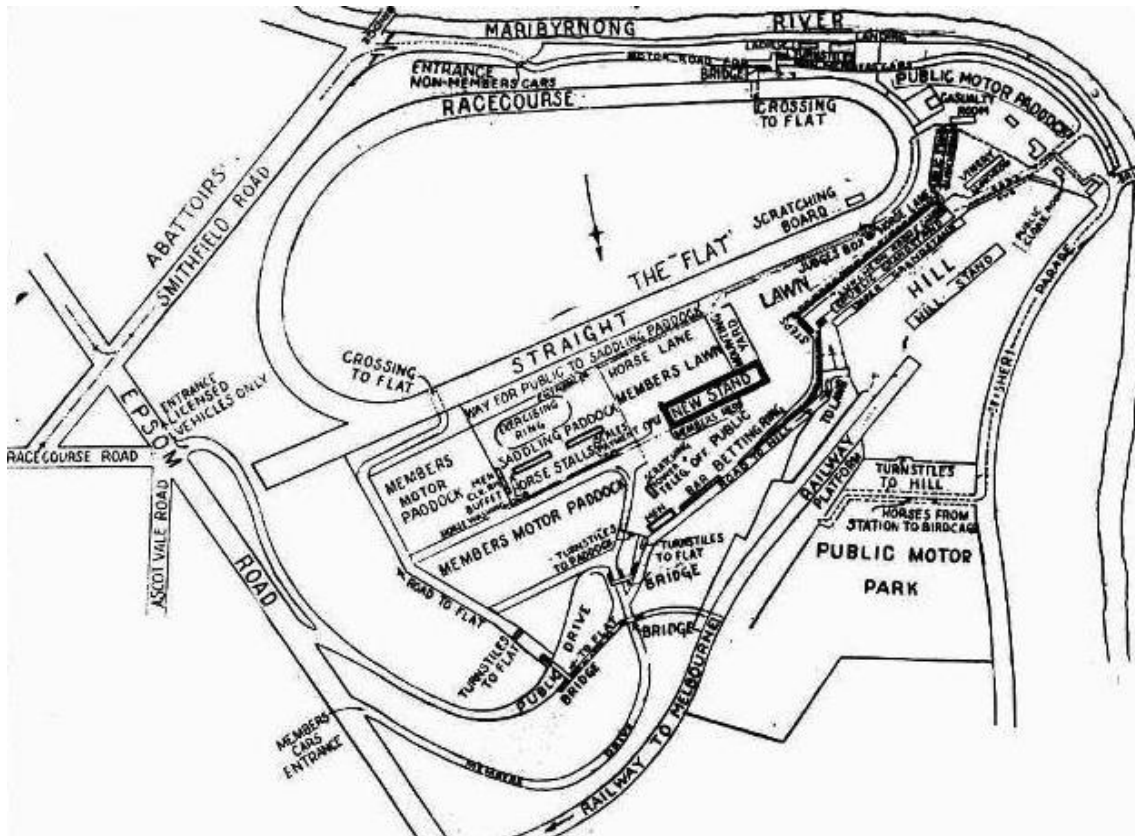
Figure 18   Plan showing 1922-24 improvements at Flemington racecourse. North is at
             bottom.
             Source: *The Argus,* 1 November 1924, p. 25.
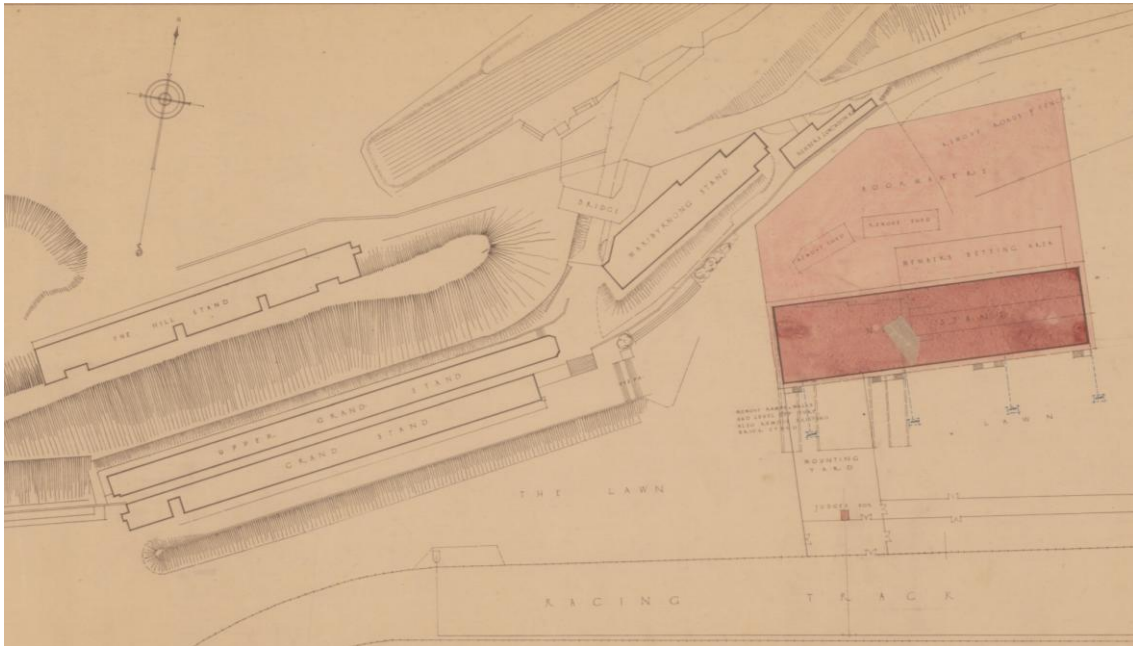
Figure 19   Flemington Racecourse site plan of showing the location (in red) of the new
             Members Stand, Robertson and Marks, 1922.
             Source: Public Record Office Victoria.
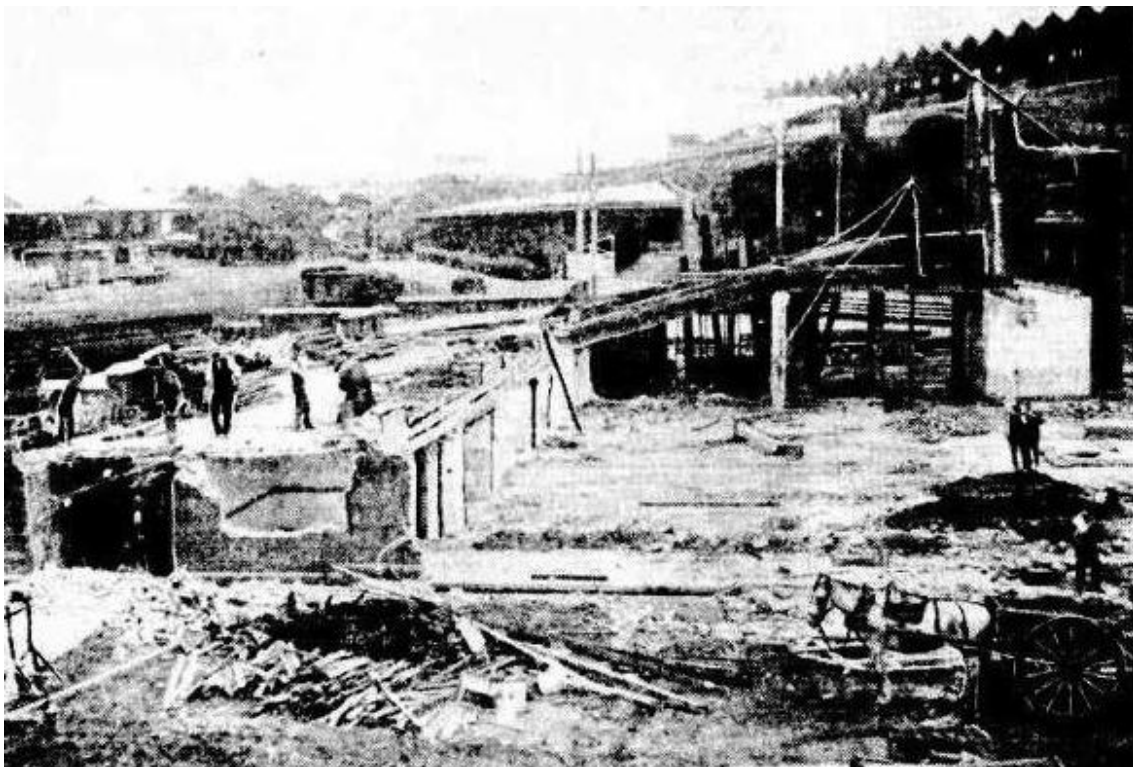
Figure 20   Demolition of the earlier brick grandstand to make way for the Robertson and
             Marks' new Members Stand.
             Source: *The Argus,* 26 January 1923, p. 7.
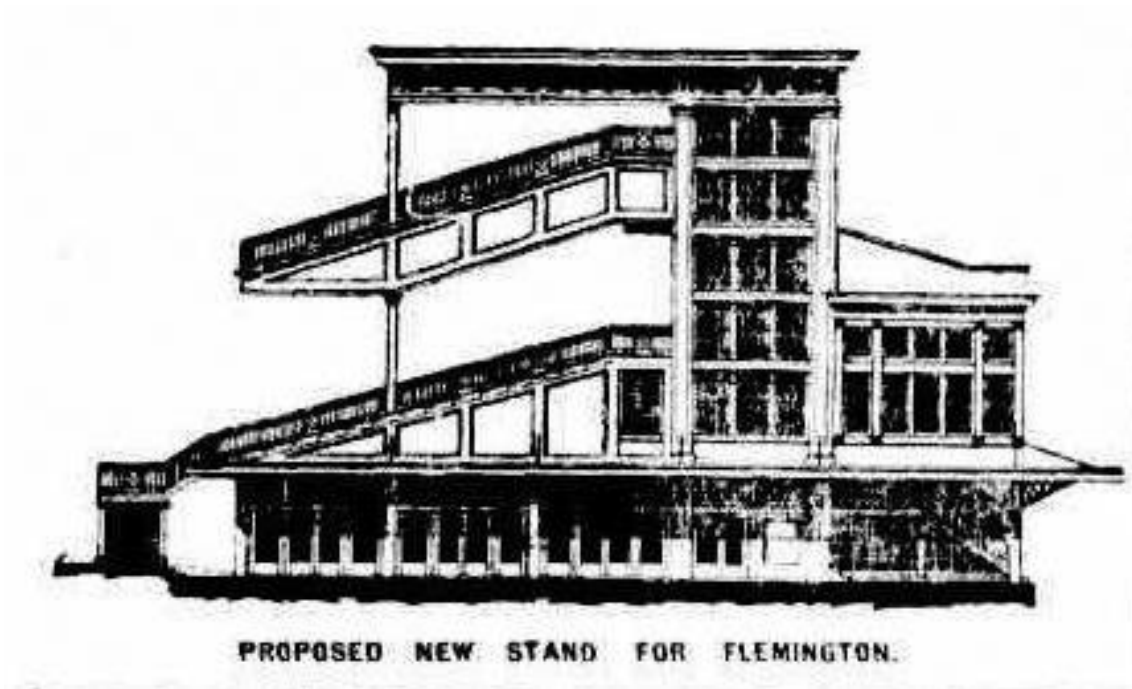
Figure 21   Drawing of the proposed new Members Stand at Flemington.
Source: *The Argus,* 26 January 1923, p. 7.

Figure 22   The completed Members Stand at Flemington, c. 1925.
Source: Public Record Office Victoria.

Figure 23   Crowds placing bets at Flemington Racecourse, at the eastern end of the main
            betting ring behind the 1924 Stand, c. 1935-1939.
            Source: State Library of Victoria Pictures Collection.

The Members Stand (which is now generally known as the Old Members Stand or Old
Members Grandstand) included a steward's room, weighing area, committee office and
members' luncheon room on the first level, members' and ladies' luncheon rooms and
appointed suite for Vice-Regal parties on the second level, and seating for 6,500 spectators
on the third level.[79] Correspondence from the VRC to the Public Health Department
indicated that it was anticipated that construction would begin on the stand following the
1922 Cup meeting, and in October the following year, although construction was not
complete, permission was given to the VRC to use part of the stand (ground floor and first
floor deck) for the 1923 Cup meeting.[80] Seating that was not required by members was to
be available to the public – and a separate public entrance included to the top floor of the
stand.[81]

Other 1922-24 alterations to the racecourse included the removal of many of the 1880s
timber structures, and the relocation of the betting ring (with new elms planted), Birdcage
and mounting yard to the east, as well as new car parks created through the conversion of
the old Birdcage area. This new layout quickly became central to the operation of the
racecourse. The former betting ring under the elms was converted into a 'delightful
luncheon vinery',[82] and two new training tracks, one of grass and the other of sand, were
laid inside the course proper. These alterations changed much of the previous character of
the racecourse,[83] and the VRC Committee reported to its members in 1924 that the new
stand and other improvements were 'progressing satisfactorily and would be completed in
time for the next Cup meeting.'[84] The changes also resulted in a new pre-race sequence of
procession, where horses moved from the Birdcage to the parade ring and in front of the
Members Stand. The mounting yard was located to the south of the Members Stand from

where horses continued past the other public viewing areas, finally reaching the track close to the finishing post.

The Trainers and Jockeys' Stand (now demolished), also designed by Robertson and Marks to relate in style to the new Members Stand, was constructed in 1924 at a cost of £5,700,[85] and the 1873 Grandstand (Bagot's Cowshed) which had always been in use as a member's stand, was converted for public use. This caused great consternation among VRC members as the location of the new Member Stand did not allow as advantageous a view of the finish line as the old stand now given over to public use. A number of members complained to the Committee, and for many years requested that the finishing post be relocated to afford them a better view from the new stand, but this request was steadfastly refused by the VRC. The total cost of the 1922-1924 redevelopment of the racecourse amounted to more than £250,000, and as a result, the cost of admission to the course on race days rose, and VRC members' subscription costs doubled.[86]

This redevelopment of the racecourse occurred at the end of Henry Byron Moore's term as Secretary of the VRC, as he retired in 1925 and passed away only a few weeks later. He was replaced by Arthur V Kewney who had previously been Secretary of the South Australia Jockey Club for six years.[87]

Following on from the 1922-24 redevelopment, another significant interwar development at Flemington Racecourse was the introduction of totalizator machines in 1931. The totalizator is a system which runs 'parimutuel' betting, where all bets of a particular type are placed together in a pool, taxes and a compulsory house take are removed, and payoff odds are calculated by sharing the pool among all placed bets. The odds are displayed and tickets are produced based on incoming bets.[88] The system had been established in France by the early 1870s, and it was first introduced into Australia at Randwick, New South Wales in 1879. New South Wales was not the first colony to legalize the use of the machine on the racecourse; South Australia first legalised the use of the totalizator later in 1879, but by contrast, the Victorian government prohibited its use for a further 50 years.[89]

In 1880, the *Betting Prevention Bill* was proposed in Victoria to legalise the totalizator. This was the first of a rapid series of bills proposed for the next 16 years, each designed to regulate or suppress gambling in Victoria.[90] Although the totalizator was not legalized in Victoria until 1930, it came close to being so more than once throughout this time but anti-gambling pressure prevented it. Opposition to the bill centred around the belief that it would serve to increase gambling, and the feeling of many people at the time questioned the morality of gambling.[91] The VRC had, for a number of years, anticipated and supported the introduction of the totalizator, and in 1922 reported that, 'no effort was being spared trying to push the Bill forward'.[92] Despite fierce opposition by church groups and intense community and political debate, the *Totalizator Act* was finally passed in 1930, with Victoria as the last Australian state to legalize the totalizator. This legislation then made it compulsory for Flemington, Caulfield, Williamstown, Moonee Valley and Ascot to install totalizators.[93] The VRC Committee, in response to the legalization of the machines, met frequently throughout late 1930 with Sir George Julius, inventor of the world's first automatic electric totalizator.

2.5.3   Sir George Julius

Mechanical engineer and inventor, Sir George Alfred Julius was born in England in 1873, and migrated as a child to Victoria in 1884, and subsequently to New Zealand in 1890. Educated

at Melbourne Church of England Grammar School, he then enrolled in a B.Sc. (Mechanical Engineering) at Canterbury College, University of New Zealand. Julius began his career as an assistant engineer with the Western Australian railways in 1896-1907, and in 1907, moved to Sydney as consulting engineer to Allen Taylor & Co. Ltd.[94] Throughout this time, Julius worked on a design for an automatic totalizator and, with the help of two of his sons, built a prototype. Although it was originally designed as a mechanical vote-counting machine, Julius adapted it for use as a racecourse totalizator after the Government rejected the voting machine. The first installation of the Julius totalizator was in Auckland in 1913.[95]

In 1914, Julius was joined in partnership by William Poole, and in 1922 by A J Gibson. He also served as a member of a number of associations and committees, including president of the Engineering Association of New South Wales, and as a founding member of the Institution of Engineers, Australia, and was knighted in 1929.[96] The following year the totalizator machine was legalized in Victoria, and Julius met with the VRC for its consideration of the Julius machine.

By July of 1930, Julius had submitted plans to the VRC showing proposed positions of totalizator buildings, including the number of selling and paying windows at the racecourse.

In August and again in early September, Julius submitted further plans for the locations of the totalizator buildings, and the VRC Committee requested new plans locating the buildings and machines according to its recommendations. Throughout the rest of the year, the Committee continued to negotiate the locations of the buildings, machines and indicators. VRC Secretary Arthur Kewney had been sent abroad to study the latest totalizator technology, and following his recommendation in favour of the Julius totalizator, the Committee voted unanimously that Julius machines be installed 'providing satisfactory arrangements [be made] regarding price, cost and conditions of running.'[97]

By November 1930, and following further discussion about the proposed position of the totalizator within the betting ring, the Committee of the VRC accepted Sir George Julius' quote and requested the immediate start of machine manufacture. In February 1931, it was resolved that tenders be called for all the buildings in accordance with the plans submitted by Robertson and Marks, and by March, the VRC resolved to adopt the tender of J E Shillabeer & Sons of £17,775.15.9 for the erection of the buildings.[98]

Accordingly, in March 1931, an application was lodged with the City of Melbourne Building Surveyors Office for the erection of five totalizator buildings at a cost of £18,000. The main building would be in the paddock at the rear of the betting ring, and another building between the Members Stand and the Saddling Paddock (buildings A and B). Building C was to be located on the ground floor of the Members Stand, building D at the rear of the Hill Stand and building E within the flat. The unit of betting was to be £5.[99]

The totalizators at Flemington were first operated at the October race meeting in 1931, and the VRC Committee reported to its members their conviction that they could not have positioned the buildings any better. Despite the decreasing attendances at race meetings due to the economic depression of the early 1930s, by 1932 the VRC Committee reported that the public were becoming accustomed to betting in this way, and that the totalizators were growing in popularity on all racecourses. So true was this that by December of 1933, the VRC decided to add further selling windows at Flemington as the capacity of the existing layout had already been reached.[100]

By 1935, the improved finances of the VRC, together with the growing realization of the lack of adequate wet weather shelter at the racecourse prompted the VRC Committee to construct a new grandstand in the public reserve to accommodate 2,000 people, as well as a totalizator for ladies in the Members Reserve. It was to be situated at the east end of the Members Stand, and would enable ladies to both bet and collect under cover.[101] In April 1936, an application was lodged with the City of Melbourne Building Surveyors Office for the erection of a public grandstand, luncheon room and members' ladies totalizator sub-station at a cost of £38,000, to be located adjacent to the 1924 Trainers and Jockeys' Stand (this stand was replaced in the mid-1980s by the Prince of Wales Stand). The application was approved on 9 October the same year, and the VRC Committee reported on these additions the following year, as well as the £6,000 spent on improvements on the Flat.[102]

Two years later the VRC Committee announced the installation of additional horse stalls at the Smithfield Road training sheds as well as water supply extensions and underground telephone cables. When World War II commenced in 1939 however, it had a profound effect not only the development of Flemington Racecourse, but also more broadly on horse racing in Victoria.

2.5.4   Development of Flemington Racecourse during and after World War II

Following the declaration of war (1939), the VRC requested that the government allow racing to continue on the grounds that it provided necessary employment and public recreation. As it had done during World War I, the VRC pledged its profits to the war effort. Racing was permitted to continue during the war, but some racecourses were occupied by the Armed Forces, making the relocation of some races, including the Caulfield Cup (run at Flemington from 1940 to 1943), necessary.[103]

By 1942, a 'considerable portion' of Flemington was under military occupation (a common occurrence with larger public facilities in Melbourne, including Caulfield Racecourse, Melbourne Cricket Ground and Royal Park) but this did not prevent race meetings being held. The government, on the other hand, maintained the right to determine the number of race meetings at each racecourse, and the VRC reported its dissatisfaction with its allotment of racing days for the 1942-1943 season.[104]

Even with governmental control over the racing schedule, the increased use of Flemington Racecourse during the war years resulted in a growing need to completely rejuvenate the site. In 1944, the VRC acknowledged that although the stands and buildings had received minimal care, the course proper and the training tracks required further maintenance, so 'a considerable sum would need to be spent on renovations after the War was over and man-power is available.' This unfortunately was not to be the case for some time as the necessary materials were not readily available. By 1945, despite the cessation of war, racing in Australia had been temporarily ceased, but the VRC promised to 'restore it on a proper basis at the earliest opportunity.'[105]

For a few years following the end of World War II, there were no improvements made to the racecourse. The Committee of the VRC reported in 1946 that

> ...while the manpower problem has eased, materials are not available
> [and] any work which calls for supplies of bricks, timber, cement or water
> pipes is out of the question at the present time.[106]

Figure 24   Aerial view of Flemington Racecourse, 1945.
             Source: University of Melbourne Map Collection.

The situation had not much improved by the following year when the Committee reported
that it was 'more and more difficult' to obtain supplies of any necessary materials, especially
timber and bricks. There were some alterations made to the course during this time
however, and the report of 1947 included information about the use of photo-finish
equipment which had been installed the previous year. They reported that the equipment
was 'giving satisfaction to all concerned, especially in the event of a very close finish and
when horses are racing wide apart.'[107]

On 1 January 1948, a large portion of the old 1860 timber hill stand was destroyed by fire,
although by all accounts it was not considered a particularly calamitous event at the time.
According to the *Herald* report the following day, racegoers were still drinking in the bar
despite the fire and:

> … when the first belated attempt was made to trace the fire and put it out,
> it was found that there was not enough pressure in the nearby mains to
> put an adequate stream of water through the hoses.[108]

Despite the relatively casual manner in which the fire was treated, little of the stand was
undamaged. Ten of the 18 bays were completely destroyed, and four bars, a dining room
and the refreshment-room were gutted, leading to a decision by the Commission of Public
Health two weeks later that the grandstand was structurally unsafe and must be kept
closed.[109] The report of the VRC Committee that year indicated to its members that while it
was considered impossible to rebuild the stand, 'everything possible is being done to provide

for patrons on the Hill as far as circumstances will permit.'[110] Another major event to have a lasting effect on the racecourse in 1948 was the VRC's adoption of a five-year plan, which had been prepared from advice given by the 'course and tracks subcommittee in connection with improvements and constructional work on the course proper and training tracks.'[111]

Also in 1948, the VRC decided to join equally with the Victorian Amateur Turf Club (Caulfield) and Moonee Valley Racing Club to purchase both the Mentone and Epsom racecourses for the purpose of developing them as training tracks, controlled by a committee of management. All three Clubs jointly shared the maintenance costs of the Mentone and Epsom training tracks.[112] Despite the adoption of the five year plan, the alterations and improvements suggested therein were not immediately undertaken. The VRC Report & Statement of Receipts and Expenditure in 1951 stated

> At the present time, it is not possible or practicable to carry out improvements to the extent designed, but during the year the sum of £2822 was expended on the conversion of the inside sand training track to a cinders training track, up to date workshops, and the installation of Refrigeration Plant, etc.[113]

Although the VRC was financially unable to complete many of the intended improvements at this time, extensive plans were underway to update the racecourse.

On Saturday 18 February 1951, a storm hit Flemington which blew the roof off the eastern end of the old Hill Stand which had been damaged by fire in 1948. The *Sun* reported the following day that due to the gale, 'only the western portion of the stand is still standing. The remaining wall and cloakroom and dining room at the eastern end of the stand will probably have to be demolished as it is unsafe.'[114] The VRC acknowledged to its members that because of the damage to the Hill Stand, the outdated and dilapidated state of the 1873 grandstand known as 'Bagot's Cowshed', and the lack of sufficient public seating, it was necessary to plan for the future. To this end, the VRC Committee reported in 1951 that it had:

> … for the last two years been in touch with architects with a view to having a Masterplan prepared for the future development of Flemington. All new work in the future will be carried out in conformity with this Master Plan (but the Committee does not contemplate an early start). When the Plan is completed, it will materially improve the course proper, the training tracks, and will provide greatly improved facilities for the racing public.[115]

Further disaster struck Flemington the following year in 1952, when again on New Years Day, another fire struck the Hill Stand, further damaging the building.[116] The VRC reported to its members that the fire had resulted in the loss of the public dining room, and that the Committee had 'contracted for the construction of a modern cafeteria in the Hill reserve to cater for patrons.'[117] They promised that the cafeteria would be open in time for the 1952 Melbourne Cup Carnival, but also acknowledged that while plans were underway to replace the Hill Stand with a new grandstand, they were 'hampered by a lack of funds' meaning that 'the rebuilding of the Hill Stand and other accommodation was at present beyond the financial capacity of the Club.'[118] True to their word, the new cafeteria was opened in time for the Melbourne Cup Carnival, and some improvements were also made for public accommodation and amenities of the Hill.

Figure 25   Rear view of the 1955 Hill terracing.
              Source: State Library of Victoria Pictures Collection.

Figure 26   Aerial view of Flemington Racecourse, 1956.
              Source: Land Victoria Aerial Photography Library.

Fire again caused a loss to the VRC in 1952-53, partially destroying the nineteenth century Tattersall's Stand at the turn out of the straight. Again finances forced the VRC to consider the expense to rebuild the stand too great, so the decision was made to demolish the remnants and use any suitable material for other reconstruction work at the course. In order to compensate for the loss of the Tattersall's Stand, the VRC decided to

> …extend the existing bank in front of the bluestone stand in an easterly direction past the front of the concrete public stand to the Mounting Yard. This will accommodate another 2,000 people and it is anticipated that this work will be completed in time for the autumn meeting.

It was also anticipated in 1953 that building in accordance with the Masterplan would commence immediately after the autumn meeting. The first section to be rebuilt was the destroyed Hill Stand, and it was hoped then to proceed with the rebuilding of the outdated 1873 bluestone stand.[119]

It was to be the most extensive change in the appearance of Flemington since the 1922-24 alterations, and accordingly, in September 1954, an application was lodged with the City of Melbourne Building Surveyors Office for the erection of a grandstand and hill terracing at a cost of £102,000. The new hill grandstand shelter (terracing) and Lawn Stand (Figure 25) were almost completed for the 1955 Melbourne Cup. The works involved significant demolition of 'Bagot's Cowshed' (1870s and 1880s building) and construction of a new grandstand above a substantial component of the original footprint and remaining fabric of the historic stand. The brick terracing at the front of the new Lawn Stand ran down to the remnant bluestone stand in the Paddock enclosure.

The VRC reported in 1956 that the benefit from the completion of the Lawn Stand, hill terracing and improved facilities for patrons in this enclosure was reflected in the increased attendances on the Hill reserve.[120] Two years later, further improvements were made to the racecourse through the conversion of the cinders training track to an additional sand training track, as well as the construction of a new Hill buffet and installations to facilitate the introduction of starting barrier stalls.[121] New starting stalls had been introduced at other Victorian racecourses, but the surface of Flemington on the river flats meant that the ground was considered too soft for the installation methods used elsewhere, so an alternative method was sought. This problem was overcome in 1959 when the VRC reported that mobile starting barriers had been installed.

The VRC Annual Reports of 1960 and 1961 indicate that some minor improvements were made to the racecourse including the construction of new railway entrances and turnstiles, additional tote facilities, the extension of the Members Ladies Buffet and Bar, new Paddock and Flat entrances, the installation of escalators in the Members Reserve and the extension of car parks.

2.5.5   Centenary celebrations

In 1960, the VRC celebrated the centenary Melbourne Cup. The *Age* reported the following day that the race was history making not only as the centenary Melbourne Cup, but also:

> …for the outstanding success of the first inter-state telecast of the event ever attempted. The six television stations in Sydney and Melbourne combined to make the telecast possible through a series of microwave relays.[122]

The Cup was won by New Zealand horse Hi Jinx, and much to the dismay of the crowd of over 100,000 spectators, New Zealand horses placed first, second and third, while favourite Tulloch finished seventh.

To celebrate the centenary of the Melbourne Cup, Australia Post issued a postage stamp depicting first Melbourne Cup winner, Archer; and the State Library of Victoria staged an exhibition featuring paintings, prints and drawings, and for which Phar Lap was moved from the National Library.[123]

Also introduced for the first time at the 1960 Melbourne Cup was the event which was to become 'Fashions on the Field', an iconic event which has since become a race day institution.

During this time, steps were taken by the Victorian government to prevent the illegal off-course bookmaking industry which had developed following the introduction of radio broadcasting of race meetings. The VRC had for some time sought the means to quell this type of betting, whose operators contributed nothing financially to the race meetings, but whose presence reduced both attendances and profits for racing clubs. A Victorian Royal Commission exposed the massive growth in this industry in 1958, and in response, the government established the Totalizator Agency Board (TAB) in March 1961. Other states quickly followed Victoria, with a state-controlled TAB established in Western Australia just one week later, in Queensland in 1962, in the ACT in 1964, in New South Wales in 1965, and in South Australia in 1967.[124] Initially restricted by a lack of sufficient electronic networks and telephone services, the Victorian TAB had fifty operational outlets in time for the 1961 Cup.[125]

Figure 27   Aerial view of Flemington Racecourse, 1968.
            Source: Land Victoria Aerial Photography Library.

In 1964, another centenary was celebrated at Flemington, the Victoria Racing Club having been formed 100 years earlier. The occasion was marked at a race meeting on 7 March when the Newmarket Handicap was run.[126]

2.5.6   Development over the last decades of the twentieth century

In order to maintain its status as Victoria's premier racecourse, multiple upgrades and extensions to the facilities at Flemington have been necessary. With these improvements however, came some decisions which were not necessarily popular with the racing public. For example, despite having always been open for public viewing, the Flat was closed as a public enclosure in March 1963, but as a result, the cost of admission to the Hill was reduced.[127]

In 1964, to keep pace with a growing demand, new totalizator equipment was installed at Flemington, costing £110,000. The upgrading of the tote equipment included the display of odds and results of races on the newly constructed infield indicator. By the end of the decade, the totalizator facilities at Flemington were further extended including the alteration of tote windows, and the remodelling of the totalizator buildings in the Paddock and Members Reserves.[128] Further developments were also made at this time to the horse stabling and training facilities at the racecourse. Twice in 1966, first in March and again in June, applications were lodged with the City of Melbourne for the construction of scraping stalls at the racecourse, adjacent to the 'straight six'. The purpose of scraping stalls is to provide a place for horses to be prepared for exercising, training and racing, and to be washed down and scraped dry afterwards; an important distinction between scraping sheds and stables is that scraping sheds are used to accommodate horses temporarily during the day, whereas stables accommodate horses for longer periods, including overnight, in a loose box.[129] The total cost of the erection of these scraping stalls was £50,000, and following their construction, older sections of existing scraping stalls were converted for stable use between 1967 and 1969, and again in 1970-71.

At this time, approximately 100 horses were stabled at Flemington, all of whom were evacuated following several days of continuous rain in May 1974 which caused the racecourse to flood to an average depth of four feet. Further developments completed at the racecourse by the end of the 1960s included a new sand track and a road leading from Epsom Road to the training area constructed at a cost of $6,425.[130]

In 1974, architects Edward F Billson and Associates were commissioned by the VRC to carry out a Masterplan for the club's facilities. The first major alteration to the racecourse as a part of this plan was the demolition and replacement of the Hill Stand in 1977 (Figure 29). An application for a five-storey grandstand was lodged with the City of Melbourne in March, at a cost of $5,000,000. The VRC Annual Report detailed that the new stand would include 4,000 seats on one seating deck, 2,000 seats under cover and reserved seating for all VRC members, three floors, escalators, catering and a bar, a totalizator, television, an air conditioned Club House Restaurant, 25 private boxes, improved race broadcasting facilities, judges' box and photo-finish operators.[131] The new Hill Stand was completed two years later, and was officially opened on 12 March 1979.[132]

The second stage of the Masterplan was designed to connect the new Hill Stand to the betting ring below. This was achieved through the construction of a building (now named the Prince of Wales Stand) to link the Hill Stand to the existing Members Stand.[133]

Figure 28   Demolition of the old Hill Stand to make way for the new five storey grandstand.
Source: *The Age,* 15 June 1977, p. 12.

Figure 29   Melbourne Cup Day 1985, showing the 1977 Hill Stand.
Source: VRC, *The Cup – 126 Years*, p. 75.
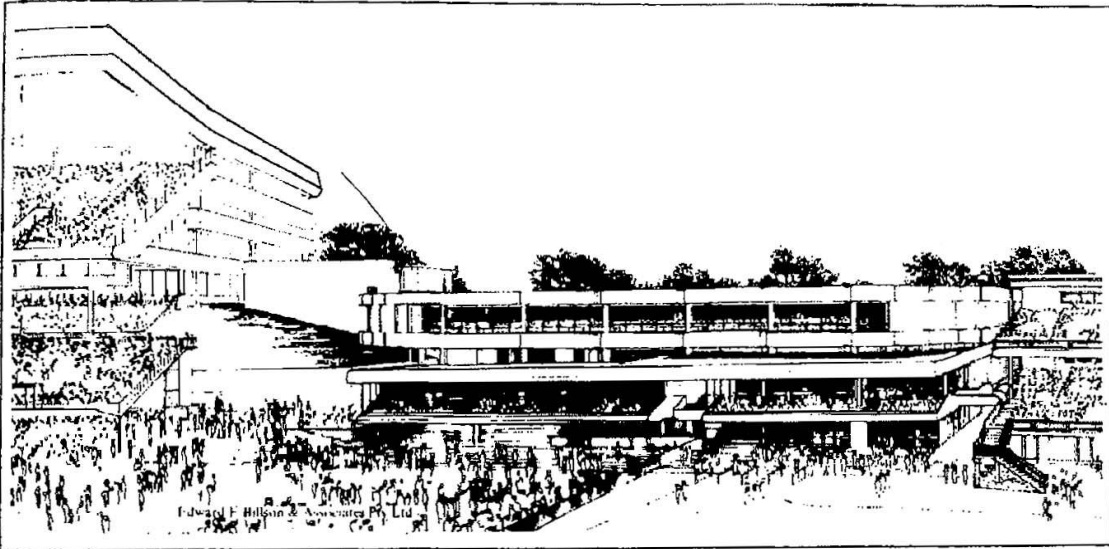
Figure 30   Link Building (Prince of Wales Stand) as depicted in 1987.
            Source: VRC, *The Cup – 126 Years*, p. 59.

Figure 31   Aerial view of Flemington Racecourse, 1982. Compare this with the 1968 aerial
            image (above) and the more recent image (below), in terms of changes to the
            training track alignment and other elements on the east of the racecourse.
            Source: Land Victoria Aerial Photography Library.

Figure 32   Recent aerial view.
             Source: www.nearmap.com

An application for the Link Building (or Link Stand) was lodged with the City of Melbourne Building Surveyors' Office in August 1982, but approval for modified works was not given until 1983. Construction of the Link Building began in January 1984, and the work included the demolition of the public grandstand erected in 1937 to make way for the new building.[134] It also allowed the mounting yard to be rotated to provide better viewing of the horses from the stand, and more standing room for the public on the running rails. The Link Building contained two banks of escalators, one to the second floor dining, betting and bar facilities and the other directly to the Hill Stand. It also contained a new administration area, weigh-in area, amenities for jockeys and stewards and a new Secretary's office. Originally designed as a four-storey building, the VRC decided to delay the construction of the third and fourth floors because of rising construction costs due to a delay of two years out the outset of the project. [135]

Flemington also hosted a number of British Royal and Papal visits in the latter half of the twentieth century. For the third time, Queen Elizabeth II visited the racecourse in time for the March race meeting in 1977, as part of her Silver Jubilee Tour of Australia, and the Prince and Princess of Wales attended the Melbourne Cup in 1985. A year later in November 1986, Pope John Paul II held a Papal Mass before a congregation of 120,000 at Flemington Racecourse during a week-long visit to Australia. The Duchess of York continued the tradition of Royal visits to the racecourse when she attended Melbourne Cup Day in 1990.[136]

The Hill Stand and Link Building meant that the VRC could demolish and rebuild the Members Stand without disruption to race meetings, and in 1987 planned to construct a new stand incorporating terraced, air-conditioned dining boxes, private boxes, bars and totes.[137] This plan, however, did not eventuate and the Members Stand continues to operate in its intended function. In 1990, an application was lodged with the City of Melbourne for the

erection of a new open deck grandstand at a cost of $1,000,000.[138] The new stand was designed by Douglas Alexandra and constructed in the Elms area by E & J Building Constructions Pty Ltd. More seating was provided almost a decade later with the construction of a new grandstand over the Prince of Wales Stand, completed in 2000. This was known as the New Members Stand, and provided additional members' facilities and viewing areas to supplement those in the 1920s Members Stand.

2.6   Flemington Racecourse into the twenty-first century

The development of the racecourse is ongoing, and over the course of five years at the turn of the century, works were completed in accordance with Flemington's first ever integrated Masterplan. The 2005 VRC Annual Report outlined the work that had been undertaken over the previous three years, including the construction of new VRC Administration Offices, and a new main entrance on Epsom Road. The completion of the Masterplan works in 2007 also included a horse and vehicle tunnel to centre of the racecourse; bund wall (1.8 km long) along the river side of the racecourse for flood mitigation measures; wetlands; pumping stations and integrated drainage system; new Birdcage horse stall and pre-parade ring development; and a horse tunnel from the pre-parade ring to the Mounting Yard.[139] Extensive work was also undertaken to the North Community Stables, as well as the Chicquita Lodge stables south-east of the racetrack and adjacent to Smithfield Road.[140]

As a part of the Masterplan works, and for the first time in the history of the racecourse, the entire racing surface was replaced in 2007. These works were undertaken to provide drainage and flood protection for the track. Also at this time, and following the demolition of the Southern Community Stables, the Central Community Stables was constructed, which comprises a complex of 156 stable boxes.[141]   The most recent addition to the racecourse was the Operations Office, construction of which was commenced following the 2008 Cup Carnival and completed the following year.[142]

On 1 August 2006, the *Victoria Racing Club Act* 2006, which had previously passed through both Houses of State Parliament, came into effect. This Act was enacted to facilitate the Club's Incorporation and to underwrite the VRC's ongoing control of Flemington Racecourse.[143] Subsequently, in December 2009, the VRC Masterplan 2025 for the racecourse was endorsed, which provides the basis for proposed works to the racecourse over a period of 15 years.[144]

3.0   PHYSICAL SURVEY

The following physical survey of Flemington Racecourse is based on an inspection of the place and its individual elements, including built fabric and landscape features. It also has regard for the available documentary evidence, including original drawings of the Old Members Grandstand.

3.1   Site overview

Flemington Racecourse occupies an irregularly-shaped area of 127ha located approximately 7km south-west of Melbourne's CBD. Topographically, it comprises an escarpment to the north and east and the low-lying flood plain of the Maribyrnong River to the south and west. Since the 1840s, the primary viewing areas have been located in the north-west of the site ('the Hill'). This remains the case today, albeit with the grandstands have extended towards the east.

A variety of functions and operations are accommodated within the various racecourse activity zones which include:

- public areas including grandstands and the Betting Ring to the north-west;

- the racecourse proper and training tracks to the south;

- equine training and stabling facilities to the south-east;

- Victoria Racing Club (VRC) administrative facilities to the east; and

- a generally open expanse of land to the north-east which includes car parking as well as the nursery and site maintenance facilities.

3.1.1   Access

There are four points of road access to the site: Flemington Drive Gate and the Members Drive Gate to the east (Epsom Road); Stables Drive Gate to the south (Smithfield Road); and the Hill Gate entrance to the north-west (Leonard Crescent). The rail spur terminates to the north of the Hill, to the north-west of the racecourse (the rail line is excluded from the registered area). A jetty on the Maribyrnong River provides an additional point of access. The internal road system provides access to all parts of the site.

3.2   Phases of development

Flemington Racecourse has undergone a number of phases of development since the 1840s. These are summarised below, including lists of elements and buildings relating to each phase. Elements/buildings with the ability to demonstrate the early development phases are generally described in the greatest detail. The majority of these elements have previously been identified for reasons of their cultural heritage value, including those identified in the Victorian Heritage Register (VHR) entry for the racecourse.

Minor and/or utilitarian elements are not addressed in this chapter. These include: fences, car parks, seating, external lighting, signage, roads and paving, railway entries, sundry sheds, sundry portable buildings, sundry gate attendants' booths and associated elements, steward's stands (steel stands erected around the course to enable surveillance of races by the stewards), toilets, offices, totes. In the main these elements are of recent origin, are typical of their type and are generally unremarkable. Temporary structures, and footings for temporary structures, are likewise not addressed in this chapter.

The numbers of elements/buildings in the following correspond with Figure 33.

3.2.1   Establishment, 1840s-1850s

There was little investment in facilities at Flemington Racecourse during the 1840s and '50s. At least in part this reflected the fact that the Victoria Racing Club did not have security of tenure at the site (that changed when the *Victoria Racing Club Act* was passed in 1871). As a result the racecourse itself is the principal legacy of this establishment phase. No structures remain from this period (i.e. public seating or publican's booths).

Elements or features remaining at the racecourse from this phase include:

- Flemington racetrack overall, course proper [1]

3.2.2   Consolidation, 1860s-1910s

Development at Flemington from the 1860s to the inter-war period was overseen by VRC secretaries Robert Cooper Bagot (until 1881) and Henry Byron Moore. By the early twentieth century, the development of the racecourse under their management had completely changed the site from that of the early days of racing.

The first Melbourne Cup was run in 1861 and the VRC was established in 1864. Within days, Robert Cooper Bagot was appointed secretary of the VRC, a position he held until his death in 1881. Under Bagot, the first substantial structures at Flemington were constructed, including a grandstand dubbed 'Bagot's Cowshed', constructed in 1873. In the 1880s, 'Bagot's Cowshed' was modified and extended, including the addition of two bays to the east end, and an upper stand added to the north side of the building.[145] Bagot also drained the marsh in the centre of the course to create 'the Flat'. In the 1870s the half-ton brass bell by James McEwan & Co was installed to signal the next race, the railway line was extended to the racecourse (1871), the chronometer was installed and a new stand erected in the saddling paddock (1877).

Bagot's successor, Henry Byron Moore, held the position of secretary of the VRC for 44 years. Under Moore, the development of the racecourse continued. In the early 1880s roses were introduced to the course;[146] in the following year the bluestone wall along Fisher Parade was erected together with the Hill gate piers. Also at this time another grandstand was erected and formal public lawns were established.

By the 1890s there were several picturesque timber structures at Flemington, including a pagoda serving as a wine and spirit bar, a Swiss Chalet serving tea, coffee and ice cream, a rustic fruit kiosk, an oyster pavilion and a new grandstand on the Hill.[147] The Jockey's Convalescent Lodge was erected in 1893 on elevated ground abutting Epsom Road. A new grandstand, with a repeated gabled roof, was erected on the Hill in 1912 and was demolished in 1922.

Elements or features remaining at the racecourse from this phase of development include:

- Distance post [2]

- Remnants of bluestone stand [3]

- Bluestone wall and remnant horse (tethering) rings [4]

- Original Hill gate entry and remnant painted signage [5]

- Chronographic clock (located in the Committee Room)

- Half-ton brass bell by James McEwan & Co [6]

- Members drive and entrance ticket box [7]

- Carbine's Stall [8]

- Jockey's Convalescent Lodge [9]

- The rose planting tradition

3.2.3   Redevelopment, 1920s-1940s

The 1920s saw a comprehensive redevelopment of the racecourse, a process initiated and largely delivered during Henry Byron Moore's final years as VRC secretary. The result was a wholesale reconfiguration of the racecourse, and a significant change of identity, including the removal of many of the timber structures that characterised the late nineteenth century phase of development.[148]

The 1920s redevelopment included construction of a new Members Stand (now the Old Members Grandstand), the relocation of the Betting Ring directly to its north (with new elms planted), and the introduction of the Birdcage and mounting yard to the north of the racetrack. Various buildings were constructed in the Betting Ring, including totes and bars, and new car parks were created through the conversion of the old Birdcage area. The Trainers' and Jockeys' Stand (now demolished) was also constructed as part of these works.

In the 1930s the racecourse underwent another programme of refurbishment with the introduction of totalizator betting.

The elements or features remaining at the racecourse from this phase of development include:

- Old Members Grandstand [10]

- Betting Ring [11]

- Bernborough Bar [12]

- Gents toilet block to the north-east of the Betting Ring [13]

- Betting Ring tote buildings, c.1920s-30s [14]

- Mounting yard [15]

- Birdcage [16]

- Members lawn [17]

- Public lawn [18]

- Horse Walk [19]

3.2.4   The recent past, 1950s to present

A lack of funds and limited availability of materials meant that few improvements were made to the racecourse in the 1940s.

The Old Hill Stand (terracing) and Lawn Stand were erected in 1954-56. Chiquita Lodge house and stables was erected around this time, at the south of the racecourse grounds.

Since the introduction of TAB betting in 1961, various totes have been constructed around the grounds. In the 1960s a new sand training track was constructed near the eastern stables area. The Hill Stand was erected in 1977, and the Link Building (Prince of Wales Stand) was erected in 1984 to link the Old Members Grandstand with the Hill Stand.

In this general period, the mounting yard was rotated to be parallel to the stands. Commencing in the 1980s was the progressive construction of stables at the east end of the course. In 2000, the New Members Stand was constructed, and incorporated the Prince of Wales Stand. The VRC administration building was constructed 2005-06 as were the new bluestone and wrought iron entrances off Epsom Road and Leonard Court.

Since 2006 extensive works have been undertaken in the eastern stables area, the wetlands has been constructed and the car parks have been extensively refurbished. In 2007, and for the first time in the history of the racecourse, the entire racing surface was completely replaced.

Elements or features remaining at the racecourse from this phase of development include:

- Lawn Stand [20]

- Hill terracing [21]

- Hill Stand [22]

- New Members Stand incorporating the Prince of Wales Stand (Link Building, 1984) [23]

- Ascot Enclosure [24]

- Training tracks [25]

- Manager's office (now Flemington Heritage Centre), c.1950s [26]

- Nursery car park tote (former sand roll) [27]

- Champagne bar and Chiquita Room (c.1970s, Old Members Grandstand) [28]

- VRC administration building (Epsom Road) [29]

- Birdcage rose arbour [30]

- Phar Lap statue [31]

- Bart Cummings statue [32]

- Makybe Diva statue [33]

- Parade ring [34]

- Horse tunnel [35]

- Winning post [36]

- Flemington Drive Gate, Epsom Road [37]

- New Hill Gate, Leonard Crescent [38]

- North, Central and South Community stables, including Chicquita Lodge, horse swimming pool, bullring, nursery (to grow grass for the course proper) and tunnel to racecourse [39]

- Stripping sheds [40]

- Wetlands [41]

- Bund wall [42]

- Workshops [43]

- Nursery [44]

- Racecourse Operations Office [45]

Note: the elements of more recent origin at the racecourse are not described in detail here.

FLEMINGTON RACECOURSE - Site Plan

Figure 33   Site plan.

KEY

1   Flemington racetrack, course proper
2   Distance post
3   Remnants of bluestone stand
4   Bluestone wall and remnant horse (tethering) rings
5   Original Hill gate entry and remnant painted signage
    Chronographic clock (located in the Committee Room)
6   Brass bell
7   Members' drive and entrance ticket box
8   Carbine's Stall
9   Jockey's Convalescent Lodge
    Flemington Racecourse roses
10 Old Members' Grandstand
11 Betting ring
12 Bernborough Bar
13 Gents toilet block (betting ring)
14 Betting ring tote buildings, c.1920s-30s
15 Mounting yard
16 Birdcage
17 Members' lawn
18 Public lawn
19 Horse Walk
20 Lawn Stand
21 Hill terracing
22 Hill Stand
23 Grandstand (2000) incorporating the Prince of Wales Stand
    (Link Building, 1984)
24 Ascot Enclosure
25 Training tracks
26 Manager's office (now Flemington Heritage Centre), c.1950s
27 Nursery car park tote (former sand roll)
28 Champagne bar and Chiquita Room
    (c.1970s, Old Members' Stand)
29 VRC administration building (Epsom Road)
30 Birdcage rose arbour
31 Phar Lap statue
32 Bart Cummings statue
33 Makybe Diva statue
34 Parade ring
35 Horse tunnel
36 Winning post
37 Flemington Drive Gate, Epsom Road
38 New Hill Gate, Leonard Crescent
39 North, Central and South Community stables, including
    Chicquita Lodge, horse swimming pool, bullring, nursery
    (to grow grass for the course proper) and
    tunnel to racecourse
40 Stripping sheds
41 Wetlands
42 Bund wall
43 Workshops
44 Nursery
45 Racecourse Operations Office
46 Racing Victoria premises (former Flemington High School)
47 Hill Precinct plantings (approximate extent)
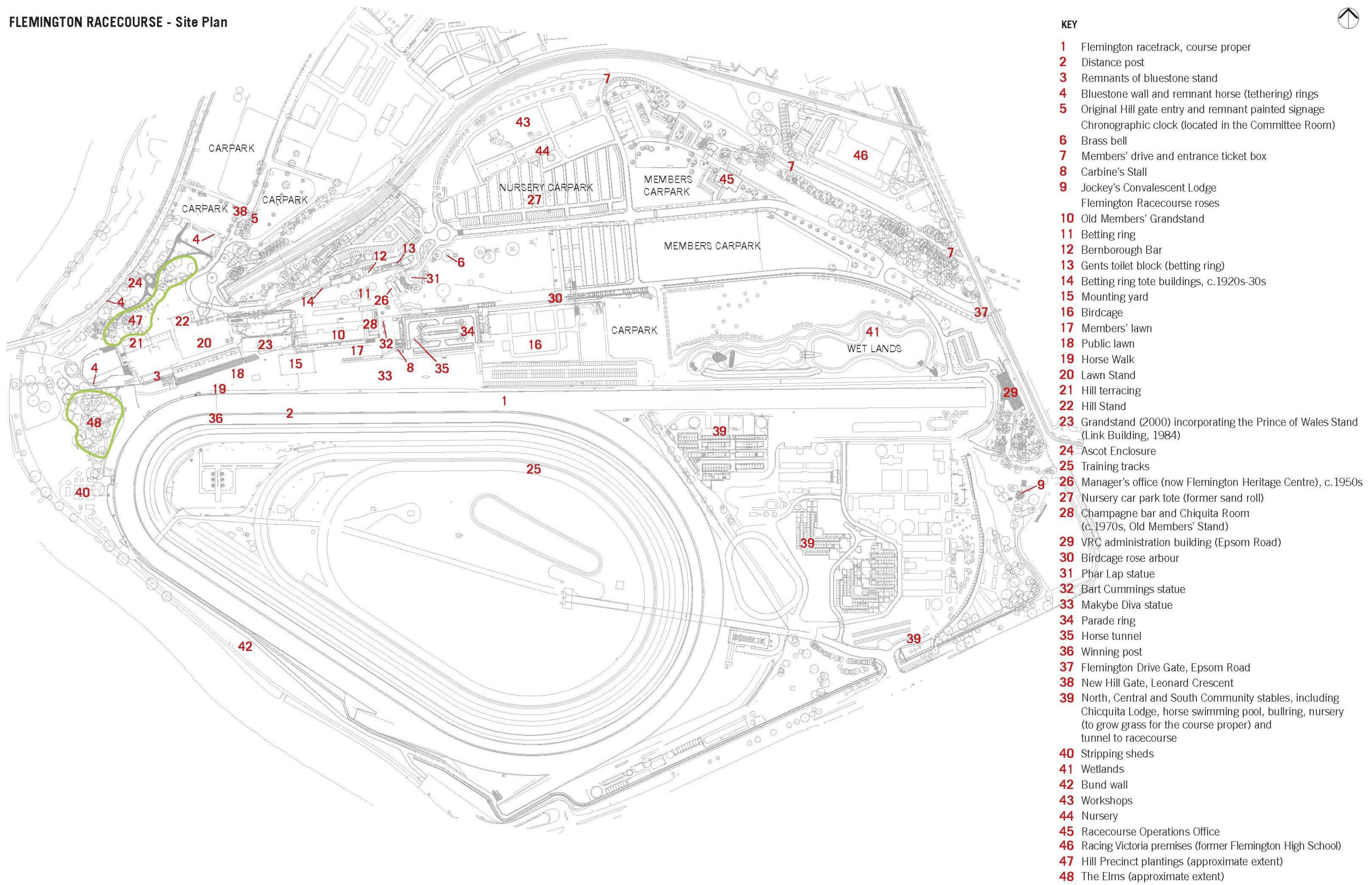48 The Elms (approximate extent)

3.3   Establishment, 1840s-1850s

3.3.1   Flemington racetrack, course proper [1]

Date: Established 1840, reconfigured 1860

History and description

The first race meeting at Flemington took place in 1840, and although it was initially felt that the choice of the flood prone river flats beside the Maribyrnong (then known as the Saltwater River) was inadvisable, it was soon the opinion of the Port Phillip Turf Club that the racecourse, 'met all the requirements of the Club, as it presented an excellent piece of turf, selected with considerable judgement.'[149]

In 1840, the *Port Phillip Gazette* noted of the new course that although 'subject to the very great objection of being too far distant from town, [it] is on the whole better adapted for use … being less angular and presenting a more easy sweep in its outline.'[150]

Over the course of the first two decades a number of improvements were made to the course, including widening the straight and adjusting the turns.[151] It was in 1860 that the most notable alteration was made to the course. For the first c. 20 years the winning post was on the south side of the track by the Maribyrnong River, but the course was remodelled in 1860 and the finishing straight was relocated to the Hill side of the course, reflecting the growing popularity of the Hill as a vantage point for spectators.

The shape of the racecourse remained relatively unchanged, except for the former half-mile stretch, which became the home straight. Also at this time, a new steeplechase track was laid out, entirely within the boundaries at the racecourse.[152]

In the early 1870s, VRC Secretary Robert Cooper Bagot replaced the coarse grass on the track, graded the lawns, and drained the swampy land in the centre of the course to make 'the Flat'.

In 1912 the track was widened, and as part of the 1922-24 redevelopment of the racecourse, two new training tracks, one of grass and the other of sand, were laid inside the course proper. In 1984, Flemington was closed for racing for three months for widening of the straight near the finishing line. In 2007 the entire racing surface was completely replaced.

The flood prone river flats caused early interruptions to racing and occasional flooding episodes. This continues to be case today. However, mitigation measures were introduced in 2006-07, including downstream works in proximity to the Footscray road bridge and the introduction of a Bund wall [element no. 42] around the south of the racecourse grounds.

Figure 34   View looking east along the straight.

Figure 35   View of the turn out of the straight at the western end of the racetrack.

3.4 Consolidation, 1860s-1910s

3.4.1 Distance post [2]

Figure 36   The distance post.
            Source: Paul Doman, VRC.

History and description

Prior to the late-1860s, the winning post was located on the south side of the race track. However, with the growing popularity of the Hill as a vantage point it was decided to relocate the winning post to the north of the racetrack, close to the base of the Hill. As a consequence, there was also a requirement to relocate the distance post, a humble timber marker c. 1.5m-high set 220m (240 yards) from the winning post.[153] As noted in the 2006 assessment of the racecourse against the National Heritage List criteria:

> [The distance post originated] in England at the time of Charles II …
> Horses that 'couldn't go the distance' were disqualified.[154]

The distance post, as an individual item, is understood to be the oldest element at the course,[155] although the fabric of the present post is not necessarily of great age.

3.4.2   Remnants of bluestone stand [3]

Date: 1873

History and description

The remains of the bluestone stand, now partly beneath the Old Hill Stand and to the west of the 1970s Hill Stand (Figure 38), is believed to be the remnants of 'Bagot's Cow Shed' which is variously visible in archival photographs of the course (Figure 37) and in Carl Kahler's paintings of 1887. The VHR designation of the building is 'Remnants of 1880s bluestone stand [B2]'. 'Bagot's Cowshed' was constructed in 1873, and in the 1880s, it was modified and extended, including the addition of two bays to the east end, and an upper stand added to the north side of the building.[156] It was also subject to significant demolition and building over in the 1950s.

The remnant historic stand comprises a coursed and tuckpointed bluestone wall at ground level, and a single storey bluestone building with internal rooms above at level 1. These latter elements are believed to be associated with the 1880s phase of building construction. The ground level wall is also believed to have originally been internalised, with the 1870s building component sitting in front. Above the building again is modern (open) terraced seating. The bluestone wall at ground level continues around the base of the Hill. The ground level wall also shows evidence to its facade of historically being internalised (sections of stone removed, residual plaster, paint and brickwork). A recent toilet block has also been constructed in front of the bluestone wall, at the east end, adjacent to the concrete stairs leading into the 1970s Hill Stand. For the remnant building component at level 1, the stonework is comparatively intact, and some of the original timber doors, windows and cast iron ventilators remain.

A recent awning, with a glazed screen, has been erected along the front of the building to create an enclosed verandah and with steps up to the interior of the building. Internally there are few original features other than for hard plaster walls however original fabric may remain in areas which have been lined in plasterboard. One set of half-glazed (with quad corners) and panelled two-leaf timber doors and associated door case appears to be original, while other joinery is mostly of later origin, including some police cells at the east end of the structure.

Figure 37   'Bagot's Cowshed,' c. 1870s. .
Source: State Library of Victoria Pictures Collection.