



Figure 38 Base of the 1870s/80s bluestone stand. Note the Old Hill Stand above.



Figure 39 Remnant bluestone stand, showing the bluestone wall at ground level, bluestone building at level 1, and modern terraced seating above.





Figure 40 View looking north towards the remnant stand.



Figure 41 View east at level 1, showing entry to the rooms within the remnant bluestone building.



Figure 42 Level 1 bluestone building, with views into the interior spaces where a new bar is proposed.

*3.4.3 Bluestone wall and remnant horse (tethering) rings [4]; and original Hill Gate entry and remnant painted signage [5]*

**Date: 1880s**

*History & description*

Along Fisher Parade and around to near the railway station is a high (approximately 2+ metres) random coursed bluestone wall with glass shards and rendered cappings in parts. Other sections, such as near the original entrance off Leonard Crescent, have moulded and rendered cappings and moulded bluestone cappings 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 44). At the south of the Hill, overlooking the Elms area, the wall is higher, partly forming a retaining wall. Iron rings still remain in some of the stone blocks. These were originally used to tether horses (Figure 45).





Figure 43 Bluestone wall near Fisher Parade and the Maribyrnong River.



Figure 44 Bluestone wall at Hill Entrance with original 'Hill Ticket Box' painted signage.





Figure 45 Bluestone wall with remnant horse tethering rings.

#### 3.4.4 Gaunt's Chronographic Clock

**Date: 1870s**

##### *History and description*

The chronographic clock together with the brass bell signalled the start and time of the races to the judge and spectators near the winning post. They were the two most important devices which controlled racing before modern communications and technology.

The 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. It was connected by a telegraph wire to the starter's position at various points of the course and 'a large hand on a three feet dial moved every second and a space in the centre of the dial totalled them'.<sup>157</sup>

The chronographic clock is currently located in the members' bar of the Old Members Grandstand. It now sits on a plain timber backing adjacent to a photographic of it in its original location and with a brief history beneath.

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.'<sup>158</sup> 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.<sup>159</sup> 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 V.R.C. by its maker [1876].<sup>160</sup>

For his efforts he was awarded life membership of the VRC.<sup>161</sup> Gaunt's clocks were also installed at Williamstown, Ascot, Richmond, Brisbane, Auckland and Chicago.

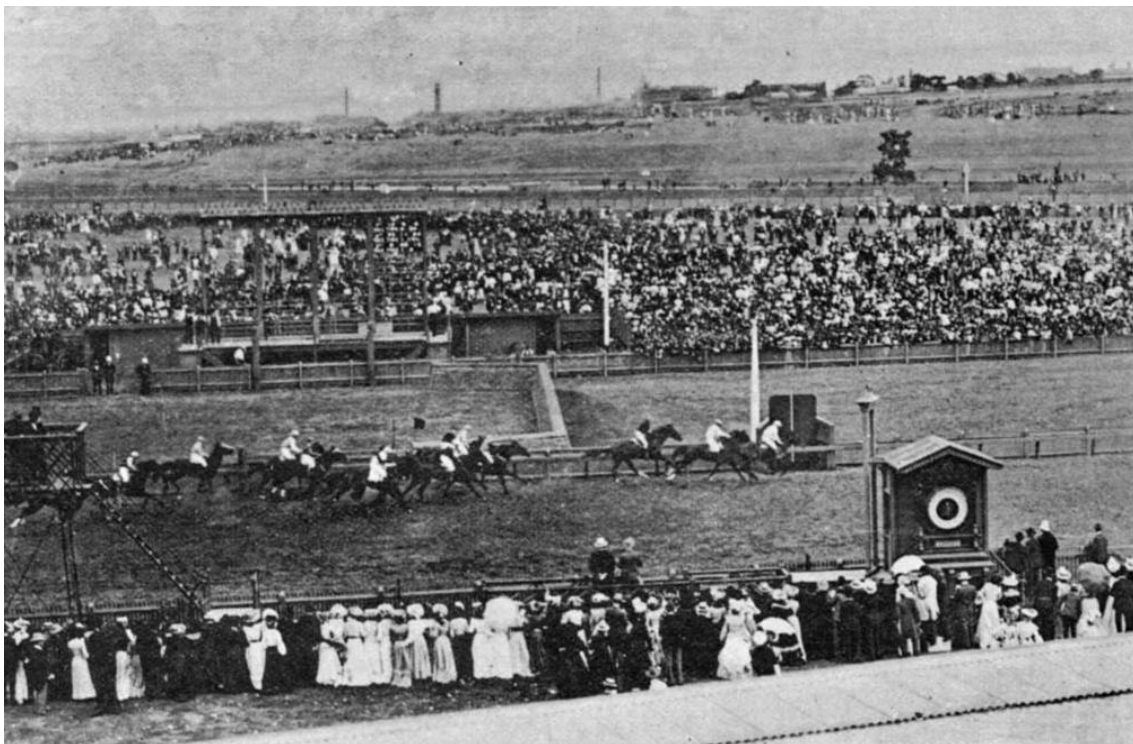


Figure 46 Thomas Gaunt's chronographic clock in use at the Melbourne Cup, 1902.  
Source: *The Cyclopaedia of Victoria*, p. 113.





Figure 47 The chronographic clock in its current location.

#### 3.4.5 Brass Bell [6]

**Date: c.1870s**

##### *History and description*

The brass bell together with the chronographic clock signalled the start and time of the races to the judge and spectators near the winning post. They were the two most important devices which controlled racing before modern communications and technology. The brass bell was presented to the club by Messrs James McEwan & Co and attached to a steel frame embedded in a concrete pad and located near the course manager's office (now the Heritage Centre). 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 barriers and it rang as the barrier opened to signify the start of the race.

It is not known exactly when The Bell was installed at Flemington but history shows that it was pre 1900.

On completion of the Hill Grand Stand in 1976, 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 48 The brass bell, possibly in its original location on the Public Lawn opposite the winning post  
Source: *A Century Galloped By*, p. 81.



Figure 49 The brass bell as currently located adjacent to the Heritage Centre.



### 3.4.6 Members drive and entrance ticket box [7]

**Date: c.1884**

The tree plantings flanking the Members Drive are addressed at Section 0.

#### *History and description*

The Members Drive is exclusively for the use of members 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 mature trees and shrubbery. *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.'<sup>162</sup> The Members Drive is shown in the same alignment as today in the 1896 MMBW plan and the c.1910 site plan of Flemington Racecourse (Figure 15). Noted for its beauty, international praise for the Members Drive as part of the Centenary celebrations included the comment that 'the beautiful lawns and flowers surrounding the Members Drive made Flemington a most lovely racecourse.'<sup>163</sup>

At the entrance from Epsom Road, is a small timber ticket box. While in the picturesque Edwardian style of many of the structures on the course around the turn of the century it 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.



Figure 50 Members Drive entrance from Epsom Road. Note the existing bluestone piers (which date from 2007) and entrance gates do not form part of the significance of the Members Drive.



Figure 51 Members Drive and entrance ticket box near entrance from Epsom Road.

#### 3.4.7 Carbine's stall [8]

**Date: c.1890**

##### *Description*

Carbine's stall is a small gabled horse stable with weatherboards fixed horizontally to the timber frame (Figure 52). It is currently located to the west of the 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 (Figure 52), and there are no windows. The stall housed Carbine, winner of 1890 Melbourne Cup and Phar Lap's great-great-grandfather, when he was stabled at Flemington. It has been located to the west of the Parade Ground since 1990.<sup>164</sup>





Figure 52 Left: Carbine's stall viewed from the south. Right: Detail of stall door, with tripartite lights above.

#### 3.4.8 Jockeys' Convalescent Lodge [9]

**Date: 1893**

##### *History and description*

This building was constructed in 1893 as a convalescent lodge for injured jockeys after they had been dismissed from hospital.

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.<sup>165</sup>

The architect for the building was 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.<sup>166</sup>

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.<sup>167</sup>

As noted, Henry Byron Moore was the secretary of the VRC for 44 years from 1881, and was responsible for a great number of improvements to the racecourse during this time, including the Jockey's 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.<sup>168</sup>

The site of the Convalescent Jockey's 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.

A circular garden was planted around the building, presumably to provide restful seclusion. The arrangement of the garden enclosure remains evident (Figure 53). 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, but is understood to be vacant at present.

Designed in an exotic Victorian *cottage ornée* style, it 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 54 and Figure 55). 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 56). The building is generally intact internally. However, externally it is showing evidence of decay including a collapsed finial to the lantern.

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.<sup>169</sup>

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.<sup>170</sup>



Figure 53 The garden setting and remnant circular landscape demarcation historically associated with the Jockeys' Convalescent Lodge.



Figure 54 Jockeys' Convalescent Lodge, viewed from the north.



Figure 55 View of the Lodge from the rear (south).





Figure 56 View from the entrance lobby looking to the octagonal hall with lantern roof.

### 3.4.9 *The rose planting tradition*

#### **Date: Introduced 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, VTRC secretaries R C 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.<sup>171</sup>

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.<sup>172</sup> A rosary 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.<sup>173</sup>

Although the modern planting approach appears to have been based on that established in the nineteenth century, plants grown at Flemington Racecourse until the 1960s were annuals grown at Flemington's own nursery. As these were found to be labour intensive and costly, roses were introduced as a cost cutting measure. Now the roses have become an integral part of the racing experience and people expect the roses to be flowering on Melbourne Cup Day. Numerous species and cultivars are planted annually and there are over 11,000 roses at Flemington.<sup>174</sup>

As part of the redevelopment works and racetrack reconstruction in 2006-07, many of the roses were removed especially in proximity to the course proper. At the completion of works, 4,500 new roses were planted around the lawns and new horse stalls area. An additional 2,500 plants were planted along Flemington Drive.<sup>175</sup>



Figure 57 The roses at Flemington Racecourse along the Members Drive.



Figure 58 The roses at Flemington Racecourse in front of the Old Members Grandstand.

### 3.5 Redevelopment, 1920s-1940s

#### 3.5.1 *Old Members Grandstand* [10]

**Date: 1922-24**

##### *History and description*

The Old Members Grandstand was constructed as part of the 1922-24 redevelopment of the racecourse, and opened in time for the 1924 Melbourne Cup. It is located in the north-west area of the racecourse, addressing the straight. While the new stand did not place the members in front of the finishing post, it has been noted that the stand was aligned or placed in such a way as to not impact on or obscure views from the Hill or other existing stands; and that it was placed in a centralised position in relation to the mounting yard.<sup>176</sup> The same author also notes that the stand was tilted slightly in the direction of the post, so that those rising to their feet to see the race finish could avoid blocking the views of their neighbours.<sup>177</sup>

The stand, which has a long rectilinear footprint, is an open-fronted two-tiered reinforced concrete structure, with two open viewing/seating decks (upper and lower decks) and internal spaces at ground and first floor levels (Figure 59). The rear elevation addresses the Betting Ring to the north (Figure 60). The roof is clad with corrugated steel sheeting and has a flat awning-type form, with a solid frieze topped by a cornice, and supported by steel columns. The roof also contains sections of 'Belfast' roof trusses.<sup>178</sup> The upper deck cantilevers out over the open deck beneath. Both decks have wrought iron balustrades. The stairs and decks are also of concrete, and the seats are plastic bucket types. The concrete

elements are embellished in a restrained Interwar Stripped Classical style with raised panels, circular disks and fluting.

The stand was designed by Robertson and Marks, of Sydney and Melbourne, and the engineer was James Hardie & Co and C Reed (Sydney). Tenders for construction of the new grandstand were advertised in *The Sydney Morning Herald* (and presumably other newspapers) on 27 September 1922.<sup>179</sup> In November 1922, the *Argus* reported that Mr A Peters' tender of £131,285 for the construction had been accepted, and building was planned to commence in a few weeks.<sup>180</sup> Correspondence from the VRC to the Public Health Department also indicated that it was anticipated construction would begin following the 1922 Melbourne Cup meeting.<sup>181</sup>

The structural plans indicate that Peters subcontracted components of the Members Stand to several engineering companies. James Hardie and Co Pty Ltd drew up plans for the reinforced concrete components of the stand, including the stairs and aspects of the trusses. Clive Steele (later Sir Clive Steele), a consulting engineer who had previously been employed by the Australian Reinforced Concrete and Engineering Co, was the supervisor of structural works.<sup>182</sup> The Trussed Concrete Steel Company was also involved in designing the trusses of the Members Stand.<sup>183</sup> Engineer Chas A Reed worked on the drawings developed by the Trussed Concrete Steel Company, and presumably also supervised construction.

Robertson and Marks was a prolific architectural firm which was responsible for the design of numerous factory, warehouse and office buildings, as well as stores, bank premises and residences throughout New South Wales from c.1893. In *Building*, September 1907, they were credited with the introduction of reinforced concrete floors into Sydney at the new south wing of Sydney Hospital, and were further credited with the widest clear span (at 13 feet - approximately 4 metres) that had yet been attempted in Sydney. As noted, Robertson and Marks was also responsible for the Jockeys' and Trainers' stand (completed in November 1924, now demolished).<sup>184</sup> The stand overlooked the course proper, and was a two-level timber structure supported on timber posts encased in timber cladding (medium-density fibreboard and simple moulded skirtings) and with steel corner brackets. It was intended for trainers, jockeys, and presumably others, attending to horses, to obtain a view the race as the horses headed towards the winning post.

The ground floor of the Old Members Grandstand was fully enclosed and designed essentially to accommodate two functional sections. The western end accommodated the business of racing and end contained rooms and offices for the Committee and Stewards, owners and trainers, and included the Jockey's room and lavatory, weighing room, and members cloak room, lavatory and bar. The eastern end of the stand accommodated members' hospitality and spectating (race-watching) functions, and included a member's only luncheon room and a dining area originally known as the Mixed Dining Room, separated by a service area, as well as a bar, more lavatory accommodation, cloak room and sundry storage areas.

The first floor contained open deck seating and the Vice Regal Box and Governor's Box to the front on the stand, and enclosed members and Committee luncheon rooms, cloak rooms and lavatories to the rear of the stand. The front and rear sections of the stand were separated by a corridor running east-west along the entire length of the stand.

The upper level of the stand contained open deck seating. The stand was designed to provide seating for 6,500 spectators on the upper levels.<sup>185</sup>



Much of the original internal layout of the ground and first floors has been altered. The western end of the ground floor has been altered for use as the Member's Bar. The eastern end of the ground floor is still in use as the Member's dining area, but the toilet facilities, cloak rooms and service areas have been altered throughout the ground floor (Figure 61, Figure 62 and Figure 63).

The fit-out of the rear enclosed section of the first floor has been altered internally through the introduction of bars and food service points, although the principal east-west corridor remains generally intact.

The open deck seating on the first floor and upper level remain intact.

Between the racing section and the members section is a throughway paved in terrazzo, as were the lobbies and stairs. The principal original internal walls are of brick or timber, with glazing above the transoms, and paving typically being tiles with granite borders.

External undercover walkways, paved with concrete and accessed by the glazed timber-framed doors, are located around most of the external walls at ground floor level. The timber-framed, fully glazed doors have highlights over, and glazing including Copperlight glazed panels with a diagonal and square pattern. The Copperlight glazing to the rear of the lower deck has been replaced, but has been retained to the rear of the upper deck.

Internally the ceilings have been reclad with plasterboard to disguise mechanical ductwork. Columns are either panelled in varnished timber similarly to the door finish or clad in plasterboard. Some walls, particularly in the main entrance and ground floor bars are similarly panelled. The building is extensively fitted out with modern bars and food service points and associated equipment and furniture, video monitors and the like and these areas have been also refurbished on several occasions. Floors are carpeted. The principal east-west corridor on the first floor is generally intact with hard plastered walls, stepped skirtings and plastered ceiling with pavement lights admitting light from above. It is used also as a gallery space for the VRC's large collection of archival photographs. The Committee rooms have also been extensively refurbished in various styles and contain objects, archival photographs and large reproductions of the Carl Kahler paintings of Flemington in the 1880s.

The Old Members Grandstand remains largely externally intact to its construction, other than for a range of generally minor works and changes (see list below). The most extensive external alteration was the addition of the glazed Champagne Bar at the eastern end of the stand in the late 1970s. The Chicquita Room is immediately upstairs from the Champagne Bar and overlooks the main betting courtyard with an extended foyer/balcony. These additions are the only elements of the stand to extend north into the Betting Ring.

The following provides an overview of the principal changes to the Old Members Grandstand since 1924:

- 1929 Installation of a lift for stipendiary stewards at west end of Members Stand.
- 1931 Construction of Totalisator Building C in ground floor of Members Stand.
- c.1945 Addition to the east of the Members Stand.
- c.1960 Second storey added to addition to the east of the Members Stand.
- 1968 Internal changes to ground floor of Members Stand including construction of new kitchen and dining spaces, designed by architects Leith and Bartlett.
- 1970 Alterations to female members toilets on ground floor of Members Stand, designed by architects Edward F Billson and Associates.
- 1979 New Champagne Bar installed on east side of ground floor of Members Stand. Architects Edward F Billson and Associates.
- 1980s Internal refit including installation of air conditioning, construction of suspended ceilings and demolition of a staircase at the east end of the stand.
- Date unknown The original glazing in the rear window panes to the lower open deck of the stand have been replaced.  
Construction of external escalators on the north elevation.<sup>186</sup>



Figure 59 Front elevation of the Old Members Grandstand.





Figure 60 Rear elevation of the Old Members Grandstand from the Betting Ring.



Figure 61 Interior of the Old Members Grandstand.



Figure 62 First floor corridor of the Old Members Grandstand.



Figure 63 Entrance of the Old Members Grandstand.



### *Structural investigations and repairs*

The Old Members Grandstand has been the subject of structural investigations and repairs since the 1960s.<sup>187</sup> The first works, carried out in 1966, involved repairs to five of the timber piles along the north of the building. Subsequent investigations related to spalling of concrete and further analysis of piles. Works carried out by Connell Wagner (now Aurecon) in 1983 addressed repairs to piles, slabs, edge beams and the waterproofing of parts of the seating deck slab. Investigations carried out in the 1990s and 2000s raised concerns about on-going deterioration of fabric and compliance with fire safety, disabled access and building codes.

The most recent structural investigation of the building was carried out in 2012 by Arup in association with heritage engineer David Beauchamp. This report concluded that the grandstand 'appears structurally adequate'. However, some issues identified included poor quality concrete construction, steelwork corrosion (i.e. handrails and balustrades) and 'most probably some issues with differential settlement of piled foundations'. The report also noted 'the unknown condition of the timber piled foundations'.<sup>188</sup>

### *3.5.2 Betting Ring [11]*

**Date: 1922-24**

#### *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 Old Members Grandstand, adjoining the Birdcage.<sup>189</sup> This area has always, as far as can be determined, contained facilities for betting, particularly for the members who have exclusive access to one side; the general public can access the other side.

The Betting Ring is an open area, paved in red brick, between the totes and associated buildings at the northern end and the north elevation of the Old Members Grandstand to the south. Located beneath shady elms are the bookmakers' stands – small platforms elevated on a modern steel structure, containing starting price boards, video monitors, loudspeakers and the like. Shade cloths and umbrellas cover part of the area and some circular seating is provided around the elms.



Figure 64 View west into the Betting Ring.

### 3.5.3 Bernborough Bar [12]

**Date: 1920s**

#### *History and description*

The Bernborough Bar forms part of the northern perimeter of the Betting Ring and dates from the 1920s phase of redevelopment. It is a single storey masonry structure with similar detailing to the Old Members Grandstand. The large glazed window openings appear to have been altered from the original.



Figure 65 Bernborough Bar and northern perimeter of the Betting Ring.



Figure 66 Toilet block at the northern perimeter of the Betting Ring.



#### 3.5.4 Gents toilet block, east of the Betting Ring [13]

**Date: c.1920s**

##### *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. 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 interior was not inspected.

#### 3.5.5 Betting Ring tote buildings [14]

**Date: c.1920s-30s**

##### *History and description*

The former tote on the northern side of the Betting Ring is a double-storey building with weatherboard above a masonry base with a low pitched, slated and hipped roof with a central gabled pediment containing a clock made by Thomas Gaunt and having Roman numerals (Figure 67). The exact date of construction has not been established but it appears to date from the 1920s. The upper half of the primary elevation has six glazed openings between timber mullions and behind which are racks used to provide race details (weight, track condition, riding changes, and scratching now for Melbourne and interstate races). The lower half contains a bar.

Access to 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. It was not inspected internally. Adjacent to this tote are more recent tote windows and bars which are of no significance.

At the western end of the northern perimeter of the Betting Ring is another tote, now externally embellished with racing colours of Melbourne Cup winners (known as the 'Colours Building'). It has a flat roof with two projecting gables clad with Marseilles pattern tiles. The south elevation has been completely reclad at the upper level now leaving it a featureless expanse of wall. The ground floor has also been enclosed but contains a doorway and windows.

The interior was not inspected, but is reportedly split-level with the tote control room on the top floor, and seven rooms currently used as store rooms on the bottom floor.<sup>190</sup> It is also noted that the VHR permit policy states that, '[the buildings] ... have been extensively altered both externally and internally, and it is thought that no original internal features survive'.



Figure 67 Left and right: Former totes on the northern side of the Betting Ring. The building indicated by the arrow is the western tote or 'Colours Building'.

### 3.5.6 Mounting yard [15] and Horse Walk [19]

**Date: 1922-24**

#### *History and description*

The mounting yard and horse walk were developed as part of the 1922-24 redevelopment of the racecourse. During events (notably the Spring Carnival) they are functional areas, inaccessible to 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 enlarged to almost double its original size in the 1990s.



Figure 68 Looking west across the mounting yard.



Figure 69 The horse walk, looking west.  
Source: Paul Doman, VRC.



Figure 70 View looking south-west across the public lawn.



3.5.7 *Formal lawns and public external areas to the south of the stands including the Birdcage [16], member’s lawn [17] and public lawn [18]*

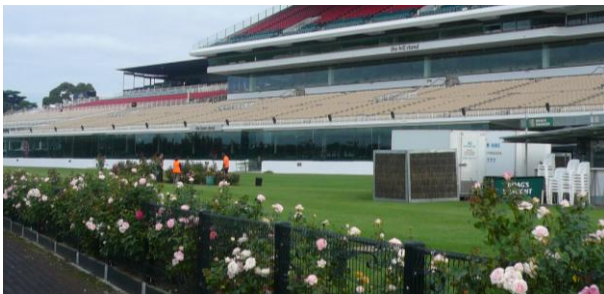

**Date: 1920s**




The formal lawns and public external areas with extensive rose plantings to the south and south-east of the stands make a significant contribution to the presentation of the racecourse. In their present form, these areas date to the 1920s redevelopment of the racecourse.




The Birdcage was originally developed in 1922-24 as the area where horses were stabled while awaiting their races. From here they would be taken to the mounting yard prior to the race. The Birdcage is no longer in use for racing purposes. In 2007, it was replaced with a new Parade Ring complex to house 125 horses, complete with a 180m tunnel from the parade ring to the mounting yard to provide safe access for horses (see items 34 and 35 below).<sup>191</sup> The Birdcage is now used for corporate marquees during the Spring Carnival.

**3.6 The recent past, 1950s to the present**




The following table provides an overview of post-World War II additions to the racecourse, including buildings, statuary, horse training and maintenance facilities and VRC administrative quarters. These elements generally make a limited contribution to the significance of the racecourse, and they are not described in detail.



Element	Image	Comment
Lawn Stand, 1956 [20]		The Lawn Stand and the terracing above the former 'Cowshed' stand (refer item no. 3) were part of the post World War II phase of development, and replaced earlier seating areas.
Hill terracing above the remnants of the bluestone stand, 1956 [21]		


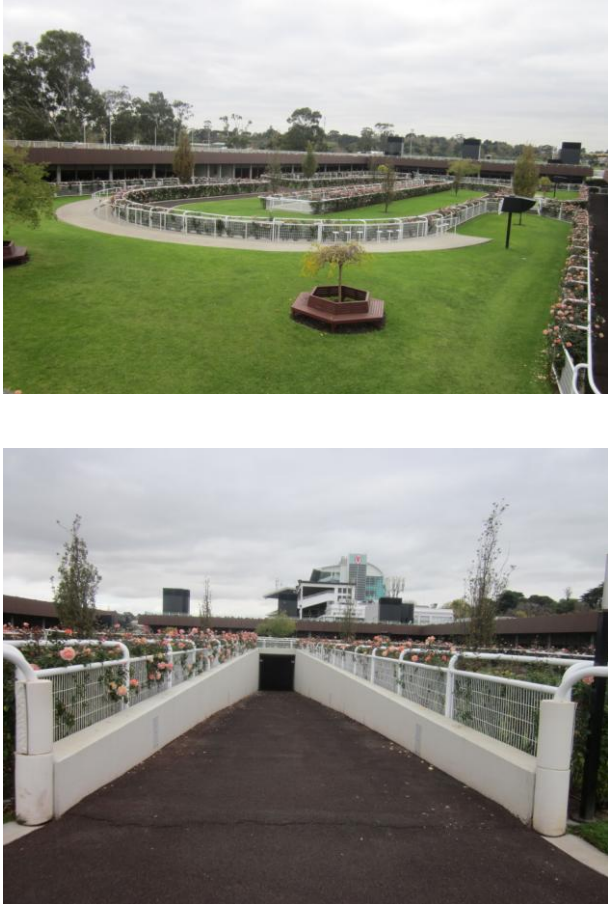
Element	Image	Comment
<p>Hill Stand, 1977 [22]</p>		
<p>New Members Stand, 2000, incorporating the Link Building (1984) [23]</p>		
<p>Ascot enclosure [24]</p>		<p>The bluestone retaining walls to the north and west of 'the Ascot' date to the 1880s (refer item 4). The trees to the boundary may relate to an earlier screen planting. The Ascot enclosure itself is of recent origin (post World War II).</p>

Element	Image	Comment
<p>Training tracks inside the course proper [25]</p>		<p>There are a number of training tracks within the course proper. The earliest were introduced in 1922-24, one grass and the other of sand.</p>
<p>Former Manager's Office (now Heritage Centre), c.1950s [26]</p>		
<p>Nursery Car Park Tote (former sand roll), c.1950s. Located in the Nursery Car Park [27]</p>		<p>This single storey octagonal timber-framed structure was formerly a sand roll and has been relocated from elsewhere and converted for use as a tote. No date of construction has been identified but it is estimated to be approximately the middle of the twentieth century.</p>









Element	Image	Comment
<p>Champagne Bar and Chicquita Room [28]</p>		<p>A 1970s addition to the east side of the Old Members Grandstand.</p>
<p>VRC Administration Building, 2002-2005 [29]</p>		<p>Modern office building located at the Epsom Road entry.</p>
<p>Birdcage Rose Arbour [30]</p>		<p>The Rose Arbour is a recent introduction to the racecourse. Beneath the arbour is the Melbourne Cup Walk of Fame which features a series of honour boards within the path with the name of the horse and the year it won the Melbourne Cup.</p>



Element	Image	Comment
<p>Phar Lap statue, 1988 [31]</p>		<p>The statue was commissioned by the Victoria Racing Club and the Government of Victoria to commemorate the Bicentenary of Australia and was unveiled on 27 October, 1988. It is located near the Birdcage on a small island encircled by the road which leads to the Heritage Centre and the main pedestrian entrance.</p>
<p>Bart Cummings Statue, 2000 [32]</p>		<p>After winning an 11<sup>th</sup> Melbourne Cup the VRC and the Victorian State government, honoured Bart Cummings with a 'permanent tribute'. The statue was unveiled on 6 October, 2000. Located west of the Old Members Grandstand, near the Parade Ring.</p>

Element	Image	Comment
<p>Makybe Diva Statue, 2008 [33]</p>		<p>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 was unveiled just prior to the Makybe Diva Stakes on 6 September 2008. Located on the public lawn, south-west of the Parade Ring.</p>
<p>Parade Ring and horse tunnel, 2007 [34 and 35]</p>		<p>Located to the west of the Birdcage, on the former location of the day stalls. The horse tunnel connects the Parade Ring and the Mounting Yard.</p>



Element	Image	Comment
<p>Winning post, 2007 [36]</p>		<p>The present winning post dates to 2007. The location of the winning post is unchanged since the 1860s.</p>
<p>Flemington Drive Gate, Epsom Road, 2007 [37]</p>		
<p>Leonard Crescent (Hill) gates, 2007 [38]</p>		

Element	Image	Comment
<p>North, Central and South Community stables, including Chicquita Lodge, horse swimming pool, bullring, nursery (to grow grass for the course proper), tunnel [39]</p>		<p>Large complex of horse stabling and training buildings/facilities located in the south-east of the racecourse. The stables/training facilities are generally of recent construction, and are not considered to contribute to the cultural heritage significance of the racecourse. Chicquita Lodge, to the south-east boundary, is believed to date to the 1950s. Access was not possible during the site visit.</p>
<p>Former stripping sheds, mid-late twentieth century [40]</p>		<p>Complex of late-twentieth century buildings to the west of the racetrack. The complex is no longer in use as stripping sheds.</p>
<p>Wetlands, 2007 [41]</p>		<p>The wetlands were introduced in 2007 as part of a new on-site drainage system.</p>

Element	Image	Comment
Bund wall, 2007 [42]		<p>The Bund is a 1.8km long wall located along the south-west perimeter of the racetrack, adjacent to the river. It is part of Flemington's flood-prevention system, in concert with flood mitigation measures introduced downstream at Footscray Road Bridge.</p>
Workshop buildings, 2010 [43], located north of the nursery car park [44]		
Racecourse Operations Office, 2009 [45]		<p>The new racecourse Operations office is located to the east of the nursery car park.</p>
Racing Victoria premises (former Flemington High School) [46]		<p>The former school (built 1965-68) is located to the north of the Members Drive, on a site south of the Showgrounds on Epson Road</p>



### 3.7 Trees

The following section addresses the historic tree plantings at Flemington Racecourse, specifically those at the Hill Precinct, the 'Elms', the Betting Ring and the Members Drive.

The primary historic source for this section is a series of oblique aerial photographs and direct aerial views dating from the inter-war period to the 1960s. These provide clear evidence of the main tree plantings at the site, and are reproduced as relevant in the following.

#### 3.7.1 Hill Precinct [47]

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.<sup>192</sup> 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 71). The aerial view dated 1945 (Figure 24) 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 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.<sup>193</sup> The avenue along Leonard Crescent is now only partially discernible. Many trees have been removed and those that remain are over-mature.

A number of substantial conifers are located through the precinct, including Monterey Cypress (*Cupressus macrocarpa*) and Canary Island Pines (*Pinus canariensis*) to the west, and Cedar (*Cedrus deodara*) to the east, of the railway station. 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*) are located to the rear of the Hill Stand/Terrace area (Figure 71 and Figure 72).

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 71 Oblique aerial looking east across Flemington Racecourse c. 1930s, showing the densely-treed area behind the Hill Stand (indicated).  
Source: State Library of Victoria.



Figure 72 Peppercorn Tree to the rear of the Hill Stand.



Figure 73 Algerian Oak to the rear of the Hill Terrace.

### 3.7.2 *The Elms* [48]

The Elms area, located at the west end of the race track 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 74). By the early twentieth century this area included the Birdcage, and the Betting Ring, with the steward's stand, telegraph office and a luncheon room facing the racecourse (Figure 75).

The elm plantation visible in oblique aerial photographs of the inter-war period extended down to the river boundary (Figure 76). 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 77).

The extant trees at the Elms precinct (Figure 78) are remnants of a once much large plantation that formed the setting for the original Betting Ring (prior to the establishment of the present Betting Ring in the 1920s). 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 74 'The Betting Ring,' 1890 (Carl Kahler). Note the small trees drawn in the left of the image.

Source: State Library of Victoria.

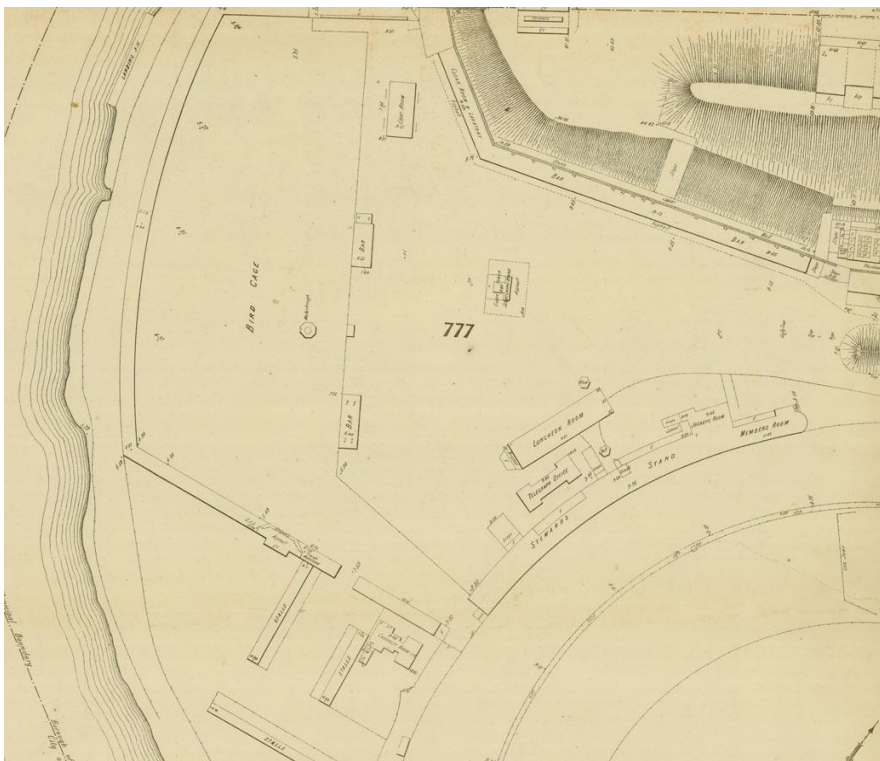


Figure 75 Detail of MMBW detail plan, 1905 (parts of numbers 777, 778, 779 and 804).

Source: State Library of Victoria.



Figure 76 Oblique aerial view looking east across the racecourse, Cup Day 1948 (Charles Pratt), with the maturing Elms precinct in the centre foreground. Source: State Library of Victoria.



Figure 77 Recent aerial view of the Elms (indicated).





Figure 78 The west side of the Elms precinct.

### 3.7.3 *Betting Ring*

The Betting Ring was established as part of the 1920s redevelopment of the site. The existing English Elms were planted as part of this development, and are specifically mentioned in an *Argus* article of 1921:

The 'fielders' are still 'under the elms', though the trees are not yet so umbraceous as in the old spot.<sup>194</sup>

These are clearly evident in a c. 1930s oblique aerial view (Figure 79). A further line of trees directly behind and parallel to the Members Stand is discernible in the 1945 aerial view (Figure 24).

Some of the original elms are extant, including some of the central diagonal alignment and part of the row behind the Old Members Grandstand (Figure 80 and Figure 81). However, as for many of the older tree plantings within the racecourse, they are substantially depleted in number when compared to early historic views.

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.



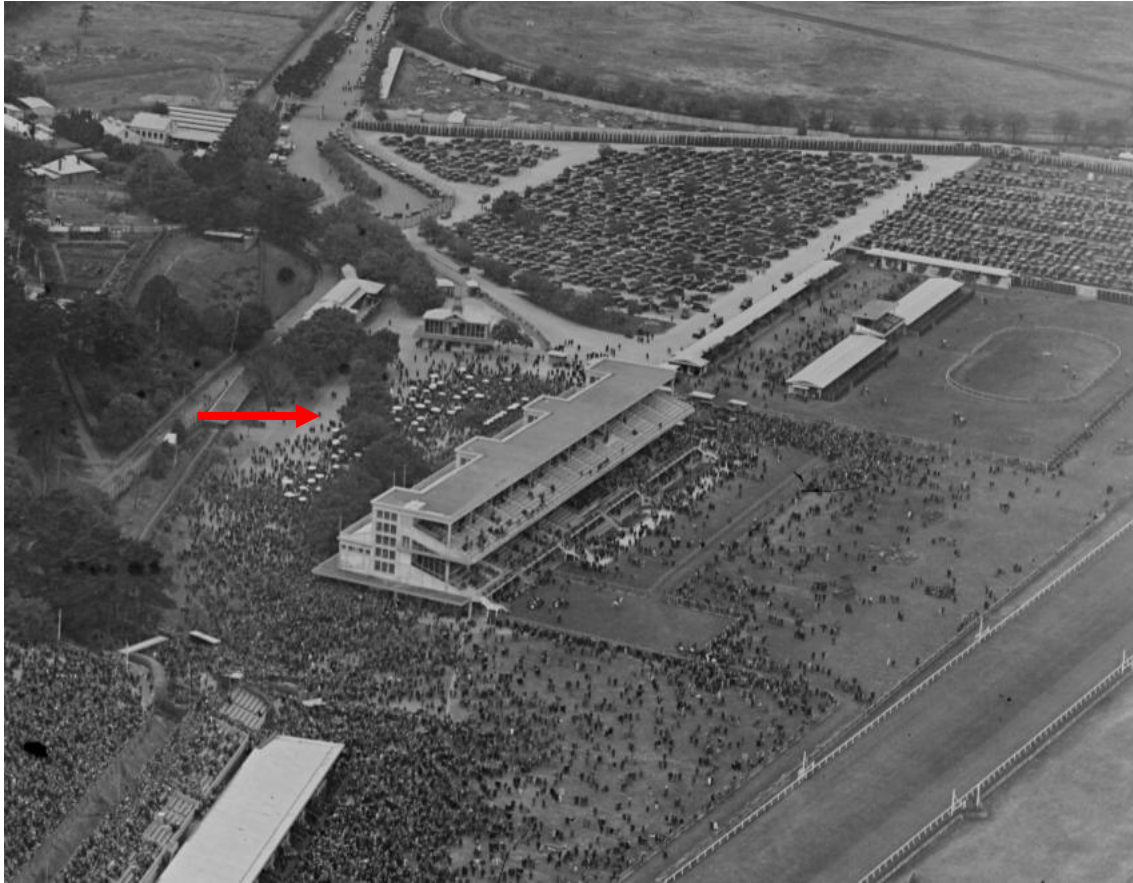


Figure 79 Oblique aerial looking north-east c. 1940s: the elms to the Betting Ring are indicated.  
Source: State Library of Victoria.



Figure 80 Betting Ring Elms, remnants of the original diagonal alignment



Figure 81 Elm row to the rear of the Old Members Grandstand.



### 3.7.4 Members Drive Plantation

The Members Drive was created in the mid-1880s as an exclusive entry to the racecourse for VRC members (see item no. 7, Section 3.4). 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 82 and Figure 83).

As for the racecourse generally, the Members Drive plantations are significantly diminished when compared to the density of the plantings visible in mid-twentieth century views. The band of Elms at the southern extent of the drive is substantially intact, though the trees are over-mature and suffering as the result of modified soil levels at their base (Figure 84).

A number of significant trees remain within the Members Drive plantation, including several Stone Pines (*Pinus pinea*) and Aleppo Pines (*Pinus halepensis*) which are likely to be among the oldest extant plantings within the site, and are representative of typical Victorian-era planting selections (Figure 85). Other notable specimens are a relatively uncommon and large Kaffir Plum (*Harpephyllum caffrum*), and a substantial Kohuhu (*Pittosporum tenuifolium*) (Figure 86).

The Members Drive tree plantings, although diminished, relate directly to the late nineteenth century development of the racecourse. As a plantation, the trees are visually impressive. The plantation also includes a number of significant individual specimens, notably the Stone Pines, the Aleppo Pines, the Kaffir Plum and Kohuhu.



Figure 82 Band of Elms located on the east side of the Members Drive, c. 1930s.  
Source: State Library of Victoria.





Figure 83 Oblique aerial view looking south, c. 1930s: the dark form of conifers is conspicuous in the boundary plantation between the Members Drive and Showgrounds.  
Source: State Library of Victoria.



Figure 84 Elms at the southern extent of the Members Drive.





Figure 85 Cluster of Stone Pines on the east side of the Members Drive.



Figure 86 Kaffir Plum on the Members Drive.

## **4.0 ASSESSMENT OF SIGNIFICANCE**

The following assessment of significance addresses the aspects and attributes of significance of Flemington Racecourse. It commences with an assessment of the heritage place in the context of racecourses in Melbourne and Australia (including the premier races/Cups), with a focus on historical significance; and also internationally; provides some comparative analysis of the Old Members Grandstand and the Jockey's Convalescent Lodge; and comments on the architects associated with the development of Flemington over time. The chapter concludes with a summary review of the heritage values, and comments on the National Heritage List and VHR statements of significance.

Note: the analysis does not include a detailed comparison with other racecourses in terms of buildings and structures. Chapter 5 also includes comments on the heritage significance and heritage values of individual buildings and elements at Flemington Racecourse.

### **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. Before they could be fully utilised however, 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.<sup>195</sup>

Racing meetings are held at one or more of these racecourses every Saturday and public holiday, as well as a number of mid-week dates throughout the year, although the principal events of the racing calendar are fewer. Approximately half of these are held at Flemington, which includes the Melbourne Cup, Victoria Derby, Australian Cup, Oaks Stakes and the principal jumping races the Grand National Hurdle and the Grand National Steeple.<sup>196</sup> Flemington hosts 13 Group 1 races per year – Group 1 being the highest class of race internationally.<sup>197</sup>

#### *4.1.1 Caulfield Racecourse*

Caulfield Racecourse is the setting for what was once Victoria's second richest race, the Caulfield Cup.<sup>198</sup> 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 16 years. Almost immediately, 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.<sup>199</sup>

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 jumping races would have priority, at existing Victorian racecourses. Following the success of its first meeting at Dowling Forest Racecourse, Ballarat, in March 1876 however, 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. Initially, amateur riders paid their subscriptions to compete against each other, but the Club turned to a more professional programme of racing to augment its amateur steeplechases in order to raise the necessary funds to upgrade the course.<sup>200</sup>



The first Caulfield Cup was run at Caulfield Racecourse years later in April 1879, and was won by Newminster. In 1881, the Caulfield Cup was switched to the spring and there were two Cups held, 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 also introduced the Caulfield Futurity Stakes.<sup>201</sup> The Caulfield Cup was not run without incident however, and in 1885 and again in 1898, two separate accidents each involving a number of horses resulted in the deaths of two jockeys.

By the turn of the century, the VATC had established itself as one of the leading racing associations in Victoria, and had paid up to £300,000 in stakes and expended £400,000 on course improvements (Figure 87).<sup>202</sup> In 1922 however, it was feared that the race would not be run at all following the destruction of the Members Stand, Judge's Box, Weighing Room, Committee Rooms, Stewards' Room, Secretary's Office, Press Reserve, Telegraph and Telephone Office by fire on the eve of the Caulfield Cup. The VATC was able to run the Cup however, 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.<sup>203</sup>

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.



Figure 87 Caulfield Racecourse, c. 1900.

Source: State Library of Victoria Pictures Collection, Image No: a16921.



Figure 88 Caulfield Racecourse, 1986.

Source: State Library of Victoria Pictures Collection, Image No: jc004418

And by 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.<sup>204</sup>

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 was incorporated into the VATC, who then took over ownership of the Sandown Racecourse (See 4.1.3), and in 1981, the VATC established the Victorian Racing Museum at the racecourse which was opened by Queen Elizabeth II on 29 September 1981.<sup>205</sup> During the late 1980s, an upgrade of some of the facilities at Caulfield was undertaken, including the construction of the glassed Rupert Clarke Grandstand, to replace the existing 1920s main grandstand (Figure 88). 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 December 29. 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. Also in 2002, the Melbourne Racing Club announced the establishment of an alliance with the Dubai Racing Club, which included the exchange of sponsorship of two feature meetings, dubbed 'One Event Two Race meetings'.<sup>206</sup>

Apart from the Caulfield Cup and among others, Caulfield also stages the Caulfield Guineas, Blue Diamond Stakes, Futurity Stakes and the Oakleigh Plate.<sup>207</sup> Caulfield hosts 11 Group 1 races per year.<sup>208</sup>

#### 4.1.2 *Moonee Valley Racecourse*

Moonee Valley Racecourse was established on a property leased by William Samuel Cox in 1882. Cox had previously built another racecourse, but designed Moonee Valley on a far larger and grander scale. The first race meeting was run on 15 September 1883, the result of which was a dead heat between Eveline and Pyrette.<sup>209</sup> 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.<sup>210</sup>

After William Cox died in 1895, his son Archie Cox became secretary of the company. Archie was the second of a succession of Cox family members who held this position until 1970. Another of William Cox's sons, W.S. Junior, became 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 £1000. This race was placed strategically between the Caulfield Cup, the Victoria Derby and the Melbourne Cup, was first run in 1922 and was named the W.S. Cox Plate. Since 1999, the Carlton Draught Cox Plate (then the BMW Cox Plate and from 2006 the Tattersalls Cox Plate) is the only southern hemisphere race to be included in the Emirates World Series, a circuit which spans four continents across the globe.<sup>211</sup> Harness racing was also crucial to the development of Moonee Valley Racecourse. Despite some public protest, construction of the trotting track began in January 1976 and was completed later that year. The layout of the racecourse meant that the trotting track could only be completed at the expense of the Flat across from the main grandstand. The completion of the track was followed by a merge between the Moonee Valley Racing Club and the Harness Racing Board however, which was financially successful and allowed substantial facility upgrades at the racecourse including bars, dining rooms and extra seating.<sup>212</sup> Moonee Valley hosts three Group 1 races per year.<sup>213</sup>

#### 4.1.3 *Sandown Racecourse*

The present site of Sandown Racecourse had been used for horse racing since late 1888 (then known as Oakleigh Park), a venture which lasted only until 1891 because of the economic depression. The racecourse was sold to the Victorian Trotting Club, who changed the name of the racecourse to Sandown Park and its own name to the Sandown Park Racing Club.<sup>214</sup> Motor racing was first recorded at Sandown in 1904, and horse racing also continued at the course until 1931, following a decision by the State Government to reduce the number of metropolitan racecourses, Sandown, as well as 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 racecourse 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.<sup>215</sup>





Figure 89 Oblique aerial of Sandown Racecourse, 1965.

Source: State Library of Victoria Pictures Collection, Image No: a45516.

Sandown Racecourse was opened on 19 June 1965, and was the only metropolitan racecourse to be opened in Victoria in the twentieth century (Figure 89).<sup>216</sup> A number of Victoria's prestigious race meetings are held at Sandown Racecourse, and the Melbourne Spring Racing Carnival is closed with the Sandown Classic (previously Sandown Cup) in November each year. During the winter months, Sandown Racecourse also holds several feature jumps races including the Australian Hurdle Steeplechase.<sup>217</sup>

In 1997, renovations to the grandstand were completed at Sandown, and the Quarantine Centre was completed and used for the first time. Two years later, further renovations were also completed, and in 2001, a second track was constructed to complement the existing circuit, and the official opening of Melbourne's first dual-circuit racecourse was held in March 2003.<sup>218</sup>

### *Conclusion*

Both Flemington and Caulfield continue to host key race meetings (the Melbourne Cup and the Caulfield Cup) which were first run in the nineteenth century. However, 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. Flemington also hosts 13 Group 1 races per year, with Caulfield the next at 11 per year. Occasionally, Flemington has hosted a number of other key race meetings usually held at other Victorian and interstate racecourses. The Victoria Racing Club (VRC) is also Victoria's principal racing

club. It remains responsible for the management of Flemington Racecourse, as Melbourne's premiere racecourse; and from its inception, the VRC has had influence and control over the rules and conduct of racing in the state, including 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.

## 4.2 Australian racecourses

### 4.2.1 *Morphettville Racecourse, Adelaide*

The South Australian Jockey Club (SAJC) had several phases of incarnation, the first Club having been established in time to organize the Adelaide races from 1851. South Australian racing preceded the establishment of the SAJC however, with the formation of the Turf Club of South Australia in 1838. The Turf Club did not last more than two years, but racing in Adelaide continued through the various phases of the SAJC (dating from 1851, 1855, 1861 and 1873 respectively).<sup>219</sup> The Adelaide Cup is the most prestigious race held in South Australia, and was first run in 1864 at Thebarton racecourse. The first race meeting to be held at Morphettville was run in 1875, and the Adelaide Cup was first held there the following year (Figure 90).<sup>220</sup>

In 1879, South Australia was the first colony to pass legislation allowing Totalizator betting to be operated, although it was banned in 1884 under the *Totalizator Repeal Act*. Racing was abandoned by the SAJC for four years following this *Act*, but in 1889, the Club acquired title rights to its own course (Morphettville).<sup>221</sup> Following the acquisition of Morphettville in 1889, the first Adelaide Cup since 1885 was run there. The military occupied Morphettville during 1916, forcing race meetings to be transferred to Victoria Park. This was neither the first nor the last time that the Adelaide Cup was run outside of Morphettville however. The 1885 Cup was run at Flemington Racecourse following the *Totalizator Repeal Act*, and the 1980 and 2000 Cups were again run at Victoria Park due to a renovation of course facilities at Morphettville and heavy rain on Cup day respectively.<sup>222</sup> Morphettville is the main horse racecourse in South Australia. It has a circumference of 2,339 metres, and a 334 metre-long straight.<sup>223</sup>

### 4.2.2 *Eagle Farm Racecourse, Brisbane*

The Brisbane Cup is a Group 1 handicap race, and is one of the main events of the Queensland Winter Racing Carnival. Held at Eagle Farm Racecourse, the Brisbane Cup was first run in 1876. The Queensland Turf Club (QTC), who operates Eagle Farm Racecourse, was formed in 1863. After being given a grant of 322 acres of land, 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.<sup>224</sup> To support its Brisbane Cup meeting, the Queensland Turf Club committee decided in 1890 to launch a sprint race – the QTC Stradbroke Handicap, which is now one of the State's feature race meetings.<sup>225</sup> Eagle Farm Racecourse is now the largest capacity racecourse in Queensland, hosting approximately 40 race meetings each season (Figure 91).<sup>226</sup>



Figure 90 Morphetville Racecourse, c.1896.

Source: State Library of South Australia (Picture Australia), Image No: B8809.



Figure 91 Eagle Farm Racecourse, 1917.

Source: State Library of Queensland (Picture Australia), Image No: 68875.



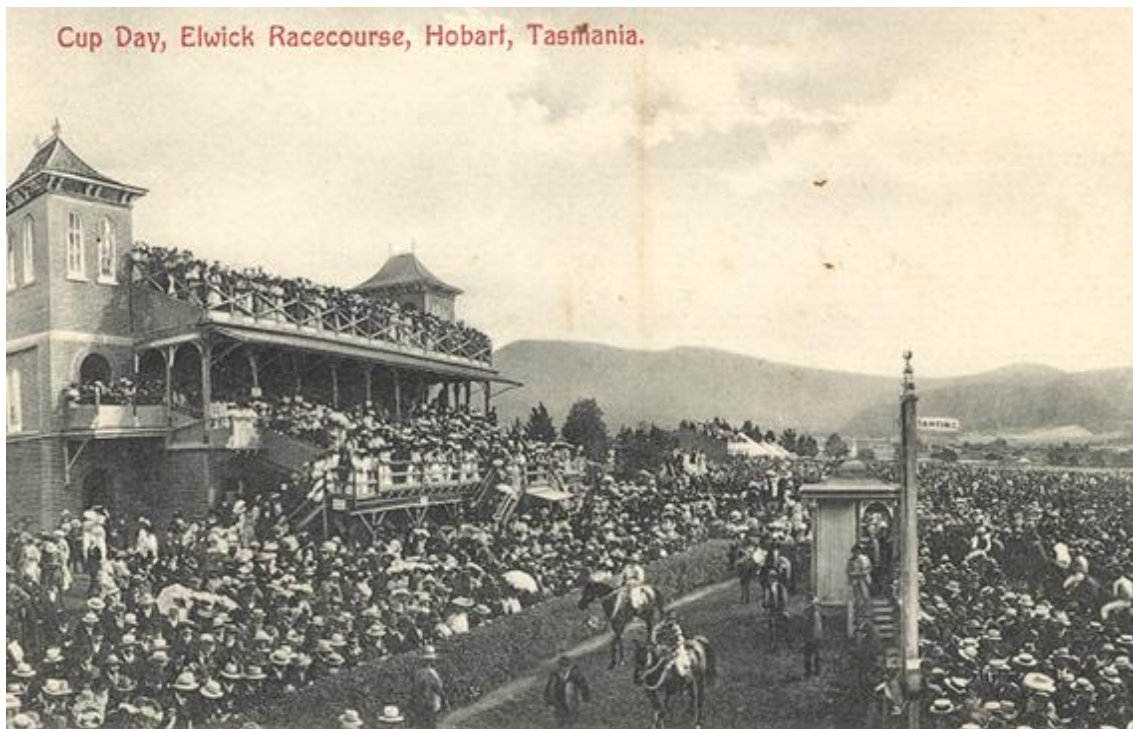


Figure 92 Postcard of Hobart Cup Day at Elwick Racecourse, undated.

Source: State Library of Tasmania (Picture Australia), Image No: 12514468.

#### 4.2.3 Fannie Bay Racecourse, Darwin

The Darwin Turf Club was formed in May 1955, and the first Darwin Cup was run on 20 October, 1956. A field of four vied for the Cup, which was run on an unfinished Fannie Bay track.

Since the turn of the Century the Darwin Cup has become the biggest sporting event in the Northern Territory with over 15,000 people attending every year. The racecourse has a circumference of 1780 metres and unique to its southern counterparts it has an oil mixed sand track, rather than a traditional turf overlay.<sup>227</sup>

#### 4.2.4 Elwick Racecourse, Hobart

Elwick Racecourse was opened by the Tasmanian Racing Club in 1875, situated on farming property owned by the Travers family. 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 only six horses. In 1878, for one year in an attempt to assert authority over the rival Tasmanian Turf Club in Launceston, the Hobart Cup was renamed the Tasmanian Cup. The totalizator was first introduced at Elwick Racecourse in 1880 (Figure 92).<sup>228</sup>

#### 4.2.5 Ascot Racecourse, Perth

The Perth Cup, first held in 1887, is run annually on New Years Day at Ascot Racecourse. The Western Australian Turf Club (now operating as Perth Racing) has hosted thoroughbred racing in the Western Australia for over 150 years, and in addition to Ascot, it also runs Belmont Park Racecourse in Perth. Although the Perth Cup was the richest race in the colony by the turn of the twentieth century, stake money at most meetings remained small and

could not compare with the eastern colonies. The Perth Cup did however successfully bring Western Australian racing to the attention of the Sydney and Melbourne sporting press.<sup>229</sup> Ascot is the major racecourse in Western Australia, and it features a 2,000 metre track, with a 294 metres straight.<sup>230</sup>

#### 4.2.6 *Royal Randwick Racecourse, Sydney*

The Sydney Cup is a Group 1 handicap run over 3200m at Royal Randwick Racecourse, and it was first held only one year after the first Melbourne Cup was run. 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 match 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 resolved itself into the Australian Jockey Club (AJC), and the Homebush Course was the headquarters of racing in NSW until 1860. On 29 May 1860 racing resumed at 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,<sup>231</sup> 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.'<sup>232</sup>

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 AJC Autumn Carnival at Royal Randwick. The AJC Autumn Carnival is one of Australia's richest racing carnival and in run over four days.<sup>233</sup> Randwick also hosts 16 Group 1 races over the calendar year; interestingly, internationally only Belmont Park in New York hosts more of these races than Randwick.<sup>234</sup>

#### *Conclusion*

Only Royal Randwick in Sydney predates the establishment of Flemington Racecourse, and comparably in terms of the Australian racing calendar is a premier racecourse. It 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 to the 1860s, is not as old as the Melbourne Cup, and the latter remains the longest running cup race in Australia which has been held without interruption at Flemington since 1861. The Melbourne Cup Carnival at Flemington is also the premier racing carnival in Australia.

### **4.3 International racecourses**

#### 4.3.1 *Royal 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.<sup>235</sup>

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 9 of the United Kingdom's 31 annual Group 1 races. 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 (6437m) heats.<sup>236</sup> 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 less than a fortnight before it was due to be run. Her successor to the throne, George I lacked any such passion for horse racing, and it was not until 1720 that race meetings were again held at Ascot.<sup>237</sup>

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 to the grounds, notably the Steeplechase and hurdles in 1965. Ascot today stages twenty-five days of racing over the course of the year, comprising sixteen Flat meetings held in May and October. The centerpiece of Ascot's year, Royal Ascot (a four-five day event) is one of the world's most famous race meetings, and the Royal Family attend the meeting. It is a major event in the British social calendar and is Europe's best-attended race meeting, although the King George VI and Queen Elizabeth Diamond Stakes also draws a large crowd.<sup>238</sup>

#### 4.3.2 *Churchill Downs, United States*

Churchill Downs, located on Central Avenue in Louisville, Kentucky, is a thoroughbred racetrack most famous for hosting the Kentucky Derby. It officially opened in 1875, and held the first Kentucky Derby and Kentucky Oaks later the same year. Churchill Downs has also hosted the renowned Breeders' Cup on five occasions.<sup>239</sup>

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, and today, Churchill Downs covers 147 acres, and comprises a main dirt track and a turf track inside the main track.<sup>240</sup> 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 93). The stands seat up to 51,000 people, though crowds at the Derby can reach over 140,000 because of standing-room only admission to the paddock and infield. Like Royal Ascot, Churchill Downs recently underwent a major renovation, which included the refurbishment of the twin spires.<sup>241</sup>

Racing at Churchill Downs occurs in two meets. The spring meet starts one week before the Derby and continues until July. The Kentucky Derby is held the first Saturday in May and the Kentucky Oaks is run on the Friday before the Derby. 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 first race meet 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.<sup>242</sup>

#### 4.3.3 Nad Al Sheba, United Arab Emirates

The Dubai World Cup is the world's richest horse race. First held in 1996, the race was the creation of His Highness Sheikh Maktoum bin Rashid Al Maktoum, who owns Darley Stud, one of the world's leading thoroughbred breeding and racing operations.<sup>243</sup> 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; the dirt track which has a circumference of 2,254 metres, and is comprised of a mixture of fine dune sand, silt and clay, and the turf track, which has a circumference of 2,121 metres.<sup>244</sup>



Figure 93 Kentucky Derby finish at Churchill Downs, showing the famous twin spires.  
Source: John Humphries, *American Racetracks and Contemporary Racing Art*.

#### Conclusion

Internationally, Flemington Racecourse is renowned for its association with the Melbourne Cup and Melbourne Cup Racing Carnival. Royal Ascot racecourse in the United Kingdom is one of the oldest surviving racecourses in the world, dating back to the eighteenth century; it is also associated with one of the most famous and best-attended 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.

#### 4.4 Old Members Grandstand

In its brand of stylised classicism, the Old Members Grandstand (1922-24) at Flemington differs from most of its contemporaries at racecourses and public venues generally. These include Stephenson and Meldrum's Members Stand at the Melbourne Cricket Ground (1926, demolished),<sup>245</sup> a round arched but otherwise plain design with scale and surface treatment influenced by Arthur Stephenson's experience of the simplified classical and arcaded buildings designed for Wembley Stadium and the British Empire Exhibition, London, of 1923-4.<sup>246</sup> This included a clearly expressed cantilever stand frame in reinforced concrete, fronted by a red brick outer wall facing west. The MCG Members Stand had similar interiors to the Flemington Old Members Grandstand, including the Long Room, and in its general detailing.

A number of large red face-brick stands of similar scale were completed for football/cricket grounds in Melbourne in the 1920s, including George Clegg's for South Melbourne at Lakeside Oval (1926, Figure 94);<sup>247</sup> E J Clark's stands at Richmond (The Jack Dyer Stand, 1914-27); and for St Kilda at the Junction Oval: the Kevin Murray (1925) and Blackie-Ironmonger Stands (Figure 95).<sup>248</sup> These four read as designs from a previous generation, being basically Federation (St Kilda) or early Bungalow (South Melbourne) in their roof detailing, with entry sides dominated by arcades in cement render and, sometimes, lanterns in their main roofs. The original Reynolds Stand for Essendon at Windy Hill (1922, now altered) is similar. So was the John Gent Stand at the Western Oval, Footscray (1929-30, later heavily altered).<sup>249</sup> The style persisted even later, as with the Robert Heatley Stand at Princes Park, now part of Optus Oval (early 1930s) or the Royal Agricultural Showgrounds Stand, near Flemington Racecourse (c. 1935).<sup>250</sup> Coburg City Oval's grandstand (1925-6)<sup>251</sup> has a closer resemblance to the Flemington Old Members Grandstand, avoiding arches and with large square iron-frame windows. So does the brick Norm Goss Grandstand at the Port Melbourne football ground (1928).<sup>252</sup>

#### *Robertson and Marks*

The closest design resemblances between the Old Members Grandstand at Flemington and the contemporary stands of the 1920s are with other racecourse stands. These included the Queens Road grandstand at Caulfield Racecourse, c. 1926, now demolished, but with stripped classical detailing similar to the Flemington Old Members Stand.<sup>253</sup> This may be due to both designs being by the Sydney practice of George B Robertson and Theodore John Marks.<sup>254</sup> This is still a very large practice today.<sup>255</sup> It was formed in 1892 and during the 1900s, especially after the recession of 1905-7, Robertson and Marks emerged as Sydney's leading commercial architects, moving from warehouses to office buildings, hospitals and then department stores.<sup>256</sup> The practice designed Challis House Martin Place (1908, demolished), The Daily Telegraph Building in Pitt Street (1912), additions to Sydney Hospital, Macquarie Street (c. 1912-15, demolished), the Perpetual Trustees Offices, 33-39 Hunter Street (1916-17), and the former Bank of New South Wales in Macquarie Place, (1924-9). In these designs Robertson and Marks moved from an earlier fusion of various commercial Romanesque and Norman Shaw components (Challis House) through rusticated and fairly restrained baroque revivalism (Telegraph, Perpetual Trustees). Their *Prince Edward* 'Cinema Beautiful' (1924, demolished), was completed in a graceful and highly pared

back Adamesque Neoclassical manner;<sup>257</sup> so was their Mercantile Mutual Building in Pitt Street (1929, demolished). Their second Farmer's Store (later Myer, now Grace Brothers, 1925-30) typified the plain, almost vestigial array of classical motifs they employed later.

Robertson and Marks extended into racecourse grandstands and totalisators early, as with their suite of works and buildings at Randwick (1907-1917). Their works at Randwick – additions to existing buildings and construction of new stands – were regarded as architecturally distinguished, bringing what was then unprecedented architectural quality to a racecourse in Australia.<sup>258</sup>

Robertson and Marks also designed grandstands at Moonee Valley Racecourse in the 1920s. Other Robertson and Marks grandstands were commissioned for the Western Racing Association in Mumbai and Pune, India (1922); they commenced work on the Flemington Old Members Grandstand at roughly the same time.<sup>259</sup> Mumbai Mahalaxmi grandstand has a similar combination of flat roof, raked seating immediately underneath and a rib-framed concrete reveal at each end, as with the Flemington Old Members Grandstand. Mumbai racecourse itself was modelled on Caulfield.

Other stands designed by the firm at Australian racecourses included those at Warwick Farm, Rosehill Gardens and Canterbury Park. Of this collection, the majority of their work has been demolished at Randwick;<sup>260</sup> the Rosehill stands have been rebuilt to different designs;<sup>261</sup> the Moonee Valley stands and other buildings were demolished or subsumed by later designs of Edward Billson senior and junior, from 1953-54;<sup>262</sup> and the similar stands at Caulfield Racecourse have also been demolished.

There are certainly style counterparts to the Old Members Grandstand in other buildings: Monsborough's tram depots from the mid 1920s on,<sup>263</sup> the later suburban railway sub stations in their 1920s series (Caulfield, East Camberwell), and a range of city office buildings.<sup>264</sup>



Figure 94 Grandstand at the Lakeside Oval, South Melbourne.

Source: Santo Caruso, *Football Grounds of Melbourne*, Pennon, 2002, p. 86.



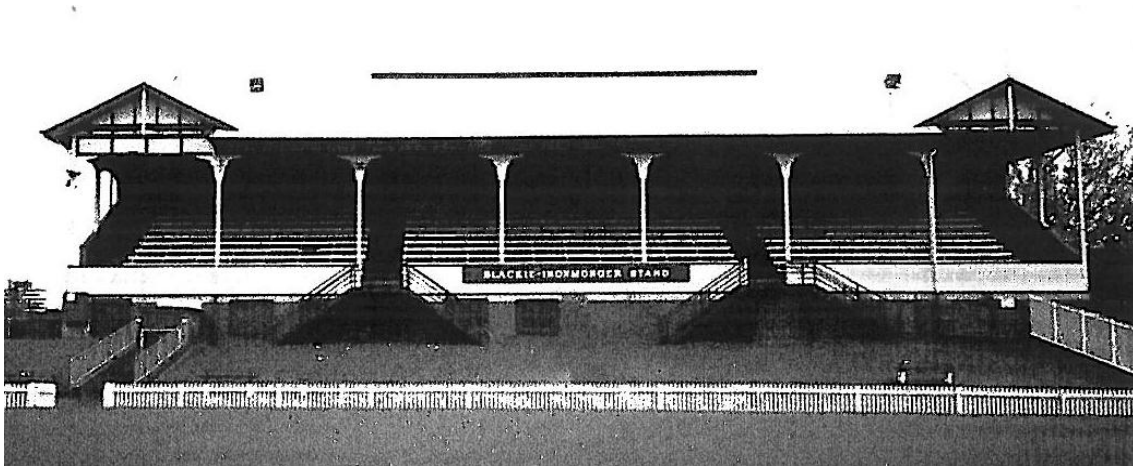


Figure 95 The Blackie-Ironmonger stand at the Junction Oval.  
Source: Santo Caruso, *Football Grounds of Melbourne*, Pennon, 2002, p. 79.

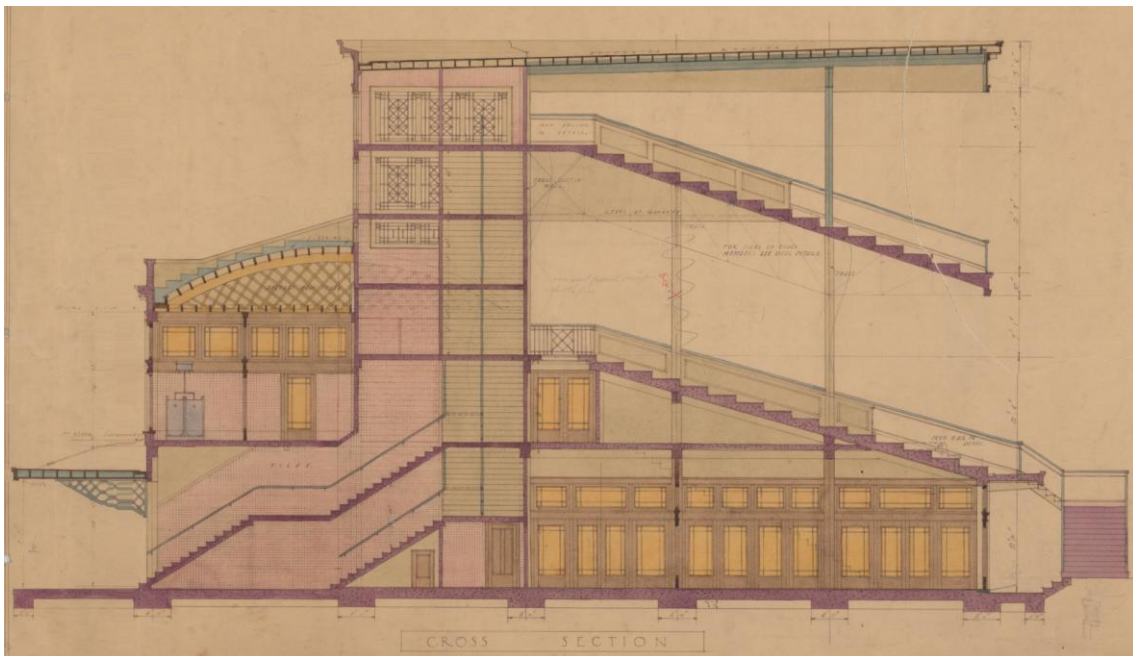


Figure 96 Cross section of the 'New Official Stand' (Old Members Grandstand) at  
Flemington Racecourse, Robertson and Marks, 1922.  
Source: VPRS 11200, Public Record Office Victoria.



Figure 97 Melbourne Mail Exchange, built 1915-17 (pictured 1980).  
Source: State Library of Victoria.

Robertson and Marks drew on a stylised, simplified array of classical forms, omitting arches and leaning instead toward trabeation, giving these designs a Greek Revival appearance. This was extended by other motifs, such as diagonally bisected glazing bars and larger windows with a single tall pane framed by eight sidelights. This geometry was extended into varnished timber panelling inside.

This array of details was paralleled in other commercial and public buildings and by other prominent offices. J S Murdoch's Office of Works and Railways made a similar approach to design as in Melbourne Mail Exchange (1915-17) and Old Parliament House Canberra (1925-27), both influenced by a new simplicity in American public service architecture that had caught Murdoch's eye.<sup>265</sup> Hudson and Wardrop's Melbourne Shrine of Remembrance (1922-34)<sup>266</sup>, commenced the same year as the Old Members Grandstand, was similarly trabeated and Grecian, avoiding Roman or Renaissance references.

In commercial buildings the approach can be seen in buildings from the Public Benefit Bootery, by Grainger, Little, Barlow and Hawkins, Bourke Street Mall (1923), through to the front of Myer Lonsdale Street Store, by H W and F B Tompkins (1928-32).<sup>267</sup> Stephenson and Meldrum's rebuilding of Melbourne Town Hall auditorium (1926) used a similarly Grecian set of detailing and murals, as did their Caulfield (now Glen Eira) Town Hall (c. 1928).<sup>268</sup> In other words, such trabeated Greek Revivalism, couple now with often simple frame concrete structures, became synonymous with institutional architecture in the 1920s, supplanting Edwardian Baroque Revivalism ('English Renaissance', French Renaissance'), and replaced in turn by Art Deco and other institutional applications of architectural modernism. In domestic architecture the counterpart to this was a chaste Colonial Revivalism based on Georgian (minimally arcaded) and sometimes Regency (completely trabeated) architecture. John S

Gawler used the genre in his Masonic halls (Camberwell, 1925) and as late as his Box Hill Town Hall auditorium (1938). In educational buildings Evan Smith embraced the genre with his Emily McPherson College (1926) and Joseph Plottel, Bunnett and Alsop fixed the mode in industrial architecture with their Julius Kayser textile mill in Richmond (1929).<sup>269</sup>

### *Conclusion*

The Old Members Grandstand at Flemington Racecourse is a well-executed example of inter-war Greek revivalism, and represents an unusual application of this style to a grandstand. It provides a counterpart in another genre with already distinguished applications of interwar Greek revivalism in public (Mail Exchange) and commercial buildings (Myer Lonsdale Street). It is also understood to be one of the few surviving examples of Robertson and Marks racecourse architecture, albeit was not considered one of their better examples. The buildings at Randwick, which have recently been demolished, have been cited as more distinguished architecturally.

#### **4.5 Jockey's Convalescent Lodge**

The Jockey's Convalescent Lodge, to the east of the racecourse grounds, is a single-storey structure octagonal in plan designed in the Victorian *cottage ornée* style. It is clad with weatherboard fixed vertically and has a central lantern and wide eaves. The building was designed in 1893 by William Salway, a prominent architect in Melbourne during the late nineteenth century. As noted in Chapter 3, 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.<sup>270</sup> His completed works included the Alexandra Club, Collins Street and the Australian Church, Flinders Street (both completed in 1887). The Convalescent Lodge is a remnant of the late nineteenth century upgrade of the racecourse with a series of picturesque timber structures.

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.<sup>271</sup> 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.<sup>272</sup>

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.<sup>273</sup> 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 Jockey's 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 massivity, 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' approach to historical detailing 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' Royal Hotel at Williamstown (1890).<sup>274</sup>

### *Conclusion*

The former Jockeys' Convalescent Lodge is the only structure remaining from the decorative suite of nineteenth century buildings which were mostly removed as a consequence of the 1920s redevelopment of the racecourse, and which up until that time had largely contributed to the picturesque nature of Flemington. As a small hospital pavilion, it is a rare surviving structure in Victoria with a centralised plan and internal arrangement, and is an excellent example of the *cottage ornée* style popular around the turn of the nineteenth century.

## **4.6 Significance**

Flemington Racecourse is identified in the NHL and VHR statements of significance (see below), respectively, as being of historical and social significance, and aesthetic, architectural, historical and social significance.

The following section summarises these heritage values, including drawing on the statements of significance, the preceding analysis and overview (in this chapter), as well as that relating to individual buildings and elements of the racecourse as assessed in Chapter 5. Note that the social significance of the racecourse has not been examined or assessed in detail in this report.

### *4.6.1 Historical significance*

The historical significance of the racecourse is emphasised in the statements of significance, and can be summarised as follows.

From the NHL and VHR statements

- Oldest racecourse in Victoria, which has operated continuously since 1840.
- Important for the continuous running of the Melbourne Cup from 1861, Australia's most famous horse race.
- One of Australia's premier racecourses, including due to the circumference of the track at 2,312 metres and the advantage of the Straight Six.
- Melbourne Cup has been a stimulus for the arts, including literature, painting, drama and ballet.
- Flemington Racecourse has become an important venue for Australian fashion, with the Spring Carnival being a major part of the fashion industry's year.
- 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.

From the analysis undertaken for this report:

- Flemington is the most significant of the four Melbourne metropolitan racecourses, as the home of the internationally renowned Melbourne Cup and Melbourne Cup Carnival, as the host of approximately half of the principal events of the Victorian racing calendar, and as the host of 13 Group 1 races annually (the most in Victoria).
- Flemington is associated with the Victoria Racing Club (VRC), Victoria's principal racing club which from its inception in the 1860s has had influence and control over the rules and conduct of racing in the state, including the Victorian racing calendar. The VRC has been instrumental in the development of Victorian horse racing.
- While Randwick Racecourse in Sydney predates the establishment of Flemington, and hosts more Group 1 races per year than does Flemington (is in fact second internationally behind Belmont Park in New York in terms of hosting these races), the Melbourne Cup is older than the Sydney Cup, remains the longest running cup race in Australia, with the Melbourne Cup Carnival also 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).

#### 4.6.2 *Social significance*

The social significance of the racecourse is also emphasised in the statements of significance, and can be summarised 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.
- Racing has one of the highest spectator sport participation rates in Australia, and the Melbourne Cup is part of the national psyche.

#### 4.6.3 *Architectural significance*

In terms of architectural significance, the VHR statement of significance notes the following:

- The 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 elements are the remaining nineteenth century structures (the 1880s bluestone stand remnants and bluestone walls and the former Convalescent Jockeys' Lodge), the 1920s Old Members Grandstand and Betting Ring, and the 1930s tote buildings.

From the analysis undertaken for this report:

- The Old Members Grandstand is a well-executed example of inter-war Greek revivalism, and represents an unusual application of this style to a grandstand. It is also understood to be one of the few surviving examples of Robertson and Marks racecourse architecture, albeit was not considered one of their better examples (unlike their buildings at Randwick, which have recently been demolished but are cited as more distinguished architecturally).
- The former Jockeys' Convalescent Lodge is the only structure remaining from the decorative suite of nineteenth century buildings which were mostly removed as a consequence of the 1920s redevelopment of the racecourse, and which up until that time had contributed to the picturesque nature of Flemington.
- The former Jockeys' Convalescent Lodge, as a small hospital pavilion, is a rare surviving structure in Victoria with a centralised plan and internal arrangement, and is an excellent example of the cottage ornée style popular around the turn of the nineteenth century.

#### 4.6.4 *Aesthetic significance*

In terms of aesthetic significance, the VHR statement of significance notes the following:

- The racecourse has aesthetic significance as one of the finest racecourses in the world, set in an expansive landscape with views towards Melbourne city.
- 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.

From the analysis undertaken for this report:

- The overall form and placement of the race track, its general alignment, relationship to the stands and viewing areas, and its role as the central visual focus of the course, are of aesthetic significance.



- Other elements of aesthetic significance include the Members Drive plantings and landscape; the formal landscaped areas with extensive rose plantings associated with the mounting yard and horse walk; formal public and members lawn areas; rose plantings generally; Hill Precinct plantings; Elms Precinct plantings; Betting Ring elms; and Members Drive plantation.

#### 4.7 NHL & VHR statements of significance

The following reproduces the current NHL and VHR statements of significance. In the light of the additional analysis of significance undertaken for this report, and identified and summarised in this chapter, consideration could be given to including some of this additional assessment and examination of the heritage values, in the following statements.

##### 4.7.1 National Heritage List

The following summary statement of significance is included in the National Heritage List citation for Flemington Racecourse: (Place ID: 105922, Place File No: 2/11/033/0682).

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 horse races, 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 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.

#### Applicable criteria

The following assessment of the values of Flemington Racecourse against the National Heritage List criteria is also included in the NHL citation for Flemington:

*(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;*

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 the 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 great racecourses of Australia.

*(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;*

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.

#### 4.7.2 Victorian Heritage Register

##### *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 Jockey's 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 forces 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 racecourse, 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.

## **5.0 CONSERVATION POLICY AND MANAGEMENT PLAN**

### **5.1 Introduction**

The Conservation Policy is based on the preceding assessment of the heritage significance of Flemington Racecourse. It has been developed with an understanding of:

- the heritage values and attributes of Flemington Racecourse overall, as well as the particular values of the significant buildings, structures, landscape elements and objects;
- the differing levels of heritage sensitivity of areas within Flemington Racecourse;
- the critical need to maintain the operation of the racecourse, which goes directly to retaining and conserving the historical and social heritage values; and
- the relevant statutory heritage considerations.

The intention of the Conservation Policy is to provide direction, guidance and strategies for the conservation and management of Flemington Racecourse, in the context of the heritage values, and to inform consideration of future change and development.

References to the VHR and NHL below refer respectively to the Victorian Heritage Register and National Heritage List.

### **5.2 Understanding the place**

Flemington Racecourse is a large site (127ha) which has been identified as a place of historical, social, aesthetic and architectural significance. The historical and social values relate to the use and operation of the place as a racecourse since the 1840s, and the association with the Melbourne Cup since 1861. These values are the basis for the inclusion of the place in the National Heritage List.

The aesthetic values derive from the setting of the racecourse in an expansive landscape with an escarpment to the north and the low-lying flood plain of the Maribyrnong River to the south; and to the character of the landscape including trees and public areas with formal lawns and extensive rose plantings. The architectural values are associated with a comparatively small number of individually significant historic buildings and structures, located throughout the site. These are not a cohesive suite of elements, dating as they do from various phases of racecourse development. The buildings of heritage significance are also co-located with buildings and structures of no or very limited heritage value, typically buildings (some of which are large and substantial) of more recent origin and/or utilitarian form and fabric. In addition, large areas of the racecourse are given over to modern training facilities (in the south-east of the racecourse), car parks, training tracks, modern administration facilities and the like.

The racecourse has therefore evolved over time to accommodate a diverse range of facilities and structures. As has occurred throughout its history, change and new development are expected to continue for this heritage place.



### 5.3 Basis of approach

Having regard to the nature and level of significance of Flemington Racecourse as assessed in this CMP, the conservation policies are framed to address the following overarching objectives:

- To ensure that future works to significant elements of Flemington Racecourse are consistent with *Burra Charter* principles and in accordance with statutory heritage considerations;
- To guide the future management of Flemington Racecourse so that the cultural heritage significance of the place is acknowledged and maintained; and
- To guide the retention and enhancement of the historical values and character of Flemington Racecourse in a manner which harmonizes with its contemporary identity and use as a thriving racecourse of national repute, and the home of the famous Melbourne Cup and Melbourne Cup carnival.

Conservation policy statements are included below, in each section, together with a discussion of issues and guidance/direction on the policy. In some instances, specific recommendations are also included, as are strategies for individual elements.

### 5.4 Policy/chapter content

The Conservation Policy includes policies applying to the place generally, as well as some specific strategies relating to individual components of the place.

The content of this chapter also reflects, where relevant, aspects of 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). Note: the term 'Management Plan' is used in the Regulations; this report is titled a 'Conservation Management Plan', but effectively includes the same or similar content as an EPBC Act Management Plan.

Provision (h) of Schedule 5A states that the Management Plan must:

Have policies to manage the National Heritage values of a place, and include in those policies, guidance in relation to the following:

- (i) the management and conservation processes to be used;
- (ii) the access and security arrangements, including access to the area for indigenous people to maintain cultural traditions;
- (iii) the stakeholder and community consultation and liaison arrangements;
- (iv) the policies and protocols to ensure that indigenous people participate in the management process;
- (v) the protocols for the management of sensitive information;
- (vi) the planning and management of works, development, adaptive reuse and property divestment proposals;
- (vii) how unforeseen discoveries or disturbance of heritage are to be managed;
- (viii) how, and under what circumstances, heritage advice is to be obtained;

- (ix) how the condition of National Heritage values is to be monitored and reported;
- (x) how records of intervention and maintenance of a heritage places register are kept;
- (xi) the research, training and resources needed to improve management;
- (xii) how heritage values are to be interpreted and promoted;

The purpose of this provision is to ensure that management plans for National Heritage places include a comprehensive suite of policies which provide clear direction and guidance on day-to-day management of the heritage place, as well as a framework for future use, and actions and works which support that use. Management practice, as prescribed in these policies, should also be consistent with the National Heritage management principles, as set out in Schedule 5B of the EPBC Regulations.

The 'National Heritage Management Principles' (*EPBC Regulations 2000 (Amended 2011)* Schedule 5B) also identify matters that must be included in a management plan for a NHL listed place. These provisions relate to the content and approach of management plans, as well as their implementation and review.

The compliance of this CMP (in terms of report content) with the 'National Heritage Management Principles' is summarised below: the principles are listed in the left column, with the relevant section/content of the report indicated in the right column.

<b>EPBC Regulations 'Management plans for National Heritage places' (regulation 10.01C)</b>	<b>Flemington Racecourse</b>
A management plan must:	
(a) establish objectives for the identification, protection, conservation, presentation and transmission of the National Heritage values of the place;	1.0 Introduction 5.0 Conservation policy
(b) provide a management framework that includes reference to any statutory requirements and agency mechanisms for the protection of the National Heritage values of the place;	1.0 Introduction 5.0 Conservation policy
(c) provide a comprehensive description of the place, including information about its location, physical features, condition, historical context and current uses;	1.0 Introduction 2.0 History 3.0 Physical description
(d) provide a description of the National Heritage values and any other heritage values of the place;	4.0 Significance
(e) describe the condition of the National Heritage values of the place;	3.0 Physical description 5.0 Conservation policy
(f) describe the method used to assess the National Heritage values of the place;	1.0 Introduction 4.0 Significance
(g) describe the current management requirements and goals, including proposals for change and any potential pressures on the National Heritage values of the place;	1.0 Introduction 5.0 Conservation policy

<b>EPBC Regulations 'Management plans for National Heritage places' (regulation 10.01C)</b>	<b>Flemington Racecourse</b>
(h) have policies to manage the National Heritage values of a place, and include, in those policies, guidance in relation to the following: <ul style="list-style-type: none"> <li>(i) the management and conservation processes to be used;</li> <li>(ii) the access and security arrangements, including access to the area for indigenous people to maintain cultural traditions;</li> <li>(iii) the stakeholder and community consultation and liaison arrangements;</li> <li>(iv) the policies and protocols to ensure that indigenous people participate in the management process;</li> <li>(v) the protocols for the management of sensitive information;</li> <li>(vi) the planning and management of works, development, adaptive reuse and property divestment proposals;</li> <li>(vii) how unforeseen discoveries or disturbance of heritage are to be managed;</li> <li>(viii) how, and under what circumstances, heritage advice is to be obtained;</li> <li>(ix) how the condition of National Heritage values is to be monitored and reported;</li> <li>(x) how records of intervention and maintenance of a heritage places register are kept;</li> <li>(xi) the research, training and resources needed to improve management;</li> <li>(xii) how heritage values are to be interpreted and promoted</li> </ul>	5.0 Conservation policy
(i) include an implementation plan;	5.0 Conservation policy
(j) show how the implementation of policies will be monitored.	5.0 Conservation policy

### 5.5 Significant elements

The following section provides a summary of the significant elements – buildings and structures, landscapes and spatial elements, and objects and art works - at Flemington Racecourse. The racecourse setting, views and vistas, and areas of heritage sensitivity are also referred to.

The tables below identify the heritage values of the individual elements, with a comment on significance. Elements which are not of heritage significance are not included in the tables; these are described/referred to in Chapter 3.

The significant elements are grouped as follows:

- buildings and structures;
- landscape and spatial elements; and
- objects and artworks.



**Policy:** The significant elements at Flemington Racecourse – buildings and structures, landscapes and spatial elements, and objects and art works – should be retained and conserved in accordance with the guidance and strategies of this Conservation Policy; in consideration of their individually identified heritage values; and as per the statutory constraints of the NHL and VHR.

Significant elements and attributes are illustrated at Figure 103.

The significant buildings, structures, objects and spatial/landscape elements are predominantly intact to their original external form and fabric, and/or are particularly important for their association with, and are demonstrative of, a significant phase of historical development at the racecourse. They are all of historical significance, with some also of social, architectural and aesthetic significance. Many are critical to the operation of the racecourse, and are used by the VRC members and guests, and the general public.

The significant landscapes and spatial elements/areas include formal lawns and decorative plantings, tree plantings that are associated with historic landscaping at the racecourse, and functional elements such as public viewing areas, the Betting Ring and the horse mounting yard.

The objects and art works include individual items of historical significance, and also some of social significance, as well as more recent items of contemporary value and importance to the racecourse and the VRC.

In some instances, elements are identified as being of historical or architectural ‘interest’, rather than significance. This indicates that the element has some heritage value, but it is not of a higher order, i.e. significant.

Elements not identified as significant include those which were originally minor in nature, contributing little to the heritage significance of the place; those which have been so altered that they have lost any significance they might have otherwise had; and later developments and facilities. Generally, these elements can be altered, adapted or removed as required, subject to guidelines and recommendations provided elsewhere in this Conservation Policy.

Significant elements specifically identified in the VHR extent of registration are indicated in the left columns of the tables, as ‘VHR’. The numbers shown as ‘[]’ in the left columns reflect those on the plan at Figure 103.

*5.5.1 Significant buildings and structures*

<b>Element</b>	<b>Values</b>	<b>Comment on significance</b>
Old Members Grandstand, 1922-24 [10] VHR	Historical, social and architectural significance	The Old Members Grandstand is historically significant as the major structure surviving from the 1920s redevelopment of the racecourse. It is also historically and socially significant as a dedicated VRC members stand and facility since the 1920s. The distinction between members’ facilities and those of the general public is characteristic of racing at Flemington. The Old Members Grandstand is architecturally significant as a well-executed example of interwar Greek revivalism, and a rare extant example of the

Element	Values	Comment on significance
		style applied to a grandstand. The building substantially retains its original external form and detailing, notwithstanding some later works.
Jockey's Convalescent Lodge, and associated landscape, 1893 [9] VHR	Architectural, aesthetic and historical significance	<p>The Jockey's Convalescent Lodge is architecturally significant as an unusual, if not rare, intact example of a hospital/medical building of the late nineteenth century on an octagonal plan, with a circular internal arrangement. It is a fine example of the <i>cottage orné</i> style popular around the turn of the nineteenth century; is the only intact building at the racecourse surviving from the nineteenth century; and the only timber structure remaining at the racecourse from the picturesque suite of late nineteenth century buildings, the majority of which were removed during the 1920s redevelopment.</p> <p>The building is also historically significant as a rare surviving purpose-built structure associated with the convalescence of jockeys. The circular garden setting to the building, including its elevated siting on the east of the racecourse, is of aesthetic value. The circular landscaping echoes the building's octagonal plan, and further distinguishes the building in the racecourse context.</p>
Remnants of the bluestone stand, 1873 [3] VHR	Historical and architectural significance	<p>The remains of the bluestone stand, now partly beneath the Old Hill Stand and to the west of the 1970s Hill Stand, is believed to be the remnants of 'Bagot's Cow Shed'. This was constructed in 1873, and modified and extended in the 1880s, including the addition of two bays to the east end, and an upper stand added to the north side of the building. It was also subject to significant demolition and building over in the 1950s.</p> <p>The remnant section of the bluestone stand is historically significant as one of the few nineteenth century elements remaining at the racecourse, and is associated with the development of the racecourse under the VRC's first secretary Robert Bagot. Its location in the north-west of the racecourse at the base of the Hill is associated with the main public entrance which was located in this area from the 1860s, and accordingly recalls one of the earliest</p>

Element	Values	Comment on significance
		vantage points for viewing races. Architecturally, the bluestone remnants provide physical evidence of what was a substantial and evolved bluestone building, and demonstrate aspects of construction techniques of the mid/late nineteenth century.
Sections of bluestone walling and embankments, including tethering rings [4]; the Leonard Crescent bluestone gate entrance and bluestone wall; and remnant painted signage [5] (1870s-80s) VHR	Historical and architectural significance	The bluestone walls, embankments and gate entrance are of historical significance for their association with the development of the racecourse during the later nineteenth century. They are also associated with the main public entrance in this area from the 1860s, and physically mark the base of the Hill and its northern perimeter. Architecturally they are fine examples of bluestone construction, and demonstrate the use of bluestone as a building material at the racecourse in this period.
Betting Ring tote buildings and scratchings board (1920s-30s) [14] VHR	Historical significance and architectural interest	<p>The former tote buildings and scratchings board to the northern boundary of the Betting Ring are of historical significance and architectural interest, the latter largely due to the fact that they have been extensively altered externally and internally. They are associated with the legalisation of the totalisator for betting in 1930; they have also been the focus of betting in the Betting Ring for a considerable period.</p> <p>Architecturally, although modified, they provide some evidence of the interwar changes to betting practice, of the development in this period of the northern area of the Betting Ring, and of the scale and form of the original tote buildings in this location.</p>
Bernborough Bar (1920s) [12]	Historical and architectural significance	The Bernborough Bar is of historical and architectural significance for its association with the Betting Ring since the 1920s. Although a modified structure, it is also of architectural value as part of the interwar development of the northern perimeter of the Betting Ring, and for displaying some of the 1920s character exemplified in the Old Members Grandstand.
Gents WC, near Betting Ring (1920s) [13] VHR	Historical and architectural significance	The gents' WC is of historical significance for its association with the Betting Ring since the 1920s. Although a modified structure, it is part of the development of the northern perimeter of the Betting Ring, and for displaying some of the

Element	Values	Comment on significance
		1920s character exemplified in the Old Members Grandstand.
Carbine's Stall, 1890s [8]	Historical significance and architectural interest	Carbine's Stall is of historical significance as a timber structure dating to the late nineteenth century at the racecourse, and associated with an acclaimed racehorse. It is also of architectural interest as a modest timber structure dating to a period when timber was the predominant construction material at the racecourse. The stall was relocated to its present site, to the west of the Parade Ring, in the 1990s.



Figure 98 Members Stand and lawn (pictured 1966).  
Source: National Archives of Australia.





Figure 99 Betting Ring (pictured 1958).  
Source: National Archives of Australia.



Figure 100 Formal lawns and decorative plantings pictured 1904.  
Source: *Greater Melbourne Illustrated* 1904.

## 5.5.2 Landscape and spatial elements

<b>Element</b>	<b>Values</b>	<b>Comment on significance</b>
The racetrack [1] VHR	Historical, social and aesthetic significance	The racetrack, including the starting stalls, finishing line, and fencing is of historical, social and aesthetic significance. Although there have been modifications to the course alignment over the history of the racecourse, the track remains one of the principal historical elements of the site and the primary focus of race day activities. The historical and social importance of the track dates back to the establishment of the racecourse in the 1840s; it has also hosted the famous Melbourne Cup since the 1860s. The track is directly linked to the continuity of racing at Flemington. While the fabric per se is not significant, the overall form and placement of the track, its general alignment, its relationship to the stands and viewing areas, and its role as the central visual focus of the course, are of aesthetic significance.
Distance post [2] VHR	Historical significance	The concept of a distance post, where horses that fail to 'go the distance' are disqualified, dates to seventeenth century England. The distance post at Flemington is a timber marker approximately 200m from the winning post. Although the fabric of the present post is not necessarily of great age, having a distance post in this location dates back to the reconfiguration of the racecourse in 1860. The distance post, although a modest item, is therefore one of the key elements at Flemington Racecourse, and is of historical significance.
Betting Ring [11] VHR	Historical and social significance	The Betting Ring was formed as part of the redevelopment of the racecourse in the 1920s, and is of historical and social significance. It is historically and socially important as a place of public congregation, principally for betting purposes, since the 1920s. It succeeded the earlier Betting Ring which was located in The Elms precinct at the west end of the racecourse. <sup>275</sup>
Members Drive and entrance box [7] VHR (see also Members Drive plantation below)	Historical, social and aesthetic significance (Members Drive)  Historical interest (entrance box)	The Members Drive and entrance is of historical and social significance for its long-standing association with, and largely exclusive use by, VRC members. The fabric of the drive per se is not significant, but the overall alignment is. While the bluestone piers and entrance gates to Epsom Road are not historical elements (date from 2007), and are therefore not of significance, they are

Element	Values	Comment on significance
		impressive elements which formally mark the entrance. The plantings and well-maintained landscape associated with the drive are also of aesthetic significance. These emphasise the importance and exclusivity of this area of the racecourse. The entrance (ticket) box is associated with the members entry function to the racecourse, and is of historical interest. While it is demonstrative of the types of structures at Flemington up until the 1920s, the ticket box has a low level of integrity, being either a replica of a previous structure or comprised of a considerable quantity of non-original fabric. .
Mounting yard [15] and horse walk [19] VHR	Historical and aesthetic significance	The mounting yard and horse walk are of historical significance as elements dating from the 1922-24 redevelopment of the racecourse. They are central to the function – and indeed the theatre – of racing through the gathering and parading of horses on race day. The mounting yard was almost doubled in size in recent years. The historical significance of this area also derives from the location and continuity of use rather than the existing fabric or form of these elements. The mounting yard and horse walk are also of aesthetic significance, as highly visible and formally landscaped areas with extensive rose plantings, the latter being characteristic of the racecourse.
Formal lawns and public areas including the Birdcage [16], members lawn [17] and public lawn [18]	Historical and aesthetic significance  (Birdcage historical interest only)	The current arrangement of the members and public lawn areas generally dates to the 1920s. However, in their presentation, with more formal landscaping and extensive plantings, they perpetuate a tradition dating back to at least the 1870s/80s. They are of historical and aesthetic significance. The Birdcage was originally used to stable horses pre-race, but in 2007 was redeveloped and no longer performs this function; its name, and location, draws attention to the original use.
Rose plantings	Historical, social and aesthetic significance	Rose plantings have been a feature of Flemington since the 1880s. The plantings – as a characteristic landscape feature of the racecourse, and not individual bushes or specific plantings per se – are of historical, social and aesthetic significance. They are synonymous with the image and presentation of Flemington Racecourse, particularly during the Spring Racing Carnival

Element	Values	Comment on significance
		when the rose displays are at their optimum.
Hill Precinct plantings [47]	Historical and aesthetic significance	The extant mature trees in the Hill Precinct are of historical and aesthetic significance, and are remnants of a far denser plantation in this area dating to the late nineteenth century. The species of the extant trees are diverse, and include Elms ( <i>Ulmus Procera</i> ), conifers ( <i>Cupressus macrocarpa</i> , <i>Pinus canariensis</i> , <i>Cedrus deodara</i> , <i>Araucaria cunninghamiana</i> and <i>A. bidwillii</i> ), two large Algerian Oaks ( <i>Quercus canariensis</i> ), a Peppercorn tree ( <i>Schinus areira</i> ) and a Sugar Gum ( <i>Eucalyptus cladocalyx</i> ). Collectively, these trees contribute to an understanding of the landscape character of the racecourse during the late nineteenth century. They also make an important contribution to the presentation of the Hill Precinct.
The Elms precinct [48]	Historical and aesthetic significance	Elms ( <i>Ulmus Procera</i> ) have been a feature of the area between the west end of the race track and the Maribyrnong River since the late nineteenth century. This area is also associated with the 1860s public entrance to the racecourse, and the original Betting Ring. The extant cluster is a remnant of a once much larger plantation in this area. They provide an understanding of the long tradition of elm plantings at the racecourse since at least the 1890s, and are of historical and aesthetic significance.
Betting Ring elms [11]	Historical and aesthetic significance	The Elms ( <i>Ulmus Procera</i> ) of the Betting Ring date to the redevelopment of the area in the 1920s, and are important elements of the character and presentation of the Ring. They are of historical and aesthetic significance. <i>Ulmus Procera</i> was also the predominant species in the original (earlier) Betting Ring, which was located at the west end of the course.
Members Drive plantation	Historical and aesthetic significance	The trees flanking the Members Drive date to the mid-1880s, and are of historical and aesthetic significance. As is the case for the Hill Precinct, the density of the plantings is much reduced from the original, and there is considerable diversity of species, consistent with Victoria-era planting selections. Extant specimens include a band of Elms ( <i>Ulmus Procera</i> ), several Stone Pines ( <i>Pinus pinea</i> ) and Aleppo Pines ( <i>Pinus halepensis</i> ). Other



Element	Values	Comment on significance
		notable specimens are a Kaffir Plum ( <i>Harpephyllum caffrum</i> ) and a Kohuhu ( <i>Pittosporum tenuifolium</i> ).

### 5.5.3 Objects and art works

Element	Values	Comment on significance
Brass bell [6] VHR	Historical significance	The half-tonne brass bell was presented to the VRC by Messrs James McEwan & Co in the 1870s. It was originally located in the public lawn, near the winning post, and signalled the start of races. It is historically significant to the racecourse as a feature dating to the development of Flemington following the passage of the <i>Victoria Racing Club Act</i> in 1871.
Gaunt's chronographic clock VHR	Historical significance	The chronographic clock was manufactured by Thomas Gaunt & Co of Melbourne in the 1870s, and 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. It was originally located opposite the winning post and housed in an elaborate timber structure. The clock and brass bell were the two most important devices that controlled racing at Flemington before the introduction of modern technology. The clock is now located in the members bar of the Old Members Grandstand. It is historically significant as a feature dating to the development of Flemington following the passage of the <i>Victoria Racing Club Act</i> in 1871.
Statues of Phar Lap, Bart Cummings and Makybe Diva (1988, 2000 and 2008 respectively) [31, 32 and 33] VHR	Social significance	Statuary at Flemington is a recent tradition, dating to the late 1980s. The three statues celebrate the achievements of prominent horses and Bart Cummings and are of social significance to the racecourse and the Victorian racing community at large.
Harold Freedman 'History of Racing Murals' VHR	Historical and social significance	Victorian artist Harold Freedman was commissioned by the VRC to paint seven murals to commemorate Australia's bicentenary (1988). The murals, located in the Hill Stand, were completed between 1982 and 1989. They depict stages in Australia's thoroughbred history, including the

		<p>inaugural running of the Melbourne Cup. The murals are of historical and social significance. Their location at Flemington demonstrates the pre-eminent status of the racecourse in the context of Australian horse racing.</p>
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#### 5.5.4 *Setting*

**Policy:** The setting of Flemington Racecourse is an important component of the aesthetic significance of the heritage place, and should be retained and conserved.

The overall setting of Flemington Racecourse is significant. The racecourse occupies an expansive landscape, with elevated land to the north and the flood plain of the Maribyrnong River to the south. The buildings and elements of significance are concentrated in the north-west of the site, save for the course proper and individual elements including the Jockey's Convalescent Lodge and the Members Drive and entrance. The trees, formal lawns and extensive rose plantings also contribute to the setting. The general arrangement, with race viewing areas in the north-west ('the Hill') overlooking the course to the south and south-west, also dates to the earliest use of the racecourse, being a pragmatic response to topographic conditions. Race viewing areas have gradually extended further east.

Other elements of the broader setting, such as the facilities in the south-east of the racecourse (car parks, training tracks, modern administration facilities and the Bund wall), are important to the ongoing operation of the racecourse, and its functions, but are modern and/or utilitarian elements of no heritage value. Within the broader land area of the racecourse, there are areas of high, moderate and low heritage sensitivity. These are illustrated in Figure 104, and discussed below at Section 5.6.

#### 5.5.5 *Views and vistas*

**Policy:** Significant views and vistas, which have historically been associated with Flemington Racecourse, should be retained and protected.

The plan at Figure 103 illustrates in a broad sense, a number of views and vistas at Flemington Racecourse. These are identified as significant because they are of long standing, and include views which have historically been associated with race watching at the course (such as those from elevated areas in the north-west of the site, and/or associated with grandstands); or they are views of key elements of the site (such as the view of the track from the east, down the straight); or are views into the racecourse from vantage points outside.

The most significant views are:

- Unimpeded views and lines of sight to the racetrack from viewing areas in the north-west of the racecourse, including the grandstands.
- Long linear views along the racetrack straight, including the view from east to west.

There are also significant long-standing public views of the racecourse from outside, including from Footscray Park and the Victoria University Campus to the south and south-west. In addition, there are views from the grandstands over the racecourse towards the Melbourne CBD.



Figure 101 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).



Figure 102 View of Flemington Racecourse 1887, showing spectators viewing the race from 'Footscray Hill', outside the course boundaries.  
 Source: State Library of Victoria Pictures Collection.

In terms of managing and protecting these views, within the confines of the racecourse, it is important to consider the placement of new works, including buildings, to avoid impacts on the views. New viewing structures, such as grandstands, can also take advantage, and enhance the appreciation of, significant views.

## 5.6 Areas of heritage sensitivity

**Policy:** The areas of varying levels of heritage sensitivity at Flemington Racecourse should be managed in accordance with their different heritage values and characteristics.

The plan at Figure 104 identifies areas at the racecourse of varying levels of heritage sensitivity (high, moderate and low sensitivity). These areas are within the VHR and NHL registered areas, and are subject to the heritage controls. However, the different levels of sensitivity have been identified to assist with planning for, and management of these areas, having regard to their particular heritage values and characteristics (or lack of), and potential for future change and development. This is also in recognition of the racecourse's history of undergoing phases of development, and accommodating a diverse and evolving range of facilities and structures. Identifying areas of heritage sensitivity enables the retention and enhancement of the heritage values of the racecourse, while enabling the place to continue to thrive and evolve as a racecourse of National significance.

The areas of high heritage sensitivity contain the majority of the significant heritage elements identified above, including buildings and structures, landscapes and spatial elements, and objects and art works. Strategies relating to these elements are included at Section 5.11. While this area also includes grandstands and other important racecourse facilities which are not of heritage value, the concentration of heritage elements and the role of these areas as the historical focus or centre of racecourse activities, justify the high heritage sensitivity designation. New development and change in this area are not precluded in heritage terms, but are subject to some constraints given the higher order heritage values.

The area of moderate heritage sensitivity contains car parking, and other elements of utility and function which support the running of the racecourse and VRC operations. Generally, there are no elements of heritage value in this area. However, the area is identified as being of moderate heritage sensitivity due to its high level of public use and public profile (particularly on race days); its proximity to the areas of high heritage sensitivity; and its visibility from within the racecourse. New development and change in this area can reasonably be subject to less constraint than in the areas of high heritage sensitivity, and has more limited potential to impact detrimentally on the significance of the racecourse, subject also to a sensitive approach to new development in terms of potential prominence, dominance, visibility, etc.

The areas of low heritage sensitivity are in several locations. The area in the north-east of the racecourse accommodates the large Racing Victoria office building (former Flemington High School), which addresses Epsom Road; that in the south-east is dedicated to horse training and preparation, with modern stabling facilities and the like; and in the north-west is mostly car parking. These areas do not contain elements of heritage value, and include areas which do not have a high level of public access or public profile. Some are important to the operations of the racecourse, and Racing Victoria, but are not areas with significant historical roles or associations. New development and change in these areas can be subject to less constraints in heritage terms, and generally has more limited potential to impact detrimentally on the significance of the racecourse.



**Recommendation:** Consideration could be given to removing the areas of low heritage sensitivity from the land area subject to the statutory (NHL and VHR) heritage controls. An alternative, in terms of the VHR registration, is to include a comprehensive suite of permit exemptions in the VHR supporting documentation/citation, which provide for change and works to these areas to be undertaken without the need for statutory heritage approval. Design or new development guidelines may also be of assistance, which address building height, scale, placement, etc, and could be included in (or endorsed under) the VHR permit policy.

## 5.7 Statutory considerations

The following is an overview of the statutory heritage controls and considerations which apply to Flemington Racecourse.

**Policy:** Compliance with the statutory heritage constraints and obligations which apply to Flemington Racecourse, is both a requirement of the statutes and a means of retaining and conserving the heritage values.

### 5.7.1 *Environment Protection & Biodiversity & Conservation Act 1999*

Amendments to the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)* which came into effect on 1 January 2005, introduced several new layers of protection for heritage in Australia including the establishment of the National Heritage List (NHL). The NHL includes natural, Indigenous and historic places of outstanding heritage value to the nation.

Flemington Racecourse (Place ID: 105922, Place File No. 2/11/033/0682) was added to the NHL in November 2006, due to its outstanding importance in the course, or pattern, of Australia's natural or cultural history (criterion a); and because of its strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (criterion g). The extent of the NHL listed area is shown at Figure 3 in Chapter 1. The statement of significance is reproduced in Chapter 4, while a copy of the full NHL citation (and supporting documentation) is included at Appendix B.

#### *Implications of inclusion in the National Heritage List*

The heritage values of a place included in the National Heritage List are protected under the *EPBC Act*. It is the recognized National heritage values of a place that are recorded in the NHL and it is these values, and not necessarily the place in its entirety, that are protected through listing. Under the provisions of the *EPBC Act* an action which is likely to have a significant impact on the National heritage values of a listed place (known as a 'controlled action') cannot be taken without the prior approval of the Minister for the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPAC).

If it is proposed to take an action that will have, or is likely to have, a significant impact then that action must be referred to SEWPAC. If the Minister decides the action is not likely to have a significant impact, then the action does not require approval. However, if the Minister decides that the action is likely to have a significant impact, then an environmental assessment of the action must be carried out. The Minister decides whether to approve the action, and what conditions (if any) to impose on the approval, after considering the environmental assessment. The environmental assessment is broadly equivalent to a heritage impacts assessment.

When planning works or development (an 'action'), it may be prudent to obtain the advice of a heritage practitioner on whether the action would require referral or approval under the *EPBC Act*.

In the case of Flemington Racecourse, where the National heritage values are historical and social, works or development which have the potential to impact on, detract from or otherwise diminish the historical and social significance of the place could be considered a controlled action. On the other hand, works which help maintain and sustain these heritage values may not be regarded as a controlled action under the EPBC Act. These could include physical works, such as upgrades of facilities for racegoers, or development which is associated with public access to and enjoyment of racing, and maintaining racing operations.

#### 5.7.2 *Victorian Heritage Act 1995*

Flemington Racecourse (H2220) is included in the Victorian Heritage Register (VHR), maintained by the Victorian Heritage Council, and subject to the *Victorian Heritage Act 1995*. A copy of the full VHR citation is included at Appendix B. The extent of registration is illustrated at Figure 4 in Chapter 1. The statement of significance is reproduced in Chapter 4, while a copy of the full VHR citation is included at Appendix B. Specific buildings/structures, elements and objects identified in the VHR citation are also listed above in the tables at Section 5.5.

#### *Implications of inclusion in the Victorian Heritage Register*

Under the *Victorian Heritage Act 1995*, approval is normally required from Heritage Victoria for works which change or modify buildings, structures and landscape elements as included in the extent of registration; as well as new buildings, subdivision, etc. This includes any physical intervention, action or development that will result in a change to the character, appearance or physical nature of the registered place. A permit is not normally required to carry out routine maintenance and repairs which do not change the appearance of the heritage place, where the repairs or maintenance involve replacing 'like with like'. A heritage practitioner can provide advice/clarification on works which require a Heritage Victoria permit.

The racecourse also has a suite of permit exemptions, meaning works are exempt from the requirement to obtain approval from Heritage Victoria. These are reproduced in full at Appendix B, and discussed below.

At Flemington Racecourse works which require permit approval from Heritage Victoria include:

- introducing new permanent elements such as buildings, structures, pathways, roads, fencing, seating, statues, etc;
- demolition or relocation of existing buildings, structures and elements (non-significant buildings can be demolished without a permit, but not replaced or externally modified, see 'Permit exemptions' below);
- altering or extending existing buildings and structures, and also public spaces, pathways and roadways;
- modifying existing elements such as re-surfacing (where it involves a change in materials) public spaces and landscaped areas, pathways, roadways, etc;

- removing plantings and landscaping, and introducing new plantings or plantings in new locations (other than where permit exempt); and
- introducing temporary structures other than where these are permit exempt.

Under the provisions of the *Heritage Act*, the Executive Director of Heritage Victoria, in determining a permit to undertake works to a registered place, must consider the extent to which the proposal, if approved, would affect the cultural heritage significance of the place. In cases where the proposal would have an adverse affect or impact on the heritage significance of the place, the Executive Director must also, under Section 73(1) (b) of the *Heritage Act*, consider the extent to which the application, if refused, would affect the 'reasonable or economic use' of the registered place, or cause undue financial hardship to the owner in relation to the place.

Heritage Victoria generally acknowledges that many heritage registered places can absorb change without an adverse or unacceptable impact on their heritage significance.

#### *Permit exemptions*

The VHR citation for Flemington Racecourse includes a lengthy permit policy and a suite of permit exemptions (these are reproduced in Appendix B). As noted in the permit policy:

The extent of registration protects the whole site. The buildings, features and objects of heritage value are listed in the Extent of Registration, and any works to these is subject to permit applications. All works to non-registered buildings, including demolition and internal modification but excluding exterior additions or replacement, are permit exempt. The addition of new buildings to the site may impact upon the cultural heritage significance of the place and requires a permit. The purpose of this requirement is not to prevent any further development on this site, but to enable the management of possible adverse impacts on heritage significance during that process.

Exempt works identified in the permit policy include erection of temporary structures associated with racing events; works to and replacement of the 1930s tote buildings associated with the Betting Ring; the distance post; and the various art works and objects.

Specifically exempt works for Flemington Racecourse are limited to a suite of 'general conditions', relating to built fabric and landscape maintenance (see Appendix B). In relation to these, the following are recommended:

**Recommendation:** The suite of permit exemptions for Flemington Racecourse should be reviewed and expanded, to include specific guidance on future actions that can be undertaken without the requirement for permit approval. These should include additional exemptions for the elements identified here as being of no heritage value.

**Recommendation:** The areas of low heritage sensitivity at Flemington Racecourse should be subject to a more comprehensive suite of permit exemptions which provide for greater flexibility in the management of these areas, including provision for construction of new buildings and works, and external change and modification to existing elements. (The areas of low heritage sensitivity are also subject to a recommendation at Section 5.6 above.)

*Heritage Victoria permit process and requirements*

For most permit applications, documents to be lodged/submitted to Heritage Victoria include a completed permit application form signed by the applicant and owner, application fee, three copies of any plans, and reports or other documentation associated with the application such as:

- Photographs which help to illustrate the existing conditions and reason for the alterations or works
- Existing conditions/survey drawings
- Plans and other drawings, such as elevations or sections (where relevant) which provide detail on the proposed works
- Photomontages if available and of assistance in determining an application
- Heritage Impacts Statement report (prepared by a qualified heritage practitioner, see below)

After applications are lodged, permits are normally processed within 60 (calendar) days unless an extension is granted by the Heritage Council. Minor matters can be dealt with in less than 30 days, while more major proposals, or those which the Executive Director of Heritage Victoria believes may have a detrimental effect on the place, require advertising for 14 days to enable interested parties to make submissions. Typically, the advertisements are placed in the public notices section of *The Age* on Wednesdays; a sign (or signs) advertising the application at the site is also usually required. The application documentation is additionally uploaded onto the Heritage Victoria website during the advertising period, for anyone with an interest in the proposal to download and review, and make a submission. Submissions and representations are accepted from interested parties up to 14 days from the date of advertising.

If the application is contentious and submissions have been received from other parties, the applicant and the other parties may be invited to discuss aspects of the application before a determination is made (this is known as an 'interested parties' meeting). The process of discussion is kept informal. The permit 'clock' (timing) may also be stopped (put on hold) for an interested parties meeting. After the meeting, Heritage Victoria may also make a request in writing for the issues raised at the meeting (and by the submitters) to be addressed/responded to by the proponent.

In some cases, minor works can be dealt with under Section 66 of the *Heritage Act*, whereby Heritage Victoria is formally requested in writing to treat the works as being permit exempt, and not requiring a full permit application. A heritage practitioner can provide advice on whether a proposal can be considered in this category of minor works/permit exempt.

*Heritage impacts*

A Heritage Impact Statement (HIS), commissioned by the applicant/proponent of the works, prepared by a heritage practitioner, and lodged with the permit application, assists Heritage Victoria in making an assessment and reaching a decision.

In the case of relatively minor works a brief assessment of the heritage impacts on the registered place should be sufficient. For more major proposals, a more detailed and comprehensive HIS report may be needed, together with (in some instances) other reports



which support particular aspects of the proposal, such as planning, engineering, arboricultural assessments or economic feasibility reports.

*Project planning and timing*

Where statutory approvals are required for heritage reasons, provision needs to be made in the initial project planning stages for the time involved in the approvals process. Prior to lodging the permit application, it is recommended that the advice of a heritage practitioner be sought. This step can assist in determining an appropriate path to lodgement, including advice on consulting all relevant sources and preparing all necessary documentation. The heritage practitioner can also advise on, and participate in, pre-application discussions with Heritage Victoria, which are typically encouraged in the lead up to lodging a permit for works of any substantial nature. Depending on what is proposed, such a meeting could be held on site or in the offices of Heritage Victoria.

Variables affecting the timing of the permit process include the length of time required pre-application, the complexity of the application itself, and any involvement by third parties. Provision may also need to be made for the fulfilment of permit conditions, once a permit is issued. Such conditions may include a requirement for recording and/or interpretation of the heritage place, or the provision of greater detail in relation to landscaping, conservation works to the heritage elements, or new structures. Note that no allowance is made below for any appeals processes in the event these are required.

<b>Type of application</b>	<b>Pre-application phase</b>	<b>Statutory timeframe for processing application</b>	<b>Post-application phase</b>
Heritage Victoria request for minor works approval (exempt works)	Allow 2-3 weeks for advice and preparation of documentation.	No statutory period. Allow 3-4 weeks from lodgement.	Generally none.
Heritage Victoria – Victorian Heritage Register permit application (minor permit application)	Allow 3-4 weeks pre-application for advice and preparation of supporting documentation.	Maximum of 60 days plus 1 week for advertising if required. Can be less for minor applications.	Additional time post-approval may be required to satisfy recording, investigation or further detail conditions.
Heritage Victoria – Victorian Heritage Register permit application (major/complex permit application)	Allow 6-8 weeks pre-application for advice and preparation of supporting documentation.	Minimum 60 days plus 1 week for advertising. Potential up to 120 days in the case of very complex or contentious applications, with periods of ‘stopping the clock’ to provide additional information.	Additional time post-approval likely to be required to satisfy recording, investigation or further detail conditions.

*What happens when the permit is obtained?*

Once the permit is obtained – i.e. issued by the Executive Director, Heritage Victoria – the next step is to review the conditions attached to the permit. Conditions are also often tied to timeframes which may prove difficult to meet. In many instances, minor aspects of the conditions can be modified through correspondence with Heritage Victoria (such as having a timeframe for completion of work extended from two to three years). In other instances, where the applicant seeks to have conditions reviewed or amended, the proponent has up to 60 days (after issue of the permit) to lodge an appeal to the Heritage Council.

*Appeals*

In the event that the permit application is refused, the applicant can appeal against the refusal and the appeal request must be lodged within 60 days of refusal of the permit. The appeal is made to the Heritage Council. Note there are no appeal rights (third party or otherwise) against a decision by the Executive Director to grant a permit.

The Heritage Council must determine an appeal within 60 days. Other parties (submitters) to the permit application including the National Trust do not have the power to trigger a hearing but could request to be heard in the event a hearing is conducted.

The Heritage Council has the power to:

- Grant the permit with or without conditions; or
- Confirm the decision of the Executive Director of Heritage Victoria; or
- Vary the conditions on the permit.

Once an appeal has been lodged but before it has been determined by the Heritage Council, the Minister for Planning has the power to call in the appeal and determine it himself. Alternatively, subject to certain requirements, he also has the power to refer the appeal to the Victorian Civil and Administrative Tribunal for determination. However, the latter situations rarely occur.

The argument put before the Heritage Council for a hearing must focus on the impacts of the proposal on the heritage significance of the place and the extent to which the refusal would affect the 'reasonable or economic' use of the place, or cause undue hardship to the owner.

*Historical archaeology*

Also subject to the provisions of the *Victorian Heritage Act* are historical (non-Aboriginal) archaeological sites, ruins, and sub-surface objects and artefacts. Heritage Victoria maintains an inventory of known and recorded historic archaeological places – the Victorian Heritage Inventory (VHI). Places included in the VHI have typically been identified through archaeological surveys. These sites are recognised, in many instances, as having the potential to yield artefacts and other material remains relating to past structures and buildings, and operations or activities formerly associated with the sites. However, the provisions of the *Heritage Act* apply to all archaeological remains of more than 50 years of age regardless of whether they have previously been identified.

The following definitions of 'archaeological site' and 'archaeological works' are included in the *Heritage Act* (Section 3):

- Archaeological site means an area in which archaeological relics are situated.
- Archaeological relic means:
  - any archaeological deposit;
  - any artefact, remains or material evidence associated with an archaeological deposit which relates to the non-Aboriginal settlement or visitation of the area or any part of the area which now comprises Victoria; and
  - is 50 or more years old but does not include the remains of a ship or an article associated with a ship.

Flemington Racecourse has been in constant use since the 1840s, has had development occurring since that time, including earlier buildings and structures, and has accommodated a range of activities and uses in various areas of the site. Accordingly, while there are no currently identified archaeological sites within the racecourse (as of September 2012) there is the potential for the broader site to have archaeological remains or artefacts.

Under Section 132 of the *Heritage Act*, if an archaeological relic is discovered in the course of any construction or excavation, the person in charge of the construction or excavation must as soon as practicable report the discovery to the Executive Director, Heritage Victoria. While it is rare for archaeological remains on a site to stop development taking place, if an archaeological site or artefacts are located it may be necessary for recording or monitoring to take place prior to and/or during development works.

#### 5.7.3 *Planning and Environment Act, 1987*

Flemington Racecourse is identified as HO272 in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme. This listing in the Schedule reflects the inclusion of the place in the VHR. No permits are required from the City of Melbourne pursuant to the Heritage Overlay provisions. However, other local planning provisions and considerations may apply in regard to works, under the *Planning and Environment Act 1987*.

#### 5.7.4 *Relevant codes*

**Policy:** Works undertaken to address compliance with current Building Code of Australia (BCA) and other relevant Australian Standards, should also have regard for the works-related policies and recommendations relating to significant buildings and structures in this Conservation Policy.

#### *Building Code of Australia*

While not addressed in detail here, the following brief overview of the Building Code of Australia (BCA) and Disability Discrimination Act (DDA) legislation identifies where these codes and statutes may be of relevance in the heritage context.

The Building Code of Australia (BCA) is produced and maintained by the Australian Building Codes Board (ABCB) on behalf of the Australian Government and state and territory governments. The BCA is the definitive regulatory resource for building construction, providing a nationally accepted and uniform approach to technical requirements for the

building industry. It contains technical provisions for the design and construction of buildings and other structures, covering such matters as structure, fire resistance, access and egress, environmental sustainability, services and equipment, and certain aspects of health and amenity.

In addition to the requirement for new work to comply with the BCA, in cases of existing buildings (such as heritage buildings) undergoing alterations and/or additions, some discretion may be available. For an existing building where no work is proposed, the building is not required by legislation to be upgraded whenever the BCA is amended. For an existing building undergoing alterations and/or additions, including buildings with heritage controls, the new work must comply with the BCA although the existing part of the building may be subject to discretion on the basis of a fire safety matter or where the development involves less than 50 per cent of the building.

If, under BCA legislation, there is a requirement to provide disabled access to, and facilities within, the subject building (again including a heritage building) then the introduction of the access should desirably be undertaken with minimal visual and physical impact on significant fabric. Dispensations are rarely supported for such works; in preference a heritage practitioner should also be involved in resolution of an appropriate design response.

#### *Disability Discrimination Act*

The *Disability Discrimination Act 1992* (DDA) makes it illegal to discriminate against a person on the basis of their disability. It is not specifically about buildings, however it has an effect on buildings in which the design and construction prevents access by people with a disability, as the owners of those buildings are deemed to be discriminating against people on the basis of a disability. The DDA is philosophical in approach and:

- is complaints based;
- has no construction standards;
- applies to actions of discrimination wherever they occur; and
- can apply retrospectively to both new and existing buildings, wherever the discrimination occurs.

The 'access to buildings component' of the DDA is applied only to buildings that are available for the public to enter and use, as employees, patrons, customers, etc. This clearly is of relevance to the racecourse. Accordingly, land owners/managers of buildings with a level of public access are bound to meet these objectives as far as possible.

#### *Premises Standards*

On 1 May 2011, the Disability (Access to Premises – Buildings) Standards (Premises Standards) took effect under *the Disability Discrimination Act 1992*. These standards also align with changes to the BCA in 2011. The alignment of the DDA and BCA provisions with regard to access has been brought about by a number of factors including:

- the DDA contains intent and objectives, but not the technical details of how to provide access for people with a disability;
- the current technical requirements of the BCA are not considered to meet the intent and objectives of the DDA; and



- the existence of two legislative requirements in relation to access for people with a disability to buildings, being the BCA and DDA, gives rise to potential inconsistencies.

New buildings, and works to existing buildings are required to comply with the Premises Standards. However, there still exists some potential to balance access requirements with the heritage values/constraints of existing non-compliant elements of buildings and places of heritage significance.

#### *Code compliance*

Accepting the above, and recognizing that the primary emphasis of the code requirements is ensuring safe and equitable access for users of new and existing properties, the challenge with heritage buildings and places is to minimise impacts on significant areas and fabric. It may be possible to apply for dispensations to the code requirements, or to investigate alternative approaches to the resolution of functional, safety or BCA requirements.

Generally, works undertaken to meet compliance with codes should also:

- be informed by the level of significance and particular heritage values of the structure or building, and the recommendations relating to the management and conservation of significant fabric included in this report; and
- have regard, where possible, for avoiding or limiting physical and/or visual impacts on significant buildings by undertaking access-related works in less visible or sensitive areas; or in non-original or already altered or modified parts of buildings; or by designing such works to have a minimum level of physical change and intervention into the heritage building.

## **5.8 General conservation policies**

The following general conservation policies apply to the significant elements - buildings and structures, landscapes and spatial elements, and objects and art works - at Flemington Racecourse. They also provide a framework within which the specific strategies for individual elements have been formulated; the latter are included at Section 5.11 below.

### *5.8.1 Use of the Burra Charter*

**Policy:** All future conservation and other works which affect elements of significance at Flemington Racecourse should be carried out having regard for the principles of the Australia ICOMOS *Burra Charter*, 1999.

The proper care and conservation of heritage fabric and elements at Flemington Racecourse should have regard for the principles of the Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter), as adopted by Australia ICOMOS to assist in the conservation of heritage places (see copy at Appendix A). The Burra Charter has been widely adopted across Australia by state heritage agencies as well as local Councils; it has also been translated for use internationally.<sup>276</sup> The Burra Charter:

...sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.<sup>277</sup>

The Burra Charter principles, which have been referred to in the preparation of this Conservation Policy, variously relate to conservation and management; a cautious approach;

knowledge, skills and techniques; co-existence of heritage values; use; setting; location; contents; related places and objects; participation; and the Burra Charter process.

Flemington Racecourse contains elements which individually and collectively contribute to the overall heritage significance of the place. Acknowledgment of their significance, as well as adherence to the Burra Charter, should guide future management and works. Objectives include:

- Adopting a sensitive and respectful approach to new works and development of significant elements.
- Allowing for alterations and change to significant elements, where the works support ongoing operation of the racecourse, and assist in maintaining the heritage values.

#### 5.8.2 Professional input & expertise

**Policy:** All work on structures and elements of significance, save for routine maintenance, should be undertaken by suitably qualified or skilled practitioners, and where necessary under appropriate supervision.

Utilising the input and expertise of suitably experienced practitioners, where works are proposed (other than routine maintenance, see below), will assist in proper conservation and management of significant fabric, and compliance with statutory heritage requirements. The involvement of unskilled persons or volunteers in the conservation of significant fabric generally is not encouraged.

#### 5.8.3 Building maintenance and repairs

**Policy:** All future maintenance and repairs to significant elements of Flemington Racecourse should be carried out within the principles established in the *Burra Charter* and in a manner consistent with the assessed significance of the place and individual elements, and the Conservation Policy.

In general, significant buildings and elements at the racecourse are maintained to a high standard. This includes the buildings used intensively for short periods (such as the Spring Carnival). However, there is always the need to remain vigilant with regard to the maintenance and repair of historic structures in particular, reinforcing the requirement for an effective maintenance programme. It is also noted that, at the time of writing, the Jockey's Convalescent Lodge was vacant and showing some evidence of external decay.

Future repairs and maintenance to significant buildings and elements at the racecourse should be carried out according to the principles of the *Burra Charter*. The following elaborates on the *Burra Charter* definitions with regard to the approach to repair and maintenance works:

Repairs involve the replacement of deteriorated materials which it is impractical to save, such as broken window glass, severely rotted wood etc. Repair activities also include the rehabilitation, strengthening or reclamation of items worn to the point that they can no longer perform their intended function. In historic buildings, stock used for repairs should be as close as possible to the original in composition of materials, in method of fabrication and in manner of erection.

Maintenance in historic buildings terms is preservation maintenance consisting of all those day to day activities necessary to prolong the life of an historic property. The maintenance craftsman is an individual with the necessary skill to make minor repairs to and replacements of buildings elements; this skill also includes the knowledge of what not to do. ... Preservation maintenance holds back deterioration, but cannot eliminate it.<sup>278</sup>

Appropriately qualified practitioners who possess the necessary experience, skills, knowledge and understanding of the type of buildings and structures involved, including their construction and materials should also be involved in cyclical maintenance surveys of significant buildings and structures in particular. Generally this would be a conservation practitioner, but may be, an appropriately qualified architect, structural engineer, trades person or materials specialist. It is undesirable to undertake repairs or patch-up heritage structures when a fault becomes obvious, as the primary cause of the fault should be addressed rather than the symptom.

Given that the racecourse is already subject to a regular maintenance programme, there is no need to go into detail here. However, the basics of an ongoing cyclical inspection and maintenance programme for heritage buildings and structures, to ensure they are kept in good physical condition and that significant fabric is not jeopardised, should include:

- |           |   |
|-----------|---|
| Annual    | <i>External:</i> roof structure and cladding, parapets, gutters, downpipes, drains and surface drainage, damp-proof course and associated treatments, security and fire systems, plumbing, electrical services and appliances, external windows and doors, paving and general safety. |
|           | <i>Internal:</i> ceilings/soffits, floors and floor coverings.  |
| 4-5 years | <i>External:</i> walls.   |
|           | <i>Internal:</i> walls and joinery.   |

With a regular cyclical maintenance programme, deterioration of historic fabric can be prevented or retarded, and this is desirable from both conservation and economic viewpoints.

#### 5.8.4 Maintenance of soft landscape elements

As with the significant buildings and elements at the racecourse, which are generally maintained to a high standard, the same applies to the soft landscape elements. However, the following policies are included.

**Policy:** Annual inspection of all soft landscape elements (including roses, trees and formal lawn areas) should be carried out to determine the extent to which maintenance standards are being met and to identify any damage, required repairs, tree removals or pruning.

The objective of this policy is to ensure the significant soft landscape elements of the racecourse continue to be maintained to a high standard. This goes directly to retaining and maintaining the significant landscape qualities and character.

**Policy:** Tree care should involve the management and monitoring of the health of trees at Flemington Racecourse, including regular maintenance.

The mature trees and plantings of the racecourse are also significant elements. Ongoing monitoring of tree health is critical to the retention and survival of the mature vegetation. Tree care includes but is not limited to soil condition; irrigation or other supplementary watering programs; insect, pathogen and pest control; tree nutrition; mulching; tree works such as pruning, deadwood removal and response to tree injury. Tree care should also be pro-active rather than re-active with the objective being the preservation of tree health, extension of safe, useful life expectancies and the sustaining of the site's mature trees while replacement planting becomes established.

## 5.9 New works and development

### 5.9.1 Use of the racecourse

**Policy:** The use of the place as a racecourse is fundamental to its heritage significance. Works and development which support this use, including maintaining the viability of the place as a racecourse of national significance, should be supported.

Flemington Racecourse currently supports a diverse range of related uses which collectively maintain its ongoing operations and yearly calendar of racing related events and activities. The uses are accommodated in dedicated areas of the racecourse, and include VRC administration, horse training facilities, the racetrack, members and public facilities, betting areas, race viewing areas, dining and drinking spaces, media spaces, car parking, etc. Some of these uses have particular historic connections to structures or areas of the site; the use of the elevated Hill Precinct as a race viewing area is a case in point. Other dedicated areas and uses of the site, are more recent, such as the VRC administration in the east of the site.

Given the history of the racecourse, whereby uses have been relocated and moved around the broader site, it is reasonable for this to continue. From a heritage perspective, the chief objective is to maintain the operation of the racecourse; and desirably also, where feasible, to retain historic associations with the purpose-built structures and dedicated spaces/areas.

In seeking to introduce a new use (or uses) to existing heritage elements, it is reasonable to expect buildings and structures to require a level of adaptation and alteration to accommodate the new use, although the latter should generally be 'compatible' and a reasonably comfortable 'fit' in terms of the physical constraints of the structure or element. Where a new use requires a high level of change to a significant building or element, which could result in an unacceptable impact on the significant fabric and form of the structure, a modified or alternative proposal may be preferred or another structure identified for the proposed use. The objective is to achieve a balanced outcome with regard to the level of change proposed for significant structures.

Ideally, a compatible new use is one which can be accommodated through the refurbishment and restoration of existing buildings or structures; can generally fit within the physical constraints of form, fabric and architectural character; requires limited change to meet the needs of the new use; and/or is a change which is ultimately reversible.

### 5.9.2 Adapting/altering significant elements

**Policy:** Adaptation of, and alterations to, significant buildings and structures should involve the minimum amount of change necessary to achieve the requirements of the proposed use. The adaptation should also support the ongoing operation and development of the racecourse.



Future management of Flemington Racecourse may require, from time to time, alterations to the significant buildings and structures. Alterations to significant buildings should, in the first instance, follow *Burra Charter* principles including the 'cautious' approach recommended by the Charter, where as little as possible of the significant fabric is changed and works do not 'distort' the physical or other evidence provided by the place. Works should also have regard for the particular heritage values of the structures concerned, including the 'weight' or importance given to those values. For instance, elements which are predominantly of historical significance may be able to accommodate more physical change than elements which are predominantly of architectural value.

External works to significant buildings and structures, such as extensions and additions, should generally have regard for minimising visual impacts on the subject structure, including impacts on principal features such as facades and roof forms. Generally additions and extensions should be recessive to the original structure, so as to limit visual impacts and dominance on the subject structure. This can be achieved through adopting a respectful scale to the addition; locating an addition to the rear; separating the addition by a link; or setting the addition back a respectful distance from the principal facade/front building component. The addition/new works should also be distinguished from the old in terms of fabric, the objective being to ensure that the original structure remains readable and evident.

Elements of no significance, which form the bulk of elements at Flemington, can generally be altered, adapted or removed, with few or no heritage impacts. Where elements of no significance are removed, there is the potential to introduce new elements to support the ongoing viability of the racecourse both from a heritage and economic perspective.

### 5.9.3 *New development*

**Policy:** New works and development required to support the ongoing operation of Flemington Racecourse should be sympathetic and responsive to the heritage values and identified significant elements/fabric.

**Policy:** The siting, scale and placement of new works should also have regard for the character, scale, setting and curtilage of significant elements and structures, and where relevant the historical pattern of development on the site.

Issues to consider in relation to future development at Flemington Racecourse include the nature and extent of potential new development as it is related to the areas of high, moderate and low heritage sensitivity. As outlined above at Section 5.6, these have been identified to assist with planning and management of the areas, having regard to their particular heritage values and characteristics (or lack of), and from this, their consequent potential for change and development. Identifying the different areas of heritage sensitivity also enables the retention and enhancement of the heritage values of the racecourse, while enabling the place to continue to evolve.

It is also the case that Flemington Racecourse has an existing diversity of buildings from different periods, and diverse building forms in terms of height, scale and materials. It is not a heritage place with a consistent heritage character, or consistent building scale and form. Accepting this, there are patterns to development, including placing large structures – such as grandstands and members facilities – on the higher ground in the north-west of the racecourse, and lined up along the north side of the course proper. In general terms, new buildings or structures which are proposed to be placed in this area, including adjacent to a significant element, should generally maintain this approach; they should also not negatively

impact on the presentation and appearance of any adjacent heritage element. This may require consideration of the setback and height relationship with the heritage element, although the current situation with the grandstands on the north side of the course is one where there is an existing contrast in scale.

There is also an established relationship (visual, historical, etc) between the public and members stands in the north-west of the racecourse, with the racing track, finishing post, public lawn, mounting yard, horse walk, etc. These are relationships and patterns which should be retained and maintained with new development.

#### *Contemporary design*

As has occurred already at the racecourse, the adoption of a contemporary design approach for new buildings and structures is both appropriate and desirable. There is no heritage imperative for new buildings associated with this place to adopt a faux historic form. Similarly, there is no identified significant suite of materials to draw on or follow.

### **5.10 Objects and art works**

#### *5.10.1 Location of objects and art works*

**Policy:** All objects and art works original to Flemington Racecourse should be retained at the racecourse.

**Policy:** Relocation of significant objects and art works is discouraged for elements with an historical connection to a particular site/location at the racecourse.

Significant elements that have previously been relocated at the racecourse include the distance post, brass bell, Carbine's Stall and the chronographic clock. Relocating these elements again can be considered, subject to the individual proposal being assessed in terms of potential heritage impacts. However, as a general guide, the following are recommended:

- elements associated with a particular historic function should in preference be retained at or near that function, so that their historical association with the function continues to be recognised;
- elements located in public areas, such as the statues, should be maintained in areas with public access; and
- elements which have been removed from their original location, and association, such as Carbine's Stall, should be interpreted, so that their original function and purpose is explained to the observer.

All objects and art works original to Flemington Racecourse should be retained at the racecourse.

#### *5.10.2 New object and art works*

**Policy:** All new objects and art works introduced to Flemington Racecourse should relate to the history and operation of the racecourse.

The racecourse has a history of commissioning and acquiring objects and art works for the racecourse. Any new such elements introduced to the site, such as additional statues, should have a direct relevance/historical association with the racecourse.

**5.11 Strategies for individual elements**

The following table includes strategies for significant individual elements at the racecourse, including some discussion of the elements. In some cases, potential future change is flagged and commented on for these elements, while for others more specific advice is provided on future management and works. The particular significance of the elements is also again referred to.

*5.11.1 Significant buildings and structures*

<b>Element</b>	<b>Discussion/strategy</b>
<p>Old Members Grandstand [10]</p>	<p>The Old Members Grandstand has heritage values associated with its history and use (historical and social) and building design (architectural).</p> <p>The use of the grandstand as a dedicated members’ facility at Flemington is important, as is maintaining a members’ stand of high quality. However, in its current form and configuration, while remaining substantially externally intact to its 1920s date of construction, the building does not offer a standard of amenity or facilities for VRC members, which are consistent with contemporary expectations and needs, for such a facility. Important internal members’ spaces, such as the dining room, do not provide for views of the racecourse. This was originally the case, but in current terms is seen as a significant disadvantage. Users of the internal facilities generally have little in the way of visual interaction with the rest of the course, including the racetrack.</p> <p>For the current building, a substantial functional and operational update is required, to bring it up to modern standards. It has also been bypassed by later stands at the course.</p> <p>While desirably from a heritage perspective the grandstand should be treated sensitively in a future works programme, with minimal change to its original fabric and form, pragmatically it is recognised that upgrading the building to provide for greatly enhanced amenity and additional member’s facilities, would involve substantial works and change, including possible replacement of the building. Accordingly, no detailed guidance is provided here on adaptation of the building, in recognition of its current limitations; such detailed advice can be provided if required during a planning and design phase. Non-original elements, such as the 1970s Champagne Bar and Chiquita Room additions, are not significant and can be removed.</p> <p>It is also recognised that substantial upgrade works would likely impact on the architectural significance of the building. Conversely, major works of this nature would also go directly</p>

Element	Discussion/strategy
	<p>to maintaining aspects of its historical and social significance. Having a premier members' facility at Flemington Racecourse, operating in tandem with the adjacent (2000) New Members Stand, is of considerable importance to the racecourse operation; to maintaining and growing membership numbers; and to the role of the place as a racecourse of national repute, which hosts the internationally recognised Melbourne Cup and associated Carnival.</p>
<p>Jockey's Convalescent Lodge and associated landscape [9]</p>	<p>The Jockey's Convalescent Lodge is architecturally significant (rare late nineteenth century hospital/medical building on an octagonal plan, intact building in the <i>cottage orné</i> style, only intact building at the racecourse surviving from the nineteenth century, etc); historically significant (rare surviving purpose-built structure associated with the convalescence of jockeys); and aesthetically significant (circular garden setting, elevated siting on the east of the racecourse).</p> <p>The significant values, combined with the high level of intactness of the building, would potentially make adaptation of this building a difficult and problematic exercise, where it involved substantial change to the plan and form of the building, including internally. It is also important with this building retain its free-standing octagonal form, including its roof form, roof lantern and chimneys. An addition or extension may be possible, including to the rear (south) side, but should be linked to or set off from the building. Minor internal works would also be supportable, but the objective is to retain the overall internal planning and layout, including the central octagonal hall below the lantern. The circular garden setting, while not original in terms of plantings, echoes the building's octagonal plan, and further distinguishes the building in the racecourse context. Maintaining this overall approach to landscaping around the building is recommended. There is limited potential for new development within the circular garden setting. Finding an active use for the building is also highly desirable from a heritage perspective, not least as a means of retarding further deterioration.</p>
<p>Remnants of the bluestone stand [3]</p>	<p>Although altered, the bluestone stand is of historical and architectural significance, among the oldest constructions at Flemington, and recalls the earliest phase of development at the site following the passage of the <i>Victoria Racing Club Act</i> in 1871. The stand remnants should be retained and conserved. Any works to the remnant stand should be undertaken by stonework experts, as should all repairs and making good.</p>



Element	Discussion/strategy
<p>Sections of bluestone walling and embankments, including tethering rings [4]; the Leonard Crescent bluestone gate entrance and bluestone wall and remnant painted signage [5]</p>	<p>The bluestone walls and embankments are of historical and architectural significance, and should be retained; their existing presentation generally also should be maintained. The remnant painted signage and horse tethering rings should be retained, and the bluestone remain unpainted. Minor modifications are possible; while discouraged, a limited new breach or opening to the walls may also be possible, where absolutely required for operational purposes. Any works to the wall should be undertaken by stonework experts, as should all repairs and making good.</p>
<p>Betting Ring tote buildings to the north of the Betting Ring, specifically the Bernborough Bar [12], gents WC [13] and totes [14]</p> <p>(See below for policies on the Betting Ring space and trees within the ring.)</p>	<p>Buildings to the northern perimeter of the Betting Ring (including the Bernborough Bar, the old tote buildings, and the men’s toilet block) are of historical and architectural significance (architectural interest in the case of the tote buildings). Works to these buildings should generally be undertaken in sympathy with their interwar character. They should also retain their visual connection with the Betting Ring. While detailed advice on potential adaptation of these buildings is not provided here, the Bernborough Bar and men’s toilet buildings should retain their overall form and appearance as seen from the Betting Ring, including their low-scale. Additions to the Bernborough Bar and men’s toilet should also be confined to the rear of the buildings to limit visual impacts. With regard to the old tote buildings, the VHR permit policy contemplates replacement buildings in this area, but notes that due to the historical significance, new works in this area should respect the low scale of the existing buildings.</p>
<p>Carbine’s Stall, 1890s [8]</p>	<p>Carbine’s stall is of historical significance and architectural interest. The small modest structure is more in the way of an object in its non-original location, and reasonably can continue this role. While there is scope for limited alteration and adaptation, to maintain some use for the building, key elements such as the stable door should be retained. Relocation of the stall within the site is also possible, given it was relocated here in 1990. Given its historical value, retaining the structure within a publicly accessible area is also preferred.</p>

5.11.2 Landscape and spatial elements

Element	Policy
<p>The racetrack [1]</p>	<p>The racetrack proper (excluding starting stalls, stewards’ stands, finish post, rails and the like) is of historical, social and aesthetic significance, one of the principal elements of the racecourse site and the primary focus of race day activities.</p>

Element	Policy
	<p>While the fabric per se is not significant, the overall form and placement of the track, its general alignment, its relationship to the stands and viewing areas, and its role as the central visual focus of the course, are all important elements for retention. However, realignment of the track as part of a future development, and to maintain the operation of the racecourse, is also consistent with maintaining its significance.</p>
Distance post [2]	<p>The distance post is of historical significance. The VHR permit policy acknowledges that the post has been moved in the past and accordingly could be moved again in any future realignment of the track.</p>
Betting Ring [11]	<p>The Betting Ring, created as part of the 1922-24 redevelopment of the racecourse, is of historical and social significance, and should be retained as an open space surrounded to all sides by buildings. This area has always since its creation, as far as can be determined, contained facilities for betting, particularly for the members who have exclusive access to one side, while the general public can access the other side. The retention of the betting use and focus on this area is recommended and is consistent with this historical use. Elements such as bookmaker's stands, canopies, umbrellas and the like are not significant elements and can be altered, removed, replaced, etc. Any new buildings or developments in this area generally should retain and support the Betting Ring use, and maintain the overall form of the open space.</p>
<p>Members drive and entrance ticket box [7]</p> <p>(See below for policies relating to the tree plantation flanking the drive)</p>	<p>The Members Drive and entrance are of historical and social significance. The drive's alignment is of long standing, but the fabric of the drive per se is not significant. The entrance (ticket) box is of historical interest, and could be replaced if required, but retaining evidence of a ticket box in this general location is important. The overall alignment of the drive should be retained, as should a formal entrance consistent with the historical members' use and status. The access gate and general entrance arrangement from Epsom Road can also be altered or removed if required, although a formal entrance is recommended to be retained here.</p>
Mounting yard [15] and horse walk [19]	<p>The mounting yard and horse walk are of historical and aesthetic significance, and are part of the 1922-24 redevelopment of the racecourse. The mounting yard, which remains in use for its original purpose, was enlarged to almost double its original size in the 1990s. The significance of these areas relates to their general locations, their role in race day activities, their continuity of use, and their formal presentation. They are also highly visible areas of the racecourse, including</p>

Element	Policy
	from the stands and public viewing areas. The current fabric is modern (1990s-2000s), and is not of heritage value per se. On this basis, the mounting yard and horse walk should be retained in their general locations, particularly in terms of their visual relationship with the grandstands and public viewing areas.
Formal lawns and public areas to the south of the stands including the Birdcage [16], members lawn [17] and public lawn [18]	These elements are of historic and aesthetic significance (the Birdcage is of historical significance), date to the 1920s redevelopment of the racecourse, and make a significant contribution to the presentation of the racecourse. They are also highly visible elements and areas of the racecourse. The function of the Birdcage, which was originally developed as the area where horses were stabled prior to racing, was replaced in 2007 with the new Parade Ring and tunnel to the mounting yard. The Birdcage is now used for corporate marquees during the Spring Carnival. As for the mounting yard and horse walk, the significance of the formal lawns and public areas to the south of the stands relates to their general locations, continuity of use and their formal presentation. The fabric is modern (1990s-2000s), and not of heritage value per se. These elements, or functions, should be retained in their general locations, although as large areas there is scope for change. The Birdcage is an area which could be modified.
Roses	Maintain the tradition of rose plantings at the racecourse, to ensure the historical, social and aesthetic significance of the plantings is retained.
Plantings (trees) in or associated with the Hill Precinct, Elms Precinct, Betting Ring, and Members drive	See policies and recommendations on 'Trees' below.

5.11.3 *Objects and art works*

Brass bell [6]	The 1870s brass bell is currently located adjacent to the Heritage Centre. In recognition of its historical significance, the bell should be retained in a publicly accessible location within the racecourse, and its original function and use (and importance) interpreted. It should also be kept in a secure location, and its condition maintained (which may require advice of a metals conservator).
Gaunt's Chronographic Clock	The 1870s chronographic clock is currently located in the members' bar of the Old Members Grandstand. Given its historical significance, consideration should be given to providing a more suitable mount for the clock and potentially also to relocating it to a secure public area so that it can be

	displayed and interpreted to a wider audience. If sufficient of its working parts remain, consideration could also be given to making it operable to demonstrate its technology and use.
Statues of Phar Lap, Bart Cummings and Makybe Diva (1988, 2000 and 2008 respectively)	The Phar Lap, Bart Cummings and Makybe Diva statues are of social significance and should be retained within publicly accessible areas of the racecourse. As noted in the VHR permit policy, the location of the statues does not contribute in a fundamental way to their significance and hence relocation within the site is possible, subject to them being publicly accessible and visible.
Harold Freeman 'History of Racing Murals'	The murals are of historical and social significance, and were painted for display in the Hill Stand. In preference, they should remain in situ. However, as noted in the VHR permit policy, relocation of the murals within the racecourse is an action that could be contemplated, subject to a suitable location being identified.

## 5.12 Trees

### 5.12.1 Tree management

**Policy:** A tree replacement plan for Flemington Racecourse should be prepared and implemented with the aim of establishing a mixed-age tree population based on known historic species.

An active tree replacement strategy is recommended for Flemington Racecourse, as a means of managing and retaining the significant landscape values and aesthetic significance. In general, extant tree groupings dating to the nineteenth and twentieth century are over mature. They are also significantly reduced in number. The tree replacement plan should consider, but not be limited to:

- staged removal and replacement of senescent trees; and
- ultimate removal and replacement of current healthy trees, over a 20-30 year program.

All works should be undertaken by qualified arborists to AS 4373-1996 and should aim at maintaining the existing vegetation until new planting is established.

**Policy:** Trees should be monitored by an appropriately qualified and experienced arborist to determine when removal is required.

Trees deemed to be senescent or structurally unsound (and therefore unsafe) by the arborist, are recommended to be removed. Trees have a finite life expectancy and a common mistake is to retain trees past the point where their contribution to the landscape is offset by their cost of management, and where they pose an ever increasing risk to people and property through limb drop or complete failure. It is critical that a carefully considered tree removal and replacement program is maintained to keep and reinforce the contribution of trees to the site.



### 5.12.2 Tree diversity

**Policy 21:** The existing limited tree diversity at the Elms and in the Betting Ring should be maintained. Greater diversity should be maintained in the Hill Precinct and in the Members Drive plantation.

Elms (*Ulmus procera*) are the dominant historic species at Flemington Racecourse. In some areas (the Elms and the Betting Ring) they are the sole extant species. This approach should be maintained in these areas. Consistent with Victorian-era planting selections, a greater diversity of plantings should be maintained in the Hill Precinct and the Members Drive plantation. Selections should be based on known historic species.

### 5.13 Indigenous values

Preparation of this CMP, including the Conservation Policy, did not involve an assessment of the Indigenous values of the racecourse. The racecourse is understood to be in an area of Aboriginal archaeological sensitivity, given its proximity to the Maribyrnong River. The provisions of the *Aboriginal Heritage Act 2006* apply, including the requirement to prepare a Cultural Heritage Management Plan (CHMP) in relation to any future works or development proposal for the areas of the site identified as being sensitive, and not already significantly disturbed.

### 5.14 Interpretation

**Policy:** Interpretation of Flemington Racecourse should ensure that the history and significant values of the place are clearly articulated to the public.

Flemington Racecourse provides an outstanding opportunity for innovative interpretation for visitors and users of the site. Interpretation uses various means and methods to present and deliver information. It introduces visitors to the place, gets key messages across, and assists in developing an understanding and appreciation of the history and significance of the place. The information can be presented in a readable format, and through objects and artefacts, buildings and structures, research, art works, and landscape elements. Additional supporting information can also be made available, including brochures, pamphlets, books and websites. Signage and interpretive material should be professionally designed and prepared, to ensure the highest standards are maintained.

The Flemington Racecourse Heritage Centre is a very successful innovation at the course, which delivers high quality interpretation. Statues and art works at the course are also examples of interpretive elements. Both these aspects of the current interpretation are encouraged to continue. Some interpretation of the landscape elements and spaces at the racecourse could also be considered.

### 5.15 Risk preparedness

**Policy:** Identify potential risks and prepare an appropriate strategy.

Risks to buildings and elements can be categorised into two principal areas: risks from natural events and man-made risks. The most likely risks caused by natural events include storm damage, particularly wind and rain but possibly hail and lightning. The most likely man-made disasters are flooding, due to blocked, burst or leaking rainwater goods and plumbing, fire caused by electrical faults and equipment or smoking.

A risk preparedness analysis indicates that the greatest threats to the buildings would appear to be:

<b>Threat</b>	<b>Probability</b>	<b>Preparation/Response</b>
Fire	Always present	Maintain appropriate fire services as existing. Comply with all current guidelines and evacuation procedures. Take particular care with timber structures.
Water ingress	Always present	Maintain and keep clear all rainwater goods to buildings (gutters, downpipes, sumps), and regularly inspect and maintain roofs, windows, doors, etc.
Storm damage	Always present.	There is always a risk from storm damage and from wind, rain, hail and lightning strike.  Maintain roofs and awnings in good order, inspect fixings; inspect and maintain windows and doors in good order.
Flood damage	High	Given the proximity of the Maribyrnong River and past history of flooding there is a reasonable risk of flooding. The new bund wall should be an effective barrier.
Civil damage, theft and vandalism, terrorism	Low	The site should be well secured and other security arrangements may be appropriate, given the profile of the Melbourne Cup and other events at the racecourse.
Repairs, maintenance, housekeeping	Low-Moderate	All works should be undertaken with conservation aims, objectives and practices in mind to ensure that the fabric does not deteriorate through neglect, poor or inappropriate work or handling.

It is understood that there is an approved disaster plan prepared for Flemington Racecourse.

### **5.16 Adopting and implementing the Conservation Policy**

**Policy:** This Conservation Policy should be adopted and implemented by Victoria Racing Club, including in the planning and management of Flemington Racecourse.

Implementation of the Conservation Policy is a means of ensuring that future management and development of the racecourse, including master planning and the delivery of new works and upgraded facilities, does not undermine management and conservation of the heritage values.



FLEMINGTON RACECOURSE - Significant elements and attributes

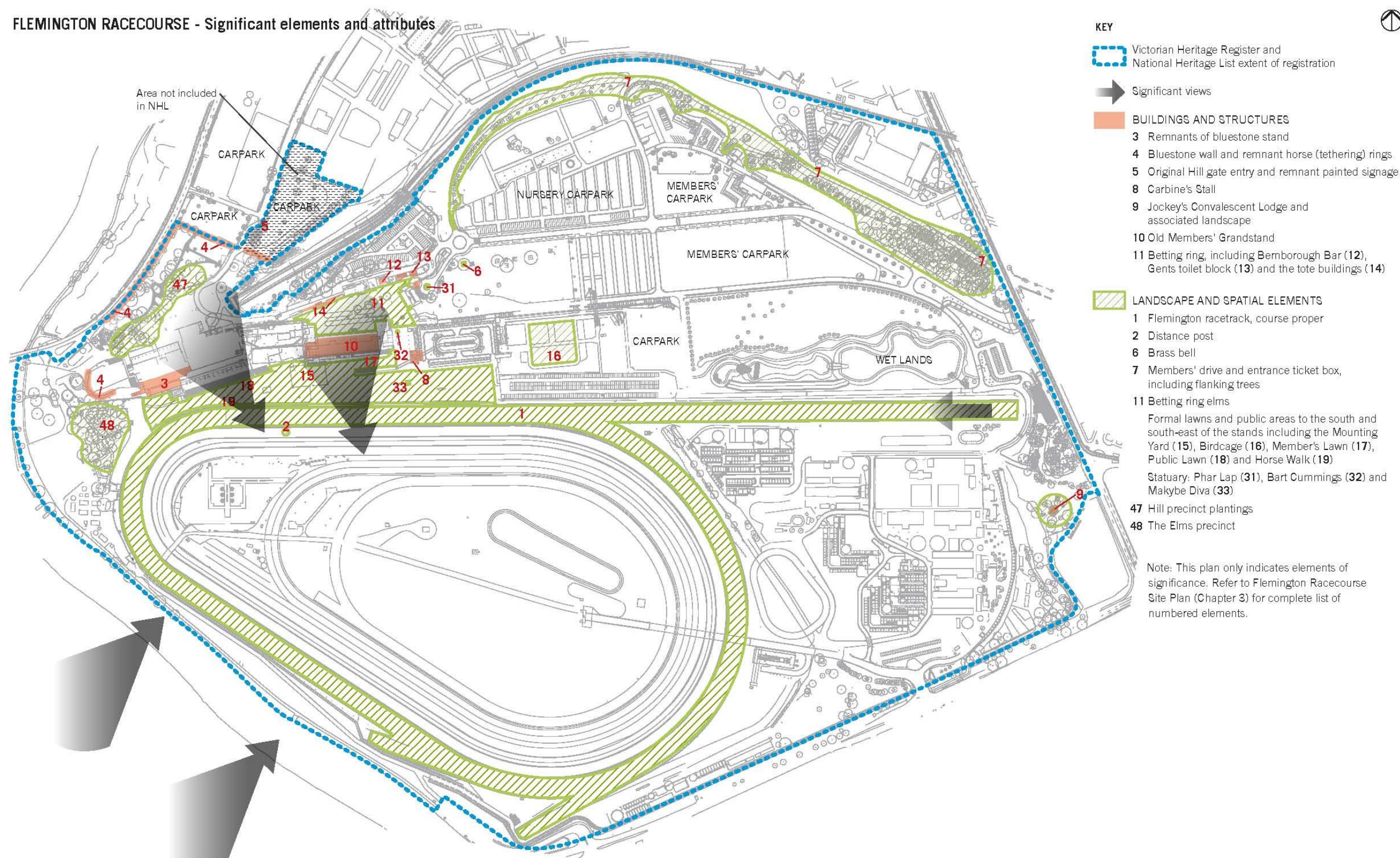


Figure 103 Significant elements.





### FLEMINGTON RACECOURSE - Areas of heritage sensitivity

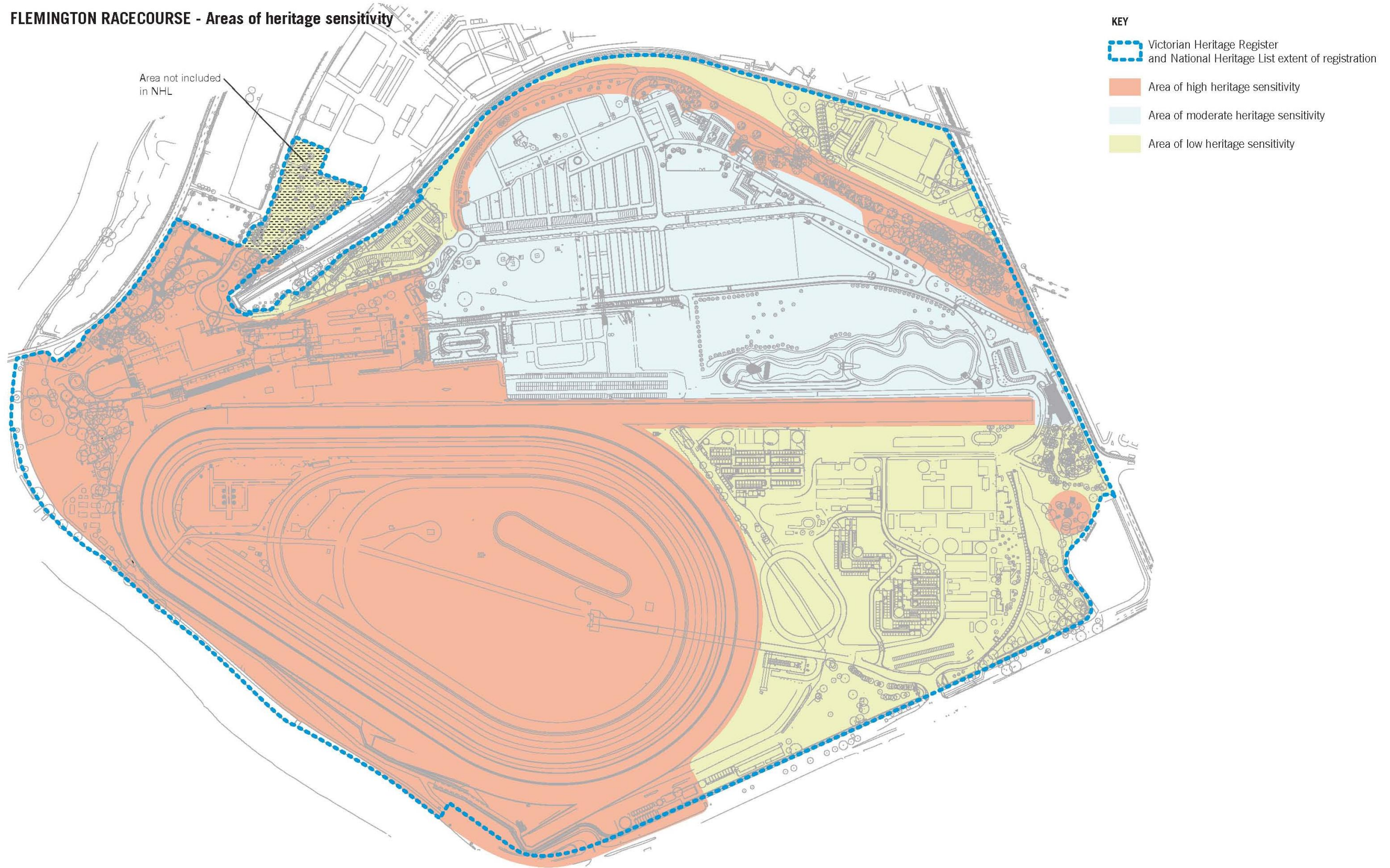


Figure 104 Areas of heritage sensitivity.





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- 246 Philip Goad, Julie Willis and Peter Walken, *Australian Modern: Architecture of Stephenson and Turner, 1919-2000*, State Library of Victoria, Melbourne, 2000.
- 247 Fraser Brown, George Clegg, Architect, Research Project, University of Melbourne; [newwww.ballarat.edu.au/honouroll\\_Clegg%GEorge.shtml](http://newwww.ballarat.edu.au/honouroll_Clegg%GEorge.shtml), viewed 11 April 2012; Santo Caruso, Marc Fiddian and Jim Main, *Football Grounds of Melbourne*, Pennon, Melbourne, 2002, pp. 85-87.
- 248 These are illustrated and described in Caruso and others at pp. 76-79 (St Kilda) 128-133 (Richmond); see also Conrad Hamann and others, *Cities of Hope Revisited*, Thames and Hudson, 2012, in press, in the discussion of Windsor Fire Station.
- 249 Caruso and others, pp. 173-174 (Footscray); 187 (Essendon, altered).
- 250 Caruso and others, p. 118 (Optus Oval-Princes Park) and Conrad Hamann and others, *Cities of Hope Revisited*.
- 251 Caruso and others (Marc Fiddian), p. 39.
- 252 Caruso and others, pp. 119-123.
- 253 It was demolished in two stages (a storey at a time) to allow a car park for Monash University, c. 1995.
- 254 Martha Rutledge, Marks, Theodore John (1865-1941), *Australian Dictionary of Biography*, v. 10, Melbourne University, 1986, <http://adb.anu.edu.au/biography/marks-theodore-john-7491>, viewed 11 April 2012.
- 255 [www.marks.net.au](http://www.marks.net.au), viewed 11 April 2012.
- 256 This progress is recorded in George and Florence Taylor's *Building* magazine (Sydney) between 1907 and 1914. They ran a regular piece on who was brining in what building revenue, and Robertson and Marks quickly zoomed to the top.
- 257 Ross Thorne, *Cinemas of Australia: via USA*, University of Sydney, 1981, pp. 275-277.
- 258 P Roberts, Turnberry Consulting Ltd, draft assessment of the Old Members Grandstand at Flemington, November 2012 (copy provided to Lovell Chen).
- 259 See Rutledge, 'Marks'. Checked against images and dating in [www.sydneyarchitecture.com.au](http://www.sydneyarchitecture.com.au); [www.perpetual.com.au/investors-our-history](http://www.perpetual.com.au/investors-our-history); [www.davidjones.com.au](http://www.davidjones.com.au) viewed 11 April 2012.
- 260 P Roberts, Turnberry Consulting Ltd, draft assessment of the Old Members Grandstand at Flemington, November 2012 (copy provided to Lovell Chen).
- 261 [www.yelp.com.au/biz/rosehill](http://www.yelp.com.au/biz/rosehill), viewed 11 April 2012.
- 262 David Helms and Peter Barrett, *Heritage Assessment: Moonee Valley Racecourse: Stage 2 Report*, Melbourne 2012, pp. 14-15.
- 263 Especially Camberwell Depot's Camberwell Road stabling house.
- 264 Those lines were electrified in 1922 and 1923 respectively.
- 265 David Rowe, *Building a national Image: the Architecture of John Smith Murdoch, Australia's First Government Architect*, PhD thesis Deakin University, Geelong, 1997; entry in Philip Goad and Julie Willis (eds., contrib.), *The Encyclopedia of Australian Architecture*, Cambridge, Melbourne, 2011, p. 480.
- 266 John Statham, Hudson, Philip, in Goad and Willis, *Encyclopedia*, pp. 345-6.

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- 267 See [www.walkingmelbourne.com.au](http://www.walkingmelbourne.com.au), viewed 11 April 2012.
- 268 *Australian Modern*, pp. 33 (Melbourne Town Hall), 56 (Austin Hospital).
- 269 Image in possession of Lovell Chen, Melbourne.
- 270 [www.walkingmelbourne.com/search.html?architects=William+Salway](http://www.walkingmelbourne.com/search.html?architects=William+Salway) and [www.ohta.org.au/organs/organs/MelbAustChurch.html](http://www.ohta.org.au/organs/organs/MelbAustChurch.html)
- 271 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.
- 272 Jeremy Taylor, op cit., p. 157.
- 273 Thompson and Goldin, pp. 183-5, 190-1. The nurses were still remote from these wards, separated by storerooms, a vestibule and a hexagonal hall.
- 274 See Philip Goad and others, *Melbourne Architecture*, Watermark, Sydney, 1999, pp. 71 (Fig. 114 – Winfield), and 84 (Fig. 130 - Williamstown).
- 275 A Lemon, 'Flemington Racecourse Buildings Developments 1840-2011', notes from work in progress, November 2011.
- 276 For example in Spain, France and Indonesia, see <http://australia.icomos.org/publications/charters/>, accessed 5 March 2012.
- 277 Burra Charter, 1999.
- 278 J. H. Chambers. *Cyclical Maintenance for Historic Buildings*. p. 2.