

SANDOWN PARK RACECOURSE GRANDSTAND

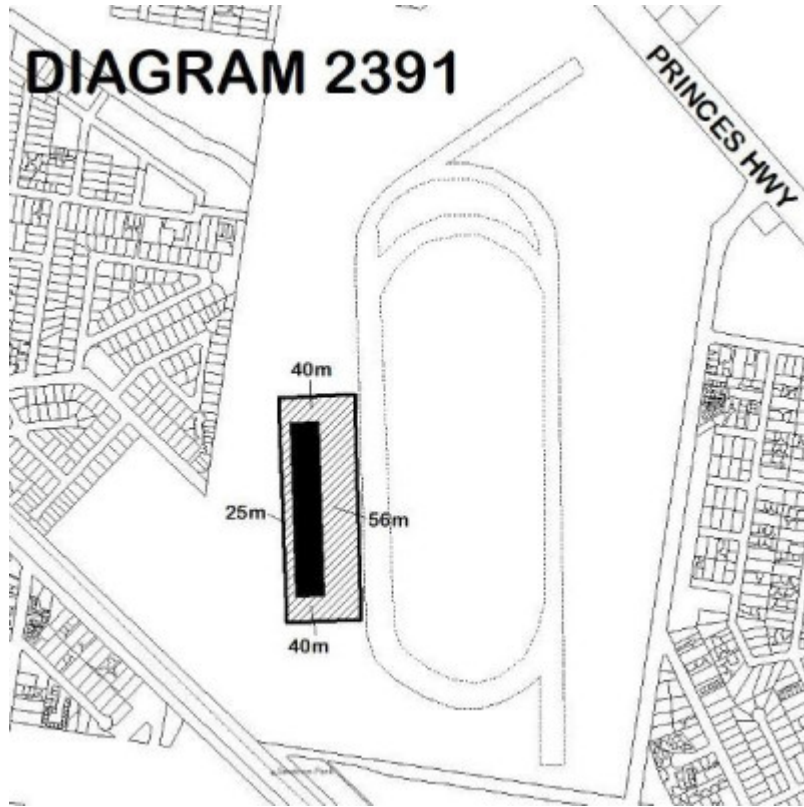


Diagram 2391.jpg



Aerial Photo of Sandown.jpg



from east (trackside), looking south-west.jpg



Detail of seating area, showing stepped concrete tier, bench seats and canopy underside.jpg



The grandstand (prior to interior fitout) as seen in aerial photograph by Lyle Fowler 1963.jpg



The grandstand as photographed by Wolfgang Sievers 1962.jpg



General view of the 1976 additions from west (carpark side), looking north-east.jpg



General view of undercroft area showing exposed structure and low-rise infill.jpg



General view of the grandstand from west (carpark side), looking south-east.jpg



New entry porch on eastern side added in 1994.jpg



Original tote building in undercroft area north end showing hatch-like windows.jpg



Typical interior.jpg



view of the grandstand from east (trackside), looking north-west.jpg

Location

594-659 PRINCES HIGHWAY SPRINGVALE, GREATER DANDENONG CITY

Municipality

GREATER DANDENONG CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H2391

Heritage Overlay Numbers

HO54

VHR Registration

April 18, 2019

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - April 7, 2021

What is significant?

The Sandown Park Racecourse Grandstand including the exposed elongated structure of concrete piers and beams, modular bays, low-pitched butterfly roof, the cantilevered canopy with metal slat lining and massive beams that project beyond the eaves line, the low concrete balustrades to the seating area and ramps, and chequerboard pattern to the exterior cladding at the upper level of the western elevation.

How is it significant?

The Sandown Park Racecourse grandstand is of architectural and aesthetic significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion D

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

Criterion E

Importance in exhibiting particular aesthetic characteristics.

Why is it significant?

The Sandown Park Racecourse Grandstand is significant at the State level for the following reasons:

The Sandown Park Racecourse Grandstand is of architectural significance as a notable example of postwar grandstand architecture. The design is fine and innovative and the vast cantilevered roof over one uninterrupted continuous tier is striking in its simplicity and scale. The grandstand is one of the earliest of the group of Modernist grandstands built in postwar Victoria. Its architectural design is pivotal and it is a highly intact example of its class. The grandstand exhibits design characteristics which became standard, such as the accommodation of spectators in a single elongated stand without supporting vertical supports, and the provision of a wide visual field for racegoers without particular emphasis on the winning post. (Criterion D)

The Sandown Park Racecourse Grandstand is of aesthetic significance for its sophisticated and elegant form reflective of a period of vigorous architectural experiment in postwar Melbourne. Its cantilevered roof and bold single tier articulation combine to produce a structure of dynamism and daring visual impact. The grandstand was featured on the front cover of two leading architectural journals of the day and the design was described 'striking' and 'ultra-modern'. (Criterion E)

Permit Exemptions

General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

Specific Exemptions:

It should be noted that Permit Exemptions can be granted at the time of registration (under s.38 of the Heritage Act). Permit Exemptions can also be applied for and granted after registration (under s.92 of the Heritage Act).

General Condition 1

All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

General Condition 2

Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible.

General Condition 3

All works should ideally be informed by Conservation Management Plans prepared for the place. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.

General Condition 4

Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.

General Condition 5

Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the relevant responsible authority, where applicable.

Specific Permit Exemptions

The grandstand, due to its unusual construction method, has a number of specific maintenance issues. Any maintenance on the grandstand should refer to original drawings to inform an understanding of the construction of the structure. Maintenance challenges primarily relate to the unusual form, detailing and construction of the roof.

Repair and maintenance

. The repair, maintenance or replacement of missing, damaged or deteriorated fabric that is beyond further maintenance, with material that matches the existing fabric in form, material and method of affixing, and does not involve damage to or the removal of significant fabric. Note: This exemption is not intended to allow for the cumulative replacement of large amounts of the fabric of an item. A permit will be required if the replacement of large amounts of fabric is necessary. If there is uncertainty about the requirement for a permit, advice should be sought from Heritage Victoria.

. Maintenance, replacement and installation of building and essential services.

. Removal, replacement, repairs to existing safety barriers and universal/disability access structures.

. Replacement of existing building and essential services including cabling, plumbing, wiring and fire services

that uses existing routes, conduits or voids, and does not involve damage to or the removal of significant fabric.

. Maintenance and replacement of mechanical plant that uses that uses existing routes, conduits or voids, and does not involve damage to or the removal of significant fabric.

. Painting of previously painted elements.

. Cleaning including the removal of surface deposits, organic growths, or graffiti by the use of low pressure water and natural detergents and mild brushing and scrubbing.

. Vermin control activities provided the works do not adversely affect heritage fabric.

Note: Any new materials used in relation to the above permit exemptions must not exacerbate the decay of existing fabric due to chemical incompatibility, obscure existing fabric or limit access to existing fabric for future maintenance. Repair and maintenance must maximise protection and retention of fabric and include the conservation of existing details or elements. Surface patina which has developed on the fabric may be an important part of the item's significance and if so needs to be preserved during maintenance and cleaning.

Interiors

. Removal of internal fabric, fittings and fixtures which do not impact on the structural elements of the building in the following areas: kitchens, bar, restaurant, betting fit-out and crowd amenities areas, toilets and the enclosed areas beneath the undercroft. This does not include the original tote building housed in the undercroft.

Public safety and security

. Emergency stabilisation works necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk. Urgent or emergency site works are to be undertaken by an appropriately qualified specialist such as a structural engineer, or other professional or tradesperson with appropriate heritage experience. The Executive Director must be notified within seven days after the works.

. General maintenance for the purposes of safety and security including the removal of broken glass, the temporary shuttering of windows and covering of holes as long as this work is reversible and does not damage the cultural heritage significance.

Events

. The installation/erection of temporary structures as part of an event (racing or other) of up to three months duration (including assembly and disassembly), where any affected areas are made good to match the condition prior to the installation of the temporary elements. The structures should not be located in a place where they damage any fabric. The assembly and disassembly process should not damage any fabric.

. Non-structural alterations to all existing promotional elements.

. The introduction of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety for a maximum period of six months after which they will be removed, and the structures are not located in a place where they could damage any fabric. The structures should not be located in a place where they damage any fabric. The assembly and disassembly process should not damage any fabric.

Landscape

. The process of gardening, including mowing, removal of dead shrubs and replanting, disease and weed control, and maintenance to care for existing plants.

. The removal of dead or dangerous trees and emergency tree works to maintain safety.

. Repairs, conservation, and maintenance to hard landscape elements, such as steps, paths, gutters, drainage and irrigation systems, edging, fences and gates.

. Management of trees in accordance with Australian Standard; Pruning of Amenity Trees AS 4373-1996.

. Management of trees in accordance with Australian Standard; Protection of Trees on Development Sites AS 4970-2009.

. Removal of plants listed as noxious weeds in the *Catchment and Land Protection Act 1994*.

. Vegetation protection and management of possums and vermin.

Racetrack works

. All works to racetracks to ensure their functioning and safety for racing purposes in their current form.

Car park areas

. Repairs and maintenance work to asphalted car park surfaces and associated non-original fencing

. All works to, including demolition of, brick toilet block in car park to north of grandstand

Other structures

. Repairs, maintenance and removal of, non-original entry arrangement (in the vicinity of bays 13-15), including escalators and stairs.

. Repairs, maintenance and removal of, the late twentieth century space frame structure over the betting area (west of bays 1-12), so long as there is no impact on the grandstand.

Theme

9. Shaping cultural and creative life

Construction dates 1960,

Architect/Designer Bogle & Banfield,

Heritage Act Categories Registered place,

Other Names SANDOWN GRANDSTAND, THOMAS S CARLYON STAND,

Hermes Number 201829

Property Number

History

Origins of the Sandown Park Racetrack (1888-1948)

The first horseracing track at Sandown Park was located at the railway station end of the present-day racecourse and was smaller. Opening in 1888 it was privately owned and originally named 'Oakleigh Park Racecourse'. In 1891, this place was sold to the Victorian Trotting Club and was renamed 'Sandown Park Racecourse', after the famous track in England. Sandown Park was initially used for horse racing only. However, with the increase in popularity in motor cars in the early twentieth century, the first car race in Australia was held at the track in 1904. Horse racing was held here until 1931, when the Victorian government decided to reduce the number of metropolitan racecourses, closing Sandown Park amongst others.

The Present Sandown Park Racetrack (1948)

The current layout and operation of Sandown Racecourse has its basis in the horse racing reforms undertaken by the State Government in the 1940s, which resulted in tighter regulation of race days and the closure of further suburban racecourses. In 1948, Sandown Park was designated as one of four racecourses (along with those at Flemington, Caulfield and Moonee Valley) where horse racing would be permitted. At the time, the site comprised two racetracks, two grandstands (c.1880s), stables, ancillary buildings and fenced lawns and gardens and lawns. The upgrading of these outdated facilities became a major priority.

Redevelopment of the racecourse (1956-65)

Sandown Racecourse was redeveloped between 1956 and 1965. In 1955, the government approved the Melbourne Racing Club (MRC) laying a new horse race track at Sandown. The horse racing track was designed by HJ Wagstaff, who had a long history with the design of racecourses. By 1958 the main racecourse track had

been set out and a dam had been constructed.

In July 1959 the MRC had approved plans for an 'ultra-modern grandstand' at Sandown Park. It engaged architects Bogle & Banfield to prepare a masterplan. As this scheme unfolded during 1959, MRC chairman Thomas Carlyon embarked upon a study tour of racecourses in Manila, Hong Kong, Japan, Bangkok and Singapore, noting that 'any additional features which he sees designed for the benefit of the racing community will be incorporated into the Sandown Park plans'.

Although the site was initially proposed solely as a horse-racing venue, by the early 1960s there was a push for inclusion of motor racing facilities. It has been suggested that motor racing was incorporated as a way for the MRC to quickly generate additional income from the site. Motor racing had been a 'minority sport' through the interwar period, but during the postwar period, as the accessibility of motor cars increased, the popularity of motor racing grew significantly.

A new grandstand (1959-62)

In July 1960, with development of the site underway, Bogle & Banfield's grandstand model was sent to Switzerland by the Department of Trade as part of the Australian exhibition at the Lausanne Fair. The grandstand was still under construction in late 1961, when the *Age* published a photograph of it being inspected by a group of visiting international jockeys that included England's Lester Piggott.

The grandstand was sited to the west of the main straight of the racetrack, with pedestrian entry ramps on the western side. As designed, the stand featured rows of timber seating fixed on stepped concrete slabs with pedestrian ramp access from the lawn area at the front of the stand. Behind the seating was a concourse area with refreshment facilities, with the open undercroft below the seating incorporating tote windows, toilets, bars and snack bars. The jockeys and racecourse facilities were also located on this level. Photographs of the early 1960s show open courts located at the northern and southern ends of the stand.

The Sandown Park grandstand, built on a large site unencumbered by restrictions, allowed the architects free rein to conceive a structure of uncommonly elongated form, accommodating spectators across a single continuous tier (in contrast to the typical multi-level tier system), without a narrow visual focus on the winning post.

Bogle & Banfield, architects

The architectural partnership of Bogle & Banfield was formed in 1955 by Alan Bogle (1902-1976) and Gordon Banfield (1922-2007). During its heyday in the late 1950s and 1960s, Bogle, Banfield & Associates became best known for high-profile mixed-use buildings in central Melbourne, such as the Total House Carpark (1963-64), Palladium Entertainment Centre (1964), Mid City Cinemas, Bourke Street (1977) and St Vincent's Private Hospital (1972), Gypsum House, La Trobe Street (1968) as well as a broad range of projects including retail premises, warehouses, factories and houses. The 1960 working drawings for the Sandown Racetrack Grandstand bear the initials of various staff members. There is evidence that Bernard Joyce was the designer. He subsequently designed a racecourse grandstand in Malaysia and won first prize in an international design competition in 1964.

Grandstand Opening 1962

The grandstand and motor racing course were officially opened by the Lord Mayor, Cr Maurice Nathan, on 11 March 1962, with a crowd of 100,000 attending the first two days of motor racing. At the time, it was stated that the grandstand (reported to accommodate 8,000 people) would be known as the Thomas S Carlyon Stand, after the MRC chairman. Although officially opened, work had not yet started on its interior fitout and outbuildings. When this work commenced in 1964, it was undertaken by Mussen & Mackay in association with Trevor Evans & Associates.

Horse racing at the new racecourse commenced in 1965, when Sandown Racecourse was officially opened by the Premier of Victoria, Henry Bolte on 19 June 1965. By 1965, the open courts (where large areas had been left open in the roof) had been covered and open ramped seating (bays 28 to 33) had been constructed at the northern end of the grandstand.

Later changes (1970s onwards)

In 1976, the grandstand was extended to the north. This extension, designed by Reg Grouse Pty Ltd Architects, included two upper levels which incorporate the Victory bar with the Leger bar at concourse level above. New sections of the grandstand covered open tiered seating which had existed in this section of the site since 1964. An interstate betting ring and bar was also constructed to the west of the grandstand as part of these works. In

1994, further works were undertaken to the grandstand, including the construction of a new entrance at bays 13-15. In 1997, the southern end of the undercroft was gutted and infilled to create a large enclosed members' area. This work was undertaken by architectural firm of Grouse Fleming Bate (a latter incarnation of the office of Reg Grouse, who did the 1976 additions) and was officially opened on 15 November 1997. The covered area, over the betting ring, was added around the same time.

KEY REFERENCES USED TO PREPARE ASSESSMENT

"MRC plan for £700,000 stand", *Age*, 8 July 1959, p 20.

"New racecourse and grandstand for Victoria", *Architecture & Arts*, August 1959, pp 38-41.

Bogle & Banfield, "Sandown Park Racecourse", working drawings dated Mar, Apr & May 1960. PROV.

"Lord Mayor to open circuit", *Age*, 9 February 1962, p 22.

"The New Sandown Park Racecourse", *Foundations*, IV, 5 (1965), pp 20-25.

Fay Woodhouse, "Alan Bogle: A Brief Biography", *Spirit of Progress*, VII, 2 (Autumn 2006), pp 10-13.

Neil Clerehan, "Designed, built and owned landmark buildings", *Age*, 5 September 2007, p14. [obituary for architect Gordon Banfield]

Built Heritage Pty Ltd, "Bogle & Banfield", *Dictionary of Unsung Architects*, www.builtheritage.com.au

Lovell Chen, *Sandown Racecourse, Heritage Assessment*, January 2015.

Assessment Against Criteria

Criterion

The Sandown Park Racecourse Grandstand is significant at the State level for the following reasons:

The Sandown Park Racecourse Grandstand is of architectural significance as a notable example of postwar grandstand architecture. The design is fine and innovative and the vast cantilevered roof over one uninterrupted continuous tier is striking in its simplicity and scale. The grandstand is one of the earliest of the group of Modernist grandstands built in postwar Victoria. Its architectural design is pivotal and it is a highly intact example of its class. The grandstand exhibits design characteristics which became standard, such as the accommodation of spectators in a single elongated stand without supporting vertical supports, and the provision of a wide visual field for racegoers without particular emphasis on the winning post. (

Criterion D)The Sandown Park Racecourse Grandstand is of aesthetic significance for its sophisticated and elegant form reflective of a period of vigorous architectural experiment in postwar Melbourne. Its cantilevered roof and bold single tier articulation combine to produce a structure of dynamism and daring visual impact. The grandstand was featured on the front cover of two leading architectural journals of the day and the design was described 'striking' and 'ultra-modern'. (Criterion E)

Extent of Registration

NOTICE OF REGISTRATION

As Executive Director for the purpose of the **Heritage Act 2017**, I give notice under section 53 that the Victorian Heritage Register is amended by including a place in the Heritage Register:

Number: H2391

Category: Registered Place

Place: Sandown Park Racecourse Grandstand

Location: 594-659 Princes Highway Springvale

Municipality: Greater Dandenong City

All of the place shown hatched on Diagram 2391 encompassing part of Lot 1 on Title Plan 710223 to the extent of 56 metres from the eastern edge of the main grandstand building, 40 metres from the northern and southern edges and 25 metres from the western edge.

Dated: 18 April 2019

STEVEN AVERY
Executive Director

[Victorian Government Gazette G16 18 April 2019 701]

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>